



## **TRANSPORTATION POLICY COMMITTEE (TPC) REGULAR MEETING AGENDA**

**Thursday, March 5, 2020 - 2:00 p.m.**

**Location: Corpus Christi City Hall Council Chambers  
1201 Leopard Street, Corpus Christi, TX 78401**

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

**2. Public Comments for Items not on the Agenda**

Opportunity for public comments for items not on the Agenda and within the TPC's jurisdiction (except in matters related to pending litigation). Proceedings are recorded. We ask that remarks be limited to three minutes, that you identify yourself, and give your address. Those persons addressing the TPC through a translator are given twice the amount of time, or six (6) minutes to provide their comments. Please complete a speaker sign-up card.

To the extent allowed by law, there is no prohibition against public criticism of the TPC, including criticism of any act, omission, policy, procedure, program, or service.

**3. Approval of the February 6, 2020 TPC Regular Meeting Minutes ☒**

**4. DISCUSSION AND POSSIBLE ACTION:**

**A. FY 2019-2022 Transportation Improvement Program (TIP) Amendment #5: ☒**

**Corpus Christi Regional Transportation Authority (CCRTA) New Projects**

Action: Review, Discuss and Approve TIP Amendments

**B. Transportation Planning Director Authorizations Resolution 20-03 ☒**

Action: Review, Discuss and Approve Resolution

**5. INFORMATION ONLY:**

**A. FY 2021-2024 Transportation Improvement Program (TIP) Process Briefing ☒**

**B. FY 2021-2022 Unified Planning Work Program (UPWP) Development ☒**

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

**7. UPCOMING MEETINGS:**

**A. Technical Advisory Committee:**

**Regular Meeting:**

**March 19, 2020**

**B. Transportation Policy Committee:**

**Regular Meeting:**

**April 2, 2020**

**8. Adjourn**

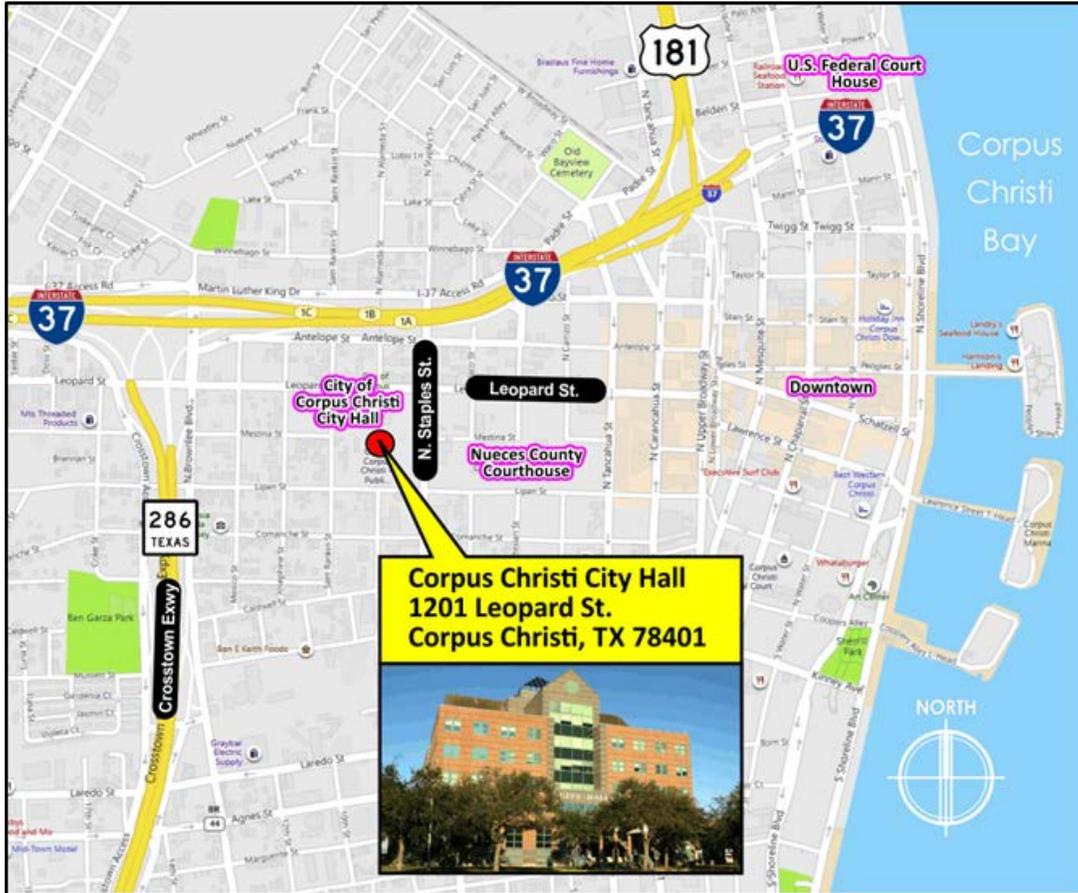
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☒ - Indicates attachment(s) for the agenda item.

## PUBLIC MEETING NOTIFICATION

All MPO Committee meetings are public meetings and open to the public. 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.

### MEETING LOCATION MAP



**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION POLICY COMMITTEE (TPC) MEETING MINUTES**

**February 6, 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, Vice Chair, Port of Corpus Christi Authority

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

Judge Barbara Canales, Nueces County (2:02 p.m.)

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

Mr. Anthony Jones, Federal Highway Administration

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

**2. Public Comments for items not on the Agenda**

Judge Krebs called for public comments for items not on the agenda. None offered.

**3. Approval of the January 9, 2020 TPC Regular Meeting Minutes**

Mr. Zahn made a motion to approve the January 9, 2020 TPC Meeting Minutes. Mayor Skurow seconded; motion passed unanimously.

**4. Discussion and Possible Action:**

**A. Public Hearing for the DRAFT 2020-2045 Metropolitan Transportation Plan (MTP)**

Judge Krebs opened the final Public Hearing opportunity for the DRAFT 2020-2045 MTP at 2:03 p.m. No public comments were offered. Judge Krebs closed the Public Hearing and resumed the TPC meeting at 2:04 p.m.

**B. DRAFT 2020-2045 MTP**

The complete DRAFT 2020-2045 MTP including the Executive Summary, 14 chapters and Appendices has been available for public review and comments for a month before the adoption. The final Public Hearing opportunity was given under Item 3; there was no comment offered. Mr. MacDonald requested TPC to approve the adoption of the DRAFT 2020-2045 MTP as the Corpus Christi MPO's 25-year long-range plan. The MTP must be fiscally constrained and will be updated every 5 years. A resolution #20-1 is requested for in conjunction with Action Item B: the 2020-2045 MTP, and Action Item 4-C: Congestion Management Process.

Mayor McComb made a motion to approve the adoption of the DRAFT 2020-2045 MTP. Mayor Skurow seconded; motion passed unanimously.

**C. DRAFT Congestion Management Process (CMP)**

Mr. MacDonald explained that the CMP is one of the federally required elements in a long-range transportation plan to address congestion. Mr. MacDonald requested the TPC approve the DRAFT CMP.

Mr. Olivarez, Jr., made a motion to approve the DRAFT CMP. Mayor McComb seconded: motion passed unanimously.

Mr. Zahn made a motion to approve the Resolution #20-1 for 2020-2045 MTP and CMP. Mayor Skurow seconded; motion passed unanimously.

**D. FY 2019-2022 Transportation Improvement Program (TIP) Amendments #5: Corpus Christi Regional Transportation Authority (CCRTA) New Projects**

The CCRTA requested to amend the total project cost for the Paratransit Fleet Replacement in FY 2019 from \$1.8 million to \$3.0 million with additional funding, and additional 19 projects for a total of \$28.5 million for FY 2020-2022. The CCRTA requested the TPC release the information to the public for review and comments for a month.

Mr. Zahn made a motion to approve the release the CCRTA TIP Amendment information for public comments. Mayor Skurow seconded: motion passed unanimously.

**E. 2020 Safety Performance Measures (PM1) Targets**

Mr. Casper explained that the Safety Performance Measures has been one of the federally required elements in transportation planning process since 2016. There are 5 federal safety performance measures; (1) number of fatalities, (2) rate of fatalities per hundred million vehicle miles of travel (VMT), (3) number of serious injuries, (4) rate of serious injuries per hundred million VMT, and (5) number of non-motorized fatalities and serious injuries. The MPOs are allowed to either adopt State targets set by TxDOT or establish its own targets. Based on the State Safety Targets that sets a goal of zero fatality by 2050 (#EndTheStreak), the Corpus Christi MPO set the following targets to be achieved in 2035 and 2045:

Annual Performance Measure	2035	2045
Number of Fatal Crashes	18	6
Rate of Fatal Crashes per 100 Million VMT	0.55	0.13
Number of Serious Injury Crashes	62	13
Rate of Serious Injury Crashes per 100 Million VMT	1.96	0.28
Number of Non-motorized Fatal and Serious Injury Crashes	20	5

The City of Corpus Christi also recently declared itself a “Vision Zero” City to combat the traffic fatalities. The Corpus Christi MPO will work closely with partner agencies, stakeholders and general public to address transportation safety. Mr. Casper mentioned that achieving zero fatalities requires efforts in all facets of transportation. One example is the City of Seattle implemented a 20 miles per hour speed limit on city streets since speed is one of the most common factors in fatal crashes. Also, more than 90% of fatal crashes are caused by the human behavior, so modifying behavior is a key area of effort. These are the challenges in addressing the current safety issues. Mr. MacDonald requested the TPC approve the 2020 Safety PM Targets and Resolution #20-2 for the 2020 Safety PM Targets.

Mayor Skurow asked if the statistics are within the MPO Boundary or MPO Study Area. Mr. Casper answered the numbers are within the MPO Boundary, but the strategies are used in the MPO Study Area. Mayor Skurow mentioned that a 146% traffic increase within 15 years is projected in the CMP, and even though technologies like autonomous vehicles and local efforts to curb the fatalities, human behavior is the biggest cause of the fatal crashes and it would be difficult to change, but she emphasized that starting the discussion is important.

Mr. Zahn made a motion to approve the 2020 Safety Performance Measures (PM1) Targets and resolution. Mayor Skurow seconded: motion passed unanimously.

**F. San Patricio County Master Plan Participation**

Judge Krebs informed the TPC that San Patricio County has been working with participating cities to develop an Industrial Master Plan for years, and it is becoming a reality. San Patricio County is experiencing rapid industrial growth and a plan is needed to provide the necessary services to these

industries as well as protect sustainable communities in San Patricio County. Judge Krebs thanked the City of Portland for their effort to initiate this plan. The collection of resolutions to support this plan from participating cities, Gregory-Portland ISD, and City of Corpus Christi are provided in the agenda packet. The San Patricio County and participating cities are considering offering the Corpus Christi MPO to oversee the development plan as an objective, third party administrator to facilitate the following 4 major functions:

1. To work with the County Commissioners Court and participating cities within San Patricio County to select a qualified consultant
2. To create the legal and operational framework for the plan
3. To aid Participating Governments by supervising the work of the qualified consultants
4. To provide other such guidance and oversight as may be needed to ensure the successful development of the plan

Mayor Skurow also thanked the entities who support developing an Industrial Master Plan for San Patricio County. The City of Portland considers this plan to be a tool for planning infrastructure and utilities, determining where industries are best suited, protect ETJ where cities are unable to zone, and so forth. Each city has developed its own plan, but this is the first of the kind for San Patricio County.

Mr. MacDonald requested TPC to approve the MPO staff to perform administrative function to the plan's development process.

Mayor McComb motioned to approve the Corpus Christi MPO's participation as an administrator/facilitator in the San Patricio County Industrial Master Plan. Mayor Skurow seconded: motion passed unanimously.

Judge Canales inquired how the Corpus Christi MPO would carry out this function. Mr. MacDonald answered that the details will be discussed among the San Patricio County, participating governments, and the Corpus Christi MPO, but this TPC approval is the first step to do enable staff to participate. He considered Corpus Christi MPO's role to be facilitating the development of the plan by assisting the selection of qualified consultants, monitoring progress, providing guidance to the San Patricio County and participating governments for technical items, and so forth. Mr. MacDonald is confident with Corpus Christi MPO's staff capabilities based on his and Mr. Casper's experience in multi-region planning as well as their consulting experience. Judge Canales requested to include Nueces County for the sharing of the findings since Nueces County is connected to San Patricio County. Nueces County has formed the Industrial Committee and is looking forward how San Patricio County's Industrial Master Plan is developed.

## **5. Information Only**

### **A. City of Corpus Christi Vision Zero Briefing**

Mr. Charlie Cardenas P.E., Deputy Director of Public Works/Street Operations, City of Corpus Christi reported the City's Vision Zero initiative. The City of Corpus Christi City Council approved the resolution declaring City of Corpus Christi as a Vision Zero Community with a commitment to save lives and decrease roadway, including bike and pedestrian, and waterway accidents on January 14, 2020. Vision Zero was first implemented in Sweden in 1990s' to eliminate all traffic fatalities and severe injuries, while increasing safe, equitable mobility for all. The major cause of fatal/serious injuries are human error and it is preventable. Mr. Cardenas provided the statistics of fatal accidents in the City of Corpus Christi, in 2019 there were 38 total fatalities. The City of Corpus Christi is aiming to reduce fatalities to zero by 2040 through working collaboratively with partner agencies, interest groups and the general public. There are 4 goals that the City of Corpus Christi has in 2020: (1) Recognized by City Elected Officials, (2) Develop Collaborative Leadership & Accountability, (3) Establish Vision Zero Action Plan, (4) Conduct Educational Outreach.

Mayor McComb asked how many fatalities were alcohol related. Mr. Cardenas answered that he couldn't answer the question without looking at more detailed data, but he would get back to Mayor after he verified how many fatalities are alcohol related, however; Mr. Cardenas emphasized the leading cause of fatalities is human error, especially distracted driving.

Mayor Skurow inquired if the number of fatalities is within the city limit of Corpus Christi regardless the origin of drivers, and Mr. Cardenas said the fatalities data was within the City of Corpus Christi. Mayor Skurow pointed out the regional traffic flow such as commuting from Portland to Corpus Christi affects the number of fatalities, and it is necessary to extend the effort to surrounded cities. Mayor Skurow encouraged the City to reach out to the City of Portland to spread the message.

Judge Canales expressed concerns regarding lighting issues on SH 286 and SH 44 and urged to resolve these safety concerns to improve safety by inter-agency discussion and cooperation.

**B. FY 2021-2024 Transportation Improvement Program (TIP) Process Briefing**

Mr. Casper briefed the TPC on the FY 2021-2024 TIP development process. As briefed in Item 4-E: 2020 Safety PM1 Targets, all transportation plans are required performance-based planning and (1) all projects in TIP are fiscally constrained, (2) TIP must be approved by the TPC, State Governor, and included in State TIP (STIP) without modification, (3) List all federally-funded and regionally significant locally/private-funded projects, (4) some not regionally significant projects can be grouped by type, (5) estimated total project cost should be listed.

The proposed TIP development schedule based on the June submission is:

- March - funding amount and PM approval by TPC
- April - DRAFT 2021-2024 TIP project list and anticipated PM effects are approved by TPC
- May - the release of DRAFT 2021-2024 TIP to the public approved by TPC
- June – approval of DRAFT 2021-2024 TIP by TPC and submitted to TxDOT
- August – approval of STIP by Texas Transportation Commission

Mr. MacDonald stated the just approved 2020-2045 MTP has the fiscally constrained project list consisting of short-range, mid-range, and long-range time frames and the TIP projects are selected from the short-range project list.

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

Mayor McComb requested Mr. Olivarez, to brief on both (1) financial aspect and (2) project progress of the Harbor Bridge. The progress of new Harbor Bridge may affect the City of Corpus Christi's Bond 2020 issuance on areas such as North Beach. Mr. Olivarez, agreed to brief on these.

Mayor Skurow praised and congratulated the MPO Director and staff for the successful development of 2020-2045 MTP.

Mayor McComb commended Mayor Skurow's successful State of the City speech held on January 30, 2020.

**7. Upcoming Meetings:**

- |  |                         |                          |
|--|-------------------------|--------------------------|
| <b>A. Technical Advisory Committee:</b>    | <b>Regular Meeting:</b> | <b>February 20, 2020</b> |
| <b>B. Transportation Policy Committee:</b> | <b>Regular Meeting:</b> | <b>March 5, 2020</b>     |

Judge Krebs and Mayor Skurow may not be able to attend the March 5, 2020 TPC meeting. Judge Krebs request to check the quorum for March 5, 2020 and reschedule the meeting if necessary.

**8. Adjourn:** The meeting adjourned at 2:55 p.m.



**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
<b>FY 2020 Project Total</b>			<b>\$8,405,700</b>

**Addition of 8 Projects in FY 2021:**

<b>Program Year</b>	<b>Project Name/Description</b>	<b>Funding</b>	<b>Total Project Cost</b>
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
<b>FY 2021 Project Total</b>			<b>\$11,539,500</b>

**Addition of 4 Projects in FY 2022:**

<b>Program Year</b>	<b>Project Name/Description</b>	<b>Funding</b>	<b>Total Project Cost</b>
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
<b>FY 2022 Project Total</b>			<b>\$8,513,800</b>

**Addition of 7 Projects in FY 2023:**

<b>Program Year</b>	<b>Project Name/Description</b>	<b>Funding</b>	<b>Total Project Cost</b>
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
<b>FY 2023 Project Total</b>			<b>\$11,791,600</b>

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.

## FY 2019-2022 Transportation Improvement Program (TIP) Amendment #5: Corpus Christi Regional Transportation Authority (CCRTA) New Projects

The new/modified projects are indicated in "RED FONT"

TIP FY	MPO PROJECT NUMBER	PROJECT DESCRIPTION	FTA FUNDING CATEGORY	FTA APPORTIONMENT YEAR	CAPITAL	OPERATING	ADMINISTRATIVE	PLANNING	AMENDMENT DATE	AMENDMENT ACTION	REMARKS	FTA FUNDS	OTHER SOURCES	TOTAL PROJ COST
2019	T-101-18A	Mobile Bus Lift	5307	2018	Y							\$64,000	\$16,000	\$80,000
2019	T-106-18A	Section 5310-Seniors & People w/Disability	5310	2018	Y							\$115,618	\$28,904	\$144,522
2019	T-113-19	Bus DVR Camera Replacement	5307	2018	Y							\$258,424	\$64,606	\$323,030
2019	T-114-19	Two (2) Hybrid SUV Replacement	5307	2018	Y							\$59,928	\$14,982	\$74,910
2019	T-115-19	Port A Fleet Replacement	5307	2018	Y							\$68,000	\$17,000	\$85,000
2019	<b>T-116-19</b>	<b>Paratransit Fleet Replacement</b>	<b>5307</b>	<b>2017</b>	<b>Y</b>							<b>\$2,620,635</b>	<b>\$462,465</b>	<b>\$3,083,100</b>
2019	T-117-19	Two (2) VPG Support Vehicles Replacement	5307	2018	Y							\$54,400	\$13,600	\$68,000
2019	T-118-19	Bear Lane Fencing Replacement	5307	2018	Y							\$24,828	\$6,207	\$31,035
2019	T-119-19	Concrete Improvement for Bus Pads	5307	2018	Y							\$280,000	\$70,000	\$350,000
2019	T-120-19	Fluid Storage Tanks	5339	2018	Y							\$22,000	\$5,500	\$27,500
2019	T-121-19	Coin Sorter	5339	2018	Y							\$8,800	\$2,200	\$11,000
2019	T-122-19	Shelves for Maintenance Dept.	5339	2018	Y							\$40,000	\$10,000	\$50,000
2019	T-123-19	Bus Automatic Passenger Counting Solution	5339	2018	Y							\$157,281	\$39,320	\$196,601
2019	T-133-19	Preventive Maintenance	5307	2018		Y						\$800,000	\$200,000	\$1,000,000
<b>FY 2019 Total</b>												<b>\$4,573,914</b>	<b>\$950,784</b>	<b>\$5,524,698</b>
2020	T-102-18A	Port/Ayers Renovation	Other FTA	2018	Y							\$3,951,713	\$987,928	\$4,939,641
2020	T-107-18A	Mobile Bus Lift	5339	2018	Y							\$34,000	\$6,000	\$40,000
2020	T-108-18A	Del Mar South Campus Transfer Station	Other FTA	2019	Y							\$1,946,230	\$486,557	\$2,432,787
2020	T-109-18	Bus Stop Improvements	5307	2019	Y							\$800,000	\$200,000	\$1,000,000
2020	T-110-18A	Bus Stop Amenities	5307	2019	Y							\$419,000	\$104,750	\$523,750
2020	T-111-18	Replacement of Buses	5307	2019	Y							\$4,887,344	\$862,472	\$5,749,816
2020	T-112-18A	Section 5310 Sub-recipients	5310	2019	Y							\$320,000	\$80,000	\$400,000
2020	T-124-19	Bear Lane Bus Parking Lot	Other FTA	2018	Y							\$700,000	\$175,000	\$875,000
2020	T-125-19	Supervisory Vans (7)	5339	2019	Y							\$267,750	\$47,250	\$315,000
2020	T-134-19	Preventive Maintenance	5307	2019		Y						\$800,000	\$200,000	\$1,000,000
2020	<b>T-137-20</b>	<b>Engine Overhaul Program</b>	<b>5307</b>	<b>2019</b>								<b>\$652,080</b>	<b>\$163,020</b>	<b>\$815,100</b>
2020	<b>T-138-20</b>	<b>CNG De-fueling Station</b>	<b>5307</b>	<b>2019</b>								<b>\$48,000</b>	<b>\$12,000</b>	<b>\$60,000</b>
2020	<b>T-139-20</b>	<b>Sidewalk Improvements (ADA)</b>	<b>5307</b>	<b>2018</b>								<b>\$1,200,000</b>	<b>\$300,000</b>	<b>\$1,500,000</b>
2020	<b>T-140-20</b>	<b>Supervisory/Relief Vehicles</b>	<b>5307</b>	<b>2018</b>								<b>\$313,600</b>	<b>\$78,400</b>	<b>\$392,000</b>
2020	<b>T-141-20</b>	<b>Supervisory/Relief Vehicles</b>	<b>5307</b>	<b>2019</b>								<b>\$181,360</b>	<b>\$45,340</b>	<b>\$226,700</b>
2020	<b>T-142-20</b>	<b>Rolling Stock/Paratransit Fleet Replacements</b>	<b>5307</b>	<b>2018</b>								<b>\$3,887,900</b>	<b>\$686,100</b>	<b>\$4,574,000</b>
2020	<b>T-143-20</b>	<b>abus Stop Shelter Amenities</b>	<b>5307</b>	<b>2018</b>								<b>\$419,040</b>	<b>\$104,760</b>	<b>\$523,800</b>
2020	<b>T-144-20</b>	<b>Bus Support/Equipment and Facilities</b>	<b>5307</b>	<b>2019</b>								<b>\$24,880</b>	<b>\$6,220</b>	<b>\$31,100</b>
2020	<b>T-145-20</b>	<b>Bus Support/Equipment and Facilities/Miscellaneous Shop &amp; Garage Equipment</b>	<b>5339</b>	<b>2017</b>								<b>\$37,600</b>	<b>\$9,400</b>	<b>\$47,000</b>
2020	<b>T-146-20</b>	<b>Bus Support/Equipment and Facilities/Miscellaneous Shop &amp; Garage Equipment</b>	<b>5339</b>	<b>2018</b>								<b>\$188,800</b>	<b>\$47,200</b>	<b>\$236,000</b>
<b>FY 2020 Total</b>												<b>\$21,079,297</b>	<b>\$4,602,397</b>	<b>\$25,681,694</b>
2021	T-126-19	Bus Stop Amenities	5339	2020	Y							\$678,702	\$169,675	\$848,377
2021	T-127-19	Bus Stop Improvements	5307	2020	Y							\$800,000	\$200,000	\$1,000,000
2021	T-128-19	Mobile Bus Lift	5307	2020	Y							\$36,000	\$9,000	\$45,000

