

FY 2017

UNIFIED PLANNING WORK PROGRAM

CORPUS CHRISTI MPO URBAN TRANSPORTATION STUDY



BAYSHORE PARK BIKESHARE STATION, 1 OF 7 IN THE CORPUS CHRISTI DOWNTOWN AREA

APPROVED BY THE TRANSPORTATION POLICY COMMITTEE - MAY 5, 2016
FEDERAL APPROVAL - SEPTEMBER 27, 2016

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Public Notice – Comment period April 1 - May 1, 2016. No comments received

I. INTRODUCTION

The 1962 Federal Aid Highway Act required states and local governments to conduct cooperative, comprehensive, and continuing (3C) transportation planning to receive federal funds for highway and transit improvements. A 1973 amendment to this act further required the governor of each state, with local concurrence, to designate a Metropolitan Planning Organization (MPO) for every urbanized area to coordinate area-wide transportation planning. In 1973, the Governor of the State of Texas, acting by and through its State Department of Highways and Public Transportation, designated the City of Corpus Christi to be the MPO for the Corpus Christi Urban Transportation Study Area. The MPO designation changed in June 2000, and the Transportation Policy Committee (TPC) is now the designated MPO.

The role of the MPO changed with the passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which emphasized the efficiency of the intermodal transportation system. The Transportation Equity Act for the 21st Century (TEA-21), signed by the President on June 9, 1998, builds on the initiatives established in ISTEA with a particular focus on equity through access, opportunity, and fairness. In 2005, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was enacted authorizing the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009. On July 6, 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) was enacted funding surface transportation programs at over \$105 billion for fiscal years FY 2013 and 2014. MAP-21 created a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

After (5) short-term extensions, the passage of the five-year **Fixing America's Surface Transportation Act (FAST Act)** in 2015 was the first Federal law in over ten years to provide long-term funding certainty for surface transportation (for fiscal years 2016 through 2020). The FAST Act continues the Metropolitan Planning Program and authorizes \$305 billion for the Department's highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology and statistics programs. The MPO's Unified Planning Work Program (UPWP) will comply with:

- Amended National Highway Performance Program (NHPP) related to funding, eligible activities, and requirements of the NHPP effective October 1, 2015
- Amended Surface Transportation Block Grant Program (STBG), previously Surface Transportation Program (STP), related to funding, eligible activities, and requirements of the STBG effective October 1, 2015; applies to all related funding obligated on or after that date, whether funded from new STBG authorizations or STP funds authorized in previous years. NOTE: The MPO awaits separate guidance being developed for *transportation alternatives* eligibilities.

Each year the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) identifies planning factors for consideration regarding the metropolitan planning process. The Corpus Christi MPO addresses these factors in the MPO's UPWP as required under federal code 23 CFR Part 420 and 23 CFR Part 450§308. The UPWP describes transportation planning and related activities performed during the year by the MPO and partner entities and shows in sufficient detail who will perform the work, the schedule for completing it, and the expected products.

In FY 2017, the MPO will focus on:

- Increasing the safety of the transportation system
- Supporting the economic vitality of the metropolitan area, particularly by enhancing efficiency of transportation systems and by enhancing access to multi-modal mobility options
- Enhancing the integration and connectivity across and between modes for people and for freight

- Improving quality of life and promoting consistency between transportation improvements and state and local planned growth and economic development patterns
- Improving the resiliency and reliability of the transportation system

The Transportation System Management (TSM) strategies, access management policies, and transportation demand management strategies will be considered as the means by which to maintain an acceptable level of service on the transportation system. The MPO also recognizes the potential for Intelligent Transportation System (ITS) enhancements to improve the performance of the current system.

The MPO continues to take a multi-modal approach to transportation planning, including pursuing objectives identified in studies completed as a part of previous UPWPs. These studies enhanced the MPO's capacity to improve safety, security, efficiency, as well as promote alternative transportation modes in the Corpus Christi Metropolitan Area:

- Active Transportation Planning
- Freight Operational Safety and Security
- Transit Coordination
- Regional Parkway Planned Environmental Linkage (PEL) Study
- Travel Demand Model Strategic Integration
- Padre Island Mobility and Access Management Study

The findings and recommendation from these studies are used in the project selection process, the Congestion Management Process (CMP), and the Metropolitan Transportation Plan (MTP) to enhance the overall transportation system.

The MPO seeks to facilitate active public involvement in the planning process. The MPO website—which includes detailed information about the MPO's directive and process, past studies, a calendar of public engagement opportunities, and current information and announcements about on-going initiatives—is a primary tool for engaging stakeholders. Other mass media outreach includes announcements and legal notices in local business journals and newspapers as well as press releases. The MPO makes explicit effort to directly engage historically disenfranchised segments of the community through targeted public presentations and meetings. The MPO maintains compliance with Texas Senate Bill 1237, related to internet broadcasts of open meetings held by the TPC in an effort to provide public access – in person and via live broadcast.

All MPO plans and programs comply with the public involvement provisions of Title VI, which states: "No person in the United States shall, on grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." The MPO staff is in the process of developing performance measures for evaluating project effectiveness and responsiveness to Title VI/Environmental Justice as part of broader implementation of performance measures in conformance with MAP-21 requirements.

A. PURPOSE – The UPWP describes transportation planning and related activities to be performed during the year by the MPO and partner entities. The document shows in sufficient detail who will perform the work, the schedule for completing it, and the expected products. Each work element in the UPWP satisfies at least one element listed below.

23 US Code § 134 identifies ten planning factors that are must be considered as part of the metropolitan transportation planning process:

- A. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

- B. Increase the safety of the transportation system for motorized and non-motorized users.
- C. Increase the security of the transportation system for motorized and non-motorized users.
- D. Increase the accessibility and mobility of people and freight.
- E. Protect and enhance the environment, promote energy conservation, and improve quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- F. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- G. Promote efficient system management and operation.
- H. Emphasize the preservation of the existing transportation system.
- I. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- J. Enhance travel and tourism

Further, the MPO supports refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through performance-based planning and programming. Our focus sustains the national goals listed in 23 US Code § 150:

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

- B. DEFINITION OF AREA** – Based on the 2010 Census, the Census Bureau made only minor adjustments to the boundary for the Corpus Christi urbanized area, which includes the cities of Corpus Christi, Portland, and Gregory. The urbanized area has a population of 320,069 in a 120 sq. mile land area with a population density of 2,667 persons per sq. mile. The planning area for the MPO also includes some rural portions of Nueces and San Patricio Counties. Appendix B maps the MPO metropolitan planning area boundary.
- C. ORGANIZATION** – Nueces County is the fiscal agent for the Corpus Christi MPO. The TPC, designated as the MPO in June 2000, has a two-committee organizational structure. The TPC provides policy guidelines and approves the work of the TAC which provides technical support and direction necessary in the transportation planning process. The MPO's Transportation Planning Director and staff provide

assistance to both committees.

The TPC comprises seven voting members. They include the mayors for the cities of Corpus Christi and Portland; county judges of Nueces and San Patricio; chairpersons of the Corpus Christi Regional Transportation Authority (RTA) and the Port of Corpus Christi Authority (PCCA); and the District Engineer for Texas Department of Transportation - Corpus Christi District (TxDOT-CCRP). The 2000 Urbanized Area Boundary designation added the City of Gregory in the Metropolitan Area Boundary. Gregory is represented by the San Patricio County Judge and the County Precinct 2 Commissioner at the TPC and TAC meetings, respectively.

The TPC's responsibilities, defined in the Metropolitan Transportation Planning Contract (MTPC), are:

1. Ensure that requirements of 23 USC Sections 134 - 135 and 49 USC, Chapter 53 are carried out.
2. Use funds provided in accordance with Article 2, Section 1 of MTPC to develop and maintain a comprehensive regional transportation planning program in conformity with requirements of 23 USC Section 134(f) and 49 USC Section 5303.
3. Develop and adopt an MTP for the metropolitan planning area that will complement the Statewide Transportation Plan required by state and federal laws, a Transportation Improvement Program (TIP), and a UPWP, along with other planning documents and reports that may be required by state and federal laws and regulations.
4. The MPO Transportation Policy Committee shall have sole responsibility to hire, supervise, evaluate and terminate the Transportation Planning Director.
5. The MPO Policy Committee shall provide planning policy direction to the Transportation Planning Director.

The TAC includes seven voting members appointed by the TPC for their technical expertise in transportation planning. Appendix A shows the list of our current TPC and TAC members. The TAC's responsibilities, drafted in the Bylaws and Operational Procedures of the MPO, are:

1. Assist the TPC with technical tasks associated with developing the UPWP and recommend TPC adoption.
2. Review transportation related studies within the Corpus Christi metropolitan planning area and make recommendations to the TPC and other agencies.
3. Provide technical support in the preparation of the MTP and recommend TPC adoption.
4. Review the TIP and other high priority projects and recommend TPC adoption.
5. Advise the TPC on technical matters and if specifically authorized by the TPC, on policy matters with accompanying recommendations and supporting rationale.

D. PRIVATE SECTOR INVOLVEMENT – The MPO performs all UPWP subtasks utilizing MPO staff and assistance from partner entities. Depending on local resources and federal funding, the MPO may hire private professional services to perform specialized work. Private interests are represented in a number of the entities from which the MPO interacts as part of the planning process, including: the Corpus Christi Chamber of Commerce Infrastructure Committee; City of Corpus Christi Planning Commission, City of Corpus Christi Transportation Commission and its Bicycle and Pedestrian Subcommittee and Mobility CC Subcommittee, Committee for Persons with Disabilities; and Transportation Coordination Network of the Coastal Bend (TCN).

