



## **TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA**

**THURSDAY, JUNE 20, 2024**

**9:00 A.M. TAC REGULAR MEETING (Boardroom 210)**

**Venue:** Corpus Christi Regional Transportation Authority (CCRTA) Staples Street Center,  
602 N. Staples Street, Corpus Christi, Texas 78401

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

**2. NON AGENDA ITEMS PUBLIC COMMENTS:**

Opportunity for public suggestions and comments for any items not on the Agenda and within the TAC's jurisdiction (except in matters related to pending litigation). Proceedings are recorded. To make a public suggestion or comment at the meeting, please fill out the printed comment card available at the meeting and submit it to Corpus Christi MPO staff 10 minutes before the meeting starts. We ask that remarks be limited to three minutes, that you identify yourself, and give your address.

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

**4. DISCUSSION AND POSSIBLE ACTION ITEMS**

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

Action: Review, Discuss, Receive Public Comments and Possible Action

**B. DRAFT FY 2023 and FY 2024 Unified Planning Work Program (UPWP) with Amendment 2 **

Action: Review, Discuss, Receive Public Comments and Possible Action

**C. DRAFT FY 2025 and FY 2026 Unified Planning Work Program (UPWP) **

Action: Review, Discuss, Receive Public Comments and Possible Action

**D. DRAFT 2050 MTP Vision and Goals **

Action: Review, Discuss, Receive Public Comments and Possible Action

**5. INFORMATION ITEMS**

**A. 2050 MTP Objective Topics **

**B. 2050 MTP: Chapter 1 - Introduction **

**C. Regional Safety Action Plan (RSAP) Second List of Project Locations **

**6. TAC MEMBER STATEMENTS ON LOCAL AGENCY ACTIVITIES OR ITEMS OF INTEREST**

**7. UPCOMING MEETINGS/EVENTS**

<b>A. Transportation Policy Committee:</b>	<b>Regular Meeting</b>	<b>July 11, 2024</b>
<b>B. 2050 MTP Public Meetings/Workshops</b>		<b>July 16-18, 2024</b>
<b>C. Technical Advisory Committee:</b>	<b>Regular Meeting/Workshop</b>	<b>July 18, 2024</b>

**8. ADJOURN**

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 - Indicates attachment(s) for the agenda item.       - Indicates a weblink for agenda item.

Public suggestions and comments may be provided before the meeting by emailing [ccmpo@cctxmpo.us](mailto:ccmppo@cctxmpo.us), by regular mail, or by hand-delivery to the Corpus Christi MPO Office at 602 N. Staples St., Suite 300, Corpus Christi, TX 78401. Please limit written comments to 1,000 characters. Written comments should be provided at least 1 hour before the start of the TAC meeting.

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.

### MEETING LOCATION MAP



**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (CORPUS CHRISTI MPO)  
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING MINUTES  
THURSDAY, MAY 16, 2024**

**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.

**4. DISCUSSION AND POSSIBLE ACTION ITEMS**

**A. DRAFT FY 2025 and FY 2026 Unified Planning Work Program (UPWP)**

Each Metropolitan Planning Organization (MPO) is required to develop a Unified Planning Work Program (UPWP). Key assumptions in this new two-year UPWP are:

- the total Transportation Planning Funding (TPF) amounts shown in the table and document are the same as from FY 2024 until the new amounts are received;
- that \$700,000 of carryover funds from the CRRSAA 100% federal grant for the completion of the Metropolitan Planning tools and products.

These items are proposed to be included as rollover into this proposed FY 2025 and FY 2026 UPWP. Additional changes may be made after the new funding allocations from FHWA and TxDOT are received. Also, TxDOT continues to request that the Planning Emphasis Areas (PEAs) from FHWA are required to be incorporated into the upcoming planning and programming efforts.

While the final amount of planning funds from both the Federal Highway Administration PL-112 and FTA 5303 planning funds from the Federal Transit Administration have not yet been determined, much of the necessary (from federal requirements) and desired (from the 2045 MTP After-Action Report) work tasks are known and listed within the memo. The table in the memo shows funding amounts by Task that reflect both the level of effort and timing needed to complete the integrated subtasks. The Infrastructure Investment and Jobs Act (IIJA), aka Bipartisan Infrastructure Law (BIL), became law on November 15, 2021. The BIL includes 11 factors that the metropolitan planning process must explicitly consider and analyze.

**Discussion:**

Mr. MacDonald presented the FY 2025 and FY 2026 Unified Planning Work Program (UPWP). He noted it had been about two years since they last adopted a new work program. He explained that on a typical cycle, MPOs update their scope of services with TxDOT and the federal government to manage federal transportation planning funds. The current request is for TAC members to provide comments and ultimately

recommend to the TPC to release the document for a one-month public comment period. TAC members had access to the document, while the public did not, to ensure the TAC's review before the public release.

Key highlights in the cover memo included the estimation of carryover COVID Relief funds estimated to be \$700,000, which rolls over to consultant contracts in FY 2025. This rollover is shown alongside typical planning funds in the document.

The format of the UPWP, agreed upon by TxDOT and all 23 MPOs in Texas, includes detailed breakdowns of tasks and subtasks. For convenience, an additional listing of funding by subtasks is included in the early sections of the document.

Mr. MacDonald highlighted that the focus on subtask 1.9 for consultant services in FY 2025 would involve long-range planning, with significant activity planned from October 2024 to February or March of 2025. Fiscal year FY 2026 would see a shift back to more traditional planning cycles and preparations for future short-range plans.

A key section of the document compiles all local planning activities from the local agencies regarding the transportation planning efforts they will undertake over the next two years. This serves as a comprehensive reference for transportation studies and projects. This ensures that the public and stakeholders are informed about the regional transportation planning activities.

Finally, Mr. MacDonald confirmed that the document is fiscally balanced based on anticipated revenue, with future adjustments possible if federal funding changes. TAC members' comments and recommendations for the TPC are requested so that the public comment period can start.

#### **Recommendation:**

The Corpus Christi MPO staff recommended that the TAC review, comment, and recommend the TPC release the DRAFT FY 2025 and FY 2026 Unified Planning Work Program.

#### **Motion:**

Mr. Yardley made a motion to recommend the TPC release the DRAFT FY 2025 and FY 2026 UPWP for the one-month public comment period. Mr. McGinn seconded; and 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 24<sup>th</sup> 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.

#### **B. DRAFT FY 2023 and FY 2024 Unified Planning Work Program (UPWP) with Amendment 2**

The DRAFT Amendment 2 to the FY 2023 and FY 2024 Unified Planning Work Program (UPWP) was again provided to the TAC. UPWP Amendment 2 was requested by TxDOT as part of their April 8, 2024 Work Order Letter 2 for FY 2024 that specified the requirement for the Corpus Christi MPO to have specific language in the current UPWP related to the federal requirement to spend a minimum of 2.5% of the MPO's Federal Planning funds (PL) on safety planning activities.

#### **Discussion:**

Mr. MacDonald highlighted a new requirement from TxDOT to specifically use federal language related to the 2.5% set aside for safety within Complete Streets planning. This requirement necessitated an amendment to the current work program to explicitly identify this subtask. He explained that funds had been allocated to this subtask throughout the fiscal year and that tracking and reporting on this expenditure would be done through TxDOT to FHWA. Additionally, he mentioned a change made to ensure adequate funding for FY 2024, which involved reallocating funding from another subtask, TIP development (subtask 3.1) to subtask 3.3. Other than this Amendment 2, there were no other changes to the UPWP document since the last recommendation. Mr. MacDonald emphasized that while this item was presented as information, it could be turned into an action item if necessary. He assured the committee that thorough consideration had been given to potential cascading effects of changes in language throughout the UPWP, ensuring consistency across the document's various sections.

