

FY 2019 - 2020

UNIFIED PLANNING WORK PROGRAM

CORPUS CHRISTI MPO URBAN TRANSPORTATION STUDY

USS LEXINGTON MUSEUM ON THE BAY
AT NORTH BEACH

APPROVED BY THE TRANSPORTATION POLICY COMMITTEE - MAY 3, 2018

FEDERAL APPROVAL - SEPTEMBER 27, 2018

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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 five (5) short-term extensions, the passage of the five-year **Fixing America's Surface Transportation (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) identify 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 2019, 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 takes 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 social media options (Facebook and Twitter), 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 have developed and are beginning to implement performance metrics for evaluating project effectiveness and responsiveness to Title VI/Environmental Justice priorities 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 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 Technical Advisory Committee (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 Corpus Christi (PCC); and the District Engineer for Texas Department of Transportation - Corpus Christi District (TxDOT-CRP). 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 Improvement 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 TPC shall have sole responsibility to hire, supervise, evaluate and terminate the Transportation Planning Director.
5. The MPO TPC 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 with 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 San Patricio Rural Rail District.

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 Harbor Bridge Replacement Project, 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, they 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 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 2013 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 and a Final Report was published early in calendar year 2017. Likewise, the Padre Island Access and Mobility Study, completed late in 2017, identified short-and long-term strategies for managing growth and congestion on PR 22 on Padre Island. 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. In the wake of Hurricane Harvey, MPO staff undertook a holistic assessment of the regional transportation network in order to identify points of vulnerability during extreme weather.

In an effort to stay at the forefront of resiliency planning and policy issues at the state level, MPO staff serve on both the Texas Coastal Resiliency Master Plan Technical Advisory Committee for the Texas General Land Office (TGLO) as well as on the TGLO Commissioner’s Coastal Resiliency Advisory Group.

MPO staff has also led collaborative proposals in response to multiple FHWA solicitations related to resilience and adaptation and was successful in securing funding for a Resilience and Durability to Extreme Weather pilot project. The MPO will use FHWA grant funds to design a nature-based shoreline protection feature that will be implemented as an applied research pilot as part of the reconstruction of Laguna Shores Road by the City of Corpus Christi using non-federal/non-matching funds. Laguna Shores Road runs along the western shoreline of the Laguna Madre between SH 358 & Barney M. Davis Energy Center; it may eventually connect to Segment A of Regional Parkway Mobility Corridor (PEL completed 2016) to alleviate congestion on SH 358 & to facilitate evacuation. (**Neither roadway construction NOR the shoreline protection feature are part of the scope of this AFA.**)

The MPO recognizes that the reliability of the mobility network overall—and, in particular, its efficacy under condition of evacuation due to extreme weather or other disaster—is in large part a function of redundancy of key corridors. 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; Segment A of the Regional Parkway Mobility Corridor, 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, PCC has been proactive in 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 PCC. 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 PCC from IH-37 and US 181 and opens up the north side of the

Corpus Christi Ship Channel to new development considerations. 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 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 PCC's Nueces River Rail Yard Phase I in 2015 and the impending completion (2017) of Phase II of the project are central to PCC's strategic diversification efforts. The cost of Phase I was supported by a combination of a federal TIGER grant and contributions from PCC and four rail companies. Phase II will be supported by a TxDOT grant and PCC 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 Corpus Christi Air Quality Group, under the leadership of the Pollution Prevention Partnership (PPP) of Texas A&M University – Corpus Christi, has facilitated this effort; the MPO has and will continue to play an active role in this effort, including planning for, 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 creation and ongoing implementation of the regional Strategic Plan for Active Mobility (2016).

Active Transportation – The MPO's Strategic Plan for Active Mobility (2016) 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 2015-2018. The MPO has also invested directly in transportation alternatives through the FY 2015, 2016, and 2018 Transportation Alternatives (TA) program. The 2018 call for projects identified priority projects for FY 2019 and FY 2020 TA set-aside funds.

In addition to the combined regional investment in bicycle and pedestrian infrastructure made through the TA program and by local jurisdictions, the MPO's grant application through the TxDOT Traffic Safety program for supplemental funds to support an Active Mobility Safety Outreach Campaign in FY 2019 is pending.

While this active mobility program 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.

Travel and Tourism - The greater Corpus Christi area boasts beautiful beaches and myriad natural waterways, which offer a tremendous range of attractions for nature-based tourism. The member entities in the MPO recognize the importance of the regional mobility network in supporting tourism as a cornerstone of the regional economy.

The MPO's work in planning for active mobility is motivated, in part, by an interest in expanding bike and pedestrian mobility options to compliment the outdoor recreation opportunities that attract tourists to the region. The MPO routinely coordinates with staff from the Corpus Christi Convention and Visitors Bureau and Corpus Christi United Chamber of Commerce, both of which have documented unmet demand for bicycle-based tourism in our region. To that end, the MPO is coordinating with these entities to establish a Bike-friendly Business accreditation as well as to produce pocket guides to the burgeoning regional Bike Mobility Network, the build out of which is tracked in real time through the MPO's dedicated website for its Strategic Plan for Active Mobility (www.CoastalBendInMotion.org).

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

Transit Coordination – The 2011 Regional Public Transportation Coordination Plan, which was updated 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 Urbanized Area Formula Grants (Section 5307) and Enhanced Mobility of Seniors & Individuals with Disabilities (Section 5310) 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 FY 2016, the RTA implemented virtual fare purchasing and bus tracking capabilities and undertook 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.

Per performance measures and targets established by the RTA, prioritization of transit projects is based on an estimation of need and demand for each proposed service or project. The MPO's performance-based planning framework includes performance metrics for quantifying the efficacy of

the transit component of the regional mobility network.

Performance Standards as part of MAP-21 and FAST Act Compliance – The 2015-2040 MTP (adopted in December, 2014) and this FY 2019-2022 TIP are fully compliant with MAP-21 and FAST Act planning regulations.

- The MPO has established and uses a performance-based approach to transportation decision-making and plan development. This approach was developed collaboratively with MPO member agencies and regional partners through the MPO’s Technical Advisory Committee (TAC) and is detailed in the MPO Congestion Management Process (*see **Performance-based Planning Framework** below*).
- The MPO has adopted and agrees to support targets for the five (5) national measures defined in the Safety Performance Measure (PM) Final Rule (by way of TPC resolution, dated February 2, 2018 in support of the TxDOT targets)
- The MPO has established a Memorandum of Understanding (MOU), adopted April 5, 2018 by MPO TPC, with the TxDOT-CRP and the RTA related to the cooperative development and sharing of transportation performance data as well as the establishment and tracking of performance targets used in tracking progress toward attainment of critical regional outcomes.

Per performance measures and targets established by the RTA, prioritization of transit projects is based on an estimation of need and demand for each proposed service or project. Prioritization of a transit project depends on the RTA’s completion of necessary studies, compliance with FTA, and the availability of necessary funds.

