

FISCAL YEARS 2025 - 2028
**TRANSPORTATION
IMPROVEMENT
PROGRAM**
WITH AMENDMENT 1

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FISCAL YEARS 2025 – 2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) WITH AMENDMENT 1

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I. INTRODUCTION

The projects listed in the Transportation Improvement Program (TIP) are programmed in the most imminent portion of the Metropolitan Transportation Plan (MTP). The TIP is updated every two years cooperatively with local and state transportation entities within the Corpus Christi MPO boundary. Eligibility for any level of federal funding includes listing the project in the MTP and the TIP. Once programmed into the TIP, these projects are incorporated without modification into the Texas State Transportation Improvement Program (STIP).

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

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

The TIP preparation complies with the Statewide Planning Metropolitan Planning Rules jointly issued by the Federal Highway Administration (FHWA) (23 CFR Part 450) and the Federal Transit Administration (FTA) (49 CFR Part 613). This document is a four-year, fiscally constrained short-range transportation improvement program. The TIP development process complies with a comprehensive, cooperative, and continuing (3-C) transportation planning framework for making transportation investment decisions. Ultimately, the Corpus Christi MPO Transportation Policy Committee (TPC) and Texas Governor will approve the plan for federal fiscal years 2025 to 2028 (October 2024 through September 2028).

II. BACKGROUND

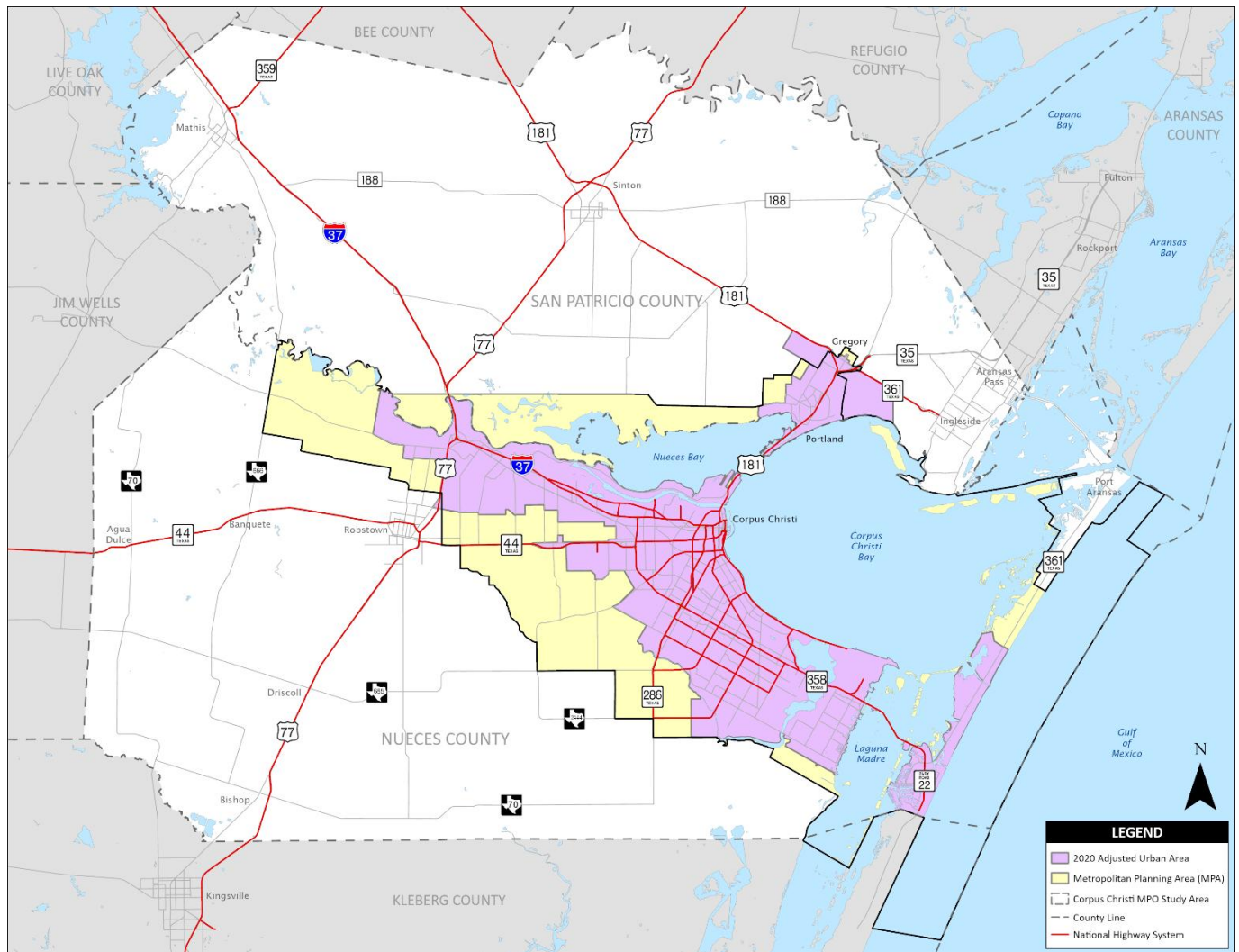
On November 15, 2021, President Biden signed into law P.L. 117-58, the Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL). The IIJA/BIL, which expires on September 30, 2026 has continued much of the planning related content that was included in the Moving Ahead for Progress in the 21st Century Act (MAP-21). Specifically, under Title 23, Part 450, the Code of Federal Regulations (CFR) defines planning and lists the following mechanisms that determine the requirements for transportation planning. The boundaries described below are shown in Exhibit 1, page 2.

Urban Area - Under these regulations, a Metropolitan Transportation Planning Process must be conducted for each US Census defined area of concentrated population containing at least 50,000 persons, as defined by Census 2020 and commonly referred to as the Urban Area. This area includes the City of Gregory, City of Portland, City of Corpus Christi, Nueces County, and San Patricio County. For the Corpus Christi Urban Area, the Corpus Christi MPO is designated by the State of Texas as the MPO responsible for coordinating the effort.

Metropolitan Planning Area - A Metropolitan Planning Area (MPA) includes, at a minimum, the entire Census designated Urban Area plus the contiguous area expected to become urban within a 20-year forecast period of the Long-Range Transportation Plan (LRTP), now known as the Metropolitan Transportation Plan (MTP). The Census Urban Area was updated with information from Census 2020 and adjusted in 2023. The adjusted urban area will be utilized in the development of a new MPA boundary. Until the new MPA is finalized and approved by the Governor of Texas, the current MPA (from 2012) is the boundary within which the TPC selects projects and where Category 2, 4U, 7, 9, and 10 funds can be spent.

Metropolitan Planning Organization - A Metropolitan Planning Organization (MPO) shall be designated for each Urban Area and required to conduct a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process (3-C Process) for its Metropolitan Planning Area (MPA), including the development of a Metropolitan Transportation Plan (MTP) and the mobility needs of people and freight, including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers and foster economic growth and development, and takes into consideration resiliency needs, while minimizing transportation-related fuel consumption and air pollution and encouraging continued development and improvement of metropolitan transportation planning processes guided by the planning factors set forth under Title 23, Part 134(h) and Title 49, Part 5303(h) of the Code of Federal Regulations (CFR).

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



III. ESSENTIAL ELEMENTS

A. Performance-Based Planning

The IIJA/BIL, as with its predecessors, the FAST Act and Moving Ahead for Progress in the 21st Century Act (MAP-21), continues requirements for performance management to ensure the most efficient investment of Federal Transportation Funds. These laws require MPOs, transit agencies and State Departments of Transportation to invest their federal resources in projects that best achieve individual targets and collectively make progress toward achieving the national goals. As a starting point, state DOT's and MPOs must establish a benchmark,

estimate the benefit from projects and policies, and then measure the actual outcome after implementation. Monitoring these performance measures increases transparency and assists MPOs and DOTs in setting goals, adjusting priorities, allocating resources, and developing policy.

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

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

Federal Law (§ 450.306) requires metropolitan planning organizations to develop long-range transportation plans and TIPs through a performance-driven, outcome-based approach that implements projects, strategies, and services that:

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase accessibility and mobility of people and freight;
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient system management and operation;
- (8) Emphasize the preservation of the existing transportation system;
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (10) Enhance travel and tourism.

The general purposes (49 USC 5301(c)) of the process that MPOs use to determine investment of federal funds are:

- (1) provide funding to support public transportation;
- (2) improve the development and delivery of capital projects;
- (3) establish standards for the state of good repair of public transportation infrastructure and vehicles;
- (4) promote continuing, cooperative, and comprehensive planning that improves the performance of the transportation network;
- (5) establish a technical assistance program to assist recipients under this chapter to more effectively and efficiently provide public transportation service;
- (6) continue Federal support for public transportation providers to deliver high quality service to all users, including individuals with disabilities, seniors, and individuals who depend on public transportation;
- (7) support research, development, demonstration, and deployment projects dedicated to assisting in the delivery of efficient and effective public transportation service; and
- (8) promote the development of the public transportation workforce

The seven national goals (23 USC 150(b)) that investment of federal funds must make progress toward are:

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

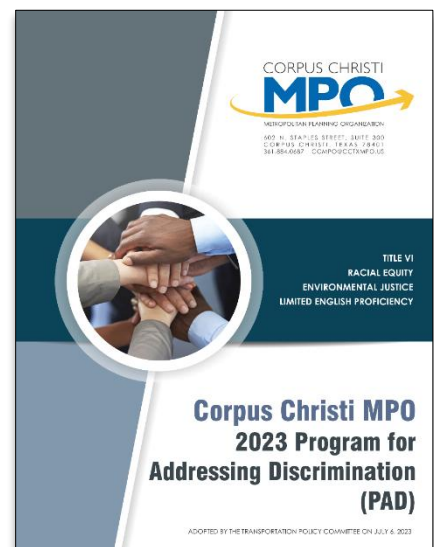
Section V describes the specifics of the performance analyses in the Corpus Christi MPO. The Corpus Christi MPO has supported the performance targets set by TxDOT for each required Performance Measure issued by the FTA and FHWA. Additionally, the Corpus Christi MPO supports the planning efforts by the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

B. Program for Addressing Discrimination

As federally funded agencies, MPOs are responsible for providing information on nondiscrimination requirements to local public officials and reporting these requirements within their local communities. On September 7, 2023 the Corpus Christi MPO Transportation Policy Committee adopted Resolution 23-07 describing how the agency addresses several federal requirements, including: Title VI, Executive Orders 12898 on Environmental Justice, Executive Order 13166 on Limited English Proficiency (LEP), and Executive Order 13985 on Advancing Racial Equity. This nondiscrimination Program, when paired with the Public Participation Plan (PPP) adopted on July 1, 2021, describes the measures Corpus Christi MPO uses to encourage and utilize participation by disadvantaged communities and addresses how to avoid continuing the disparate outcomes that resulted from previous laws and public policies and denied equitable outcomes to individuals and communities.

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

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



discrimination may file a complaint of discrimination (see Procedures & Forms - https://www.corpuschristi-mpo.org/02_about_titlevi.html).

C. Justice40 Initiative

On January 27, 2021, President Biden signed Executive Order (EO) 14008, “Tackling the Climate Crisis at Home and Abroad” which created a government wide “Justice40 Initiative” that aims to deliver 40 percent of the overall benefits of relevant federal investments to disadvantaged communities. Through the implementation of this Administration priority, the Department of Transportation will develop a methodology to identify disadvantaged communities and benefits for Justice40-covered programs, consistent with guidance from the Office of Management and Budget (OMB) and relevant statutory authorities. The Corpus Christi MPO staff will use this methodology to evaluate the projects for conformity to the requirements. These analytics will determine if there is a “mismatch” between who benefits, who pays, and who must tolerate the worst effects as well as making sure that protected populations receive benefits that are as timely and of the same magnitude as the general population. Exhibits 2 through 6 are examples of the types of population groups that are included in the analyses.

Exhibit 2, page 6, Map of the Minority Population by Block Group, depicts the locations where higher concentrations of non-white peoples reside in relation to the locations of funded transportation projects. While the negative impacts of transportation projects are local in nature, the benefits of these projects accrue to areas beyond the project limits. The benefits of transportation projects are also highly correlated with areas of employment, which are not shown in these exhibits.

Exhibit 3, page 7, Map of the Low-Income Population by Block Group, depicts the locations where higher concentrations of low-income families reside in relation to the locations of funded transportation projects. Income greatly influences mode of travel, with many families being considered “transit-dependent”. This means that a household has more workers than personal vehicles. There are 11,723 households in the 2-county area that do not have a vehicle at all, including 10,109 households in Nueces County. Low income is defined as the percent of a block group’s population in households where the household income is less than or equal to 1.5 times the federal “poverty level”.

Exhibit 4, page 8, Map of the Limited English Proficiency Population by Block Group, depicts the locations where higher concentrations of families who do not speak English as their primary language, AND who have a limited ability to read, speak, write, or understand English. The concentrations are compared against the locations of funded transportation projects.

Exhibit 2. Map of the Minority Population by Block Group

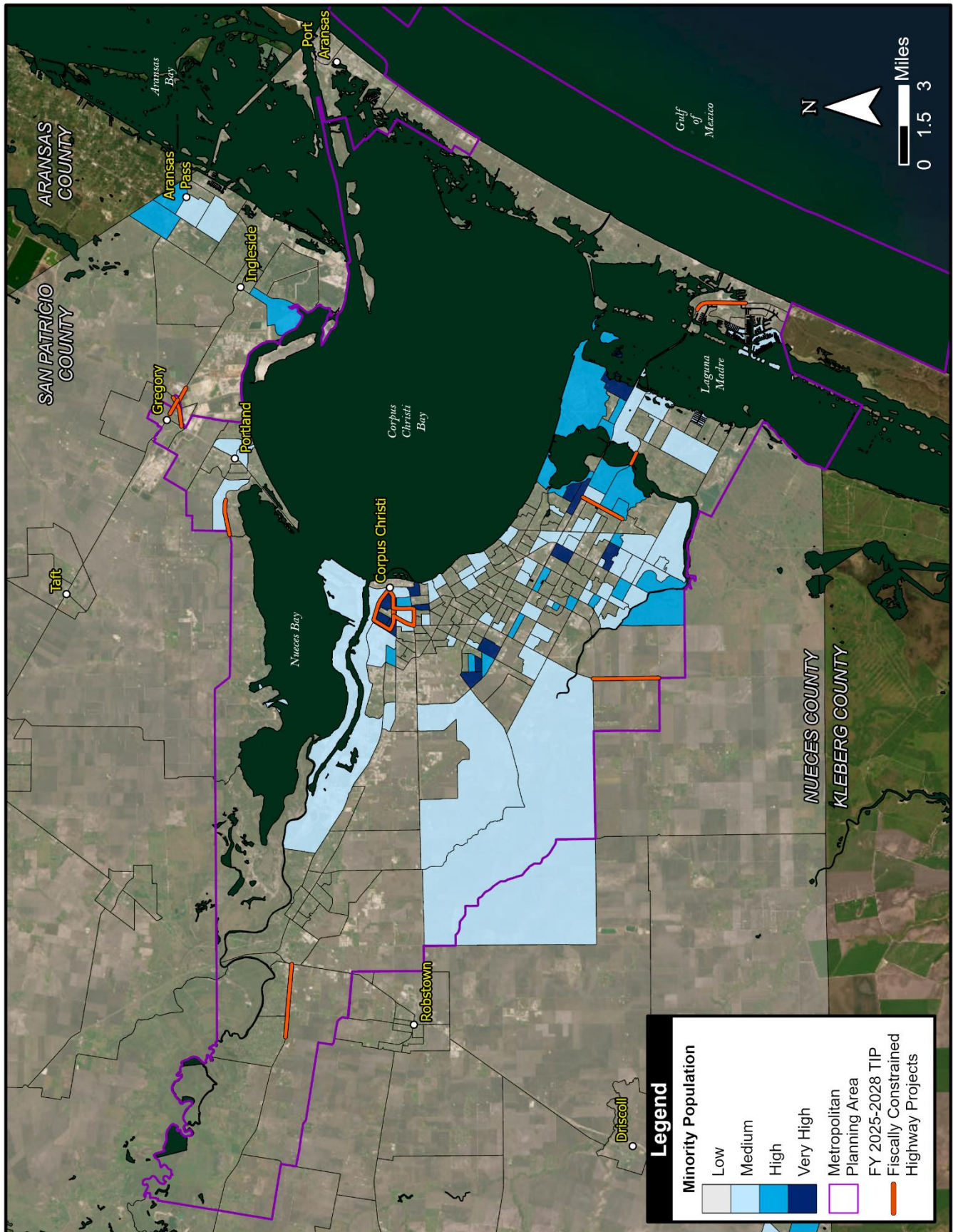


Exhibit 3. Map of the Low-Income Population by Block Group

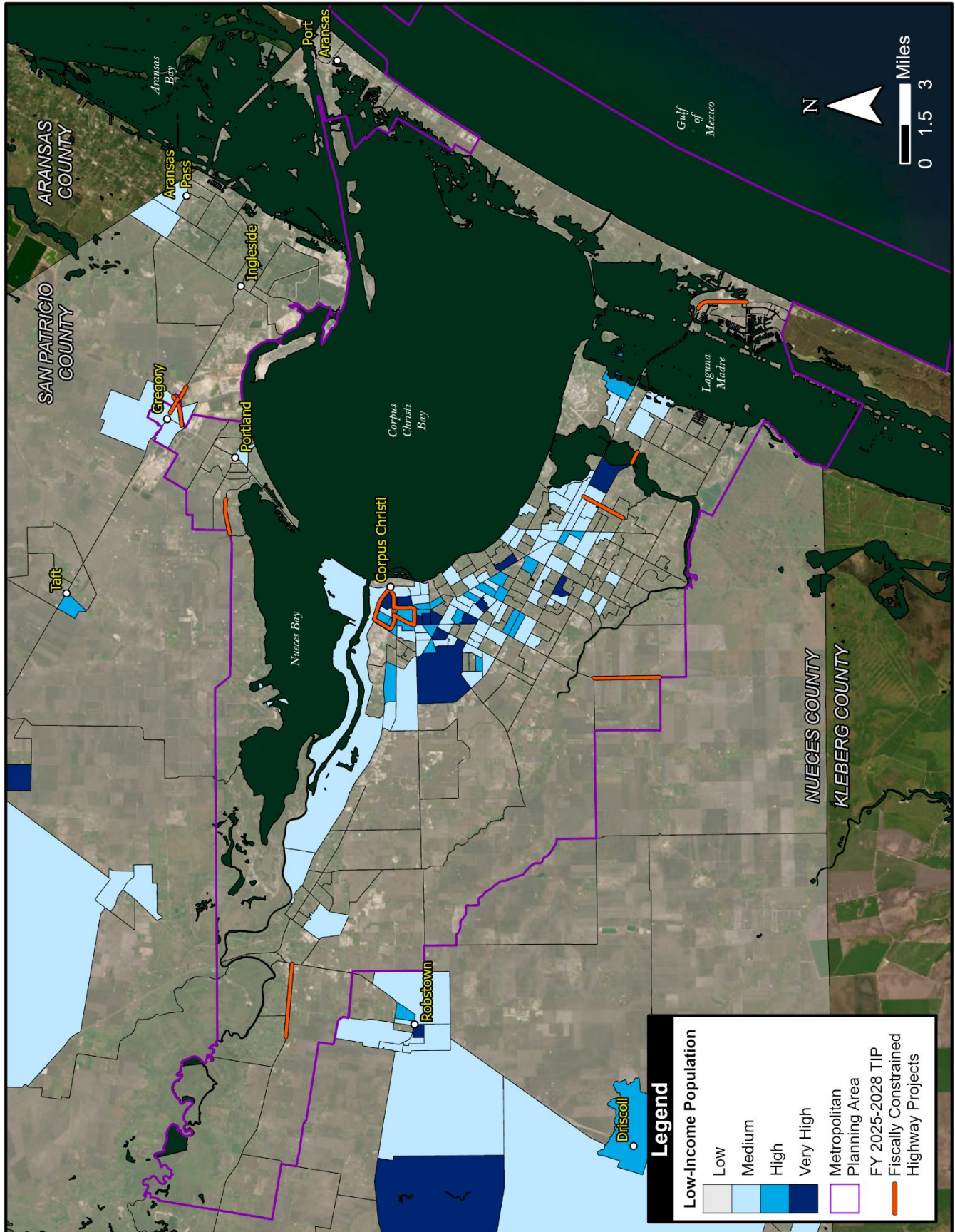
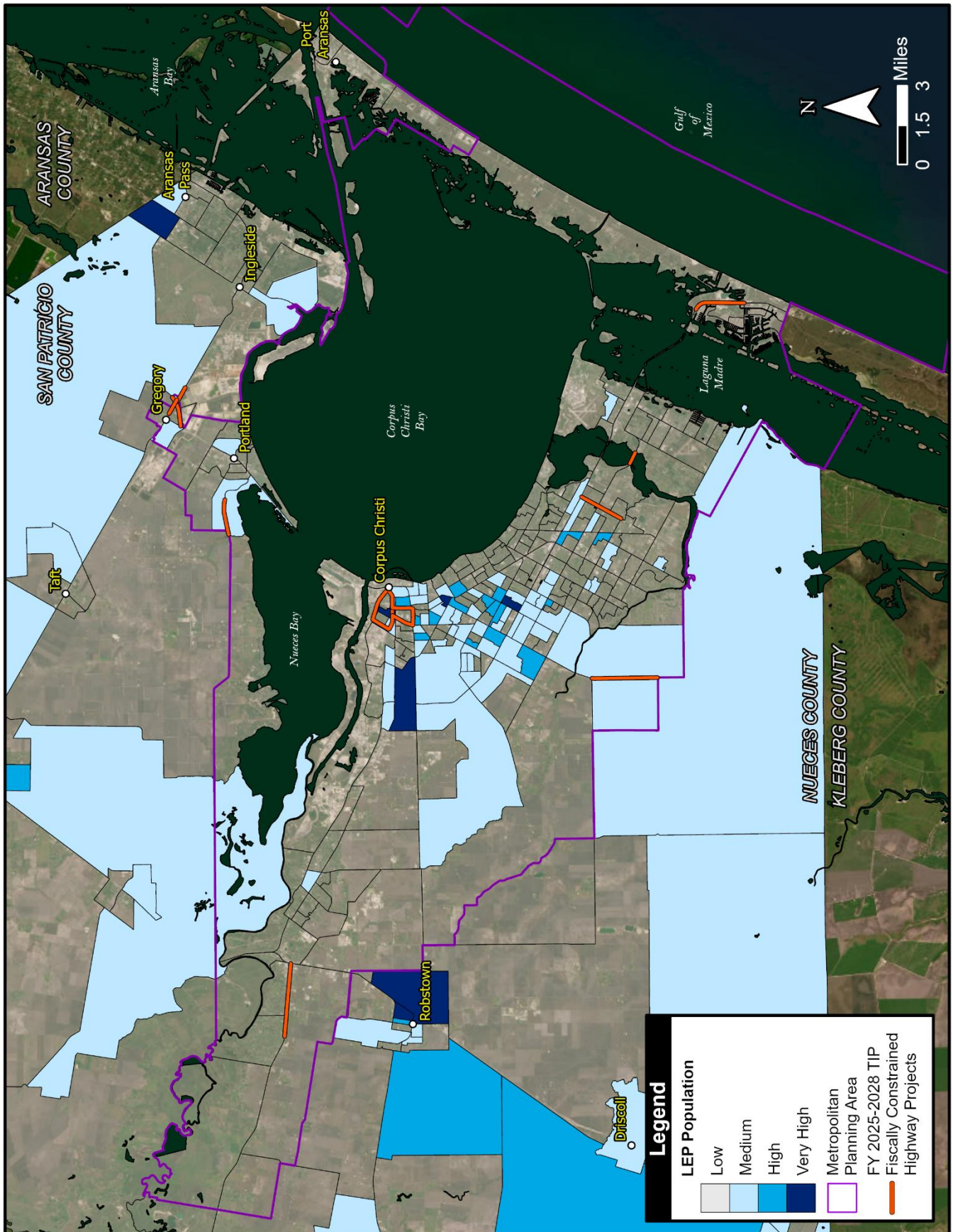


Exhibit 4. Map of the Limited English Proficiency Population by Block Group



D. Engaging Public Participation

The Corpus Christi MPO Public Participation Plan (PPP), adopted July 1, 2021, is compliant with 23 CFR 450.316 and FHWA guidelines; requiring MPOs to develop and use a documented Public Participation Plan (PPP). This adopted PPP defines the processes that the Corpus Christi MPO will use to provide any interested or potentially impacted citizens, public agencies, representatives of public transportation, freight shippers, private providers of transportation, users of public transportation, users of pedestrian walkways and bicycle transportation facilities, the disabled, and all other interested parties with reasonable opportunities to participate in the metropolitan transportation planning and programming processes. The PPP, taken in conjunction with the adopted Program Addressing Discrimination (PAD) that was also adopted July 1, 2021, meets the standard for public participation in a transportation planning process for the principles of Environmental Justice and Title VI of the Civil Rights (Title VI) Act of 1964. The transportation planning process provides early and proactive public involvement by citizens and identifies the outreach and involvement activities for the 2050 Metropolitan Transportation Planning process and to the Transportation Improvement Program beginning July 1, 2021 and ending September 30, 2025. The policies put forth in this document are:

1. The Corpus Christi MPO shall actively engage the public in the transportation planning process according to State and Federal law and the policies outlined in this plan.
2. The Corpus Christi MPO shall keep the public informed of ongoing transportation-related activities on a continuous basis.
3. The Corpus Christi MPO shall encourage the involvement of all area citizens in the transportation planning process.
4. The Corpus Christi MPO shall strive to continuously improve public participation.
5. The Corpus Christi MPO as a recipient of federal assistance and under Title VI of the Civil Rights Act of 1964, shall ensure that no person, on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the Corpus Christi MPO to its sub-recipients (i.e., contractors, consultants, local governments, colleges, universities, etc.). All programs funded in whole or in part from federal financial assistance are subject to Title requirements.