#### **C. 2050 MTP Vision, Goals, and Objectives**

The Corpus Christi 2050 MTP is scheduled for the 5-year update on February 6, 2025. There are several critical items that need adopting as soon as possible, including Vision, Goals, and Objectives. The three outcomes needed from this agenda item are: achieve consensus on a vision that can be brought to the TPC for discussion in June, determine if the 6 goals below are acceptable in number and subject so they can be recommended for public release during the June TAC meeting, and have a detailed discussion of the subject of the individual objectives that can also be recommended for public release during the June TAC meeting. A follow-on workshop, prior to the June TAC meeting, may be necessary. Additional information is available in Attachments 1, 2, and 3 from previous TAC meetings.

#### **Discussion:**

Mr. Casper emphasized the need to achieve consensus on a vision to present at the upcoming TPC meeting. He outlined the goals and objectives, highlighting the importance of covering the 11 areas of emphasis from

the current federal transportation bill. He presented a preliminary draft vision consolidating multiple ideas into one, which was well received but subject to feedback.

Ms. Sales-Evans suggested changing "catalyzes economic growth" to "supports economic growth" to clarify the MPO's role. There's a discussion about the implications of actively spurring economic development versus supporting initiatives that bring economic opportunities while considering environmental sensitivity.

Mr. MacDonald proposed circulating the document for feedback, which is agreed upon, and hard copies were distributed.

Mr. McGinn suggested rephrasing to emphasize safety alongside efficiency in transportation. There's an agreement to limit the vision to a single statement and to further refine the goals and objectives.

Mr. Casper sought feedback on the number of goals, with Mr. DeLatte recommending no more than six to maintain clarity and focus.

Ms. Sales-Evans raised a question about the necessity of aligning goals specifically with the vision and whether technology-related goals are relevant. Mr. Casper explained that while visions aren't mandatory, they're a common practice for clarity and transparency. He suggested that the technology goal can be removed and incorporated into performance measures or asset management goals.

Ms. Sales-Evans expressed concerns about the specificity of safety goals, suggesting a broader approach to encompass various improvements beyond proven countermeasures. Mr. Casper explained the concept of proven countermeasures and the need for evaluations. He emphasized the importance of considering a holistic suite of improvements rather than limiting goals to specific lists.

Mr. McGinn highlighted technology and its role in efficiency, especially in transit services like bus rapid transit. He urged caution against overbuilding infrastructure, considering changing growth projections and the impact of tourism on the economy.

Mr. Casper noted that tourism is a mandated aspect stated by Congress in the federal law and will be addressed accordingly. Ms. Sales-Evans suggested incorporating tourism into the goals to support regional economic growth. It was emphasized that balancing specificity with flexibility in setting goals that align with the vision and address the region's diverse needs, including technological advancements and economic considerations such as tourism.

Mr. DeLatte expressed his reservations about treating technology as a separate goal, suggesting instead that it is a tool to achieve other goals. Mr. McGinn concurred, emphasizing that technology is already embedded within the other goals and doesn't necessitate needing its own goal. He emphasized that the primary focus should be on achieving the intended outcomes rather than setting technology as a standalone goal. Mr. DeLatte raised further concerns about losing the emphasis on technology if it's merged with other goals.

Mr. McGinn highlighted the role of technology in enhancing system performance and improving quality of life by increasing efficiency and safety. The consensus among the TAC leaned towards integrating technology into existing goals rather than isolating it as a distinct objective, recognizing its instrumental role in achieving broader outcomes related to transportation and quality of life.

Mr. Casper assured the TAC that removing technology as a goal and integrating it into the objectives of other goals will meet emphasis area requirements.

## **6. TAC MEMBER STATEMENTS ON LOCAL AGENCY ACTIVITIES OR ITEMS OF INTEREST**

Mr. DeLatte provided an update on the drainage project on FM 893, indicating that significant progress has been made. The City of Portland recently opened bids for the project, with the city council set to award the contract soon. It was noted that the project is expected to remain under budget.

Mr. DeLatte expressed anticipation for the continuation of the drainage project, which will allow the FM 893 project to proceed smoothly. Ms. Sales-Evans inquired about the construction timeline specifically for the



portion under FM 893. Mr. DeLatte informed her that the total project should take 180 days, but the specifics of the schedule will depend on the engagement of the low bidder.

Mr. McGinn mentioned there are various meetings and briefings scheduled for the upcoming week regarding the city's proposed 2024 Bond program, sales tax renewal proposals, and impact fee adoption; inviting interested parties to attend these events listed on the city website.

Ms. Alfaro updated the TAC on changes being made to the CCRTA's long-range plan, which is nearing completion. Currently, there is ongoing public outreach efforts, including public meetings and outreach stations, where individuals can learn more about the proposed changes and provide feedback. These changes will be available on the CCRTA website for further review.

Mr. DeLatte reminded everyone about upcoming meetings, noting that some details may not be finalized by the next meeting.

Mr. MacDonald informed TAC members that a special TAC meeting on May 30<sup>th</sup> or the 31<sup>st</sup> may occur depending on whether or not the TPC can meet the week before. The potential end of May meeting would be to recommend approval of the DRAFT TIP document for the TPC's action in June.

Ms. Sales-Evans inquired about the possibility of holding virtual meetings, to which Mr. MacDonald explained that they now have the ability to do so under their updated public participation plan. However, he promised to double-check and confirm the feasibility of a virtual special meeting, promising to provide further information via email once details are finalized. The discussion ended with a tentative plan to hold the Special TAC meeting in the early morning on either Thursday (5/30) or Friday (5/31), with a final decision pending confirmation of virtual capabilities.

## **7 ADJOURN**

The meeting was adjourned at 10:19 a.m.



**Date:** June 13, 2024  
**To:** Technical Advisory Committee (TAC)  
**From:** Craig Casper, Senior Transportation Planner  
**Through:** Robert MacDonald, Transportation Planning Director  
**Subject:** Item 4A: DRAFT FY 2025-2028 Transportation Improvement Program (TIP)  
**Action:** Review, Discuss, Receive Public Comments, and Possible Action

### **Summary**

The DRAFT FY 2025-2028 Transportation Improvement Program (TIP) is 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 July 1<sup>st</sup>, 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 11<sup>th</sup>. 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.

The current FY 2025-2028 TIP/STIP Timetable is provided as Attachment 1 and illustrates the process flow of activities leading to the FY 2025-2028 TIP/STIP approval. The Corpus Christi MPO's TIP timetable will coincide with both the TxDOT 2025 UTP and FY 2025-2028 STIP development processes as these companion efforts are being developed in unison.

As part of the joint TIP/STIP planning efforts, the Corpus Christi MPO must conduct a performance-based scoring process and selecting transportation projects for funding Categories 2, Category 7, Category 9 and Category 10 CR. TxDOT is an active participant in these funding category selection processes eventually approved by the TPC. The Corpus Christi MPO and TxDOT must also coordinate the evaluation, scoring, and selecting projects for Category 4.

Additionally, the Corpus Christi MPO and TxDOT Corpus Christi District will coordinate on other funding categories to ensure consistency of projects and any funding that contributes to the improvement of the regional transportation systems. As described in the TxDOT 2025 UTP process, the projects selected for the first four years of the 2025 TxDOT UTP are also likely to become part of the TxDOT FY 2025-2028 STIP. These first four years of projects and programs correspond to the Corpus Christi's FY 2025-2028 TIP. Finally, the Texas Transportation Commission must authorize the projects selected for Categories 2 and 4 in order to secure the local match required.

### **FY 2025-2028 TIP/STIP Funding Estimates for the Corpus Christi MPO**

The preliminary estimate (January 30, 2024) for state and federal funding in FY 2025-2028 that is available for use in the Corpus Christi MPO area, by year, is highlighted in the table below. The TIP must be fiscally constrained; that is, the funds programmed cannot exceed the funds that are reasonably expected to be available. The funding estimate was developed by TxDOT and the Corpus Christi MPO concurs that it is a reasonable estimate. The first four fiscal years are the FY 2025-2028 TIP years and are shaded yellow in the following table.

**TxDOT 2025 UTP and FY 2025-2028 TIP/STIP Funding for Corpus Christi MPO**

The funding levels for developing the DRAFT 2025 UTP and FY 2025-2028 TIP are based on the current (January 30, 2024) estimate for 4 and 10 years of funding available to the Corpus Christi MPO area created by TxDOT is shown in the table below. The Corpus Christi MPO concurs that it is a reasonable estimate.