The MPO evaluates, prioritizes, and funds active transportation projects—pedestrian and bicycle infrastructure—primarily through the Transportation Alternatives Set-Aside Program. The MPO typically holds a call for projects on a two-year cycle. A project review panel consisting of MPO and TxDOT-CRP staff evaluates, scores, and ranks nominated projects per quantitative scoring criteria that were established collaboratively in the MPO TAC and approved by the MPO TPC (October 1, 2015).

Performance-based Planning Framework – The MPO has developed an integrated, performance-based framework for transportation planning in the metropolitan area which includes the federally required CMP. Goals and objectives address key desired outcomes for the region. Based on regional goals and objectives, congestion management strategies (broadly categorized as demand management, traffic operations, public transportation, and road capacity) are prioritized and subsequently incorporated into the framework to ensure that the efficiency of existing infrastructure is maximized before investments in capacity are considered. This framework includes the collection of data on a suite of performance measures; these performance measures provide the data basis for decision-making.

Regional scale measures are used to evaluate the functionality of the regional metropolitan transportation system and to assess progress towards regional Goals and Objectives. Data for individual regional measures (or for multiple measures in a composite index) can be compared to state or national benchmarks and to region-specific performance targets to track progress over time.

Project scale measures are used to evaluate and compare the projected return on investment (in terms of helping to meet regional transportation objectives) for individual projects in the MPO’s long-range plan MTP.

During project prioritization, each project in the MTP is scored for each of the approximately 50 project-scale measures. Individual projects are then ranked on the basis of an aggregate score, which can be either the sum of all metrics in the prioritization framework or the sum of a subset of metrics related to a particular performance measurement topic (e.g. congestion, safety, etc.). This project prioritization is infinitely customizable: the weighting of individual metric scores can be adjusted to emphasize or deemphasize a particular performance topic as priorities within the MPO change.

This process incorporates best available data and ensures a performance-based approach to planning and investment decisions. It provides a systematic methodology for evaluating and ranking individual projects in the development of a financially reasonable long-range transportation plan and a fiscally constrained 10-year Plan and TIP.

Intelligent Transportation System (ITS) and Technological Innovation – As part of the development of a regional ITS architecture and deployment plan for the Corpus Christi Region, stakeholders—including TxDOT-CRP, 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-CRP 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 feasibility of a wind monitoring system on bridges to warn high profile vehicles.
4. Exploration of the feasibility of locations for additional permanent traffic counters.
5. Exploration of the potential for traffic queue warnings for freeway exits with frequent queues impacting freeway traffic.
6. Exploration of the feasibility of installation for permanent placement of bicycle and pedestrian counters.

Since 2016, the MPO has been serving as the Coastal Bend region’s liaison to the Texas Innovation Alliance, a consortium of stakeholders committed to identifying innovative solutions to shared mobility challenges. In anticipation of the second annual Mobility Summit, which is hosted by the Innovation Alliance each fall, Team Coastal Bend identified two projects to serve as regional case studies:

1. An autonomous campus shuttle on Texas A&M University - Corpus Christi’s main campus
2. Integration of ITS and connected vehicle-ready technology into PCC’s project to address truck queuing on the Joe Fulton International Trade Corridor.

The MPO will continue to coordinate Team Coastal Bend and spearhead its involvement in the statewide Innovation Alliance with the objective of fostering peer-to-peer exchange and technical assistance in support of implementation of these and other innovative projects in this region.

ABBREVIATIONS

3C	Comprehensive, Coordinated, and Continuing
AMPO	Association of Metropolitan Planning Organizations
APA	American Planning Association
APER	Annual Performance and Expenditure Report
APL	Annual Project Listing
ATAG 2.0	Authoring Tool Accessibility Guidelines - Version 2.0
CMP	Congestion Management Process
CSS3	Cascading Style Sheets - Version 3
CTE	Center for Transportation Excellence
CTPP	Census Transportation Planning Package
DOT	Department of Transportation
EJSCREEN	Environmental Justice mapping tool
EPA	Environmental Protection Agency
ESRI	Environmental Systems Research Institute
FAST	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographical Information System
HazMat	Hazardous Materials
HTML5	Hypertext Markup Language - Revision 5
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Transportation System
LAN	Local Area Network
LEP	Limited English Proficiency
LEPC	Local Emergency Planning Committee
MAP-21	Moving Ahead for Progress in the 21st Century Act
MPO	Corpus Christi Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
MTPC	Metropolitan Transportation Planning Contract
NAAQS	National Ambient Air Quality Standards
NACTO	National Association of City Transportation Officials
NEPAssist	National Environmental Policy Act tool
NHI	National Highway Institute
NHPP	National Highway Performance Program
NRHM	Non-Radioactive Hazardous Materials
NTI	National Transportation Institute
PCC	Port Corpus Christi
PEL	Planned Environmental Linkage
PM	Performance Measure
PPP	Pollution Prevention Partnership
RTA	Corpus Christi Regional Transportation Authority
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users
Section 5307	Urbanized Area Formula Grant
Section 5310	Enhanced Mobility of Seniors & Individuals with Disabilities Grant

ABBREVIATIONS - continue

SH 358	South Padre Island Drive
SIP	State Implementation Plan
SPR	State Planning and Research
STBG	Surface Transportation Block Grant Program
STP	Surface Transportation Program
TA	Transportation Alternatives Program
TAC	Technical Advisory Committee
TAZ	Traffic Analysis Zone
TDM	Travel Demand Model
TEA-21	Transportation Equity Act for the 21st Century
TEMPO	Texas Metropolitan Planning Organizations
TGLO	Texas General Land Office
TIGER	Transportation Investment Generating Economic Recovery
TIP	Transportation Improvement Program
TIRZ	Tax Increment Reinvestment Zone
TMA	Transportation Management Area
TPC	Transportation Policy Committee
TPCO	Tianjin Pip Corporation
TRB	Transportation Research Board
TSM	Transportation System Management
TTI	Texas Transportation Institute
TWG	Technical Work Group
TxDOT-CRP	Texas Department of Transportation - Corpus Christi District
UPWP	Unified Planning Work Program
W3C	World Wide Web Consortium
WCAG 2.0	Website Content Accessibility Guidelines- Version 2.0

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:

- Two-year Unified Planning Work Program (UPWP) for FY 2019-2020
- 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 – transportation management area (TMA). The MPO has maintained a 1-year UPWP for FY 2018 and upheld federal certification of its planning process and has been responsive to preliminary comments received during April, 2017 Federal Certification Review (FCR). (Draft and final FCR comments still outstanding from FHWA). 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 Geographical Information System (GIS) Manager, one Transportation Planner, and one Office Coordinator. Time is allocated to each employee based on an 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 2019 – FY 2020