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

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

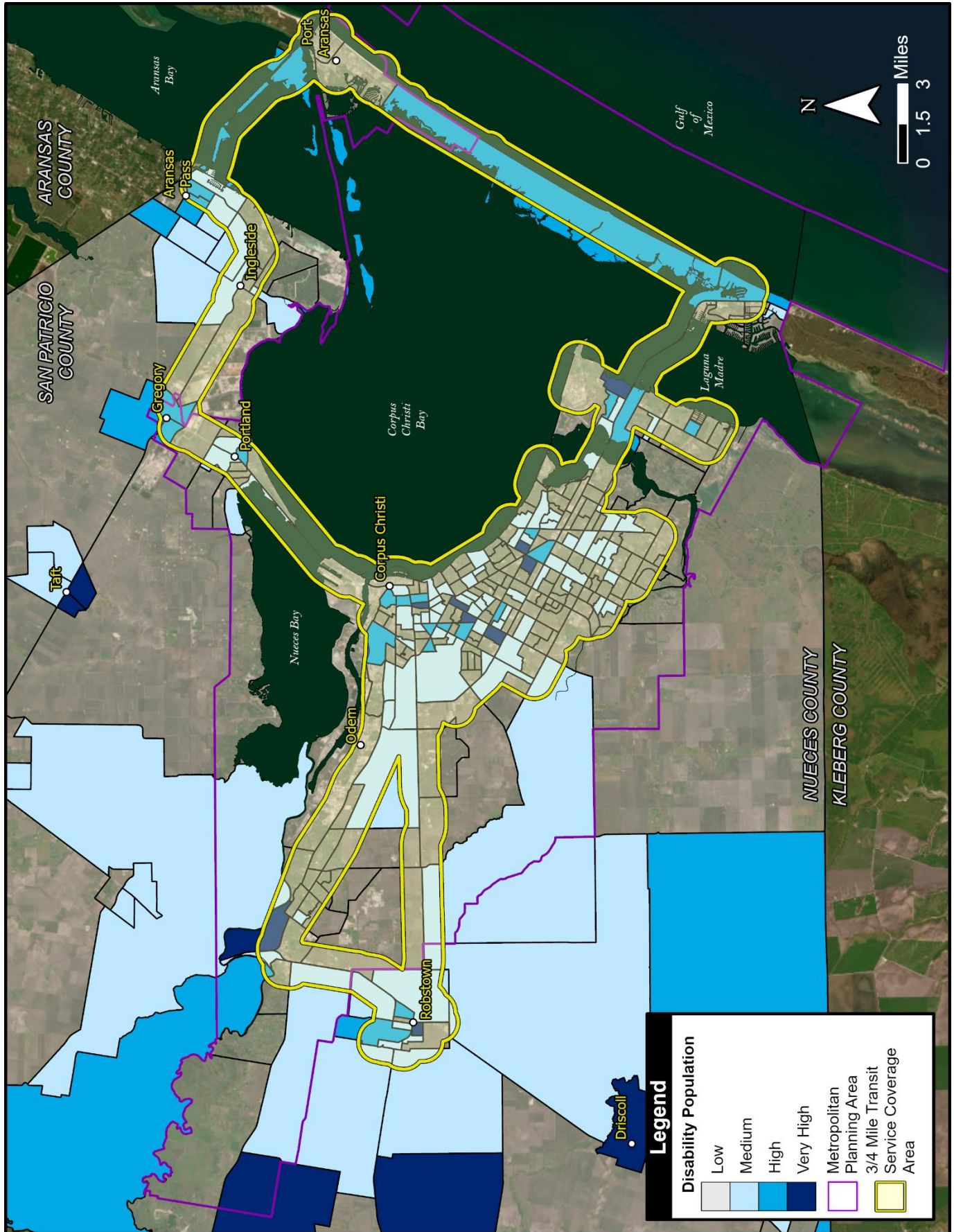
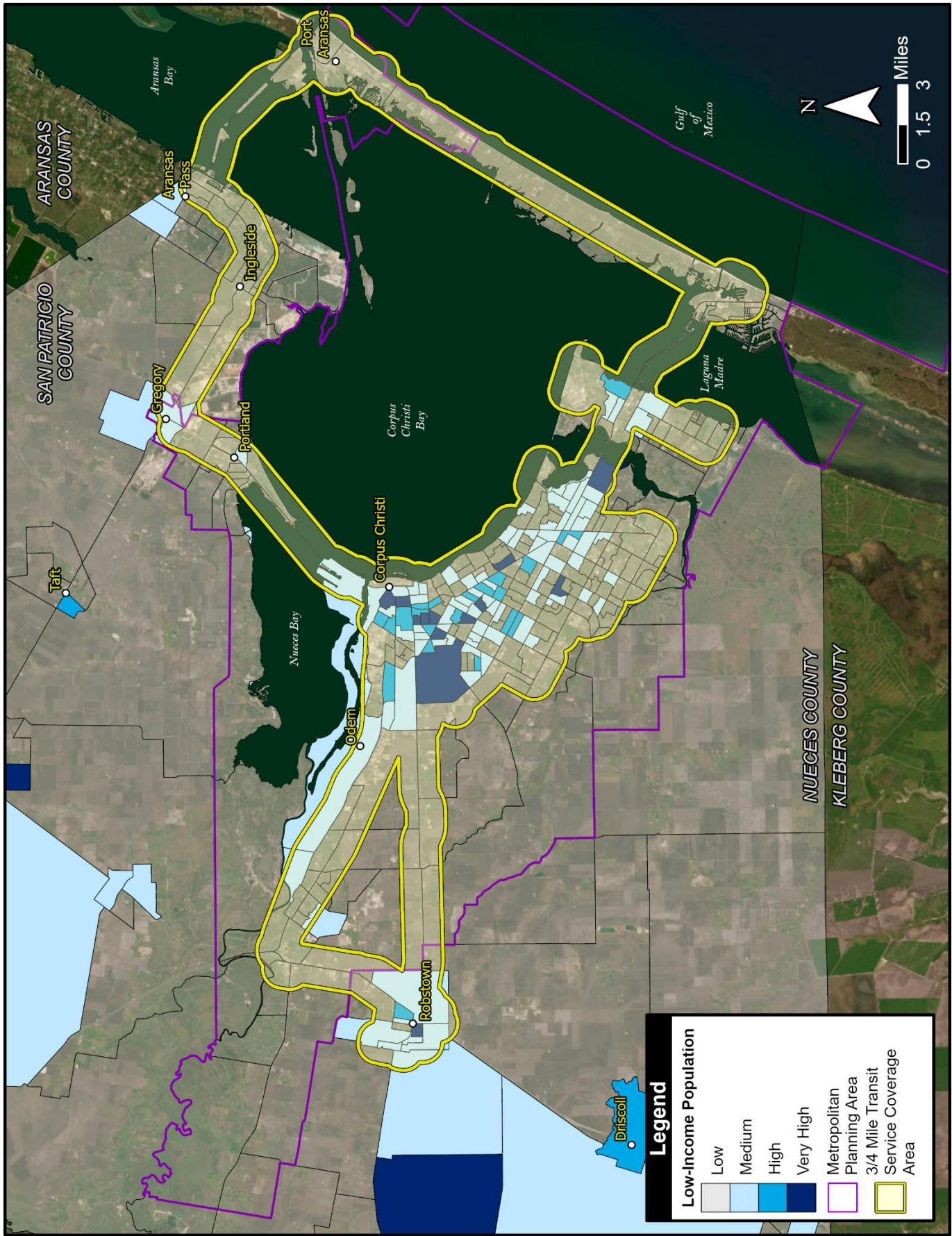


Exhibit 6: Map of Transit Service Coverage Area and Low-Income Populations



E. Congestion Management Process

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

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

The following projects were identified on the congestion management corridors and programmed into the Corpus Christi MPO's FY 2025-2028 Transportation Improvement Program (TIP):

Project ID	Project Name	Description	From Limit	To Limit
MPO-05	SH 286 (Crosstown)	Extend 4-lane divided freeway by constructing main lanes, overpasses, and frontage roads	FM 43 (Weber Road)	South of FM 2444 (Staples Street)
MPO-016	Park Road 22	Corridor upgrade for pedestrian and access management. The proposed project would consist of three precast concrete arch spans. The center span would be 46 feet wide and cross the canal. The other two spans, 36 feet wide, would be on either side of the 46-foot span and provide a boardwalk for pedestrians to cross under the roadway. The canal would be approximately 42 feet wide and would include articulated concrete matting to prevent erosion. Sheet pile retaining walls would be employed in the design and the support structures under the water line would be armored to protect the concrete from the water. The vertical profile of PR 22 would be raised approximately 12 feet to span the proposed canal to allow for boats and pedestrian traffic. An estimate of the maximum depth for the excavation of the canal within the TxDOT PR 22 right-of-way is approximately 8 feet from the existing roadway elevation with the maximum depth for the bridge structure pilings at -65 feet. The majority of the dredging required for the proposed canal would be done mechanically, with some hydraulic dredging required in Lake Padre outside of the TxDOT ROW.	Commodores Drive	Whitecap Boulevard
MPO-018	SH 35	Upgrade/add direct connectors	FM 3284	0.23 miles North of SH 361

Project ID	Project Name	Description	From Limit	To Limit
MPO-033	FM 624 (Northwest Boulevard)	Upgrade from 4-lane roadway to 6-lane roadway including raised medians	CR 69	FM 73
MPO-080	SH 357 (Rodd Field)	Implementation of Traffic Safety and Operational Improvements. Construct raised medians and upgrade sidewalks.	SH 357 (Saratoga Boulevard)	SH 358 (SPID)

F. Resiliency and Reliability of the Transportation System

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

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

Corpus Christi MPO staff has also led collaborative proposals in response to multiple FHWA solicitations related to resilience and adaptation. The Corpus Christi MPO was successfully awarded a grant from the FHWA Resilience and Durability to Extreme Weather Pilot Program. The project addressed Laguna Shores Road which runs along the western shoreline of the Laguna Madre between SH 358 & Barney M. Davis Energy Center.

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

G. Environmental Protection

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

1. Addressing Stormwater Quality

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

2. Addressing Wetlands and Habitats

Transportation planning examines the complex interactions among social, economic, environmental, and political factors. Additionally, it identifies tradeoffs, especially when different stakeholder groups have conflicting interests. The Corpus Christi MPO uses an 8-step collaborative mitigation planning process described in the Corpus Christi MPO's document **Avoid, Minimize, Compensate: Infrastructure Mitigation Policy**, found as Appendix O of the 2020-2045 MTP. This Policy, when used in conjunction with the Corpus Christi MPO's document **Protecting Tomorrow: The Roles of Private For-Profit and Nonprofit**

Organizations in Mitigating Resource Impacts of Infrastructure Projects, found as Appendix P identifies and adapts to conditions based on modeling, monitoring, and other research and analysis efforts. The Corpus Christi MPO's **Mitigation Planning Protocol** is presented in Appendix Q. A consistent desire of these is to add value to other agencies' planning and mitigation efforts and reinforce their effectiveness. One such planning and mitigation effort is described by the Texas Parks and Wildlife Department (TPWD) in their Texas Conservation Action Plan (TCAP) Gulf Coast Prairies and Marshes Ecoregion Handbook. It includes a list of concerns from previous dealings with transportation agencies, including MPOs, along with a list of potential actions that could yield mutual benefit. The concerns listed in the TCAP include:

- Texas Department of Transportation coordinates with TPWD regarding potential natural resources impacts to listed species. However, during construction and mitigation there is little accommodation for sensitive habitats unless those features are federally protected. State-listed species habitats, Species of Greatest Conservation Need (SGCN), rare communities and the habitats on which they rely are for the most part unprotected. The transportation improvements proposed under regional upgrades of existing facilities and new construction may create barriers to fish and wildlife resources' daily and seasonal movements through armored culverts and concrete drainage ways, vectors and opportunities for non-native species invasions, water quality impacts through stormwater runoff, loss of non-jurisdictional wetlands, and import riparian, bottomland, prairie, and savanna habitats that are not protected under regulation. In addition to these larger facilities, local connection transportation projects may also contribute to the same kinds of losses and may require even less coordination regarding environmental impacts from planning to implementation if no federal money is used.
- Mitigation for these large primary and smaller connector projects typically does not replace ecological function where it is lost. Non-native invasive grasses are used in reclamation, non-native trees are planted in sites where prairie is the desired ecological condition, and riparian areas are allowed to recolonize without direct restoration to prevent invasive species.

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

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

“stepping-stone” prairie and riparian area connectivity, but sites should be large enough to function sustainably. Mitigation banking could be another type of landowner incentive.

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

H. Economic Development

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

1. Travel and Tourism

The Coastal Bend area, of which the Corpus Christi MPO is a part, boasts beautiful beaches and myriad natural waterways, which offer a tremendous range of attractions for nature-based tourism. Tourism is the region's third largest industry. In 2019, more than 11 million people traveled to the region. Tourism generates \$1.3 billion for the community each year, according to the Corpus Christi Convention & Visitors Bureau (CVB). The member entities in the Corpus Christi MPO recognize the importance of the regional mobility network in supporting tourism as a cornerstone of the regional economy.

The Corpus Christi MPO's work in planning for active mobility is motivated, in part, by an interest in expanding bicycle and pedestrian mobility options to complement the outdoor recreation opportunities that attract tourists to the region. The Corpus Christi MPO routinely coordinates with staff from the Corpus Christi Convention and Visitors Bureau and Corpus Christi United Chamber of Commerce, both of which have documented unmet demand for bicycle-based tourism in our region.

Visitation data confirms that the Coastal Bend is a primary driving destination for visitors from around the state. Several ongoing and upcoming Corpus Christi MPO projects on key corridors on the state highway system (e.g. SH 358, I-37, US 181) will facilitate access to the region from other parts of the state and will facilitate mobility within the Corpus Christi MPO once visitors arrive. The Corpus Christi MPO recently prioritized and included in the fiscally constrained project list an Access Management Study of PR 22 on Padre Island and is funding (as part of the FY 2023-2026 TIP) a feasibility study of the PR 22/SH 361 intersection at the nexus between Padre and Mustang Islands, which becomes more congested during peak tourism seasons. This effort will identify the appropriate treatments to enhance mobility and safety for visitors and residents who are enroute to destinations on Mustang Island. Likewise, this feasibility study will inform design of the upgrade of SH 361 along Mustang Island, which is a critical connection to key tourist destinations and is a critical evacuation route for island visitors and residents under extreme weather conditions.

IV. TIP FINANCIAL PLAN

The Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL) continues the requirement stated in (23 CFR Part 450.326(j)), that the Transportation Improvement Program (TIP):

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

The TIP Financial Plan is also required to document, under 23 CFR §450.326(j), the ability of the Corpus Christi MPO jurisdictions to fund any new projects while also continuing to fund necessary operations and maintenance (O&M) of the existing transportation system. The federal definition means that all roads classified as Local Collector and higher (not residential streets) must have local funds available to “adequately” operate and

maintain these non-state (TxDOT) roads. The Corpus Christi MPO TPC must include, in the TIP, assurances that there are sufficient revenues available to municipalities and counties to adequately operate and maintain both highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53) that can achieve the adopted performance goals.

Demonstrating financial constraint of the TIP first requires determining the amount of funds that can be reasonably expected to come to the Corpus Christi MPO, by type and by year, for each potential source. The funding allocations for each fiscal year were taken from the TxDOT apportionments outlined in the 2025 Unified Transportation Program (UTP). Programming these federal/state funds to projects is guided by the performance measures approved during the long-range planning process.

The financial plan of this FY 2025-2028 TIP was developed by the Corpus Christi MPO in cooperation with the Texas Department of Transportation (TxDOT), and the Corpus Christi Regional Transportation Authority (CCRTA). The CCRTA provided recent FTA apportionments and reasonably anticipated discretionary allocations. Local government entities provided preliminary draft budget estimates for FY 2025 and the Corpus Christi MPO helped develop a reasonable forecast through year FY 2028. Each funding program is financially balanced against available funds for FY 2025, FY 2026, FY 2027, and FY 2028; shown in Table 1 and 2, pages 17-18.

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

This TIP takes effect at the beginning of Federal Fiscal Year 2025, which begins on October 1, 2024.

A. Transportation Funding Forecast Uncertainty

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

- A recession in a normal economic cycle occurs after a period of maximum growth, and the economy “corrects” itself by contracting. The possible recession in the next few years has some similar characteristics to a typical one. The US has seen a record-long expansion that began in 2009.
- Gasoline tax, fuel tax, and registration fee revenues are related to employment, population, and income growth. The future direction of measures will largely determine whether there are increases or decreases in revenues.
- Traditionally, SUVs and light-duty trucks have been the fastest growing segment of the vehicle fleet. These vehicle types have below-average fuel economy, thus increasing gasoline tax revenues. Currently, hybrid and electric vehicles are attaining a market presence, and automobile manufacturers are developing models across categories (including SUVs) that will lead to fuel displacement and long-term decreases in gasoline tax revenues that are not included in these forecasts.
- Inflation forecasting has inherent risk. The costs of the needs identified in the plan are assumed to include inflation through 2028. Should inflation continue at its current level of change, there will be corresponding changes to funding needs.

B. Revenue Projections

The following exhibits and text describe all reasonably available funding for transportation projects in the Corpus Christi MPO region over the FY 2025-2028 time period. These collective revenues will allow implementation of the fiscally- constrained project list identified in this TIP. There is an estimated \$509 million of available funding for all modes of transportation by our regional partners that were part of the development of the FY 2025-2028 TIP.

FY 2025 – 2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) WITH AMENDMENT 1

Tables 1 and 2, below, depict the state and federal highway funds that are reasonably available for use within the Corpus Christi urban area for the FY 2025-2028 time period.

Table 1. Category Funding for the Corpus Christi MPO FY 2025-2028 Transportation Improvement Program

Funding Category	Statewide	TxDOT CRP District		Corpus Christi MPO		
	2025 UTP Funding Authorizations	2025 UTP Funding	25-Yr Projected Funding	10-Yr Funding	25-Yr MTP Projected Funding	FY 2025-2028 TIP
1. Preventive Maintenance and Rehabilitation	\$ 18,667,880,000	\$ 684,683,940	\$ 1,542,200,000	\$ 0	\$ 0	\$ 329,389,936 (CRP total)
2. Metro and Urban Area Corridor Projects	\$ 11,487,980,409	\$ 132,693,989	\$ 0	\$ 132,693,989	\$ 377,475,000	\$ 71,260,979
3. Non-Traditionally Funded Transportation Projects	\$ TBD	\$ TBD	\$ TBD	\$ TBD	\$ TBD	\$ TBD
4. Statewide Urban Connectivity	\$ 8,748,686,475	\$ 101,053,278	\$ TBD	\$ 101,053,278	\$ 165,000,000	\$ 51,967,316
4. Statewide Regional Connectivity Corridor	\$ 11,318,177,679	\$ TBD				
5. Congestion Mitigation and Air Quality Improvement (CMAQ)	\$ 2,322,790,000	-	-	-	-	-
6. Structures Replacement and Rehabilitation (Bridges)	\$ 4,681,612,746	\$ TBD	-	-	-	\$ TBD
7. Metropolitan Mobility and Rehabilitation	\$ 6,041,345,275	-	-	\$ 110,920,569	\$ 222,200,000	\$ 44,840,277
8. Safety	\$ 3,747,421,009	-	-	-	-	-
9. Transportation Alternatives (Set-Aside) (Incl. State Awards for CAT 9)	\$ 1,769,509,408	-	-	\$ 12,895,674	\$ 14,500,000	\$ 5,207,894
10. Supplemental Transportation Projects (Includes NEVI)	\$ 1,534,275,585	-	-	-	-	\$ 1,202,800
10. Supplemental Carbon Reduction	\$ 1,077,417,167			\$ 12,411,911		\$ 4,939,200
11. District Discretionary Funding	\$ 2,240,000,000	\$ 45,723,943	\$94,125,000	-	-	\$ TBD
11. Safety Funding	\$ 1,191,932,030	\$ 35,669,950				\$ TBD
11. District Energy Sector Funding	\$ 2,714,115,000	\$ 137,926,107				
12. Strategic Priority	\$ 20,025,958,943	\$ TBD		\$ TBD		\$ TBD
TOTAL	\$ 97,569,101,726	\$ 1,137,751,207	\$ 1,636,325,000	\$ 369,975,421	\$ 779,175,000	\$ 508,808,402

Table 2. Statewide Funding Levels TxDOT 2025 Unified Transportation Program (UTP) (10-Yr)

Funding Category	2025 UTP Statewide Funding Authorizations
1. Preventive Maintenance and Rehabilitation	\$ 18,667,880,000
2. Metro and Urban Area Corridor Projects	\$ 11,487,980,409
3. Non-Traditionally Funded Transportation Projects	\$ TBD
4. Statewide Urban Connectivity	\$ 8,748,686,475
4. Statewide Regional Connectivity Corridor	\$ 11,318,177,679
5. Congestion Mitigation and Air Quality Improvement (CMAQ)	\$ 2,322,790,000
6. Structures Replacement and Rehabilitation (Bridges)	\$ 4,681,612,746
7. Metropolitan Mobility and Rehabilitation	\$ 6,041,345,275
8. Safety	\$ 3,747,421,009
9. Transportation Alternatives (Set-Aside)	\$ 1,769,509,408
10. Supplemental Transportation Projects (includes NEVI funds)	\$ 1,534,275,585
10. Supplemental Carbon Reduction	\$ 1,077,417,167
11. District Discretionary Funding	\$ 2,240,000,000
11. Safety Funding	\$ 1,191,932,030
11. District Energy Sector Funding	\$ 2,714,115,000
12. Strategic Priority	\$ 20,025,958,943
TOTAL UTP STATEWIDE FUNDING CATEGORIES 1-12	\$ 97,569,101,726

Table 3. Corpus Christi Regional Transportation Authority (CCRTA) Projected FY 2023-2028 Financial Plan

SOURCES OF FUNDS:	Actual 2022	2023 Projected	FORECAST			
			2024	2025	2026	2027
SOURCES OF FUNDS						
<u>Operating Revenues</u>						
Fare Box Revenue	\$ 991,329	\$ 1,059,083	\$ 1,105,459	\$ 1,150,184	\$ 1,197,499	\$ 1,247,509
Bus Advertising	176,907	213,251	213,251	213,251	213,251	213,251
Other Income	491,329	312,336	352,544	352,544	352,544	352,544
Total Operating Revenues	1,659,565	1,584,670	1,671,254	1,715,979	1,763,294	1,813,304
<u>Non-Operating Revenues</u>						
Sales Tax Revenue	38,482,167	\$ 33,912,489	35,456,113	37,509,003	40,134,633	42,141,365
Staples Street Center	445,436	487,686	488,886	493,434	499,568	505,764
Interest Income	912,351	181,431	50,212	45,094	45,094	45,094
Total Non-Operating Revenues	39,839,954	34,581,606	35,995,211	38,047,531	40,679,296	42,692,223
Grants						
Operating Grants 5307	1,173,527	800,000	800,000	800,000	800,000	800,000
Operating Grants - CARES	-	-	-	-	-	-
Operating Grants - CRRSSA	-	-	-	-	-	-
Operating Grants - American Rescue Plan	-	-	-	-	-	-
Sub-Recipients	10,064,385	-	-	-	-	-
Capital Grants	302,809	381,452	400,152	-	-	-
	625,777	8,864,316	11,971,407	6,465,094	8,184,901	5,089,516
Total Grant Revenue	12,166,498	10,045,768	13,171,559	7,265,094	8,984,901	5,889,516
TOTAL SOURCES OF FUNDS	\$ 53,666,017	\$ 56,017,710	\$ 61,648,540	\$ 59,332,436	\$ 64,448,493	\$ 64,215,226
<u>Operating Expenses</u>						
Sub-Recipients	\$ 39,030,129	\$ 39,664,877	\$ 43,960,640	\$ 44,576,089	\$ 48,142,176	\$ 51,512,128
Special Projections - Shelter Maintenance	302,809	381,452	400,152	-	-	-
Street Maintenance Program	200,000	200,000	200,000	-	-	-
	3,129,527	3,183,464	3,447,523	3,633,689	3,829,908	4,036,724
Total Operating & Non-Operating Expenses	42,662,465	43,429,793	48,008,315	48,209,778	51,972,084	55,548,851
Capital Program Expenses 5307 & 5339	6,984,511	9,615,856	17,934,229	18,303,892	10,150,003	6,477,096
Capital Expenditures CARES	-	-	-	-	-	-
Capital Expenditures - CRRSAA	-	-	-	-	-	-
Total Capital Grant Expenditures	6,984,511	9,615,856	17,934,229	18,303,892	10,150,003	6,477,096
<u>Debt Service/Other Fiscal Expenses</u>						
Agency Fees	400	400	800	800	800	800
Bond Principal	890,000	905,000	930,000	950,000	970,000	990,000
Bond Interest	713,805	691,913	677,041	656,553	634,636	611,288
Total Debt Expenses	1,604,205	1,597,313	1,607,841	1,607,353	1,605,436	1,602,088
TOTAL USES OF FUNDS	\$ 51,251,181	\$ 54,642,962	\$ 66,550,385	\$ 68,121,023	\$ 63,727,523	\$ 63,628,036
						\$ 72,992,408

Projects included within the TIP have a source of funding identified and committed to the project. TxDOT's 12 funding categories are listed in the following table. Typically, MPO projects may reflect use of **Category 2, 7, 9, 10CR, Prop 1, and/or Prop 7**.

Table 4. FY 2025-2028 TIP Funding Categories

FUNDING CATEGORY 1 - Preventive Maintenance and Rehabilitation

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES														
<p>Category 1 addresses preventive maintenance and rehabilitation of the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets.</p> <p>Preventive Maintenance</p> <p>Defined as work to preserve, rather than improve, the structural integrity of a pavement or structure. Examples of preventive maintenance activities include asphalt concrete pavement (ACP) overlays (two-inch thick maximum), seal coats, cleaning and sealing joints and cracks, patching concrete pavement, milling or bituminous level-up, shoulder repair, micro-surfacing, scour countermeasures, restoring drainage systems, cleaning and painting steel members to include application of other coatings, cleaning and sealing bridge joints, bridge deck protection, cleaning and resetting bearings, cleaning rebar/strand, and patching structural concrete.</p> <p>Rehabilitation</p> <p>Funds are intended for the repair of existing main lanes, structures, and frontage roads. Rehabilitation of an existing two-lane highway to a Super 2 highway (with passing lanes) may be funded within this category. The installation, replacement, and/or rehabilitation of signs and their appurtenances, pavement markings, thermoplastic striping, traffic signals, and illumination systems, including minor roadway modifications to improve operations, are also allowed under this category. Funds can be used to install new traffic signals as well as modernize existing signals.</p>	<p>Preventive Maintenance</p> <p>A total allocation is calculated per district using the weighted criteria below. 98% is directed toward roadway preventive maintenance and 2% is directed toward bridge preventive maintenance.</p> <table><tr><td>65%</td><td>On-system lane miles</td></tr><tr><td>33%</td><td>Pavement distress score factor</td></tr><tr><td>2%</td><td>Square footage of on-system bridge deck area</td></tr></table> <p>Rehabilitation</p> <table><tr><td>32.5%</td><td>Three-year average lane miles of pavement with distress scores <70</td></tr><tr><td>20%</td><td>vehicle miles traveled per lane mile (on system)</td></tr><tr><td>32.5%</td><td>Equivalent single-axle load miles (on and off system and interstate)</td></tr><tr><td>15%</td><td>Pavement distress scores pace factor</td></tr></table> <p><u>See Table Note below.</u></p>	65%	On-system lane miles	33%	Pavement distress score factor	2%	Square footage of on-system bridge deck area	32.5%	Three-year average lane miles of pavement with distress scores <70	20%	vehicle miles traveled per lane mile (on system)	32.5%	Equivalent single-axle load miles (on and off system and interstate)	15%	Pavement distress scores pace factor	<p>TxDOT districts select projects using a performance-based prioritization process that assesses district-wide maintenance and rehabilitation needs. The Texas Transportation Commission allocates Category 1 funds to each district using an allocation formula.</p>
65%	On-system lane miles															
33%	Pavement distress score factor															
2%	Square footage of on-system bridge deck area															
32.5%	Three-year average lane miles of pavement with distress scores <70															
20%	vehicle miles traveled per lane mile (on system)															
32.5%	Equivalent single-axle load miles (on and off system and interstate)															
15%	Pavement distress scores pace factor															

Table Note: The Texas Transportation Commission may supplement the funds allocated to individual districts in response to special initiatives, safety issues, or unforeseen environmental factors. Supplemental funding is not required to be allocated proportionately among the districts and is not required to be allocated according to the formulas specified above. In determining whether to allocate supplemental funds to a particular district, the Commission may consider safety issues, traffic volumes, pavement widths, pavement conditions, oil and gas production, well completion, or any other relevant factors.