E. PLANNING ISSUES AND EMPHASIS

The following depicts the MPO's efforts to give priority to emphasis areas and planning and research programs related to MAP -21 Implementation, Regional Models of Cooperation, and Ladders of Opportunity.

Urban Growth – In the face of continued conversion of open space and an increase in the intensity of urban land uses, the prioritization of capital investments in new infrastructure and in infrastructure maintenance directly influence community form.

The continued growth of Portland, Gregory, Ingleside, and Robstown, all of which are on the periphery of the greater Corpus Christi area, reflects the prosperity of the Coastal Bend region overall. The projects supported by the MPO, including the new Harbor Bridge, reflect the need for new and expanded infrastructure to enhance the regional connections between these communities and key employment centers and commercial or recreational destinations in Corpus Christi. The Corpus Christi Naval Air Station and the Corpus Christi Army Depot are the largest employers in the area. The USS Lexington Museum, the Texas State Aquarium, Padre Island National Seashore, Whataburger Field, Port Aransas Beaches, and the Botanical Gardens and Nature Center are among the myriad destinations that also draw visitors from other parts of the region and beyond, ultimately generating more travel trips as the regional economy continues to thrive.

As part of a broad effort to enhance regional connectivity, TxDOT is working on sections of US 77 to make improvements to interstate standards from IH-37 to the Valley, and the first section signed I-69 in Texas was made a reality in the Coastal Bend in 2012. The MPO has also participated in discussion with the SH 44 Coalition and the I-69 Segment 4 and 5 Advisory Committees regarding improvements to these major corridors with respect to the MPO project area. The I-69 corridor project will ultimately connect port and industrial areas in Mexico to northern states and Canada while facilitating trade and commerce for our metropolitan area to southern markets.

The 2010 Census indicates continued urbanization, principally in the form of single family residential development, on the south side of the City of Corpus Christi; annexation of 16.34 square miles by the City in 2014 foreshadows the continued investment in new infrastructure on this margin of the community. This southern expansion poses a challenge to revitalization of the City's downtown core and to rehabilitation/maintenance of infrastructure in the older portions of the City. The City's updated comprehensive plan, PlanCC, and updated Downtown Area Development Plan provide strategies for catalyzing infill and reinvestment. MPO staff were actively involved in the development of these plans and will continue to be a central partner to the City as it transitions to implementation of the vision reflected therein. Likewise, as the standards for overall community livability that are outlined in the vision and objectives in these plans will inform the performance measure developed by the MPO.

Land use changes along SH 358 (South Padre Island Drive)—the only east-west highway in the City—translate into intensifying congestion at during peak hours, further exacerbating the disconnect between new growth on the south side and the existing Central Business District. Likewise, select arterials adjacent to SH 358 have also been identified as increasingly congested, thus meriting traffic studies to assess existing conditions and identify potential mobility and access management strategies. The 2012 Regional Parkway Mobility Corridor Feasibility Study indicated that a regional parkway was merited to provide a second major east-west corridor, possibly including another connection to North Padre Island, if constructed in segments of independent utility. The next phase in this planning effort, a Planning and Environmental Linkage Study, was completed in 2016. Likewise,

the Padre Island Access and Mobility Study, initiated in 2016, is intended to identify short-and long-term strategies for managing growth and congestion. Both of these studies reflect the need for enhanced regional planning to manage growth and enhance community resiliency.

Community Resiliency – As a coastal community in a region that is prone to tropical storm impacts, decisions about the location and design of infrastructure must reflect consideration for coastal resiliency. Planning evacuation routes of adequate capacity is an essential part of bolstering community resiliency through transportation systems, and this consideration was the impetus for the addition of capacity to IH-37 that includes signage and lane markings for hurricane evacuation from Corpus Christi to east of San Antonio.

The JFK Causeway, the only permanent road link between the mainland and Padre Island, Mustang Island, and Port Aransas, has also undergone enhancements that include elevated improved travel lanes to promote safety and connectivity between the island and mainland. Redundancy of infrastructure is a fundamental tenant of resiliency planning; the on-going Regional Parkway planning effort would provide an alternative evacuation route and would thus address this need.

A resilient community must have a robust, multi-modal system for moving goods and people. Strong inter-modal linkages with system redundancies and contingencies are one of the keys to sustaining and recovering from acute disturbance, such as severe weather. Ongoing investments in rail and other infrastructure to move freight and accommodate industrial growth are part of an overall expansion of the region's multi-modal transportation network that is the key to economic resilience.

Multi-modal Freight Movement – As one of the largest economic engines for this area, the Port of Corpus Christi Authority (PCCA) has been-proactive by expanding and diversifying its cargo base and freight transportation network. The area's production of petroleum based products, chemicals, cotton, and grain, is well supported by the Port. Expansion efforts include additional rail facilities utilizing recent Transportation Investment Generating Economic Recovery (TIGER) grant awards and state funding to support industrial expansion and the growth of oil exports from the Eagle Ford shale play.

The IH-37/Joe Fulton International Trade Corridor direct connector project was a direct response to community safety concerns of freight traffic conflicting with residential traffic. This project provides new and improved linkage to the port from IH-37 and US 181 and opens up the north side of the Port to new development considerations, such as construction of the M&G Chemicals Corpus Christi Facility, an Italian manufacturing plant. The regional Economic Development Corporation partners also worked to secure an agreement with China's largest manufacturer of steel drill pipe, Tianjin Pipe Corporation – America (TPCO), to locate a facility just outside of Gregory, Texas; construction began in late 2013. Other new industries in the area include Voestalpine, an Austrian steel plant, and Cheniere Energy, a Liquefied Natural Gas facility; each of these are all in the various stages of permitting or construction, and each of these will necessitate additional capacity for moving freight.

The expansion of rail service and capacity is a fundamental part of this network enhancement. The opening of PCCA's Nueces River Rail Yard Phase I in 2015 and the initiation of Phase II of the project are central to PCCA's strategic diversification efforts. The cost of Phase I was supported by a combination of a federal TIGER grant and contributions from PCCA and four rail companies. Phase II will be supported by a TxDOT grant and PCCA funds. In total, the project will add a storage capacity of around 1,500 rail cars.

The industrial growth and investment that is driving this new multi-modal freight capacity necessitates

additional cross-sector coordination regarding air quality, particularly ozone emissions, to ensure that the City of Corpus Christi remains under the threshold defined by the Environmental Protection Agency (EPA).

Air Quality – While Corpus Christi has remained in attainment of the EPA’s 2008 ozone standard even in the face of an expanding industrial sector, the potential for new, stricter standards by October 2017 threaten to push the city into non-attainment status, despite meaningful, voluntary efforts and improvement by local industries to reduce emissions. The work of the Air Quality Committee, under the leadership of the Pollution Prevention Partnership (PPP) of Texas A&M University – Corpus Christi, has facilitated this effort, and the MPO has and will continue to contribute by promoting and investing in transportation alternatives. In particular, the MPO is a central partner in the PPP’s campaign to address mobile sources—personal automobiles—of ozone, namely through ongoing strategic planning for pedestrian and bicycle mobility.

Active Transportation – The MPO’s two-phased Strategic Plan for Active Mobility prescribes investments in bicycle and pedestrian infrastructure by the jurisdictions within the MPO area. It will help make these active, non-vehicular modes meaningful transportation alternatives for the community at large. Both the RTA and the City of Corpus Christi contributed financial support for this planning effort in 2015, and these and many other regional collaborators will be instrumental as planning continues and implementation begins. The MPO has also invested directly in transportation alternatives through the FY 2015 and FY 2016 Transportation Alternatives Program and will do so again in FY 2017 and FY 2018.

While this active mobility planning effort can be justified by a wide range of community benefits, from public health to air quality to economic development, it is fundamentally about promoting community livability and social equity through enhanced access to essential services. The infrastructure specified in this plan will expand the effective reach of the burgeoning transit network, the level of service of which is under continuous refinement and improvement by the RTA, thereby making it easier for individuals from all segments of the community to attain the goods and services they need.

Transit Coordination – The 2011 Regional Public Transportation Coordination Plan, which is to be completed in 2017 with technical support from the MPO, outlines relevant data and goals for future transportation coordination in the Coastal Bend. The coordination effort has provided the area with access to federal funding through Section 5307 (Urbanized Area Formula Grants) and Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) funds for projects in our region. This coordination of transit service providers and health and human services in the 11-county Coastal Bend region strives to identify gaps and overlaps in service, improve efficiency, and short and long term goals and objectives for improved access to jobs.

The RTA’s Long Range System Plan, adopted in October, 2012, established the framework for service improvements in 2014 and 2015. In FY2016, the RTA implemented virtual fare purchasing and bus tracking capabilities and undertake a Comprehensive Operational Analysis to evaluate operational efficiency in all aspects of RTA operations. The RTA also completed construction of its Staples Street Center in May 2016. This facility is the new headquarters and major bus transfer station for the RTA. Located centrally in the City’s Uptown District, this investment will help fortify the identity and function of a Government Plaza and will jumpstart reinvestment on a major commercial corridor. In the interest of facilitating multi-modal coordination, the MPO offices were relocated to this facility upon its completion.

Quantifying the gains in overall livability that are realized through investment in multi-modal mobility

options will be among the objectives of the MPO's system of performance measures.