	Category 2	Category 4	Category 7	Category 9	Category 10 CR <sup>1</sup>	
Agency Lead*	MPO	TxDOT	MPO	MPO	MPO	
Coordinated Agency	TxDOT	MPO	TxDOT	TxDOT	TxDOT	<b>Subtotal</b>
<b>10-Years</b>	<b>\$132,693,989</b>	<b>\$101,053,278</b>	<b>\$110,920,569</b>	<b>\$12,895,674</b>	<b>\$12,411,911</b>	<b>\$369,975,421</b>
<b>2025</b>	\$23,636,520	\$15,653,858	\$11,293,811	\$1,309,555	\$1,211,830	\$53,105,574
<b>2026</b>	\$18,016,794	\$15,956,104	\$11,519,702	\$1,335,747	\$1,236,067	\$48,064,414
<b>2027</b>	\$15,419,855	\$11,510,093	\$11,013,382	\$1,281,296	\$1,245,851	\$40,470,477
<b>2028</b>	\$14,187,810	\$8,847,261	\$11,013,382	\$1,281,296	\$1,245,452	\$36,575,201
<b>2029</b>	\$11,058,290	\$8,867,572	\$11,013,382	\$1,281,296	\$1,245,452	\$33,465,992
<b>2030</b>	\$8,584,451	\$9,841,825	\$11,013,382	\$1,281,296	\$1,245,452	\$31,966,406
<b>2031</b>	\$9,932,593	\$8,047,943	\$11,013,382	\$1,281,296	\$1,245,452	\$31,520,666
<b>2032</b>	\$8,372,011	\$6,830,126	\$11,013,382	\$1,281,296	\$1,245,452	\$28,742,267
<b>2033</b>	\$8,673,063	\$7,372,007	\$11,013,382	\$1,281,296	\$1,245,452	\$29,585,200
<b>2034</b>	\$14,812,602	\$8,126,489	\$11,013,382	\$1,281,296	\$1,245,452	\$36,479,221

*\*Per TxDOT’s 2025 Unified Transportation Program and Corresponding TIP/STIP Years of 2025-2028.*

**1 Note:** The Category 10 CR is new for the Corpus Christi MPO. The purpose of the Carbon Reduction Program (CRP) is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions (See 23 U.S.C. 175 as established by the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law” (BIL)) (BIL § 11403).

Certain funding Categories (CATs) may have carryover funds from previous years, although the requirement to obligate the funds within 3 years of their available year still remains. The estimate of these carryover funds will be reported in the upcoming months as part of the FY 2025-2028 TIP development process.

Attachment 2 is TxDOT’s summary description of all funding categories (CATs) from the DRAFT 2025 UTP. These descriptions will be used in the DRAFT FY 2025-2028 TIP document. Any changes to the funding category descriptions will be provided to the TAC and TPC in future meetings.

## **Eligible Projects List**

The fiscally constrained list of projects shown as Table 14 in the 2045 MTP is provided as Attachment 3. This list of projects contains all the projects previously prioritized as part of the 2045 MTP approval. Projects from this list are the only non-operations or safety projects that can be proposed for implementation with federal funds in the DRAFT FY 2025-2028 TIP list of projects. A new list of eligible projects, likely using updated scoring criteria, will be developed as part of the 2050 MTP.

## **Fiscal Impact Considerations**

The process to determine fiscal constraint requires that year to year inflation is added on to the cost of projects during the years of the TIP. The level of inflation is currently 4% per year, although this has been exceeded in recent years. TxDOT does not add inflation onto projects that are included in years 5-10 of the UTP. The latest version of the DRAFT 2025 UTP Project List was approved by the TPC at the March 7<sup>th</sup> regular meeting. This is shown as Attachment 4.

The MPO staff and TxDOT-CRP District Staff met to review the funding allocations for the projects in the DRAFT 2025 UTP Project List. We agreed to allocate additional Category (CAT) 7 funds and replace CAT 2 or CAT 4 funds on projects to ensure approximately \$63 million of CAT 7 funds are used within the MPO region in the next 4 years so as to not be at risk of lapsing or reallocation in accord with TxDOT's new policy adopted by the Texas Transportation Commission. Additionally, some CAT 10 CR (Carbon Reduction) funds were allocated to projects in the FY 2025-2028 TIP time period to ensure these federal funds allocated to the Corpus Christi MPO did not lapse.

## **Project Scoring and Selection Process**

The Corpus Christi MPO staff proposes the following process to achieve the 2024 TxDOT TIP/STIP schedule for prioritized projects for funding Categories 2, 4 and 7. The Category 9 project selection process is separate and will lead to projects being amended into the FY 2025-2028 TIP/STIP.

The Corpus Christi MPO staff proposes that the TAC, TPC, and the public use the existing Table 12 from the 2020-2045 MTP (2045 MTP) as the source of possible projects to prioritize for the TxDOT 2025-2028 TIP/STIP in Categories 2, 4, 7, 9 and 10 CR. The projects listed in Table 12 are those projects that have been:

- Approved by the Corpus Christi MPO through the Transportation Policy Committee (TPC)
- Part of the approved fiscally constrained project list of the 2045 MTP
- Projects were scored, ranked, and ultimately selected to be the priority projects for the MPO for the 4-year (2023-2026 TIP), 10-year (FY 2025-2034) of the 2025 DRAFT UTP.

## **No New 2025-2028 TIP/STIP Projects**

As shown in Attachment 5, the Corpus Christi MPO staff proposes that no new projects be considered with this FY 2025-2028 TIP/STIP selection process given the lack of current performance measures tools and information. Additionally, the TIP/STIP schedule has a short duration and the timing for a project application to be developed is challenging in the FY 2025-2028 TIP/STIP approval process. Attachment 6 illustrates the generalized schedule to have a project complete the required, post-award approval processes before receiving a notice to proceed.

## **TxDOT**

The TxDOT Corpus Christi District Selection Process is expected to follow the TxDOT STIP process for performance-based project selection for funding Category 4 (CAT 4). The current FY 2025-2028 STIP process is provided within the TxDOT 2025-2028 STIP Timetable (Attachment 1).

## **Recommendation**

The Corpus Christi MPO staff proposes that the TAC recommend the TPC approve the DRAFT FY 2025-2028 TIP.

## **Proposed Motion**

Move to recommend that the TPC approve the DRAFT FY 2025-2028 TIP.

## **Attachments**

1. TxDOT 2025-2028 STIP Timetable

2. TxDOT 2025 UTP Full Funding Category Descriptions from DRAFT 2025 UTP
3. FY 2025-2028 TIP Eligible Project List (2020-2045 MTP Fiscally Constrained Project List) (For Illustration Purposes)
4. TxDOT DRAFT 2025 UTP: Corpus Christi District Project List
5. Corpus Christi MPO DRAFT FY 2025-2028 Fiscally Constrained Project List
6. TxDOT Project Initiation Tasks and Timeline for Federal Funded Projects
7. DRAFT FY 2025-2028 TIP [WEBLINK](#) **PDF DOCUMENT**



## 2025-2028 STIP Development Timeline\*

Development Stages	Sept 2023	Oct 2023	Nov 2023	Dec 2023	Jan 2024	Feb 2024	Mar 2024	Apr 2024	May 2024	Jun 2024	Jul 2024	Aug 2024	Sept 2024	Oct 2024	
Using draft 2025 UTP allocations, Districts, Divisions, and MPOs prepare 2025-28 TIPs and supporting documents	District/MPO														
Districts and MPOs (together, as applicable) verify TIP and MTP consistency for project info and supporting documents	District/MPO														
Districts and MPOs: TIP Public Involvement						District/MPO									
TIPs and supporting documents finalized and due in eSTIP by July 1, 2024										TxDOT TPP					
TPP Reviews 2025-2028 TIPs and supporting documents											TxDOT TPP				
30-day public comment period; eSTIP locked; FHWA/FTA may begin review											TxDOT TPP				
STIP Public Hearing												TxDOT Executive Director			
TxDOT Executive Director approves the STIP; formal transmittal to FHWA/FTA												TxDOT Executive Director			
STIP ready for FHWA/FTA review, comment, and approval												FHWA			