FUNDING CATEGORY 2 - Metropolitan and Urban Area Corridor Projects

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 2 addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation. Projects must be located on the state highway system.</p> <p>The Texas Transportation Commission allocates funds to each metropolitan planning organization (MPO) in the state, by formula. MPOs select and score projects for this category.</p> <p>Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements.</p>	<p>Each MPO shall receive an allocation of Category 2 based on the following formula:</p> <p>Category 2 Metropolitan (2M)</p> <p>Using the following formula, 87% of Category 2 funding is allocated to MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs).</p> <ul style="list-style-type: none"> 30% Total vehicle miles traveled (on and off system) 17% Population 10% Lane miles (on system) 14% Truck vehicle miles traveled (on system) 7% Percentage of census population below the federal poverty level 15% Based on congestion 7% Fatal and incapacitating crashes <p>Category 2 Urban (2U)</p> <p>Using the following formula, 13% of Category 2 funding is allocated to non-TMA MPOs (population less than 200,000).</p> <ul style="list-style-type: none"> 20% Total vehicle miles traveled (on and off system) 25% Population 8% Lane miles (on system) 15% Truck vehicle miles traveled (on system) 4% Percentage of census population below the federal poverty levels 8% Centerline miles (on system) 10% Congestion 10% Fatal and incapacitating crashes 	<p>MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that assesses mobility needs within the MPO boundaries. Project funding must be authorized by the Texas Transportation Commission.</p>

FUNDING CATEGORY 3 – Non-Traditionally Funded Transportation Projects

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 3 is for transportation projects that qualify for funding from sources not traditionally part of the State highway Fund, including state bond financing (such as Proposition 12 and Proposition 14), the Texas Mobility Fund, pass-through financing, regional revenue and concession funds, and funding provided by local or military entities. Category 3 also contains funding for the development costs of design-build projects. (Design-build construction costs are covered by other UTP categories)</p> <p>Common project types include new-location roadways, roadway widening (both freeway and non-freeway), and interchange improvements.</p>	<p>Funding is determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments. Unlike other categories, the amount of funding in Category 3 is subject to change without Commission action. These funds are not part of the Planning Cash Forecast (see table note, page 20), because they come from sources outside the regular scope of TxDOT funding. The UTP document reflects the Category 3 amount at the time of the annual UTP adoption.</p>	<p>Projects are determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments.</p>

FUNDING CATEGORY 4 – Statewide Connectivity Corridor Projects

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 4 addresses mobility on major state highway system corridors, which provide connectivity between urban areas and other statewide corridors. Projects must be located on the designated highway connectivity network that includes:</p> <ul style="list-style-type: none"> – Texas highway Trunk System – National Highway System (NHS) – Connections to major seaports or border crossings – national Freight network – hurricane evacuation routes <p>The designated connectivity network was selected by the Texas Transportation Commission and includes three corridor types:</p> <ul style="list-style-type: none"> – Mobility corridors: high-traffic routes with potential need for additional roadway capacity – Connectivity corridors: Two-lane roadways requiring upgrade to four-lane divided – Strategic corridors: Routes that provide unique statewide connectivity, such as Ports-to-Plains 	<p>Category 4 Rural Connectivity</p> <p>Funds distributed to specific projects based on performance scoring thresholds and qualitative analysis.</p> <p>Category 4 Urban Connectivity</p> <p>Funds distributed using the same formula as Category 2</p>	<p>TxDOT districts select projects using a performance-based prioritization process that assesses district-wide maintenance and rehabilitation needs. The Texas Transportation Commission allocates Category 1 funds to each district using an allocation formula.</p>

FUNDING CATEGORY 5 - Non-Traditionally Funded Transportation Projects

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 5 addresses attainment of national Ambient Air Quality Standard in non-attainment areas (currently the Dallas-Fort Worth, Houston, San Antonio, and El Paso metro areas). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles.</p> <p>Common project types include interchange improvements, local transit operations, and bike and pedestrian infrastructure.</p>	<p>TxDOT distributes funding from the federal Congestion Mitigation and Air Quality Improvement (CMAQ) program to non-attainment areas by population and weighted by air quality severity non-attainment areas are designated by the federal Environmental Protection Agency (EPA).</p>	<p>TxDOT districts oversee the selection of MPO projects using a performance-based prioritization process that assesses mobility and air quality needs within a nonattainment area.</p>

FUNDING CATEGORY 6 – Structures Replacement and Rehabilitation (Bridge)

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 6 addresses bridge improvements through the following sub-programs.</p> <p>Highway Bridge Program For replacement or rehabilitation of eligible bridges on and off the state highway system that are considered functionally obsolete or structurally deficient. Bridges with a sufficiency rating below 50 are eligible for replacement. Bridges with a sufficiency rating of 80 or less are eligible for rehabilitation. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges.</p> <p>Bridge Maintenance and Improvement Program For rehabilitation of eligible bridges on the state highway system.</p> <p>Bridge System Safety Program For elimination of at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitation or replacement of deficient railroad underpasses on the state highway system.</p> <p>For the elimination of higher risks on bridges such as deficient rails, documented scour, and narrow bridge decks.</p>	<p>Category 6 funding is allocated to TxDOT's Bridge Division, which selects projects statewide.</p>	<p>TxDOT's Bridge Division selects projects using a performance-based prioritization process.</p> <p>Highway Bridge projects are ranked first by condition categorization (e.g., Poor, Fair, Good) and then by sufficiency ratings.</p> <p>Bridge Maintenance and Improvement projects are selected statewide based on identified bridge maintenance/ improvement needs.</p> <p>Bridge System Safety projects involving railroad grade separations are selected based on a cost-benefit analysis of factors such as vehicle and train traffic, accident rates, casualty costs, and delay costs for at-grade railroad crossings. Other system safety projects are selected on a cost-benefit analysis of the work needed to address the safety concern at bridges identified with higher risk features.</p>

FUNDING CATEGORY 7 – Metropolitan Mobility and Rehabilitation

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 7 addresses transportation needs within the boundaries of MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs). This funding can be used on any roadway with a functional classification greater than a local road or rural minor collector.</p> <p>Common project types include roadway widening (both freeway and non-freeway), new-location roadways, and interchange improvements.</p>	<p>TxDOT distributes federal funds through Category 7 to each TMA in the state. Distribution is based on the population of each TMA.</p>	<p>MPOs operating in TMAs select projects in consultation with TxDOT districts. The MPOs use a performance-based prioritization process that assesses mobility needs within the MPO boundaries.</p>

FUNDING CATEGORY 8 – Safety

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 8 addresses highway safety improvements through the sub-programs listed below. Common Category 8 project types include medians, turn lanes, intersections, traffic signals, and rumble strips.</p> <p>Highway Safety Improvement Program (HSIP) Federal aid program administered by Traffic Safety Division (TRF) to fund safety projects on and off the state highway system, with the purpose to achieve significant reductions in traffic fatalities and serious injuries on all public roads. Traffic projects must align with the emphasis areas in the Texas Strategic Highway Safety Plan (SHSP) such as roadway and lane departures, intersections, older road users, and pedestrian safety. TRF provides districts with funding projections for on-system targeted, on-system systemic, and off-system projects, and districts submit project proposals for review and concurrence by TRF. The funding remains allocated to and supervised by TRF.</p> <p>Systemic Widening Program (SSW)</p> <p>Statewide program to fund the widening of high-risk narrow highways on the state highway system.</p> <p>Road to Zero (RTZ)</p> <p>Program initiated by the Texas Transportation Commission in the 2020 UTP with \$600M commitment for the FY 2020–2021 biennium. Funding on the state highway system dedicated to target and reduce fatalities and suspected serious injuries in the three highest contributing categories: roadway and lane departure, intersection safety, and pedestrian safety.</p>	<p>Category 8 funding is allocated to TxDOT's Traffic Safety Division, which selects projects statewide.</p>	<p>HSIP</p> <p>Projects are evaluated, prioritized, and selected at the district level based on three years of crash data (targeted funds) or systemic approved projects as outlined in the HSIP guidance. SSW Projects are evaluated by roadway safety features for preventable severe crash types using total risk factor weights.</p> <p>Road to Zero</p> <p>Projects were evaluated by roadway safety factors, crash reduction factors, the safety improvement index, and time required to complete a candidate project. All evaluation factors were directly tied to the targeted top three contributing categories in fatalities and suspected serious injuries.</p>

FUNDING CATEGORY 9 – Transportation Alternatives Set-Aside Program

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 9 handles the federal Transportation Alternatives (TA) Set-Aside Program. These funds may be awarded for the following activities:</p> <p>Construction of sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act.</p> <p>Construction of infrastructure-related projects that provide safe routes for non-drivers.</p>	<p>MPOs that are TMAs receive a portion of TA funds to administer within their planning areas. In addition, TxDOT distributes federal TA funds through a competitive statewide call for projects. 50% of these funds are designated for statewide flexible use, and the other 50% are distributed by population. TA project eligibility is determined by TxDOT, MPOs, and FHWA.</p> <p>TA Flex funds must go through a competitive call for projects and meet other conditions before they can be flexed to other uses.</p>	<p>For urbanized areas with populations over 200,000 (TMAs), MPOs select projects through independent competitive calls for projects, in consultation with TxDOT. Funds allocated to statewide use, as well as small urban areas and non-urban areas (with populations below 200,000) are administered by TxDOT's Public Transportation Division through a competitive process.</p>

FUNDING CATEGORY 10 – Supplemental Transportation Programs

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 10 addresses a variety of transportation improvements through the following sub-programs:</p> <p>Supplemental Transportation Projects (Federal) Federal discretionary and congressional high-priority projects.</p> <p>Carbon Reduction Program (CRP) Addresses improvements designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.</p> <p>Federal Lands Access Program (FLAP) Addresses transportation facilities located on, are adjacent to, or provide access to federal lands.</p> <p>Texas Parks and Wildlife Department (TPWD) Construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD.</p> <p>Green Ribbon Program Projects to plant trees and other landscaping to help mitigate the effects of air pollution in air quality non-attainment or near non-attainment counties.</p> <p>Americans with Disabilities Act (ADA) Pedestrian Program Addresses construction or replacement of on-system pedestrian facilities to make the system more accessible and safer for all pedestrians including those with disabilities.</p> <p>Landscape Incentive Awards Allows TxDOT to execute joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community Achievement Awards Program. The awards recognize participating cities' or communities' efforts in litter control, quality of life issues, and beautification programs and projects.</p> <p>Railroad Grade Crossing and Replanking Program Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide).</p>	<p>Supplemental Transportation Projects (Federal) Directed by federal legislation.</p> <p>Carbon Reduction Program TxDOT distributes to the MPOs and other areas of the state. A portion of these funds are designated for statewide use and the remaining portion is distributed to MPOs by population.</p> <p>Federal Lands Access Program Project applications are scored and ranked by the Programming Decision Committee (PDC), which includes representatives from FHWA, TxDOT, and a political subdivision of the state.</p> <p>Texas Parks and Wildlife Department (TPWD) Per Rider 21(c), funding is distributed as a statewide allocation.</p> <p>Green Ribbon Program Per Rider 15, allocations based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties.</p> <p>Americans with Disabilities Act (ADA) Projects are selected statewide based on conditions of curb ramps or location of intersections without ramps.</p> <p>Landscape Incentive Awards Funding is distributed to 10 locations in the state based on results of the Keep Texas Beautiful Awards Program.</p> <p>Railroad Grade Crossing and Replanking Program Condition of crossing's riding surface and benefit to cost per vehicle using crossing.</p> <p>Railroad Signal Maintenance Program Based on number of crossings and type of automatic devices present at each.</p>	<p>For CRP, statewide projects are administered by TxDOT's Transportation Planning & Programming Division whereas MPOs administer project selection for funds distributed to urbanized areas with populations over 200,000 (TMAs), areas with populations 50,000 to 200,000, and small areas with populations under 50,000.</p> <p>For FLAP, project applications are scored and ranked by the Programming Decision Committee (PDC). Projects selected under FLAP are managed by TPP.</p> <p>The Texas Parks and Wildlife Department (TPWD) selects State Park Roads projects in coordination with TxDOT districts.</p> <p>Green Ribbon allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties and managed by the TxDOT Design Division.</p> <p>ADA projects are selected based on conditions of curb ramps or the location of intersections without ramps and are managed by the Design Division.</p> <p>Landscape Incentive Awards are managed by the TxDOT Design Division.</p>

FUNDING CATEGORY 11 – District Discretionary

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 11 addresses TxDOT district transportation needs through the sub-programs listed below. Common Category 11 project types include roadway maintenance or rehabilitation, added passing lanes (Super 2), and roadway widening (non-freeway).</p> <p>District Discretionary</p> <p>Projects selected at the discretion of each TxDOT District. Most projects are on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right of way acquisition.</p> <p>Energy Sector</p> <p>Safety and maintenance work on state highways impacted by the energy sector.</p> <p>Border State Infrastructure Funding</p> <p>Rider 11(b) funding is distributed to the three TxDOT districts with international ports of entry (Pharr, Laredo, and El Paso Districts) for highway projects within 25 miles of a port of entry. Selection criteria include improvements that facilitate safe movement of motor vehicles at or across the land border between the United States and Mexico.</p> <p>District Safety</p> <p>District discretionary funds for standalone safety projects that include proven engineering safety countermeasures. These countermeasures have been proven on a national or state level, and most have established crash modification factors.</p> <p>Construction Cost Overruns/Change Order</p> <p>Provides additional funding for costs that are realized at letting and during construction.</p>	<p>District Discretionary</p> <p>Minimum \$2.5 million allocation to each TxDOT district per legislative mandate. If additional funds are distributed, the formula below is used:</p> <ul style="list-style-type: none"> 70% On-system vehicle miles traveled 20% On-system lane miles 10% Annual truck vehicle miles traveled <p>The Texas Transportation Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns.</p> <p>Energy Sector</p> <p>Allocation formula based on the following weighted factors:</p> <ul style="list-style-type: none"> 40% Three-year average pavement condition score 25% Oil and gas production taxes collected 25% number of well completions 10% volume of oil and gas waste injected <p>Border State Infrastructure Funding</p> <p>Rider 11(b): Under a provision in the FAST Act, TxDOT may designate 5% of the state's federal Surface Transportation Block Grant (STBG) funds for border infrastructure projects. This funding is distributed to the three border districts with ports of entry: Pharr, Laredo, and El Paso Districts.</p> <p>District Safety</p> <ul style="list-style-type: none"> 10% On-system daily vehicle miles traveled 10% On-system lane miles 2020 40% On-system fatal and incapacitating crashes 40% Fatal and incapacitating crash rate <p>Construction Cost Overruns/Change Order</p> <p>Statewide allocation is managed by a governance committee. Approval of funds is on a case-by-case basis.</p>	<p>TxDOT Districts select projects using a performance-based prioritization process that assesses district-wide maintenance, safety, or mobility needs.</p> <p>The Texas Transportation Commission allocates funds through a formula allocation program. The Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns, as well as energy sector initiatives.</p> <p>Border State Infrastructure Funding</p> <p>Project selection criteria include, but are not limited to:</p> <ul style="list-style-type: none"> – number of land border ports of entry – number of incoming commercial trucks and railcars – number of incoming personal motor vehicles and buses – Weight of incoming cargo by commercial trucks

FUNDING CATEGORY 12 – Strategic Priority

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 12 addresses projects with specific importance to the state, including those that improve:</p> <ul style="list-style-type: none"> – Congestion and connectivity – Economic opportunity – Energy sector access – Border and port connectivity – Efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report – The ability to respond to both man-made and natural emergencies <p>Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and new-location roadways.</p>	<p>Funding in Category 12 is awarded to specific projects at the discretion of the Texas Transportation Commission, which selects from candidate projects nominated by TxDOT districts and MPOs.</p> <p>Texas Clear Lanes</p> <p>This subset of Category 12 projects is prioritized in collaboration with the MPOs in the state's five largest metro areas (Dallas, Fort Worth, Houston, San Antonio, and Austin). Projects are intended to address the top 100 most-congested segments in the state (directly and indirectly).</p>	<p>The Texas Transportation Commission selects projects statewide using a performance-based prioritization process.</p> <p>Per state law, the Texas Transportation Commission may make discretionary funding decisions for no more than 10% of TxDOT's current biennial budget. The amount in Category 12 is calculated as 10% of the average of TxDOT's total budget for the current fiscal biennium.</p>

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

Table 5. TxDOT Authorized Users of State Funding Sources

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

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

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

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

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

4. The Texas Constitution allows Texas Mobility Fund bonds to be used to develop and construct state highways, "to provide participation by the state in the payment of a portion of the costs of

constructing and providing publicly owned toll roads and other public transportation projects." "Other public transportation projects" is undefined and therefore may be available for more types of transportation projects than what is listed here.

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

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

V. PERFORMANCE-BASED PROGRAMMING

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

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

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

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

- FHWA Final Rule: <http://www.fhwa.dot.gov/tpm/rule.cfm>
- FTA Final Rule: <https://www.federalregister.gov/documents/2016/05/27/2016-11964/statewide-and-nonmetropolitan-transportation-planning-metropolitan-transportation-planning>
- Performance Based Planning and Programming Guidebook: https://www.fhwa.dot.gov/planning/performance_based_planning/pbpp_guidebook/

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

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

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

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

A. Safety (PM1): Adopted on March 7, 2024

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

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

Safety is the highest priority in the Corpus Christi region and crashes are the single largest cause of non-recurring congestion in the Corpus Christi MPO region. The adopted Safety goal calls for eliminating fatalities by 2050. In order to reduce non-recurring congestion, it is also necessary to reduce the number of Property Damage Only (PDO) crashes and the amount of time these crashes individually impact travel on the roads. Incident management is an essential component of congestion management. The general perception is that crash frequency increases with increasing congestion levels while injury severity decreases due to slower speeds. Generally, the most intense congestion occurs when crashes happen in locations that are congested on a recurring basis, (i.e. without a crash).

The 2024 Texas Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The Corpus Christi MPO supports the TxDOT Safety targets, agreeing to plan and program projects into this TIP that will, once implemented, make progress toward achieving the safety targets. TxDOT's adopted goal is to work towards reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050.

Table 6. TxDOT Established Safety (PM1) Performance Measures and Targets

Performance Measure	2024 Statewide Targets
Number of Fatalities	3,046
Rate of Fatalities per 100 million VMT	1.14
Number of Serious Injuries	17,062
Rate of Serious Injuries per 100 million VMT	6.39
Number of Non-Motorized Fatalities and Serious Injuries	2,357

Source: Texas FY 2024 Strategic Highway Safety Plan (SHSP)

In the context of the Corpus Christi MPO, the following data are shown for illustration purposes. As discussed in several TAC and TPC meetings, it is more relevant for our planning partners to identify where a crash occurs and to analyze these locations than it is to identify the total number of fatalities and serious injuries within the MPO region. Identifying where crashes occur and developing plans and strategies for locations with anomalous occurrences will inherently reduce total fatalities and serious injuries. The table below shows the proportionally relevant performance measures and safety statistics for the Corpus Christi MPO region.

Table 7. Corpus Christi MPO Safety Measures and Statistics

Performance Measure	2020	2021	2022
Number of Fatal Crashes	32	45	29
Rate of Fatal Crashes per 100 million VMT	1.18	1.43	0.96
Number of Serious Injury Crashes	123	128	135
Rate of Serious Injury Crashes per 100 million VMT	4.21	4.08	4.48
Number of Non-Motorized Fatal and Serious Injury Crashes	38	36	35

Sources: Crash Records Information System (C.R.I.S.), TxDOT Multi-Year Roadway Data Tables (09/20/23)

B. Bridge/Pavement Condition (PM2): Adopted in April 2023

In January 2017, USDOT published the Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 rule. Federal rules require TxDOT and the Corpus Christi MPO to set bridge and pavement performance targets and monitor progress towards achieving those targets. The Corpus Christi MPO must have four-year targets for all six measures, listed below. The Corpus Christi MPO agreed to support the TxDOT targets for the following six performance measures:

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

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

1. International Roughness Index (IRI);
2. Cracking Percent;
3. Rutting;
4. Faulting; and
5. Present Serviceability Rating (PSR) for lower speed roads.

The condition of transportation assets impact congestion in several ways:

- Roads in poor condition generally lead to slower traffic as drivers seek to avoid potholes and other roadway impediments, and significant congestion and delays can be attributed to vehicles slowing down to avoid potholes or rough pavement.
- An increasing frequency of crashes also can be caused by unexpected changes in surface conditions because of reduction of road friction which affects the stopping ability and maneuverability of vehicles.
- Scheduled and unscheduled maintenance of roads and utility infrastructure under or near roads is the second leading cause of non-recurring congestion, after crashes, in the Corpus Christi MPO area.
- Arterials in the Corpus Christi MPO area are more congested than similar travel in other small MPO areas in the country. The condition of the roads in the Corpus Christi MPO area may be worse than those other MPOs.
- The bridge measure assesses the condition of a bridge's deck, superstructure, substructure, and culverts. Good condition suggests that no major investment is needed, and poor condition suggests major reconstruction investment is needed. The Corpus Christi MPO supports the TxDOT Pavement and Bridge Condition targets, shown in the table below, thus agreeing to plan and program projects into this TIP that will, once implemented, make progress toward achieving the Pavement and Bridge Condition targets.

Table 8. TxDOT Pavement and Bridge Condition (PM2) Performance Measures and Targets

Performance Measure	Baseline	2-Year Target	4-Year Target
Pavement Condition			
Percentage of Pavements of the Interstate System in Good Condition	64.5%	63.9%	63.6%
Percentage of Pavements of the Interstate System in Poor Condition	0.1%	0.2%	0.2%
Percentage of Pavements of the Non-Interstate System in Good Condition	51.7%	45.5%	46.0%
Percentage of Pavements of the Non-Interstate System in Poor Condition	1.3%	1.5%	1.5%
Bridge Condition			
Percentage of NHS Bridges Classified in Good Condition	49.2%	48.5%	47.6%
Percentage of NHS Bridges Classified in Poor Condition	1.1%	1.5%	1.5%

Source: Baseline Performance Period Report (BPP), 2/9/2023

C. System Performance and Freight (PM3): Adopted in April 2023

The PM3 rule requires state DOTs and MPOs to establish two-year and/or four-year performance targets for each PM3 measure. TxDOT established targets as follows:

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

A national goal adopted to improve air quality and improve economic development is to “...achieve a significant reduction in congestion on the National Highway System.” Although the Corpus Christi MPO does not and is not expected to have an air quality issue at current federal pollutant levels, there is concern about traffic congestion expressed by the public, economic development professionals, and the public. As such, this goal is also maintained as a goal in the Corpus Christi MPO area. There are two primary performance measures for this goal.

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

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

D. Reduce Congestion

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

- Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR);
- Percent of person-miles on the non-Interstate NHS that are reliable (LOTTR);
- Truck Travel Time Reliability index (TTTR).

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

The Corpus Christi MPO adopted the following System Performance and Freight Performance Measures and Targets.

Table 9. TxDOT System Performance and Freight (PM3) Performance Measures and Targets

Performance Measure	Baseline	2-Year Target	4-Year Target
System Performance			
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	84.6%	70.0%	70.0%
Percent of the Person-Miles Traveled on the Non-Interstate That Are Reliable	90.3%	70.0%	70.0%
Freight			
Truck Travel Time Reliability (TTTR) Index	1.39	1.55	1.55

Source: Baseline Performance Period Report (BPP), 2/9/2023

E. Public Transportation Agency Safety Plan (PTASP)

According to the Federal Transit Administration (FTA) website: on July 19, 2018, FTA published the [Public Transportation Agency Safety Plan \(PTASP\) Final Rule](#), which requires certain operators of public transportation systems that receive federal funds under FTA's [Urban Area Formula Grants](#) to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS).

- The PTASP rule became effective on July 19, 2019.
- FTA published a Notice of Enforcement Discretion on April 22, 2020 effectively extending the PTASP compliance deadline from July 20, 2020 to December 31, 2020.
- FTA published a second Notice of Enforcement Discretion on December 11, 2020 effectively extending the PTASP compliance deadline to July 20, 2021.

The plan must include safety performance targets. Additional guidance on planning and target setting is found on FTA's [Performance-Based Planning](#) pages. Transit operators also must certify they have a safety plan in place meeting the requirements of the rule by July 20, 2021. The plan must be updated and certified by the transit agency annually.

The rule applies to all operators of public transportation systems that are recipients and sub-recipients of federal financial assistance under the Urban Area Formula Program (49 U.S.C. § 5307). However, FTA is deferring applicability of this requirement for operators that only receive funds through FTA's [Enhanced Mobility of Seniors and Individuals with Disabilities Formula Program](#) (Section 5310) and/or [Rural Area Formula Program](#) (Section 5311).

The Corpus Christi MPO accepted the PTASP and the safety targets therein on April 6, 2023.

F. Transit Asset Management Performance (TAM)

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

The rule became effective on October 1, 2018. The table below identifies performance measures outlined in the final rule for transit asset management.

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

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

The Corpus Christi MPO accepted the TAM and the performance targets therein on April 6, 2023.

The Corpus Christi MPO will cooperatively work with the CCRTA to select transit projects that achieve these performance targets.

G. FY 2025-2028 TIP Fiscally Constrained Highway Project List

The development of the approved list of projects started with the 25-year long-range Transportation Plan, the 2020-2045 Metropolitan Transportation Plan (2020-2045 MTP) for the Corpus Christi MPO. The list of fiscally constrained projects in Chapter 7 of the approved 2020-2045 MTP serves as the list of projects eligible for this FY 2025-2028 TIP. This list of projects is shown in **Table 14. FY 2025-2028 TIP Eligible Project List (2020-2045 MTP Fiscally Constrained Project List) (For Illustration Purposes)**.

Using the performance measures, and allocating available funding as well as input from the public, technical staff and elected officials from the local governments and partner agencies, the following list of fiscally constrained projects was developed. **Table 15a. FY 2025-2028 TIP Fiscally Constrained Highway Project List (For Illustration Purposes)** presents the projects for the FY 2025-2028 TIP. Some project cost estimates have been updated from the 2045 MTP.

Highway projects with funding from prior fiscal years are presented as rollover projects in **Table 15b. Rollover Highway Projects from Prior Fiscal Years (For Illustration Purposes)**.

H. Project Stages

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

I. TxDOT Project Development Process

1. **Project Initiation:** This phase of the project includes all the steps between needs identification, through programming, up to the execution of the legal agreement (AFA) between the local government and TxDOT. The MTP and TIP will identify the needs, objectives, priorities, and specific activities that will be performed by each project or program. The product of the project initiation phase includes, at a minimum:
 - **Description of the project or program:** In a performance-based planning and programming process, project identification begins with determining the need for the project based on crash frequency and severity, pavement condition, bridge condition, conformance with current geometric standards, security, issues associated with demand for moving people and goods, resiliency, and other adopted Corpus Christi MPO goals and objectives. The evaluation of need is based on measured current and forecast future conditions, not on an assumption that prior decisions are still valid. Providing analyses and/or data to support problems or unsatisfactory conditions identified in the need sentence is

required. Project descriptions will be detailed enough to be understandable to the general public with regard to scope of the project, its location, schedule and costs. It will also provide enough detail to allow forecast and evaluation of the relative performance-based merits of the various projects against each other.

- **Cost:** The preparation of a project cost estimate is a constantly evolving process that begins prior to programming and continues throughout the lifecycle of the project. Funding needs for a project includes the construction cost estimate, both the preliminary and final design plans, the environmental analysis, mitigation activities, and a separate right of way (ROW) cost estimate. The estimate will utilize the description that is used for evaluation purposes.
- **Funding sources:** Twelve specific purpose categories of funds have been established by federal and state legislation and commission policy for highway transportation programs (See Section G above). Funding categories have formally established target LET dates and are either allocated state or district-wide programs or project specific.
- **Schedule:** The schedule shown in the TIP should include the year that each phase will begin, with detail realistic enough to provide reasonable assurance that projects will achieve federally required funding milestones, including completion of expenditures within four years of funding obligation.
- **RPIC:** Prior to beginning work, the local government and TxDOT will each designate a “responsible person in charge” (RPIC) for the project. The local government is also required to assign a “qualified person” to the project.
- **Minute Order:** Obtain from the Texas Transportation Commission approval of minute orders as appropriate. A minute order is a formal expression of direction or intent approved by the Texas Transportation Commission to authorize actions by TxDOT.