## FY 2019-2022 Transportation Improvement Program (TIP) Amendment #5: Corpus Christi Regional Transportation Authority (CCRTA) New Projects

The new/modified projects are indicated in "RED FONT"

2021	T-129-19	5310 Sub-recipient	5310	2020	Y						\$320,000	\$80,000	\$400,000
2021	T-135-19	Preventive Maintenance	5307	2020		Y					\$800,000	\$200,000	\$1,000,000
2021	T-147-20	Bus Stop Amenities	5307	2020	Y						\$690,160	\$172,540	\$862,700
2021	T-148-20	Bus Stop Improvements	5307	2020	Y						\$800,000	\$200,000	\$1,000,000
2021	T-149-20	Support/Relief Vehicles	5307	2020	Y						\$169,600	\$42,400	\$212,000
2021	T-150-20	Rolling Stock	5307	2020	Y						\$6,263,650	\$1,105,350	\$7,369,000
2021	T-151-20	Bus Support/Equipment & Facilities/Hardware/Software	5307	2020	Y						\$164,000	\$41,000	\$205,000
2021	T-152-20	Engine Overhaul Program	5307	2020	Y						\$508,640	\$127,160	\$635,800
2021	T-153-20	Bus Support/Equipment and Facilities/Miscellaneous Shop & Garage Equipment	5339	2020	Y						\$36,000	\$9,000	\$45,000
2021	T-154-20	Bus Support/Equipment & Facilities/Hardware/Software	5339	2020	Y						\$968,000	\$242,000	\$1,210,000
<b>FY 2021 Total</b>											<b>\$12,234,752</b>	<b>\$2,598,125</b>	<b>\$14,832,877</b>
2022	T-130-19	5310 Sub-recipient	5310	2021	Y						\$320,000	\$80,000	\$400,000
2022	T-131-19	Westside Station near DMC West Campus	5307	2021	Y						\$4,080,000	\$1,020,000	\$5,100,000
2022	T-132-19	Bus Stop Amenities	5339	2021	Y						\$690,116	\$172,529	\$862,645
2022	T-136-19	Preventive Maintenance	5307	2021		Y					\$800,000	\$200,000	\$1,000,000
2022	T-155-20	Rolling Stock	5307	2021	Y						\$5,592,405	\$986,895	\$6,579,300
2022	T-156-20	Support/Relief Vehicles	5307	2021	Y						\$275,600	\$68,900	\$344,500
2022	T-157-20	Bus Stop Improvements	5307	2021	Y						\$400,000	\$100,000	\$500,000
2022	T-158-20	Bus Support/Equipment & Facilities/Hardware/Software	5307	2021	Y						\$872,000	\$218,000	\$1,090,000
<b>FY 2022 Total</b>											<b>\$13,030,121</b>	<b>\$2,846,324</b>	<b>\$15,876,445</b>
<b>FY2019-2022 Grand Total</b>											<b>\$50,918,084</b>	<b>\$10,997,630</b>	<b>\$61,915,714</b>



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**Date:** February 27, 2020  
**To:** Transportation Policy Committee (TPC)  
**From:** Robert MacDonald, Transportation Planning Director  
**Subject:** Item 4B: Transportation Planning Director Authorizations Resolution 20-03  
**Action:** Review, Discuss and Approve

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### **Summary**

The Corpus Christi MPO develops and executes its planning and programming tasks as specified in the Unified Planning Work Program or UPWP. This federally required document serves as the scope of services for all that we do to meet the requirements of our federal planning funds. The document also serves as a basic budget document that provides an overview of our staffing, direct and indirect expenses necessary to carry out our tasks to develop the MTP, TIP and UPWP.

As part of the operational needs for the Corpus Christi MPO, the Transportation Planning Director (Director) is required to sign certain agreements, contracts, personnel forms, banking documents, etc. on behalf of the Corpus Christi MPO. We are proposing Resolution (20-03) for the TPC to consider and approve to enable the current Director, Robert MacDonald, to execute the necessary documents, forms, reports and other items as required by the tasks outlined in the UPWP.

In our research of MPO documents, the TPC has approved some large contracts and authorized the Director to sign a few documents over the years. These authorizations were infrequent and did not comprehensively cover all of the necessary administrative actions that the Director undertook.

In researching standard operating procedures for other MPOs, it appears that in most cases the MPO Director is authorized to obligate/approve the MPO contracts, agreements and other documents for operational activities up to some predetermined amount, generally not exceeding \$50,000.

### **Prior TPC Actions**

1. Approval of resolutions related to the MTP, TIP and the UPWP as well as a few large planning study contracts.
2. No comprehensive resolutions allocating authority to the Transportation Planning Director.

### **Recommendation**

The MPO staff recommends that the TPC approve Resolution 20-03 to enable the Transportation Planning Director to execute/sign or otherwise approve agreements, contracts, letters of support and banking functions, etc.

Major contract approvals for the Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP) such as the recent 2020-2045 MTP, as well as the UPWP will still be presented and approved by the TPC by resolution.

## **Alternatives**

The TPC has the following alternatives to consider for this action item:

- Approve the current recommendation by the MPO staff
- Revise and approve a modified action based on the TPC members discussion
- Return the item to the MPO staff and Attorney for further analysis and action
- Table the item until more information is available

## **Proposed Motion**

Move to approve the attached Resolution 20-03 to enable the Transportation Planning Director to execute/sign or otherwise approve agreements, contracts, letters of support and banking functions, etc.

Major contract approvals for the Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP) such as the recent 2020-2045 MTP, as well as the UPWP will still be presented and approved by the TPC.

## **Financial Impact**

None at this time. All agreements, contracts, etc. are directly related to the activities identified in the UPWP for the Corpus Christi MPO.

## **Attachment(s)**

1. Link to [FY 2019-2020 Unified Planning Work Program \(UPWP\)](#)
2. DRAFT Transportation Planning Director Authorizations Resolution 20-03 from the Corpus Christi MPO Attorney (Separate Delivery or Handout at TPC Meeting on March 5, 2020)



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**Date:** February 27, 2020  
**To:** Transportation Policy Committee (TPC)  
**From:** Craig Casper, Senior Transportation Planner  
**Through:** Robert MacDonald, Transportation Planning Director  
**Subject:** Item 5A: FY 2021-2024 Transportation Improvement Program (TIP) Development Process Briefing  
**Action:** Discussion

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### **Summary**

Each metropolitan planning organization (MPO) is required, under 23 CFR 450 326 and 49 U.S.C. 5303, to maintain a Transportation Improvement Program (TIP)—a list of funded transportation projects—covering a period of four years. The TIP must be developed in cooperation with the state department of transportation and the designated recipient of federal transit funds. The TIP will include both capital and non-capital surface transportation projects, bicycle and pedestrian facilities and other transportation enhancements, Federal Lands Highway projects, and safety projects included in the State’s Strategic Highway Safety Plan. The TIP will include all regionally significant projects receiving FHWA or FTA funds, or for which FHWA or FTA approval is required, including all non-federally funded projects that are included in the Metropolitan Transportation Plan (MTP). Furthermore, the TIP is fiscally constrained by year.

The TIP is prepared and adopted by the Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO), the region’s Metropolitan Planning Organization (MPO), in collaboration with TxDOT and the Corpus Christi Regional Transit Authority (CCRTA). The Corpus Christi MPO will coordinate with TxDOT and CCRTA to revise the TIP, scheduled for **release for public comment at the May 7, 2020** meeting and **adoption by the TPC during the June 4, 2020** meeting.

### **Prior TPC Actions**

- The FY 2019-2022 Transportation Improvement Program was adopted on April 5, 2018.
- The regional goals and performance metrics were adopted as part of the 2020-2045 Metropolitan Transportation Plan (MTP) on February 6, 2020.

**Recommendation** None. This is an Information Only Item

**Alternatives** None. This is an Information Only Item.

**Proposed Motion** None.

**Financial Impact** None at this time. The development of the TIP is included in the funding identified in the current Unified Planning Work Program (UPWP) of the Corpus Christi MPO.

### **Background**

Congress requires MPOs, transit agencies, and DOTs to invest their federal funds using performance-based planning and performance targets for safety, transit asset management, pavement & bridge conditions, and operational performance of the National Highway System (NHS). This requirement

includes providing a baseline and tracking and reporting changes in performance so that the public can see progress toward improving each of the adopted metrics. The adopted goals and performance metrics for the Corpus Christi MPO are found in Chapter 3 of the adopted [2020-2045 Metropolitan Transportation Plan](#).

Federally funded projects in the TIP must first be included in the Metropolitan Transportation Plan. The MTP is the document which directs transportation investments over a 25-year horizon. A TIP is the implementation of the projects included in the adopted MTP. The production of the TIP is the culmination of the regional transportation planning process and represents a consensus among state and regional officials for which projects are implemented. Consensus is important because the federal and state governments want assurances that all parties have cooperatively developed priorities before committing funds to a project. A project's inclusion in the TIP signifies regional agreement on the priority of the project and establishes federal fund eligibility. Under federal law, the TIP:

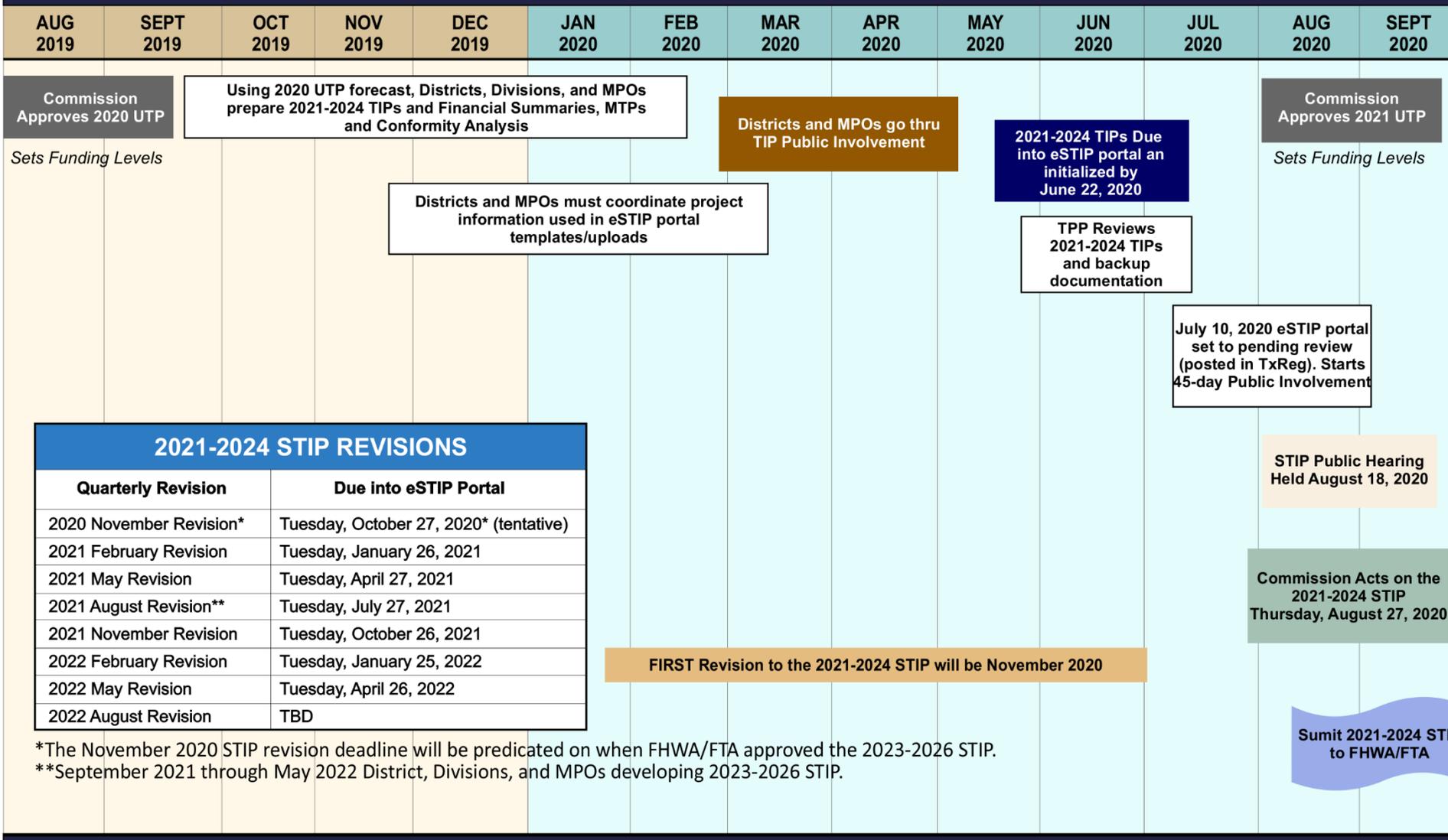
- Covers a minimum four-year period
- Is updated at least every four years, and can be updated sooner, but must be updated in a cycle compatible with the [State Transportation Improvement Plan \(STIP\)](#).
- The TIP must be fiscally constrained, by project and by year and is not a "wish list" of projects.
- Is approved by the MPO and the Governor and is incorporated into the STIP without modification.
- Lists all federally funded and regionally significant locally or privately funded projects.
- Uses Year of Expenditure costs with a consistent inflation factor.
- The estimated project cost for projects may include the entire project, or may stipulate one project phase (i.e. Feasibility, NEPA, Preliminary Engineering, ROW Purchase, Construction Engineering, Operations, Maintenance).
- The TIP may be changed after it is adopted. The approved TIP can be amended to add new projects, delete projects, advance projects into the first year, and accommodate cost and phase of work or scope changes to a project.
- Minor adjustments can be made administratively, but amendments which add, delete, or significantly alter projects from the TIP must go through a public involvement process and be approved by the MPO Transportation Policy Committee.
- The TIP is multimodal, although in addition to the more traditional highway and public transit projects, the TIP may also include bicycle, pedestrian, regional advanced environmental mitigation, stormwater, and freight-related projects and planning studies.

Within this regulatory framework of metropolitan cooperation, the [Texas Department of Transportation](#) has lead responsibility for selecting and programming federally funded Interstate, Maintenance, Bridge, National Highway System, Statewide (non-metropolitan) STP, Safety, Enhancement, and certain FTA projects. While Corpus Christi MPO only directly selects projects in a limited number of funding categories, all projects with federal and state funding require both MPO and TxDOT review and concurrence, and transit projects are reviewed for consistency with the MPO MTP. An MPO can remove transit or DOT-selected federally funded projects from the MTP and TIP within their Metropolitan Planning Area, effectively stopping the project, but the MPO cannot direct how or where most federal funding is spent.

#### **Attachment(s)**

1. FY 2021-2024 STIP Timeline
2. Federal TIP Requirements Summary
3. Draft TIP Development Process
4. 2020-2045 MTP Exhibit 7-2. Table of the Fiscally Constrained Project List

# 2021 - 2024 Statewide Transportation Improvement Program (STIP) Timeline



## FEDERAL TIP REQUIREMENTS SUMMARY

### FEDERAL REQUIREMENTS §450.326 Development and content of the Transportation Improvement Program (TIP).

**(a)** The MPO, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area. The TIP shall reflect the investment priorities established in the current metropolitan transportation plan and shall cover a period of no less than 4 years, be updated at least every 4 years, and be approved by the MPO and the Governor. However, if the TIP covers more than 4 years, the FHWA and the FTA will consider the projects in the additional years as informational. The MPO may update the TIP more frequently, but the cycle for updating the TIP must be compatible with the STIP development and approval process. The TIP expires when the FHWA/FTA approval of the STIP expires. Copies of any updated or revised TIPs must be provided to the FHWA and the FTA.

**(b)** The MPO shall provide all interested parties with a reasonable opportunity to comment on the proposed TIP as required by §450.316(a). In addition, the MPO shall publish or otherwise make readily available the TIP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, as described in §450.316(a).

**(c)** The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under §450.306(d).

**(d)** The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

**(e)** The TIP shall include capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53 (including transportation alternatives; associated transit improvements; Federal Lands Access Program projects; HSIP projects; trails projects; accessible pedestrian walkways; and bicycle facilities), except the following that may be included:

- (1) Safety projects funded under 23 U.S.C. 402 and 49 U.S.C. 31102;
- (2) Metropolitan planning projects funded under 23 U.S.C. 104(d), and 49 U.S.C. 5305(d);
- (3) State planning and research projects funded under 23 U.S.C. 505 and 49 U.S.C. 5305(e);
- (4) At the discretion of the State and MPO, metropolitan planning projects funded with Surface Transportation Program funds;
- (5) Emergency relief projects (except those involving substantial functional, locational, or capacity changes);
- (6) National planning and research projects funded under 49 U.S.C. 5314; and
- (7) Project management oversight projects funded under 49 U.S.C. 5327.

**(f)** The TIP shall contain all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53). For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds.

**(g)** The TIP shall include, for each project or phase (e.g., preliminary engineering, environment/NEPA, right-of-way, design, or construction), the following:

- (1) Sufficient descriptive material (i.e., type of work, termini, and length) to identify the project or phase;
- (2) Estimated total project cost, which may extend beyond the 4 years of the TIP;

- (3) The amount of Federal funds proposed to be obligated during each program year for the project or phase (for the first year, this includes the proposed category of Federal funds and source(s) of non-Federal funds. For the second, third, and fourth years, this includes the likely category or possible categories of Federal funds and sources of non-Federal funds);
- (4) Identification of the agencies responsible for carrying out the project or phase;
- (5) In nonattainment and maintenance areas, identification of those projects that are identified as TCMs in the applicable SIP;
- (6) In nonattainment and maintenance areas, included projects shall be specified in sufficient detail (design concept and scope) for air quality analysis in accordance with the EPA transportation conformity regulations (40 CFR part 93, subpart A); and
- (7) In areas with Americans with Disabilities Act required paratransit and key station plans, identification of those projects that will implement these plans.

**(h)** Projects that are not appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the TIP.

**(i)** Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan.

**(j)** The 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. In developing the TIP, the MPO, State(s), and public transportation operator(s) shall cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation in accordance with §450.314(a). Only projects for which construction or operating funds can reasonably be expected to be available may be included. In the case of new funding sources, strategies for ensuring their availability shall be identified. In developing the financial plan, the MPO shall take into account all projects and strategies funded under title 23 U.S.C., title 49 U.S.C. Chapter 53, and other Federal funds; and regionally significant projects that are not federally funded. For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(6)) and public transportation (as defined by title 49 U.S.C. Chapter 53). In addition, for illustrative purposes, the financial plan may include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available. Revenue and cost estimates for the TIP must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

**(k)** The TIP shall include a project, or a phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project. In nonattainment and maintenance areas, projects included in the first 2 years of the TIP shall be limited to those for which funds are available or committed. For the TIP, financial constraint shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues, while federally supported facilities are being adequately operated and maintained. In the case of proposed funding sources, strategies for ensuring their availability shall be identified in the financial plan consistent with paragraph (h) of this section. In nonattainment and maintenance areas, the TIP shall give priority to eligible TCMs identified in the approved SIP in accordance with the EPA transportation conformity regulations (40 CFR part 93, subpart A) and shall provide for their timely implementation.

**(l)** In cases that the FHWA and the FTA find a TIP to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA

and the FTA will not withdraw the original determination of fiscal constraint. However, in such cases, the FHWA and the FTA will not act on an updated or amended TIP that does not reflect the changed revenue situation.

**(m)** Procedures or agreements that distribute suballocated Surface Transportation Program funds to individual jurisdictions or modes within the MPA by pre-determined percentages or formulas are inconsistent with the legislative provisions that require the MPO, in cooperation with the State and the public transportation operator, to develop a prioritized and financially constrained TIP and shall not be used unless they can be clearly shown to be based on considerations required to be addressed as part of the metropolitan transportation planning process.

**(n)** As a management tool for monitoring progress in implementing the transportation plan, the TIP should:

- (1) Identify the criteria and process for prioritizing implementation of transportation plan elements (including multimodal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs;
- (2) List major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects;

**(o)** Projects in any of the first 4 years of the TIP may be advanced in place of another project in the first 4 years of the TIP, subject to the project selection requirements of §450.332. In addition, the MPO may revise the TIP at any time under procedures agreed to by the State, MPO, and public transportation operator(s) consistent with the TIP development procedures established in this section, as well as the procedures for the MPO participation plan (see §450.316(a)) and FHWA/FTA actions on the TIP (see §450.330)

**DRAFT**



# PROCESS FOR THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Overview of the FY 2021-2024 TIP



- INTRODUCTION
- AGENCY ROLES AND REQUIREMENTS
- CORPUS CHRISTI MPO INITIAL PROGRAMMING
- CORPUS CHRISTI MPO CALL FOR PROJECTS
- TIP DEVELOPMENT, ADOPTION AND REVISIONS

DRAFT



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## Table of Contents

<b>I. INTRODUCTION.....</b>	<b>1</b>
A. Authority of the MPO.....	1
B. Geographic Area of the TIP .....	1
C. Time Period of the TIP .....	2
D. TIP Development Schedule .....	3
<b>II. AGENCY ROLES AND REQUIREMENTS.....</b>	<b>3</b>
A. Agency Roles .....	3
B. Requirements and Commitments for all TIP Projects .....	4
<b>III. CORPUS CHRISTI MPO INITIAL PROGRAMMING .....</b>	<b>7</b>
A. Overview, Funding Assessment, and Initial Programming .....	7
<b>IV. CORPUS CHRISTI MPO CALL FOR PROJECTS.....</b>	<b>9</b>
A. Requirements for All Corpus Christi MPO-Selected TIP Projects.....	9
B. Regional Call for Projects.....	11
<b>V. TIP DEVELOPMENT, ADOPTION AND REVISIONS .....</b>	<b>14</b>
A. TIP Development.....	14
B. Adoption.....	16
C. TIP Revisions.....	16
D. Changes in Federal Funding Allocations .....	17
<b>APPENDIX A: CCRTA AND TxDOT SELECTION PROCESSES.....</b>	<b>19</b>
A. CCRTA Process.....	19
B. TxDOT Process.....	20
<b>APPENDIX B: ELIGIBLE PROJECTS BY FUNDING SOURCE.....</b>	<b>23</b>
<b>APPENDIX C: ELIGIBLE ROADWAY AND TRANSIT CAPACITY PROJECTS.....</b>	<b>24</b>
<b>APPENDIX D: REGIONAL SHARE CRITERIA .....</b>	<b>26</b>
Part 1: Base Information .....	26
Part 2: Evaluation Criteria, Questions, and Scoring .....	29
Part 3: Project Data – Calculations and Estimates (not scored).....	30
<b>APPENDIX E: 2021 -2024 STIP TIMELINE.....</b>	<b>31</b>
<b>APPENDIX F: FEDERAL REQUIREMENTS.....</b>	<b>32</b>

## List of Exhibits

Exhibit 1. Geographic Area of Transportation Improvement Program .....	2
Exhibit 2. Relationship Between MTP, UTP, and TIP.....	2
Exhibit 3. Transportation Improvement Program Development Schedule .....	3
Exhibit 4. Overview of Project Selection by TxDOT Categories .....	4
Exhibit 5. Project Categories Eligible for Category 7 Funds.....	12
Exhibit 6. Projects Eligible for Grouping in the TIP/STIP .....	15

## BACKGROUNDS AND REQUIREMENTS

Each metropolitan planning organization (MPO) is required, under 23 CFR 450 326 (See Appendix F) and 49 U.S.C. 5303, to maintain a Transportation Improvement Program (TIP). The TIP must be developed in cooperation with the state department of transportation (Texas Department of Transportation) and the designated recipient of federal transit funds (Corpus Christi Regional Transportation Authority). The TIP includes building, operating, and maintaining road and bridge projects, transit projects, bicycle and pedestrian facilities, projects on federal lands, and safety projects included in the State's Strategic Highway Safety Plan. A TIP will include all regionally significant projects receiving FHWA or FTA funds, or for which FHWA or FTA approval is required, including all non-federally funded projects that are included in the Metropolitan Transportation Plan (MTP). Furthermore, the TIP is fiscally constrained by year.