**Key:**

- District/MPO
- TxDOT TPP
- TxDOT Executive Director
- FHWA

\*Subject to change based on timing of May Revision



## TxDOT 2025 UTP Full Funding Category Descriptions from DRAFT 2025 UTP

## 2025 UTP Programming Guidance

Funding Category	Funding Program Purpose	Program Manager	Project Selection	Funding Approval	Project Scoring/Ranking
<b>Category 1</b> Preventive Maintenance & Rehabilitation	<b>Addresses:</b> Preventive maintenance and rehabilitation of the existing state highway system Includes pavement, signs, traffic signals, and other infrastructure assets Supports each district's Pavement Management Plan and Safety Plan Can be used as an open funding line	Districts	<b>TxDOT districts, select projects:</b> a) using a performance-based prioritization process, assessing: district-wide maintenance and rehab needs district-wide safety needs.	Districts	District scoring/ranking methodologies
<b>Category 2</b> Metropolitan & Urban Area Corridor Projects	<b>Addresses:</b> Mobility and added capacity projects on urban corridors within MPO boundaries Mitigates traffic congestion, traffic safety, and roadway maintenance or rehabilitation Must be located on the state highway system	MPO/District Collaboration	<b>MPOs and TxDOT districts collaborate to select projects:</b> using a performance-based process to determine priority projects deemed by the MPO within category 10-year planning targets constraint	Texas Transportation Commission via UTP Adoption	MPOs use a performance-based prioritization process that assesses mobility needs within the MPO boundaries. TPP additionally scores projects statewide to assign each project a tier ranking (1, 2, or 3) in the UTP document.
<b>Category 3</b> Non-Traditionally Funded Transportation Projects	<b>Addresses:</b> transportation projects that qualify for funding from sources not traditionally part of the State Highway Fund state bond financing (such as Proposition 12 and Proposition 14) Texas Mobility Fund pass-through financing regional revenue and concession funds local funding Common project types include new-location roadways, roadway widening (both freeway and non-freeway), and interchange improvements.	Districts	Projects are determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments.	Varies	Varies
<b>Category 3</b> Design-Build	<b>Addresses:</b> Non-construction costs associated with Design-Build projects fully funded, approved for contract, and within the constraints of project development LAR approval. Costs include those associated with design, utilities and other development costs approved in the Design-Build Guidance Document. Design-Build development fund sources are approved through FIN-Forecasting.	FIN-Forecasting	Projects selected for Design-Build are evaluated by ALD, selected and recommended by Administration. Once a project has been designated for Design-Build and is listed on the approved 2-year Design-Build schedule, it is eligible for Cat 3 Design-Build funds.	FIN-Forecasting	Scored and ranked by ALD Design-Build selection criteria
<b>Category 4</b> Urban Connectivity	<b>Addresses:</b> Mobility on major state highway system corridors, which provide connectivity in urban areas. Projects must be located within the MPO boundaries on the designated highway connectivity corridor network that includes: The Texas Trunk System, National Highway System (NHS), Connections to major sea ports or border crossings National Freight Network Hurricane evacuation routes.	TPP-Unified Transportation Program	Districts select projects within the constraint of their category 10-year planning targets. Districts submit projects to TPP during the UTP Mobility Project Call.	Texas Transportation Commission via UTP Adoption	Districts use a performance-based prioritization process that assesses mobility needs on designated connectivity corridors within MPO boundaries. TPP additionally scores projects statewide to assign each project a tier ranking (1, 2, or 3) in the UTP document.
<b>Category 4</b> Regional Connectivity	<b>Addresses:</b> mobility on major state highway system corridors, which provide connectivity between urban areas and other statewide corridors. Projects must be located outside of the MPO boundaries on the designated highway connectivity corridor network that includes: The Texas Trunk System, National Highway System (NHS), Connections to major sea ports or border crossings National Freight Network Hurricane evacuation routes.	TPP-Unified Transportation Program	Districts submit candidate projects to TPP through the annual UTP Mobility Project Call. Projects are recommended by TPP leadership and approved by the Commission.	Texas Transportation Commission via UTP Adoption	Districts use a performance-based prioritization process that assesses mobility needs on designated connectivity corridors outside MPO boundaries. TPP additionally scores projects statewide to assign each project a tier ranking (1, 2, or 3) in the UTP document.
<b>Category 5</b> CMAQ	<b>Addresses:</b> 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.	Districts/MPO Collaboration	MPOs select projects and must obtain District's concurrence on the project for which funds are to be used.	Districts	Local scoring/ranking methodologies

## 2025 UTP Programming Guidance

Funding Category	Funding Program Purpose	Program Manager	Project Selection	Funding Approval	Project Scoring/Ranking
<p><b>Category 6</b> Structures Replacement and Rehabilitation (Bridge)</p>	<p><b>Addresses:</b> Bridge improvements through the following sub-programs:  <b>Highway Bridge Program:</b> For replacement or rehabilitation of eligible bridges on and off the state highway system that are considered to be in poor condition or near poor condition. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges.</p> <p><b>Bridge Maintenance and Improvement Program:</b> For rehabilitation and preservation of eligible bridges on the state highway system.</p> <p><b>Bridge System Safety Program:</b> For the mitigation or elimination of higher risks on bridges such as deficient rails, documented scour or scour critical rating, documented history of debris, or steel or timber piling with advanced deterioration. Also 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>	Bridge Division	Districts submit candidate projects to BRG through the annual project call.	Bridge Division	<p><b>TxDOT's Bridge Division</b> selects projects using a performance based prioritization process.</p> <p><b>Highway Bridge</b> projects are ranked first by condition categorization (e.g., Poor, Fair, Good) and then by extent of deterioration.</p> <p><b>Bridge Maintenance and Improvement projects</b> are selected statewide based on identified bridge maintenance/improvement needs.</p> <p><b>Bridge System Safety</b> 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>
<p><b>Category 7</b> Metropolitan Mobility and Rehabilitation</p>	<p><b>Addresses:</b> 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 (FC) greater than a local road or rural minor collector (FC 6 or 7).</p> <p>Common project types include roadway widening (both freeway and non-freeway), new-location roadways, and interchange improvements.</p>	Districts/MPO Collaboration	District and MPOs collaborate to select projects.	MPO Policy Board	Local scoring/ranking methodologies
<p><b>Category 8</b> Safety</p>	<p><b>Highway Safety Improvement Program (HSIP):</b> Federal aid program administered by Traffic Safety Division (TRF) to fund safety projects <b>on and off the state highway system</b>, 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.</p> <p>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><b>Systemic Widening Program (SSW):</b> Statewide program to fund the widening of high risk narrow highways on the state highway system.</p> <p><i>Completed Programs with no additional project calls/selections under Category 8: High Risk Rural Roads (HRRR), Safety Bond Program, and Road to Zero.</i></p>	Traffic Division	<p><b>HSIP:</b> Districts submit project selections for on-system targeted, on-system systemic, and off-system projects meeting TxDOT's HSIP Guidance. TRF reviews and approves projects submitted through annual program calls.</p> <p><b>SSW:</b> Project locations are prioritized statewide and selected based on high risk factors and cost.</p>	Traffic Division	<p><b>HSIP:</b> 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.</p> <p><b>SSW:</b> Projects are evaluated by roadway safety features for preventable severe crash types using total risk factor weights.</p>