2. **Advance Funding Agreement:** An Advance Funding Agreement (AFA) is a contract under which TxDOT and the local government allocate participation in a transportation improvement project. The AFA defines the scope of work, labor and material resources, and cash funding responsibilities to be contributed by each party that are necessary to accomplish a transportation project. These agreements are used when local entities participate in funding projects or programs. The local government funding may be directed toward preliminary engineering, construction, right of way, utility relocation costs, maintenance or as a match for federal funds for any other project expense.

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

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

After a contract (AFA) is executed between the local entity and TxDOT, the local entity must request and obtain authorization to proceed with the project work. This authorization is a State Letter of Authority (SLOA). The SLOA must be issued on all projects whether the work is done by the local entity or contractors. For non-construction projects, a single SLOA is required prior to initiation of work on the project. For

transportation projects that include construction up to three SLOAs may be required during the course of the overall project. The first SLOA is required prior to the Preliminary Engineering phase, the second SLOA is required prior to the acquisition of right of way or the accommodation of utilities and the third is required prior to initiation of advertising for construction.

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

The Federal Project Authorization and Agreement is required prior to TxDOT issuing each State Letter of Authority.

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

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

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

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

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

which should be noted in the TIP and STIP. The schedule for ROW acquisition can greatly delay a project and should be considered during programming / reprogramming of project construction funds.

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

Table 11. FY 2025-2028 TIP Eligible Project List (2045 MTP Update Fiscally Constrained Project List) (For Illustration Purposes)

	CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost	Total Construction Cost	Non-Construction Cost	Total Project Cost
TIP	1209-01-030	MPO-006	FM 893 SanPat Stark Rd to W CR79 Add Lns	Upgrade to 5-Lane Urban Roadway by Constructing addtnl 2 Lanes and CLTL	CR 3685 (Stark Rd)	.2 MI W of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	\$17,000,000	\$17,000,000	\$5,950,000	\$21,950,000
	0916-35-195	MPO-007	Harbor Bridge Hike and Bike-Connectivity	Construct Pedestrian and Bike Facilities	On various city streets from Coles HS	H.J. Williams Park	City of Corpus Christi	Off	7	\$1,480,000	\$1,480,000	\$518,000	\$1,998,000
	0916-35-196	MPO-009	Corpus Christi HB Parks Mitigation Pt A	Constructing amenities at several parks within the City of Corpus Christi including HJ Williams Park, T.C. Ayers Parks/South Park, Washington School Site/Washington Coles Park, and Ben Garza Park (HB parks mitigation Part A).	at Various city parks including	Ben Garza, TC Ayers, HJ W & New Location	City of Corpus Christi	Off	7	\$4,800,000	\$15,980,000	\$5,593,000	\$21,573,000
									Local	\$11,180,000			
	0617-02-073	MPO-016	PR 22 Nueces Aquarius to Whitecap	Corridor Upgrade for Pedestrian and Access Management Improvements without Adding Capacity	Aquarius St.	Whitecap Blvd.	TxDOT-CRP	On	2	\$17,920,000	\$17,920,000	\$6,272,000	\$24,192,000
	0180-10-082	MPO-017	SH 361 SanPat @ SH 35 Interchange DCs	Upgrade/add Direct Connectors	At SH35 Interchange	.15 MI SE on SH 361	TxDOT-CRP	On	2	\$49,840,000	\$77,480,000	\$27,118,000	\$104,598,000
									4	\$22,000,000			
									7	\$5,640,000			
	0180-06-118	MPO-018	SH 35 SanPat FM 3284 to SH 361 DCs	Upgrade/add Direct Connectors	FM 3284	.23 MI N of SH 361	TxDOT-CRP	On	4	\$56,000,000	\$60,400,000	\$21,140,000	\$81,540,000
									7	\$4,400,000			
	TBD	MPO-030	Future Category 9 Projects	Projects selected through competitive process	N/A	N/A	TBD	On/Off	9	\$12,434,147	\$12,434,147	\$4,351,951	\$16,786,098
	0989-02-057	MPO-033	FM 624 Nueces CR73 to Wildcat Add Lanes.	Construct additional two travel lanes to upgrade existing four lane rural roadway to an urban six lane boulevard with raised median and bicycle/pedestrian improvements.	CR 73	Wildcat Dr.	TxDOT-CRP	On	2	\$11,650,000	\$34,650,000	\$12,127,500	\$46,777,500
									4	\$11,000,000			
									7	\$7,000,000			
									10CR	\$5,000,000			
	0916-00-282	MPO-049	L_3CRP_Corpus Christi 1 Holly Rd. Tourism Trail	The project will construct a 15-foot-wide shared-use path and a new pedestrian bridge across Oso Bay. The project will renovate the existing train trestle bridge and connect the Holly Road and Flour Bluff Drive shared-use paths.	End of Holly Rd. across Oso Bay	Flour Bluff Dr./Don Patricio Rd.	City of Corpus Christi	Off	9	\$13,030,000	\$13,030,000	\$4,560,500	\$17,590,500
	0916-00-255	MPO-067	MPO Planning Tools and Studies	Implement enhanced tools and data analysis for use in short-range programming and long-range planning. Modes: Travel Demand, Resiliency, Socio-Economic Allocation, Pavement Management, et. Plans/Programs: Regional Safety, Regional Active Transportation, Resiliency, Regional Complete Streets, Congestion Management Program.	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	MPO	On/Off	7 CRRSAA	\$3,180,000	\$3,180,000	\$0	\$3,180,000
	TBD	MPO-069	FY 2022-FY 2025 STBG-SA/CAT 9 Awarded Projects	STBG-SA (CAT 9) Awarded Project in May 2022 by the TPC	Various	Various	City of Portland, City of Corpus Christi	Off	9	\$5,860,000	\$5,860,000	\$2,051,000	\$7,911,000
	5000-00-187	MPO-077	NEVI - TxDOT Charging Station	Install 4 Direct Current Fast Charge ports within one mile of the Electric Alternative Fuel Corridors (IH 37).	At 3500 Leopard St., Corpus Christi, Texas 78408	At 3500 Leopard St., Corpus Christi, Texas 78408	Equillion dba Shell	Off	10	\$1,200,000	\$1,200,000	\$420,000	\$1,620,000
	0916-35-265	MPO-080	Corpus Christi HB Parks Mitigation Pt B	Constructing amenities at greenspace within the City of Corpus Christi to meet Harbor Bridge environmental mitigation requirements (HB parks mitigation Part B).	On New Location in Hillcrest Area	Near Winnebago St. and Fisk Court	TxDOT-CRP, City of Corpus Christi	Off	10	\$5,500,000	\$11,500,000	\$4,025,000	\$15,525,000
									Local	\$6,000,000			
	0180-11-016	MPO-081	SS 202 at SH 35/SH 361 Interchange SPUI	Construct connection to elevated Single Point Urban Intersection (SPUI) by converting existing 5-lane roadway to 4-lane divided roadway.	Ave H in Gregory	SH 35 Northbound Frontage Rd.	TxDOT-CRP	On	2	\$2,700,000	\$2,700,000	\$945,000	\$3,645,000

Table 11. FY 2025-2028 TIP Eligible Project List (2045 MTP Update Fiscally Constrained Project List) (For Illustration Purposes) (continued)

	CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost	Total Construction Cost	Non-Construction Cost	Total Project Cost
10 Year	1557-01-045	MPO-035	FM 43 Nueces FM 665 to SH 286 Add Lns	Construct 2 additional travel lanes for 4-lane divided highway	FM 665 Intersection	SH 286	TxDOT-CRP	On	2	\$32,400,000	\$44,800,000	\$15,680,000	\$60,480,000
									4U	\$12,400,000			
	0326-03-103	MPO-078	SH 286 Nueces SH 358 to Horne Add Ln NB.	Construct 1 additional travel lane northbound.	SH 358	Horne Rd.	TxDOT-CRP	On	2	\$31,080,000	\$38,080,000	\$13,328,000	\$51,408,000
									4U	\$7,000,000			
	1069-01-042	MPO-079	SH 357 Nueces Rodd Field medians	Construct raised medians and upgrade sidewalks	Saratoga Blvd.	SH 358	TxDOT-CRP	On	2	\$8,500,000	\$25,200,000	\$8,820,000	\$34,020,000
									4U	\$5,680,000			
									7	\$11,020,000			
Long Range	0074-06-252	MPO-034	IH37/SH 358 Nueces @Intrchn g 2-In DCs	Reconstruct the interchange to provide 2-lane direct connectors from SB I-37 to EB SH 358 and WB SH 358 to NB I-37.	at IH 37/SH 358 Interchange	N/A	TxDOT-CRP	On	2	\$60,000,000	\$100,000,000	\$35,000,000	\$135,000,000
									4U	\$40,000,000			
	0326-01-065	MPO-036	SH 286 Nueces Holly to SH 358 Braid Ramp	Construct braided ramps northbound.	South of Holly Rd.	SH 358 (SPID)	TxDOT-CRP	On	2	\$25,000,000	\$60,000,000	\$21,000,000	\$81,000,000
									4U	\$30,000,000			

Table 12a. FY 2025-2028 TIP with Amendment 1 Fiscally Constrained Highway Project List (For Illustration Purposes) – February 6, 2025

	CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost	Total Construction Cost	Non-Construction Cost	Total Project Cost
2025	1209-01-030	MPO-006	FM893 SanPat Stark Rd to W CR79 Add Lns	Upgrade to 5-Lane Urban Roadway by Constructing addtnl 2 Lanes and CLTL	CR 3685 (Stark Rd)	.2 MI W of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	\$17,000,000	\$17,000,000	\$5,950,000	\$21,950,000
2025	0916-35-195	MPO-007	Harbor Bridge Hike and Bike-Connectivity	Construct Pedestrian and Bike Facilities	On various city streets from Coles HS	H.J. Williams Park	City of Corpus Christi	Off	7	\$1,480,000	\$1,480,000	\$518,000	\$1,998,000
2025	0916-35-196	MPO-009	Corpus Christi HB Parks Mitigation Pt A	Constructing amenities at several parks within the City of Corpus Christi including HJ Williams Park, T.C. Ayers Parks/South Park, Washington School Site/Washington Coles Park, and Ben Garza Park (HB parks mitigation Part A).	at Various city parks including	Ben Garza, TC Ayers, HJ W & New Location	City of Corpus Christi	Off	7	\$4,800,000	\$15,980,000	\$5,593,000	\$21,573,000
									Local	\$11,180,000			
2025	0989-02-057	MPO-033	FM 624 Nueces CR73 to Wildcat Add Lanes.	Construct additional two travel lanes to upgrade existing four lane rural roadway to an urban six lane boulevard with raised median and bicycle/pedestrian improvements.	CR 73	Wildcat Dr.	TxDOT-CRP	On	2	\$11,650,000	\$34,650,000	\$12,127,500	\$46,777,500
									4	\$11,000,000			
									7	\$7,000,000			
									10CR	\$5,000,000			
2025	0916-35-265	MPO-080	Corpus Christi HB Parks Mitigation Pt B	Constructing amenities at greenspace within the City of Corpus Christi to meet Harbor Bridge environmental mitigation requirements (HB parks mitigation Part B).	On New Location in Hillcrest Area	Near Winnebago St. and Fisk Court	TxDOT-CRP, City of Corpus Christi	Off	10	\$5,500,000	\$11,500,000	\$4,025,000	\$15,525,000
									Local	\$6,000,000			
2026	0916-00-282	MPO-049	L_3CRP_Corpus Christi 1 Holly Rd. Tourism Trail	The project will construct a 15-foot-wide shared-use path and a new pedestrian bridge across Oso Bay. The project will renovate the existing train trestle bridge and connect the Holly Road and Flour Bluff Drive shared-use paths.	End of Holly Rd. across Oso Bay	Flour Bluff Dr./Don Patricio Rd.	City of Corpus Christi	Off	9	\$13,030,000	\$13,030,000	\$4,560,500	\$17,590,500
2026	0916-00-256	MPO-068	Regional Traffic Operations Improvements and Safety Countermeasures	Corpus Christi MPO Regional Traffic Operations Improvements and Safety Countermeasures (MPO-068)	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	Various	On	7	\$6,400,000	\$10,200,000	\$3,570,000	\$13,770,000
									10CR	\$3,800,000			
2027	0180-10-082	MPO-017	SH 361 SanPat @ SH 35 Interchange DCs	Upgrade/add Direct Connectors	At SH35 Interchange	.15 MI SE on SH 361	TxDOT-CRP	On	2	\$49,840,000	\$77,480,000	\$27,118,000	\$104,598,000
									4	\$22,000,000			
									7	\$5,640,000			
2027	0180-06-118	MPO-018	SH 35 SanPat FM 3284 to SH 361 DCs	Upgrade/add Direct Connectors	FM 3284	.23 MI N of SH 361	TxDOT-CRP	On	4	\$56,000,000	\$60,400,000	\$21,140,000	\$81,540,000
									7	\$4,400,000			
2027	0180-11-016	MPO-081	SS 202 at SH 35/SH 361 Interchange SPUI	Construct connection to elevated Single Point Urban Intersection (SPUI) by converting existing 5-lane roadway to 4-lane divided roadway.	Ave H in Gregory	SH 35 Northbound Frontage Rd.	TxDOT-CRP	On	2	\$2,700,000	\$2,700,000	\$945,000	\$3,645,000
2028	0617-02-073	MPO-016	PR 22 Nueces Aquarius to Whitecap	Corridor Upgrade for Pedestrian and Access Management Improvements without Adding Capacity	Aquarius St.	Whitecap Blvd.	TxDOT-CRP	On	2	\$17,920,000	\$17,920,000	\$6,272,000	\$24,192,000

Table 12b. Rollover Highway Projects from Prior Fiscal Years (For Illustration Purposes)

TIP Fiscal Year	CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost	Total Construction Cost	Non-Construction Cost	Total Project Cost (\$, millions)
2023	0916-00-255	MPO-067	MPO Planning Tools and Studies	Implement enhanced tools and data analysis for use in short-range programming and long-range planning. Models: Travel Demand, Resiliency, Socio-Economic Allocation, Pavement Management, et. Plans/Programs: Regional Safety, Regional Active Transportation, Resiliency, Regional Complete Streets, Congestion Management Program.	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	MPO	On	7	\$3.18	\$3.18	--	\$3.18
2023	5000-00-916	MPO-069	FY 2022-FY 2025 STBG-SA/CAT 9 Awarded Projects	STBG-SA (CAT 9) Awarded Project in May 2022 by the TPC.	Various	Various	City of Portland City of Corpus Christi	Off	9	\$5.86	\$5.86	\$1.17	\$7.03
2024	0617-01-177	MPO-001	SH 358 (SPID) Ramp Reversal	Ramp reversal Phase II-B	Nile Drive	Staples Street	TxDOT-CRP	On	2	\$55.00	\$57.20	\$11.44	\$68.64
									4	\$2.20			
2024	5000-00-187	MPO-077	NEVI-TxDOT Charging Station	Install 4 Direct Current Fast Charge ports within one mile of the Electric Alternative Fuel Corridors (IH 37)	At 3500 Leopard St, Corpus Christi, Texas 78408	At 3500 Leopard St, Corpus Christi, Texas 78408	Equilion dba Shell	Off	10	\$1.20	\$1.20	--	\$1.20

Table 12c. FY 2025-2028 TIP with Amendment 1 Fiscally Constrained Transit Project List (For Illustration Purposes) – February 6, 2025

TIP Fiscal Year	MTP ID	Project Name	Funding Category	Federal Cost	Local Cost	Total Project Cost (\$, millions)
2025	CCRTA-097	Bear Lane UPS Replacement	Regionally Significant or Other	\$0	\$10,000,000	\$10,000,000
2025	CCRTA-098	Rolling Stock (All Variety of Rolling Stock)	FTA-5307	\$4,363,898	\$770,100	\$5,133,998
2025	CCRTA-099	Bus Stop Shelter Amenities	FTA-5307	\$879,890	\$219,973	\$1,099,863
2025	CCRTA-100	Support/Relief Vehicles	FTA-5307	\$408,000	\$102,000	\$510,000
2025	CCRTA-101	Bus Stop Improvements	FTA-5307	\$400,000	\$100,000	\$500,000
2025	CCRTA-102	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	FTA-5307	\$397,305	\$99,326	\$496,631
2025	CCRTA-103	Destination Signage for Transit Stations	Regionally Significant or Other	\$0	\$420,000	\$420,000
2025	CCRTA-104	Tug (Moving Buses)	Regionally Significant or Other	\$0	\$48,000	\$48,000
2025	CCRTA-105	Bus DVR Replacement	Regionally Significant or Other	\$0	\$44,400	\$44,400
2025	CCRTA-106	Staff Computers Replacement	Regionally Significant or Other	\$0	\$31,000	\$31,000
2025	CCRTA-107	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	FTA-5339	\$16,000	\$4,000	\$20,000
2025	CCRTA-108	Bus Stop Improvements (apportionment year 2020)	FTA-5307	\$1,200,000	\$300,000	\$1,500,000
2025	CCRTA-109	Support/Relief Vehicles (apportionment year 2021)	FTA-5307	\$608,400	\$152,100	\$760,500
2025	CCRTA-110	Rolling Stock (All Variety of Rolling Stock) (apportionment year 2021)	FTA-5307	\$4,023,269	\$709,989	\$4,733,258
2025	CCRTA-111	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment (apportionment year 2021)	FTA-5307	\$523,022	\$130,756	\$653,778
2025	CCRTA-112	Preventative Maintenance (apportionment year 2021)	FTA-5307	\$800,000	\$200,000	\$1,000,000
2025	CCRTA-113	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment (apportionment year 2021)	FTA-5339	\$523,840	\$130,960	\$654,800
2025	CCRTA-114	5310 Sub-recipient (apportionment year 2022)	FTA-5310	\$320,000	\$80,000	\$400,000
2025	CCRTA-115	Rehab/Renovate Bus Support Facilities/Equipment (apportionment year 2022)	FTA-5307	\$96,202	\$24,051	\$120,253
2025	CCRTA-116	Bus Stop Infrastructure Bus Pads (using apportionment year 2022)	FTA-5307	\$1,257,052	\$314,263	\$1,571,315
2025	CCRTA-117	Preventative Maintenance (apportionment year 2022)	FTA-5307	\$800,000	\$200,000	\$1,000,000

Table 12c. FY 2025-2028 TIP with Amendment 1 Fiscally Constrained Transit Project List (For Illustration Purposes) – February 6, 2025 (continued)

TIP Fiscal Year	MTP ID	Project Name	Funding Category	Federal Cost	Local Cost	Total Project Cost (\$, millions)
2025	CCRTA-118	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment (apportionment year 2022)	FTA-5339	\$142,400	\$35,600	\$178,000
2025	CCRTA-119	Construction of Bus Support/Equip/Facilities (apportionment year 2022)	FTA-5339	\$384,000	\$96,000	\$480,000
2025	CCRTA-120	Rehab/Renovate Bus Support Facilities/Equipment (apportionment year 2023)	FTA-5339	\$327,760	\$81,940	\$409,700
2025	CCRTA-121	5310 Sub-recipients (apportionment year 2024)	FTA-5310	\$320,000	\$80,000	\$400,000
2025	CCRTA-150	Rolling Stock (All Variety of Rolling Stock) (apportionment year 2024)	Other FTA	\$5,888,040	\$1,053,110	\$6,958,550
2026	CCRTA-122	Rolling Stock (All Variety of Rolling Stock)	FTA-5307	\$6,884,166	\$1,214,853	\$8,099,019
2026	CCRTA-123	Bus Stop Shelter Amenities	FTA-5307	\$900,734	\$225,184	\$1,125,918
2026	CCRTA-124	Bus Stop Improvements	FTA-5307	\$400,000	\$100,000	\$500,000
2026	CCRTA-125	Preventative Maintenance	FTA-5307	\$800,000	\$200,000	\$1,000,000
2026	CCRTA-126	5310 Sub-recipients	FTA-5310	\$320,000	\$80,000	\$400,000
2026	CCRTA-127	Genfare Bus Systems Phase I	Regionally Significant or Other	\$0	\$335,666	\$335,666
2026	CCRTA-128	Bus DVR Replacement	Regionally Significant or Other	\$0	\$44,400	\$44,400
2026	CCRTA-129	Bear Lane UPS Replacement	Regionally Significant or Other	\$0	\$25,000	\$25,000
2026	CCRTA-130	Video Surveillance Server (Bear LN Location)	Regionally Significant or Other	\$0	\$20,000	\$20,000
2027	CCRTA-131	Rolling Stock (All Variety of Rolling Stock)	FTA-5307	\$3,977,516	\$701,915	\$4,679,430
2027	CCRTA-132	Support/Relief Vehicles	FTA-5307	\$432,000	\$108,000	\$540,000
2027	CCRTA-133	Bus Stop Shelter Amenities	FTA-5307	\$400,000	\$100,000	\$500,000
2027	CCRTA-134	Preventative Maintenance	FTA-5307	\$280,000	\$70,000	\$350,000
2027	CCRTA-135	5310 Sub-recipients	FTA-5307	\$800,000	\$200,000	\$1,000,000
2027	CCRTA-136	Genfare Bus Replacement Phase II	FTA-5310	\$320,000	\$80,000	\$400,000
2027	CCRTA-137	Bus DVR Replacement	Regionally Significant or Other	\$0	\$335,666	\$335,666
2027	CCRTA-138	SSC UPS Replacement	Regionally Significant or Other	\$0	\$47,000	\$47,000
2027	CCRTA-139	Rolling Stock (All Variety of Rolling Stock)	Regionally Significant or Other	\$0	\$25,000	\$25,000
2028	CCRTA-140	Bus Stop Improvements	FTA-5307	\$10,513,715	\$1,855,361	\$12,369,076
2028	CCRTA-141	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	FTA-5307	\$400,000	\$100,000	\$500,000
2028	CCRTA-142	Bus Stop Shelter Amenities	FTA-5307	\$316,000	\$79,000	\$395,000
2028	CCRTA-143	Preventative Maintenance	FTA-5307	\$280,000	\$70,000	\$350,000
2028	CCRTA-144	5310 Sub-recipients	FTA-5307	\$800,000	\$200,000	\$1,000,000
2028	CCRTA-145	Genfare Bus Replacement Phase III	FTA-5310	\$320,000	\$80,000	\$400,000
2028	CCRTA-146	Bus DVR Replacement	Regionally Significant or Other	\$0	\$335,666	\$335,666
2028	CCRTA-147	Security Camera Replacement	Regionally Significant or Other	\$0	\$47,000	\$47,000
2028	CCRTA-148	Staff Computers Replacement	Regionally Significant or Other	\$0	\$45,000	\$45,000
2028	CCRTA-149	Bus Stop Improvements	Regionally Significant or Other	\$0	\$31,000	\$31,000

Table 13. TxDOT FY 2025-2028 STIP Corpus Christi MPO – Highway Projects

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CORPUS CHRISTI MPO - HIGHWAY PROJECTS
FY 2025

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DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
CORPUS CHRISTI	CORPUS CHRISTI	SAN PATRICIO	1209-01-030	2025	FM 893	C	PORTLAND	\$ 17,000,000
LIMITS FROM		PROJECT SPONSOR TXDOT-CRP						
LIMITS TO 2 MI W of CR 79 (Gum Hollow)		REVISION DATE 02/2025						
PROJECT Upgrade to 5-Lane Urban Roadway by Constructing addtnl 2 Lanes and CLTL		MPO PROJ NUM MPO-006						
DESCR		FUNDING CAT(S) 2						
REMARKS		PROJECT HISTORY						
P7								
TOTAL PROJECT COST INFORMATION		AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	651,026	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	4,068,155	2	\$ 13,600,000	\$ 3,400,000	\$ 0	\$ 0	\$ 0	\$ 17,000,000
CONSTR \$	17,000,000	TOTAL	\$ 13,600,000	\$ 3,400,000	\$ 0	\$ 0	\$ 0	\$ 17,000,000
CONST ENG \$	789,203							
CONTING \$	600,000							
INDIRECT \$	385,301							
BOND FIN \$	0							
PT CHG ORD \$	786,250							
TOTAL CST \$	24,279,935							

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
CORPUS CHRISTI	CORPUS CHRISTI	NUECES	0916-35-195	2025	VARIOUS	C	CORPUS CHRISTI	\$ 1,480,000
LIMITS FROM On various city streets from Coles HS		PROJECT SPONSOR City of Corpus Christi						
LIMITS TO H.J. Williams Park		REVISION DATE 02/2025						
PROJECT Construct Pedestrian and Bike Facilities		MPO PROJ NUM MPO-007						
DESCR		FUNDING CAT(S) 7						
REMARKS		PROJECT HISTORY						
P7								
TOTAL PROJECT COST INFORMATION		AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	79,500	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0	7	\$ 1,184,000	\$ 0	\$ 0	\$ 296,000	\$ 0	\$ 1,480,000
CONSTR \$	1,480,000	TOTAL	\$ 1,184,000	\$ 0	\$ 0	\$ 296,000	\$ 0	\$ 1,480,000
CONST ENG \$	70,500							
CONTING \$	0							
INDIRECT \$	50,000							
BOND FIN \$	0							
PT CHG ORD \$	100,000							
TOTAL CST \$	1,780,000							

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
CORPUS CHRISTI	CORPUS CHRISTI	NUECES	0916-35-196	2025	VARIOUS	C	CORPUS CHRISTI	\$ 4,800,000
LIMITS FROM at Various city parks including		PROJECT SPONSOR City of Corpus Christi						
LIMITS TO Ben Garza, TC Ayers, HJ W & New Location		REVISION DATE 02/2025						
PROJECT Constructing amenities at several parks within the City of Corpus Christi includ		MPO PROJ NUM MPO-009						
DESCR ing HJ Williams Park, T.C. Ayers Parks/South Park, Washington School Site/Washin		FUNDING CAT(S) 7, 3						
gton Coles Park, and Ben Garza Park (HB parks mitigation Part A).								
REMARKS		PROJECT HISTORY						
P7								
TOTAL PROJECT COST INFORMATION		AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	806,152	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0	7	\$ 3,840,000	\$ 0	\$ 0	\$ 960,000	\$ 0	\$ 4,800,000
CONSTR \$	15,980,000	3	\$ 0	\$ 0	\$ 0	\$ 0	\$ 11,180,000	\$ 11,180,000
CONST ENG \$	1,077,611	TOTAL	\$ 3,840,000	\$ 0	\$ 0	\$ 960,000	\$ 11,180,000	\$ 15,980,000
CONTING \$	0							
INDIRECT \$	477,110							
BOND FIN \$	0							
PT CHG ORD \$	476,084							
TOTAL CST \$	18,816,957							

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

FY 2025 – 2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) WITH AMENDMENT 1

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM CORPUS CHRISTI MPO - HIGHWAY PROJECTS FY 2025