Performance Standards as Part of Map-21 and FAST Act Compliance – The 2015-2040 MTP (adopted in December, 2014) and FY 2017-2020 TIP (adopted in June of 2016) are fully compliant with MAP-21 and FAST Act planning regulations. The MPO recognizes that an important part of that compliance entails earnest efforts to begin implementing performance measures. The MPO and TxDOT-CCRP continue to engage in productive dialogue about the development of federal and state guidance and its application at the local level by the MPO, and the MPO has identified preliminary performance measures for each of five project categories defined in the 2015-2040 MTP: Safety, Congestion, Connectivity, Freight, and Energy. Performance measures will enable the MPO to evaluate the impact and cumulative progress of projects in terms of system operations, efficiency and community benefit.

The Federal Highway Administration (FHWA) published the Highway Safety Improvement Rule (SIP) and Safety Performance Measures (Safety PM) Final Rules in the Federal Register on March 15, 2016 with an effective date of April 14, 2016. The Safety PM Final Rule establishes five performance measures as the five-year rolling averages for:

- (1) Number of Fatalities
- (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- (3) Number of Serious Injuries
- (4) Rate of Serious Injuries per 100 million VMT
- (5) Number of Non-motorized Fatalities and Non-motorized Serious Injuries.

The Safety PM Final Rule also establishes the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organization (MPOs) to establish and report their safety targets, and the process that FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets. The Safety PM Final Rule also establishes a common national definition for serious injuries.

This strong emphasis in evaluating and enhancing efficiency is reflected in a wide range of projects implemented in the Corpus Christi MPO region, including the plan for development of a regional Intelligent Transportation System (ITS).

Intelligent Transportation System (ITS) – As part of the development of a regional ITS architecture and deployment plan for the Corpus Christi Region, stakeholders—including TxDOT, FHWA, Cities and Counties in the Coastal Bend Region and the RTA—reviewed and inventoried the existing infrastructure to identify future ITS needs and opportunities. An ITS Regional Architecture Memorandum of Agreement (MOA) was reviewed by the MPO and TxDOT-CCRP staff in 2013 to determine if additional interagency discussion was needed. This review identified several ITS related projects that are in various phases of investigation and implementation:

1. A link from TxDOT's SH 286 fiber network to the City of Corpus Christi Emergency Operations Center at Port Avenue and Leopard Street.
2. Coordination of the City's 911 Center with TxDOT message signs for posting of information that may impact the flow of traffic entering or exiting the freeway system.
3. Exploration of the potential for direct access to CRIS (Crash Records Information System) data for the MPO.
4. Exploration of the feasibility of a wind monitoring system on bridges to warn high profile vehicles.
5. Exploration of the feasibility of locations for additional permanent traffic counters.
6. Exploration of the potential for traffic queue warnings for freeway exits with frequent queues impacting freeway traffic.

ABBREVIATIONS

The following abbreviations denote agencies and programs:

Local:

MPO	Corpus Christi Metropolitan Planning Organization
MTPC	Metropolitan Transportation Planning Contract
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
TPC	Transportation Policy Committee
TAC	Technical Advisory Committee
TPF	Transportation Planning Fund
POCCA	Port of Corpus Christi Authority
RTA	Corpus Christi Regional Transportation Authority
PPP	Pollution Prevention Partnership

Regional:

TCNCB	Transportation Coordination Network of the Coastal Bend
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State:

TxDOT	Texas Department of Transportation
TCEQ	Texas Commission on Environmental Quality
CRIS	Crash Records Information System

Federal:

FHWA	Federal Highway Administration
FTA	Federal Transit Administration
CDBG	Community Development Block Grant
CMP	Congestion Management Process
ITS	Intelligent Transportation System
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
MTP	Metropolitan Transportation Plan
TMA	Transportation Management Area
TSM	Transportation System Management
TEA-21	Transportation Equity Act for the 21 st Century
TIP	Transportation Improvement Program
TIGER	Transportation Investment Generating Economic Recovery
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users
EPA	Environmental Protection Agency
EJ	Environmental Justice
UPWP	Unified Planning Work Program
MAP-21	Moving Ahead for Progress in the 21 st Century Act
FAST	Fixing America's Surface Transportation Act

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II. TASK 1.0 – ADMINISTRATION AND MANAGEMENT ACTIVITIES

OBJECTIVE – Coordinate the transportation planning activities of the MPO with TxDOT, FHWA, and interested public agencies as part of the metropolitan transportation planning process. Maintain records of all activities needed for the comprehensive, coordinated, and continuing (3C) transportation planning process. Take actions to enhance the technical capacity of the planning process and insure a proactive public involvement process that provides full public access to key decisions in developing both short- and long-range plans and programs.

EXPECTED PRODUCTS – To be performed by MPO staff unless otherwise stated:

- One-year Unified Planning Work Program (UPWP) for FY 2017
- FHWA/FTA certified planning process
- Technical assistance and support for community planning activities
- Public engagement products and activities in various formats

PREVIOUS WORK – The MPO has and will continue to act as a technical resource for agencies and individuals who wish to engage in transportation planning and improvement in the Corpus Christi - TMA. The MPO has upheld federal certification of its planning process and maintained a 1-year UPWP for FY 2016. The MPO has produced and employed a variety of direct and virtual tools to engage the broader community in its activities. This is a routine work effort.

SUBTASKS – The subtasks and their objectives are listed in detail on the following pages.

- Subtask 1.1 Program Coordination and Direction
- Subtask 1.2 Unified Planning Work Program (UPWP) Development
- Subtask 1.3 Monthly Billing and Financial Management
- Subtask 1.4 Staff Training and Education
- Subtask 1.5 Community Planning and Development Activities
- Subtask 1.6 Website Management
- Subtask 1.7 Public Outreach
- Subtask 1.8 Program Evaluation

Six full-time staff members will, with the assistance of outside contractors – as needed, perform administrative and technical activities to accomplish the tasks listed in the UPWP. The positions include: one Transportation Planning Director, one Assistant Transportation Planning Director, one System Administrator, one GIS Manager, one Transportation Planner, and one Executive Secretary. Time is allocated to each employee based on the estimate of anticipated scope of each subtask. Contractor assistance may be required during times of staff transition which will be funded in-lieu of salary and benefits.

FUNDING SUMMARY –**Task 1.0 - FY 2017**

Subtask	Responsible Agency	Transportation Planning Funds (TPF)¹	FTA Sect. 5307	Local	Total
1.1	MPO	\$207,818		\$0	\$207,818
1.2	MPO	\$8,314		\$0	\$8,314
1.3	MPO	\$19,095		\$0	\$19,095
1.4	MPO	\$38,375		\$0	\$38,375
1.5	MPO	\$23,555		\$0	\$23,555
1.6	MPO	\$17,546		\$0	\$17,546
1.7	MPO	\$49,804		\$0	\$49,804
1.8	MPO	\$31,738		\$0	\$31,738
TOTAL		\$396,245		\$0	\$396,245

1 TPF – Includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

SUBTASK 1.1 - PROGRAM COORDINATION AND DIRECTION

OBJECTIVE – This subtask provides the ability to administer, coordinate, and monitor the associated transportation planning activities in the metropolitan area for compliance with federal requirements provided by MAP-21, the FAST Act, subsequent legislation, and TxDOT-CCRP. Engaged communication and coordination is maintained with TxDOT, the RTA, Port of Corpus Christi, and representatives of member agencies in the implementation of a coordinated, comprehensive, and continuing transportation planning process for the TMA. Public involvement is solicited for all planning and decision-making. The MPO participates in area-wide activities to retain the attainment status for the Ambient Air Quality Standards. Activities, programs, and project development of regional organizations are monitored for their impact on the transportation network in the MPO area.

The material and equipment needed to perform this subtask includes: Office rent (\$30,000), office furniture/equipment (\$4,000), office supplies & copier (\$5,908), postage (\$200), telephone/cable services (\$4,500), mileage (\$4,000), printing of notices and publications (\$2,000), premiums for Workman’s Compensation (\$1,500), group insurances (\$50,500), and indirect cost to Nueces County (\$20,730). Local funds will be used to pay miscellaneous expenses that cannot be charged to federal funds or for services for which federal funds are not available.

EXPECTED PRODUCTS – To be performed by MPO staff unless otherwise stated:

- Facilitation of the metropolitan transportation planning process for FY 2017, including compliance with all federal and state regulations, requirements, and certifications
- Accurate administrative and financial records of planning activities
- Contracts and agreements between the MPO and subcontractors and/or partner agencies
- Proactive and continuous public involvement to insure that planning activities are responsive to community values and needs
- Non-lobbying participation in the Association of Metropolitan Planning Organizations (AMPO) and Texas Metropolitan Planning Organizations (TEMPO)

PREVIOUS WORK – The MPO has performed the administrative functions required to maintain compliant planning activities that satisfy federal and state requirements related to the implementation provisions of MAP-21 and the transportation planning process for the TMA. This is a routine work effort.

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	TPF	FTA Sect. 5307	Local	Total
Subtask 1.1	MPO	\$207,818		\$ 0	\$ 207,818

SUBTASK 1.2 – UNIFIED PLANNING WORK PROGRAM (UPWP) DEVELOPMENT

OBJECTIVE – This subtask provides for the cooperative development of a UPWP for FY 2017 describing transportation planning activities that are scheduled for completion by MPO staff, member agencies or consultants. The UPWP illustrates task objectives, tangible products expected, previous work, and the cost and funding sources for these activities. The MPO TAC and TPC will be involved in the development and approval of the draft and final document.