The TIP is prepared and adopted by the Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO), in collaboration with TxDOT and the Corpus Christi Regional Transit Authority (CCRTA). Federally funded projects in the TIP must first be included in the Metropolitan Transportation Plan (MTP). The MTP is the document which directs transportation investments over a 25-year horizon. A TIP is the implementation of the projects included in the adopted MTP. The production of the TIP is the culmination of the regional transportation planning process and represents a consensus among state and regional officials for which projects are implemented. Consensus is important because the federal and state governments want assurances that all parties have cooperatively developed priorities before committing funds to a project. Under federal law, the TIP:

- Covers a minimum four-year period
- Is updated at least every four years, and can be updated sooner, but must be updated in a cycle compatible with the State Transportation Improvement Plan (STIP).
- The TIP must be fiscally constrained, by project and by year and is not a "wish list" of projects.
- Is approved by the MPO and the Governor and is incorporated into the STIP without modification.
- Lists all federally funded and regionally significant locally or privately funded projects.
- Uses Year of Expenditure costs with a consistent inflation factor.
- The estimated project cost for projects may include the entire project, or may stipulate one project phase (i.e. Feasibility, NEPA, Preliminary Engineering, ROW Purchase, Construction Engineering, Operations, Maintenance).
- The TIP may be changed after it is adopted. The approved TIP can be amended to add new projects, delete projects, advance projects into the first year, and accommodate cost and phase of work or scope changes to a project.
- Minor adjustments can be made administratively, but amendments which add, delete, or significantly alter projects from the TIP must go through a public involvement process and be approved by the Corpus Christi MPO Transportation Policy Committee (TPC).
- The TIP is multimodal, although in addition to the more traditional highway and public transit projects, the TIP may also include bicycle, pedestrian, regional advanced environmental mitigation, stormwater, and freight-related projects and planning studies.

Congress requires MPOs and DOTs to invest their federal funds using performance-based planning and performance targets for safety, transit asset management, pavement & bridge conditions, and operational performance of the National Highway System (NHS). This requirement includes providing a baseline and tracking and reporting changes in performance so that the public can see progress toward improving each of the adopted metrics.

- **The Safety rule (PM1)** from the FHWA became effective on April 14, 2016. This rule applies to State DOTs and MPOs and requires each to establish targets related to five safety-related performance measures.

- **The Transit Asset Management rule** from the Federal Transit Administration became effective on October 1, 2016. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets.
- **The Pavement & Bridge condition rule (PM2)** from the FHWA became effective on May 20, 2017. This rule establishes performance measures to assess the condition of the pavements and bridges on the National Highway System.
- **The System Performance rule (PM3)** from the FHWA also became effective on May 20, 2017. This rule establishes performance measures to assess the travel time reliability of the NHS for both vehicles and freight.

The adopted goals and performance metrics for the Corpus Christi MPO are found in Chapter 3 of the adopted [2020-2045 Metropolitan Transportation Plan](#). The use of MTP goals as selection criteria for the TIP helps ensure that existing and future expenditures of federal funds for transportation projects and programs are based on a continuing, cooperative, and comprehensive (“3-C”) planning process.

### EXECUTIVE SUMMARY

The complete TIP Process document describes the performance-based programming process that the Corpus Christi MPO will use for selecting, modifying, and implementing projects. The process conforms to Federal regulations, along with state and regional policies and practices, laying out comprehensive and collaborative targets and project evaluation from the MTP project selection to TIP Implementation. Specifically, the TIP shows the funded stages of transportation projects with committed funding from federal, state, and local sources within the Corpus Christi Metropolitan Area.

The Corpus Christi MPO Transportation Improvement Program (TIP) is both the process for identifying projects and a funding document. The Corpus Christi MPO develops a new TIP every two years on a schedule that conforms to the TxDOT STIP update cycle. The Corpus Christi MPO coordinates with TxDOT and CCRTA when evaluating and selecting projects to include in each revised TIP. A project's inclusion in the TIP signifies regional agreement on the priority of the project and establishes federal fund eligibility.

The 2021-2024 TIP is scheduled for release for public comment at the May 7, 2020 meeting and adoption by the TPC during the June 4, 2020 meeting. The STIP entry must be completed by June 22 in order to adhere to the schedule of “in operation” by October 1.

{Draft} Policies listed in this document include:

- The intent of the Corpus Christi MPO project selection process is to select a limited number of regional projects or programs that play a crucial role in shaping the future of the region, consistent with the adopted Metropolitan Transportation Plan.
- The public, and especially at-risk groups, will be provided ample opportunity to participate in the development and management of the TIP.
- Any agency contemplating applying for funding must contact the Corpus Christi MPO at least 3 weeks prior to the application deadline.
- Category 7 and 9 funding requests will be at least \$500,000.
- Category 7 and 9 funding requests will not exceed funding levels available within the 4 years of the TIP unless a waiver is specifically granted by the TPC. This type of request should be noted on the application.
- TxDOT and the CCRTA will provide initial estimates of funds, by individual year, that are reasonably expected to be available for projects within the Corpus Christi Metropolitan Area within the years of the TIP.
- Sponsors must commit in writing to meeting the match requirements for federal funds.

- Amendments, versus administrative modifications, are necessary if scope of work changes would have impacted scoring and evaluation, or the funding difference is \$1,500,000 or more, or the funding difference exceeds 50% of the original project funding amount. If two administrative modifications occur that exceed this amount, then an Amendment is necessary.
- Inclusion of a project in the TIP is a commitment to complete the original project in a timely manner.
- Project sponsors will provide the Corpus Christi MPO an update on the status of individual projects, on a yearly basis, during the June and July TAC meetings.
- Any additional funding necessary to complete the original project scope, beyond the funding allocation in the TIP, must be identified by the project sponsor.
- The Corpus Christi MPO supports use of the Advance Construction Process in order to manage costs and complete projects in a timely manner.
- Total project costs and schedules, by individual phases, will be identified in the TIP.
- Projects will receive a 4% inflation rate per year to determine Year of Expenditure costs.
- Projects from previous TIPS are automatically “Rolled Forward” into the current TIP at their adopted funding amount until projects are closed.
- Applicants are not required to propose projects within the TxDOT Focus Areas.
- Attendance at the TIP workshop is not mandatory.
- The selection criteria for including projects into the TIP will be based on the scoring criteria used in the MTP, with modifications as necessary to highlight key differences between projects making progress toward the adopted regional goals.
- Multi-agency applications are encouraged.
- TxDOT will assist Corpus Christi MPO staff with estimating the effect of their projects within the region upon achieving the adopted goals. This includes stand alone and grouped projects.
- CCRTA will assist Corpus Christi MPO staff with estimating the effect of their projects within the region upon achieving the adopted goals. This includes stand alone and grouped projects.

Within this regional framework of cooperation, the CCRTA is responsible for selecting the projects to receive FTA funding, as described in Appendix A. The Texas Department of Transportation has lead responsibility for selecting and programming federally funded Interstate, Maintenance, Bridge, National Highway System, Statewide (non-metropolitan) STP, Safety, Enhancement, and certain FTA projects. The process TxDOT uses is described in Appendix B. Appendix F contains the federal requirements language from 23 CFR 450 326.

The Corpus Christi MPO only directly selects projects in two funding categories (7 and 9). All projects with federal and state funding require both MPO and TxDOT review and concurrence, and transit projects are reviewed for consistency with the MPO MTP. According to the federal rules and regulations, an MPO can remove transit or TxDOT-selected federally funded projects from the MTP and TIP within their metropolitan planning area, effectively stopping the project, but the MPO cannot direct how or where most federal funding is spent.

Securing a spot in the Corpus Christi MPO’s Transportation Improvement Program is not a simple task. Typically, years of study and public input precedes a project's inclusion in the TIP. No matter how a project is selected, projects receiving federal funding must make a demonstrable improvement to the adopted performance metrics.

## I. INTRODUCTION

The FY 2021-2024 Transportation Improvement Program (TIP) programs the federally-funded transportation improvements and management actions conducted by the Texas Department of Transportation (TxDOT), the Corpus Christi Regional Transportation Authority (CCRTA), local governments, and other project sponsors within the Corpus Christi Metropolitan Planning Area during the four-year period FY 2021-2024.

The 2020-2045 Corpus Christi Metropolitan Transportation Plan is the regional guide for future development of the region with respect to development, transportation, and the environment. One component of the 2020-2045 MTP specifies strategies, policies, and major capital improvements that advance the objectives of the Corpus Christi region. The Fiscally Constrained 2020-2045 MTP defines the specific transportation elements and services that can be provided through the year 2020-2045 based on reasonably expected revenues.

As required by federal and state law, the TIP must be fiscally constrained to funds expected to be available. All projects selected to receive federal and state surface transportation funds, and all regionally significant projects regardless of funding type, must be identified in the TIP.

The FY 2021-2024 TIP will specifically identify and program projects for federal and state funding based on the MTP. It takes the multimodal transportation vision of the MTP and begins to implement it through projects funded in FY 2021-2024. Just like every TIP Policy, this document can be amended by the TPC during this TIP cycle, and the process will be evaluated before the document is updated for the next TIP cycle.

The TIP is prepared and adopted by the Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO), the region's Metropolitan Planning Organization (MPO), in cooperation with TxDOT and the CCRTA. This document establishes policies and direction for developing the TIP and selecting projects to be included.

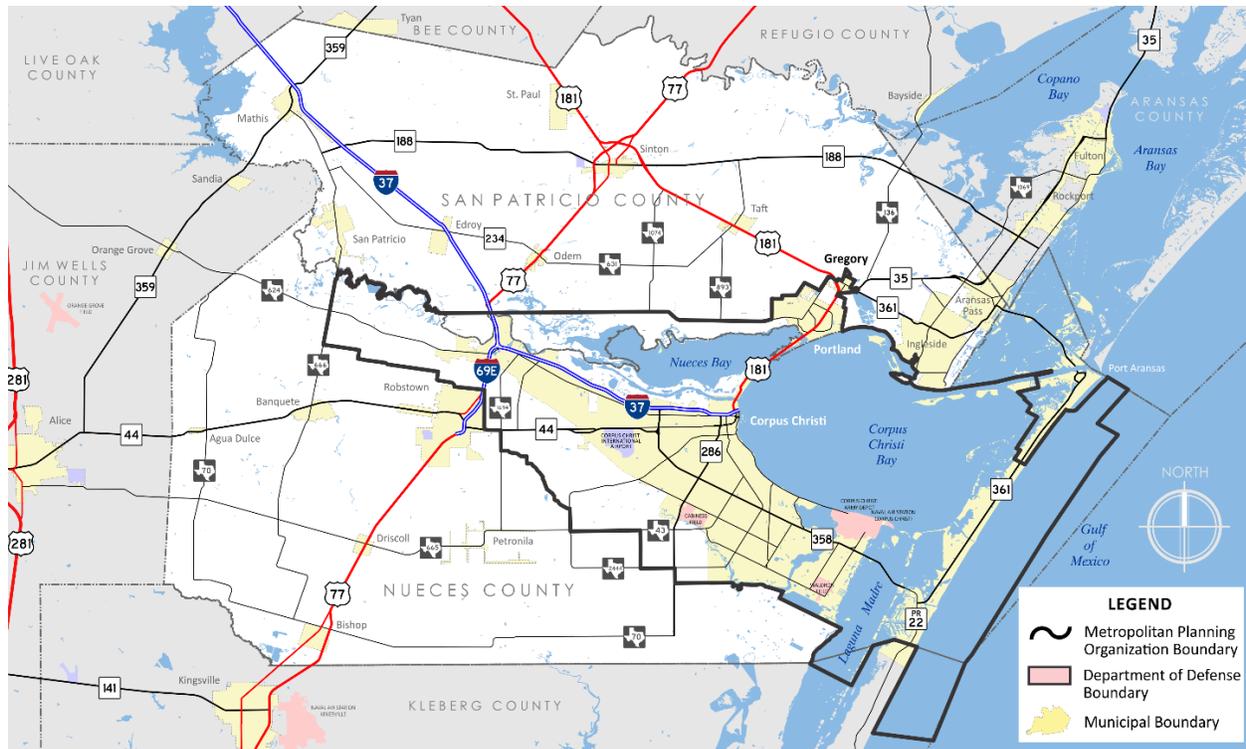
### **A. Authority of the MPO**

Federal law gives MPOs the responsibility for developing and approving the regional TIP. While Corpus Christi MPO only directly selects projects in a limited number of funding categories, all projects with federal and state funding require both MPO and TxDOT review and concurrence, while transit projects must also be submitted for consistency with the MPO MTP.

### **B. Geographical Area of the TIP**

The TIP is prepared for the area shown in Exhibit 1. Projects must be located within the MPO boundary (black outline).

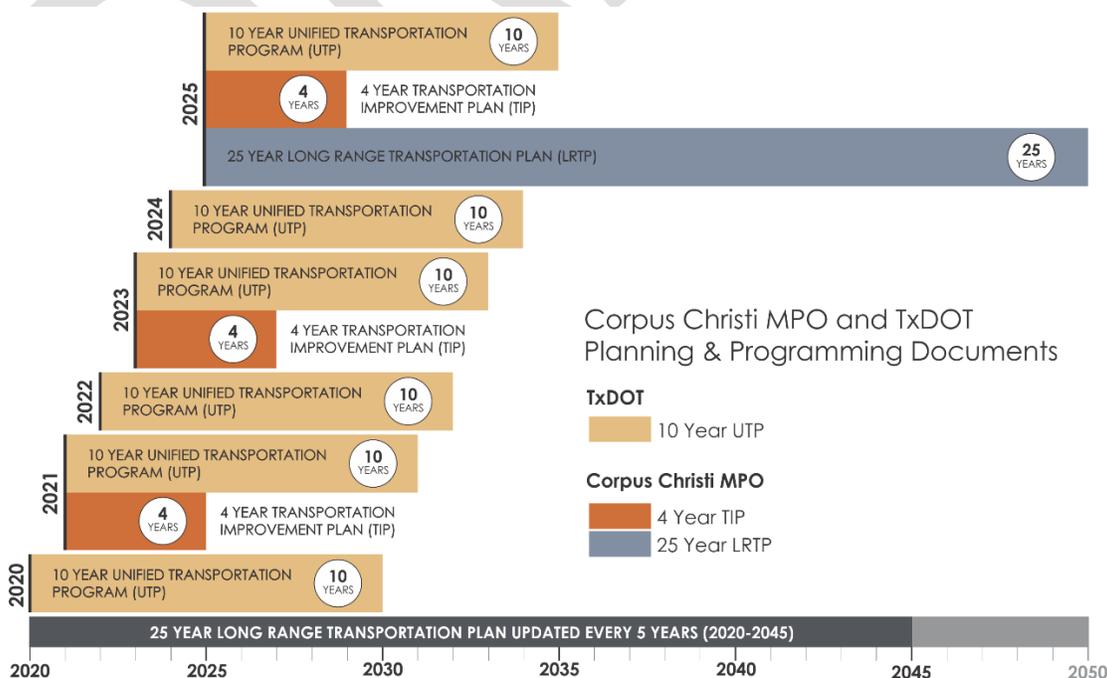
**Exhibit 1. Geographical Area of the Transportation Improvement Program**



**C. Time Period of the TIP**

The four years of the FY 2021-2024 TIP contain committed, programmed projects. TIP projects may also contain prior and future funding for years before FY 2021 and after FY 2024. Prior and future funding is not fiscally constrained, and typically is used to financially align TxDOT and CCRTA planning products, in addition to Corpus Christi MPO-selected TIP projects that were selected outside of this TIP.

**Exhibit 2. Relationship between Planning Efforts**



## D. TIP Development Schedule

Exhibit 3 shows the process and tentative schedule for developing the FY 2021-2024 TIP. A more detailed schedule, along with Corpus Christi MPO funding request application forms and instructions, will be distributed with the solicitation for funding requests and posted on the Corpus Christi MPO website. Please see Appendix E for the 2021-2024 STIP Timeline.

### Exhibit 3. Transportation Improvement Program Development Schedule

TIP PROCESS ELEMENT	END DATE
TIP Policy Development	February - March 2020
Solicitation for Corpus Christi MPO Regional Share Funding Requests	February - March 2020
Suggested TIP Training	March 2020
Initial Evaluation and Draft Project Listing	March - April 2020
Draft TIP Document Preparation	March - April 2019
Draft TIP released for 1-month public comment	May 7, 2020
TAC Review of Draft TIP	April – May 2020
TPC Action for TIP Adoption	June 4, 2020

## II. AGENCY ROLES AND REQUIREMENTS

### A. Agency Roles

Each of the three regional transportation planning partners—Corpus Christi MPO, TxDOT, and CCRTA—select projects for the funds over which it has authority. These three selection processes are conducted separately until they are integrated into a draft TIP by Corpus Christi MPO staff. (See Section V. A for additional details.) All project sponsors are strongly encouraged to discuss their potential project with relevant agencies before their funding requests are submitted.

Corpus Christi MPO selects projects to receive Federal-Aid Highway and state funding from the following two programs. Please see Appendix B for examples of projects by funding source.

- Category 7 (Surface Transportation Block Grant (STBG))
- Category 9 (STBG Set Aside, Transportation Alternatives (TA))

CCRTA is the designated recipient for Federal Transit Funds in the Corpus Christi Urbanized Area (UZA). FTA apportions funds for urbanized areas to the designated recipients. As the designated recipient, CCRTA is responsible for receiving and apportioning FTA funds to the eligible projects within the Corpus Christi urbanized area. They have the principal authority and responsibility for administering Urbanized Area Formula Program funds within the Corpus Christi UZA. The responsibilities include:

- a. Allocating the relevant apportionment among recipients in the urbanized area or areas based on local needs and arrangements, and in coordination with the MPO(s);
- b. Identifying and selecting the projects (capital, operating, or planning) that the MPO or state department of transportation (state DOT) will include in a metropolitan transportation plan, transportation improvement program (TIP), long-range statewide transportation plan, statewide transportation improvement program (STIP), and/or unified planning work program (UPWP);
- c. Submitting a grant application for the Section 5307 program of projects (POP) and/or authorizing other eligible applicants to apply for all or part of the apportionment, and notifying FTA of such authorizations;
- d. Ensuring that the annual POP complies with the requirements that at least 1 percent of the apportionment is used for associated transit improvements and that at least 1 percent is used for

public transportation security projects unless all security needs are certified to have been met; and

- e. Each designated recipient must verify that appropriate documentation of designation is on file with FTA and, if not, provide such documentation.

TxDOT selects projects for inclusion into the TIP using a variety of federal, and state, revenues in categories described in Exhibit 4. Though not an exclusive list, the programmatic categories listed below are typically used to fund TxDOT projects. These programs and responsibilities for selecting projects typically evolve with each new federal transportation act.

**Exhibit 4. Overview of Project Selection by TxDOT Categories**

Funding Category	Formula Distribution	Project Selection Level
1 – Preventive Maintenance and Rehabilitation	√	Projects Selected by Districts.
2 – Metropolitan and Urban Area Corridor Projects	√	Projects are selected by MPOs in consultation with TxDOT.
3 - Non-Traditionally Funded Transportation Projects	√	Determined by legislation. Commission approved Minute Order or local government commitments.
4 - Statewide Connectivity Corridor Projects	√	Corridors selected by Commission. Districts select projects along corridor in consultation with MPOs. Transportation Programming Planning Division and TxDOT Administration
5 - Congestion Mitigation and Air Quality Improvement	√	Projects are selected by MPOs in consultation with TxDOT.
6 - Bridge Programs		Projects selected by Bridge Division.
7 - Metropolitan Mobility and Rehabilitation	√	Projects are selected by MPOs in consultation with TxDOT.
8 - Safety Federal Highway Safety Improvement Programs (HSIP), Federal Railway-Highway Crossing Program, Safety Bond Program		Projects selected by Traffic Operations Division.
9 – Transportation Alternatives (>200K)	√	Projects are selected by MPOs.
9 – Transportation Alternatives (<200K)		Project list recommended by PTN Division and selected by Commission.
10 – Coordinated Border Infrastructure Program (CBI)	√	Projects are selected by MPOs.
10 – Congressional High Priority Projects		Congressionally designated.
10 – Supplemental Transportation Projects: State Park Roads, Railroad Grade Crossing Replanking, Railroad Signal Maintenance, Landscape		Texas Parks and Wildlife Department (TPWD) selects projects for State Parks Division in coordination with Districts. Landscape Incentive Awards.

CCRTA selects projects using a variety of federal funds and CCRTA revenues to fund regional transit system construction, operations, and maintenance. The projects follow their Capital Investment Plan (CIP) for the base transit system. Projects are listed in the TIP under the following categories:

- FTA Section 5307 (transit capital, operations, capital maintenance, studies)
- FTA Section 5310 (transit capital for elderly & disabled services)
- FTA Section 5339 (transit capital improvements)
- Other projects using federal discretionary funds

**B. Requirements and Commitments for All Projects**

This section outlines any specific or special requirements necessary for a project to be placed within the TIP, regardless of selection agency (Corpus Christi MPO, TxDOT, or CCRTA) or funding source.

### 1. Eligible Applicants

Eligible applicants for Corpus Christi MPO-selected projects are listed in Section IV. A. TxDOT and CCRTA establish applicant eligibility for the programs for which they select projects.

### 2. Project Eligibility

All projects to be granted funds through the TIP must:

- be consistent with the MTP,
- abide by federal, state, and local laws,
- be consistent with locally-adopted plans, and
- have required matching funds (if any) available or reasonably expected to be available.

The types of projects eligible for specific funding sources have been established in the FAST (Fixing America's Surface Transportation) Act and state statute. Some are further defined by each selection agency. Corpus Christi MPO project eligibility is defined within each Call for Projects section and further detailed in Appendix B.

### 3. Capacity Project Eligibility

Roadway capacity projects (e.g. widening of one mile or greater or new interchanges) must be identified in the Fiscally Constrained MTP (Chapter 7) of the 2020-2045 MTP (Approved in February 2020) as eligible for regional funding. Please see Appendix C of this document. Note: operational roadway projects less than one mile in length are eligible.

Transit capacity projects must be identified in the 2020-2045 MTP (Approved in February 2020). Note: bus transit service and operational projects (e.g., stops, signage, Transit Signal Priority, rolling stock, queue-jump lanes, and similar project types) less than one mile in length are eligible.

### 4. Eligibility Requirements of Transportation Technology Projects

All transportation technology projects funded with federal-aid Highway funding shall be based on systems engineering analysis [23 CFR § 940.11 (a)]. A specific process for design, implementation, and operations & maintenance must be accounted for by the applicant pursuing TIP funds. The first step is the identification of portions of the Corpus Christi MPO regional ITS architecture being implemented. Early coordination with Corpus Christi MPO staff regarding the architecture is recommended.

### 5. Freight

In the Corpus Christi MPO selection process, freight facility, freight-related projects, roadway projects, and studies may benefit freight movement or freight facilities. For example, the roadway capacity projects selected for the Fiscally Constrained 2020-2045 MTP were evaluated based on several criteria, including proximity to intermodal facilities and severity of traffic congestion, each of which is important to freight movement. Projects benefiting freight movement are discussed in the interagency review of projects (See Section V.A).