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		FTA Sect. 5307	Local	Total		
		FY 2019	FY 2020			FY 2019	FY 2020	2-Year
1.1	MPO	\$216,417	\$216,417	\$0	\$0	\$216,417	\$216,417	\$432,834
1.2	MPO	\$9,111	\$9,111	\$0	\$0	\$9,111	\$9,111	\$18,222
1.3	MPO	\$19,989	\$19,989	\$0	\$0	\$19,989	\$19,989	\$39,978
1.4	MPO	\$41,592	\$41,592	\$0	\$0	\$41,592	\$41,592	\$83,184
1.5	MPO	\$26,000	\$26,000	\$0	\$0	\$26,000	\$26,000	\$52,000
1.6	MPO	\$19,382	\$19,382	\$0	\$0	\$19,382	\$19,382	\$38,764
1.7	MPO	\$53,708	\$53,708	\$0	\$0	\$53,708	\$53,708	\$107,416
1.8	MPO	\$15,306	\$15,306	\$0	\$0	\$15,306	\$15,306	\$30,612
TOTAL		\$401,505	\$401,505	\$0	\$0	\$401,505	\$401,505	\$803,010

1 TPF – Includes both FHWA PL-112 as well as 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-CRP. Engaged communication and coordination is maintained with TxDOT-CRP, the RTA, PCC, 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 (\$32,500), office furniture/equipment (\$5,000), 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 2019-2020, 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	Transportation Planning Funds (TPF)		FTA Sect. 5307	Local	Total		
		FY 2019	FY 2020			FY 2019	FY 2020	2-Year
1.1	MPO	\$216,417	\$216,417	\$0	\$0	\$216,417	\$216,417	\$432,834

SUBTASK 1.2 – UNIFIED PLANNING WORK PROGRAM (UPWP) DEVELOPMENT

OBJECTIVE – This subtask provides for the cooperative development of a UPWP for FY 2019-2020 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 2019-2020 UPWP that captures transportation planning tasks
- Periodic amendments as required to reflect planning priorities within the MPO area

PREVIOUS WORK – A compliant FY 2018 UPWP and amendments that satisfy a description of planning activities undertaken. This is a routine work effort.

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	Transportation Planning Funds (TPF)		FTA Sect. 5307	Local	Total		
		FY 2019	FY 2020			\$0	\$0	FY 2019
1.2	MPO	\$9,111	\$9,111	\$0	\$0	\$9,111	\$9,111	\$18,222

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), 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 and reimbursement request
- Final Annual Performance & Expense Report (APER), and Annual Project Listing (APL) is a listing of completed TIP projects) to be submitted to TxDOT in December 2019 and 2020

PREVIOUS WORK – The MPO has generated monthly expenditure reports, final annual billing, APER, and APL for FY 2018. This is a routine work effort.

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	Transportation Planning Funds (TPF)		FTA Sect. 5307	Local	Total		
		FY 2019	FY 2020			FY 2019	FY 2020	2-Year
1.3	MPO	\$19,989	\$19,989	\$0	\$0	\$19,989	\$19,989	\$39,978

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 state and national conferences, seminars, training workshops, workgroups, and webinars through entities including, but not limited to, TxDOT, FHWA, FTA, EPA, Texas Transportation Institute (TTI), Association of Texas MPOs (TEMPO), Association of MPOs (AMPO), American Planning Association (APA), National Association of City Transportation Officials (NACTO), New Partners for Smart Growth, Bike Texas, various supporting educational institutions (NTI, NHI, TRB, universities, etc.) and software suppliers (ESRI, Caliper, etc.).

PREVIOUS WORK – MPO staff attended selected conferences, training workshops, educational courses, numerous webinars, and TxDOT workgroups during FY 2018 for professional development purposes. This is a routine work effort.

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	Transportation Planning Funds (TPF)		FTA Sect. 5307	Local	Total		
		FY 2019	FY 2020			FY 2019	FY 2020	2-Year
1.4	MPO	\$ 41,592	\$ 41,592	\$0	\$0	\$ 41,592	\$ 41,592	\$83,184

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, PCC, municipalities, RTA board and subcommittee 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	Transportation Planning Funds (TPF)		FTA Sect. 5307	Local	Total		
		FY 2019	FY 2020			FY 2019	FY 2020	2-Year
1.5	MPO	\$ 26,000	\$ 26,000	\$0	\$0	\$ 26,000	\$ 26,000	\$52,000

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 the 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	Transportation Planning Funds (TPF)		FTA Sect. 5307	Local	Total		
		FY 2019	FY 2020			FY 2019	FY 2020	2-Year
1.6	MPO	\$ 19,382	\$ 19,382	\$0	\$0	\$ 19,382	\$ 19,382	\$38,764

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 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 Live and Archived 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
- Maintenance of MPO’s contact database in an effort to expedite outreach efforts
- 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 TPC.

PREVIOUS WORK – The MPO’s Public Participation Plan was updated in FY 2018 to comply with FAST Act requirements. Staff overhauled and updated the MPO’s contacts database. MPO staff maintained and 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	Transportation Planning Funds (TPF)		FTA Sect. 5307	Local	Total		
		FY 2019	FY 2020			FY 2019	FY 2020	2-Year
1.7	MPO	\$ 53,708	\$ 53,708	\$0	\$0	\$ 53,708	\$ 53,708	\$107,416

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 Limited English Proficiency (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.
- Continued implementation and refinement of performance metrics to inform project prioritization and assess the functionality of the regional mobility system overall.

PREVIOUS WORK – MPO staff 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. MPO staff, member entities, and regional partners have worked collaboratively to identify Performance Measurement Topics and specific Performance Metrics that will be used to evaluate progress in each of four Goal Areas for metropolitan transportation improvements. This is a routine work effort.

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	Transportation Planning Funds (TPF)		FTA Sect. 5307	Local	Total		
		FY 2019	FY 2020			FY 2019	FY 2020	2-Year
1.8	MPO	\$ 15,306	\$ 15,306	\$0	\$0	\$ 15,306	\$ 15,306	\$30,612

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, bicycle 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 model 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 GIS Database Management
- Subtask 2.2 MPO Hardware and Software Maintenance

FUNDING SUMMARY –

Task 2.0 - FY 2019 – FY 2020

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		FTA Sect. 5307	Local	Total		
		FY 2019	FY 2020			FY 2019	FY 2020	2-Year
2.1	MPO	\$31,308	\$31,308	\$0	\$0	\$31,308	\$31,308	\$62,616
2.2	MPO	\$32,652	\$32,652	\$0	\$0	\$32,652	\$32,652	\$65,304
TOTAL		\$63,960	\$63,960	\$0	\$0	\$63,960	\$63,960	\$127,920