EXPECTED PRODUCTS – To be performed by MPO staff unless otherwise stated:

- A compliant FY 2017 UPWP that captures transportation planning tasks
- Periodic amendments as required to reflect planning priorities within the MPO area

PREVIOUS WORK – A compliant FY 2016 UPWP and amendments that satisfy a description of planning activities undertaken. This is a routine work effort.

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	TPF	FTA Sect. 5307	Local	Total
Subtask 1.2	MPO	\$ 8,314		\$ 0	\$ 8,314

SUBTASK 1.3 – MONTHLY BILLING AND FINANCIAL MANAGEMENT

OBJECTIVE – This subtask provides for the timely preparation of monthly billing reports; the timely submittal of invoices to TxDOT for reimbursement of transportation planning funds; and preparation of the end-of-year Annual Performance and Expenditure Report (APER), a comparing performance to fiscal year goals.

The MPO has allocated funding (\$6,000) for an independent review of the cost allocation plan to review direct and indirect costs associated with the fiscal agent’s services, evaluate the level of value received and to validate fees paid to the fiscal agent.

EXPECTED PRODUCTS – To be performed by MPO staff unless otherwise stated:

- Monthly expenditure reports
- Final annual billing, APER, and Annual Project Listing (a listing of completed TIP projects) to be submitted to TxDOT by December 15th

PREVIOUS WORK – The MPO has generated monthly expenditure reports, final annual billing, APER, and APL for FY 2016. This is a routine work effort.

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	TPF	FTA Sect. 5307	Local	Total
Subtask 1.3	MPO	\$19,095		\$ 0	\$19,095

SUBTASK 1.4 – STAFF TRAINING AND EDUCATION

OBJECTIVE – This subtask supports staff training and education related to federal and state regulations, transportation planning technologies, best practices, and activities within our industry and of other MPOs. New and changing federal regulations and reauthorizations require that staff be informed to develop and maintain a responsive transportation planning program.

EXPECTED PRODUCTS – To be performed by MPO staff unless otherwise stated:

- Participation by MPO staff in conferences, seminars, training workshops, workgroups, and webinars through entities including, but not limited to, TxDOT, FHWA, FTA, EPA, Texas Transportation Institute, Association of Texas MPOs (TEMPO), Association of MPOs (AMPO), American Planning Association (APA), National Association of City Transportation Officials (NACTO), supporting educational institutions (NTI, NHI, TRB, universities, etc.) and software suppliers (ESRI, Caliper, Trans CAD, etc.).

PREVIOUS WORK – MPO staff attended selected conferences, training workshops, educational courses, numerous webinars, and TxDOT workgroups during FY 2016 for professional development purposes. This is a routine work effort.

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	TPF	FTA Sect. 5307	Local	Total
Subtask 1.4	MPO	\$ 38,375		\$ 0	\$ 38,375

SUBTASK 1.5 – COMMUNITY PLANNING AND DEVELOPMENT ACTIVITIES

OBJECTIVE – This subtask provides for MPO participation in key community stakeholder and member agency meetings in support of community planning activities, including: City of Corpus Christi Planning Commission, City of Corpus Christi Transportation Advisory Commission and its Bicycle & Pedestrian and MobilityCC Subcommittees, San Patricio Rural Rail District, Port of Corpus Christi Authority, municipalities, RTA board and subcommittee meetings, TCN meetings, other transportation providers, and business associations to stay informed of trends and activities in the region that will impact the transportation network. The MPO staff may provide data and technical support as needed to organizations participating in the MPO transportation planning process to facilitate informed decisions. The MPO will seek input for reviews and changes of the Federal Functional Classifications, consult as appropriate with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation in developing long-range transportation plans.

EXPECTED PRODUCTS – To be performed by MPO staff unless otherwise stated:

- Participation in a variety of collaborative community stakeholder and member agency planning activities

PREVIOUS WORK – The MPO has upheld active and productive engagement in a variety of regional planning activities. This is a routine work effort.

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	TPF	FTA Sect. 5307	Local	Total
Subtask 1.5	MPO	\$ 23,555		\$ 0	\$ 23,555

SUBTASK 1.6 – WEBSITE MANAGEMENT

OBJECTIVE – This subtask will provide for the maintenance of a dynamic and engaging website that fosters public participation in the MPO transportation planning process and accommodates the needs of users with a range of abilities.

EXPECTED PRODUCTS – To be performed by MPO staff unless otherwise stated:

- A website for the Corpus Christi MPO that is HTML5 and CSS3 based and conforms to the World Wide Web Consortium (W3C) guidelines: WCAG 2.0 (Website Content Accessibility Guidelines) and ATAG 2.0 (Authoring Tool Accessibility Guidelines). The World Wide Web Consortium is an international community that includes a full-time staff, industry experts, and several member organizations. These groups work together to develop standards for the World Wide Web. The MPO site is tested quarterly for accessibility compliance through online W3C validators. Additionally, the MPO continuously tests performance on various desktop and mobile devices using current popular Web browsers.
- Comprehensive redesign of the Corpus Christi MPO and Coastal Bend in Motion (the Website for our Strategic Plan for Active Mobility) websites. The new sites will offer individuals with vision impairments assistive technology (which can be obtained from a third-party source) that allows individuals with disabilities to enlarge type or have Web content read aloud for Windows and Mac OS users.
- Accessibility of MPO planning products as well as timely information about opportunities to engage in ongoing planning activities

PREVIOUS WORK – The MPO has maintained a website that conforms to WCAG 2.0 standards. The MPO has posted meeting notices, agendas and other information about ongoing planning activities in a timely fashion. The MPO has utilized its web portal as an effective means to invite stakeholder engagement in the regional transportation planning process. This is a routine work effort.

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	TPF	FTA Sect. 5307	Local	Total
Subtask 1.6	MPO	\$ 17,546		\$ 0	\$ 17,546

SUBTASK 1.7 – PUBLIC OUTREACH

OBJECTIVE – This subtask includes production of public outreach tools and techniques that enhance public involvement and assist the TPC and TAC in making informed transportation decisions. Title VI target populations that are a particular priority in terms of garnering public input in the planning process. The MPO consults with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation when developing the MTP and TIP.

The MPO provides citizens, public agencies, public transportation employees, freight shippers, freight transportation services, private providers of transportation, public transportation consumers, pedestrians, cyclists, individuals with disabilities, and other interested parties with a reasonable opportunity to comment on the MTP, TIP, and other major plan revisions. The MPO actively seeks out input from community-based transportation advocacy groups such as the I-69 Alliance, economic development agencies, San Patricio Rural Rail District, and others to keep current on community needs, plans, and priorities.

The MPO maintains compliance with Senate Bill 1237, Section 1. Subchapter D, Chapter 472, Section 472.036, related to internet broadcasts of open meetings held by the policy board, through a partnership with the City of Corpus Christi.

EXPECTED PRODUCTS – To be performed by MPO staff unless otherwise stated:

- Maintenance of a Public Participation Plan, including policies related to environmental justice and Title VI of the Civil Right Act, that complies with federal guidance and includes Limited English Proficiency provisions
- Publication of 30-day public notice periods/calls for comment as prescribed by state and federal guidance in association with plan amendments and funding opportunities/awards, including the FY 2017 Transportation Alternatives Program
- Publication of legal notices in publications of regional circulation, as appropriate
- Public presentations in various community forums about the MPO planning process and specific ongoing strategic planning initiatives
- Documentation of media coverage of MPO activities as well as documentation of participation in community forums
- Public access—in person and via live broadcast—to meetings of the MPO’s Transportation Policy Committee (TPC).

PREVIOUS WORK – During FY 2016, the MPO undertook a comprehensive update of Public Participation Plan, which includes the incorporation of Limited English Proficiency provisions, with a particular focus on the policies and activities that are intended to ensure adherence to the principles of environmental justice and Title VI of the Civil Rights Act. The MPO staff has updated the MPO website as a public resource for information related to transportation planning. The MPO has maintained a file of agendas, notices of public outreach activities, and community workshops in which the MPO has participated. This is a routine work effort.

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	TPF	FTA Sect. 5307	Local	Total
Subtask 1.7	MPO	\$ 49,804		\$ 0	\$ 49,804

SUBTASK 1.8 – PROGRAM EVALUATION

OBJECTIVE – This subtask allows staff to evaluate and maintain compliant policies and practices related to various MPO program requirements, including but not limited to public participation, Title VI, and LEP policies and procedures.

EXPECTED PRODUCTS – To be performed by MPO staff unless otherwise stated:

- Evaluation of MPO processes in an effort to fairly distribute the benefits and burdens of transportation investments, eliminate participation barriers, and engage minority and low-income populations in transportation planning decisions.
- Third party evaluation of Title IV Plan (updated in FY 2016) and PPP (once update by staff is complete).
- Refinement of performance measures

PREVIOUS WORK – MPO staff has established (and regularly updates) a Geographic Information Systems (GIS) database of demographic data for Title VI Civil Rights evaluation and has analyzed these data in a GIS environment. This is a routine work effort.

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	TPF	FTA Sect. 5307	Local	Total
Subtask 1.8	MPO	\$ 31,738		\$ 0	\$ 31,738

III. TASK 2.0 - DATA DEVELOPMENT AND MAINTENANCE

OBJECTIVE – The metropolitan planning process involves extensive use of various forms of data including: population, income, household size, employment, car ownership, street configuration, street capacity, traffic counts, land use and much more. In this task, the MPO, as a source of these data, coordinates with other local, state, and regional entities in developing and updating information needed for transportation planning and development. The MPO provides access to data from the MPO-maintained website, including a GIS database for use in the development of the MTP, TIP, 10-year project projections, Title VI Civil Rights and Evaluation Guidelines, and other reports and studies that are produced by the MPO.