### 6. Commitment to Implement Project/Project Readiness

**Inclusion of a project in the TIP shall constitute a commitment to complete the project in a timely manner consistent with the years of funding identified in the TIP**

Any additional funding necessary to complete the project scope beyond the already identified Corpus Christi MPO allocation in the TIP must be identified by the project sponsor. If any anticipated matching funds become unavailable, the project sponsor must find other funds to replace them. If project costs increase on TxDOT- and CCRTA-selected projects, TxDOT or CCRTA may provide additional federal, state, or local funds equal to the increase. If project costs increase on Corpus Christi MPO-selected projects,

sponsors must make up any shortfalls with non-Corpus Christi MPO-allocated funds. Federal guidance<sup>1</sup> states:

*“The proper authorization of a project is an important early step in sound funds management. A proper authorization includes a clearly defined scope of work for the applicable phase (e.g., preliminary engineering (PE), right-of-way (ROW), construction, etc.) with sufficient funds to accomplish that work recorded in the project agreement and the period of performance to accomplish that work. The funding authorized in the project agreement for the applicable phase must be supported by a documented current cost estimate aligned with the eligible work being completed. The agreement must also have an identified period of performance (e.g., project start and end date in the agreement) for the scope of work being authorized.”*

*If a State DOT elects to use the same project agreement for more than one phase of work (i.e., use one Federal-aid project number), each phase should be authorized and funds obligated only when that phase, activity, or contract is ready to proceed. Authorizing preliminary engineering (PE), right-of-way (ROW), and construction costs at the same time typically should not occur as this is prematurely authorizing phases of work not yet ready to proceed.”*

*Effective monitoring practices include periodic reviews by the State DOT to adjust or modify the project agreement to reasonably reflect the current cost estimate. Periodic reviews also include managing inactive obligations (no expenditure activity in the previous 12 months or longer) and monitoring the progress of projects to the next phase of work, as appropriate. When managing inactive obligations, division offices should review billing activity to ensure reimbursement requests are proper and are not devices solely to keep a project from becoming inactive (such as a token payment).*

*A review for project inactivity should begin when a project has been inactive for 9 months. If reimbursements are not processed within the next quarter, the project will be deemed as inactive at 12 months. The division office should work with the State DOT to remedy the inactive status before the project has 12 months of inactivity (i.e., process a claim for reimbursement, withdraw, or deobligate the project). At this point, the division office should initiate remedial action, possibly a unilateral deobligation for projects determined to be improperly obligated.”*

<sup>1</sup> <https://www.fhwa.dot.gov/cfo/projfundsmgta1.cfm>

All project components (within each funded TIP phase) listed within Environmental Impact Statements (EISs)/Records of Decision (RODs), Environmental Assessments (EAs)/Findings of No Significant Impact (FONSIs), or other National Environmental Policy Act (NEPA) decision documents must be funded as part of the project.

## 7. Public Involvement

Public involvement is expected at all stages of project development and the responsibility for seeking it lies with the project sponsor. For projects seeking Corpus Christi MPO-selected funding, early public input is key as the sponsoring agency is preparing its funding request submittal. The Corpus Christi MPO committee review process through the Transportation Advisory Committee (TAC) and Transportation Policy Committee (TPC), and a public hearing provide opportunities for public comment prior to Corpus Christi MPO TPC action on adoption of the TIP amendments. The TIP public involvement process also serves as the public involvement process for CCRTA’s program of projects using FTA Section 5307 funding, and the public hearing is noticed accordingly.

## 8. Advance Construction

For projects selected for TIP funding, a sponsor wishing to accelerate the completion of a project with non-federal funds may do so through a procedure allowed by the FHWA referred to as advance construction.

Through advance construction, a project sponsor can independently raise upfront capital for a project and preserve eligibility for future federal funding for that project. At a later point, federal funds can be obligated for reimbursement of the federal share to the sponsor. This technique allows projects that are eligible for federal aid to be implemented when the need arises, rather than when obligation authority for the federal share has been identified. The project sponsor may access capital from a variety of sources, including its own funds and private capital in the form of anticipation notes, commercial paper, and bank loans. If any sponsor wishes to advance construct a project in the TIP, it must seek TxDOT and FHWA permission to do so.

#### 9. Total Project Costs

Not all project phases may be implemented within the time-frame of the TIP. An additional line of information has been added to reflect the Total Project Cost as calculated using the TxDOT Design and Construction Information System (DCIS). Information on the additional line includes: Construction, PE, ROW, Bond Finance, CE, Contingencies, and Indirect costs. These estimates are based on averages and actual costs for individual projects may vary significantly.

#### 10. Year of Expenditure (YOE)

Federal regulations stipulate that the TIP include financial plans that reflect YOE dollars for project cost estimates. For roadway construction cost, historic trends are used to determine future costs and the future revenues for a project. These project funds are shown in YOE dollars. YOE dollars are dollars that are adjusted for inflation from the present time to the expected year of construction. The annual rate of inflation for cost estimates is usually four percent (4%) for project costs. Using the YOE dollars produces a more accurate cost estimate for a project, which is used for planning, programming and implementation.

### III. CORPUS CHRISTI MPO INITIAL PROGRAMMING

This section outlines the Corpus Christi MPO TIP Process.

#### A. **Overview, Funding Assessment, and Initial Programming**

##### 1. Dual Approach Overview

There are two TIP Update elements—roll-forward and new selection. In the roll forward, funding is maintained for projects that were selected in previous years, without modification to the funding levels. However, this is an appropriate time to review cost estimates for the project to ensure that all phases of the project have adequate funding. See Carryover Projects, below.

For new selection, projects are selected based on identified needs and project performance, with funds targeted to projects with the best performance. The TAC and Corpus Christi MPO staff will develop project prioritization and recommendations for the TPC. Additional details are provided in Section IV.

##### 2. Funding Forecast

Corpus Christi MPO staff, in partnership with TxDOT and the CCRTA, will estimate how much funding is available, by funding source, for federal fiscal years 2021, 2022, 2023, and 2024. The total four-year program funding must include the federal share of all carryover projects, set-aside programs, and other funding commitments as outlined below, in addition to any new funding requests (as outlined in Section IV).

Corpus Christi MPO, through its calls for projects, funds projects using:

- Surface Transportation Block Grant Program (Texas DOT Category 7). This federal funding type is the most flexible and can be used for a variety of transportation projects and programs, including roadways, bridges, bicycle and pedestrian infrastructure, and transit.
- STBG Set-Aside for Transportation Alternatives (Texas DOT Category 9). Federal TA funds are primarily for bicycle and pedestrian infrastructure.

The Regional Call for Projects is conducted without the applicant defining a specific funding type. After the projects have been initially recommended for inclusion into the draft TIP document, staff will assign the appropriate funding type to each project. Once allocated, the remaining amounts within each funding type will be determined and Corpus Christi MPO will inform each subregion of the targeted amount by funding type for their subregion.

### 3. Carryover Projects

Corpus Christi MPO staff will continue to fund all approved projects from previous TIPs that were delayed and receive permission from the TPC to proceed. No new FY 2021-2024 funding will be used. Instead, funding for the delayed projects will be carried over from the previous TIP. All projects that have been programmed but are not yet closed are included in the Roll-Forward section of the TIP. Current and future year projects are listed in their respective years. A project sponsor can delay or cancel a project as needed. A critical item to note is federal funds age and after 4 years are no longer available.

### 4. Set-Aside Programs

Corpus Christi MPO does not currently take funds “off-the-top” to fund specific regional programs such as ITS. As more performance information becomes available other MPOs have begun specifying percentages of Category 7 type funds for things such as; Regional Traffic Operations and Technology, Safety Enhancements, Complete Streets compliant Reconstruction of existing facilities, Human Service Transit, Small Area Planning, etc.

Each set-aside program can independently develop its own eligibility requirements and criteria, including minimum project funding requests, along with a scoring system to recommend projects to the TPC for inclusion into the TIP at appropriate times, typically every two years. If set-aside programs are approved; they will be managed, and Calls for Projects conducted, by Corpus Christi MPO.

### 5. Other Commitments

This TIP Policy intends to fund a previous commitment from prior TIP documents and approval processes.

## IV. CORPUS CHRISTI MPO CALL FOR PROJECTS

Corpus Christi MPO evaluates and selects projects through a formal announced call for projects. This approach provides local values to the TIP process and maintain Corpus Christi MPO's commitment to implementing a TIP process consistent with the metropolitan transportation plan.

### A. Requirements for All Corpus Christi MPO-Selected TIP Projects

#### 1. Eligible Project Activities and Locations

All projects submitted through Corpus Christi MPO must be eligible for one of the two funding types that Corpus Christi MPO allocates (see Appendix B) and located in and/or provide benefits to the MPO geographical area (see Exhibit 1). Detailed information is listed further on in this section.

#### 2. Projects Requiring Concurrence by TxDOT or CCRTA

If any eligible applicant wishes to apply for any project on a state highway or within state right-of-way, they must have the written concurrence of TxDOT before the application deadline. Funding requests in need of CCRTA involvement (for either capital projects, service operations, or to access CCRTA property) must have the written concurrence of CCRTA. Applicants are strongly encouraged to contact TxDOT or CCRTA early in the application process.

#### 3. Projects Requiring an Intergovernmental Agreement (IGA) with TxDOT or CCRTA

For any projects requiring the sponsor to contract with TxDOT or CCRTA to receive Corpus Christi MPO-allocated funds, submittal of the application is an agreement by the sponsor to use the applicable IGA without revision.

#### 4. Eligible Applicants

Eligible applicants for projects to be selected by Corpus Christi MPO include:

- county and municipal governments,
- regional agencies; such as the CCRTA, Corpus Christi MPO, specialized transit service providers, and
- the State of Texas offices and agencies, including the Department of Transportation (TxDOT), public colleges, and universities.

#### 5. TIP Focus Areas

This TIP identifies focus areas to guide investments. The intent of the focus areas is to support implementation of the policies and programs established in the MTP. The following focus areas are part of the evaluation criteria and will guide project applicants in investment decisions. Applicants are not required to propose projects within the TIP Focus Areas as they are not a project eligibility component.

#### 6. Financial Requirements

Sponsors must commit a minimum of 20% match from non-federal financial resources for Category 7, and Category 9 funding requests submitted for consideration. Additionally, sponsors must request a minimum of \$500,000 in federal/state funds for any request submitted to be a candidate for Corpus Christi MPO selection. All submitted requests must be reflected in year of expenditure dollars using a reasonable inflation factor.

#### 7. Commitment to Implement a Project/Project Readiness

Inclusion of a project in the TIP shall constitute a commitment by the sponsor to complete their project in a timely manner. A sponsor's submittal of a funding request for Corpus Christi MPO selection shall constitute a commitment to complete each project phase as described in the application form if the

## State and Regional Focus Areas

**Enhance Safety** - Safety for all users of the multimodal transportation system—and working toward reducing serious injuries and eliminating fatalities—is of paramount priority to every transportation stakeholder in the region. There are approximately 28 reported traffic crashes per day in the region, resulting in about 1 fatality per week and 200 life threatening injuries.

Transportation security supports resiliency and addresses potential vulnerabilities and risks, from terrorism to technology (such as hacking) and natural hazards. Projects/programs may include, but are not limited to:

- roadway geometric upgrades, including the improvement of design and operations of intersections,
- improved interactions between pedestrian/bicycle modes with vehicular traffic (e.g., exclusive bike lanes, pedestrian/bicycle grade separations and crossings, improve line of sight, traffic calming improvements, etc.), and
- Intelligent Transportation Systems applications.

**Preserve Our Assets** - Improving transportation infrastructure may be attained through funding transit service and other physical infrastructure that improve or expand access to regional services and/or facilities. Projects/programs may include, but are not limited to:

- sidewalk improvements plan.

**Optimize Performance** - Having a consistently reliable multimodal transportation system is essential to the individual user experience and regional mobility. Reliability may be addressed through:

- capacity improvements to any of the region's travel modes,
- the elimination of gaps in the system, and
- operational improvements, such as traffic signal timing, bottleneck improvements, grade separations, transit service, and transportation demand management (TDM) strategies.

project is selected for funding. The submitted application scope becomes a permanent part of the TIP project scope and must be implemented.

Sponsors with funding requests selected for inclusion in the TIP shall work with TxDOT or CCRTA to ensure that all federal and state requirements are followed, and the project follows the project phases programmed in the TIP.

### 8. Next Meaningful Phase

Most of the regionally significant roadway and transit projects in the Fiscally Constrained 2045 MTP are quite costly. To allow more flexibility in funding projects, applicants can submit implementation funding requests for only the “next meaningful phase” of such projects. The “next meaningful phase” should be jointly established by the sponsor, TxDOT or CCRTA, and Corpus Christi MPO staff in advance of the submittal. The functional implication of a “meaningful phase” is that a completed phase creates something usable, such as a NEPA clearance, a design, or a segment of independent utility. If additional funding is allocated to an existing project for new or revised project scope elements, the new scope element(s) will be added to the existing TIP project with funding years and project phases adjusted accordingly.

### 9. Applicant Workshop

At the initiation of the TIP Call for Projects, Corpus Christi MPO, TxDOT, and CCRTA staff shall jointly conduct a workshop to cover and explain the submittal process, eligibility and evaluation, construction and development requirements for construction projects, sponsor responsibilities, and basic requirements for implementing federal projects. Applicants are encouraged to attend.

Outside of the workshop, TxDOT, CCRTA, and Corpus Christi MPO staff are available to assist jurisdictions in preparing funding request applications, as needed.

### 10. Corpus Christi MPO-Selected Project Phase Initiation Delays

Corpus Christi MPO has a project tracking program that tracks the initiation of a project phase. A delay occurs when a project phase, as identified during project submittal and contained within the TIP project description, has not been initiated in the identified year. For example, a project that has only one year of Corpus Christi MPO-selected funding receives a delay if the project did not go to bid (construction projects), did not hold its kick-off meeting (studies), or didn't conduct similar project initiation activities (other types of projects) by the end of the federal fiscal year for which it was programmed. For projects that have more than one year of Corpus Christi MPO-selected funding, each phase (year) will be reviewed to see if the objectives defined for that phase have been initiated.

Corpus Christi MPO defines the initiation of a project phase in the following manner as of September 30 for the year with Corpus Christi MPO-selected funding in the TIP that is being analyzed:

- Design: AFA executed with TxDOT AND if consultant – consultant contract executed and Notice To Proceed (NTP) issued; if no consultant – design scoping meeting held with TxDOT project staff
- Environmental: AFA executed with TxDOT AND if consultant – consultant contract executed and NTP issued; if no consultant – environmental scoping meeting held with TxDOT project staff
- ROW: AFA executed with TxDOT AND ROW plans turned into TxDOT for initial review
- Construction: project publicly advertised
- Study: AFA executed (with TxDOT or CCRTA) AND kick-off meeting has been held
- Bus Service: AFA executed with CCRTA AND service has begun
- Equipment Purchase (Procurement): AFA executed AND RFP/RFO/RFB (bids) issued
- Other: AFA executed AND at least one invoice submitted to TxDOT/CCRTA for work completed

On October 1 (beginning of the next fiscal year), Corpus Christi MPO will review the project phase status with TxDOT and CCRTA to determine if a delay has occurred. If a delay is encountered (project phase being analyzed has not been initiated by September 30), Corpus Christi MPO, along with TxDOT or CCRTA, will discuss the project and the reasons for its delay with the sponsor. The result will be an action plan enforceable by TxDOT/CCRTA, which will be reported to the TAC and TPC-. For a sponsor that has a phase of any of its projects delayed, the sponsor must report the implementation status on all its Corpus Christi MPO-selected projects.

Sponsors will be requested to appear before the TAC, and the TPC to explain the reasons for the delay(s) and receive TAC and ultimately TPC approval to continue. Any conditions established by the TPC in approving the delay become policy.

On June and July, nine months after the project phase(s) was initially delayed, Corpus Christi MPO staff will review the project status with TxDOT or CCRTA to determine if the phase is still delayed. If it's determined the project sponsor, as identified in the adopted TIP, is the cause of the continued delay (phase not being initiated by July 1), the project's un-reimbursed Corpus Christi MPO-selected funding for the delayed phase will be returned to Corpus Christi MPO for reprogramming (federal funding reimbursement requests by the sponsor will not be allowed after July 1).

If it's determined that another agency or an outside factor beyond the control of the project sponsor not reasonably anticipated is the cause of the delay (phase not being initiated by July 1), the future course of action and penalty will be at the discretion of the TPC.

TPC action may include, but is not limited to:

- Establishing a deadline for initiating the phase.
- Cancel the phase or project funding and return to Corpus Christi MPO for reprogramming.
- Reprogram the project funding to future years to allow other programmed projects to advance.

## **B. Regional Call for Projects**

### 1. Regional Call for Projects Intent

The intent is to select a limited number of regional, high priority projects, programs, or studies that play a crucial role in shaping and sustaining the future of the Corpus Christi MPO region consistent with Corpus Christi MPO's 2045 Metropolitan Transportation Plan. Regional project selection is guided by the established policies and programs established in the MTP and should preserve optimize, enhance, etc., and provide a high return on investment to the region.

### 2. Funding Availability

Once all set-aside programs and previous commitments are allocated, the remaining funds are designated to new projects. For the Call for Projects, sponsors must commit **a minimum of 20% match**

from non-federal financial resources for federal funding requests submitted for consideration. Additionally, sponsors must request a **minimum of \$500,000 in federal/state funds** for any request submitted to be a candidate for Corpus Christi MPO selection.

Each applicant may increase the local match and the federal/state funding request if they wish. A local government can propose extending projects outside of its boundaries, to further foster collaboration and create a more connected regional transportation system. Exact funding levels will be available before the Call for Projects opens.

### 3. Eligibility Requirements

Programs funded through Corpus Christi MPO’s Regional Process shall address performance issues to a level that can definitively illustrate a “magnitude of benefits” fitting of a regional program. Participation within the proposed program, along with the anticipated services and benefits, must be available within the Corpus Christi MPO TIP planning area (the MPO area). Proposed studies, initiatives, and other efforts which cover the entire region are also eligible. Regional programs will focus on optimizing the multimodal transportation system by increasing mobility and access, and/or programmatic efforts to ensure that people of all ages, incomes, and abilities are connected to their communities and the larger region.

Projects funded through Corpus Christi MPO’s Regional Call shall include eligible transportation improvements that implement the elements of the 2020-2045 MTP as specified in Exhibit 5.

#### Exhibit 5. Project Categories Eligible for Category 7 Funds

<b>Eligible Networks 2020-2045 MTP</b> <i>Specific project attributes such as start and end points, alignment, service levels, and number of lanes are subject to revision through future environmental studies.</i>	<b>Eligible Projects Reference Maps/Table</b> <i>As adopted in MTP at time of TIP Call for Projects in 2018</i>
<b>Regionally Significant Corridors (RSCs) on the Regional Roadway System</b> (NOT ELIGIBLE: stand-alone roadway reconstruction)	Eligible Roadway Capacity projects should focus on the CMP Corridors of Concern on collectors and above. Eligible Roadway Operational project locations should focus on the CMPO Corridors of Concern or Corridors of Note.
<b>Bicycle and Pedestrian Projects</b>	Projects 1) from an adopted local plan or, 2) on or in proximity of a regional corridor or key multi-use trail identified in the Strategic Plan for Active Mobility.
<b>Studies</b>	Any study for a project that is Corpus Christi MPO eligible ( <i>including multimodal studies per MMOF</i> )
<b>Multimodal Projects</b> <i>(includes projects as defined in SB18-001 Multimodal Transportation Options Fund)</i>	Fixed route or on-demand transit ( <i>capital and operating costs eligible</i> ) TDM programs Multimodal mobility projects enabled by new technology

For fiscally constrained roadway and transit capacity project details, see the 2020-2045 MTP.

For construction projects that require an Environmental Assessment (EA) or an Environmental Impact Statement (EIS), the EA or Draft EIS Disclosure Document must be signed or be reasonably expected to be signed by the relevant federal agency within FY 2021-2024. TIP funding for a study in this TIP cycle does not constitute a commitment to expedite funding for implementation in a coming TIP cycle. Funding for implementation will be based on relevant evaluation criteria in that (future) TIP process.

#### 4. Regional Scoring Criteria

The scoring process is based on the 2020-2045 MTP, with modification as necessary to highlight key differences between projects making progress toward the adopted regional goals.

#### 5. Application Form

Corpus Christi MPO staff will prefill basic data on application forms using data now available in the MTP and make TIP application materials and instructions, including supplementary data, available to all those who wish to apply. Project sponsors will revise and complete the forms based on their project specific information.

#### 6. Applicant Training

Training is strongly encouraged for any eligible sponsor who wishes to submit an application in the Call for Projects. See Section IV.A for additional details.

#### 7. Call for Projects and Application Submittals

The Call for Projects will be announced by Corpus Christi MPO. Multi-agency applications are encouraged. Project applications from individual sponsors must be submitted on behalf of and in concurrence with TXDOT and CCRTA, as warranted.

Any agency contemplating applying and have data questions/needs related to the completion of the application, must contact Corpus Christi MPO staff **at least three weeks prior to the application deadline**. The information that is required by the sponsors to complete applications is noted within the application. All applications must be complete when submitted to Corpus Christi MPO as candidates for selection. Incomplete applications will NOT be accepted.

The application must be affirmed by either the applicant's City or County Manager, Chief Elected Official (Mayor or County Commission Chair) for local governments, or agency director or equivalent for other applicants. This should be the local match.

#### 8. Corpus Christi MPO Review/Scoring of Applications

Corpus Christi MPO will review project submittals for eligibility. Corpus Christi MPO will also consult and share applications with TxDOT, CCRTA, and any other regional agencies as appropriate.

After applications are reviewed for eligibility, Corpus Christi MPO will make a comprehensive evaluation of all applications submitted, before turning the applications over to the TAC project review panel.

#### 9. TAC Project Review Panel Consideration and Recommendation

After all projects have been evaluated by Corpus Christi MPO, a project review panel composed of TAC members and other technical experts as needed, will discuss and rank approximately 150% of the eligible funding for recommendation to the TPC.

#### 10. TPC Draft Project Considerations

The action taken by the TPC is to recommend specific projects into the draft TIP. Further action is necessary to finalize the project recommendations into the adopted TIP. If any funds remain unprogrammed from the Call for Projects, they are placed in a pool in the last year of the TIP for allocation during the next call for projects.

## V. TIP DEVELOPMENT, ADOPTION AND REVISIONS

This section describes the processes for developing the draft TIP, adoption, and how amendments to the adopted TIP happen.

### A. TIP Development

#### 1. Peer and Interagency Discussion

Applicants are encouraged to discuss potential funding requests with the MPO, TXDOT and/or CCRTA as appropriate as early as possible. As a minimum, this discussion should take place for any submittal for which TXDOT or CCRTA concurrence is required (see Section IV. A). Sponsors may also benefit from discussing other potential submittals that do not need their concurrence to better understand the implications of federal and state requirements on a specific submittal.

After the completion of the Call for Projects, staff from Corpus Christi MPO, TXDOT, and CCRTA will discuss preliminary recommendations, as well as requests not selected. The objective of this discussion is to look for conflicts, synergies, and opportunities among projects. Each agency may consider feedback to revise selection decisions or adjust implementation scheduling.

#### 2. Illustrative List

Projects not funded are incorporated into the TIP via the Illustrative list. Illustrative list projects may be funded in the event additional funding becomes available during the TIP time period. The waiting list protocol and lists of projects will be amended into the TIP after it is adopted.