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DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
CORPUS CHRISTI	CORPUS CHRISTI	NUECES	0916-35-265	2025	VARIOUS	C	CORPUS CHRISTI	\$ 5,500,000	
LIMITS FROM On New Location in Hillcrest Area							PROJECT SPONSOR City of Corpus Christi		
LIMITS TO Near Winnebago St. and Fisk Court							REVISION DATE 02/2025		
PROJECT Constructing amenities at greenspace within the City of Corpus Christi to meet H							MPO PROJ NUM MPO-080		
DESCR arbor Bridge environmental mitigation requirements (HB parks mitigation Part B).							FUNDING CAT(S) 10, 3		
REMARKS				PROJECT HISTORY					
P7									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	580,292	COST OF APPROVED PHASES \$ 5,500,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0		10	\$ 4,400,000	\$ 1,100,000	\$ 0	\$ 0	\$ 0	\$ 5,500,000
CONSTR \$	11,500,000		3	\$ 0	\$ 0	\$ 0	\$ 0	\$ 6,000,000	\$ 6,000,000
CONST ENG \$	775,697		TOTAL	\$ 4,400,000	\$ 1,100,000	\$ 0	\$ 0	\$ 6,000,000	\$ 11,500,000
CONTING \$	0								
INDIRECT \$	343,438								
BOND FIN \$	0								
PT CHG ORD \$	342,700								
TOTAL CST \$	13,542,127								

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
CORPUS CHRISTI	CORPUS CHRISTI	NUECES	0989-02-057	2025	FM 624	C	CORPUS CHRISTI	\$ 34,650,000	
LIMITS FROM CR 73							PROJECT SPONSOR TXDOT-CRP		
LIMITS TO Wildcat Dr.							REVISION DATE 02/2025		
PROJECT Construct additional two travel lanes to upgrade existing four lane rural roadwa							MPO PROJ NUM MPO-033		
DESCR y to an urban six lane boulevard with raised median and bicycle/pedestrian impro							FUNDING CAT(S) 2, 4U, 7, Other		
vements.									
REMARKS				PROJECT HISTORY					
P7									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	1,853,644	COST OF APPROVED PHASES \$ 34,650,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0		2	\$ 9,320,000	\$ 2,330,000	\$ 0	\$ 0	\$ 0	\$ 11,650,000
CONSTR \$	34,650,000		4U	\$ 8,800,000	\$ 2,200,000	\$ 0	\$ 0	\$ 0	\$ 11,000,000
CONST ENG \$	2,247,071		7	\$ 5,600,000	\$ 1,400,000	\$ 0	\$ 0	\$ 0	\$ 7,000,000
CONTING \$	1,000,000		Other	\$ 4,000,000	\$ 1,000,000	\$ 0	\$ 0	\$ 0	\$ 5,000,000
INDIRECT \$	1,097,055		TOTAL	\$ 27,720,000	\$ 6,930,000	\$ 0	\$ 0	\$ 0	\$ 34,650,000
BOND FIN \$	0								
PT CHG ORD \$	2,179,485								
TOTAL CST \$	43,027,255								

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

FY 2025 – 2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) WITH AMENDMENT 1

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM CORPUS CHRISTI MPO - HIGHWAY PROJECTS FY 2026

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DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
CORPUS CHRISTI	CORPUS CHRISTI	NUECES	0916-00-256	2026	VARIOUS	C	CORPUS CHRISTI	\$ 10,200,000	
LIMITS FROM Various locations in Corpus Christi MPO							PROJECT SPONSOR Various		
LIMITS TO Various locations in Corpus Christi MPO							REVISION DATE 02/2025		
PROJECT Corpus Christi MPO Regional Traffic Operations Improvements and Safety Countermeasures (MPO-068)							MPO PROJ NUM MPO-068		
DESCR asures (MPO-068)							FUNDING CAT(S) 7, Other		
REMARKS				PROJECT HISTORY					
P7									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	503,448	COST OF APPROVED PHASES \$ 10,200,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0		7	\$ 5,120,000	\$ 1,280,000	\$ 0	\$ 0	\$ 0	\$ 6,400,000
CONSTR \$	10,200,000		Other	\$ 3,040,000	\$ 760,000	\$ 0	\$ 0	\$ 0	\$ 3,800,000
CONST ENG \$	645,236		TOTAL	\$ 8,160,000	\$ 2,040,000	\$ 0	\$ 0	\$ 0	\$ 10,200,000
CONTING \$	0								
INDIRECT \$	297,959								
BOND FIN \$	0								
PT CHG ORD \$	74,460								
TOTAL CST \$	11,721,103								

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
CORPUS CHRISTI	CORPUS CHRISTI	NUECES	0916-00-282	2026		C	CORPUS CHRISTI	\$ 13,030,000	
LIMITS FROM End of Holly Rd. across Oso Bay							PROJECT SPONSOR City of Corpus Christi		
LIMITS TO Flour Bluff Dr./Don Patricio Rd.							REVISION DATE 02/2025		
PROJECT The project will construct a 15-foot-wide shared-use path and a new pedestrian bridge across Oso Bay. The project will renovate the existing train trestle bridge and connect the Holly Road and Flour Bluff Drive shared-use paths.							MPO PROJ NUM MPO-049		
DESCR ridge across Oso Bay. The project will renovate the existing train trestle bridge and connect the Holly Road and Flour Bluff Drive shared-use paths.							FUNDING CAT(S) 9TAP		
REMARKS				PROJECT HISTORY					
P7									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	651,175	COST OF APPROVED PHASES \$ 13,030,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0		9TAP	\$ 13,030,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 13,030,000
CONSTR \$	13,030,000		TOTAL	\$ 13,030,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 13,030,000
CONST ENG \$	1,170,787								
CONTING \$	0								
INDIRECT \$	385,389								
BOND FIN \$	0								
PT CHG ORD \$	259,297								
TOTAL CST \$	15,496,648								

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

FY 2025 – 2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) WITH AMENDMENT 1

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
CORPUS CHRISTI MPO - HIGHWAY PROJECTS
FY 2027

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DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
CORPUS CHRISTI	CORPUS CHRISTI	SAN PATRICIO	0180-06-118	2027	SH 35	C	GREGORY	\$ 60,400,000
LIMITS FROM FM 3284		PROJECT SPONSOR TXDOT-CRP						
LIMITS TO 23 MI N of SH 361		REVISION DATE 02/2025						
PROJECT Upgrade/add Direct Connectors		MPO PROJ NUM MPO-018						
DESCR		FUNDING CAT(S) 4U, 7						
REMARKS				PROJECT HISTORY				
P7								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PREL ENG \$	3,014,274		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC TOTAL
ROW PURCH \$	0	COST OF	4U	\$ 44,800,000	\$ 11,200,000	\$ 0	\$ 0	\$ 0 \$ 56,000,000
CONSTR \$	60,400,000	APPROVED	7	\$ 3,520,000	\$ 880,000	\$ 0	\$ 0	\$ 0 \$ 4,400,000
CONST ENG \$	3,580,220	PHASES	TOTAL	\$ 48,320,000	\$ 12,080,000	\$ 0	\$ 0	\$ 0 \$ 60,400,000
CONTING \$	500,000	\$ 60,400,000						
INDIRECT \$	1,738,958							
BOND FIN \$	0							
PT CHG ORD \$	4,477,809							
TOTAL CST \$	73,711,261							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
CORPUS CHRISTI	CORPUS CHRISTI	SAN PATRICIO	0180-10-082	2027	SH 361	C	GREGORY	\$ 77,480,000
LIMITS FROM At SH35 Interchange		PROJECT SPONSOR TXDOT-CRP						
LIMITS TO .15 MI SE on SH 361		REVISION DATE 02/2025						
PROJECT Upgrade/add Direct Connectors		MPO PROJ NUM MPO-017						
DESCR		FUNDING CAT(S) 2, 4U, 7						
REMARKS				PROJECT HISTORY				
P7								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PREL ENG \$	3,818,343		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC TOTAL
ROW PURCH \$	0	COST OF	2	\$ 39,872,000	\$ 9,968,000	\$ 0	\$ 0	\$ 0 \$ 49,840,000
CONSTR \$	77,480,000	APPROVED	4U	\$ 17,600,000	\$ 4,400,000	\$ 0	\$ 0	\$ 0 \$ 22,000,000
CONST ENG \$	4,535,256	PHASES	7	\$ 4,512,000	\$ 1,128,000	\$ 0	\$ 0	\$ 0 \$ 5,640,000
CONTING \$	1,000,000	\$ 77,480,000	TOTAL	\$ 61,984,000	\$ 15,496,000	\$ 0	\$ 0	\$ 0 \$ 77,480,000
INDIRECT \$	2,259,835							
BOND FIN \$	0							
PT CHG ORD \$	5,645,376							
TOTAL CST \$	94,738,810							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
CORPUS CHRISTI	CORPUS CHRISTI	SAN PATRICIO	0180-11-016	2027		C	GREGORY	\$ 2,700,000
LIMITS FROM Ave H in Gregory		PROJECT SPONSOR TXDOT-CRP						
LIMITS TO SH 35 northbound frontage rd		REVISION DATE 02/2025						
PROJECT Construct connection to elevated Single Point Urban Intersection (SPUI) by conve		MPO PROJ NUM MPO-081						
DESCR rting existing 5-lane roadway to 4-lane divided roadway.		FUNDING CAT(S) 2						
REMARKS				PROJECT HISTORY				
P7								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PREL ENG \$	142,778		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC TOTAL
ROW PURCH \$	0	COST OF	2	\$ 2,160,000	\$ 540,000	\$ 0	\$ 0	\$ 0 \$ 2,700,000
CONSTR \$	2,700,000	APPROVED	TOTAL	\$ 2,160,000	\$ 540,000	\$ 0	\$ 0	\$ 0 \$ 2,700,000
CONST ENG \$	169,585	PHASES						
CONTING \$	0	\$ 2,700,000						
INDIRECT \$	84,501							
BOND FIN \$	0							
PT CHG ORD \$	213,840							
TOTAL CST \$	3,310,704							

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

FY 2025 – 2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) WITH AMENDMENT 1

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM CORPUS CHRISTI MPO - HIGHWAY PROJECTS FY 2028

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DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOY COST	
CORPUS CHRISTI	CORPUS CHRISTI	NUECES	0617-02-073	2028	PR 22	C	CORPUS CHRISTI	\$ 17,920,000	
LIMITS FROM Aquarius St.			PROJECT SPONSOR TXDOT-CRP						
LIMITS TO Whitecap Blvd.			REVISION DATE 02/2025						
PROJECT Corridor Upgrade for Pedestrian and Access Management Improvements without Addin							MPO PROJ NUM MPO-016		
DESCR g Capacity							FUNDING CAT(S) 2		
REMARKS				PROJECT HISTORY					
P7									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	916,364	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0		2	\$ 14,336,000	\$ 3,584,000	\$ 0	\$ 0	\$ 0	\$ 17,920,000
CONSTR \$	17,920,000		TOTAL	\$ 14,336,000	\$ 3,584,000	\$ 0	\$ 0	\$ 0	\$ 17,920,000
CONST ENG \$	1,511,066								
CONTING \$	0								
INDIRECT \$	542,338								
BOND FIN \$	0								
PT CHG ORD \$	781,312								
TOTAL CST \$	21,671,080								

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

District/MPO: CRP - Corpus Christi MPO	STIP Window: 2025 - 2028	STIP Revision: 2/1/2025
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* "Cat 3 TDC" is excluded from the total calculation.

Table 15. TxDOT FY 2025-2028 STIP Corpus Christi MPO – Transit Projects

FRIDAY, FEBRUARY 07, 2025
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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
CORPUS CHRISTI MPO - TRANSIT PROJECTS
FY 2025

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GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-097	FISCAL YEAR:	2025
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	
APPORTIONMENT YEAR:	2025	FEDERAL (FTA) FUNDS:	\$ 0
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bear Lane UPS Replacement	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 10,000,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 10,000,000
REMARKS:		TOTAL PROJECT COST:	\$ 10,000,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-098	FISCAL YEAR:	2025
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2025	FEDERAL (FTA) FUNDS:	\$ 4,363,898
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Rolling Stock (All Variety of Rolling Stock)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 770,100
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 5,133,998
REMARKS:		TOTAL PROJECT COST:	\$ 5,133,998
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-099	FISCAL YEAR:	2025
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2025	FEDERAL (FTA) FUNDS:	\$ 879,890
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus Stop Shelter Amenities	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 219,973
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 1,099,863
REMARKS:		TOTAL PROJECT COST:	\$ 1,099,863
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-100	FISCAL YEAR:	2025
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2025	FEDERAL (FTA) FUNDS:	\$ 408,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Support/Relief Vehicles	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 102,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 510,000
REMARKS:		TOTAL PROJECT COST:	\$ 510,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
CORPUS CHRISTI MPO - TRANSIT PROJECTS
FY 2025

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GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-101	FISCAL YEAR:	2025
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2025	FEDERAL (FTA) FUNDS:	\$ 400,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus Stop Improvements	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 100,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 500,000
REMARKS:		TOTAL PROJECT COST:	\$ 500,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-102	FISCAL YEAR:	2025
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2025	FEDERAL (FTA) FUNDS:	\$ 397,305
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 99,326
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 496,631
REMARKS:		TOTAL PROJECT COST:	\$ 496,631
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-103	FISCAL YEAR:	2025
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	
APPORTIONMENT YEAR:	2025	FEDERAL (FTA) FUNDS:	\$ 0
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Destination Signage for Transit Stations	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 420,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 420,000
REMARKS:		TOTAL PROJECT COST:	\$ 420,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-104	FISCAL YEAR:	2025
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	
APPORTIONMENT YEAR:	2025	FEDERAL (FTA) FUNDS:	\$ 0
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Tug (Moving Buses)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 48,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 48,000
REMARKS:		TOTAL PROJECT COST:	\$ 48,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

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GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-105	FISCAL YEAR:	2025
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	
APPORTIONMENT YEAR:	2025	FEDERAL (FTA) FUNDS:	\$ 0
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus DVR Replacement	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 44,400
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 44,400
REMARKS:		TOTAL PROJECT COST:	\$ 44,400
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-106	FISCAL YEAR:	2025
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	
APPORTIONMENT YEAR:	2025	FEDERAL (FTA) FUNDS:	\$ 0
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Staff Computers Replacement	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 31,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 31,000
REMARKS:		TOTAL PROJECT COST:	\$ 31,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-107	FISCAL YEAR:	2025
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5339
APPORTIONMENT YEAR:	2025	FEDERAL (FTA) FUNDS:	\$ 16,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 4,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 20,000
REMARKS:		TOTAL PROJECT COST:	\$ 20,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-108	FISCAL YEAR:	2025
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2020	FEDERAL (FTA) FUNDS:	\$ 1,200,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus Stop Improvements (apportionment year 2020)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 300,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 1,500,000
REMARKS:	Using apportionment year 2020	TOTAL PROJECT COST:	\$ 1,500,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

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GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-109	FISCAL YEAR:	2025
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2021	FEDERAL (FTA) FUNDS:	\$ 608,400
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Support/Relief Vehicles (apportionment year 2021)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 152,100
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 760,500
REMARKS:	Using apportionment year 2021	TOTAL PROJECT COST:	\$ 760,500
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-110	FISCAL YEAR:	2025
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2021	FEDERAL (FTA) FUNDS:	\$ 4,023,269
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Rolling Stock (All Variety of Rolling Stock) (apportionment year 2021)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 709,889
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 4,733,258
REMARKS:	Using apportionment year 2021	TOTAL PROJECT COST:	\$ 4,733,258
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-111	FISCAL YEAR:	2025
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2021	FEDERAL (FTA) FUNDS:	\$ 523,022
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment (apportionment year 2021)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 130,756
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 653,778
REMARKS:	Using apportionment year 2021	TOTAL PROJECT COST:	\$ 653,778
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-112	FISCAL YEAR:	2025
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2021	FEDERAL (FTA) FUNDS:	\$ 800,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Preventative Maintenance (apportionment year 2021)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 200,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 1,000,000
REMARKS:	Using apportionment year 2021	TOTAL PROJECT COST:	\$ 1,000,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

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GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-113	FISCAL YEAR:	2025
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5339
APPORTIONMENT YEAR:	2021	FEDERAL (FTA) FUNDS:	\$ 523,840
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment (apportionment year 2021)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 130,960
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 654,800
REMARKS:	Using apportionment year 2021	TOTAL PROJECT COST:	\$ 654,800
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-114	FISCAL YEAR:	2025
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5310
APPORTIONMENT YEAR:	2022	FEDERAL (FTA) FUNDS:	\$ 320,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	5310 Sub-recipient (apportionment year 2022)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 80,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 400,000
REMARKS:	Using apportionment year 2022	TOTAL PROJECT COST:	\$ 400,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-115	FISCAL YEAR:	2025
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2022	FEDERAL (FTA) FUNDS:	\$ 96,202
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Rehab/Renovate Bus Support Facilities/Equipment (apportionment year 2022)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 24,051
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 120,253
REMARKS:	Using apportionment year 2022	TOTAL PROJECT COST:	\$ 120,253
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-116	FISCAL YEAR:	2025
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2022	FEDERAL (FTA) FUNDS:	\$ 1,257,052
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus Stop Infrastructure Bus Pads (using apportionment year 2022)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 314,263
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 1,571,315
REMARKS:	Using apportionment year 2022	TOTAL PROJECT COST:	\$ 1,571,315
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

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GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-117	FISCAL YEAR:	2025
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2022	FEDERAL (FTA) FUNDS:	\$ 800,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Preventative Maintenance (apportionment year 2022)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 200,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 1,000,000
REMARKS:	Using apportionment year 2022	TOTAL PROJECT COST:	\$ 1,000,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-118	FISCAL YEAR:	2025
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5339
APPORTIONMENT YEAR:	2022	FEDERAL (FTA) FUNDS:	\$ 142,400
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment (apportionment year 2022)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 35,600
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 178,000
REMARKS:	Using apportionment year 2022	TOTAL PROJECT COST:	\$ 178,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-119	FISCAL YEAR:	2025
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5339
APPORTIONMENT YEAR:	2022	FEDERAL (FTA) FUNDS:	\$ 384,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Construction of Bus Support/Equip/Facilities (apportionment year 2022)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 96,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 480,000
REMARKS:	Using apportionment year 2022	TOTAL PROJECT COST:	\$ 480,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-120	FISCAL YEAR:	2025
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5339
APPORTIONMENT YEAR:	2023	FEDERAL (FTA) FUNDS:	\$ 327,760
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Rehab/Renovate Bus Support Facilities/Equipment (apportionment year 2023)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 81,940
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 409,700
REMARKS:	Using apportionment year 2023	TOTAL PROJECT COST:	\$ 409,700
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

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PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-121	FISCAL YEAR:	2025
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5310
APPORTIONMENT YEAR:	2024	FEDERAL (FTA) FUNDS:	\$ 320,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	5310 Sub-recipients (apportionment year 2024)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 80,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 400,000
REMARKS:	Using apportionment year 2024	TOTAL PROJECT COST:	\$ 400,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-150	FISCAL YEAR:	2025
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	
APPORTIONMENT YEAR:	2024	FEDERAL (FTA) FUNDS:	\$ 5,888,040
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Rolling Stock (All Variety of Rolling Stock) (apportionment year 2024)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 1,053,110
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 6,941,150
REMARKS:	Using awarded FTA 2024 Low-No (5339c) Grant	TOTAL PROJECT COST:	\$ 6,958,550
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

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GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-122	FISCAL YEAR:	2026
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2026	FEDERAL (FTA) FUNDS:	\$ 6,884,166
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Rolling Stock (All Variety of Rolling Stock)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 1,214,853
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 8,099,019
REMARKS:		TOTAL PROJECT COST:	\$ 8,099,019
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-123	FISCAL YEAR:	2026
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2026	FEDERAL (FTA) FUNDS:	\$ 900,734
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus Stop Shelter Amenities	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 225,184
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 1,125,918
REMARKS:		TOTAL PROJECT COST:	\$ 1,125,918
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-124	FISCAL YEAR:	2026
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2026	FEDERAL (FTA) FUNDS:	\$ 400,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus Stop Improvements	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 100,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 500,000
REMARKS:		TOTAL PROJECT COST:	\$ 500,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-125	FISCAL YEAR:	2026
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2026	FEDERAL (FTA) FUNDS:	\$ 800,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Preventative Maintenance	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 200,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 1,000,000
REMARKS:		TOTAL PROJECT COST:	\$ 1,000,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

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PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-126	FISCAL YEAR:	2026
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5310
APPORTIONMENT YEAR:	2026	FEDERAL (FTA) FUNDS:	\$ 320,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	5310 Sub-recipients	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 80,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 400,000
REMARKS:		TOTAL PROJECT COST:	\$ 400,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-127	FISCAL YEAR:	2026
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	
APPORTIONMENT YEAR:	2026	FEDERAL (FTA) FUNDS:	\$ 0
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Genfare Bus Systems Phase I	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 335,666
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 335,666
REMARKS:		TOTAL PROJECT COST:	\$ 335,666
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-128	FISCAL YEAR:	2026
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	
APPORTIONMENT YEAR:	2026	FEDERAL (FTA) FUNDS:	\$ 0
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus DVR Replacement	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 44,400
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 44,400
REMARKS:		TOTAL PROJECT COST:	\$ 44,400
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-129	FISCAL YEAR:	2026
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	
APPORTIONMENT YEAR:	2026	FEDERAL (FTA) FUNDS:	\$ 0
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bear Lane UPS Replacement	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 25,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 25,000
REMARKS:		TOTAL PROJECT COST:	\$ 25,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

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GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-130	FISCAL YEAR:	2026
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	
APPORTIONMENT YEAR:	2026	FEDERAL (FTA) FUNDS:	\$ 0
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Video Surveillance Server (Bear LN Location)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 20,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 20,000
REMARKS:		TOTAL PROJECT COST:	\$ 20,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

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GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-131	FISCAL YEAR:	2027
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2027	FEDERAL (FTA) FUNDS:	\$ 3,977,516
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Rolling Stock (All Variety of Rolling Stock)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 701,915
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 4,679,431
REMARKS:		TOTAL PROJECT COST:	\$ 4,679,430
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-132	FISCAL YEAR:	2027
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2027	FEDERAL (FTA) FUNDS:	\$ 432,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Support/Relief Vehicles	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 108,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 540,000
REMARKS:		TOTAL PROJECT COST:	\$ 540,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-133	FISCAL YEAR:	2027
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2027	FEDERAL (FTA) FUNDS:	\$ 400,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus Stop Improvements	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 100,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 500,000
REMARKS:		TOTAL PROJECT COST:	\$ 500,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-134	FISCAL YEAR:	2027
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2027	FEDERAL (FTA) FUNDS:	\$ 280,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus Stop Shelter Amenities	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 70,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 350,000
REMARKS:		TOTAL PROJECT COST:	\$ 350,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

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GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-135	FISCAL YEAR:	2027
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2027	FEDERAL (FTA) FUNDS:	\$ 800,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Preventative Maintenance	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 200,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 1,000,000
REMARKS:		TOTAL PROJECT COST:	\$ 1,000,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-136	FISCAL YEAR:	2027
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5310
APPORTIONMENT YEAR:	2027	FEDERAL (FTA) FUNDS:	\$ 320,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	5310 Sub-recipients	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 80,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 400,000
REMARKS:		TOTAL PROJECT COST:	\$ 400,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-137	FISCAL YEAR:	2027
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	
APPORTIONMENT YEAR:	2027	FEDERAL (FTA) FUNDS:	\$ 0
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Genfare Bus Replacement Phase II	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 335,666
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 335,666
REMARKS:		TOTAL PROJECT COST:	\$ 335,666
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-138	FISCAL YEAR:	2027
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	
APPORTIONMENT YEAR:	2027	FEDERAL (FTA) FUNDS:	\$ 0
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus DVR Replacement	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 47,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 47,000
REMARKS:		TOTAL PROJECT COST:	\$ 47,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

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GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-139	FISCAL YEAR:	2027
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	
APPORTIONMENT YEAR:	2027	FEDERAL (FTA) FUNDS:	\$ 0
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	SSC UPS Replacement	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 25,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 25,000
REMARKS:		TOTAL PROJECT COST:	\$ 25,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM CORPUS CHRISTI MPO - TRANSIT PROJECTS FY 2028

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GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-140	FISCAL YEAR:	2028
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2028	FEDERAL (FTA) FUNDS:	\$ 10,513,715
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Rolling Stock (All Variety of Rolling Stock)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 1,855,361
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 12,369,076
REMARKS:		TOTAL PROJECT COST:	\$ 12,369,076
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-141	FISCAL YEAR:	2028
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2028	FEDERAL (FTA) FUNDS:	\$ 400,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus Stop Improvements	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 100,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 500,000
REMARKS:		TOTAL PROJECT COST:	\$ 500,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-142	FISCAL YEAR:	2028
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2028	FEDERAL (FTA) FUNDS:	\$ 316,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 79,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 395,000
REMARKS:		TOTAL PROJECT COST:	\$ 395,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-143	FISCAL YEAR:	2028
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2028	FEDERAL (FTA) FUNDS:	\$ 280,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus Stop Shelter Amenities	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 70,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 350,000
REMARKS:		TOTAL PROJECT COST:	\$ 350,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

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GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-144	FISCAL YEAR:	2028
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5307
APPORTIONMENT YEAR:	2028	FEDERAL (FTA) FUNDS:	\$ 800,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Preventative Maintenance	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 200,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 1,000,000
REMARKS:		TOTAL PROJECT COST:	\$ 1,000,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-145	FISCAL YEAR:	2028
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	5310
APPORTIONMENT YEAR:	2028	FEDERAL (FTA) FUNDS:	\$ 320,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	5310 Sub-recipients	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 80,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 400,000
REMARKS:		TOTAL PROJECT COST:	\$ 400,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-146	FISCAL YEAR:	2028
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	
APPORTIONMENT YEAR:	2028	FEDERAL (FTA) FUNDS:	\$ 0
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Genfare Bus Replacement Phase III	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 335,666
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 335,666
REMARKS:		TOTAL PROJECT COST:	\$ 335,666
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-147	FISCAL YEAR:	2028
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	
APPORTIONMENT YEAR:	2028	FEDERAL (FTA) FUNDS:	\$ 0
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus DVR Replacement	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 47,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 47,000
REMARKS:		TOTAL PROJECT COST:	\$ 47,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

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GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-148	FISCAL YEAR:	2028
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	
APPORTIONMENT YEAR:	2028	FEDERAL (FTA) FUNDS:	\$ 0
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Security Camera Replacement	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 45,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 45,000
REMARKS:		TOTAL PROJECT COST:	\$ 45,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
PROJECT SPONSOR:	Corpus Christi RTA	URBANIZED AREA:	CORPUS CHRISTI
MPO PROJECT NUMBER:	CCRTA-149	FISCAL YEAR:	2028
MTP REFERENCE:		FEDERAL FUNDING CATEGORY:	
APPORTIONMENT YEAR:	2028	FEDERAL (FTA) FUNDS:	\$ 0
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Staff Computers Replacement	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	02/01/2025	OTHER SOURCE FUNDS:	\$ 31,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 31,000
REMARKS:		TOTAL PROJECT COST:	\$ 31,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

Table 16. TxDOT TIP Transit Financial Summary – Year of Expenditure Cost

Corpus Christi MPO FY 2025-2028 Transportation Improvement Program (TIP) Transit Financial Summary Year of Expenditure
FY 2025 -2028 Transportation Improvement Program. All Figures in Year of Expenditure (YOE) Dollars

All Figures in Year of Expenditure (YOE) Dollars												
Current as of 2/6/2025												
Transit Program												
FY 2025				FY 2026				FY 2027				
Federal	State/Other	Total		Federal	State/Other	Total		Federal	State/Other	Total		
1 Sec. 5307 - Urbanized Formula >200K	\$15,757,038	\$3,322,558	\$19,079,596	\$8,984,900	\$1,740,037	\$10,724,937		\$5,889,516	\$1,179,915	\$7,069,431		
2 Sec. 5307 - Urbanized Formula <200K			\$0			\$0				\$0		\$0
3 Sec. 5309 - Discretionary			\$0			\$0				\$0		\$0
4 Sec. 5310 - Elderly & Individuals w/Disabilities	\$640,000	\$160,000	\$800,000	\$320,000	\$80,000	\$400,000		\$320,000	\$80,000	\$400,000		\$0
5 Sec. 5311 - Nonurbanized Formula			\$0			\$0				\$0		\$0
6 Sec. 5316 - JARC >200K			\$0			\$0				\$0		\$0
7 Sec. 5316 - JARC <200K			\$0			\$0				\$0		\$0
8 Sec. 5316 - JARC Nonurbanized			\$0			\$0				\$0		\$0
9 Sec. 5317 - New Freedom >200K			\$0			\$0				\$0		\$0
10 Sec. 5317 - New Freedom <200K			\$0			\$0				\$0		\$0
11 Sec. 5317 - New Freedom Nonurbanized			\$0			\$0				\$0		\$0
12 Other FTA	\$7,282,040	\$1,401,610	\$8,683,650			\$0				\$0		\$0
13 Regionally Significant or Other	\$0	\$10,543,400	\$10,543,400	\$0		\$425,066				\$407,666		\$0
Total Funds	\$23,679,078	\$15,427,568	\$39,106,646	\$9,304,900	\$2,245,103	\$11,550,003		\$6,209,516	\$1,667,581	\$7,877,097		
Transportation Development Credits												
Requested			\$0			\$0				\$0		\$0
Awarded			\$0			\$0				\$0		\$0

All Figures in Year of Expenditure (YOE) Dollars												
Transit Programs												
FY 2028				FY 2025-2028 Total				FY 2027				
Federal	State/Other	Total		Federal	State/Other	Total		Federal	State/Other	Total		
1 Sec. 5307 - Urbanized Formula >200K	\$12,309,715	\$2,304,361	\$14,614,076	\$42,941,169	\$8,546,871	\$51,488,040						
2 Sec. 5307 - Urbanized Formula <200K			\$0	\$0	\$0	\$0				\$0		\$0
3 Sec. 5309 - Discretionary			\$0	\$0	\$0	\$0				\$0		\$0
4 Sec. 5310 - Elderly & Individuals w/Disabilities	\$320,000	\$80,000	\$400,000	\$1,600,000	\$400,000	\$2,000,000				\$0		\$0
5 Sec. 5311 - Nonurbanized Formula			\$0	\$0	\$0	\$0				\$0		\$0
6 Sec. 5316 - JARC >200K			\$0	\$0	\$0	\$0				\$0		\$0
7 Sec. 5316 - JARC <200K			\$0	\$0	\$0	\$0				\$0		\$0
8 Sec. 5316 - JARC Nonurbanized			\$0	\$0	\$0	\$0				\$0		\$0
9 Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0				\$0		\$0
10 Sec. 5317 - New Freedom <200K			\$0	\$0	\$0	\$0				\$0		\$0
11 Sec. 5317 - New Freedom Nonurbanized			\$0	\$0	\$0	\$0				\$0		\$0
12 Other FTA			\$0	\$7,282,040	\$1,401,610	\$8,683,650				\$0		\$0
13 Regionally Significant or Other	\$0	\$458,666	\$458,666	\$0	\$11,834,798	\$11,834,798				\$0		\$0
Total Funds	\$12,629,715	\$2,843,027	\$15,472,742	\$51,823,209	\$22,183,279	\$74,006,488						
Transportation Development Credits												
Requested			\$0			\$0				\$0		\$0
Awarded			\$0			\$0				\$0		\$0

FY 2025 – 2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) WITH AMENDMENT 1

The Corpus Christi MPO has determined that the use of the TxDOT Grouped Projects Category for all projects and programs is appropriate for our region. The following Table: Definition of Grouped Projects for Use in the FY 2025-2028 TIP/STIP is provided for all categories.