EXPECTED PRODUCTS – To be performed by MPO staff unless otherwise stated:

- On-going acquisition and management of regional data of various types to inform regional planning processes
- Maintenance of a up-to-date GIS portal that is publically accessible through the MPO website
- Dissemination, upon request and as appropriate, of data to inform regional planning efforts
- TxDOT Data Collection - To conduct travel surveys and/or traffic saturation counts in the MPO region for use in the travel demand models and transportation analysis for pavement and geometric design. **Work is being conducted by TXDOT** and funding is being provided through the Texas State Planning and Research (SPR) Work Program Part I. Funds will be reconciled as part of the SPR Part I. (\$36,205.91 SPR)

PREVIOUS WORK – The MPO has developed the GIS database that reflects Census 2010 population, household, income, and employment data. The MPO has made these data accessible through the MPO website and by way of direct distribution, as appropriate, upon request. This is a routine work effort.

SUBTASKS – The subtasks and their objectives are listed in detail on the following pages.

Subtask 2.1 MPO Geographic Information System (GIS) Database Management

Subtask 2.2 MPO Hardware and Software Maintenance

FUNDING SUMMARY –

Task 2.0 - FY 2017

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
2.1	MPO	\$28,248		\$0	\$28,248
2.2	MPO	\$32,069		\$0	\$32,069
TOTAL		\$60,317		\$0	\$60,317

1 TPF – Includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

SUBTASK 2.1 – MPO GEOGRAPHIC INFORMATION SYSTEM (GIS) DATABASE MANAGEMENT

OBJECTIVE – This subtask provides for the staff to manage and update the GIS database as part of the MPO’s continuous planning process. MPO staff utilize geospatial data in nearly every aspect of our technical work. As such, MPO staff continuously develop, manage, and maintain various feature classes, datasets, and GIS data layers in support of the MPO’s technical planning functions.

The MPO acquires, aggregates, reviews, and formats data in a geospatial format to inform internal planning processes and the activities of the broader planning community. Analysis of the 2010 census demographic and land use data will be performed for the geographic distribution and aggregation. The MPO coordinates with local and state agencies to develop trend data on changes in land use through the analysis and review of existing demographic data.

EXPECTED PRODUCTS – To be performed by MPO staff unless otherwise stated:

- The GIS system will provide data layers for the completion of the Strategic Plan for Active Mobility Phase I & and initiation of Phase II.
- Staff will maintain an up-to-date GIS database that incorporates Census Bureau and Census Transportation Planning Package (CTPP) 2010 data, Traffic Analysis Zone (TAZ) data, and the Travel Demand Model database.
- The enhanced GIS system will also provide a review of projects in the MTP and TIP utilizing EJScreen and NEPAssist to identify potential environmental issues.

PREVIOUS WORK – The MPO has maintained an up-to-date GIS database to inform internal and external planning processes. As part of this work, the MPO has reviewed and converted CTPP 2010 data into the standard ESRI format and has converted TIP data transfer into the GIS format. This is a routine work effort.

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	TPF	FTA Sect. 5307	Local	Total
Subtask 2.1	MPO	\$ 28,248		\$ 0	\$ 28,248

SUBTASK 2.2 – MPO HARDWARE AND SOFTWARE MAINTENANCE

OBJECTIVE – This subtask supports the efficient operation of the MPO network office systems and facilitates data sharing with other regional entities.

The system administrator assures the working order of all computers and supporting systems. The MPO and member agencies jointly develop land use, demographic, employment, and other datasets. This data is exchanged with TxDOT and other regional agencies through network servers and internet connections. The system administrator maintains the Local and Regional Network Server Systems and internet connections for optimal performance and exchange of various data.

Maintenance of the LAN Network System requires various annual licensing agreements for proprietary software, GIS server support, and web hosting expenses.

EXPECTED PRODUCTS – To be performed by MPO staff unless otherwise stated:

- Acquisition and maintenance of the hardware and software required to uphold efficient system functionality so as to accommodate internal work flows and reliable information exchange with external entities
- Hardware purchases: 1TB Hard Drive for Dell 530 Server; at least 2 bike/pedestrian counters and associated hardware
- Software purchases: The MPO will acquire a licensed copy of Microsoft 2016 Access for its database development for FY 2017. Reoccurring license agreements and services supporting MPO staff and computer systems include:
 - Microsoft Exchange Outlook
 - ESRI ArcGIS Desktop Software
 - Survey Monkey (Gold Plan)
 - I-Drive Cloud Backup

PREVIOUS WORK – The MPO has maintained a functional and efficient network that supports the administrative, planning, and information dissemination functions of the organization. Hardware and software were upgraded as needed in FY2016, including the acquisition of new machines and associated software to facilitate remote access to MPO files servers and mobile working capabilities; installation of aNetgear Ethernet 5-port switch to provide visiting agencies access to internet, printers and MPO servers.

The MPO adjusted its ESRI GIS software maintenance agreement as needed to optimize service and functionality. This is a routine work effort.

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	TPF	FTA Sect. 5307	Local	Total
Subtask 2.2	MPO	\$ 32,069		\$ 0	\$ 32,069

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IV. TASK 3.0 - SHORT RANGE PLANNING

OBJECTIVE – In addition to maintaining a TIP that outlines a four-year schedule of transportation improvements for the study area and reflects the planning priorities of federal legislation, the MPO carries out various planning studies to assess the need for other projects that have not yet been identified in the MTP or TIP. Such studies may function to guide capital investments and project prioritization by municipalities and other entities in the MPO area.

EXPECTED PRODUCTS – To be performed by MPO staff unless otherwise stated:

- Maintenance of an up-to-date FY 2017-2020 TIP
- Various bicycle and pedestrian mobility planning products as subsequent phases of the Strategic Plan for Active Mobility
- Evaluation of strategies for enhancing freight efficiency and minimizing risk on the new Harbor Bridge
- Technical assistance to regional partners in the development of an updated Regional Public Transportation Coordination Plan 2017-2021
- Compilation of traffic count data from various multiple sources to inform the evaluation of the degree of congestion on various segments
- Completion of the Strategic Integration (Travel Demand Model) Feasibility Study by a consultant

PREVIOUS WORK – The MPO has updated the FY 2015-2018 TIP for FY 2017-2020. The MPO supported the implementation of a Padre Island Mobility and Access Management Study to identify mobility and access management issues and develop applicable transportation management strategies for priority corridors on the barrier islands in the MPO area. The MPO completed the Strategic Plan for Active Mobility, Phase I: Bicycle Mobility, which prescribes a new network of bicycling infrastructure to link key destinations in the Coastal Bend to provide a safe and viable transportation alternative, and has completed scoping, data collection, and preliminary planning for subsequent phases related to pedestrian mobility. MPO staff supported the implementation of Texas Division of Emergency Management to collect updated commodity flows data for the MPO's principal freight corridor in order to inform a Non-radioactive Hazardous Material (NRHM) routing process for the MPO area. The MPO also supported initiation by the City of Corpus Christi of a Strategic Integration Feasibility Study to implement enhancements in the travel demand model to include factors such as dynamic traffic assignment, time-of-day, intersection control, land use, and transit information. This is a routine work effort.

SUBTASKS - The subtasks and their objectives are listed in detail on the following pages.

Subtask 3.1 Transportation Improvement Program (TIP) Updates

Subtask 3.2 Operational Efficiency and Access Management

Subtask 3.3 Active Transportation Planning

Subtask 3.4 Freight Operational Safety and Security

Subtask 3.5 Transit Coordination

Subtask 3.6 Congestion Management Process (CMP)

FUNDING SUMMARY –**Task 3.0 - FY 2017**

Subtask	Responsible Agency	Transportation Planning Funds (TPF)¹	FTA Sect. 5307	Local	Total
3.1	MPO	22,624		\$0	22,624
3.2	MPO	6,316		\$0	6,316
3.3	MPO	26,354		\$0	26,354
3.4	MPO	5,475		\$0	5,475
3.5	MPO	11,164		\$0	11,164
3.6	MPO	28,693		\$0	28,693
TOTAL		\$100,626		\$0	\$100,626

1 TPF – Includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

SUBTASK 3.1 – Transportation Improvements Program (TIP) Updates

OBJECTIVE – Staff will maintain and amend the FY 2017-2020 TIP as needed to reflect changes in area priorities, scope, accessibility, and funding for roadways and transit projects. A cooperative interagency input process is part of the public involvement component of this task.

EXPECTED PRODUCTS – To be performed by MPO staff unless otherwise stated:

- Maintenance of an up-to-date FY 2017-2020 TIP

PREVIOUS WORK – The MPO has maintained a compliant FY 2015-2018 TIP and developed a compliant FY 2017-2020 TIP. This is a routine work effort.

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	TPF	FTA Sect. 5307	Local	Total
Subtask 3.1	MPO	\$22,624		\$ 0	\$22,624

SUBTASK 3.2 – OPERATIONAL EFFICIENCY AND ACCESS MANAGEMENT

OBJECTIVE - The MPO strives to identify cost effective transportation improvements, as effective access management and other efficiency measures enhance public safety and reduce social and environmental impacts. Priority corridors and intersections that have issues related to congestion and safety are identified.