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 geospatial data to partners to facilitate implementation of the Strategic Plan for Active Mobility.
- 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 NEPAassist 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	Transportation Planning Funds (TPF)		FTA Sect. 5307	Local	Total		
		FY 2019	FY 2020			\$0	\$0	FY 2019
2.1	MPO	\$ 31,308	\$ 31,308	\$0	\$0	\$ 31,308	\$ 31,308	\$62,616

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:
 - Replacement ScanDisk Ultra Solid State Hard Drives (or equivalent) for GIS Manger and System Administrator’s Dell 7600 workstations to increase overall speed and performance (\$280)
 - Replacement Cisco SG200 -24-Port Gigabit PoE Switch (or equivalent) to enhance MPO’s network by providing advance features (e.g. Quality of Service) to control network traffic, scaling power usage during periods of reduced network activity, and eliminating the need for some supplemental power connections to other network devices (\$360)
 - 2 bike/pedestrian counters and associated hardware (\$2,270)
 - Sling Studio Hub with battery and camera link to enhance live broadcast of TPC meetings, per state legislative requirements (\$1,500)
 - iPad Pro (or equivalent) to manage video broadcast (\$800)
 - Software:
 - CorelDraw 2017 (\$160)
 - Vegas Movie Studio Suite (\$60)
- Maintain existing license agreements and Web- and cloud-based services, including:
 - Microsoft Exchange Outlook (\$300/yr.)
 - Microsoft Office 365 (\$70/yr.)
 - I-Drive Cloud Backup (\$70/yr.)
 - Survey Monkey (\$360/yr.)

Previous Work – The MPO has maintained a functional and efficient network that supports the administrative, planning, and information dissemination functions of the organization. MPO staff migrated MPO document files to a Dell 530 Server to ensure a functional and efficient network that supports the administrative, planning, and information dissemination functions of the organization. Staff also upgraded the network router to substantially increased reliability in the MPO’s voice over IP telephone system and upgraded the memory of three Lenovo desktops, resulting in significant performance. MPO Staff undertook a comprehensive update of the organizations contacts database using

Microsoft 2016 Access. 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	Transportation Planning Funds (TPF) ¹		FTA Sect. 5307	Local	Total		
		FY 2019	FY 2020			FY 2019	FY 2020	2-Year
2.2	MPO	\$32,652	\$32,652	\$0	\$0	\$32,652	\$32,652	\$65,304

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 2019-2022 TIP
- Implementation of 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 Harbor Bridge Replacement Project
- Collaboration with local partners to collect freight origin/destination data to augment the existing hazardous materials commodity flows dataset
- Technical assistance to regional partners in the interest of sustaining initiatives outlined in the Regional Public Transportation Coordination Plan 2017-2021
- Technical assistance in support of the RTA's Comprehensive Operational Analysis to evaluate operational efficiency in all aspects of RTA operations
- Compilation of traffic count data from various multiple sources to inform the evaluation of the degree of congestion on various segments

PREVIOUS WORK – The MPO has maintained an updated and compliant TIP for FY 2017-2020. The MPO supported 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. The MPO has worked with local partners to continue implementation of 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. The MPO has produced iterative work planning products related to pedestrian mobility to inform decisions among member entities. MPO staff worked with the LEPC and other local partners to complete a supplemental HazMat Commodity Flows study for the MPO's principal freight corridors in order to inform the decision as to whether or not to voluntarily undertake a routing process for Non-radioactive Hazardous Material (NRHM). The MPO has continued to work with local partners to pursue freight origin/destination data to augment the commodity flows dataset. The MPO provided technical support to the City of Corpus Christi in completing a district development plan for North Beach and an integrated transportation network analysis and district development plan for Tax Increment Reinvestment Zone (TIRZ) #3 (downtown Corpus Christi).

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 2019 – FY 2020

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		FTA Sect. 5307	Local	Total		
		FY 2019	FY 2020			FY 2019	FY 2020	2-Year
3.1	MPO	\$25,122	\$25,122	\$0	\$0	\$25,122	\$25,122	\$50,244
3.2	MPO	\$6,979	\$6,979	\$0	\$0	\$6,979	\$6,979	\$13,958
3.3	MPO	\$29,253	\$29,253	\$0	\$0	\$29,253	\$29,253	\$58,506
3.4	MPO	\$6,071	\$6,071	\$0	\$0	\$6,071	\$6,071	\$12,142
3.5	MPO	\$12,299	\$12,299	\$0	\$0	\$12,299	\$12,299	\$24,598
3.6	MPO	\$30,050	\$30,050	\$0	\$0	\$30,050	\$30,050	\$60,100
TOTAL		\$109,774	\$109,774	\$0	\$0	\$109,774	\$109,774	\$219,548

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 2019-2022 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 2019-2022 TIP

PREVIOUS WORK – The MPO has maintained a compliant FY 2017-2020 TIP and developed the FY 2019-2022 TIP. This is a routine work effort.

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	Transportation Planning Funds (TPF)		FTA Sect. 5307	Local	Total		
		FY 2019	FY 2020			FY 2019	FY 2020	2-Year
3.1	MPO	\$ 25,122	\$ 25,122	\$0	\$0	\$ 25,122	\$ 25,122	\$50,244

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 to 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; performed by a consultant using \$240K in Category 7 funds.

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	Transportation Planning Funds (TPF)		FTA Sect. 5307	Local	Total		
		FY 2019	FY 2020			FY 2019	FY 2020	2-Year
3.2	MPO	\$ 6,979	\$ 6,979	\$0	\$0	\$ 6,979	\$ 6,979	\$13,958

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:

- Progress toward creation of a bicycle friendly business accreditation in collaboration with Corpus Christi United Chamber of Commerce
- Creation of various bicycle and pedestrian mobility planning products as part of the Strategic Plan for Active Mobility
- Quarterly updates to online Implementation Status Map depicting build out of the Bicycle Mobility Network
- Initiate Category (CAT) 9 Transportation Alternative Set-aside projects for FY 2019 and 2020
- Reassign CAT 9 FY 2018 Region-wide Bike Blvd Wayfinding Initiative to FY 2019 (per City request) for project completion*
- Strategic Plan for Active Mobility follow-up survey regarding priorities for community cycling programs and supporting infrastructure

FY 2019 & 2020 CAT 9: TA SET-ASIDE PROJECT AWARDS				
	AGENCY	PROJECT NAME	DESCRIPTION	TOTAL PROJECT COST
2019	*City of Corpus Christi	Region-wide Bike Boulevard Wayfinding Initiative	Branding that creates texts/graphics for 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 Corpus Christi	Dr Hector P Garcia Park Hike & Bike Trail: Phase II	Construct & design Hike & Bike Trail	\$589,722
2020	City of Corpus Christi	Schanen Ditch Hike & Bike Trail: Phase IV	Construct & design Hike & Bike Trail	\$338,278

PREVIOUS WORK – The MPO implemented a TAP Call for Projects for FY 2017-2018 and awarded over \$1.2M in funding to 4 individual projects. MPO staff provided technical assistance to local partners with the implementation of the infrastructure, programs, and policies specified in the Strategic Plan for Active Mobility, Phase 1: Bicycle Mobility.