### 2025 UTP Programming Guidance

Funding Category	Funding Program Purpose	Program Manager	Project Selection	Funding Approval	Project Scoring/Ranking
<b>Category 8 Rail</b>	Rail-Highway Crossing Program (Federal Railroad Set-Aside): Funding set aside from HSIP for safety improvements to reduce fatalities, injuries, and incidents at on and off-system public at-grade crossings. Funds may also be used to mitigate blocked at-grade crossings.	Rail Division	Rail Division manages the selection and management of projects in line with the latest Rail Highway Operations Manual. Project review is based on project calls and to supplement existing HSIP or other traffic signal projects impacted by a railroad crossing.	Rail Division	Projects are evaluated using the railroad crossing index. Projects are ranked and rated based on criteria in the latest Rail Highway Operations Manual. Emphasis is placed on traffic signal preemption.
<b>Category 9 Transportation Alternatives Set-Aside Program (TASA)</b>	<p>Addresses: Projects under the federal Transportation Alternatives (TA) Set-Aside Program such as:</p> <ul style="list-style-type: none"> <li>- Design and construction of bicycle and pedestrian infrastructure.</li> <li>- Active transportation network plans.</li> <li>- Improved access for bicycle, pedestrian, and transit users along divided highways.</li> <li>- Safe routes to schools non-infrastructure programs.</li> <li>- Other eligible activities consistent with federal guidelines outlined in rules adopted by MPOs for their TA programs.</li> </ul>	<p>MPO/District Collaboration &gt; 200k Areas ----- Public Transportation Division - Statewide</p>	<p>TxDOT allocates 59% of Category 9 funds to subareas of the state based on population. The other 41% is designated for statewide use, a portion of which may be available to transfer to other federal programs if certain conditions are met.</p> <p>MPOs with a population over 200,000, which are designated as TMAs, administer competitive calls for projects for TA funds suballocated to their areas. For these funds, MPOs select projects in consultation with TxDOT districts.</p>	<p>MPO Policy Boards -&gt; 200k Areas ----- Texas Transportation Commission - Statewide</p>	Projects are evaluated against criteria developed by TxDOT and MPOs to advance regional and statewide transportation planning goals.
<b>Category 10 Carbon Reduction</b>	<b>Addresses:</b> Projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.	TPP-Statewide Planning	TPP-Statewide Planning to coordinate use of non-MPO allocation.	TPP-Statewide Planning	<i>To be determined; additional guidance is forthcoming</i>
	Common types of projects include traffic management, congestion reduction technology, truck parking, energy efficient streetlights, traffic controls and options to reduce congestion through the use of alternatives to single-occupant vehicle trips, including public transportation, pedestrian and bicycle facilities, and shared/pooled vehicle trips.	MPO/District Collaboration	MPOs administer project selection for funds distributed based on population: urbanized area populations over 200,000 (known as Transportation Management Areas), area populations 50,000 to 200,000 (known as Metropolitan Planning Organizations), and small area populations under 50,000	District	Local scoring/ranking methodologies
<b>Category 10 Ferry Boat Program</b>	<b>Addresses:</b> The construction and capital maintenance and rehabilitation of ferry boat facilities along the Texas coast.	Maintenance Division	Ferry Boat projects are ranked based on level of need and selected by Maintenance Division in coordination with the Houston and Corpus Christi Districts.	Maintenance Division	Ferry Boat projects are ranked based on level of need and selected by Maintenance Division in coordination with the Houston and Corpus Christi Districts.
<b>Category 10 Seaport Connectivity Program</b>	Addresses: Projects that will improve connectivity, enhance safety, and relieve congestion in communities around the state's maritime ports. Formerly known as the Port Access Improvement Program.	Maritime Division	Projects are scored and recommended, through a competitive call for projects, to the Port Authority Advisory Committee (PAAC), before being recommended to the Texas Transportation Commission for the approval of project awards.	Texas Transportation Commission	Seaport Connectivity projects are scored based on their ability to increase connectivity and safety, their economic impacts, and project readiness. Projects are selected by the Port Authority Advisory Committee and for recommendation to the Commission for their approval.

## 2025 UTP Programming Guidance

Funding Category	Funding Program Purpose	Program Manager	Project Selection	Funding Approval	Project Scoring/Ranking
<b>Category 10</b> Information Technology Systems (ITS)	<p><b>Addresses:</b> Improvements and upgrades to intelligent transportation systems across the state. Funding is distributed to the following divisions:</p> <p><b>Information Technology Division (ITD):</b> Provides ITS equipment directly on the roadway - Work that will be incorporated into a current/future construction project. - Work that supports a specific roadway project development stage. - Project provides statewide data/technology solutions for the life-cycle of the transportation network.</p> <p><b>Strategic Initiatives and Innovations Division (STR):</b> - The Cooperative and Automated Transportation (CAT) program is an initiative established by TxDOT to integrate Connected Vehicles (CV), Automated Vehicles (AV) and related emerging transportation technologies into the state's transportation system. CAT offers numerous potential benefits and improvements for safety and to accommodate rapidly growing transportation demands by using technology to maximize the transportation infrastructure's performance.</p>	ITD/STR Divisions	ITD and STR Divisions select projects in coordination with TxDOT districts based on identified conditions and needs.	ITD/STR Divisions	ITD and STR Divisions select projects in coordination with TxDOT districts based on identified conditions and needs.
<b>Category 10</b> Federal Lands Access Program	<b>Addresses:</b> Transportation facilities that are located on, are adjacent to, or provide access to federal lands.	TPP-Systems Planning	Project applications are scored and ranked by the Programming Decision Committee (PDC). PDC is made up of FHWA, local and TxDOT representatives.	TPP-Systems Planning	Project applications are scored and ranked by the Programming Decision Committee (PDC). PDC is made up of FHWA, local and TxDOT representatives.
<b>Category 10</b> Texas Parks and Wildlife Department	<b>Addresses:</b> The construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD.	Texas Parks and Wildlife Department	Texas Parks and Wildlife Department (TPWD) selects State Park Roads projects in coordination with TxDOT districts.	Texas Parks and Wildlife Department	Texas Parks and Wildlife Department (TPWD) selects State Park Roads projects in coordination with TxDOT districts.
<b>Category 10</b> Green Ribbon Program	<b>Addresses:</b> Projects that plant trees, plant material, and appurtenances that support the life of the plants to help mitigate the effects of air pollution in air quality non-attainment or near non-attainment counties.	DES-Landscape Section	Green Ribbon allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain or are near air quality non-attainment counties.	DES-Landscape Section	Green Ribbon allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain or are near air quality non-attainment counties.
<b>Category 10</b> ADA Pedestrian Program	<b>Addresses:</b> Construction or replacement on system pedestrian facilities to make the system more accessible and safer for all pedestrians including those with disabilities.	DES-Landscape Section	ADA projects are selected statewide based on the identified conditions and needs.	DES-Landscape Section	ADA projects are selected statewide based on the identified conditions and needs.
<b>Category 10</b> Landscape Incentive Award	<b>Addresses:</b> 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.	DES-Landscape Section	Selection is through a competitive process sponsored by Keep Texas Beautiful.	DES-Landscape Section	Selection is through a competitive process sponsored by Keep Texas Beautiful.
<b>Category 10</b> Railroad Grade Crossing and Replanking Program	<b>Addresses:</b> The replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide).	Rail Division	TxDOT Rail Division in coordination with TxDOT districts selects Railroad Grade Crossing Replanking projects.	Rail Division	TxDOT Rail Division in coordination with TxDOT districts selects Railroad Grade Crossing Replanking projects.