EXPECTED PRODUCTS – To be performed by MPO staff unless otherwise stated:

- Identification of possible access management improvement opportunities to address congestion
- Identification of transportation and traffic improvements that are effective and efficient while enhancing safety and minimizing social and environmental impacts .

PREVIOUS WORK - The MPO supported the completion of the Padre Island Mobility and Access Management Study to identify mobility and access management issues and develop applicable transportation management strategies for priority corridors on the barrier islands in the MPO area.

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	TPF	FTA Sect. 5307	Local	Total
Subtask 3.2	MPO	\$ 6,316		\$ 0	\$ 6,316

SUBTASK 3.3 – ACTIVE TRANSPORTATION PLANNING

OBJECTIVE – The MPO strives to reflect non-vehicular modes of mobility in its transportation planning. This subtask will continue to build on the work previously funded by partner entities by assessing the needs of cyclists and pedestrians and the prescription of where and what types of bike and pedestrian infrastructure should be installed by municipalities and other entities within the MPO area.

EXPECTED PRODUCTS – To be performed by MPO staff unless otherwise stated:

- Creation of various bicycle and pedestrian mobility planning products as subsequent phases of the Strategic Plan for Active Mobility
- Implementation of Transportation Alternatives Program (TAP) Call for Projects for FY 2018, if necessary based on federal funding availability
- Technical assistance to TAP participants with the implementation of their respective projects

	AGENCY	PROJECT NAME	DESCRIPTION	TOTAL PROJECT COST
FY 2017	City of Corpus Christi	Region-wide Bike Boulevard Wayfinding Initiative	Branding that creates texts & graphics for the bike network, Bike Blvd street signage & other bike-related safety/directional signs for route; longitudinal treatments like bike/road share symbols	\$522,500
	City of Portland	Portland Bicycle Lanes	Two one-way cycle tracks, one-way cycle track & additional striping of buffered bike lanes, both directions for the Broadway Trail	\$359,878
FY 2018	City of Corpus Christi	Safe Shelter and Crossing Program	Crosswalk with a shelter area & the provision of a HAWK signal	\$168,520
	City of Portland	Memorial Parkway Hike & Bike Phase 1	Hike & bike trail that connects Wildcat Drive at Memorial Parkway to Billy G. Webb	\$342,106

PREVIOUS WORK – The MPO completed the Strategic Plan for Active Mobility, Phase I: Bicycle Mobility, which prescribes a new network of bicycling infrastructure to link key destinations in the Coastal Bend to provide a viable and safe transportation alternative, and completed the scoping, data collection, and preliminary analysis for subsequent phases related to pedestrian mobility. The MPO implemented a FY 2017 and FY 2018 TAP Call for Projects and awarded over \$1.2M in funding to 4 individual projects.

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	TPF	FTA Sect. 5307	Local	Total
Subtask 3.3	MPO	\$ 26,354		\$ 0	\$ 26,354

SUBTASK 3.4 – FREIGHT OPERATIONAL SAFETY AND SECURITY

OBJECTIVE – Safe and efficient multi-modal freight mobility is a cornerstone of the regional economy. Expanding rail capacity, enhancing trucking safety, and bolstering the nexus between modes are MPO priorities. The MPO will continue to collaborate with regional emergency management partners to explore strategies for mitigating risk associated with freight operations in the face of industrial growth.

EXPECTED PRODUCTS – To be performed by MPO staff unless otherwise stated:

- Evaluation of strategies for enhancing freight efficiency and minimizing risk on the new Harbor Bridge
- Hosting of FHWA and the Center for Transportation Excellence (CTE) teleconference workshops and webinars related to freight issues, transportation technology, and safety for member agencies and interested public
- Continued collaboration with regional partners to identify project needs and opportunities to enhance freight efficiency and safety.

PREVIOUS WORK – MPO staff collaborated with the Nueces County Local Emergency Planning Committee and other partners to pursue a Texas Division of Emergency Management grant to fund collection of Commodity Flows data on the primary industrial corridors in the MPO area. The findings were used to inform decisions about the merits of a routing process for Non-radioactive Hazardous Material (NRHM) for the MPO area.

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	TPF	FTA Sect. 5307	Local	Total
Subtask 3.4	MPO	\$5,475		\$0	\$5,475

SUBTASK 3.5 – TRANSIT COORDINATION

OBJECTIVE – The MPO strives to support transit services that enhance regional economic growth and universal access to goods and services. The MPO will continue to provide technical support to the Transportation Coordinating Network of the Coastal Bend (TCN) in an attempt to ensure that plan updates and recommendations are consistent with current needs and resources of rural providers, the Regional Transportation Authority (RTA), private providers, and the health and human services community. MPO staff will serve as a resources to assist with identifying existing and latent public transit travel demand patterns. This is an ongoing task with MPO staff serving as an engaged stakeholder in the process.

EXPECTED PRODUCTS – To be performed by MPO staff unless otherwise stated:

- Technical assistance in support of the update and implementation of the Regional Public Transportation Coordination Plan 2017-2021
- Technical assistance in support of the RTA’s implementation of virtual fare purchasing and bus tracking as well as a Comprehensive Operational Analysis to evaluate operational efficiency in all aspects of RTA operations
- Coordination with TxDOT-CRP, Coastal Bend Council of Governments, Workforce Solutions of the Coastal Bend, rural and urban public and private transit providers, and social service agencies in support of the regional transit planning process

PREVIOUS WORK – The MPO participated in the RTA’s Transit Plan 20/20 planning process. The MPO assisted in preparations for the second five-year update to the Regional Public Transportation Coordination Plan, to be completed in FY 2017 by the TCN. The MPO supported the initiation of the City of Corpus Christi’s Strategic Integration (Travel Demand Model) Feasibility Study in FY 2016 to implement Travel Demand Model enhancements to include factors such as dynamic traffic assignment, time-of-day, intersection control, land use, and transit information.

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	TPF	FTA Sect. 5307	Local	Total
Subtask 3.5	MPO	\$11,164		\$ 0	\$11,164

SUBTASK 3.6 – CONGESTION MANAGEMENT PROCESS (CMP)

OBJECTIVE – The CMP establishes a systematic process that provides information on transportation system performance and alternative strategies to alleviate congestion and enhance the safety and mobility of people and goods in the Corpus Christi Metropolitan Area.

EXPECTED PRODUCTS – To be performed by MPO staff unless otherwise stated:

- Acquisition and compilation of traffic count data from multiple sources to inform the evaluation of the degree of congestion on various segments

PREVIOUS WORK – The MPO has produced maps depicting the mobility ratios for streets in the MPO area. The MPO also published recent traffic counts in the form of an interactive map on the MPO website.

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	TPF	FTA Sect. 5307	Local	Total
Subtask 3.6	MPO	\$ 28,693		\$ 0	\$ 28,693

V. TASK 4.0 – METROPOLITAN TRANSPORTATION PLAN

OBJECTIVE – This is an ongoing task for MPO staff. The 2015-2040 MTP (adopted in December 2014) is fully compliant with MAP-21 and FAST Act planning regulations. MAP-21 requires the development of a transportation plan addressing a minimum twenty-year planning horizon. The plan shall include both long-range and short-range strategies and actions that lead to the development of an integrated intermodal transportation system. The plan shall be reviewed and updated at least every five years in attainment areas. If the MPO area becomes non-attainment for air quality, then the plan shall be revised every fourth year to comply with the State Implementation Plan (SIP). The MPO staff will participate in the area wide efforts to retain attainment status for the National Ambient Air Quality Standards (NAAQS). MPO staff will participate in the efforts of the City of Corpus Christi Air Quality Committee and the Technical Work Group (TWG) on Mobile Source Emission.

The MPO recognizes that an important part of a compliant MTP entails earnest efforts to begin implementing performance measures. The MPO and TxDOT-CCRP continue to engage in productive dialogue about the development of federal and state guidance and its application at the local level by the MPO. Performance measures will enable the MPO to evaluate the impact and cumulative progress of projects in terms of system operations, efficiency and community benefit.

Key modifications that were outlined in MAP-21 and continued under the FAST Act to set the course for transportation investments include:

TRANSITION TO PERFORMANCE-BASED PLANNING: Develop and implement a performance management approach to transportation planning and programming that supports the achievement of the transportation system’s performance outcomes.

- MPOs will be required to establish and use a performance-based approach to transportation decision making and development of transportation plans.
- Targets will address surface transportation performance measures and will coordinate with the State and public transportation providers to ensure consistency.
- Performance targets must be established no later than 180 days after the date that the State or public transportation provider establishes performance targets.
- The MPOs structure will include officials of public transportation systems.

MODELS OF REGIONAL PLANNING COOPERATION: Promote cooperation and coordination across MPO boundaries and across state boundaries where appropriate to ensure a regional approach to transportation planning, i.e.:

- Agreements that identify how the planning process and planning products will be coordinated, through the development of joint planning products, and/or by other locally determined means.
- Across boundaries, coordination may include transportation plans and programs, corridor studies, and projects across adjacent MPO and State boundaries.
- Collaboration with State DOT(s), MPOs, and operators of public transportation on activities such as: data collection, data storage and analysis, analytical tools, and performance based planning.

With the need for the development of performance measures, the MPO is actively engaged in a collaborative process to raise awareness with decision makers on the potential impacts to others when adopting long-range and short-range transportation plans or updates. At the point national performance measures are framed and provided to States for dissemination at the local level, our practice will readily dovetail into establishing performance goals that are consistent and further safety, infrastructure,

improve congestion, system reliability, freight movement and other elements that align with MAP-21 and the FAST Act.