The MPO submitted a collaborative application, which is still under review) for a grant through the TxDOT Traffic Safety Program to fund an Active Mobility Safety Outreach Campaign in FY 2019, including a full time Program coordinator and part-time intern. If funded, this program will include various outreach and education programs ranging from dissemination of bicycle and pedestrian safety literature to hand-on bike safety skills programs. The MPO is leveraging technical assistance and proprietary curriculum content from the Ghisallo Cycling Initiative as well partner staff time as its in-kind, non-federal match.

FY 2017 CAT 9: TAP PROJECT REPORTING				
AGENCY		PROJECT NAME	DESCRIPTION	TOTAL PROJECT COST
2017	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 CAT 9: TAP PROJECT REPORTING				
AGENCY		PROJECT NAME	DESCRIPTION	TOTAL PROJECT COST
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 Dr. at Memorial Parkway to Billy G. Webb	\$342,106

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	Transportation Planning Funds (TPF)		FTA Sect. 5307	Local	Total		
		FY 2019	FY 2020			FY 2019	FY 2020	2-Year
3.3	MPO	\$ 29,253	\$ 29,253	\$0	\$0	\$ 29,253	\$ 29,253	\$58,506

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 Harbor Bridge Replacement Project
- Hosting FHWA and 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 collect freight origin/destination data to augment the existing Hazardous Material Commodity Flow data set in order to inform whether to voluntarily undertake a routing process for non-radioactive hazardous materials (NRHM)
- Continued collaboration with Port Corpus Christi to promote the PCC’s truck queuing project on the Joe Fulton International Trade Corridor as a regional case study within the Texas Innovation Alliance.

PREVIOUS WORK – MPO staff has been working with PCC to pursue freight origins/destinations data to further inform decisions about the merits of a routing process for NRHM for the MPO area. Previous efforts to fund collection of supplemental commodity flows data on the primary industrial corridors in the MPO area included a collaboration with the Nueces County Local Emergency Planning Committee and other partners to pursue a Texas Commission of Environmental Quality grant. The MPO has also been working with PCC to leverage resources within the Texas Innovation Alliance to expand the scope of PCC’s project to address truck queuing on the Joe Fulton International Trade Corridor to include ITS and connected vehicle-ready technology.

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	Transportation Planning Funds (TPF)		FTA Sect. 5307	Local	Total		
		FY 2019	FY 2020			FY 2019	FY 2020	2-Year
3.4	MPO	\$ 6,071	\$ 6,071	\$0	\$0	\$ 6,071	\$ 6,071	\$12,142

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 participate and provide technical support to the region’s coordination effort in an attempt to ensure that plan recommendations are consistent with current needs and resources of rural providers, the RTA, private providers, and the health and human services community. 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 to regional partners in the interest of sustaining initiatives outlined in the Regional Public Transportation Coordination Plan 2017-2021
- Technical assistance in support of the RTA’s Comprehensive Operational Analysis to implement innovative Flex Route services, streamline route alignments, improve travel time, and evaluate operational efficiencies in all aspects of RTA operations to increase ridership levels.
- Continued collaboration with RTA and Texas A&M University - Corpus Christi to promote a collaborative autonomous campus shuttle pilot project as a regional case study within the Texas Innovation Alliance.

PREVIOUS WORK – The MPO maintains active engagement with RTA Operations and Planning departments. The MPO’s remains committed to supporting the Regional Public Transportation Coordination Plan, previously led by the Transportation Coordination Network of the Coastal Bend (TCN). The MPO has also been working to leverage resources within the Texas Innovation Alliance to foster implementation of an autonomous campus shuttle at Texas A&M University - Corpus Christi.

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	Transportation Planning Funds (TPF)		FTA Sect. 5307	Local	Total		
		FY 2019	FY 2020			FY 2019	FY 2020	2-Year
3.5	MPO	\$ 12,299	\$ 12,299	\$0	\$0	\$ 12,299	\$ 12,299	\$24,598

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 (annually) of myriad Performance Metric data—including seven congestion-specific metrics—relating to eight Performance Measurement topics and four regional Goal Areas, per the MPO’s performance-based planning framework, as defined in the CMP. These data, which are acquired from multiple sources, are used to prioritize capital projects and assess the functionality of the regional transportation network, including evaluating the severity of congestion.

PREVIOUS WORK – In FY 2018, the MPO conducted a comprehensive update of its CMP per feedback received from FHWA. Staff acquired data on a full range of performance metrics and evaluated recurring and non-recurring congestion as part of a holistic evaluation of the regional transportation network.

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	Transportation Planning Funds (TPF)		FTA Sect. 5307	Local	Total		
		FY 2019	FY 2020			FY 2019	FY 2020	2-Year
3.6	MPO	\$ 30,050	\$ 30,050	\$0	\$0	\$ 30,050	\$ 30,050	\$60,100

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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.

Per FAST Act requirements, MPO staff, member entities, and regional partners have worked collaboratively to establish a performance-based planning framework, which was first applied to the August, 2017 Amendment of the 2015-2040 MTP and will be the basis for prioritizing projects during the creation of the 2020-2045 MTP in FY 2019. This framework will enable the MPO to evaluate the impact and cumulative progress of projects in terms of system operations, efficiency and community benefit.

Based on regional goals and objectives, congestion management strategies (broadly categorized as demand management, traffic operations, public transportation, and road capacity) are prioritized and subsequently incorporated into the framework to ensure that the efficiency of existing infrastructure is maximized before investments in capacity are considered. This framework includes the collection of data on a suite of performance measures; these performance measures provide the data basis for decision-making.

MODELS OF REGIONAL PLANNING COOPERATION: The MPO works to 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.

LADDERS OF OPPORTUNITY: As part of the transportation planning process, the MPO strives to 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:

- An updated Travel Demand Model (to be delivered by TxDOT) per demographic data collected by the MPO in FY 2018
- Up-to-date and compliant MTP for 2015-2040
- Development of a fiscally reasonable 2020-2045 MTP
- Update of the FY 2019-2028 Ten-Year Plan
- On-going coordination with regional air quality partners to inform reporting about efforts to curb emissions through transportation planning
- Completion of the Strategic Integration (Travel Demand Model) Feasibility Study by a consultant using Category 7 funds (\$460K)

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 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. The MPO also supported initiation by the City of Corpus Christi of a Strategic Integration (Travel Demand Model) 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.