#### 3. Draft TIP Preparation

After the TPC has made preliminary funding recommendations on projects, Corpus Christi MPO staff will prepare a draft TIP. The draft program will be referred to the TAC and TPC for recommendations and made available for public comment at a public hearing by the TPC.

The TIP will include:

- all Corpus Christi MPO-selected, CCRTA, and TxDOT federally-funded projects,
- all TxDOT state-funded projects, and
- any regionally significant transportation projects, regardless of funding source.

The TIP will demonstrate adequate resources are available for program implementation. It will indicate public and private resources that are reasonably expected to be available to carry out the program. The Texas Department of Transportation (TxDOT), in consultation with the Federal Highway Administration (FHWA), developed 11 grouped project categories for use in the Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP). Chapter 23 part 450.216 of the Code of Federal Regulations defines the general grouping of projects as:

*“Projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the TIP.”*

During the development of the FY 2021-2024 TIP, the Corpus Christi MPO uses project grouping categories to allow the TIP to more appropriately focus on the most regionally significant projects. It also allows for a more streamlined process for projects undergoing development as it considerably reduces delays and allows for a more efficient method of scheduling and letting projects. The TPC will review and authorize the which of the 11 available grouped categories for use. The Corpus Christi MPO staff will review each project submitted for inclusion in the TIP to determine project eligibility for grouping. Regardless of

eligibility, selection for inclusion in the grouped listing is at the discretion of TPC.

**Exhibit 6: Projects Eligible for Grouping in the TIP/STIP**

Proposed CSJ	Grouped Project Category	Definition
5000-00-950	PE - Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction. Such as planning and research activities: grants for training; engineering to define the elements or a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project that is not added capacity in a non-attainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and re-habilitation done with existing ROW. Also includes modernization of a highway by reconstruction. Adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage Improvements associated with rehabilitation.
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/ or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/ or replace deficient railroad underpasses, resulting in no added capacity.
5800-00-950	Safety	Projects to include the construction or replacement rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting Improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing. Intersection improvements (e.g., turn lanes), signalization projects and Interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program. Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation Systems Deployment	Highway traffic operation improvement projects including the installation or ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/ IVHS programs.
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation or bicycle and pedestrian lanes, paths and facilities.
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvements of rest areas and truck weight stations.
5000-00-918	Transit Improvements	Projects Include the construction and improvement or small passenger shelters and information kiosks. Also includes the construction and Improvement or rail storage/ maintenance facilities bus transfer facilities where minor amounts or additional land are required and there IS not a substantial increase in the number of users.

(Source: TxDOT - Revised May 22, 2024)

**B. Adoption**

### 1. Public Involvement and Hearings

A public hearing to consider the draft TIP finding will be held at the TPC meeting during anticipated TPC action in adopting a new TIP.

### 2. TIP Adoption

Adoption of the TIP by the TPC shall occur following consideration and recommendation by the TAC. Once the TIP is approved by Corpus Christi MPO federal law requires the TIP also be approved by the Governor and incorporated directly or by reference, without modification, into the STIP by TxDOT.

### C. **TIP Revisions**

The TIP is subject to revision, either by an administrative modification by staff, or through TIP amendments adopted by the TPC. Revisions reflect project changes that may affect the TIP's programming. Listed below are two levels of revisions that can be made to the TIP.

Corpus Christi MPO staff will process any Administrative Modification by:

- requesting TIP revisions at the end of every quarter, typically the 3rd Monday of the month,
- entering the requested modifications into the TIP project database and appropriate committee agenda materials,
- posting the revisions on the Corpus Christi MPO website, and
- emailing a monthly summary to the TIP modification list.

### 1. TIP Amendments

The Corpus Christi MPO may amend the TIP as necessary to address regional needs; there are also several circumstances in which an amendment to the TIP is required. Adding a federally funded project or changing the major source of funding of an existing project are situations that mandate amendments to the TIP. TIP amendments are required for the following actions:

- Adding a new project or significantly changing an existing project
- Changing a regionally significant project:
  - Delete or significantly change a feature (for example, change the project termini)
  - Delete or defer it from the four years of the TIP,
- Changing a project to be inconsistent with the goals of the MTP,
- Adding or deleting funding for any project by more than \$1.5 million over the four years of the TIP,
- Changes as deemed by the Corpus Christi MPO Transportation Director.

TIP amendments will be processed as soon as possible after they are received, considering committee schedules. TIP amendments will be recommended by the TAC for TPC consideration and action. Formal public hearings are not typically held. Public input (in person, writing, email, etc.) will be accepted per the adopted Corpus Christi MPO Public Participation Plan, and during the public comment period of any of the Corpus Christi MPO committee meetings considering the amendments.

### **TxDOT 50% Rule**

An amendment to the TIP is also required when changes in an estimated federal cost exceeds 50 percent and results in a revised total cost exceeding \$1,499,000. A STIP revision is not required when a change in estimated federal cost results in a total project cost of under \$1,500,000. Note that the 50 percent rule applies only to the federal-aid share of the project cost, while the greater than \$1,499,000 applies to the total cost of the increase of the project revision.

## 2. Administrative Modifications

Administrative modifications include all revisions other than those listed under TIP Amendments and will be processed as they are received by Corpus Christi MPO staff, typically monthly. Administrative modifications do not require committee review or approval. However, administrative modifications are presented to the TPC as informational items. Multiple administrative modifications on one project will likely require a TIP amendment.

As stated in Section IV. A.7, there is an expectation that Corpus Christi MPO-selected projects will be implemented, at a minimum, with the scope defined in the funding request application (and in the adopted TIP). Sometimes sponsors desire to remove scope elements within the same budget. If this is the case, projects selected must have confirmation from the TPC to remove scope elements. If the TPC agrees to the scope changes, Corpus Christi MPO staff will process the request as an administrative modification.

In circumstances when the revisions are to add items to the scope within the current project budget (i.e. when project costs were less than expected), or if the request to add scope is a meaningful addition to the project and the cost is modest (in comparison to the overall budget), Corpus Christi MPO staff will evaluate the request and may process it as an administrative modification.

## 3. Project Cancellations

In the event a TIP project is cancelled by the project sponsor or project savings are realized and funding is returned to Corpus Christi MPO for reprogramming, the funding will return to the regional pool for reallocation. It is important to remember that funding is not awarded to entities; projects that perform best in meeting regional, state, and federal goals are funded. If that project is not implemented as approved, the funds are returned back to the MPO TPC for reallocation to other projects that perform best in meeting regional, state or federal goals.

## **D. Changes in Funding Allocations**

Under the FAST Act and state statute, actual allocations to the state and region are determined annually with no guaranteed amount. The FY 2021-2024 TIP is being prepared under the best estimate of available funds to TxDOT, Corpus Christi MPO, and CCRTA. As funds change, it may be necessary to add, advance, or postpone projects through TIP revisions.

### 1. Funding Increase

If revenues increase, the additional revenues will be allocated to projects as follows:

- First, existing funds will be advanced for projects already awarded funds in the TIP, as applicable. In some circumstances, funds may be flexed between categories to advance projects.
- After options for advancing currently funded projects have been exhausted, the funding may be pooled until the next Call for Projects. Alternatively, if opportunities exist that may be lost by delay, one or more of the projects in the illustrative list may be advanced with remaining monies.

### 2. Funding Decrease

If revenues decrease, some TIP projects will be deferred to maintain fiscal constraint. The method to obtain deferrals is as follows:

*Step 1 - Voluntary Deferrals*

Corpus Christi MPO staff will first query project sponsors to discern if they will voluntarily defer one or more of their current TIP projects. Any project deferred will NOT be subject to involuntary deferral at a later date.

*Step 2 - Involuntary Deferrals*

If voluntary deferrals are insufficient, involuntary deferrals are necessary.

- A. Corpus Christi MPO staff will FIRST create lists of relevant projects that will be EXEMPT from involuntary deferral according to the following:
  - Previously granted project immunity
  - Project readiness (projects, regardless of sponsor, that are or will be ready for ad in the next 3 months, as jointly determined by TxDOT/CCRTA and the sponsor)
- B. Corpus Christi MPO staff will query the project review panel to submit to Corpus Christi MPO projects that either were the lowest scored or have the lowest priority to be deferred. Any project deferral, either voluntary or involuntary, will not be counted as a project delay.

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## APPENDIX A: CCRTA AND TxDOT SELECTION PROCESSES

This section describes the processes that CCRTA and TxDOT undertake to include projects into the TIP.

### A. CCRTA Process

#### Strategic Planning Process

The strategic planning process began in early January 2018 with a prior year-end financial performance analysis by the management team in preparation for the upcoming board retreats. This evaluation process continued with an assessment of the internal and external factors that affected expectations. During the next three months Board retreats were held whereby the Board and management met to discuss these findings along with a review of CCRTA's long-range vision and organizational mission and goals. It was through this process that the Vision Statement was revised to reflect the inspirational desires of the Board. The Vision Statement was changed to the following:

#### Vision Statement

“Provide an integrated system of innovative, accessible and efficient public transportation services that increase access to opportunities and contribute to a healthy environment for the people in our service area.”

#### Process for Developing the Strategic Plan

The Board and management team worked together to develop the FY2018 Strategic Plan with the aim of continuing the focus on the four mainstay goal areas of the Authority:

- Explore service- enhancement to smaller cities
- Improve (maintain) our public image
- Maintain transparency efforts
- Financial information/ data presentation of it publicly
- Begin placing procurement activities in report (transparency) mechanism
- Maximize collaboration between private sector and academia (research and development)
- Enhance the customer service experience
- Identify services
- Improved contact with citizens on demand issues
- Look into multi-modal possibilities
- Alternate forms of personal transportation
- Enhancement of video usage (real-time, reaction-time, capability improvement)

Annual service levels were developed based on these strategic objectives and goals. Each department develops a business plan and a budget that supports the service levels and the objectives in the strategic plan. Two short-term factors guided the development of the annual budget. One was the uncertainty of the regional economy and the other is the uncertainty of the street construction timelines. As a result, a conservative approach was used to develop the budget. Service changes are provided in detail at the end of this document as a supplemental source of information.

## B. TxDOT Process

### 1. Basic Underlying Premises

Projects that are currently funded in the TIP, along with ones that are part of a NEPA decision document commitment, will have a top priority and will continue to be funded. TxDOT Corpus Christi District provided documentation to Corpus Christi MPO describing the evaluation criteria, assumptions and underlying rationale for projects selected for funding.

### 2. Detail by Funding Program

Category 1 – Preventive Maintenance and Rehabilitation: Preventive maintenance and rehabilitation on the existing state highway system, including: (A) Preventive maintenance - minor roadway modifications to improve operations and safety; and (B) Rehabilitation - installation, rehabilitation, replacement, and maintenance of pavement, bridges, traffic control devices, traffic management systems, and ancillary traffic devices. Funds are formula allocated. The Proposition 1 (Prop 1) amendment authorizes a portion of oil and gas tax revenues that typically go into the Economic Stabilization (Rainy Day) Fund to be deposited to the State Highway Fund. Funds may be spent to engineer, acquire right-of-way, move utilities, construct, and maintain public highways (transit, bicycle/pedestrian, and toll roads are ineligible). Projects must be on the Interstate Highway System or on the State Highway System.

Category 2 – Metropolitan and Urban Corridor Projects: Mobility and added capacity projects along a corridor that decrease travel time and the level or duration of traffic congestion and increase the safe and efficient movement of people and freight in metropolitan and urbanized areas.

This category is split into two types of funding. Metropolitan Corridor (2M) projects are within the boundaries of a Transportation Management Area (TMA) like Corpus Christi. Urban Corridor Projects (2U) are in areas outside of a Transportation Management Area (non-TMA) like southern Nueces County. Funds are formula allocated. These funds are generally approved through the Unified Transportation Program (UTP) or 10-Year Planning process.

The Proposition 1 (Prop 1) amendment authorizes a portion oil and gas tax revenues that typically go into the Economic Stabilization Fund to be deposited to the State Highway Fund. Funds may be spent to engineer, acquire right-of-way, move utilities, construct, and maintain public highways (transit, bicycle/pedestrian, and toll roads are ineligible). Projects must be on the Interstate Highway System or on the State Highway System. This category includes Prop 1 projects selected using the Category 2 metropolitan corridor formula and criteria.

Category 3 – Non-Traditionally Funded Transportation Projects: Transportation related projects that qualify for funding from sources not traditionally part of the state highway fund, including state bond financing under programs such as Proposition 12 (General Obligation Bonds), Proposition 14, pass-through toll financing, unique federal funding (like TIGER discretionary funds), regional toll revenue, TPC/Local funds, and local participation funding.

Below is additional information about several of these sub-categories:

- Regional Toll Revenue (RTR) funds include toll proceeds from toll project agreements. RTR funds may include up-front payments by tolling entity, excess revenue payment by tolling entity, or interest accrued on these funds. RTR funds can be spent on state highway system, public transit, or air quality projects. They are selected by the TPC with strong participation levels from local agencies (cities, counties, etc.). The Texas Transportation Commission has final approval via minute order.
- TPC/Local funds are local funds created by and available to the TPC. The funds are generally created through federal/local funding swaps. Projects are selected by the TPC.

Category 4 – Statewide Connectivity Corridor Project: Mobility and added capacity projects on major state highway system corridors, which provide statewide connectivity between urban areas and corridors, to create a highway connectivity network composed of the Texas Highway Trunk System, National Highway System, and connections from those two systems to major ports of entry on international borders and Texas water ports. Generally used in rural (non-urban) areas.

The Prop 1 amendment authorized a portion of oil and gas tax revenues that typically go into the Economic Stabilization Fund to be deposited to the State Highway Fund. Funds may be spent to engineer, acquire right-of-way, move utilities, construct, and maintain public highways (transit, bicycle/pedestrian, and toll roads are ineligible). Projects must be on the Interstate Highway System or on the State Highway System. This category includes Prop 1 projects selected using the Category 4 statewide connectivity corridor formula and criteria.

The Congestion Connectivity Corridor (3C) program is designed to provide connectivity for interstates and major freight/trade corridors and enables the use of Category 4 funds in urban areas. Projects should be prioritized and selected based on criteria consistent with House Bill 20. Funds are formula allocated using the Category 2 formula. Projects are selected by the TxDOT District in consultation with the MPO.

Category 5 – Congestion Mitigation and Air Quality Improvement Program: The Corpus Christi MPO is NOT eligible for these funds. Designed for air quality or transit projects that address attainment of national ambient air quality standards in the nonattainment areas (currently Dallas-Fort Worth, Houston, and El Paso). Funds cannot be used to add capacity for single-occupancy vehicles. Projects selected by the MPO in consultation with TxDOT. Funds are formula allocated.

Category 6 – Bridges: Replacement or rehabilitation of eligible bridges on and off the State Highway System (functionally obsolete or structurally deficient). Replacement of existing highway-railroad grade crossings, and the rehabilitation or replacement of deficient railroad underpasses on the State Highway System. Specific locations evaluated by a cost-benefit derived index.

Category 7 – Surface Transportation Block Group Program (STBG): Designed for mobility (roadway or transit) and air quality projects that address transportation needs within Metropolitan Area boundaries with populations of 200,000 or greater. Projects are selected by the MPO in consultation with TxDOT. Funds are formula allocated.

Category 8 – Safety: Safety related projects both on and off the state highway system including the federal Highway Safety Improvement Program, Railway-Highway Crossing Program, Safety Bond Program, and High-Risk Rural Roads Program. Safe Routes To School projects previously authorized remain in Category 8, but new Safe Routes to School projects are managed under the Transportation Alternatives Program in Category 9.

Category 9 – Transportation Alternatives Program (TAP), and Transportation Alternative – Set Aside Program: Federal aid program for the construction of on-road and off-road trail facilities for pedestrian, bicycle, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

This program also includes the Safe Routes to Schools Program. Projects are selected through competitive calls for projects at the regional and state levels. Funds are formula allocated. Under the FAST Act, the State/MPO 50/50 Allocation continues. The Corpus Christi MPO selects a portion of TA funds and TxDOT selects another portion.

Category 10 – Supplemental Transportation Projects: Transportation related projects that do not qualify for funding in other categories, including landscape and aesthetic improvement, erosion control and environmental mitigation, construction and rehabilitation of roadways within or adjacent to state parks, fish hatcheries, and similar facilities, replacement of railroad crossing surfaces, maintenance of railroad signals, construction or replacement of curb ramps for accessibility to pedestrians with disabilities, and miscellaneous federal programs. Previous federal earmarks often appear in this funding category. Green Ribbon funds would also appear under Category 10.

Category 11 – District Discretionary: Miscellaneous projects on the State Highway System selected at the TxDOT district's discretion. The Proposition 1 (Prop 1) amendment authorized a portion of oil and gas tax revenues that typically go into the Economic Stabilization Fund to be deposited to the State Highway Fund. Funds may be spent to engineer, acquire right-of-way, move utilities, construct, and maintain public highways (transit, bicycle/pedestrian, and toll roads are ineligible). Projects must be on the Interstate Highway System or on the State Highway System. This category includes Prop 1 projects selected using the Category 11 district discretionary formula and criteria.

Category 12 – Strategic Priority: Projects with specific importance to the State including those that generally promote economic opportunity, increase efficiency on military deployment routes or retain military assets in response to the federal military base realignment and closure reports, maintain the ability to respond to both manmade and natural emergencies, and provide pass-through toll financing for local communities.

Strategic Priority – Clear Lanes provides funding for congestion relief projects in metropolitan areas with over 1 million in population, which includes Austin, Dallas, Fort Worth, Houston, and San Antonio. Projects in this category should be listed on the Top 100 Most Congested Roadways list. These funds are formula allocated but selected by the Texas Transportation Commission.

SBPE – TxDOT PE Funds: TxDOT uses these for engineering/design services for projects on the state highway system.

S102 – TxDOT PE Funds: TxDOT uses these for right-of-way acquisition or utility relocation for projects on the state highway system.

## APPENDIX B: ELIGIBLE PROJECTS BY FUNDING SOURCE

The funding categories established by the FAST Act and the types of projects eligible for funding within each category, provided they are consistent with the MTP, are summarized below.

### 1. Category 7 - Surface Transportation Block Grant (STBG) Program

The following types of projects are eligible:

- Construction/reconstruction, rehabilitation, resurfacing, restoration, preservation, and operational improvements of the existing system (located on the Corpus Christi MPO Regional Roadway System; roadway classification of principal arterial and higher)
- Capital costs for transit projects
- Vehicle to infrastructure communication equipment
- Carpool projects
- Fringe and corridor parking facilities and program
- Highway and transit safety infrastructure improvements and programs
- Highway and transit research programs
- Capital and operating costs for traffic monitoring, management, and control
- Transportation alternatives activities
- Transportation control measures listed in the Clean Air Act
- Wetland mitigation associated with project construction
- Transportation system management actions
- Studies as necessary to plan and implement the above

Detailed guidance is available at: <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.pdf>

### 2. Category 9 - Transportation Alternatives (TA)

The following types of projects are eligible:

- Construction, planning, and design of on- road and off-road trail facilities and related infrastructure
- Conversion and use of abandoned railroad corridors for trails
- Turnouts, overlooks, and viewing areas
- Community improvement activities (outdoor advertising, historic transportation facilities, vegetation management practices, archaeological activities)
- Environmental mitigation activity (stormwater management, vehicle-caused wildlife mortality)
- Recreational trails program
- Safe Routes to School program





## APPENDIX D: REGIONAL SHARE CRITERIA

### Project/Program/Study Application and Evaluation Criteria Instructions

Sponsors of applications must complete the base information (Part 1), provide responses to the evaluation questions (Part 2), and provide back-up data calculation estimates (Part 3).

Corpus Christi MPO staff will review submitted applications for eligibility and score the eligible submittals. A project review panel will review, rank, and recommend submittals that request funding to the TAC and TPC. Sponsors will make presentations to the project review panel to assist in the final recommendation to the TPC.

### Part 1: Base Information

All sponsors are required to submit foundational information for their project/program/study (hereafter referred to as project) including a problem statement, project description, and concurrence documentation from TxDOT and/or CCRTA, if applicable. Each proposed project will be reviewed to determine eligibility under federal requirements and consistency with regional policies prior to being considered for Regional Share funding. Part 1 is not given a score.

Corpus Christi MPO FY 2021-2024 Transportation Improvement Program (TIP) Project Submission Form			
Project Name			
Project Description. Provide all relevant information to <b>FULLY</b> describe the project scope and location. Attach diagram or map showing location/extent of project if necessary.			
<div style="position: absolute; top: 50%; left: 50%; transform: translate(-50%, -50%); opacity: 0.1; font-size: 100px; pointer-events: none;">DRAFT</div>			
Sponsoring Entity(ies)			
Project Category(ies) – (road, transit, bicycle/pedestrian, etc.)			
Existing Conditions (# lanes, surface, service provided, etc.)			
Proposed Condition (# lanes, surface, service provided, etc.)			
<b>Desired/Expected Completion Timeframe (Federal Fiscal Year)</b>			
FY 2021		FY 2023	
FY 2022		FY 2024	

Project Cost (Enter amount(s) requested)	
Cat 2 (Metropolitan and Urban Corridors)	
Cat 4 (Connectivity Corridors)	
Cat 7 (Metropolitan Mobility and Rehabilitation)	
Cat 9 (Transportation Alternatives)	
Cat 11 (District Discretionary)	
Cat 12 (Strategic Priority)	
Safe Route to School	
FTA 3507	
FTA 3509	
FTA 3510	
FTA 3511	
Other Federal Funds (BUILD, ATCMDT, etc.)	
Other State Funds (RIDER, etc.)	
Local Funds (Bond, Proposition, etc.)	
Project Cost (Federal Funds)	
Local/State/Private Funds	
<b>Project Cost (Total)</b>	
<b>Local/State/Private Funds</b>	
<b>% Local Match</b>	
Point of Contacts	
<b>Name</b>	<b>Name</b>
<b>Address</b>	<b>Address</b>
<b>Phone</b>	<b>Phone</b>
<b>E-mail</b>	<b>Email</b>

- Name of Project: \_\_\_\_\_
- Project start and end points, or geographic area (include map):  
\_\_\_\_\_
- Project Sponsor: \_\_\_\_\_
- Facility Owner/Operator: \_\_\_\_\_  
*If Owner/Operator is different from project sponsor, attach applicable concurrence documentation.*
- What planning document(s) identifies this project: \_\_\_\_\_
- Identify the project's key elements. Applicants will provide the benefit information in the evaluation in relation to the key elements checked. (check all that apply):
 

<input type="checkbox"/> Transit other:	<input type="checkbox"/> Grade Separation
<input type="checkbox"/> Bicycle facility	<input type="checkbox"/> Roadway
<input type="checkbox"/> Pedestrian facility	<input type="checkbox"/> Railway
<input type="checkbox"/> Safety improvements	<input type="checkbox"/> Bicycle
<input type="checkbox"/> Roadway Capacity or Managed Lanes (Fiscally Constrained 2020-2045 MTP)	<input type="checkbox"/> Roadway Pavement reconstruction/rehab
<input type="checkbox"/> Roadway Operational	<input type="checkbox"/> Pedestrian
<input type="checkbox"/> Bridge replace/reconstruct/rehab	<input type="checkbox"/> Design
<input type="checkbox"/> Study	<input type="checkbox"/> Other: _____

7. Problem statement: What specific regional problem or issue will the transportation project address?

8. Define the scope and specific elements of the project: \_\_\_\_\_

9. What is the current status of the proposed project? \_\_\_\_\_

10. Would a smaller funding amount than requested be acceptable, while maintaining the original intent of the project?)

\_\_\_\_\_ No \_\_\_\_\_ Yes

If yes, define smaller meaningful limits, size, service level, phases, or scopes, along with the cost for each:

\_\_\_\_\_

11. Total amount of federal funding request: \$ \_\_\_\_\_ (no greater than \$10 million).

12. Total amount of funding provided by other funding partners (private, local, state, or federal), with documentation.

Please list each funding partner, contribution amount, and percent of each contribution to the overall total project cost: \$ \_\_\_\_\_

13. Total Project Cost: \$ \_\_\_\_\_

14. Year by year breakdown of funding request and project phase to be initiated:

	FY 2021	FY 2022	FY 2023	FY 2024	Total
<b>Corpus Christi MPO</b>					
<b>Match</b>					
<b>Total Funding</b>					
<b>Phase to be Initiated</b>					

**Part 2: Evaluation Criteria, Questions, and Scoring**

This part includes four sections (A-D) for the applicant to provide qualitative and quantitative responses for the project review panel to use for scoring projects. Each section will be scored using a scale of \_\_\_\_\_. Each section is weighted as indicated.