LADDERS OF OPPORTUNITY: As part of the transportation planning process, identify transportation connectivity gaps in access to essential services.

- Essential services include housing employment, health care, schools/education, and recreation.
- Establishing ladders of opportunity may include:
 - MPO and State identification of performance measures and analytical methods to measure the transportation system’s connectivity to essential services
 - Use of regional data to identify gaps in transportation system connectivity that preclude access to the public, including traditionally underserved populations, to essential services.
 - Development of creative solutions to address those gaps.

EXPECTED PRODUCTS – To be performed by MPO staff unless otherwise stated:

- Demographic data sets, produced utilizing Census 2010 data, including population, income, household, and employment data in five-year increments
- Travel Demand Model Analysis of the 2012 base year and 2045 forecast year
- Up-to-date and compliant MTP for 2015-2040
- On-going coordination with regional air quality partners to inform reporting about efforts to curb emissions through transportation planning

PREVIOUS WORK –

The MPO has maintained a compliant 2015-2040 MTP. The MPO has supported the development of transportation alternatives. The MPO has served as a central partner in the Pollution Prevention Partnership (PPP) of Texas A&M University Corpus Christi’s campaign to address mobile sources—personal automobiles—of ozone and has assisted in the federal reporting about progress made in curbing emission through multi-modal transportation planning. This is a routine work effort.

SUBTASKS – The subtasks and their objectives are listed in detail on the following pages.

Subtask 4.1 Travel Demand Model (TDM) Data Acquisition and Analysis

Subtask 4.2 Corpus Christi Metropolitan Transportation Plan (MTP) Updates

Subtask 4.3 Air Quality Monitoring

FUNDING SUMMARY –

Task 4.0 - FY 2017

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
4.1	MPO	26,727		\$0	26,727
4.2	MPO	59,312			59,312
4.3	MPO	10,867		\$0	10,867
TOTAL		\$96,906		\$0	\$96,906

TPF – Includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

SUBTASK 4.1 – TRAVEL DEMAND MODEL (TDM) DATA ACQUISITION AND ANALYSIS

OBJECTIVE – This subtask supports the development of population, income, household, and employment data that are used in the MPO’s planning and forecasting processes. The MPO staff will produce demographic data sets in increments starting from the base year 2012 up to 2045 forecast year at a traffic analysis zone (TAZ) level. Professional services project with CDM Smith, Inc., initiated during a previous UPWP, was extended into FY 2017 with a new work package known as **On-Call Services for Travel Demand Model Data Development & Implementation.**

EXPECTED PRODUCTS – To be performed by MPO staff unless otherwise stated:

- Demographic data sets, produced utilizing Census 2010 data, including population, income, household, and employment data in five year increments
- A schedule for the update of the TDM using the 2012 base year for the forecast year 2045
- Providing technical support to partners to facilitate effective use of the data generated by the updated model

PREVIOUS WORK - The MPO calibrated the 2040 TDM to prepare transportation forecasts for specific corridor alternatives. MPO staff refined TDM TAZ boundaries and demographics for various scenarios and ran traffic assignments and travel forecasts for specific corridor scenarios. Staff refined TDM roadway networks and ran traffic assignments and travel forecasts for specific corridor alternatives in support of the MTP. MPO staff prepared the input for the emission model and initiated the City of Corpus Christi’s TDM Study. This is a routine work effort.

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	TPF	FTA Sect. 5307	Local	Total
Subtask 4.1	MPO	\$ 26,727		\$ 0	\$ 26,727

SUBTASK 4.2 - CORPUS CHRISTI METROPOLITAN TRANSPORTATION PLAN (MTP) UPDATES

OBJECTIVE – MPO staff will maintain the 2015 - 2040 MTP by making amendments as required and providing opportunities for the involvement of public officials and citizens. This is an ongoing task for MPO staff.

EXPECTED PRODUCTS – To be performed by MPO staff unless otherwise stated:

- Identification of segments that may merit intervention to address congestion
- Assessment of feasibility of integrating ITS resources into the incident management strategies
- Identification of opportunities to partner or leverage public resources into operations and/or maintenance projects
- Identification of locally relevant performance measures amidst state and federal performance measures, when published, that will be integrated into the project selection process

PREVIOUS WORK – The MPO maintained a compliant 2015-240 MTP through extensive collaboration with member agencies and other stakeholders in the community. Widespread public outreach was implemented to assure that the 2015 - 2040 MTP reflected regional needs and is in compliance with regulatory requirements. This is a routine work effort.

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	TPF	FTA Sect. 5307	Local	Total
Subtask 4.2	MPO	\$ 59,312		\$ 0	\$ 59,312

SUBTASK 4.3 – AIR QUALITY MONITORING

OBJECTIVE – This subtask will provide for the participation in the City of Corpus Christi Air Quality Committee, a coalition of public and private entities that develop strategies to maintain the attainment status for the Ambient Air Quality Standards. This committee participates in studies, public education, and mobile source data collection. The MPO will work with the Pollution Prevention Partnership (PPP), a community outreach program of Texas A&M University Corpus Christi to make the public aware of regional air quality issues and will support the public outreach efforts for TCEQ and EPA reporting services.

EXPECTED PRODUCTS – To be performed by MPO staff unless otherwise stated:

- Participation in City of Corpus Christi Air Quality Committee and Technical Working Group on Mobile Sources
- Coordination with the Pollution Prevention Partnership on federal reporting and regional outreach

PREVIOUS WORK – The MPO staff has participated in the City of Corpus Christi Air Quality Committee and Technical Working Group on Mobile Sources. The MPO and the Pollution Prevention Partnership have cooperatively developed public information efforts to enhance public awareness of changes in air quality legislation and funding. This is a routine work effort.

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	TPF	FTA Sect. 5307	Local	Total
Subtask 4.3	MPO	\$ 10,867			\$ 10,867

VI. TASK 5.0 - SPECIAL STUDIES

OBJECTIVE – Special studies are undertaken to enhance the MPO planning process in response to changing priorities.

PREVIOUS WORK - The 2013 Feasibility Study for the Regional Parkway Mobility Corridor indicated that a regional parkway route was attainable and merited if constructed in segments of independent utility. The next step, evaluating individual segments A & B through a Planning and Environmental Linkages (PEL) study, was completed in FY 2016 using FY 2015 Category 7 funds.

FUNDING SUMMARY –

Task 5.0 - FY 2017

Subtask	Responsible Agency	Transportation Planning Funds (TPF)¹	FTA Sect. 5307	Local	Total
5.1	MPO	\$0		\$0	\$0
TOTAL		\$0		\$0	\$0

1 TPF – Includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

VII. BUDGET SUMMARY

TABLE 1 - CORPUS CHRISTI URBAN TRANSPORTATION STUDY – FY 2017

UPWP Task	Description	TPF¹ Funds	FTA Sect. 5307	Local Funds	Total Funds
1	Administration-Management	\$396,245	\$0	\$0	\$396,245
2	Data Development and Maintenance	\$60,317	\$0	\$0	\$60,317
3	Short Range Planning	\$100,626	\$0	\$0	\$100,626
4	Metropolitan Transportation Plan	\$96,906	\$0	\$0	\$96,906
5	Special Studies	\$0	\$0	\$0	\$0
TOTAL		\$654,094	\$0	\$0	\$654,094

¹ TPF – Includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

Combined Transportation Planning Funds

FHWA (PL-112)² :	\$483,617
FTA Section 5303 (Sect. 8)² :	\$151,477
Estimated Unexpended Carryover³ :	\$ 19,000
<hr/>	
Anticipated FY 2017 Funding:	\$654,094

² Estimate based on prior years' (FY 2016) authorizations

³ Based on five months of billing in FY 2016

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APPENDICES

APPENDIX A

**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION POLICY COMMITTEE MEMBERSHIP**

VOTING MEMBERS		
Hon. Terry A. Simpson Chairperson	County Judge	San Patricio County
Hon. Nelda Martinez Vice-Chairperson	Mayor	City of Corpus Christi
Hon. Samuel Loyd Neal, Jr.	County Judge	Nueces County
Hon. David R. Krebs	Mayor	City of Portland
Curtis Rock, P.E.	Board Chairman	Corpus Christi Regional Transportation Authority
Charles Zahn	Board Chairman	Port of Corpus Christi Authority
Chris D. Caron, P.E.	District Engineer	Texas Department of Transportation Corpus Christi District

EX-OFFICIO NON-VOTING MEMBERS		
Genevieve E. Bales	Environmental & Transportation Planning Coordinator	Federal Highway Administration – TX Division
Lynn Hayes	Community Planner	Federal Transit Administration
Sara Garza	Transportation Planner	Texas Department of Transportation – Transportation Planning & Programming (TPP)
Gretchen Arnold	Representative	Air Quality Planning Group
John Buckner	Representative	Coastal Bend Council of Governments
State Legislators or Member of U.S. Congress		Texas Legislators / United States Congress (District included in the MPO Study Area)