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 FY 2017-2026 Ten-Year Plan

Subtask 4.4 Air Quality Monitoring

FUNDING SUMMARY –

Task 4.0 - FY 2019 – FY 2020

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		FTA Sect. 5307	Local	Total		
		FY 2019	FY 2020			FY 2019	FY 2020	2-Year
4.1	MPO	\$26,625	\$26,625	\$0	\$0	\$26,625	\$26,625	\$53,250
4.2	MPO	\$65,512	\$65,512	\$0	\$0	\$65,512	\$65,512	\$131,024
4.3	MPO	\$10,765	\$10,765	\$0	\$0	\$10,765	\$10,765	\$21,530
4.4	MPO	\$14,115	\$14,115	\$0	\$0	\$14,115	\$14,115	\$28,230
TOTAL		\$117,017	\$117,017	\$0	\$0	\$117,017	\$117,017	\$234,034

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 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 as well coordination with TxDOT in the development of an updated Travel Demand Model.

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

- Various interim data products in support of the planned update of the TDM using the 2012 base year for the forecast year 2045
- Technical support to partners to facilitate effective use of the data generated by the updated model
- Completion of the Strategic Integration (Travel Demand Model) Feasibility Study* to implement Travel Demand Model enhancements to include factors such as dynamic traffic assignment, time-of-day, intersection control, land use, and transit information. *(by a consultant using \$460,000 Category 7 funds).

PREVIOUS WORK – MPO staff completed production of demographic data sets, utilizing Census 2010 data, including population, income, household, and employment data in five year increments; data sets were delivered to TxDOT for use in updating the MPO’s Travel Demand Model to a 2045 forecast year. The completion of demographic data acquisition built upon other tasks that were undertaken to prepare for the model update, including: calibration of 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 provided technical support for the initiation of the City of Corpus Christi’s TDM Study. The MPO supported the initiation of the City of Corpus Christi’s Strategic Integration (Travel Demand Model) Feasibility Study in FY 2017 to implement Travel Demand Model enhancements to include factors such as dynamic traffic assignment, time-of-day, intersection control, land use, and transit information. This is a routine work effort.

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	Transportation Planning Funds (TPF)		FTA Sect. 5307	Local	Total		
		FY 2019	FY 2020			FY 2019	FY 2020	2-Year
4.1	MPO	\$26,625	\$26,625	\$0	\$0	\$26,625	\$26,625	\$53,250

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. Staff will prepare a Fixing America’s Surface Transportation (FAST) Act compliant 2020-2045 MTP. This is an ongoing task for MPO staff.

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

- Develop a fiscally reasonable 2020-2045 MTP
- 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 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 2015-2040 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	Transportation Planning Funds (TPF)		FTA Sect. 5307	Local	Total		
		FY 2019	FY 2020			FY 2019	FY 2020	2-Year
4.2	MPO	\$65,512	\$65,512	\$0	\$0	\$65,512	\$65,512	\$131,024

SUBTASK 4.3 – TEN-YEAR PLAN

OBJECTIVE – Staff will maintain and amend the 10-year Plan as needed to reflect changes in area priorities, scope, accessibility, and funding for roadways and transit projects. The first four years of the plan will satisfy the requirements of the TIP. A cooperative interagency input process is part of the public involvement component of this task. Project recommendation criteria include consideration of:

1. projected improvements to congestion and safety
2. projected effects on economic development opportunities for residents of the region
3. available funding
4. effects on the environment, including air quality
5. socioeconomic effects, including disproportionately high and adverse health or environmental effects on minority or low-income neighborhoods
6. any other factors deemed appropriate by the planning organization

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

- Maintain an up-to-date fiscally reasonable 10-Year Plan for period FY 2019-2028
- Identify opportunities to partner and leverage public resources for projects

PREVIOUS WORK – New task

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	Transportation Planning Funds (TPF)		FTA Sect. 5307	Local	Total		
		FY 2019	FY 2020			FY 2019	FY 2020	2-Year
4.3	MPO	\$10,765	\$10,765	\$0	\$0	\$10,765	\$10,765	\$21,530

SUBTASK 4.4 – 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, 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
- Narrative and data contributions to annual Ozone Advance and other regional reporting documents

PREVIOUS WORK – The MPO staff has participated in the City of Corpus Christi Air Quality Committee and Technical Working Group on Mobile Sources. Staff contributed content to annual regional Ozone Advance report for submittal to EPA. 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, and the MPO Transportation Policy Committee took action by way of resolution requesting the 86th Texas Legislature to reinstate funding for air quality programs in near non-attainment communities, including Corpus Christi. This is a routine work effort.

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	Transportation Planning Funds (TPF)		FTA Sect. 5307	Local	Total		
		FY 2019	FY 2020			FY 2019	FY 2020	2-Year
4.4	MPO	\$14,115	\$14,115	\$0	\$0	\$14,115	\$14,115	\$28,230

VI TASK 5.0 - SPECIAL STUDIES

OBJECTIVE – Special studies are undertaken to enhance the MPO planning process. The MPO anticipates use of consulting services for two projects:

1. Implementation of a collaborative Travel Speed and Delay Pilot with TTI associated with data collection to inform congestion-related performance metrics for use in prioritizing individual capital projects in the 2020-2045 MTP
2. Design of a nature-based shoreline protection feature, funded with a FHWA Resilience and Durability to Extreme Weather Pilot award (\$110,770), which was initiated in FY 2018 and will continue through FY 2024.

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

- **Travel Speed and Delay Pilot:** At the request of TTI, the MPO is participating in a TTI pilot where they are developing a web-based platform to extract travel speed data from the INRIX dataset. There are no consultant costs associated with this collaborative effort with TTI.
- **Resilience and Durability to Extreme Weather Pilot Project:** FHWA grant funds will support design work by a consultant of a nature-based shoreline protection feature that is part of an applied research pilot.

PREVIOUS WORK – In 2018, the MPO worked with the TTI and a private service provider to initiate a Travel Speed and Delay Study to evaluate the transportation system.

The MPO initiated work funded by a FHWA Resiliency and Durability to Extreme Weather grant.

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

Subtask 5.1 Travel Speed and Delay Study

Subtask 5.2 Resilience and Durability to Extreme Weather Pilot Project

FUNDING SUMMARY –

Task 5.0 - FY 2019 – FY 2020

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹		FTA Sect. 5307	Local	Total		
		FY 2019	FY 2020			FY 2019	FY 2020	2-Year
5.1	MPO	\$ 67,024	\$ 0	\$0	\$0	\$ 67,024	\$ 0	\$67,024
5.2	MPO	\$ 66,462	\$ 22,154	\$0	\$0	\$ 66,462	\$ 22,154	\$ 88,616*
TOTAL		\$133,486	\$22,154	\$0	\$0	\$133,486	\$22,154	\$155,640

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.