Table 17: TxDOT Definition of Grouped Projects for Use in the TIP/STIP

Proposed CSJ	Grouped Project by Category	Definition
5000-00-950	PE – Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration, and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, passing, non-added capacity) or drainage improvements associated with rehabilitation [See Note 3]
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment, and aesthetic improvements to include any associated erosion control and environmental mitigation activities.

FY 2025 – 2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) WITH AMENDMENT 1

Proposed CSJ	Grouped Project by Category	Definition
5800-00-915	Intelligent Transportation Systems Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment, and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Projects including bicycle and pedestrian lanes, paths, and facilities (e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.). Safe Routes to School non-infrastructure related activities (e.g., enforcement, tools, and education programs).
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, preventative maintenance of transit vehicles and facilities, acquisition of third-party transit services, transit marketing, and mobility management/coordination. Additionally, includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet [See Note 4].
5000-00-919	Recreational Trails Program	Off-Highway Vehicle (OHV), Equestrian, Recreational Water/Paddling Trails, and related facilities; Recreational Trails related education and safety programs.

Note 1: Projects eligible for grouping include associated project phases (Preliminary Engineering, Right-Of-Way, and Construction).

Note 2: Projects funded with Congestion Mitigation Air Quality funding require a federal eligibility determination and are not approved to be grouped.

Note 3: Passing lanes include "SUPER 2" lanes consistent with TxDOT's Roadway Design Manual.

Note 4: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.

Note 5: Projects funded as part of the Recreational Trails Program (RTP) and Transportation Alternatives (TA) Program consistent with the grouped project category definitions may be grouped. RTP or TA funded projects that are not consistent with the grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Road diet projects may not be grouped.

VI. APPENDICES

APPENDIX A

PUBLIC NOTICE

Public Notice #24-2: DRAFT FY 2025 – 2028 Transportation Improvement Program (TIP)
Public Comment Period June 6, 2024 to July 11, 2024

Public Notice #25-2: DRAFT 2025 -2028 Transportation Improvement Program with Amendment 1
Public Comment Period January 2, 2025 to February 6, 2025



PUBLIC NOTICE #24-2

JUNE 6, 2024

The **Corpus Christi Metropolitan Planning Organization** (Corpus Christi MPO) is seeking public input and comments on the **DRAFT FY 2025 – 2028 Transportation Improvement Program (TIP)** and **DRAFT FY 2023 and FY 2024 Unified Planning Work Program (UPWP) with Amendment 2**.

The TIP identifies how the region plans to invest \$509 million in transportation funds in the transportation system for the next four years. The UPWP serves as the scope of work for the Corpus Christi MPO and documents transportation-related planning activities conducted in the Corpus Christi MPO Planning Area. In accordance with the Corpus Christi MPO Public Participation Plan, the MPO is seeking to inform those who are interested in or affected by transportation decisions with opportunities to provide input on the **DRAFT FY 2025 – 2028 TIP** and **DRAFT FY 2023 and FY 2024 UPWP with Amendment 2**.

Public Comments may be provided in writing, limited to 1,000 characters, by emailing ccmpo@cctxmpo.us or by regular mail or hand-delivery to the Corpus Christi MPO offices at 602 N. Staples St., Suite 300, Corpus Christi, TX 78401, and **MUST** be submitted at least 1 hour before the start of a meeting in order to be provided for consideration and review at the meeting. To make a public comment at the meeting, please fill out the comment card and submit it to Corpus Christi MPO staff 10 minutes before the meeting starts. All Public Comments submitted shall be placed into the record of the meeting.

The **DRAFT FY 2025 – 2028 TIP** and **DRAFT FY 2023 and FY 2024 UPWP with Amendment 2** are being released to the public on June 6, 2024, and public input is invited through July 11, 2024, at the following public meetings:

June 6, 2024, 2:00 p.m.*

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

June 20, 2024, 9:00 a.m.*

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

July 11, 2024, 2:00 p.m.*

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

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

www.corpuschristi-mpo.org

The **Corpus Christi Regional Transportation Authority** (CCRTA) hereby gives notice that coordination actions with the **Corpus Christi Metropolitan Planning Organization** (Corpus Christi MPO) have occurred to assure that the procedures established in the MPO's public participation plan, including public notice and times established for public review and comment on the TIP, satisfy the Requirement of public participation in the development of the program of projects and grant application requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307; and other formula funds. The public participation requirements of 49 U.S.C. Section 5307 (b) (1) through (b) (7) (as amended by the FAST Act) are integrated into the MPO's adopted "Public Participation Plan". The CCRTA, therefore, is a participant with the Corpus Christi MPO in the public process for the **DRAFT FY 2025-2028 TIP**.

For more information, please visit <http://www.corpuschristi-mpo.org> or contact us at ccmpo@cctxmpo.us for any questions.

PUBLIC NOTICE #24-2 – CERTIFICATION OF PUBLICATION - JUNE 9, 2024



PO Box 631667 Cincinnati, OH 45263-1667

AFFIDAVIT OF PUBLICATION

C C Metropolitan Planning Orgi
C C Metropolitan Planning Orgi
602 N. Staples Ste 300
Corpus Christi TX 78401

STATE OF WISCONSIN, COUNTY OF BROWN

The Corpus Christi Caller-Times, a newspaper published in the city of Corpus Christi, Nueces County, State of Texas, generally circulated in Aransas, Bee, Brooks, Duval, Jim Hogg, Jim Wells, Kleberg, Live Oak, Nueces, Refugio, and San Patricio Counties, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issue:

06/09/2024

and that the fees charged are legal.

Sworn to and subscribed before on 06/09/2024

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Corpus Christi Metropolitan
Planning Organization
Public Notice #24-02

The Corpus Christi Metropolitan Planning Organization (MPO) is seeking public input on the DRAFT FY 2025 – 2028 Transportation Improvement Program (TIP) and DRAFT FY 2023 and FY 2024 Unified Planning Work Program (UPWP) with Amendment 2.

The TIP identifies how the region plans to invest \$509 million in transportation funds in the transportation system for the next four years. The UPWP serves as the scope of work for the Corpus Christi MPO and documents transportation-related planning activities conducted in the Corpus Christi MPO Planning Area. In accordance with the Corpus Christi MPO Public Participation Plan, the MPO is seeking to inform those who are interested in or affected by transportation decisions with opportunities to provide input on the DRAFT FY 2025 – 2028 TIP and DRAFT FY 2023 and FY 2024 UPWP with Amendment 2.

Public Comments may be provided in writing, limited to 1,000 characters, by emailing ccmpo@cctxmpo.us or by regular mail or hand-delivery to the Corpus Christi MPO offices at 602 N. Staples St., Suite 300, Corpus Christi, TX 78401, and MUST be submitted at least 1 hour before the start of a meeting in order to be provided for consideration and review at the meeting. To make a public comment at the meeting, please fill out the comment card and submit it to Corpus Christi MPO staff 10 minutes before the meeting starts. All Public Comments submitted shall be placed into the record of the meeting.

The DRAFT FY 2025 – 2028 TIP and DRAFT FY 2023 and FY 2024 UPWP with Amendment 2 are being released to the public on June 6, 2024, and public input is invited through July 11, 2024, at the following public meetings:

MPO Transportation Policy Committee Meeting – June 6, 2024, 2:00 p.m. and July 11, 2024, 2:00 p.m.

MPO Technical Advisory Committee Meeting – June 20, 2024, 9:00 a.m.

For more information, please visit <http://www.corpuschristi-mpo.org> or contact us at ccmpo@cctxmpo.us for any questions.



PUBLIC NOTICE #25-2

January 2, 2025

The **Corpus Christi Metropolitan Planning Organization** (Corpus Christi MPO) is seeking public input and comments on the **DRAFT FY 2025-2028 Transportation Improvement Program with Amendment 1 (DRAFT FY 2025-2028 TIP with Amendment 1)**.

The TIP identifies how the region plans to invest in the transportation system during Fiscal Year 2025 through Fiscal Year 2028. In accordance with the Corpus Christi MPO Public Participation Plan, the MPO is seeking to inform those who are interested in or affected by transportation decisions with opportunities to provide input on the **DRAFT FY 2025 – 2028 TIP with Amendment 1**.

Public Comments may be provided in writing, limited to 1,000 characters, by emailing ccmpo@cctxmpo.us or by regular mail or hand-delivery to the Corpus Christi MPO offices at 602 N. Staples St., Suite 300, Corpus Christi, TX 78401, and **MUST** be submitted at least 1 hour before the start of a meeting in order to be provided for consideration and review at the meeting. To make a public comment at the meeting, please fill out the comment card and submit it to Corpus Christi MPO staff 10 minutes before the meeting starts. All Public Comments submitted shall be placed into the record of the meeting.

The **DRAFT FY 2025-2028 TIP with Amendment 1** is being released to the public on January 2, 2025 and input is invited through February 6, 2025. Public comment may be offered in person at the following public meetings:

January 14, 2025, from 4:30 p.m. to 7:00 p.m.

Public Open House

Corpus Christi Regional Transportation Authority Staples Street Center
602 N. Staples Steet, Multipurpose Room 324, Corpus Christi, Texas 78401

<p>January 16, 2025, at 9:00 a.m.* <u>Technical Advisory Committee</u> Corpus Christi Regional Transportation Authority Staples Street Center 602 N. Staples Steet, 2nd Floor Boardroom Corpus Christi, Texas 78401</p>	<p>January 2, 2025, at 2:00 p.m.* February 6, 2025, at 2:00 p.m.* <u>Transportation Policy Committee</u> Corpus Christi City Hall Council Chambers 1201 Leopard Street Corpus Christi, Texas 78401</p>
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**Meeting location and time are subject to change, check the Corpus Christi MPO website for information.*

www.corpuschristi-mpo.org

All Corpus Christi MPO Committee meetings are public meetings and open to the public subject to the access policies of the building owner where the meeting is being held. Any persons with disabilities who plan to attend this meeting and who may need auxiliary aids or services are requested to contact the Corpus Christi MPO at (361) 884-0687 at least 48 hours in advance so that appropriate arrangements can be made.

The **Corpus Christi Regional Transportation Authority** (CCRTA) hereby gives notice that coordination actions with the **Corpus Christi Metropolitan Planning Organization** (Corpus Christi MPO) have occurred to assure that the procedures established in the MPO's public participation plan, including public notice and times established for public review and comment on the TIP, satisfy the Requirement of public participation in the development of the program of projects and grant application requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307; and other formula funds. The public participation requirements of 49 U.S.C. Section 5307 (b) (1) through (b) (7) (as

FY 2025 – 2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) WITH AMENDMENT 1

amended by the FAST Act) are integrated into the MPO's adopted "Public Participation Plan". The CCRTA, therefore, is a participant with the Corpus Christi MPO in the public process for the **DRAFT FY 2025-2028 TIP with Amendment 1**.

For more information, please visit <http://www.corpuschristi-mpo.org> or contact us at ccmpo@cctxmpo.us for any questions.

PUBLIC NOTICE – CERTIFICATION OF PUBLICATION - JANUARY 5, 2025



PO Box 631667 Cincinnati, OH 45263-1667

AFFIDAVIT OF PUBLICATION

C C Metropolitan Planning Orgi
C C Metropolitan Planning Orgi
602 N. Staples Ste 300
Corpus Christi TX 78401

STATE OF WISCONSIN, COUNTY OF BROWN

The Corpus Christi Caller-Times, a newspaper published in the city of Corpus Christi, Nueces County, State of Texas, generally circulated in Aransas, Bee, Brooks, Duval, Jim Hogg, Jim Wells, Kleberg, Live Oak, Nueces, Refugio, and San Patricio Counties, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issue:

01/05/2025

and that the fees charged are legal.

Sworn to and subscribed before on 01/05/2025

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Corpus Christi Metropolitan
Planning Organization

Public Notice
The Corpus Christi Metropolitan
Planning Organization
(Corpus Christi MPO) is
seeking public input and
comments on the DRAFT
2045 Metropolitan Trans-
portation Plan (MTP)
Update and DRAFT FY
2025-2028 Transportation
Improvement Program
(TIP) with Amendment 1.

The MTP outlines the
regional transportation plan,
detailing the long-term
investment strategies for the
transportation system. The
TIP contains the planned
transportation investments
for Fiscal Years 2025 through
2028. In accordance with the
Corpus Christi MPO Public
Participation Plan, the
Corpus Christi MPO is seek-
ing to inform those who are
interested in or affected by
transportation decisions with
opportunities to provide
input on the DRAFT 2045
MTP Update and DRAFT
FY 2025 – 2028 TIP with
Amendment 1.

Public comments may be
provided in writing, limited
to 1,000 characters by email-
ing ccmipo@ccctxmipo.us or by
regular mail or hand-deliv-
ery to the Corpus Christi
MPO offices at 602 N. Staples
Street, Suite 300, Corpus
Christi, TX, 78401, and MUST
be submitted at least 1 hour
before the start of the Febru-
ary 6th, 2025 meeting in
order to be provided for
consideration and review at
the meeting. To make a
public comment at the meet-
ing, please fill out the
comment card available at
the meeting and submit it to
Corpus Christi MPO staff 10
minutes before the meeting
starts. All public comments
submitted shall be placed
into record of the meeting.

The DRAFT 2045 MTP
Update and DRAFT FY
2025-2028 TIP with Amend-
ment 1, were released to the
public on January 2, 2025,
and public input is invited
through February 6, 2025.
Public comment may be
offered in person at the
following meetings: DRAFT
2045 MTP Update Public
Meeting - January 14, 2025,
4:30 p.m. to 7:00 p.m. Tech-
nical Advisory Committee
Meeting - January 16, 2025,
9:00 a.m. and at the Trans-
portation Policy Committee
Meeting - February 6, 2025.

For more information,
please visit
[https://www.corpuschristi-
mipo.org](https://www.corpuschristi-
mipo.org) or contact us at
ccmipo@ccctxmipo.us for any
questions.

APPENDIX B

CORPUS CHRISTI MPO COMMITTEE MEETING MINUTES

February 15, 2024 – Technical Advisory Committee Regular Meeting Minutes
March 7, 2024 – Transportation Policy Committee Regular Meeting Minutes
April 18, 2024 – Technical Advisory Committee Regular Meeting Minutes
May 16, 2024 – Technical Advisory Committee Regular Meeting Minutes
June 6, 2024 – Transportation Policy Committee Regular Meeting Minutes
June 20, 2024 – Technical Advisory Committee Regular Meeting Minutes
June 28, 2024 – Technical Advisory Committee Special Meeting Minutes
July 17, 2024 – Transportation Policy Committee Regular Meeting Minutes
December 19, 2024 – Technical Advisory Committee Meeting Minutes
January 2, 2025 – Transportation Policy Committee Meeting Minutes
January 14, 2025 – Open House Public Meeting
January 16, 2025 – Technical Advisory Committee Meeting Minutes
February 6, 2025 – Transportation Policy Committee Meeting Minutes

FEBRUARY 15, 2024 – TECHNICAL ADVISORY COMMITTEE REGULAR MEETING MINUTES

1. CALL TO ORDER, ROLL CALL, AND QUORUM DETERMINATION

TAC Chairperson Brian DeLatte called the meeting to order at 9:00 a.m.

TAC Members Present:

Brian DeLatte, P.E., City of Portland, Chairperson
Jeff Pollack, AICP, Port of Corpus Christi Authority, Vice Chairperson
Gordon Robinson, AICP, Corpus Christi Regional Transportation Planning Authority (CCRTA)
Dan McGinn, AICP, City of Corpus Christi
Juan Pimentel, P.E., Nueces County
Tom Yardley, Commissioner, San Patricio County
Paula Sales-Evans, P.E., TxDOT – Corpus Christi District (CRP)

MPO Staff Present: Robert MacDonald, P.E., Craig Casper, AICP, Daniel Carrizales, Victor Mendieta, and Karla Carvajal

2. NON AGENDA ITEMS PUBLIC COMMENTS:

None were made or offered.

3. APPROVAL OF THE TAC JANUARY 18, 2024 REGULAR MEETING MINUTES

Mr. Pollack made a motion to approve the January 18, 2024 TAC Regular Meeting Minutes. Mr. Yardley seconded; the motion passed unanimously.

5. INFORMATION ITEMS

E. FY 2025–2028 TIP Development

Mr. Casper mentioned that the TIP process for the state is expiring, requiring all MPOs to update the TIP for 2025-2028. The plan is to retain the same projects from the previous Call for Projects and long-range plan, which are still eligible. Updates on this process will be forthcoming in the next few months.

For the full February 15, 2024, Technical Advisory Committee Regular Meeting Minutes, please visit:

https://www.corpuschristi-mpo.org/03_tac_agendas/2024/tacminutes_20240215.pdf

MARCH 7, 2024 – TRANSPORTATION POLICY COMMITTEE REGULAR MEETING MINUTES

1. CALL TO ORDER, ROLL CALL, AND QUORUM DETERMINATION

TPC Chairperson Judge David Krebs called the meeting to order at 2:04 p.m.

TPC Members Present:

Judge David Krebs, San Patricio County, Chairperson
Mayor Paulette M. Guajardo, City of Corpus Christi
Mayor Cathy Skurow, City of Portland
Valente Olivarez, Jr., P.E., Texas Department of Transportation

MPO Staff Present: Rob MacDonald, P.E., Craig Casper, AICP, Daniel Carrizales, Victor Mendieta, and Karla Carvajal, MBA

2. NON AGENDA ITEMS PUBLIC COMMENTS:

None were made or offered.

3. APPROVAL OF THE TPC FEBRUARY 1, 2024 MEETING MINUTES

Mayor Skurow made a motion to approve the February 1st, 2024 TPC Regular Meeting Minutes. Mayor Guajardo seconded; the motion passed unanimously.

5. **INFORMATION ITEMS**

B. FY 2025–2028 TIP Development

Mr. MacDonald provided an overview of the FY 2025–2028 TIP development process. He mentioned the upcoming release of a new four-year Transportation Improvement Program (TIP), which would resemble the current one. Projects recommended for the 10-year plan known as the DRAFT 2025 UTP would also be considered for the FY 2025-2028 TIP. He discussed the funding allocation process and highlighted two amendments made to the current FY 2023-2026 TIP, including projects added and deferred. Mr. MacDonald presented the financial overview for FY 2025-2028, stressing the tight timeframe for submission to FHWA for the 2025 fiscal year that starts October 1, 2024. Finally, he informed the TPC of the multi-month process ahead, urging their specific attention and participation in the upcoming discussions.

Discussion:

None.

For the full March 7, 2024, Transportation Policy Committee Regular Meeting Minutes, please visit:
https://www.corpuschristi-mpo.org/03_tpc_agendas/2024/20240307_tpcminutes.pdf

APRIL 18, 2024 – TECHNICAL ADVISORY COMMITTEE REGULAR MEETING MINUTES

1. CALL TO ORDER, ROLL CALL, AND QUORUM DETERMINATION

TAC Chairperson Brian DeLatte called the meeting to order at 9:00 a.m.

TAC Members Present:

Brian DeLatte, P.E., City of Portland, Chairperson
 Liann Alfaro, Corpus Christi Regional Transportation Planning Authority (CCRTA)
 Tom Yardley, San Patricio County
 Juan Pimentel, P.E. Nueces County
 Dan McGinn, AICP, City of Corpus Christi
 Paula Sales-Evans, P.E., TxDOT – Corpus Christi District (CRP)
 Emily Martinez, Coastal Bend Council of Governments

MPO Staff Present: Rob MacDonald, P.E., Craig Casper, AICP, Daniel Carrizales, Victor Mendieta, and Karla Carvajal, MBA

2. NON AGENDA ITEMS PUBLIC COMMENTS:

None were made or offered.

3. APPROVAL OF THE TAC MARCH 21, 2024 REGULAR MEETING MINUTES

Ms. Sales-Evans made a motion to approve the March 21, 2024, TAC Regular Meeting Minutes. Mr. McGinn seconded; the motion passed unanimously.

4. DISCUSSION AND POSSIBLE ACTION ITEMS

A. DRAFT FY 2025-2028 Transportation Improvement Program (TIP)

The DRAFT FY 2025-2028 Transportation Improvement Program (TIP) was proposed for TAC recommendation for the TPC to release for the required one-month public comment period. The approval for TPC release is necessary to meet the TxDOT scheduled adoption of the FY 2025-2028 Statewide Transportation Improvement Program (STIP). The TxDOT HQ must receive the final approved TIPs from all MPOs no later than June 10th, 2024. This means that the Corpus Christi MPO Draft FY 2025-2028 TIP must be released by the TPC for public comment during their May 9th meeting and the final Corpus Christi MPO DRAFT FY 2025-2028 TIP approved at the June 6th TPC meeting.

Mr. MacDonald mentioned the previous process of TIP project selection and prioritization, including input from members and previous approvals. He noted upcoming changes in the document due to new revenue forecasts and updated project information sheets.

Discussion:

Ms. Sales-Evans mentioned a project where there might be extra funds needing adjustment into the DRAFT FY 2025-2028 TIP due to cost increases beyond allowable limits. She expected clarity on this topic within two weeks. She asked about the approval timeline and if changes could be made by the next Transportation Policy Committee meeting.

Mr. MacDonald told the TAC that they could hold special meetings or workshops as needed to address any issues with the DRAFT TIP document. He emphasized the importance of meeting the June 18 deadline for uploading the document into the eSTIP Portal, but also stressed that adjustments could be made throughout the process, even after the release for the one-month public comment period. TAC members were encouraged to email any concerns they have with the DRAFT TIP document so that they can be addressed before the document's public review. Mr. MacDonald highlighted the MPO's flexibility to accommodate changes, noting that the one-month public comment period was the minimum requirement, but aimed to provide more time if possible. He reminded everyone that amendments to the TIP were always an option for TAC to consider and that most projects wouldn't be impacted until the next fiscal year starting in October 2024. This timing would allow ample time for adjustments to the DRAFT FY 2025-2028 TIP.

Ms. Sales-Evans mentioned the timeline for FHWA approval, pointing out that the first project wouldn't likely start until November or December. She stated the urgency for accurate funding details, especially for a project needing additional funds, suggesting it would be best to include correct numbers in the DRAFT FY 2025-2028 TIP from the start. She expressed the need for additional comments to ensure all project information is accurate before recommending it for public involvement. Ms. Sales-Evans also mentioned the importance of reviewing an updated version of the document before opening the public comment period. TxDOT is expecting alignment on these items by the end of the month.

Mr. MacDonald mentioned that the public comment period begins on May 9th, which offers enough time for offline discussions and email exchanges with TAC members to review upcoming changes. He explained that the packet for the Transportation Policy Committee will be sent out on May 2, serving as a critical deadline. Even if the TAC conditionally recommended the release of the DRAFT TIP for the one-month public comment period, updated information could be provided by May 2 for the Transportation Policy Committee's May 9 meeting. He assured that there is flexibility for last-minute changes and emphasized that the public wouldn't see the document until May 9 if the Transportation Policy Committee agreed to release it. Mr. MacDonald suggested options for the TAC, including conditional approval or tabling the item for a special meeting in the coming weeks, while emphasizing the need for time to accommodate production of the TPC Agenda Packet based on TAC discussions.

Mr. DeLatte asked Mr. MacDonald what the schedule looked like after the TPC starts the 30-day comment period on May 9th.

Mr. MacDonald explained that the DRAFT FY 2025-2028 TIP document would be posted on the MPO website along with advertisements for the one-month public comment period. Afterward, the TAC would review the comments at their next TAC meeting and make a recommendation for approval to the TPC. This recommendation would then go to the June 6 meeting of the TPC, which would serve as the final opportunity for public comments. He emphasized that all comments would be acknowledged and responded to, with a record of them included in the appendix of the TIP document.

Mr. DeLatte reiterated that there would be enough time by May 9 if they recommended approval for the 30-day comment period and suggested they would have adequate time offline to implement the revisions being discussed before May 9.