## 2025 UTP Programming Guidance

Funding Category	Funding Program Purpose	Program Manager	Project Selection	Funding Approval	Project Scoring/Ranking
<b>Category 10</b> Railroad Signal Maintenance Program	<b>Addresses:</b> the financial contributions to each railroad company in the state for signal maintenance.	Rail Division	TxDOT Rail Division selects railroad companies based on rail safety inspection fee payments and type of warning devices on public on-system at-grade crossings	Rail Division	TxDOT Rail Division selects railroad companies based on rail safety inspection fee payments and type of warning devices on public on-system at-grade crossings
<b>Category 11</b> Border State Infrastructure	<b>Addresses:</b> TPP - International Trade Section is currently reviewing guidance on this program. They will coordinate with Districts on updates.	PP-International Trade	TPP - International Trade Section is currently reviewing guidance on this program. They will coordinate with Districts on updates.	TPP-International Trade	TPP - International Trade Section is currently reviewing guidance on this program. They will coordinate with Districts on updates.
<b>Category 11</b> District Discretionary	<b>Addresses:</b> District transportation needs at the discretion of each TxDOT District. - should not be used for right of way acquisition - common project types include roadway maintenance or rehab, added passing lanes (Super 2), and roadway widening (non-freeway) - can be used as an open funding line	Districts	Districts select projects.	Districts	District scoring/ranking methodologies
<b>Category 11</b> Energy Sector	<b>Addresses:</b> Safety and rehabilitation work on state highways impacted by the energy sector. - generally programmed on roadways most impacted by energy sector activity, outside of MPO boundaries. - program should be reviewed on a quarterly basis to ensure funding is programmed to meet the needs of each energy play.	Districts	Districts select projects. Exceptions for projects outside the approved Energy Sector counties must be submitted to the TPP-UTP Director for consideration prior to programming.	Districts	Scored and ranked by districts
<b>Category 11</b> Safety	<b>Addresses:</b> Safety needs at the district's discretion. Intended to be used on proven engineering safety countermeasures. TxDOT will put these funds toward standalone safety countermeasures that have been proven on a national or state level.	Districts	Districts select projects. Traffic Division will provide technical support in developing projects but does not participate in the management of the program.	Districts	District scoring/ranking methodologies
<b>Category 11</b> Cost Overruns / Change Orders	<b>Addresses:</b> Cost overruns and change orders that have historically been covered by Category 1 Allocation distributed in FY 2024-2025 will provide additional funding for costs that are realized at letting and during construction.	Governance committee	Districts submit candidate projects to the governance committee for approval.	Governance committee	Not applicable
<b>Category 12</b> Strategic Priority	<b>Addresses:</b> Projects with specific importance to the state, as determined by the Texas Transportation Commission (TTC), including those that improve: - 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.  Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and new-location roadways.	TPP-Unified Transportation Program	Districts submit candidate projects to TPP during the annual UTP Project Call. Projects are selected and approved by the TTC.	Texas Transportation Commission via UTP Adoption	Districts use a performance-based prioritization process to identify candidate projects for Category 12. TPP additionally scores candidate projects statewide and uses this score as a factor in recommending projects for funding authorization. The statewide scores are also used to assign each project a tier ranking (1, 2, or 3) in the UTP document.

## 2025 UTP Programming Guidance

Funding Category	Funding Program Purpose	Program Manager	Project Selection	Funding Approval	Project Scoring/Ranking
<b>Category 12</b> Texas Clear Lanes	<b>Addresses:</b> Sub-program for large congestion projects in five TxDOT districts (AUS, DAL, FTW, HOU, SAT). These projects must be vetted through the Congestion Task Force and are selected at the Texas Transportation Commission's discretion.	TPP-Unified Transportation Program	Projects must be presented and vetted through the Congestion Task Force. Once vetted, districts submit projects to TPP during the annual UTP Project Call. Projects are selected and approved by the TTC.	Texas Transportation Commission via UTP Adoption	Districts use a performance-based prioritization process to identify candidate projects for Category 12. TPP additionally scores candidate projects statewide and uses this score as a factor in recommending projects for funding authorization. The statewide scores are also used to assign each project a tier ranking (1, 2, or 3) in the UTP document.
<b>CANDPA -</b> Candidate Plan Authority	Candidate Plan Authority (CANDPA) projects must be programmed outside of the 10-year UTP development window. CANDPA projects are not eligible for development activities (non-chargeable).	Districts	Districts select CANDPA projects.	District	District scoring/ranking methodologies
<b>Feasibility Studies (FEAS)</b>	A planning study for when a solution is unknown to evaluate possible alternatives and determine economical and environmental feasibility. Studies can be programmed within the 10-year UTP with the estimated let date as the study completion date and the associated costs representing the cost of the study.	TPP-Corridor Planning	Districts seek approval by submitting request through TxDOTConnect's Feasibility Study Request form. May be approved by TPP Corridor Planning Coordinator.	TPP-Corridor Planning	District scoring methodology and review/prioritization against statewide needs in coordination with TPP.
<b>PLAN</b>	Reserved for statewide initiatives and large, regionally impactful planning projects requiring long lead times for development and major funding commitments outside of the 10-year UTP window. It is prioritized for Interstate Highways, US routes, and State Highways. Refer to UTP authority programming for specific guidance on allowable development activities.	TPP-Corridor Planning	Districts seeks approval by submitting request through TxDOTConnect's Plan Authority Request form. May be approved by TPP Corridor Planning Coordinator.	TPP-Corridor Planning	District scoring methodology and review/prioritization against statewide needs in coordination with TPP.
<b>DA - Develop Authority</b>	<b>DA Target</b> = The amount of the district's non-programmed balance across allocated UTP categories DA Balance = The remainder of the UTP that has not yet been programmed on specific projects Programming Window: Within Years 5-10 of the UTP  <b>Authorized Activities:</b> Early development activities, including schematic approval, environmental clearance, right of way acquisition, and the start of PS&E.  <b>Sub-sets:</b> DDA: For mobility projects chosen by the district SWDA: For regionally significant projects likely to compete for statewide funding	TPP-Unified Transportation Program	<b>DDA</b> - District discretion subject to TPP review for constraint within set targets. DDA projects are eligible for eventual funding from any of the 12 categories but are primarily expected to be candidates for Categories 2 and 4U	TPP-Unified Transportation Program	District scoring methodology
			<b>SWDA</b> - Projects located on statewide connectivity corridors and are likely to compete for Category 4 Regional or Category 12 funding	TPP-Leadership	
	<b>6DA:</b> For potential Category 6 funding on bridge projects	Bridge Division	<b>6DA</b> - district submits request to Bridge	Bridge Division	
	<b>8DA:</b> For potential Category 8 funding on safety projects	Traffic Division	<b>8DA</b> - district submits request to Traffic	Traffic Division	

2025 UTP Authority Guidelines							
UTP Authority	Work Program	Terminology	Approval	Estimated Let Date	Authorized Activities	End Point	Project Types/Comments
Plan	CANDPA	Candidate/Proposed Projects	District	Estimated let date outside the current UTP 10-year window	None. For planning purposes only. No resources can be assigned and no expenditures can be made. These projects were formerly classified as "900" CSJs in DCIS.	Project is prioritized to move to Develop Authority and initiate development activities	Any proposed project.
FS	FEAS	Feasibility Studies	TPP Corridor Planning Coordinator	Anticipated year of study completion	A planning study for when a solution is unknown that includes design concepts, general right-of-way requirements, alternative project solutions, traffic analysis, environmental fatal flaws, and planning-level cost estimates.	Completion of feasibility study	
Plan	PLAN	Planning Projects	TPP Corridor Planning Coordinator for statewide initiatives or large, regionally impactful planning projects	Estimated let date outside the current UTP 10-year window	<p>Early-stage activities including corridor studies, route studies, preliminary engineering for schematics, preliminary environmental review, preliminary utility investigations and coordination, preliminary ROW scoping, and planning-level cost estimate for construction.</p> <p>Environmental clearance can occur once the planning project is listed in a regional MTP/RTP (20-year plan). Planning projects outside the MPO boundary will be handled on a case by case basis for consideration of PLAN Authority eligibility.</p>	Project is prioritized for the UTP 10-year window to continue development activities	For future major projects requiring long-term development. Eligible candidates should be submitted through TPP.
Develop	DDA	District Develop	TPP-UTP	Estimated let date within Years 5-10 of the current UTP	<p>Preliminary engineering, schematic approval, environmental clearance, right of way acquisition, and the start of PS&amp;E.</p> <p>Environmental review can begin once a project is developed enough to determine scope and limits. However, environmental clearance cannot occur until the project is listed in a regional MTP/RTP (20-year plan) and TIP/STIP (or, if outside of the 4-year window of the STIP, in an appendix to the TIP or in a rural area in an appendix to the STIP). Final design cannot occur until after environmental clearance.</p>	Project is fully funded and ready to move to Construct Authority based on its stage of development. Once fully funded, projects can remain in Develop Authority if stage of development does not warrant a move into Construct Authority.	<p>DA funds represent the balance of the UTP that has not yet been programmed on specific projects. Districts may collectively program DA up to the amount of the current UTP balance, <u>which is subject to TPP-UTP review for constraint</u>.</p> <p>DA targets, balances and programming levels can be viewed via the Tableau Engineering Operations DA Dashboard. This is updated twice every quarter.</p> <p>DA projects may be eligible for eventual funding from any UTP category but should not be maintenance projects.</p> <p>DA projects should be fully programmed to warrant development activities. Fully programmed means the combination of programming (category and DA funds) equals the current/latest construction estimate.</p> <p>Any DA projects no longer in active development should be moved to CANDPA.</p>
	6DA	Bridge Develop	Bridge Division				
	8DA	Safety Develop	Traffic Division				
	SWDA	Statewide Develop Authority	TPP leadership, for large strategic projects and future statewide initiatives				