*Funding for Task 5.2 provided by FHWA Resilience and Durability to Extreme Weather Grant

SUBTASK 5.1 – TRAVEL SPEED AND DELAY PILOT

OBJECTIVE – This task will fund activities (over a period of 24 to 36 months) that capture data for congestion performance metrics; provide feedback and analysis strategies on performance measures useful for tracking performance of the region’s transportation network; and implement preliminary data collections strategies

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

- At the request of TTI, the MPO is participating in a TTI pilot where they are developing a web-based platform to extract travel speed data from the INRIX dataset. There are no consultant costs associated with this collaborative effort with TTI.
- Establish a network that will be used to monitor congestion

PREVIOUS WORK – The MPO worked with TTI, a private service provider, to begin mapping roadways to establish centerlines and record relevant roadway features, including: speed limits, school zone limits, and intersection control information. This study updates the 2003, 2006, and 2010 efforts in order to help elucidate trends in network function.

Data were captured in a geospatial (GIS) format and will have a variety of applications, including calibration and validation of the Travel Demand Model (TDM), signal timing projects, and design of pavement markings.

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	Transportation Planning Funds (TPF)		FTA Sect. 5307	Local	Total		
		FY 2019	FY 2020			FY 2019	FY 2020	2-Year
5.1	MPO	\$67,024	0	\$0	\$0	\$67,024	\$0	\$67,024

SUBTASK 5.2 RESILIENCE AND DURABILITY TO EXTREME WEATHER PILOT PROJECT

OBJECTIVE – FHWA grant funds continue to support design work by a consultant for a nature-based solution to enhance the resiliency to extreme weather of Laguna Shores Road along the western shore of the Laguna Madre.

EXPECTED PRODUCTS – The pilot project is a collaborative effort, wherein MPO’s staff will manage an interdisciplinary team of specialized experts from the academic, environmental, non-profit, municipal, and private sectors to:

- Assess baseline habitat and shoreline conditions
- Identify one or more innovative shoreline protection strategies that integrate engineering and ecological (habitat restoration/living shoreline) techniques
- Construct a pilot shoreline protection project as part of the roadway reconstruction project
- Monitor project effectiveness in terms of habitat development and shoreline condition to evaluate the utility of the pilot technique(s) to enhance the durability of other segments of Laguna Shores Road and other, similarly vulnerable transportation infrastructure.

PREVIOUS WORK – In 2018, The MPO initiated work funded by a FHWA Resilience and Durability to Extreme Weather grant:

- Obligated FHWA funding
- Developed an Advanced Funding Agreement (AFA) between the MPO and TxDOT-CRP for the drawdown of federal funds
- Arranged for a reimbursement process with MPO’s fiscal agent
- Procured a coastal engineering service provider

SUBTASK FUNDING SUMMARY:

Subtask	Responsible Agency	Transportation Planning Funds (TPF)		FTA Sect. 5307	Local	Total		
		FY 2019	FY 2020			FY 2019	FY 2020	2-Year
5.2	MPO	\$ 66,462	\$ 22,154	\$0	\$0	\$ 66,462	\$ 22,154	\$ 88,616*

*Funding for Task 5.2 provided by FHWA Resilience and Durability to Extreme Weather Grant

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VII. BUDGET SUMMARY

Table 1 – CORPUS CHRISTI URBAN TRANSPORTATION STUDY FY 2019 – FY 2020

UPWP Task	Description	Transportation Planning Funds (TPF) ¹		FTA Sect. 5307	Local	2-Year Total
		FY 2019	FY 2020			
1	Administration - Management	\$401,505	\$401,505	\$0	\$0	\$803,010
2	Data Development and Maintenance	\$63,960	\$63,960	\$0	\$0	\$127,920
3	Short Range Planning	\$109,774	\$109,774	\$0	\$0	\$219,548
4	Metropolitan Transportation Plan	\$117,017	\$117,017	\$0	\$0	\$234,034
5	Special Studies	\$133,486	\$22,154	\$0	\$0	\$155,640*
TOTAL:		\$825,742	\$714,410	\$0	\$0	\$1,540,152

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.

*Funding for Task 5.2 provided by FHWA Resilience and Durability to Extreme Weather Grant

Combined Transportation Planning Funds

Source	FY 2019	FY 2020	2-Year Total
FHWA (PL-112) ²	\$522,179	\$522,179	\$1,044,358
FTA Section 5303 (Sect. 8) ²	\$156,925	\$156,925	\$313,850
FHWA Resilience Grant (FY2018)	\$66,462	\$22,154	\$88,616
Estimated Unexpended Carryover ³	\$80,176	\$13,152	\$95,328
TOTAL:	\$825,742	\$714,410	\$1,540,152

² Estimate based on prior years' (FY 2018) authorizations

³ Based on five months of billing in FY 2018

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VIII. APPENDICES

APPENDIX A

Committee Members

Transportation Policy Committee (TPC)

Technical Advisory Committee (TAC)

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

VOTING MEMBERS		
Hon. Terry A. Simpson Chair	County Judge	San Patricio County
Charles Zahn Vice-Chair	Board Chairman	Port Corpus Christi
Hon. Samuel Loyd Neal, Jr.	County Judge	Nueces County
Hon. David R. Krebs	Mayor	City of Portland
Hon. Joe McComb	Mayor	City of Corpus Christi
Edward Martinez	Board Chairman	Corpus Christi Regional Transportation 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		
Brian DeLatte, P.E.*	Assistant City Manager	City of Portland
Chair		
Dr. Raymond Chong, P.E.*	City Traffic Engineer	City of Corpus Christi
Vice-Chair		
Howard Gillespie	County Commissioner Pct. 4	San Patricio County
Juan Pimentel, P.E.	Director of Public Works	Nueces County
David L. Krams, P.E.	Director of Engineering Services	Port of Corpus Christi Authority
Gordon Robinson, PMP*	Director of Planning	Corpus Christi Regional Transportation Authority
Paula Sales-Evans, P.E.	Director Transportation Planning & Development	Texas Department of Transportation Corpus Christi District