Ms. Sales-Evans expressed confidence that they would have all the necessary information by the end of the following week, ensuring a thorough review before a TPC vote. She questioned whether TAC is comfortable with not having additional opportunities to review the document after internal meetings, and agreed with recommending the document for public comment after the May 9 meeting, with the understanding that modifications and changes would be made before the deadline date.

Mr. DeLatte asked if the DRAFT FY 2025-2028 TIP document would come back to TAC. Mr. MacDonald confirmed that it will come back during the one-month public comment period for recommendation for TPC approval.

Ms. Sales-Evans expressed uncertainty about whether the MPO's process allows for changes after a certain point if concerns arise. She suggested that any changes made afterward would likely be additional information rather than modifications to the document. However, she indicated that she would be fine with proceeding if everyone else was agreeable.

Mr. MacDonald explained the public process regarding the TIP document, restating that it would not be public until May 9 with TPC approval to release the document. He clarified that MPO staff could distribute the document to all TAC members individually, as long as there was no communication among members. This would allow members to review and provide feedback individually to MPO staff. Mr. MacDonald mentioned that he could send a notification to TAC members specifying which pages had changed for their review. He emphasized that this approach would afford them several weeks to finalize the document for conditional release before the public comment period, ensuring it was ready by May 2 for distribution to the TPC members only.

Mr. Yardley inquired about the frequency of reviewing the FY 2025-2028 TIP after approval, asking if it's done annually or as needed. He sought clarification on the process for amendments or updates to the TIP post-approval.

Mr. MacDonald explained that typically, the TIP is reviewed on a two-year cycle, but it can be amended more frequently, even monthly if necessary, especially with the introduction of a new long-range transportation plan. He mentioned that TIP amendments can be done relatively quickly, taking about 60 to 90 days. He cited an example of a recent amendment for an electric charging station, where there was urgency at TxDOT to quickly approve the NEVI projects so they could be constructed soon. Mr. MacDonald assured the TAC that the MPO's policies and methodologies are flexible enough to accommodate changes in project costs and funding.

Ms. Sales-Evans emphasized the importance of the TIP for accessing federal funds. She also mentioned her understanding that there are quarterly revision opportunities for each year the TIP is in effect, which are official time periods for FHWA reviews or revisions. Even after the MPO takes action and makes amendments, approval from the FHWA is still required for federal funds to be used on the intended projects.

Mr. MacDonald pointed out the schedule, highlighting the time delay from the TPC's approval on June 6 to the FHWA's approval no later than October 1. He mentioned that FHWA reviews all the Texas TIPs, often resulting in a lengthy list of exceptions for larger metropolitan areas like Houston. He underscored that the projects discussed are for fiscal year 2025, and he referenced a table in the agenda packet showing the list of projects.

Ms. Sales-Evans pointed out that the Harbor Bridge mitigation projects were not listed.

Mr. MacDonald stated that the DRAFT FY 2025-2028 TIP document has a project rollover section in a TIP Table, and that is where some are listed, since they were programmed in prior fiscal years. He also stated that they would ensure each formatted version of the TIP project pages include accurate fiscal years and dollar amounts. He noted that the table presented as an attachment in the TAC Agenda item is a snippet of the larger 85-page document, containing previously publicized project lists. Mr. MacDonald requested TAC action to keep the process moving forward.

Recommendation:

The Corpus Christi MPO staff recommended TAC approval to recommend the TPC release the DRAFT FY2025-2028 TIP document for a one-month public comment period.

Motion:

Ms. Sales-Evans made a motion to approve the release of the DRAFT FY 2025-2028 TIP document for a one-month public comment period.

Mr. Pimentel seconded; the motion passed unanimously.

For the full April 18, 2024, Technical Advisory Committee Regular Meeting Minutes, please visit:

https://www.corpuschristi-mpo.org/03_tac_agendas/2024/tacminutes_20240418.pdf

MAY 16, 2024 – TECHNICAL ADVISORY COMMITTEE REGULAR MEETING MINUTES

1. CALL TO ORDER, ROLL CALL, AND QUORUM DETERMINATION

TPC Chairperson Brian DeLatte called the meeting to order at 9:00 a.m.

TAC Members Present:

Brian DeLatte, P.E., City of Portland, Chairperson

Tom Yardley, San Patricio County

Liann Alfaro, Corpus Christi Regional Transportation Planning Authority (CCRTA)

Dan McGinn, AICP, City of Corpus Christi

Paula Sales-Evans, P.E., TxDOT – Corpus Christi District (CRP)

Emily Martinez, Coastal Bend Council of Governments

MPO Staff Present: Rob MacDonald, P.E., Craig Casper, AICP, Daniel Carrizales, Victor Mendieta, and Karla Carvajal, MBA

2. NON-AGENDA ITEMS PUBLIC COMMENTS:

None were made or offered.

3. APPROVAL OF THE TAC APRIL 18, 2024 REGULAR MEETING MINUTES

Mr. Yardley made a motion to approve the April 18, 2024 minutes. Ms. Alfaro seconded; the motion passed unanimously.

5. INFORMATION ITEMS

A. DRAFT FY 2025-2028 Transportation Improvement Program (TIP)

The DRAFT FY 2025-2028 Transportation Improvement Program (TIP) is being provided again to the TAC since the TPC meeting on Thursday, May 9, 2024, was cancelled due to lack of a quorum. The TPC is attempting to hold a special meeting later in May prior to their Regular Meeting on June 6th to release the document for a one-month public comment period. The TAC is being asked to provide additional comments on the DRAFT TIP document. One specific consideration is the proposed changes to the TIP projects identified by the TxDOT-CRP District on May 8th.

The current approval process is necessary to meet the TxDOT scheduled adoption of the FY 2025-2028 Statewide Transportation Improvement Program (STIP). The TxDOT HQ must receive the final approved TIPs from all MPOs no later than June 10th, 2024. This means that the Corpus Christi MPO must approve the Corpus Christi MPO DRAFT FY 2025-2028 TIP at the June 6th TPC meeting. TAC is likely to need a special meeting after the TPC Special Meeting in May and before the Regular TPC meeting in June.

Discussion:

Mr. Casper noted that despite the absence of a quorum for the Transportation Policy Committee (TPC) meeting, there was an opportunity to discuss an update concerning the TxDOT projects. He emphasized the importance of approving the schedule by June 6th to ensure timely submission of Transportation Improvement Programs (TIPs) from Metropolitan Planning Organizations (MPOs) to TxDOT headquarters by June 10th. In the event of insufficient attendance for a special meeting on May 24th to release the document for public comment, the approval would be deferred to the subsequent July 11th TPC meeting, potentially causing delays in the TIP projects. Mr. Casper then outlined the modifications to various projects, including additions, funding updates, and corrections, spanning fiscal years 2025 to 2028. Following his remarks, Ms. Sales-Evans acknowledged the last-minute nature of the updates, attributing them to data complexities, and advocated for their inclusion in the standard format for public release. She offered to address any inquiries regarding the proposed changes, emphasizing the necessity of ensuring project progression and funding alignment with TxDOT's objectives.

Mr. MacDonald noted the agenda packet's status as an information item, but also its potential for action by the Technical Advisory Committee (TAC). Despite last-minute changes, he assured attendees that these alterations would be included in the packet sent to the TPC for review. Stressing the significance of meeting deadlines, particularly the June 10th deadline set by TxDOT headquarters for the submission of Transportation Improvement

Programs (TIPs), Mr. MacDonald expressed concerns about potential delays if the deadline was missed, potentially necessitating TIP amendments. He emphasized the importance of ensuring all projects could move forward smoothly, aligning with TxDOT's objectives. Ms. Sales-Evans echoed these concerns, highlighting the jeopardy for upcoming projects if deadlines were not met, particularly those slated for the first quarter or first half of FY 2025. Mr. MacDonald then urged proactive engagement with TPC members to expedite the review process.

Following Mr. MacDonald's remarks, Mr. McGinn raised questions regarding specific project costs, particularly concerning the New Harbor Bridge Park improvements. Mr. Casper responded, explaining that while they had information on state and federal funding, they lacked the total estimated project cost, with contributions expected from both the state and the city. Ms. Sales-Evans elaborated on the collaboration between TxDOT and city staff to determine project costs accurately, highlighting the addition of a commitment of \$5.5 million towards the project. She attributed discrepancies to a lack of updates in the TxDOT Connect system and suggested consulting with city management for further clarification. Throughout the discussion, there was a clear emphasis on the importance of aligning with deadlines, accurately estimating project costs, and ensuring smooth coordination between stakeholders to facilitate project progression.

Mr. McGinn brought attention to the \$11.2 million discussed in previous meetings, identifying it as new funding. Ms. Sales-Evans clarified that this money had already been planned for allocation by the city, particularly towards various amenities. The discussion then shifted to the need for transparency regarding city-related projects, with Mr. McGinn questioning why these projects needed to be included on lists. Ms. Sales-Evans explained that such inclusion was necessary for consistency, especially concerning the Advanced Funding Agreement (AFA) and budget pages. Ms. Sales-Evans detailed the intention behind revising the funding and ensuring consistency between systems to avoid potential discrepancies.

Mr. MacDonald elaborated on the process of reconciling projects discussed over recent months and the significance of the Transportation Improvement Program (TIP) in the context of the Unified Transportation Program (UTP). He highlighted the allocation of funds to avoid lapses and emphasized the need for projects to be ready for construction to prevent the reallocation of funds by TxDOT. Mr. MacDonald outlined the process of updating the TIP and UTP, highlighting the importance of aligning with the Texas Transportation Commission's new policy and TxDOT's financial tracking. He assured TAC members that the staff had worked diligently to ensure accuracy and transparency in the presented recommendations. Despite some delays in the process, Mr. MacDonald expressed confidence in the recommendations presented and their alignment with the TPC's objectives. He emphasized the ongoing nature of the process and the need for further discussion with city representatives if necessary. Overall, the discussion provided detailed insights into the complexities of project funding and coordination, underscoring the importance of transparency, consistency, and alignment with regulatory requirements.

Mr. McGinn addressed the inclusion of Park Road 22 in the project list, noting its significance and increased attention from various stakeholders, including the city council, the Island TIRZ, and tourism board. He emphasized the progress made in scoping the project through the Island Mobility Plan, indicating that discussions had largely concluded on the desired roadway cross-section. Mr. McGinn highlighted the city's readiness to recommend the project for construction, paralleling the process followed for Northwest Boulevard. Ms. Sales-Evans interjected, pointing out the document's potential for quarterly amendments and the need for clarity regarding the estimated cost of the recommended work. She stressed the importance, from TxDOT's perspective, of aligning the estimated cost with the project's scope before inclusion in the four-year TIP commitment window. Mr. MacDonald further clarified the sequential process involved in project planning, emphasizing the lengthy timeline required for planning, feasibility studies, and environmental clearance, particularly when federal funds are involved. Mr. McGinn expressed confusion about Park Road 22's inclusion in the TIP list despite discussions with city officials about other proposed projects for the next three years.

Ms. Sales-Evans explained that the project's placement in the list was due to it being part of the current TIP, scheduled for FY 2028, and its appearance in the new list brought it forward to FY 2028. She suggested that the city's work on the Island Mobility Plan might touch upon planning and feasibility studies but emphasized the need for further assessment regarding environmental issues and property requirements, which could impact the project's development schedule. The discussion underscored the complexities involved in project planning, budgeting, and

alignment with regulatory requirements, emphasizing the importance of clear communication and coordination between stakeholders to ensure project success and timely execution.

Mr. MacDonald highlighted the timeline for the FY 2025-2028 TIP, noting that Park Road 22 was slated for FY 2028, indicating it was still a considerable time away from implementation. Ms. Sales-Evans queried the TAC's stance on potentially moving Park Road 22 out of the four-year window, prompting Mr. McGinn to express the desire to retain it on the current 4-year TIP list.

Mr. MacDonald clarified that the current list of draft fiscally constrained projects was for the TIP discussion and was already in the public domain for comment and modification. Mr. McGinn referred to attachment nine, which detailed changes to the project list and noted its classification as a comment and clarifying information. He highlighted the need to offset the cost of Park Road 22 by reducing funding for another project, acknowledging the complexity of such adjustments.

Ms. Sales-Evans pointed out the funding allocations in attachment nine and discussed the progress of the Gregory Interchange project and the potential implications of reallocating funds from it.

The discussion shifted to the Holly Trestle project, with Ms. Sales-Evans clarifying its nature as a railroad trestle conversion to a bike trail project, distinct from a roadway project.

Mr. McGinn reiterated the desire to keep Park Road 22 on the 4-year TIP list while considering other projects. The conversation included the progress of the Rodd Field Road safety and operations and Crosstown extension projects, with Ms. Sales-Evans providing insight into their respective status and potential timelines. Mr. McGinn expressed a preference for prioritizing Park Road 22 over the Rodd Field Road project, citing similarities in funding and potential impact. Mr. MacDonald emphasized the flexibility of the TIP and the ease of amending it based on evolving circumstances. Mr. McGinn highlighted the public's anticipation of Park Road 22's acceleration due to its inclusion in the list, suggesting inserting it instead of the Rodd Field Road project to manage expectations.

Ms. Sales-Evans noted the funding allocation for the Rodd Field Road project and proposed reallocating the remaining funds to Park Road 22. Mr. McGinn expressed agreement with prioritizing the Rodd Field Road project and explored options for funding adjustments.

Mr. Casper provided clarification on the financial implications of reallocating funds, highlighting the potential surplus resulting from the removal of the Rodd Field Road project. The discussion underscored the complexities of project prioritization, funding allocation, and stakeholder expectations within the context of the TIP planning process.

Mr. MacDonald proposed considering Rodd Field Road as a potential recipient of Category 10 CR (Carbon Reduction) funding, highlighting its eligibility for such funding due to its alignment with traffic operations and safety goals. Ms. Sales-Evans brought up the Carbon Reduction (CR) funding and whether operational improvements could count as eligible projects. Mr. MacDonald elaborated on the surplus funds available, suggesting that the \$6 million carryover could help bridge funding gaps for projects like Park Road 22.

Ms. Sales-Evans proposed a strategy of retaining a portion of Rodd Field Road funding in the TIP while also including Park Road 22 in the later years, thereby ensuring fiscal constraint compliance. Mr. MacDonald again emphasized the flexibility of the TIP amendment process, suggesting that adjustments could be made post-release based on evolving circumstances. Ms. Sales-Evans advocated for a strategic approach that considers both immediate needs and long-term funding availability. Mr. MacDonald highlighted the importance of allocating Category 10 CR funds in a timely manner, given the uncertainty surrounding future allocations and potential modifications to funding criteria.

Mr. MacDonald noted, with the consensus of TAC members, that this information item is changed into an action item. Mr. MacDonald ensured that this change would be reflected in the meeting minutes, underscoring the importance of proactive decision-making in the TIP planning process.

Motion:

Mr. McGinn made a motion to recommend the TPC release the DRAFT FY 2025-2028 TIP, with Park Road 22 (CSJ# 0617-02-073) to be included and additional funding options to be explored, for the one-month public comment period. Ms. Sales-Evans seconded; and the motion passed unanimously.

For the full May 16, 2024, Technical Advisory Committee Regular Meeting Minutes, please visit:

https://www.corpuschristi-mpo.org/03_tac_agendas/2024/tacminutes_20240516.pdf

JUNE 6, 2024 – TRANSPORTATION POLICY COMMITTEE REGULAR MEETING MINUTES

1. CALL TO ORDER, ROLL CALL, AND QUORUM DETERMINATION

TPC Chairperson Judge Krebs called the meeting to order at 2:00 p.m.

Judge David Krebs, San Patricio County, Chairperson

Judge Connie Scott, Nueces County, Vice Chairperson

Mayor Cathy Skurow, City of Portland

Mr. Valente Olivarez, Jr., P.E., TxDOT Corpus Christi District

Veronica Toomey, Coastal Bend Council of Governments

Ms. Mary Esther-Guerra, Nueces County Assistant Attorney

MPO Staff Present: Rob MacDonald, P.E., Daniel Carrizales, Victor Mendieta, and Karla Carvajal, MBA

2. NON AGENDA ITEMS PUBLIC COMMENTS

None were made or offered.

3. APPROVAL OF THE TPC APRIL 4, 2024 REGULAR MEETING MINUTES

Judge Scott made a motion to approve the April 4, 2024 minutes. Mayor Skurow seconded; the motion passed unanimously.

4. DISCUSSION AND POSSIBLE ACTION ITEMS

A. DRAFT FY 2025-2028 Transportation Improvement Program (TIP)

Mr. MacDonald presented the item.

The DRAFT FY 2025-2028 Transportation Improvement Program (TIP) was proposed for release for the required one-month public comment period. The approval for release is necessary to meet the TxDOT scheduled adoption of the FY 2025-2028 Statewide Transportation improvement Program (STIP). TxDOT HQ must receive the final approved TIPs from all MPOs no later than June 10th, 2024. This means that the public comments cannot be received and addressed before the upload of the Corpus Christi MPO TIP. The current plan is to upload the same version of the TIP that is released to the public and modify it to the adopted version after public comments are addressed and approved by the Corpus Christi MPO on July 11th. This updated document will then be provided (and uploaded) to TxDOT as a public comment during the TxDOT 30-day public comment period that begins July 12.

Discussion:

None.

Motion:

Mayor Skurow made a motion to release the DRAFT FY 2025-2028 TIP for the one-month public comment period with TxDOT's corrections to the projects listed on Table 12a. Judge Scott seconded; the motion passed unanimously.

For the full June 6, 2024, Transportation Policy Committee Regular Meeting Minutes, please visit:

https://www.corpuschristi-mpo.org/03_tpc_agendas/2024/20240606_tpcminutes.pdf

JUNE 20, 2024 – TECHNICAL ADVISORY COMMITTEE REGULAR MEETING MINUTES

1. CALL TO ORDER, ROLL CALL, AND QUORUM DETERMINATION

Jeff Pollack Vice Chairperson called the meeting to order at 9:02 a.m.

TAC Members Present:

Jeff Pollack, AICP, Port of Corpus Christi, Vice Chairperson

Tom Yardley, San Patricio County

Paula Sales-Evans, P.E., TxDOT - Corpus Christi District (CRP)

Dan McGinn, AICP, City of Corpus Christi

Liann Alfaro, Corpus Christi Regional Transportation Authority (CCRTA)

MPO Staff Present: Craig Casper, AICP, Daniel Carrizales, Victor Mendieta, and Karla Carvajal, MBA

2. NON AGENDA ITEMS PUBLIC COMMENTS

None were offered or made.

3. APPROVAL OF THE TAC MAY 16, 2024 REGULAR MEETING MINUTES

Ms. Sales-Evans made a motion to approve the May 16, 2024 minutes. Mr. Yardley seconded; the motion passed unanimously.

4. DISCUSSION AND POSSIBLE ACTION ITEMS

A. DRAFT FY 2025-2028 Transportation Improvement Program (TIP)

Mr. Casper presented the item.

The DRAFT FY 2025-2028 Transportation Improvement Program (TIP) was proposed for release for the required one-month public comment period. The approval for release is necessary to meet the TxDOT scheduled adoption of the FY 2025-2028 Statewide Transportation Improvement Program (STIP). The TxDOT HQ must receive the final approved TIPs from all MPOs no later than June 10th, 2024. This means that the public comments cannot be received and addressed before the upload of the Corpus Christi MPO TIP. The current plan is to upload the same version of the TIP that is released to the public and modify it to the adopted version after public comments are addressed and approved by the Corpus Christi MPO on July 11th. This updated document will then be provided (and uploaded) to TxDOT as a public comment during the TxDOT 30-day public comment period that begins July 12.

Public Comment:

The Corpus Christi MPO received a public comment on agenda item 4A, - on June 19, 2024 at 9:00 p.m. The following is the public comment read verbatim with attached map:

"To whom it may concern;

We are writing to express our deep concerns about the recently proposed list of transportation projects. While we understand the importance of infrastructure development, we believe that both of TxDOT/MPO lists (10-year and 4-year) project lists fail to address the critical needs of our communities, particularly for minority and low-income residents.

Also the map on page 8 of the document is old and needs to be corrected. Look at the following websites below for correct information: Climate and Economic Justice Screening Tool (CEJST), Equitable Transportation Community (ETC) Explorer, Areas of Persistent Poverty & Historically Disadvantaged Communities, Environmental Justice (EJ) Screen.

The proposed projects prioritize WANTS in advantaged areas, while neglecting the existing NEEDS and transportation challenges faced by low-income residents and communities of color. This approach contradicts the principles of Title VI of the Civil Rights Act, Executive Order 12898, and Executive Order 13985, which all emphasize fair and equitable distribution of transportation benefits.

Specifically:

As shown below, drawing the projects in black on the Climate and Economic Justice Screening Tool map you see very clearly the bias against our communities, in red. There are literally no projects in disadvantaged communities.

None.

While that is one way to avoid having bad impacts on the people, it also doesn't let anything good happen.

To ensure an inclusive transportation plan, we urge you to reconsider the current proposal and conduct a comprehensive assessment of existing transportation needs and spread the benefits equitably across all



demographics. This assessment should prioritize projects that address the transportation barriers faced by low-income residents and communities of color, promoting equitable access to jobs, education, and essential services.

Thank you for your time and attention to avoid making a mockery of federal law.

Happy Juneteenth"

Discussion:

Mr. Pollack inquired that beyond acknowledgment and inclusion of the public comment into the record, what are the implications the public comment has toward the TIP process.

Mr. Casper responded that the Corpus Christi MPO would need to review the matter more deeply and get back to TAC about the implications if the projects in the regional TIP are not providing benefits at the same time and at the same level to disadvantaged populations.

Mr. Pollack stated it is incumbent upon the MPO to objectively look at the project selection process and quantitatively evaluate whether or not the distribution of projects is equitable. If not, is there a structural reason for this?

Ms. Sales-Evans suggested TAC acknowledge taking the comment into consideration as part of the public involvement process and evaluate changes, if any, need to be made. Ms. Sales-Evans further suggested that TAC cannot make a recommendation at this point without evaluating in more depth the types of areas, types of projects, and benefits. She suggested more information from FHWA on how to evaluate the benefits from

projects to communities that are not within a disadvantaged or EJ area but still provide travel options for those areas.

Mr. Pollack pointed out that linear transportation facilities serve origins and destinations that may be disadvantaged communities. He also thought that the public comment highlights the importance of having a codified process for responding to public comments.

Mr. Casper moved the conversation further, noting that the Corpus Christi MPO received a comment from TxDOT that minor technical corrections to the project list descriptions and funding need to be made.

Mr. Pollack pointed out a discrepancy between the summary in the memo and the recommendation. Mr. Casper clarified that the recommendation is the correct verbiage and that the recommendation is “The Corpus Christi MPO staff proposes that the TAC recommend the TPC approve the DRAFT FY 2025-2028 TIP”.

Mr. Casper noted the projects listed are the same projects that were in the previous TIP with the exception of the exclusion of PR 22, which had been moved out a year outside of the TIP years due to fiscal constraint.

Mr. Casper also noted that an amendment to the current 2045 MTP fiscally constrained project list is required to ensure consistency across the MTP and TIP documents.

There was additional discussion about the pros and cons of grouping projects versus showing all of the projects that are funded.

Motion:

Mr. Pollack motioned to table DRAFT FY 2025-2028 Transportation Improvement Program (TIP) and to hold a special meeting to discuss and take possible action on Friday, June 28, 2024.

Ms. Alfaro seconded; the motion passed unanimously.

For the full June 20, 2024, Technical Advisory Committee Regular Meeting Minutes, please visit:

https://www.corpuschristi-mpo.org/03_tac_agendas/2024/tacminutes_20240620.pdf

JUNE 28, 2024 – TECHNICAL ADVISORY COMMITTEE SPECIAL MEETING MINUTES

1. CALL TO ORDER, ROLL CALL, AND QUORUM DETERMINATION

Jeff Pollack Vice Chairperson called the meeting to order at 12:15 P.M.

TAC Members Present:

Jeff Pollack, AICP, Port of Corpus Christi, Vice Chairperson
Paula Sales-Evans, P.E., TxDOT - Corpus Christi District (CRP)
Dan McGinn, AICP, City of Corpus Christi
Juan Pimentel, P.E., Nueces County

MPO Staff Present: Rob MacDonald, P.E., Craig Casper, AICP, Daniel Carrizales, Victor Mendieta, and Karla Carvajal, MBA

2. NON AGENDA ITEMS PUBLIC COMMENTS

None were offered or made.

3. DISCUSSION AND POSSIBLE ACTION ITEMS

B. DRAFT FY 2025-2026 Transportation Improvement Program (TIP)

Mr. Casper presented the item.

The DRAFT FY 2025-2028 Transportation Improvement Program (TIP) is provided as Attachment 1. The Corpus Christi MPO staff recommends the TAC recommend the Transportation Policy Committee approve this TIP. A table summarizing the funded projects was presented, color-coded by year. Attachment 3 is the detailed DRAFT FY 2025-2028 TIP project list. The MPO staff and TxDOT-CRP District Staff met on June 24 to confirm the details of project descriptions and funding for the TIP document. All updates are incorporated into the revised TIP. To

date, one public comment has been received. It is provided as Attachment 4. The Corpus Christi MPO staff response to the sole public comment is provided as Attachment 5.

Discussion:

Mr. Pollack asked about future consideration of new data

Mr. Casper pointed out that during the development of the EJ Title VI document, which happened before President Bidens Executive Orders, the MPO had created its methodology for identifying disadvantaged populations. However, with the availability of several Federal data sources and tools, the MPO will also use these sources as they develop the MTP.

Ms. Sales-Evans advises caution in stating that the MTP hasn't been updated. She suggested it should be noted that the incorporation of new robust documents and information as the MPO works towards developing the updated 2050 MTP.

Mr. MacDonald restated that the MPO acknowledges inconsistencies in the TIP that will be reconciled in the MTP Amendment 1. He assured the TAC that they are working with the district to ensure accurate numbers before Federal Highways reviews the new TIP. Mr. MacDonald stated that staff proposed addressing the inconsistencies in the MTP amendment rather than changing the FY 25-28 TIP, to avoid any discrepancies identified by Federal Highways.

Motion:

Mr. McGinn made a motion to recommend the TPC to approve the DRAFT FY 2025 -2028 TIP. Mr. Pollack seconded; the motion passed unanimously.

For the full June 28, 2024, Technical Advisory Committee Special Meeting Minutes, please visit:

https://www.corpuschristi-mpo.org/03_tac_agendas/2024/tacminutes_20240628.pdf

JULY 17, 2024 – TRANSPORTATION POLICY COMMITTEE REGULAR MEETING MINUTES

1. CALL TO ORDER, ROLL CALL, AND QUORUM DETERMINATION

TPC Chairperson Judge Krebs called the meeting to order at 2:30 p.m.

TPC Members Present:

Judge David Krebs, San Patricio County, Chairperson

Judge Connie Scott, Nueces County, Vice Chairperson

Mr. Valente Olivarez, Jr., P.E., TxDOT Corpus Christi District

Mr. David Engel, Port of Corpus Christi Authority

Ms. Emily Martinez, Coastal Bend Council of Governments

Ms. Mary Esther-Guerra, Nueces County Assistant Attorney

MPO Staff Present: Rob MacDonald, P.E., Craig Casper, AICP, Daniel Carrizales, Victor Mendieta, and Karla Carvajal, MBA

2. NON AGENDA ITEMS PUBLIC COMMENTS

None were made or offered.

3. APPROVAL OF THE TPC JUNE 6, 2024 REGULAR MEETING MINUTES

Judge Scott made a motion to approve the June 6, 2024 minutes. Mr. Olivarez seconded; the motion passed unanimously.