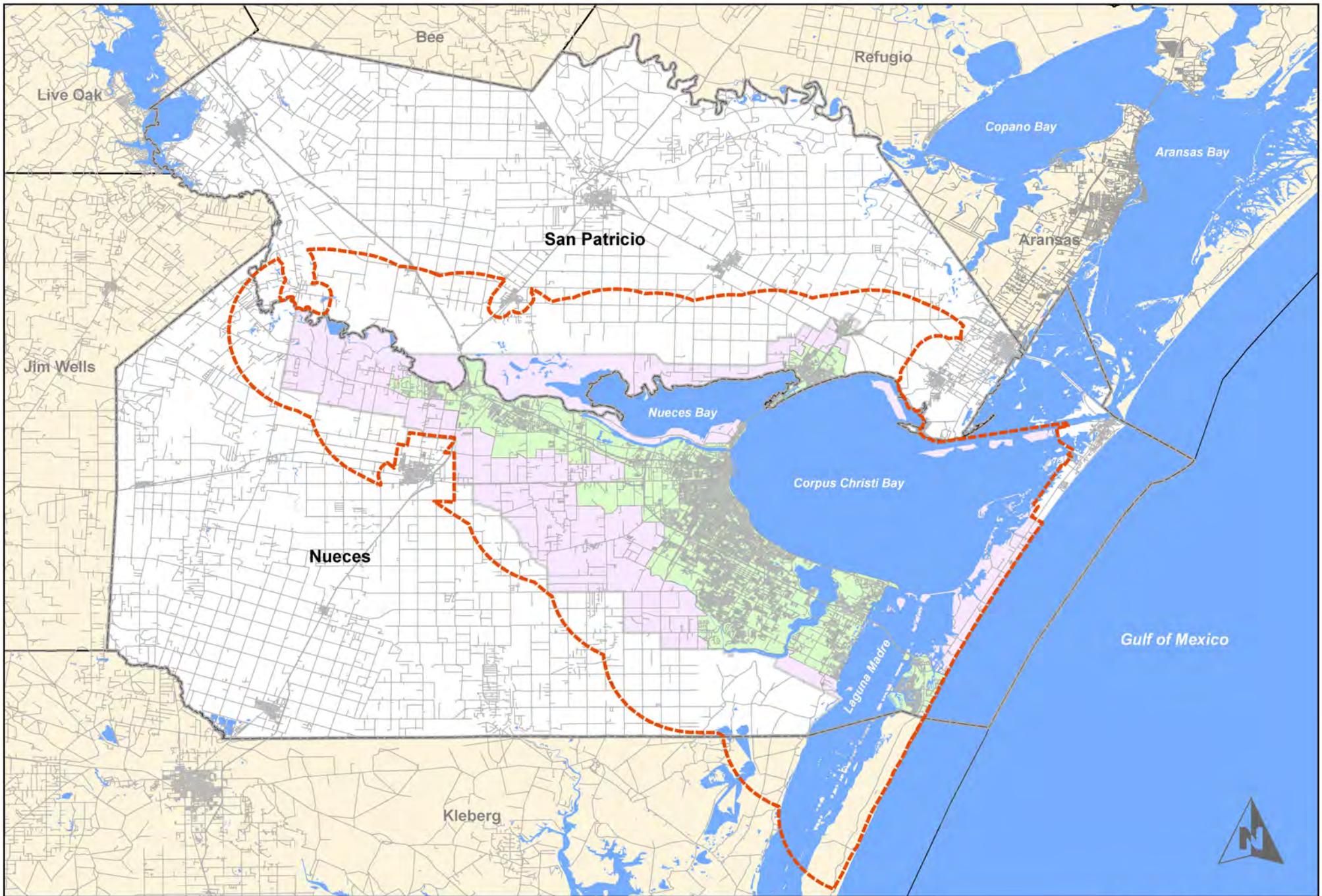
**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE MEMBERSHIP**

VOTING MEMBERS		
Glen Sullivan, P.E.	Director of Public Works	Nueces County
Chairperson		
Commissioner Fred Nardini	County Commissioner - Pct 2	San Patricio County
Vice-Chairperson		
Randy L. Wright	City Manager	City of Portland
Valerie H. Gray, P.E.	Executive Director of Public Works	City of Corpus Christi
David L. Krams, P.E.	Director of Engineering Services	Port of Corpus Christi Authority
Jorge Cruz-Aedo	Chief Executive Officer	Corpus Christi Regional Transportation Authority
Paula Sales-Evans, P.E.	Director Transportation Planning & Development	Texas Department of Transportation Corpus Christi District

EX-OFFICIO NON-VOTING MEMBERS		
Genevieve E. Bales	Environmental & Transportation Planning Coordinator	Federal Highway Administration – TX Division
Lynn Hayes	Community Planner	Federal Transit Administration
Gretchen Arnold	Representative	Air Quality Planning Group
Richard Bullock	Director of Planning & Development	Coastal Bend Council of Governments (CBCOG)
Sara Garza	Transportation Planner	Texas Department of Transportation Transportation Planning & Programming (TPP)
Brian DeLatte, P.E.*	Assistant City Manager	City of Portland
Gordon Robinson, PMP*	Director of Planning	Corpus Christi Regional Transportation Authority
Raymond Chong, P.E.*	City Traffic Engineer	City of Corpus Christi
Fred Segundo	Director of Aviation	City of Corpus Christi
State Legislators or Member of U.S. Congress		Texas Legislators / U.S. Congress (District included in the MPO Study Area)

* Designated Alternate

APPENDIX B



Corpus Christi Metropolitan Planning Organization (MPO) Boundary

The Corpus Christi MPO planning area comprises the cities of Corpus Christi, Portland and Gregory as well as portions of Nueces and San Patricio Counties.

- Legend**
- MPO Study Area
 - Corpus Christi ETJ
 - Urbanized Area 2010
 - MPO Boundary

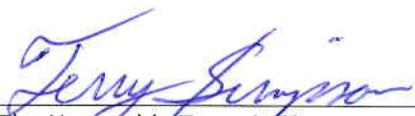


APPENDIX C

DEBARMENT CERTIFICATION
(Negotiated Contracts)

- (1) The Corpus Christi Metropolitan Planning Organization as **CONTRACTOR** certifies to the best of its knowledge and belief that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.
- (2) Where the **CONTRACTOR** is unable to certify to any of the statements in this certification, such **CONTRACTOR** shall attach an explanation to this certification.

**federal, state or local*



The Honorable Terry A. Simpson
Metropolitan Planning Organization (MPO)
Transportation Policy Committee Chairperson

MPO Transportation Policy Committee – Chairperson
Title

May 5, 2016
Date

APPENDIX D

LOBBYING CERTIFICATION

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS AND COOPERATIVE AGREEMENTS

The undersigned certifies to the best of his or her knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclosure accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.



The Honorable Terry A. Simpson
Metropolitan Planning Organization (MPO)
Transportation Policy Committee Chairperson

MPO Transportation Policy Committee – Chairperson
Title

Corpus Christi Metropolitan Planning Organization
Agency

May 5, 2016
Date

APPENDIX E

CERTIFICATION OF COMPLIANCE

I, **Terry A. Simpson, County Judge for San Patricio County**, a duly authorized officer/representative of the **Corpus Christi Metropolitan Planning Organization** do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR 200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," as it may be revised or superseded.

May 5, 2016

Date



The Honorable Terry A. Simpson
Metropolitan Planning Organization (MPO)
Transportation Policy Committee - Chairperson

Attest:



Jeffery A. Pollack, AICP,
Transportation Planning Director
Corpus Christi Metropolitan Planning Organization

APPENDIX F

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

I, **Terry A. Simpson, County Judge for San Patricio County**, a duly authorized officer/representative of the **Corpus Christi Metropolitan Planning Organization** do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of by 43 TAC § 31.39 "Required Internal Ethics and Compliance Program" and 43 TAC § 10.51 "Internal Ethics and Compliance Program" as may be revised or superseded.

May 5, 2016

Date



The Honorable Terry A. Simpson
Metropolitan Planning Organization (MPO)
Transportation Policy Committee - Chairperson

Attest:



Jeffery A. Pollack, AICP,
Transportation Planning Director
Corpus Christi Metropolitan Planning Organization



PUBLIC NOTICE

APRIL 1, 2016

The **Corpus Christi Metropolitan Planning Organization (MPO)** is seeking public input on the **DRAFT FY 2017 Unified Planning Work Program (UPWP)**. The UPWP is the planning program that identifies tasks initiated by the MPO as part of multi-modal transportation planning within the urbanized portions of Nueces and San Patricio counties. The UPWP provides funding for the operation and administration of the MPO and supports the work needed to maintain a current and compliant Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP).

Public input by telephone or in written form is invited through May 1, 2016. Public comment may be offered in person during the following meeting:

Thursday April 21, 2016 9:00 a.m.	MPO Technical Advisory Committee (TAC) Meeting	Corpus Christi Regional Transportation Authority 5658 Bear Lane, Corpus Christi, TX 78405
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Discussion with possible action to modify or adopt the DRAFT UPWP based on public input may take place at the May 5* meeting of the Transportation Policy Committee (TPC). (*Date subject to change; notice of TPC meetings is posted on the MPO website: www.corpuschristi-mpo.org).

For additional information, call (361) 884-0687; visit MPO offices at 5151 Flynn Pkwy., #404, Corpus Christi, TX 78411; or view on our website at www.corpuschristi-mpo.org.

Información en Español: Si usted desea esta información en Español o si desea explicación sobre el contenido, por favor llámenos al teléfono (361) 884-0687 o comuníquese con nosotros mediante correo electrónico a cempo@cctxmpo.us. Nuestras oficinas están ubicadas en el 5151 Flynn Pkwy. #404, Corpus Christi, TX 78411. Copias se proveerán a petición.