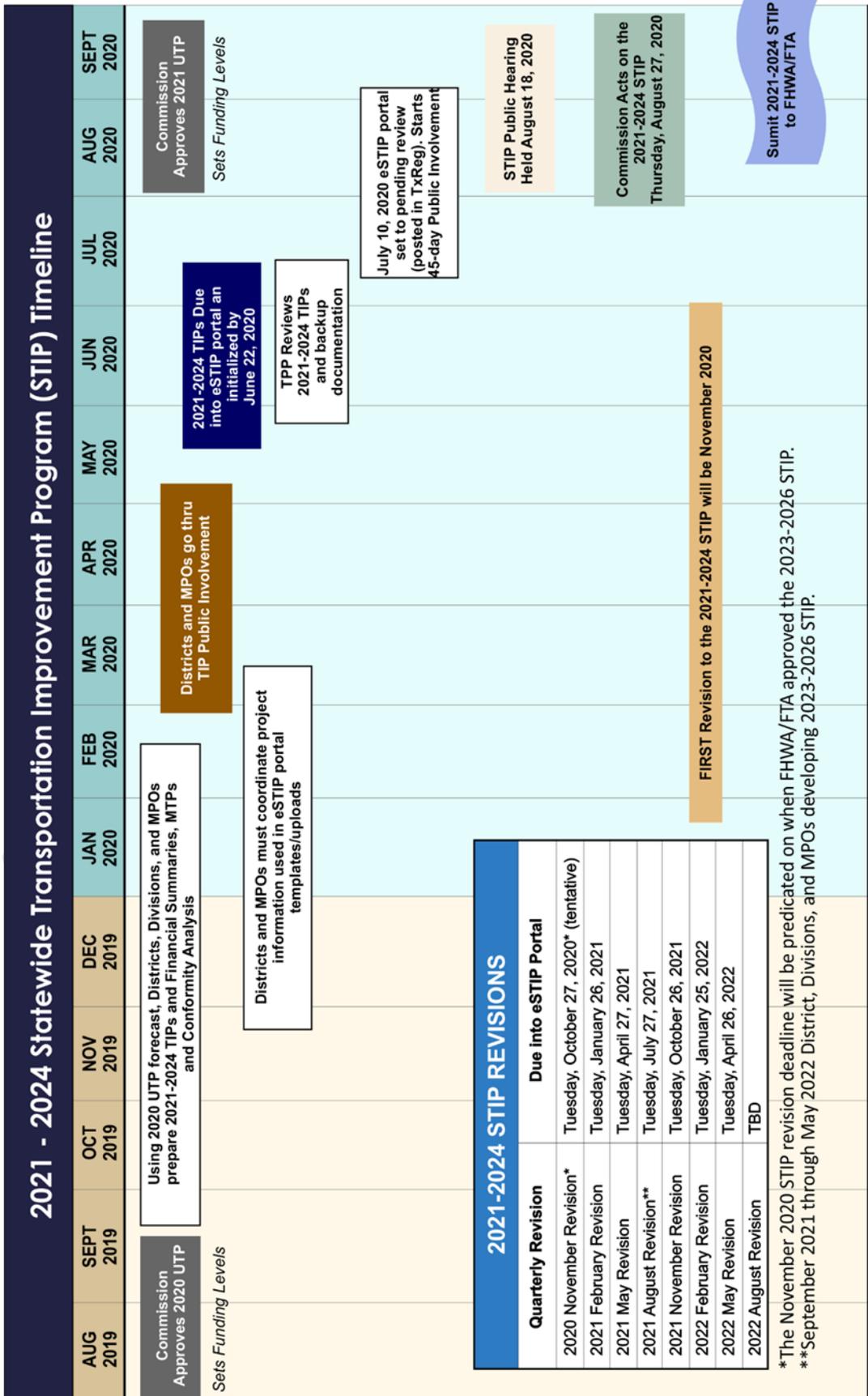
- A. TPC-approved Performance Measures (weight X%)**
- B. Consistency and Contributions with Focus Areas (weight Y%)**

DRAFT

**Part 3: Project Data – Calculations and Estimates (not scored)**

DRAFT

APPENDIX E: 2021-2024 STIP TIMELINE



## APPENDIX F: FEDERAL REQUIREMENTS

### **FEDERAL REQUIREMENTS §450.326 Development and content of the Transportation Improvement Program (TIP).**

**(a)** The MPO, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area. The TIP shall reflect the investment priorities established in the current metropolitan transportation plan and shall cover a period of no less than 4 years, be updated at least every 4 years, and be approved by the MPO and the Governor. However, if the TIP covers more than 4 years, the FHWA and the FTA will consider the projects in the additional years as informational. The MPO may update the TIP more frequently, but the cycle for updating the TIP must be compatible with the STIP development and approval process. The TIP expires when the FHWA/FTA approval of the STIP expires. Copies of any updated or revised TIPs must be provided to the FHWA and the FTA.

**(b)** The MPO shall provide all interested parties with a reasonable opportunity to comment on the proposed TIP as required by §450.316(a). In addition, the MPO shall publish or otherwise make readily available the TIP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web, as described in §450.316(a).

**(c)** The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under §450.306(d).

**(d)** The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

**(e)** The TIP shall include capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53 (including transportation alternatives; associated transit improvements; Federal Lands Access Program projects; HSIP projects; trails projects; accessible pedestrian walkways; and bicycle facilities), except the following that may be included:

- (1) Safety projects funded under 23 U.S.C. 402 and 49 U.S.C. 31102;
- (2) Metropolitan planning projects funded under 23 U.S.C. 104(d), and 49 U.S.C. 5305(d);
- (3) State planning and research projects funded under 23 U.S.C. 505 and 49 U.S.C. 5305(e);
- (4) At the discretion of the State and MPO, metropolitan planning projects funded with Surface Transportation Program funds;
- (5) Emergency relief projects (except those involving substantial functional, locational, or capacity changes);
- (6) National planning and research projects funded under 49 U.S.C. 5314; and
- (7) Project management oversight projects funded under 49 U.S.C. 5327.

**(f)** The TIP shall contain all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53). For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds.

**(g)** The TIP shall include, for each project or phase (e.g., preliminary engineering, environment/NEPA, right-of-way, design, or construction), the following:

- (1) Sufficient descriptive material (i.e., type of work, termini, and length) to identify the project or phase;
- (2) Estimated total project cost, which may extend beyond the 4 years of the TIP;
- (3) The amount of Federal funds proposed to be obligated during each program year for the project or phase (for the first year, this includes the proposed category of Federal funds and source(s) of non-Federal funds. For the second, third, and fourth years, this includes the likely category or possible categories of Federal funds and sources of non-Federal funds);
- (4) Identification of the agencies responsible for carrying out the project or phase;
- (5) In nonattainment and maintenance areas, identification of those projects that are identified as TCMs in the applicable SIP;
- (6) In nonattainment and maintenance areas, included projects shall be specified in sufficient detail (design concept and scope) for air quality analysis in accordance with the EPA transportation conformity regulations (40 CFR part 93, subpart A); and
- (7) In areas with Americans with Disabilities Act required paratransit and key station plans, identification of those projects that will implement these plans.

**(h)** Projects that are not appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. In addition, projects proposed for funding under title 23 U.S.C. Chapter 2 that are not regionally significant may be grouped in one line item or identified individually in the TIP.

**(i)** Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan.

**(j)** The 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. In developing the TIP, the MPO, State(s), and public transportation operator(s) shall cooperatively develop estimates of funds that are reasonably expected to be available to support TIP implementation in accordance with §450.314(a). Only projects for which construction or operating funds can reasonably be expected to be available may be included. In the case of new funding sources, strategies for ensuring their availability shall be identified. In developing the financial plan, the MPO shall take into account all projects and strategies funded under title 23 U.S.C., title 49 U.S.C. Chapter 53, and other Federal funds; and regionally significant projects that are not federally funded. For purposes of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(6)) and public transportation (as defined by title 49 U.S.C. Chapter 53). In addition, for illustrative purposes, the financial plan may include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available. Revenue and cost estimates for the TIP must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

**(k)** The TIP shall include a project, or a phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project. In nonattainment and maintenance areas, projects included in the first 2 years of the TIP shall be limited to those for which funds are available or committed. For the TIP, financial constraint shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues, while federally supported facilities are being adequately operated and maintained. In the case of proposed funding sources, strategies for ensuring their availability shall be identified in the financial plan consistent with paragraph (h) of this section. In nonattainment and maintenance areas, the TIP shall give priority to eligible TCMs

identified in the approved SIP in accordance with the EPA transportation conformity regulations (40 CFR part 93, subpart A) and shall provide for their timely implementation.

**(l)** In cases that the FHWA and the FTA find a TIP to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint. However, in such cases, the FHWA and the FTA will not act on an updated or amended TIP that does not reflect the changed revenue situation.

**(m)** Procedures or agreements that distribute suballocated Surface Transportation Program funds to individual jurisdictions or modes within the MPA by pre-determined percentages or formulas are inconsistent with the legislative provisions that require the MPO, in cooperation with the State and the public transportation operator, to develop a prioritized and financially constrained TIP and shall not be used unless they can be clearly shown to be based on considerations required to be addressed as part of the metropolitan transportation planning process.

**(n)** As a management tool for monitoring progress in implementing the transportation plan, the TIP should:

- (1) Identify the criteria and process for prioritizing implementation of transportation plan elements (including multimodal trade-offs) for inclusion in the TIP and any changes in priorities from previous TIPs;
- (2) List major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects;

**(o)** Projects in any of the first 4 years of the TIP may be advanced in place of another project in the first 4 years of the TIP, subject to the project selection requirements of §450.332. In addition, the MPO may revise the TIP at any time under procedures agreed to by the State, MPO, and public transportation operator(s) consistent with the TIP development procedures established in this section, as well as the procedures for the MPO participation plan (see §450.316(a)) and FHWA/FTA actions on the TIP (see §450.330).

**2022-2025 Metropolitan Transportation Plan (MTP) Exhibit 7.2 Table of the Fiscally Constrained Project List**

Corpus Christi Metropolitan Planning Organization Projects																				
Plan Period	Rank	MTP 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

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Corpus Christi Metropolitan Planning Organization Projects																				
Plan Period	Rank	MTP 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

City of Corpus Christi Funded Projects																				
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N/A	NR	CoCC-001	15th Street	Street Improvement	Elizabeth Street	Ayers Street	City of Corpus Christi	Off	Capital Improvements Program	\$0.91	--	--	--	--	--	--	--	\$0.91	--	\$0.91
N/A	NR	CoCC-002	17th Street	Street Improvement	Crosstown Expressway	Marguerite Street	City of Corpus Christi	Off	Capital Improvements Program	\$0.29	--	--	--	--	--	--	--	\$0.29	--	\$0.29
N/A	NR	CoCC-003	ADA Improvements	ADA Compliance	City-wide	City-wide	City of Corpus Christi	Off	Bond 2018	\$2.35	--	--	--	--	--	--	--	\$2.35	--	\$2.35
N/A	NR	CoCC-004	ADA Improvements	ADA Improvements	City-wide	City-wide	City of Corpus Christi	Off	Capital Improvements Program	\$2.50	--	--	--	--	--	--	--	--	\$2.50	\$2.50
N/A	NR	CoCC-005	Agnes Street	Reconstruction with designated parking lanes, new pavement, signage, pavement markings, ADA Compliance, MPO Bike Plan	19th Street	McBride Lane	City of Corpus Christi	Off	Capital Improvements Program	\$4.10	--	--	--	--	--	--	--	\$4.10	--	\$4.10
N/A	NR	CoCC-006	Aircraft Gates and Passenger Hold Rooms	N/A	N/A	N/A	City of Corpus Christi	Off	Airport	\$2.80	--	--	--	--	--	--	--	\$2.80	--	\$2.80
N/A	NR	CoCC-007	Aircraft Rescue Fire Fighting Station Apron Improvement	N/A	N/A	N/A	City of Corpus Christi	Off	Airport	\$0.38	--	--	--	--	--	--	--	\$0.38	--	\$0.38
N/A	NR	CoCC-008	Airline Road	Reconstruction with new pavement, curb & gutter, sidewalk, ADA Compliance, signage, pavement parkings, traffic signal improvement, bus pads	S.P.I.D.	McArdle Road	City of Corpus Christi	Off	Bond 2018	\$4.20	--	--	--	--	--	--	--	\$4.20	--	\$4.20
N/A	NR	CoCC-009	Airport Land Acquisition	N/A	N/A	N/A	City of Corpus Christi	Off	Airport	\$0.50	--	--	--	--	--	--	--	\$0.50	--	\$0.50
N/A	NR	CoCC-010	Airport Layout Plan	N/A	N/A	N/A	City of Corpus Christi	Off	Airport	\$0.40	--	--	--	--	--	--	--	\$0.40	--	\$0.40
N/A	NR	CoCC-011	Airport Master Plan	N/A	N/A	N/A	City of Corpus Christi	Off	Airport	\$0.63	--	--	--	--	--	--	--	\$0.63	--	\$0.63
N/A	NR	CoCC-012	Alameda Street	Reconstruction with new pavement, curb, gutter, sidewalks, signage, pavement markings, traffic signal and illumination improvements, bus pads	Louisiana Avenue	Chamberlain Street	City of Corpus Christi	Off	Bond 2018	\$5.18	--	--	--	--	--	--	--	\$4.83	\$0.36	\$5.18
N/A	NR	CoCC-013	Alternative Mobility Improvements	Signage, pavement markings and other infrastructure for active mobility, Bicycle Mobility Network	City-wide	City-wide	City of Corpus Christi	Off	Bond 2018	\$0.25	--	--	--	--	--	--	--	\$0.25	--	\$0.25
N/A	NR	CoCC-014	Angelo Drive	Street Improvement	Santa Fe Street	Beverly Drive	City of Corpus Christi	Off	Capital Improvements Program	\$0.71	--	--	--	--	--	--	--	\$0.71	--	\$0.71
N/A	NR	CoCC-015	Annemasse Street	Street Improvement	Queen Bess Drive	York Crossing	City of Corpus Christi	Off	Capital Improvements Program	\$0.47	--	--	--	--	--	--	--	\$0.47	--	\$0.47
N/A	NR	CoCC-016	Aquire 1500 Gallon ARFF Vehicle	N/A	N/A	N/A	City of Corpus Christi	Off	Airport	\$1.10	--	--	--	--	--	--	--	\$1.10	--	\$1.10

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N/A	NR	CoCC-017	Avenue D	Street Improvement	Middle Lane	West Buckhorn Drive	City of Corpus Christi	Off	Capital Improvements Program	\$0.15	--	--	--	--	--	--	--	\$0.15	--	\$0.15	
N/A	NR	CoCC-018	Ayers Street	Pedestrian Improvements and Turn Lane addition	Ayers Street	Ayers Street	City of Corpus Christi	Off	Bond 2014	\$5.50	--	--	--	--	--	--	--	--	\$5.50	--	\$5.50
N/A	NR	CoCC-019	Ayers Street	Reconstruction with designated parking lanes, new pavement, signage, pavement markings, ADA Compliance, MPO Bike Plan	Fren Street	Alameda Street	City of Corpus Christi	Off	Capital Improvements Program	\$2.74	--	--	--	--	--	--	--	--	\$2.74	--	\$2.74
N/A	NR	CoCC-020	Barrera Drive	Street Improvement	Bloomington Street	Villareal Drove	City of Corpus Christi	Off	Capital Improvements Program	\$0.71	--	--	--	--	--	--	--	--	\$0.71	--	\$0.71
N/A	NR	CoCC-021	Bartlett Drive	Street Improvement	Wilson Drive	South Saxet Drive	City of Corpus Christi	Off	Capital Improvements Program	\$0.82	--	--	--	--	--	--	--	--	\$0.82	--	\$0.82
N/A	NR	CoCC-022	Beach Avenue	Reconstruction with new pavement, curb, gutter, sidewalk, ADA Compliance, bike mobility improvements	Gulfbreeze Boulevard	Causeway Boulevard	City of Corpus Christi	Off	Bond 2018	\$2.18	--	--	--	--	--	--	--	--	\$2.14	\$0.05	\$2.18
N/A	NR	CoCC-023	Beckworth Trail	Street Improvement	Oregon Trail	Dead end	City of Corpus Christi	Off	Capital Improvements Program	\$0.30	--	--	--	--	--	--	--	--	\$0.30	--	\$0.30
N/A	NR	CoCC-024	Beverly Drive	Street Improvement	Angelo Drive	Santa Fe Street	City of Corpus Christi	Off	Capital Improvements Program	\$0.71	--	--	--	--	--	--	--	--	\$0.71	--	\$0.71
N/A	NR	CoCC-025	Bobtail Drive	Street Improvement	Wild Fire Drive	Bridgett Drive	City of Corpus Christi	Off	Capital Improvements Program	\$0.42	--	--	--	--	--	--	--	--	\$0.42	--	\$0.42
N/A	NR	CoCC-026	Boca Raton Drive	Street Improvement	Congressional Drive	Pebble Beach Drive	City of Corpus Christi	Off	Capital Improvements Program	\$0.73	--	--	--	--	--	--	--	--	\$0.73	--	\$0.73
N/A	NR	CoCC-027	Bowie Street	Street Improvement	Sokol Drive	Santa Ana Street	City of Corpus Christi	Off	Capital Improvements Program	\$0.40	--	--	--	--	--	--	--	--	\$0.40	--	\$0.40
N/A	NR	CoCC-028	Browner Parkway	Reconstruction with new pavement, curb, gutter, sidewalk, ADA Compliance, traffic signal and illumination improvements	Carroll Lane	Kostoryz Road	City of Corpus Christi	Off	Bond 2018	\$5.70	--	--	--	--	--	--	--	--	\$5.56	\$0.14	\$5.70
N/A	NR	CoCC-029	Brett Street	Street Improvement	Weber Road	Byron Street	City of Corpus Christi	Off	Capital Improvements Program	\$0.47	--	--	--	--	--	--	--	--	\$0.47	--	\$0.47
N/A	NR	CoCC-030	Bridge Rehabilitation	N/A	City-wide	City-wide	City of Corpus Christi	Off	Capital Improvements Program	\$1.70	--	--	--	--	--	--	--	--	\$1.70	--	\$1.70
N/A	NR	CoCC-031	Calallen Drive	Reconstruction with new pavement, curb, gutter, sidewalk, ADA Compliance	Red Bird Lane	Burning Tree Lane	City of Corpus Christi	Off	Bond 2018	\$2.12	--	--	--	--	--	--	--	--	\$2.10	\$0.01	\$2.12
N/A	NR	CoCC-032	Callicoatte Road	Reconstruction with new pavement, signage, markings	Up River Road	IH 37	City of Corpus Christi	Off	Bond 2018	\$2.22	--	--	--	--	--	--	--	--	\$2.16	\$0.06	\$2.22
N/A	NR	CoCC-033	Car Rental Ready Return Parking Lot	N/A	N/A	N/A	City of Corpus Christi	Off	Airport	\$0.58	--	--	--	--	--	--	--	--	\$0.58	--	\$0.58
N/A	NR	CoCC-034	Carancahua Street	Reconstruction with designated parking lanes, new pavement, signage, pavement markings, ADA Compliance, MPO Bike Plan	Carancahua Street	Carancahua Street	City of Corpus Christi	Off	Capital Improvements Program	\$2.74	--	--	--	--	--	--	--	--	\$2.74	--	\$2.74
N/A	NR	CoCC-035	Carroll Lane	Reconstruction with designated parking lanes, new pavement, signage, pavement markings, ADA Compliance, MPO Bike Plan	Carroll Lane	McArdle Road	City of Corpus Christi	Off	Capital Improvements Program	\$6.84	--	--	--	--	--	--	--	--	\$6.84	--	\$6.84
N/A	NR	CoCC-036	Castenon Street	Reconstruction with designated parking lanes, new pavement, signage, pavement markings, ADA Compliance	Trojan Drive	Delgado Street	City of Corpus Christi	Off	Bond 2018	\$2.71	--	--	--	--	--	--	--	--	\$2.57	\$0.14	\$2.71
N/A	NR	CoCC-037	CCIA Airfield pavement Assessment	N/A	N/A	N/A	City of Corpus Christi	Off	Airport	\$0.20	--	--	--	--	--	--	--	--	\$0.20	--	\$0.20
N/A	NR	CoCC-038	Chamberain Street	Street Improvement	Reid Drive	Swantner Drive	City of Corpus Christi	Off	Capital Improvements Program	\$0.50	--	--	--	--	--	--	--	--	\$0.50	--	\$0.50
N/A	NR	CoCC-039	Chamberain Street	Street Improvement	Reid Drive	Lawnview Street	City of Corpus Christi	Off	Capital Improvements Program	\$0.90	--	--	--	--	--	--	--	--	\$0.90	--	\$0.90
N/A	NR	CoCC-040	Channel/Ditch Improvements	N/A	City-wide	City-wide	City of Corpus Christi	Off	Capital Improvements Program	\$1.80	--	--	--	--	--	--	--	--	\$1.80	--	\$1.80
N/A	NR	CoCC-041	Citywide Outfall Assessment & Repairs	N/A	City-wide	City-wide	City of Corpus Christi	Off	Capital Improvements Program	\$2.40	--	--	--	--	--	--	--	--	\$2.40	--	\$2.40
N/A	NR	CoCC-042	Citywide Storm Water Infrastructure	N/A	City-wide	City-wide	City of Corpus Christi	Off	Capital Improvements Program	\$6.00	--	--	--	--	--	--	--	--	\$6.00	--	\$6.00
N/A	NR	CoCC-043	Cotton Club Drive	Street Improvement	Savoy Street	Meadowbreeze Parkway	City of Corpus Christi	Off	Capital Improvements Program	\$0.58	--	--	--	--	--	--	--	--	\$0.58	--	\$0.58