4. DISCUSSION AND POSSIBLE ACTION ITEMS

B. DRAFT FY 2025-2028 Transportation Improvement Program (TIP)

Mr. MacDonald presented the item.

The DRAFT FY 2025-2028 Transportation Improvement Program (TIP) was provided as Attachment 1. Both the Corpus Christi MPO staff and Technical Advisory Committee recommend the Transportation Policy Committee approve this TIP. A table summarizing the funded projects was highlighted. Attachment 3 was shown to detail the DRAFT FY 2025-2028 TIP fiscally constrained project list. The MPO staff and TxDOT-CRP District Staff met on June 24 to confirm the details of project descriptions and funding for the TIP document and the TAC had a Special meeting on June 28th to discuss issues and finalize the document. All updates are incorporated into the revised FY 2025-2028 TIP. The TAC recommended approval after their Special Meeting on June 28th. To date, one public comment has been received and has been addressed by MPO staff. The public comment and response documents were included in the TPC packet for this agenda item.

Discussion:

Mr. Olivarez emphasized that their fiscal year starts on September 1, and they are working urgently to get the SH 286 Crosstown Extension project ready for bidding by October, despite delays. Additionally, there's an ongoing discussion about the New Harbor Bridge mitigation project, which is planned to be designed and completed by 2025. Mr. Olivarez explained that the MPO processes work on a long-range 25-year plan for projects involving right-of-way purchases, environmental processes, and development. Additionally, TxDOT focuses on a 10-year plan for construction funding and a more immediate four-year plan (TIP/STIP), ensuring that projects for fiscal years 2025 and 2026 are ready for construction. This approach allows the industry to prepare and bid on these projects with confidence.

Motion:

Judge Scott made a motion to approve the DRAFT FY 2025-2028 TIP. Mr. Engel seconded; the motion passed unanimously.

For the full July 17, 2024, Transportation Policy Committee Regular Meeting Minutes, please visit:

https://www.corpuschristi-mpo.org/03_tpc_agendas/2024/20240717_tpcminutes.pdf

DECEMBER 19, 2024 – TECHNICAL ADVISORY COMMITTEE REGULAR MEETING MINUTES

1. TAC WORKSHOP/SMALL AREA FORECAST TASK FORCE

- A. Review of 2045 MTP with Amendment 2 Fiscally Constrained Project List, 2025 UTP and CCRTA Project Lists for Updates**
- B. Small Area Forecast Task Force Recommended Allocation of Population and Employment for the 2045 MTP Update**

The TAC Workshop / Small Area Forecast Task Force was held from 9:00 a.m. through 11:10 a.m.

Minutes for the TAC Workshop / Small Area Forecast Task Force were not documented.

2. CALL TO ORDER, ROLL CALL, AND QUORUM DETERMINATION

Mr. DeLatte called the meeting to order at 11:12 am

TAC Members Present:

Brian DeLatte, P.E., City of Portland, Chairperson
Jeff Pollack, AICP, Port of Corpus Christi, Vice Chairperson
Tom Yardley, Commissioner, San Patricio County
Liann Alfaro, Corpus Christi Regional Transportation Authority (CCRTA)
Dan McGinn, AICP, City of Corpus Christi
Paula Sales-Evans, P.E., TxDOT – Corpus Christi District (CRP)
Mary Afuso, Coastal Bend Council of Governments (non-voting)

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

3. NON AGENDA ITEMS PUBLIC COMMENTS:

None were offered or made.

4. APPROVAL OF THE TAC NOVEMBER 21, 2024 REGULAR MEETING MINUTES

Ms. Sales-Evans made a motion to approve the November 21, 2024, TAC Regular Meeting Minutes.

Mr. Yardley seconded; the motion passed unanimously.

B. DRAFT FY 2025-2028 Transportation Improvement Program (TIP) with Amendment 1

Mr. MacDonald presented the item.

Amendment 1 to the FY 2025-2028 TIP is recommended by Corpus Christi MPO staff for release for the one-month public comment period to the Technical Advisory Committee (TAC) and the TPC. This CCRTA project award of \$5.88 million was announced earlier this year and is now being added to the Corpus Christi MPO TIP. Typically TIP Amendments are necessary for a change in scope of a project, the addition of a newly funded project, or a change in funding.

Discussion:

None.

Motion:

Mr. McGinn made a motion to recommend the TPC release the DRAFT FY 2025-2028 TIP with Amendment 1 for a one-month public comment period.

Mr. Yardley seconded; the motion passed unanimously.

For the full December 19, 2024, Technical Advisory Committee Regular Meeting Minutes, please visit:

https://www.corpuschristi-mpo.org/03_tac_agendas/2024/tacminutes_20241219.pdf

JANUARY 2, 2025 – TRANSPORTATION POLICY COMMITTEE REGULAR MEETING MINUTES

1. CALL TO ORDER, ROLL CALL, AND QUORUM DETERMINATION

Judge David Krebs called the meeting to order at 2:00 p.m.

TPC Members Present:

Judge David Krebs, San Patricio County, Chairperson

Judge Connie Scott, Nueces County, Vice Chairperson

Mayor Cathy Skurow, City of Portland

Mayor Paulette Guajardo, City of Corpus Christi

Mr. Art Granado, Corpus Christi Regional Transportation Authority

Ms. Mary Esther Guerra, Nueces County Assistant County Attorney

MPO Staff Present: Rob MacDonald, P.E., Daniel Carrizales, and Victor Mendieta

2. ELECTION OF OFFICERS FOR THE TRANSPORTATION POLICY COMMITTEE

Judge Scott made a motion to retain the current officers, Judge Krebs as Chairperson and Judge Scott as Vice Chairperson.

Mayor Skurow seconded, the motion passed unanimously.

3. NON AGENDA ITEMS PUBLIC COMMENTS

None were made or offered.

4. APPROVAL OF THE TPC DECEMBER 5, 2024 REGULAR MEETING MINUTES

Mayor Guajardo made a motion to approve the December 5, 2024 minutes.

Judge Scott seconded, the motion passed unanimously.

5. DISCUSSION AND POSSIBLE ACTION ITEMS

C. DRAFT FY 2025-2028 Transportation Improvement Program (TIP) with Amendment 1

Mr. MacDonald presented the item.

The Technical Advisory Committee and the Corpus Christi MPO staff recommended the TPC release Amendment 1 to the FY 2025-2028 TIP for a one-month public comment period. The CCRTA was awarded \$5.88 million to purchase zero-emission buses earlier this year and they are now requesting that this project be added to the Corpus Christi MPO TIP. TIP Amendments are necessary for the addition of a newly funded project, a change in scope of a project, or a change in funding levels.

Discussion:

None.

Motion:

Mayor Guajardo made a motion to release the DRAFT FY 2025-2028 TIP with Amendment 1 for a one-month public comment period.

Judge Scott seconded, and the motion passed unanimously.

For the full January 2, 2025, Transportation Policy Committee Regular Meeting Minutes, please visit:

https://www.corpuschristi-mpo.org/03_tpc_agendas/2025/20250102_tpcminutes.pdf

JANUARY 14, 2025 – OPEN HOUSE PUBLIC MEETING AT THE CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY STAPLES STREET CENTER MULTIPURPOSE ROOM 324

Public Notice 25-2: The Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) is seeking public input and comments on the DRAFT FY 2025-2028 Transportation Improvement Program with Amendment 1.

Public Comment 1: Wanted clarification on the procedure of how to get safety and bicycle and pedestrian projects implemented and who would lead the effort to develop the projects.

- MPO Response: MPO Staff recommended contacting the appropriate department at the City of Corpus Christi, City of Portland, or TxDOT.

Public Comment 2: Will the MPO regional plan coordinate with the area development plans?

- MPO Response: Yes, the area development plans were reviewed as part of the MTP development process.

Public Comment 3: Citizen participated in the one-billion-dollar funding allocation exercise. They allocated 600 million (60%) to Traffic Timing Signal Improvements, 200 million (20%) towards Lighting Improvements on Roads and Pathways, and 200 million (20%) towards Resiliency.

Public Comment 4: Why aren't traffic signals connected to each other?

- MPO Response: MPO Staff encourages local government staff to review the RSAP, specifically connecting signals to make the system safer and more efficient.

Public Comment 5: Citizen participated in the one-billion-dollar funding allocation exercise. They allocated 500 million (50%) towards Bike Paths, 200 million (20%) towards Micromobility, 100 million (10%) for Sidewalks, 100 million (10%) for Transit, and 100 million (10%) towards Connected Vehicle Technology.

Public Comment 6: Citizen participated in the one-billion-dollar funding allocation exercise. They allocated 300 million (30%) towards Enforcement, and 100 million each, totaling 60%, toward Potholes, Traffic Timing Signal Improvements, Sidewalks, Bike Paths, Micromobility, Crosswalks, and Lighting Improvements on Roads & Pathways.

DRAFT JANUARY 16, 2025 – TECHNICAL ADVISORY COMMITTEE REGULAR MEETING MINUTES

1. CALL TO ORDER, ROLL CALL, AND QUORUM DETERMINATION

Mr. DeLatte called the meeting to order at 9:00 am

TAC Members Present:

Mr. Brian DeLatte, P.E., City of Portland, Chairperson

Mr. Jeff Pollack, AICP, Port of Corpus Christi, Vice Chairperson

Mr. Tom Yardley, Commissioner, San Patricio County

Mr. Juan Pimentel, P.E., Nueces County

Ms. Liann Alfaro, Corpus Christi Regional Transportation Authority (CCRTA)

Ms. Paula Sales-Evans, P.E., TxDOT – Corpus Christi District (CRP)

Ms. Mary Afuso, Coastal Bend Council of Governments (non-voting)

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

2. ELECTION OF OFFICERS FOR THE TECHNICAL ADVISORY COMMITTEE

Ms. Sales-Evans made a motion to retain Mr. DeLatte as Chairperson.

Mr. Pimentel seconded; the motion passed unanimously.

Mr. DeLatte made a motion to retain Mr. Pollack as Vice Chairperson.

Mr. Yardley seconded; the motion passed unanimously.

3. NON AGENDA ITEMS PUBLIC COMMENTS

None were offered or made.

4. APPROVAL OF THE TAC DECEMBER 19, 2024 REGULAR MEETING MINUTES

Mr. Yardley made a motion to approve the December 19, 2024, TAC Regular Meeting Minutes.

Ms. Alfaro seconded; the motion passed unanimously.

5. PUBLIC HEARING FOR 2045 MTP UPDATE

Mr. DeLatte opened the public hearing. No comments were offered or made. Mr. DeLatte closed the public hearing. The public hearing closed at 9:04 a.m.

6. DISCUSSION AND POSSIBLE ACTION ITEMS

B. DRAFT FY 2025-2028 Transportation Improvement Program (TIP) with Amendment 1

Mr. MacDonald presented the item.

The Corpus Christi MPO staff recommended that the TAC recommend the TPC approve the FY 2025-2028 TIP with Amendment 1. The CCRTA was awarded \$5.88 million to purchase zero-emission buses earlier this year and they are now requesting that this project be added to the Corpus Christi MPO FY 2025-2028 TIP. Amending a TIP is necessary to add a newly funded project, to change the scope of a project, or to change federal funding levels.

Discussion:

None.

Motion:

Mr. Pollack made a motion to recommend that the TPC approve the DRAFT FY 2025-2028 TIP with Amendment 1.

Mr. Yardley seconded; the motion passed unanimously.

Pending approval by the Technical Advisory Committee at the March 20, 2025 Regular Meeting.

DRAFT FEBRUARY 6, 2025 – TRANSPORTATION POLICY COMMITTEE REGULAR MEETING MINUTES

1. CALL TO ORDER, ROLL CALL, AND QUORUM DETERMINATION

Judge David Krebs called the meeting to order at 2:00 p.m.

TPC Members Present:

Judge David Krebs, San Patricio County, Chairperson

Judge Connie Scott, Nueces County, Vice Chairperson

Mayor Cathy Skurow, City of Portland

Mayor Paulette Guajardo, City of Corpus Christi

Mr. Mike Walsh, P.E. Texas Department of Transportation-Corpus Christi District

Mr. David Engel, Port of Corpus Christi

Mr. Art Granado, Corpus Christi Regional Transportation Authority

Ms. Mary Esther Guerra, Nueces County Assistant County Attorney

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

2. NON AGENDA ITEMS PUBLIC COMMENTS

None were made or offered.

3. APPROVAL OF THE TPC JANUARY 2, 2025 REGULAR MEETING MINUTES

Mr. Walsh made a motion to approve the January 2, 2025 minutes.

Judge Scott seconded; the motion passed unanimously.

4. PUBLIC HEARING FOR 2045 MTP UPDATE

Mr. Engel made a motion to open the public hearing for the 2045 MTP Update.

Mr. Walsh seconded; the motion passed unanimously.

After a brief discussion, the citizens in attendance stated their preference to give comments during the 2045 MTP Update agenda item, so no public comments were made or offered during the public hearing.

Judge Krebs closed the Public Hearing on the 2045 MTP Update.

5. DISCUSSION AND POSSIBLE ACTION ITEMS

B. DRAFT FY 2025-2028 Transportation Improvement Program (TIP) with Amendment 1

Mr. MacDonald presented this item.

The Corpus Christi MPO staff and the TAC recommend that the TPC approve the FY 2025-2028 TIP with Amendment 1. The CCRTA was awarded \$5.88 million to purchase low of zero-emission buses earlier this year and now requested that this project be added to the Corpus Christi MPO FY 2025-2028 TIP. Amending a TIP is necessary when adding a newly funded project, when changing the scope of a project, or to change overall or project specific funding levels.

Discussion:

None.

Motion:

Judge Scott made a motion to approve

Mayor Guajardo seconded, and the motion passed unanimously.

Pending approval by the Transportation Policy Committee at the March 6, 2025 Regular Meeting.

APPENDIX C

PUBLIC COMMENTS

PUBLIC COMMENTS

April 18, 2024 – Technical Advisory Committee Regular Meeting, at the Corpus Christi Regional Transportation Authority Boardroom Suite 210.

- There were no public comments, and none were received by email, regular mail or hand-delivered to the Corpus Christi MPO offices.

May 16, 2024 – Technical Advisory Committee Regular Meeting, at the Corpus Christi Regional Transportation Authority Boardroom Suite 210.

- There were no public comments, and none were received by email, regular mail or hand-delivered to the Corpus Christi MPO offices.

June 6, 2024 – Transportation Policy Committee Regular Meeting, at the Corpus Christi Regional Transportation Authority Boardroom Suite 210.

- There were no public comments, and none were received by email, regular mail or hand-delivered to the Corpus Christi MPO offices.

June 20, 2024 – Technical Advisory Committee Regular Meeting, at the Corpus Christi Regional Transportation Authority Boardroom Suite 210.

- The Corpus Christi MPO received a public comment on the DRAFT FY 2025-2028 Transportation Improvement Program (TIP) (TAC agenda item 4A) on June 19, 2024 at 9:00 p.m.

“To whom it may concern;

We are writing to express our deep concerns about the recently proposed list of transportation projects. While we understand the importance of infrastructure development, we believe that both of TxDOT/MPO lists (10-year and 4-year) project lists fail to address the critical needs of our communities, particularly for minority and low-income residents.

Also the map on page 8 of the document is old and needs to be corrected. Look at the following websites below for correct information: Climate and Economic Justice Screening Tool (CEJST), Equitable Transportation Community (ETC) Explorer, Areas of Persistent Poverty & Historically Disadvantaged Communities, Environmental Justice (EJ) Screen.

The proposed projects prioritize WANTS in advantaged areas, while neglecting the existing NEEDS and transportation challenges faced by low-income residents and communities of color. This approach contradicts the principles of Title VI of the Civil Rights Act, Executive Order 12898, and Executive Order 13985, which all emphasize fair and equitable distribution of transportation benefits.

Specifically: As shown below, drawing the projects in black on the Climate and Economic Justice Screening Tool map you see very clearly the bias against our communities, in red. There are literally no projects in disadvantaged communities.

None.

While that is one way to avoid having bad impacts on the people, it also doesn't let anything good happen.

To ensure an inclusive transportation plan, we urge you to reconsider the current proposal and conduct a comprehensive assessment of existing transportation needs and spread the benefits equitably across all demographics. This assessment should prioritize projects that address the transportation barriers faced by low-income residents and communities of color, promoting equitable access to jobs, education, and essential services.

Thank you for your time and attention to avoid making a mockery of federal law.
Happy Juneteenth”



Discussion :

Mr. Pollack inquired that beyond acknowledgment and inclusion of the public comment into the record, what are the implications the public comment has toward the TIP process.

Mr. Casper responded that the Corpus Christi MPO would need to review the matter more deeply and get back to TAC about the implications if the projects in the regional TIP are not providing benefits at the same time and at the same level to disadvantaged populations.

Mr. Pollack stated it is incumbent upon the MPO to objectively look at the project selection process and quantitatively evaluate whether or not the distribution of projects is equitable. If not, is there a structural reason for this?

Ms. Sales-Evans suggested TAC acknowledge taking the comment into consideration as part of the public involvement process and evaluate changes, if any, need to be made. Ms. Sales-Evans further suggested that TAC cannot make a recommendation at this point without evaluating in more depth the types of areas, types of projects, and benefits. She suggested more information from FHWA on how to evaluate the benefits from projects to communities that are not within a disadvantaged or EJ area but still provide travel options for those areas.

Mr. Pollack pointed out that linear transportation facilities serve origins and destinations that may be disadvantaged communities. He also thought that the public comment highlights the importance of having a codified process for responding to public comments.

Mr. Casper moved the conversation further, noting that the Corpus Christi MPO received a comment from TxDOT that minor technical corrections to the project list descriptions and funding need to be made.

Mr. Pollack pointed out a discrepancy between the summary in the memo and the recommendation. Mr. Casper clarified that the recommendation is the correct verbiage and that the recommendation is “The Corpus Christi MPO staff proposes that the TAC recommend the TPC approve the DRAFT FY 2025-2028 TIP”.

Mr. Casper noted the projects listed are the same projects that were in the previous TIP with the exception of the exclusion of PR 22, which had been moved out a year outside of the TIP years due to fiscal constraint.

FY 2025 – 2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) WITH AMENDMENT 1

Mr. Casper also noted that an amendment to the current 2045 MTP fiscally constrained project list is required to ensure consistency across the MTP and TIP documents.

There was additional discussion about the pros and cons of grouping projects versus showing all of the projects that are funded.

Motion:

Mr. Pollack motioned to table DRAFT FY 2025-2028 Transportation Improvement Program (TIP) and to hold a special meeting to discuss and take possible action on Friday, June 28, 2024.

Ms. Alfaro seconded; the motion passed unanimously.

July 17, 2024 – Transportation Policy Committee Regular Meeting, at the Corpus Christi Regional Transportation Authority Boardroom Suite 210.

- There were no public comments, and none were received by email, regular mail or hand-delivered to the Corpus Christi MPO offices.

January 2, 2025 – Transportation Policy Committee Regular Meeting, at the Corpus Christi City Hall Council Chambers.

- The Transportation Policy released the DRAFT FY 2025-2028 TIP with Amendment 1 for a one-month public comment period.

January 14, 2025 – Open House Public Meeting at the Corpus Christi Regional Transportation Authority Multipurpose Room 324.

- Public Comment 1: Wanted clarification on the procedure of how to get safety and bicycle and pedestrian projects implemented and who would lead the effort to develop the projects.
MPO Response: MPO Staff recommended contacting the appropriate department at the City of Corpus Christi, City of Portland, or TxDOT.
- Public Comment 2: Will the MPO regional plan coordinate with the area development plans?
MPO Response: Yes, the area development plans were reviewed as part of the MTP development process.
- Public Comment 3: Citizen participated in the one-billion-dollar funding allocation exercise. They allocated 600 million (60%) to Traffic Timing Signal Improvements, 200 million (20%) towards Lighting Improvements on Roads and Pathways, and 200 million (20%) towards Resiliency.
- Public Comment 4: Why aren't traffic signals connected to each other?
MPO Response: MPO Staff encourages local government staff to review the RSAP, specifically connecting signals to make the system safer and more efficient.
- Public Comment 5: Citizen participated in the one-billion-dollar funding allocation exercise. They allocated 500 million (50%) towards Bike Paths, 200 million (20%) towards Micromobility, 100 million (10%) for Sidewalks, 100 million (10%) for Transit, and 100 million (10%) towards Connected Vehicle Technology.
- Public Comment 6: Citizen participated in the one-billion-dollar funding allocation exercise. They allocated 300 million (30%) towards Enforcement, and 100 million each, totaling 60%, toward Potholes, Traffic Timing Signal Improvements, Sidewalks, Bike Paths, Micromobility, Crosswalks, and Lighting Improvements on Roads & Pathways.

January 16, 2025 – Technical Advisory Committee Regular Meeting / Open House Public Meeting at the Corpus Christi Regional Transportation Authority Boardroom Suite 210.

- There were no public comments, and none were received by email, regular mail or hand-delivered to the Corpus Christi MPO offices.

February 6, 2025 – Transportation Policy Committee Regular Meeting, at the Corpus Christi City Hall Council Chambers.

- There were no public comments, and none were received by email, regular mail or hand-delivered to the Corpus Christi MPO offices.

APPENDIX D

CORPUS CHRISTI MPO COMMITTEE MEMBER LIST

Transportation Policy Committee (TPC)
Technical Advisory Committee (TAC)

CORPUS CHRISTI MPO COMMITTEE MEMBER LIST

TRANSPORTATION POLICY COMMITTEE (TPC)		
VOTING MEMBERS		
Hon. David R. Krebs, Chairperson	County Judge	San Patricio County
Hon. Connie Scott, Vice Chairperson	County Judge	Nueces County
Hon. Cathy Skurow	Mayor	City of Portland
Hon. Paulette Guajardo	Mayor	City of Corpus Christi
David P. Engel	Committee Chairman	Port of Corpus Christi Authority
Aruthur Granado	Board Chairman	Corpus Christi Regional Transportation Authority
Mike Walsh, P.E.	District Engineer	Texas Department of Transportation – Corpus Christi District
EX-OFFICIO NON-VOTING MEMBERS		
Babatunde Tugbobo	Community Planner	Federal Highway Administration – Texas Division
Kwasi Bosompem	Community Planner	Federal Transit Administration – Region VI
Sara Garza	Transportation Planner	Texas Department of Transportation – Transportation Planning & Programming (TPP)
Lynn Hayes	Community Planner	Federal Transit Administration – Region VI
Emily Martinez	Executive Director	Coastal Bend Council of Governments
State Legislators or Member of U.S. Congress		Texas Legislators / United States Congress (District included in the MPO Study Area)

TECHNICAL ADVISORY COMMITTEE (TAC)		
VOTING MEMBERS		
Brian DeLatte, P.E. *, Chairperson	Deputy City Manager	City of Portland
Jeff Pollack, AICP*, Vice Chairperson	Chief Strategy and Sustainability Officer	Port of Corpus Christi Authority
Tom Yardley	County Commissioner Pct. 2	San Patricio County
Daniel McGinn, AICP	Director of Planning	City of Corpus Christi
Liann Alfaro	Director of Planning	Corpus Christi Regional Transportation Authority
Juan Pimentel, P.E.	Director of Public Works	Nueces County
Paula Sales-Evans, P.E.	Director Transportation Planning & Development	Texas Department of Transportation – Corpus Christi District
EX-OFFICIO NON-VOTING MEMBERS		
Babatunde Tugbobo	Community Planner	Federal Highway Administration – Texas Division
Kwasi Bosompem	Community Planner	Federal Transit Administration – Region VI
Sara Garza	Transportation Planner	Texas Department of Transportation – Transportation Planning & Programming (TPP)
Lynn Hayes	Community Planner	Federal Transit Administration – Region VI
Mary Afuso	Director of Planning & Economic Development	Coastal Bend Council of Governments
State Legislators or Member of U.S. Congress		Texas Legislators / United States Congress (District included in the MPO Study Area)

*Designated Alternate

APPENDIX E

TRANSPORTATION TERMS AND ABBREVIATIONS

TRANSPORTATION TERMS AND ABBREVIATIONS

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

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

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

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

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

AFA - Advance Funding Agreement: A negotiated allocation of participation between TxDOT and a local that determines which party is responsible for conducting work, providing funding or contributing items in-kind.

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

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

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

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

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

Consultation: Means that one party confers with another identified party and, prior to taking action(s), considers that party's views.

Cooperation: Means that the parties involved in carrying out the planning, programming and management systems processes work together to achieve a common goal or objective.

Coordination: Means the comparison of the transportation plans, programs, and schedules of one agency with related plans, programs, and schedules of other agencies or entities with legal standing, and adjustment of plans, programs, and schedules to achieve general consistency.

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

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

EIS - Environmental Impact Statement: A National Environmental Policy Act (NEPA) document that explains the purpose and need for a project, presents project alternatives, analyzes the likely impact of each, explains the choice of a

preferred alternative, and finally details measures to be taken in order to mitigate the impacts of the preferred alternative.

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

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

Equality: Is an even or equal distribution of resources; each individual is provided to without any consideration of their attributes; people with different or less attributes are treated the same as those with more or differing attributes.

Equity: Adjusts the level and type of resources distributed so that solutions are appropriate to each groups' unique needs and preferences. It means that social and economic benefits are equitable only if they result in equally desirable outcomes for everyone, particularly the least advantaged members of society.

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

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

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

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

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

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

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

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

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

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

Grouped Projects: As described on Table 20: TxDOT Definition of Grouped Projects for Use in the TIP/STIP, pages 54-54 of this document.

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

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

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

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

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

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

Justice40: A whole-of-government approach which aims to deliver 40 percent of the overall benefits of federal investments in climate and clean energy, including sustainable transportation, to disadvantaged communities.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PEL - Planning and Environment Linkages: The regulatory authority to use planning information developed at the corridor or subarea level, directly or by reference during NEPA.

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

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

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

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

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

PTMS - Public Transportation Facilities and Equipment Management System: A systematic process utilized by state agencies and MPOs to collect and analyze information on the condition and cost of transit assets on a continual basis; data is to be used to help people choose cost effective strategies for providing and keeping transit facilities and

equipment in good condition; process must be developed in Transportation Management Areas (TMAs); the use of CMS in non-TMAs is left to the discretion of state and local officials.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

APPENDIX F

CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION
AND TEXAS DEPARTMENT OF TRANSPORTATION SELF CERTIFICATION
RESOLUTION #24-3

**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION
AND TEXAS DEPARTMENT OF TRANSPORTATION
MPO SELF-CERTIFICATION**

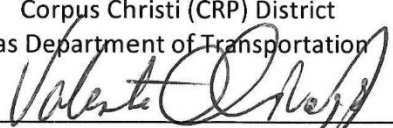
RESOLUTION #24-3

In accordance with 23 CFR Part 450.336, the Texas Department of Transportation and the Corpus Christi Metropolitan Planning Organization for the Corpus Christi Urbanized Area, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964 , as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(be) of the FAST Act (Pub. L. 114-357) and 49CFR part26 regarding the involvement of Disadvantaged Business Enterprises in US DOT-funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and (49 CFR Parts 27, 37, and 38);
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Valente Olivarez, Jr., P.E.

Corpus Christi (CRP) District
Texas Department of Transportation


Valente Olivarez, Jr., P.E. District Engineer

7/17/24
Date

Judge David Krebs

Corpus Christi MPO
Transportation Policy Committee Chairperson


Judge David Krebs, Chairperson

7.17.2024
Date

FISCAL YEARS 2025 - 2028
**TRANSPORTATION
IMPROVEMENT
PROGRAM**
WITH AMENDMENT 1

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