2025 UTP Authority Guidelines							
UTP Authority	Work Program	Terminology	Approval	Estimated Let Date	Authorized Activities	End Point	Project Types/Comments
Construct	UTP Categories 1-12	Construct Authority	<p>Commission authorization for Categories 2, 4, and 12.</p> <p>Districts and Divisions decide other category programming as outlined in the UTP Programming Guidance specific to each funding category.</p>	Estimated let date within Years 1-4 of the current UTP	<p>Completion of all project development activities needed for letting, including ENV clearance, ROW acquisition, utility adjustments, and PS&amp;E activities. Under Construct Authority, projects are finalizing Federal/state requirements in anticipation of letting (CBI, CMAQ, FPAA, railroad agreements, AFA).</p> <p>Environmental review can begin once a project is developed enough to determine scope and limits. However, environmental clearance cannot occur until the project is listed in a regional MTP/RTP (20-year plan) and TIP/STIP (or, if outside of the 4-year window of the STIP, in an appendix to the TIP or in a rural area in an appendix to the STIP). Final design cannot occur until after environmental clearance.</p>	All development activities are complete and project goes to letting	<p>Includes all 12 UTP Categories. Must be fully funded. No DDA/SWDA/etc. or partially funded projects.</p> <p>Projects on the 2-year Letting Schedule must be ready to let (RTL) or projected to be RTL by the scheduled letting date.</p> <p>Projects with Construct authority must also be approved within the 4-year STIP.</p>

**Table 14. FY 2025-2028 TIP Eligible Project List (2020-2045 MTP Fiscally Constrained Project List) (For Illustration Purposes)**

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
MPO-001	SH 358 (SPID) Ramp Reversal	Ramp reversal Phase II-B	Nile Drive	Staples Street	TxDOT-CRP	On	2	\$35.00	\$35.00	\$15.43	\$45.43
MPO-002	I-37	Widen freeway by constructing additional 2 travel lanes northbound and 1 additional travel lane southbound	Redbird Lane (Overpass)	Nueces River	TxDOT-CRP	On	2	\$12.00	\$60.00	\$17.88	\$77.88
							4U	\$15.00			
							12	\$33.00			
MPO-003	US 181	Widen freeway by constructing 1 additional travel lane in each direction	North of FM 3296 (Buddy Ganem Drive)	FM 2986 (Wildcat Drive)	TxDOT-CRP	On	2	\$2.00	\$14.00	\$4.17	\$18.17
							4U	\$12.00			
MPO-004	US 181 Ramp Reversals	Reverse entrance and exit ramps in Northbound direction	FM 3296 (Buddy Ganem Drive)	FM 2986 (Wildcat Drive)	TxDOT-CRP	On	2	\$4.00	\$4.00	\$1.19	\$5.19
MPO-005	SH 286 (Crosstown)	Extend 4-lane divided freeway by constructing mainlanes, overpasses, and frontage roads	FM 43 (Weber Road)	South of FM 2444 (Staples Street)	TxDOT-CRP	On	2	\$41.58	\$41.58	\$12.38	\$53.96
MPO-006	FM 893 (Moore Avenue)	Upgrade from 2-lane roadway to 5-lane urban roadway by constructing additional 2 lanes and CLTL	CR 3685 (Stark Road)	0.2 miles West of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	\$7.00	\$7.00	\$2.09	\$9.09
MPO-007	Harbor Bridge Hike and Bike - Connectivity	Construct pedestrian and bike facilities	On various city streets from Coles High School	Williams Memorial Park	City of Corpus Christi	Off	7	\$1.42	\$1.42	\$0.42	\$1.84
MPO-008	US 181 Harbor Bridge Voluntary Relocation Program	US 181 Harbor Bridge Voluntary Relocation Mitigation Program	N/A	N/A	MPO	Off	7	\$36.00	\$71.00	\$21.15	\$92.15
							Local	\$20.00			
							ROW	\$15.00			
MPO-009	Harbor Bridge Park Improvements	Park mitigation for Harbor Bridge	At various city parks including	Ben Garza, TC Ayers, and new location	City of Corpus Christi	Off	7	\$4.80	\$4.80	\$1.43	\$6.23
MPO-010	Pedestrian and Bike	Pedestrian and bike facility improvements	At various Locations on Brewster Street	N/A	City of Corpus Christi	On	7	\$1.42	\$1.42	\$0.42	\$1.84
MPO-011	Schanen Ditch Hike and Bike Trail: Phase IV	Construct and design Hike and Bike Trail	Killarmet Drive	Holly Road	City of Corpus Christi	Off	9	\$0.39	\$0.39	--	\$0.39
MPO-012	Region-wide Bike Boulevard Wayfinding Initiative	Designation of bicycle boulevards with pavement markings and signage	Various Locations in Corpus Christi and Portland	N/A	City of Corpus Christi	Off	9	\$0.62	\$0.62	--	\$0.62
MPO-013	Portland Bicycle Lanes	Construct one way cycle track and buffered bike lanes	At various locations in Portland	N/A	City of Portland	On	9	\$0.36	\$0.36	--	\$0.36
MPO-014	Dr Hector P Garcia Park Hike & Bike Trail: Phase II	Construct & design Hike & Bike Trail	At Garcia on Trojan Dr	Horne Road	City of Corpus Christi	Off	9	\$0.70	\$0.70	--	\$0.70
MPO-015	PR 22	Feasibility study: intersection improvements	At SH 361/PR 22 intersection	Zahn Road	TBD	On	7	\$1.20	\$1.20	\$0.36	\$1.56