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City of Corpus Christi Funded Projects																					
Plan Period	Rank	MTP 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)	
N/A	NR	CoCC-044	Creek View	Street Improvement	Shallow Creek Drive	Wood Creek Drive	City of Corpus Christi	Off	Capital Improvements Program	\$1.40	--	--	--	--	--	--	--	\$0.14	--	\$1.40	
N/A	NR	CoCC-045	Cuiper Street	Street Improvement	Naples Drive	Carlton Street	City of Corpus Christi	Off	Capital Improvements Program	\$0.41	--	--	--	--	--	--	--	\$0.41	--	\$0.41	
N/A	NR	CoCC-046	Deepdale Drive	Street Improvement	Coral Ridge Lane	Pebble Beach Drive	City of Corpus Christi	Off	Capital Improvements Program	\$0.38	--	--	--	--	--	--	--	\$0.38	--	\$0.38	
N/A	NR	CoCC-047	Delgado Street	Street Improvement	Castenon Street	Salazar Street	City of Corpus Christi	Off	Capital Improvements Program	\$0.54	--	--	--	--	--	--	--	\$0.54	--	\$0.54	
N/A	NR	CoCC-048	Denver Avenue	Street Improvement	Doddridge Street	Jackson Place	City of Corpus Christi	Off	Capital Improvements Program	\$0.26	--	--	--	--	--	--	--	\$0.26	--	\$0.26	
N/A	NR	CoCC-049	Developer Participation	City's share of utility and Street Construction	City-wide	City-wide	City of Corpus Christi	Off	Bond 2018	\$2.00	--	--	--	--	--	--	--	\$2.00	--	\$2.00	
N/A	NR	CoCC-050	Developer Participation	N/A	City-wide	City-wide	City of Corpus Christi	Off	Capital Improvements Program	\$7.17	--	--	--	--	--	--	--	--	\$7.17	--	\$7.17
N/A	NR	CoCC-051	Downtown Lighting Improvements	Illumination improvements	Downtown area	Downtown area	City of Corpus Christi	Off	Bond 2018	\$0.65	--	--	--	--	--	--	--	\$0.65	--	\$0.65	
N/A	NR	CoCC-052	Downtown Pedestrian Safety Improvements	New crosswalks, signage, traffic signals	Downtown area	Downtown area	City of Corpus Christi	Off	Bond 2018	\$0.85	--	--	--	--	--	--	--	\$0.85	--	\$0.85	
N/A	NR	CoCC-053	Downtown Street Improvements	Street Improvement	Downtown area	Downtown area	City of Corpus Christi	Off	Capital Improvements Program	\$1.50	--	--	--	--	--	--	--	--	\$1.50	--	\$1.50
N/A	NR	CoCC-054	Dryer Circle	Street Improvement	Riverton Drive	Langton Avenue	City of Corpus Christi	Off	Capital Improvements Program	\$0.18	--	--	--	--	--	--	--	\$0.18	--	\$0.18	
N/A	NR	CoCC-055	Durant Drive	Street Improvement	Scabbard Drive	Dogtooth Drive	City of Corpus Christi	Off	Capital Improvements Program	\$0.67	--	--	--	--	--	--	--	\$0.67	--	\$0.67	
N/A	NR	CoCC-056	El Monte Street	Street Improvement	Pamona Street	Victor Lara Ortegon Street	City of Corpus Christi	Off	Capital Improvements Program	\$0.61	--	--	--	--	--	--	--	\$0.61	--	\$0.61	
N/A	NR	CoCC-057	Everhart Road	Rehab with new pavement, curb, gutter, sidewalk, ADA Compliance, traffic signal and safety lighting	S.P.I.D.	McArdle Road	City of Corpus Christi	Off	Bond 2018	\$2.39	--	--	--	--	--	--	--	\$2.39	--	\$2.39	
N/A	NR	CoCC-058	Everhart Road	N/A	Holly Road	S.P.I.D	City of Corpus Christi	Off	Capital Improvements Program	\$7.47	--	--	--	--	--	--	--	\$7.66	-\$0.20	\$7.47	
N/A	NR	CoCC-059	Flato Road	N/A	Agnes Street	Bates Road	City of Corpus Christi	Off	Bond 2014	\$5.71	--	--	--	--	--	--	--	--	\$5.71	--	\$5.71
N/A	NR	CoCC-060	Florida Avenue	Street Improvement	Kosar Street	Logan Avenue	City of Corpus Christi	Off	Capital Improvements Program	\$1.25	--	--	--	--	--	--	--	\$1.25	--	\$1.25	
N/A	NR	CoCC-061	Frio/Hacala/Dorado Street Corridor	Rehab with new pavement, curb, gutter, sidewalk, ADA Compliance, traffic signal and illumination improvements	Greenwood Drive	Martin Street	City of Corpus Christi	Off	Bond 2018	\$1.60	--	--	--	--	--	--	--	\$1.60	--	\$1.60	
N/A	NR	CoCC-062	Glazebok Drive	Street Improvement	Reid Drive	Swantner Drive	City of Corpus Christi	Off	Capital Improvements Program	\$0.35	--	--	--	--	--	--	--	\$0.35	--	\$0.35	
N/A	NR	CoCC-063	Golden Gate Circle	Street Improvement	Old Brownsville Road	Dead end	City of Corpus Christi	Off	Capital Improvements Program	\$0.50	--	--	--	--	--	--	--	\$0.50	--	\$0.50	
N/A	NR	CoCC-064	Gollihar Road	Reconstruction with new pavement, curb, gutter, sidewalk, ADA Compliance, traffic signal and illumination improvements, bus pads	Greenwood Drive	Crosstown Expressway	City of Corpus Christi	Off	Bond 2018	\$7.41	--	--	--	--	--	--	--	\$7.22	\$0.19	\$7.41	
N/A	NR	CoCC-065	Gollihar Road	Street Improvement	Carroll Lane	Kostoryz Road	City of Corpus Christi	Off	Bond 2014	\$0.23	--	--	--	--	--	--	--	\$0.23	--	\$0.23	
N/A	NR	CoCC-066	Green Acre Drive	Street Improvement	Green Tree Drive	Dead end	City of Corpus Christi	Off	Capital Improvements Program	\$0.12	--	--	--	--	--	--	--	\$0.12	--	\$0.12	
N/A	NR	CoCC-067	Green Lane Drive	Street Improvement	Green Tree Drive	Dead end	City of Corpus Christi	Off	Capital Improvements Program	\$0.12	--	--	--	--	--	--	--	\$0.12	--	\$0.12	
N/A	NR	CoCC-068	Green Leaf Drive	Street Improvement	Green Tree Drive	Dead end	City of Corpus Christi	Off	Capital Improvements Program	\$0.17	--	--	--	--	--	--	--	\$0.17	--	\$0.17	
N/A	NR	CoCC-069	Green Park Drive	Street Improvement	Green Point Drive	Green Gate Drive	City of Corpus Christi	Off	Capital Improvements Program	\$0.50	--	--	--	--	--	--	--	\$0.50	--	\$0.50	
N/A	NR	CoCC-070	Hampton Drive	Street Improvement	Dead end	Brockhampton Street	City of Corpus Christi	Off	Capital Improvements Program	\$0.10	--	--	--	--	--	--	--	\$0.10	--	\$0.10	

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City of Corpus Christi Funded Projects																				
Plan Period	Rank	MTP 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)
N/A	NR	CoCC-071	Harbor Bridge Replacement Mitigation & Support Ph	Harbor Bridge Mitigation	N/A	N/A	City of Corpus Christi	Off	Park & Rec	\$3.25	--	--	--	--	--	--	--	\$3.25	--	\$3.25
N/A	NR	CoCC-072	Harvard Street	Street Improvement	Prescott Street	Vitemb Street	City of Corpus Christi	Off	Capital Improvements Program	\$0.33	--	--	--	--	--	--	--	\$0.33	--	\$0.33
N/A	NR	CoCC-073	Heizer Drive	Street Improvement	Emmord Loop	McKinzie Road	City of Corpus Christi	Off	Capital Improvements Program	\$0.99	--	--	--	--	--	--	--	\$0.99	--	\$0.99
N/A	NR	CoCC-074	Hike & bike Trails - Schanen	Trail Improvement	Schanen	Schanen	City of Corpus Christi	Off	Park & Rec	\$0.33	--	--	--	--	--	--	--	\$0.33	--	\$0.33
N/A	NR	CoCC-075	Holly Road	Street Improvement	Crosstown Expressway	Greenwood Drive	City of Corpus Christi	Off	Capital Improvements Program	\$7.80	--	--	--	--	--	--	--	\$3.20	\$4.60	\$7.80
N/A	NR	CoCC-076	Holly Road	Street Improvement	Rodd Field Road	Ennis Joslin Road	City of Corpus Christi	Off	Capital Improvements Program	\$5.76	--	--	--	--	--	--	--	\$10.99	-\$5.22	\$5.76
N/A	NR	CoCC-077	Hustlin Hornet Drive	Street Improvement	Ivy Drive	Waldron Road	City of Corpus Christi	Off	Capital Improvements Program	\$0.88	--	--	--	--	--	--	--	\$0.88	--	--
N/A	NR	CoCC-078	Inverness Drive	Street Improvement	Iroquois Drive	Timbergate Drive	City of Corpus Christi	Off	Capital Improvements Program	\$0.75	--	--	--	--	--	--	--	\$0.75	--	\$0.75
N/A	NR	CoCC-079	Jean Street	Street Improvement	S.P.I.D.	Dead end	City of Corpus Christi	Off	Capital Improvements Program	\$0.33	--	--	--	--	--	--	--	\$0.33	--	\$0.33
N/A	NR	CoCC-080	JFK Causeway Access Road Improvements	Public safety enhancements, eastern approach improvements, pavement rehab, widening, illumination, new markings, and signage	JFK Causeway Access Road	JFK Causeway Access Road	City of Corpus Christi	Off	Bond 2018	\$3.25	--	--	--	--	--	--	--	\$3.25	--	\$3.25
N/A	NR	CoCC-081	Junior Beck Drive	Reconstruction with pavement, curb & gutter, sidewalk, signage, pavement markings, and illumination improvements	Dead end	Bear Lane	City of Corpus Christi	Off	Bond 2018	\$3.35	--	--	--	--	--	--	--	\$3.14	\$0.21	\$3.35
N/A	NR	CoCC-082	Kentner Drive	Street Improvement	Parade Drive	Cape Cod Drive	City of Corpus Christi	Off	Capital Improvements Program	\$0.67	--	--	--	--	--	--	--	\$0.67	--	\$0.67
N/A	NR	CoCC-083	Killarmet Circle	Street Improvement	Killarmet Drive	Dead end	City of Corpus Christi	Off	Capital Improvements Program	\$0.13	--	--	--	--	--	--	--	\$0.13	--	\$0.13
N/A	NR	CoCC-084	Killarmet Circle	Street Improvement	Killarmet Drive	Dead end	City of Corpus Christi	Off	Capital Improvements Program	\$0.13	--	--	--	--	--	--	--	\$0.13	--	\$0.13
N/A	NR	CoCC-085	La Volla Creek Storm Water Modeling & Improvements	N/A	La Volla	La Volla	City of Corpus Christi	Off	Capital Improvements Program	\$3.50	--	--	--	--	--	--	--	\$3.50	--	\$3.50
N/A	NR	CoCC-086	Laguna Shores Road	Reconstruction, elevate the roadway, build a retaining wall	Graham Road	S.P.I.D.	City of Corpus Christi	Off	Bond 2018	\$5.92	--	--	--	--	--	--	--	\$5.80	\$0.12	\$5.92
N/A	NR	CoCC-087	Laguna Shores Road	Reconstruction, elevate the roadway, build a retaining wall, FHWA Grant mitigation	Caribbean Drive	Hustlin Hornet Drive	City of Corpus Christi	Off	Bond 2018	\$5.39	--	--	--	--	--	--	--	\$4.86	\$0.53	\$5.39
N/A	NR	CoCC-088	Laguna Shores Road	Reconstruction, elevate the roadway, build a retaining wall	Mediterranean Drive	Wyndale Street	City of Corpus Christi	Off	Bond 2018	\$6.54	--	--	--	--	--	--	--	\$6.10	\$0.44	\$6.54
N/A	NR	CoCC-089	Laredo St	Reconstruction with designated parking lanes, new pavement, signage, pavement markings, ADA Compliance, MPO Bike Plan	Laredo Street	Laredo Street	City of Corpus Christi	Off	Capital Improvements Program	\$6.84	--	--	--	--	--	--	--	\$6.84	--	\$6.84
N/A	NR	CoCC-090	Leopard Street	Reconstruction with new pavement, curb, gutter, sidewalk, ADA Compliance	Nueces Bay Boulevard	Palm Drive	City of Corpus Christi	Off	Bond 2018	\$6.61	--	--	--	--	--	--	--	\$6.61	--	\$6.61
N/A	NR	CoCC-091	Leopard Street	Reconstruction with designated parking lanes, new pavement, signage, pavement markings, ADA Compliance, MPO Bike Plan	Leopard Street	McBride Lane	City of Corpus Christi	Off	Capital Improvements Program	\$3.42	--	--	--	--	--	--	--	\$3.42	--	\$3.42
N/A	NR	CoCC-092	Leopard Street	N/A	Crosstown Expressway	Palm Drive	City of Corpus Christi	Off	Bond 2012	\$7.52	--	--	--	--	--	--	--	--	\$7.52	\$7.52
N/A	NR	CoCC-093	Lifecycle Curb and Gutter Replacement	N/A	City-wide	City-wide	City of Corpus Christi	Off	Capital Improvements Program	\$1.80	--	--	--	--	--	--	--	\$1.80	--	\$1.80
N/A	NR	CoCC-094	Lipes Boulevard	Reconstruction with new pavement, curb, gutter, sidewalk, ADA Compliance, traffic signal and illumination improvements, bike mobility improvement	Yorktown Boulevard	Sun Wood Drive	City of Corpus Christi	Off	Bond 2018	\$5.94	--	--	--	--	--	--	--	\$5.85	\$0.09	\$5.94
N/A	NR	CoCC-095	Long Meadow Drive	Reconstruction with new pavement, curb & gutter, sidewalk, ADA Compliance, signage, pavement parkings, traffic signal improvement, bike mobility improvement	Hunt Drive	Saint Andrews Drive	City of Corpus Christi	Off	Bond 2018	\$3.57	--	--	--	--	--	--	--	\$3.34	\$0.23	\$3.57
N/A	NR	CoCC-096	Louisiana Avenue	Reconstruction with designated parking lanes, new pavement, signage, pavement markings, ADA Compliance, MPO Bike Plan	Louisiana Avenue	Louisiana Avenue	City of Corpus Christi	Off	Capital Improvements Program	\$2.74	--	--	--	--	--	--	--	\$2.74	--	\$2.74
N/A	NR	CoCC-097	MacArthur Street	Street Improvement	Nimitz Street	Presa Street	City of Corpus Christi	Off	Capital Improvements Program	\$1.15	--	--	--	--	--	--	--	\$1.15	--	\$1.15

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N/A	NR	CoCC-098	Manitoulin Island Drive	Street Improvement	Oso Parkway	Calgary Drive	City of Corpus Christi	Off	Capital Improvements Program	\$0.36	--	--	--	--	--	--	--	\$0.36	--	\$0.36	
N/A	NR	CoCC-099	Marina Drive	Street Improvement	Park Road 22	Ambrosia Street	City of Corpus Christi	Off	Capital Improvements Program	\$0.28	--	--	--	--	--	--	--	\$0.28	--	\$0.28	
N/A	NR	CoCC-100	McArdle Road	Reconstruction with new pavement, curb & gutter, sidewalk, ADA Compliance, signage, pavement parkings, traffic signal improvement, bus pads	Carroll Lane	Kostoryz Road	City of Corpus Christi	Off	Bond 2018	\$2.97	--	--	--	--	--	--	--	\$2.75	\$0.22	\$2.97	
N/A	NR	CoCC-101	Mesquite Street	Reconstruction with designated parking lanes, new pavement, signage, pavement markings, ADA Compliance, MPO Bike Plan	Coopers Alley	Twigg Street	City of Corpus Christi	Off	Capital Improvements Program	\$6.16	--	--	--	--	--	--	--	\$6.16	--	\$6.16	
N/A	NR	CoCC-102	Millbrook Drive	Street Improvement	Coveway Drive	Coveway Drive	City of Corpus Christi	Off	Capital Improvements Program	\$0.81	--	--	--	--	--	--	--	\$0.81	--	\$0.81	
N/A	NR	CoCC-103	Morgan Avenue	N/A	Ocean Drive	South Staples Street	City of Corpus Christi	Off	Bond 2014	\$6.01	--	--	--	--	--	--	--	--	\$6.01	--	\$6.01
N/A	NR	CoCC-104	Morgan Avenue	N/A	South Staples Street	Crosstown Expressway	City of Corpus Christi	Off	Bond 2014	\$6.83	--	--	--	--	--	--	--	--	\$6.83	--	\$6.83
N/A	NR	CoCC-105	Mountain View Drive	Street Improvement	Leopard Street	Mesa Drive	City of Corpus Christi	Off	Capital Improvements Program	\$0.25	--	--	--	--	--	--	--	\$0.25	--	\$0.25	
N/A	NR	CoCC-106	North Beach Area Primary Access	Design/Construct a new curbed access	Beach & Timon/Surfside	Beach & Timon/Surfside	City of Corpus Christi	Off	Bond 2018	\$2.74	--	--	--	--	--	--	--	\$2.63	\$0.11	\$2.74	
N/A	NR	CoCC-107	North Beach Coastal Protection	Design Breakwater Barrier	North Beach	North Beach	City of Corpus Christi	Off	Bond 2018	\$0.27	--	--	--	--	--	--	--	\$0.25	\$0.02	\$0.27	
N/A	NR	CoCC-108	North Beach Gulfspary Avenue Bike & Ped	Ped/Bike infrastructure improve	Beach Access	East Causeway Boulevard	City of Corpus Christi	Off	Bond 2018	\$0.62	--	--	--	--	--	--	--	\$0.61	\$0.01	\$0.62	
N/A	NR	CoCC-109	Naples Street Phase 1	Street Improvement	Horne Road	Condee Drive	City of Corpus Christi	Off	Capital Improvements Program	\$0.36	--	--	--	--	--	--	--	\$0.36	--	\$0.36	
N/A	NR	CoCC-110	Naples Street Phase 2	Street Improvement	Norton Street	Richard Street	City of Corpus Christi	Off	Capital Improvements Program	\$0.51	--	--	--	--	--	--	--	\$0.51	--	\$0.51	
N/A	NR	CoCC-111	Nida Drive	Street Improvement	Leopard Street	Heizer Drive	City of Corpus Christi	Off	Capital Improvements Program	\$0.17	--	--	--	--	--	--	--	\$0.17	--	\$0.17	
N/A	NR	CoCC-112	North Beach Area Road Improvements/Beautification	Area Improvements/Beautification	North Beach	North Beach	City of Corpus Christi	Off	Capital Improvements Program	\$0.87	--	--	--	--	--	--	--	\$0.07	\$0.80	\$0.87	
N/A	NR	CoCC-113	North Lexington Boulevard	Reconstruction with new pavement, signage, markings, illumination improvements	Hopkins Road	Leopard Street	City of Corpus Christi	Off	Bond 2018	\$5.38	--	--	--	--	--	--	--	\$4.94	\$0.44	\$5.38	
N/A	NR	CoCC-114	Old Brownsville Road	Reconstruction with designated parking lanes, new pavement, signage, pavement markings, ADA Compliance, MPO Bike Plan	Old Brownsville Road	Saratoga Boulevard	City of Corpus Christi	Off	Capital Improvements Program	\$0.68	--	--	--	--	--	--	--	\$0.68	--	\$0.68	
N/A	NR	CoCC-115	Outreau Drive	Street Improvement	Montdidier Street	Lovain Drive	City of Corpus Christi	Off	Capital Improvements Program	\$0.40	--	--	--	--	--	--	--	\$0.40	--	\$0.40	
N/A	NR	CoCC-116	Palm Drive	Street Improvement	Up River Road	Leopard Street	City of Corpus Christi	Off	Capital Improvements Program	\$0.78	--	--	--	--	--	--	--	\$0.78	--	\$0.78	
N/A	NR	CoCC-117	Park Road 22 Bridge	Bridge	Park Road 22	Park Road 22	City of Corpus Christi	Off	Capital Improvements Program	\$13.29	--	--	--	--	--	--	--	--	--	\$13.29	
N/A	NR	CoCC-118	Parking Lot Improvements	Airport Improvement	N/A	N/A	City of Corpus Christi	Off	Airport	\$2.18	--	--	--	--	--	--	--	\$2.18	--	\$2.18	
N/A	NR	CoCC-119	Pescadores Drive	Street Improvement	Palmira Avenue	Cruiser Street	City of Corpus Christi	Off	Capital Improvements Program	\$0.26	--	--	--	--	--	--	--	\$0.26	--	\$0.26	
N/A	NR	CoCC-120	Port Avenue	Reconstruction with designated parking lanes, new pavement, signage, pavement markings, ADA Compliance, MPO Bike Plan	Ruth Street	Leopard Street	City of Corpus Christi	Off	Capital Improvements Program	\$2.74	--	--	--	--	--	--	--	\$2.74	--	\$2.74	
N/A	NR	CoCC-121	Poth Lane Sidewalk Improvements, Phase 1	Sidewalk Improvement	Poth Lane	Poth Lane	City of Corpus Christi	Off	Capital Improvements Program	\$0.37	--	--	--	--	--	--	--	--	\$0.37	\$0.37	
N/A	NR	CoCC-122	Poth Lane Sidewalk Improvements, Phase 2	Sidewalk Improvement	Poth Lane	Poth Lane	City of Corpus Christi	Off	Capital Improvements Program	\$0.37	--	--	--	--	--	--	--	--	\$0.37	\$0.37	
N/A	NR	CoCC-123	Public Cell Phone Lot	Airport Improvement	N/A	N/A	City of Corpus Christi	Off	Airport	\$0.85	--	--	--	--	--	--	--	\$0.85	--	\$0.85	
N/A	NR	CoCC-124	Quick Turn Around Improvement	Airport Improvement	N/A	N/A	City of Corpus Christi	Off	Airport	\$0.65	--	--	--	--	--	--	--	\$0.65	--	\$0.65	