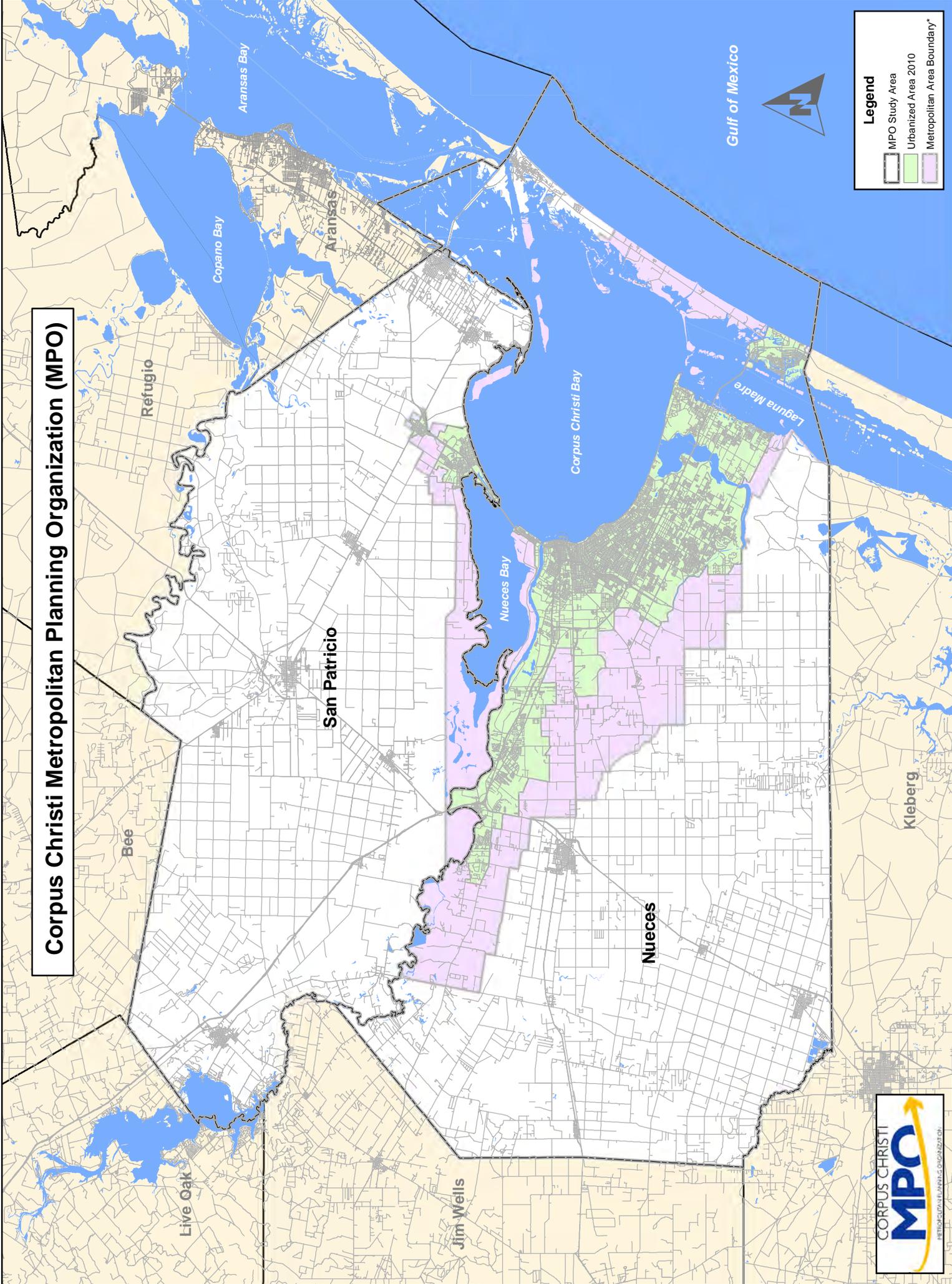
EX-OFFICIO NON-VOTING MEMBERS		
Genevieve E. Bales	Environmental & Transportation Planning Coordinator	Federal Highway Administration – TX Division
Tony Ogboli	Community Planner	Federal Transit Administration Region VI
Lynn Hayes	Community Planner	Federal Transit Administration Region VI
Gretchen Arnold	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)
State Legislators or Member of U.S. Congress		Texas Legislators / U.S. Congress (District included in the MPO Study Area)

* Designated Alternate

APPENDIX B

Metropolitan Area Boundary Map

Corpus Christi Metropolitan Planning Organization (MPO)



Legend

- MPO Study Area
- Urbanized Area 2010
- Metropolitan Area Boundary



*The Corpus Christi Metropolitan Area Boundary (MAB) is the area in which the metropolitan transportation planning process must be carried out, per the Federal Highway Administration. It comprises the cities of Corpus Christi, Portland, and Gregory as well as portions of Nueces and San Patricio Counties.

APPENDIX C

Debarment Certification

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, San Patricio County Judge
Transportation Policy Committee – Chair
Corpus Christi Metropolitan Planning Organization

May 3, 2018

Date

APPENDIX D

Lobbying Certification

**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, San Patricio County Judge
Transportation Policy Committee – Chair
Corpus Christi Metropolitan Planning Organization

May 3, 2018

Date

APPENDIX E

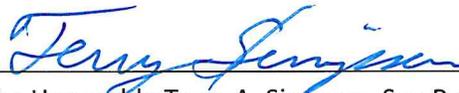
Certification of Compliance

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.

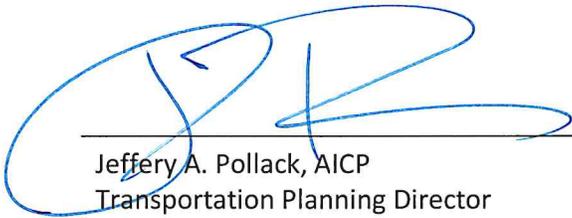
May 3, 2018

Date



The Honorable Terry A. Simpson, San Patricio County Judge
Transportation Policy Committee – Chair
Corpus Christi Metropolitan Planning Organization

Attest:



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

APPENDIX F

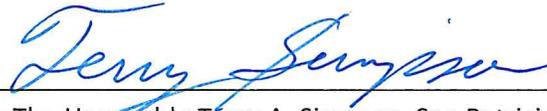
Certification of Internal Ethics and Compliance Program

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 3, 2018

Date



The Honorable Terry A. Simpson, San Patricio County Judge
Transportation Policy Committee – Chair
Corpus Christi Metropolitan Planning Organization

Attest:



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

PUBLIC NOTICE



PUBLIC NOTICE #6

APRIL 2, 2018

The **Corpus Christi Metropolitan Planning Organization (MPO)** is seeking public input on the **DRAFT FY 2019-2020 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 annual funding for the administration and operation of the MPO and supports the work needed to maintain a current and compliant Transportation Improvement Program (TIP), Ten-Year Plan, and Metropolitan Transportation Plan (MTP).

Public input by telephone or in written form is invited through May 3, 2018. Public comment may be offered in person during **Agenda Item 3** at the following public meetings:

Thursday, April 19, 2018, 9:00 am

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

Thursday, May 3, 2018, 2:00 pm*

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

Discussion with possible action to modify or adopt the DRAFT FY 2019-2020 UPWP based on public input may take place at the May 3rd meeting of the Transportation Policy Committee (TPC). (*Date subject to change; notice of TPC meeting is posted on the MPO website: www.corpuschristi-mpo.org).

If you would like this information in Spanish or would like an explanation about the contents of this information, please call us at (361) 884-0687 or contact us by email at ccmpo@cctxmpo.us. We are located at 602 N. Staples Street, Suite 300, Corpus Christi, TX 78401. Copies available upon request.

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 ccmpo@cctxmpo.us. Nuestras oficinas están ubicadas en el 602 N. Staples #300, Corpus Christi, TX 78401. Copias se proveerán a petición.