**2022-2025 Metropolitan Transportation Plan (MTP) Exhibit 7.2 Table of the Fiscally Constrained Project List**

City of Corpus Christi Funded Projects																				
Plan Period	Rank	MTP 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)
N/A	NR	CoCC-125	Reconstruction Air Carrier Ramp (Terminal Apron)	Airport Improvement	N/A	N/A	City of Corpus Christi	Off	Airport	\$13.33	--	--	--	--	--	--	--	\$13.33	--	\$13.33
N/A	NR	CoCC-126	Reconstruction Air Carrier Ramp (Terminal Apron)	Airport Improvement	N/A	N/A	City of Corpus Christi	Off	Airport	\$4.44	--	--	--	--	--	--	--	\$4.44	--	\$4.44
N/A	NR	CoCC-127	Rehabilitate East General Aviation Apron	Airport Improvement	East General Aviation Apron	East General Aviation Apron	City of Corpus Christi	Off	Airport	\$7.80	--	--	--	--	--	--	--	\$7.80	--	\$7.80
N/A	NR	CoCC-128	Rehabilitate East General Aviation Apron	Airport Improvement	N/A	N/A	City of Corpus Christi	Off	Airport	\$5.20	--	--	--	--	--	--	--	\$5.20	--	\$5.20
N/A	NR	CoCC-129	Rehabilitate Passenger Boarding Bridges	Airport Improvement	N/A	N/A	City of Corpus Christi	Off	Airport	\$10.35	--	--	--	--	--	--	--	\$10.35	--	\$10.35
N/A	NR	CoCC-130	Rehabilitate Runway and Taxiway pavement	Airport Improvement	N/A	N/A	City of Corpus Christi	Off	Airport	\$40.60	--	--	--	--	--	--	--	\$40.60	--	\$40.60
N/A	NR	CoCC-131	Repair/Rehabilitate Storage Building.	Airport Improvement	N/A	N/A	City of Corpus Christi	Off	Airport	\$0.08	--	--	--	--	--	--	--	\$0.08	--	\$0.08
N/A	NR	CoCC-132	Residential Street Rebuild Program	New pavement, limited curb & gutter, sidewalk, ADA Compliance	City-wide	City-wide	City of Corpus Christi	Off	Bond 2018	\$10.55	--	--	--	--	--	--	--	\$10.55	--	\$10.55
N/A	NR	CoCC-133	Residential Street Rebuild Program	Street Improvement	City-wide	City-wide	City of Corpus Christi	Off	Capital Improvements Program	\$11.50	--	--	--	--	--	--	--	--	\$11.50	\$11.50
N/A	NR	CoCC-134	Rodd Field Road Expansion	Street Improvement	Saratoga Boulevard	Yorktown Boulevard	City of Corpus Christi	Off	Bond 2014	\$16.62	--	--	--	--	--	--	--	\$2.79	\$13.83	\$16.62
N/A	NR	CoCC-135	Rossiter Street	Street Improvement	Ocean Drive	Santa Fe Street	City of Corpus Christi	Off	Capital Improvements Program	\$1.21	--	--	--	--	--	--	--	\$1.21	--	\$1.21
N/A	NR	CoCC-136	South Country Club Place	Street Improvement	Up River Road	I-37	City of Corpus Christi	Off	Capital Improvements Program	\$0.30	--	--	--	--	--	--	--	\$0.30	--	\$0.30
N/A	NR	CoCC-137	South Staples Street	Reconstruction with new pavement, curb, gutter, sidewalk, ADA Compliance, traffic signal and illumination improvements, bus pads	Baldwin Boulevard	Kostoryz Road	City of Corpus Christi	Off	Bond 2018	\$13.28	--	--	--	--	--	--	--	\$12.48	\$0.80	\$13.28
N/A	NR	CoCC-138	San Saba Drive	Street Improvement	Concho Drive	Comal Street	City of Corpus Christi	Off	Capital Improvements Program	\$0.34	--	--	--	--	--	--	--	\$0.34	--	\$0.34
N/A	NR	CoCC-139	Saxony Drive	Street Improvement	Mathew Drive	Briston Street	City of Corpus Christi	Off	Capital Improvements Program	\$0.16	--	--	--	--	--	--	--	\$0.16	--	\$0.16
N/A	NR	CoCC-140	Scotch Moss Drive	Street Improvement	Wooldridge Road	Cinnamon Oak Drive	City of Corpus Christi	Off	Capital Improvements Program	\$0.62	--	--	--	--	--	--	--	\$0.62	--	\$0.62
N/A	NR	CoCC-141	Sea Town Pedestrian Improvements	Pedestrian Improvement	Sea Town	Sea Town	City of Corpus Christi	Off	Capital Improvements Program	\$0.51	--	--	--	--	--	--	--	\$0.07	\$0.44	\$0.51
N/A	NR	CoCC-142	Shawnee Street	Street Improvement	Chippewa Street	Lou Street	City of Corpus Christi	Off	Capital Improvements Program	\$0.67	--	--	--	--	--	--	--	\$0.67	--	\$0.67
N/A	NR	CoCC-143	Shoreline Stabilization	N/A	N/A	N/A	City of Corpus Christi	Off	Park & Rec	\$2.62	--	--	--	--	--	--	--	\$2.62	--	\$2.62
N/A	NR	CoCC-144	Six Points Intersection Improvements	N/A	N/A	N/A	City of Corpus Christi	Off	Bond 2016	\$3.64	--	--	--	--	--	--	--	--	\$3.64	\$3.64
N/A	NR	CoCC-145	Slough Road	N/A	Rodd Field Road	Amethyst Drive	City of Corpus Christi	Off	Capital Improvements Program	\$4.70	--	--	--	--	--	--	--	\$1.25	\$3.46	\$4.70
N/A	NR	CoCC-146	Soto Drive	Street Improvement	Coquina Bay Avenue	Sea Pines Drive	City of Corpus Christi	Off	Capital Improvements Program	\$0.14	--	--	--	--	--	--	--	\$0.14	--	\$0.14
N/A	NR	CoCC-147	South Oso Parkway	Construction of a 2-lane roadway with new pavement, curb & gutter, sidewalks, ADA Compliance, signage, pavement markings, illumination improvements	South Staples Street	South Oso Parkway	City of Corpus Christi	Off	Bond 2018	\$0.93	--	--	--	--	--	--	--	\$0.93	--	\$0.93
N/A	NR	CoCC-148	Sparkleberry Drive	Street Improvement	Granite Peak Drive	Temp DE	City of Corpus Christi	Off	Capital Improvements Program	\$0.08	--	--	--	--	--	--	--	\$0.08	--	\$0.08
N/A	NR	CoCC-149	Saint Perpetua Drive	Street Improvement	Saint Felicity Drive	Dead End	City of Corpus Christi	Off	Capital Improvements Program	\$0.19	--	--	--	--	--	--	--	\$0.93	--	\$0.19
N/A	NR	CoCC-150	Staples Street	Reconstruction with designated parking lanes, new pavement, signage, pavement markings, ADA Compliance, MPO Bike Plan	Moore Plaza	Weber Road	City of Corpus Christi	Off	Capital Improvements Program	\$4.10	--	--	--	--	--	--	--	\$4.10	--	\$4.10
N/A	NR	CoCC-151	Stillman Avenue	Street Improvement	Leopard Street	I-37	City of Corpus Christi	Off	Capital Improvements Program	\$0.28	--	--	--	--	--	--	--	\$0.28	--	\$0.28

**2022-2025 Metropolitan Transportation Plan (MTP) Table of the Fiscally Constrained Project List**

City of Corpus Christi Funded Projects																				
Plan Period	Rank	MTP 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)
N/A	NR	CoCC-152	Stony Brook Drive	Street Improvement	Boston Drive	Spring Brook Drive	City of Corpus Christi	Off	Capital Improvements Program	\$0.43	--	--	--	--	--	--	--	\$0.43	--	\$0.43
N/A	NR	CoCC-153	Strasbourg Drive	Reconstruction with new pavement, curb, gutter, sidewalk, ADA Compliance, traffic signal and illumination improvements, bike mobility improvement	Riom Street	Grenoble Drive	City of Corpus Christi	Off	Bond 2018	\$3.31	--	--	--	--	--	--	--	\$3.24	\$0.07	\$3.31
N/A	NR	CoCC-154	Street Lighting Improvements	Illumination improvements	City-wide	City-wide	City of Corpus Christi	Off	Bond 2018	\$0.50	--	--	--	--	--	--	--	\$0.50	--	\$0.50
N/A	NR	CoCC-155	Street Reconstruction Projects	Reconstruction with designated parking lanes, new pavement, signage, pavement markings, ADA Compliance, MPO Bike Plan	City-wide	City-wide	City of Corpus Christi	Off	Capital Improvements Program	\$43.00	--	--	--	--	--	--	--	\$43.00	--	\$43.00
N/A	NR	CoCC-156	Sullivan Street	Street Improvement	Eklund Avenue	Dead end	City of Corpus Christi	Off	Capital Improvements Program	\$0.09	--	--	--	--	--	--	--	\$0.09	--	\$0.09
N/A	NR	CoCC-157	Sunnybrook Road Sidewalk Improvements, Phase 1	Sidewalk Improvement	Sunnybrook Road	Sunnybrook Road	City of Corpus Christi	Off	Capital Improvements Program	\$0.52	--	--	--	--	--	--	--	--	\$0.52	\$0.52
N/A	NR	CoCC-158	Sunnybrook Road Sidewalk Improvements, Phase 2	Sidewalk Improvement	Sunnybrook Road	Sunnybrook Road	City of Corpus Christi	Off	Capital Improvements Program	\$0.52	--	--	--	--	--	--	--	--	\$0.52	\$0.52
N/A	NR	CoCC-159	Swantner Drive	Reconstruction with new pavement, curb, gutter, sidewalk, ADA Compliance, traffic signal and illumination improvements, bike mobility (bike blvd)	Texan Trail	Indiana Avenue	City of Corpus Christi	Off	Bond 2018	\$5.36	--	--	--	--	--	--	--	\$5.27	\$0.09	\$5.36
N/A	NR	CoCC-160	Tanacahua Street	Reconstruction with designated parking lanes, new pavement, signage, pavement markings, ADA Compliance, MPO Bike Plan	Buffalo Street	Lipan Street	City of Corpus Christi	Off	Capital Improvements Program	\$2.74	--	--	--	--	--	--	--	\$2.74	--	\$2.74
N/A	NR	CoCC-161	Taxilane - Apron for T-Hanger Complex	N/A	N/A	N/A	City of Corpus Christi	Off	Airport	\$1.00	--	--	--	--	--	--	--	\$1.00	--	\$1.00
N/A	NR	CoCC-162	Terminal Building Assessment/Rehabilitation	N/A	N/A	N/A	City of Corpus Christi	Off	Airport	\$0.95	--	--	--	--	--	--	--	\$0.95	--	\$0.95
N/A	NR	CoCC-163	Terminal Service Animal Relief Area	N/A	N/A	N/A	City of Corpus Christi	Off	Airport	\$0.10	--	--	--	--	--	--	--	\$0.10	--	\$0.10
N/A	NR	CoCC-164	Thames Drive	Street Improvement	William Drive	Spencer Drive	City of Corpus Christi	Off	Capital Improvements Program	\$1.31	--	--	--	--	--	--	--	\$1.31	--	\$1.31
N/A	NR	CoCC-165	Thoreau Circle	Street Improvement	Beal	Dead End	City of Corpus Christi	Off	Capital Improvements Program	\$0.11	--	--	--	--	--	--	--	\$0.11	--	\$0.11
N/A	NR	CoCC-166	Traffic Signal and Lighting Improvements	Traffic Signal & Lighting Improvement	City-wide	City-wide	City of Corpus Christi	Off	Capital Improvements Program	\$0.25	--	--	--	--	--	--	--	\$0.05	\$0.20	\$0.25
N/A	NR	CoCC-167	Traffic Signal Improvements	Traffic operation improvements leverage State & Federal funding	City-wide	City-wide	City of Corpus Christi	Off	Bond 2018	\$1.00	--	--	--	--	--	--	--	\$1.00	--	\$1.00
N/A	NR	CoCC-168	Traffic Signal Improvements	Traffic operation improvements leverage State & Federal funding	City-wide	City-wide	City of Corpus Christi	Off	Bond 2018	\$0.10	--	--	--	--	--	--	--	\$0.10	--	\$0.10
N/A	NR	CoCC-169	Transportation Network Center Staging Area	N/A	N/A	N/A	City of Corpus Christi	Off	Airport	\$0.35	--	--	--	--	--	--	--	\$0.35	--	\$0.35
N/A	NR	CoCC-170	Twigg Street	N/A	Shoreline Boulevard	Lower Broadway	City of Corpus Christi	Off	Bond 2012	\$1.44	--	--	--	--	--	--	--	\$1.01	\$0.43	\$1.44
N/A	NR	CoCC-171	TxDOT Participation	Traffic Congestion Management	N/A	N/A	City of Corpus Christi	Off	Bond 2018	\$1.25	--	--	--	--	--	--	--	\$1.25	--	\$1.25
N/A	NR	CoCC-172	TxDOT Participation	N/A	N/A	N/a	City of Corpus Christi	Off	Capital Improvements Program	\$2.23	--	--	--	--	--	--	--	\$2.17	\$0.07	\$2.23
N/A	NR	CoCC-173	Venice Drive	Street Improvement	Yorktown Boulevard	Vanern Drive	City of Corpus Christi	Off	Capital Improvements Program	\$0.05	--	--	--	--	--	--	--	\$0.41	--	\$0.05
N/A	NR	CoCC-174	Voisin Drive	Street Improvement	Vancouver Drive	Dead end	City of Corpus Christi	Off	Capital Improvements Program	\$0.07	--	--	--	--	--	--	--	\$0.07	--	\$0.07
N/A	NR	CoCC-175	Wooldridge Road	Reconstruction with new pavement, ADA Compliance, illumination improvement, pavement markings	Everhart Road	Cascade Drive	City of Corpus Christi	Off	Bond 2018	\$3.76	--	--	--	--	--	--	--	\$3.52	\$0.24	\$3.76
N/A	NR	CoCC-176	Yorktown Boulevard	N/A	Everhart Road	South Staples Street	City of Corpus Christi	Off	Bond 2014	\$0.47	--	--	--	--	--	--	--	\$0.47	--	\$0.47

**2022-2025 Metropolitan Transportation Plan (MTP) Table of the Fiscally Constrained Project List**

Port of Corpus Christi Authority Funded Projects																				
Plan Period	Rank	MTP 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)
N/A	NR	PCCA-001	Cantwell Road	Avery Point/Bulk Terminal Entrance Road	N/A	N/A	Port of Corpus Christi Authority	N/A	Local / Other	TBD	--	--	--	--	--	--	--	TBD	--	TBD
N/A	NR	PCCA-002	Corpus Christi Ship Channel Deepening Study	Evaluate the deepening of the Corpus Christi Ship Channel	N/A	N/A	Port of Corpus Christi Authority	N/A	Local / Other	\$3.00	--	--	--	--	--	--	--	\$3.00	--	\$3.00
N/A	NR	PCCA-003	Corpus Christi Ship Channel Improvement Project	Extend the Ship Channel from Gulf of Mexico to the Viola Turning Basin	N/A	N/A	Port of Corpus Christi Authority	N/A	Local / Other	\$327.00	--	--	--	--	--	--	--	\$327.00	--	\$327.00
N/A	NR	PCCA-004	Harbor Island Deep Draft Crude Export Facility	Plan, permit, design, and construct a crude oil export facility	N/A	N/A	Port of Corpus Christi Authority	N/A	Local / Other	\$55.80	--	--	--	--	--	--	--	\$55.80	--	\$55.80
N/A	NR	PCCA-005	JFITC Frontage Road	JFITC Frontage Road	N/A	N/A	Port of Corpus Christi Authority	N/A	Local / Other	TBD	--	--	--	--	--	--	--	TBD	--	TBD
N/A	NR	PCCA-006	JFITC Intersection Improvement	Intersection Improvement for safety and freight movement on JFITC	N/A	N/A	Port of Corpus Christi Authority	On	Local / Other	\$0.72	--	--	--	--	--	--	--	\$0.72	--	\$0.72
N/A	NR	PCCA-007	JFITC Truck Queuing Lane	JFITC Truck Queuing Lane	N/A	N/A	Port of Corpus Christi Authority	N/A	Local / Other	\$1.93	--	--	--	--	--	--	--	\$1.93	--	\$1.93
N/A	NR	PCCA-008	La Quinta Channel Deepening Study	Evaluate the feasibility of deepening the La Quinta Channel to 54 feet	N/A	N/A	Port of Corpus Christi Authority	N/A	Local / Other	\$3.00	--	--	--	--	--	--	--	\$3.00	--	\$3.00
N/A	NR	PCCA-009	MARAD Port Infrastructure Development	MARAD Port Infrastructure Development	N/A	N/A	Port of Corpus Christi Authority	N/A	Local / Other	\$22.00	--	--	--	--	--	--	--	\$22.00	--	\$22.00
N/A	NR	PCCA-010	New Access Road	New Access Road	N/A	N/A	Port of Corpus Christi Authority	N/A	Local / Other	TBD	--	--	--	--	--	--	--	TBD	--	TBD
N/A	NR	PCCA-011	Rincon Infrastructure and Safety Improvement	Rincon Infrastructure and Safety Improvement	N/A	N/A	Port of Corpus Christi Authority	N/A	Local / Other	\$21.00	--	--	--	--	--	--	--	\$21.00	--	\$21.00
N/A	NR	PCCA-012	Rincon/Cutoff Road	Rincon/Cutoff Road	N/A	N/A	Port of Corpus Christi Authority	N/A	Local / Other	TBD	--	--	--	--	--	--	--	TBD	--	TBD

City of Portland Funded Projects																				
Plan Period	Rank	MTP 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)
N/A	NR	CoP-001	Akins Drive Hike and Bike Trail	Construct sidewalk and biking surface	Wildcat Drive	Lang Road	City of Portland	Off	9	\$0.43	--	--	--	--	--	\$0.43	--	--	--	\$0.43
N/A	NR	CoP-002	Citywide Sidewalk Improvements	Repair, replace, and/or construct sidewalks citywide	N/A	N/A	City of Portland	Off	Local/Other	\$2.00	--	--	--	--	--	--	--	\$2.00	--	\$2.00
N/A	NR	CoP-003	Parking Lot Improvements	Overlay 21,000 yd <sup>2</sup> parking lot surface	N/A	N/A	City of Portland	Off	Local/Other	\$0.50	--	--	--	--	--	--	--	\$0.50	--	\$0.50
N/A	NR	CoP-004	Stark Road Widening	Reconstruction and Widening	Moore Avenue	Lang Road	City of Portland	Off	Local/Other	\$3.50	--	--	--	--	--	--	--	\$3.50	--	\$3.50
N/A	NR	CoP-005	Street Improvements (Sealcoat, Rehabs, and Overlays)	Sealcoat, Rehabs, and Overlays, assign pavement condition index score	N/A	N/A	City of Portland	Off	Local/Other	\$15.00	--	--	--	--	--	--	--	\$15.00	--	\$15.00

Texas Department of Transportation Funded Projects																				
Plan Period	Rank	MTP 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)
N/A	NR	TxDOT-001	Harbor Bridge	Construct New Bridge, Approaches, Interchanges, and Highway Improvement	North Beach Ave	Morgan Ave@Crosstown Exxwy	TxDOT-CRP	On	2M, 6, 7, 12	\$807.80	--	\$12.60	--	\$291.00	\$19.20	--	\$485.00	--	--	\$807.80
N/A	NR	TxDOT-002	IH 37	Widen freeway	Nueces River	IH 37/US 77 interchange	TxDOT-CRP	On	4	\$22.00	--	--	\$22.00	--	--	--	--	--	--	\$22.00
N/A	NR	TxDOT-003	SH 35	Construct Grade Separation	On SH 35 at Corpus Christi St Interchange	N/A	TxDOT-CRP	On	4	\$15.00	--	--	\$15.00	--	--	--	--	--	--	\$15.00
N/A	NR	TxDOT-004	US 77	Upgrade to Freeway	Chiltipin Creek Br	Business North Sinton	TxDOT-CRP	On	4	\$40.00	--	--	\$40.00	--	--	--	--	--	--	\$40.00
N/A	NR	TxDOT-005	US 77	Upgrade to Freeway	Business South Sinton	Chiltipin Creek Br	TxDOT-CRP	On	4	\$40.00	--	--	\$40.00	--	--	--	--	--	--	\$40.00
N/A	NR	TxDOT-006	US 77	Upgrade to Freeway at IH 37	IH 37 and Interchange	South of Odem	TxDOT-CRP	On	4	\$127.50	--	--	\$127.50	--	--	--	--	--	--	\$127.50



**Date:** February 27, 2020  
**To:** Transportation Policy Committee (TPC)  
**From:** Craig Casper, Senior Transportation Planner  
**Through:** Robert MacDonald, Transportation Planning Director  
**Subject:** Item 5B: FY 2021-2022 Unified Planning Work Program (UPWP) Development  
**Action:** Discussion

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### **Summary**

Each metropolitan planning organization (MPO) is required, under 23 CFR Sec. 450.314, and in cooperation with the State and operators of publicly owned transit, to develop a Unified Planning Work Program (UPWP) that meets the requirements of 23 CFR Part 420, subpart A. This part prescribes the Federal Highway Administration (FHWA) policies and procedures for administering activities undertaken by State departments of transportation (State DOTs) and their subrecipients, including metropolitan planning organizations (MPOs), with FHWA planning and research funds. Subpart A identifies the administrative requirements that apply when using FHWA planning and research funds. The UPWP will:

*“(1) Discuss the planning priorities facing the metropolitan planning area and describe all metropolitan transportation planning activities (including the corridor and subarea studies discussed in Sec. 450.318) anticipated within the area during the next one or two year period, regardless of funding sources or agencies conducting activities, in sufficient detail to indicate who will perform the work, the schedule for completing it and the products that will be produced;*

*(2) Document planning activities to be performed with funds provided under title 23, U.S.C., and the Federal Transit Act.”*

### **Background**

If the FHWA determines that planning activities and the requirements of 23 U.S.C. 134, 135, 303, and 505 are being adequately addressed, the FHWA will allow State DOTs and MPOs:

*(1) Maximum possible flexibility in the use of FHWA planning and research funds to meet highway and local public transportation planning and RD&T needs at the national, State, and local levels while ensuring legal use of such funds and avoiding unnecessary duplication of efforts; and*

*(2) To determine which eligible planning and RD&T activities they desire to support with FHWA planning and research funds and at what funding level.*

The above description does not remove the FHWA's responsibility and authority to determine which activities are eligible for funding. Activities proposed to be funded with FHWA planning and research funds by the State DOTs and MPOs shall be documented and submitted for FHWA approval and authorization as prescribed in §§420.111 and 420.113.

The State DOTs shall make all PL funds authorized by 23 U.S.C. 104(f) available to the MPOs in accordance with a formula developed by the State DOT, in consultation with the MPOs, and approved by

the FHWA Division Administrator. The formula may allow for a portion of the PL funds to be used by the State DOT, or other agency agreed to by the State DOT and the MPOs, for activities that benefit all MPOs in the State, but State DOTs shall not use any PL funds for grant or subgrant administration. The formula may also provide for a portion of the funds to be made available for discretionary grants to MPOs to supplement their annual amount received under the distribution formula.

In developing the formula for distributing PL funds, the State DOT shall consider population, status of planning, attainment of air quality standards, metropolitan area transportation needs, and other factors necessary to provide for an appropriate distribution of funds to carry out the requirements of 23 U.S.C. 134 and other applicable requirements of Federal law.

The State DOTs shall inform the MPOs and the FHWA Division Office of the amounts allocated to each MPO as soon as possible after PL funds have been apportioned by the FHWA to the State DOTs.

Proposed use of FHWA planning and research funds must be documented by the State DOTs and MPOs in a work program, or other document that describes the work to be accomplished, and is acceptable to the FHWA Division Administrator. Statewide, metropolitan, other transportation planning activities may be documented in separate programs, paired in various combinations, or brought together as a single work program. A work program(s) for transportation planning activities must include a description of work to be accomplished and cost estimates by activity or task. In addition, each work program must include a summary that shows:

- (i) Federal share by type of fund;
- (ii) Matching rate by type of fund;
- (iii) State and/or local matching share; and
- (iv) All other State or local funds.

The State DOTs and MPOs also are encouraged to include cost estimates for transportation planning and technology transfer related activities funded with other Federal or State and/or local funds; particularly for producing the FHWA-required data specified in paragraph (b) of §420.105, for planning for other transportation modes. The MPOs designated as TMAs must include this information in their work programs. (The information collection requirements in §420.111 have been approved by the OMB and assigned control numbers 2125-0039 for States and 2132-0529 for MPOs.)

The MPO's policy board must approve the MPO's proposed UPWP. After receiving the policy board's approval, the MPO submits the approved draft simultaneously to the district, TPP, and TxDOT's Public Transportation Division (PTN). The three departmental offices coordinate, review, and comment on the MPO's draft UPWP. The department sends suggestions to the MPO.

TPP coordinates the federal approval process of the UPWP with FHWA/FTA. After receiving the federal approvals, the UPWP is incorporated by reference into the existing planning contract (Article 7.1). This incorporation occurs when the approved UPWP refers to the existing, executed planning contract.

The effective date of each UPWP is October 1 of each year or the FHWA/FTA date of approval, whichever occurs later. Upon the effective date, the UPWP constitutes a new federal program and supersedes the previous UPWP. After October 1 of each year, TPP issues a letter of authorization establishing the effective date of work and the funds authorized to the MPO.

TxDOT, in cooperation with the Association of Texas Metropolitan Planning Organizations (TEMPO), has developed a standard UPWP format to be used in accordance with 43 TAC §15.4(a)(4). A UPWP submitted in a different format will not be approved. We are providing the link to the existing [FY 2019- FY 2020 UPWP](#) for your review as to format and general description of the program elements and budget.