TIP/STIP



**Table 14. FY 2025-2028 TIP Eligible Project List (2020-2045 MTP Fiscally Constrained Project List)**

	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	MPO-016	PR 22	Corridor upgrade for pedestrian and access management improvements without adding capacity	Aquarius Street	Whitecap Boulevard	TxDOT-CRP	On	2	\$16.00	\$16.00	\$3.20	\$19.20
	MPO-017	SH 361	Upgrade/add direct connectors	At SH 35 interchange	0.6 miles Southeast on SH 361	TxDOT-CRP	On	2	\$38.50	\$38.50	\$7.70	\$46.20
	MPO-018	SH 35	Upgrade/add direct connectors	FM 3284	0.23 North of SH 361	TxDOT-CRP	On	4U	\$21.50	\$21.50	\$4.30	\$25.80
	MPO-019	SS 544 (Agnes Street / Laredo Street)	Operational improvements without adding capacity	SH 286 (Crosstown)	Coopers Alley	City of Corpus Christi	Off	7	\$5.50	\$5.50	\$1.10	\$6.60
	MPO-020	Holly Road Travel Lanes	Construct Phase II by adding 2 additional travel lanes	SH 286	Greenwood Drive	City of Corpus Christi	Off	7	\$4.73	\$4.73	\$0.95	\$5.68
	MPO-021	Regional Parkway / Rodd Field Road Extension	NEPA Process for new location 4-lane roadway (Segment B) and Rodd Field Road	Yorktown Boulevard	SH 286 (Crosstown)	City of Corpus Christi	Off	7	\$1.89	\$1.89	\$0.38	\$2.27
	MPO-022	Regional Parkway	NEW Location: Construct Phase I consisting of 4-lane roadway (Segment B)	Rodd Field Road	SH 286 (Crosstown)	City of Corpus Christi	Off	7	\$45.00	\$45.00	\$9.00	\$54.00
	MPO-023	Rodd Field Road Extension	Construct Phase I consisting of 2-lane roadway with raised medians on new location	Yorktown Boulevard	Future Regional Parkway (South of Oso Creek)	City of Corpus Christi	Off	7	\$25.00	\$25.00	\$5.00	\$30.00
	MPO-024	Yorktown Boulevard	Construct 2 additional travel lanes with turn lanes. Elevate and widen bridge.	Rodd Field Road	Laguna Shores Road	City of Corpus Christi	Off	7	\$39.41	\$39.41	\$7.88	\$47.29
	MPO-025	Timon Boulevard / Surfside Boulevard	Rehabilitate without additional capacity, construct bicycle facilities	Beach Avenue	Burleson Street	City of Corpus Christi	Off	7	\$20.00	\$20.00	\$4.00	\$24.00
	MPO-026	Flour Bluff Drive	Upgrade to 5-lane urban roadway by constructing additional 2-lanes and CLTL	South of Don Patricio Road	Yorktown Boulevard	City of Corpus Christi	Off	7	\$17.00	\$17.00	\$3.40	\$20.40
	MPO-027	CR 72	Construct 2 additional travel lanes (CTWLTL)	FM 2986 (Wildcat Drive)	CR 2032	City of Portland	Off	7	\$5.92	\$5.92	\$1.18	\$7.10
	MPO-028	Joe Fulton International Trade Corridor (JFITC) Realignment	Corridor improvements	0.5 miles west of Navigation Boulevard	0.5 miles east of Navigation Boulevard	Port of Corpus Christi	Off	7	\$5.00	\$5.00	\$1.00	\$6.00
	MPO-029	US 181 Companion Drainage Project	Construction of the companion drainage project across the TxDOT right-of-way B) and Rodd Field Road	Sunset Road	FM 3239 (Buddy Ganem Drive)	TxDOT-CRP	On	Local	\$7.00	\$7.00	\$1.40	\$8.40
	MPO-030	Future Category 9 Projects	Projects selected through competitive process	N/A	N/A	TBD	On/Off	9	\$12.43	\$12.43	--	\$12.43
Long Range	MPO-031	SH 358 (SPID) Ramp Reversal	Ramp Reversal Phase II-C (Braided ramps)	Airline Road	Everhart Road	TxDOT-CRP	On	2	\$35.00	\$35.00	\$7.00	\$42.00
	MPO-032	SH 286 (Crosstown)	Construct 2 additional travel lanes with turn lanes. Elevate and widen bridge.	SS 544 (Agnes Street / Laredo Street)	SH 358 (SPID)	TxDOT-CRP	On	2	\$80.00	\$80.00	\$16.00	\$96.00
	MPO-033	FM 624 (Northwest Boulevard)	Upgrade from 4-lane roadway to 6-lane roadway including raised medians	CR 69	FM 73	TxDOT-CRP	On	2	\$6.00	\$18.00	\$3.60	\$21.60
								4U	\$10.00			
								7	\$2.00			
	MPO-034	I-37 / SH 358 Interchange	Reconstruct Interchange to provide 2-lane direct connectors from SB I-37 to EB SH 358 and WB SH 358 to NB I-37	At I-37/SH 358 interchange	N/A	TxDOT-CRP	On	2	\$60.00	\$100.00	\$20.00	\$120.00
	4U	\$40.00										
MPO-035	FM 43 (Weber Road)	Upgrade to 5-lane roadway by constructing additional 2 lanes and CLTL	SH 286 (Crosstown)	FM 665 (Old Brownsville Road)	TxDOT-CRP	On	2	\$15.00	\$40.00	\$8.00	\$48.00	
							4U	\$25.00				
MPO-036	SH 286 (Crosstown) Braided Ramp	Construct braided ramps northbound from Holly to SH 358	South of Holly Road	SH 358 (SPID)	TxDOT-CRP	On	2	\$25.00	\$60.00	\$12.00	\$72.00	
							4U	\$35.00				

## TxDOT-CRP District and CCMPO 2025 UTP Candidate Project List

CSJ	COUNTY	HWY	PROJECT DESCRIPTION	AUTHORIZED IN THE 2024 UTP				UPDATED CONSTRUCTION ESTIMATE	% Increase	2025 UTP CANDIDATES REQUESTED AMOUNTS			COMMENTS
				EST LET DATE RANGE	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	FUNDING APPROVED & AUTHORIZED IN THE 2024 UTP	TOTAL AUTHORIZED IN THE 2024 UTP (Previous Estimate)			PROPOSED EST LET DATE RANGE	FUNDING CATEGORY REQUESTED	TOTAL REQUESTED AMOUNT IN DRAFT 25 UTP (including inflation)	
1209-01-030	San Patricio	FM 893	UPGRADE TO 5-LANE URBAN ROADWAY BY CONSTRUCTING ADDTNL 2 LANES AND CLTL	FY 2024-2027	CAT 2M CAT 1	\$12,500,000 \$500,000	\$13,000,000	\$12,500,000	-4%	FY 2025-2028	CAT 2 METRO	\$12,500,000	Bid date pending City of Portland drainage project finalization.
0989-02-057	Nueces	FM 624	CONSTRUCT ADDITIONAL 2 TRAVEL LANES TO UPGRADE TO 6 LN BLVD WITH RAISED MEDIAN	FY 2024-2027	CAT 2M CAT 4U CAT 7	\$11,640,000 \$16,000,000 \$2,000,000	\$27,640,000	\$34,650,000	25%	FY 2025-2028	CAT 2 METRO CAT 4 URBAN CAT 7 CAT 10CR	\$11,650,000 \$11,000,000 \$7,000,000 \$5,000,000	Updated to current bid prices and including additional pedestrian/cycling elements and updated drainage costs. Added Cat 10CR as per May TAC discussion.
0180-06-118	San Patricio	SH 35	UPGRADE/ADD ELEVATED SPUI	FY 2024-2027	CAT 4U	\$36,400,000	\$36,400,000	\$56,538,000	55%	FY 2025-2028	CAT 4 URBAN CAT 7	\$52,138,000 \$4,400,000	Updated to current bid prices and reallocated funding amongst the projects. High level of risk on accuracy of estimate due to complexity of the project.  Previous Estimate Total = \$112.5M Updated Estimate Total = \$130.5M
0180-10-082	San Patricio	SH 361	UPGRADE/ADD ELEVATED SPUI	FY 2024-2027	CAT 2M CAT 4U --	\$46,862,407 \$12,497,593 --	\$59,360,000	\$71,280,000	20%	FY 2025-2028	CAT 2 METRO CAT 4 URBAN CAT 7	\$46,862,407 \$18,777,592 \$5,640,000	
0180-11-016	San Patricio	SP 202	UPGRADE/ADD ELEVATED SPUI	FY 2024-2027	CAT 2M	\$16,800,000	\$16,800,000	\$2,700,000	-84%	FY 2025-2028	CAT 2 METRO	\$2,700,000	
0326-03-103	Nueces	SH 286	CONSTRUCT 1 ADDITIONAL TRAVEL LANE NORTHBOUND	FY 2024-2027	CAT 2M CAT 4U	\$28,000,000 \$5,600,000	\$33,600,000	\$34,843,000	4%	FY 2029-2034	CAT 2 METRO CAT 4 URBAN	\$29,243,000 \$5,600,000	Updated to current bid prices and future inflation.
0617-02-073	Nueces	PR 22	CORRIDOR UPGRADE FOR PEDESTRIAN AND ACCESS _MANAGEMENT IMPROVEMENTS WITHOUT ADDING CAPACITY	FY 2028-2033	CAT 2M TBD	\$15,920,000 \$2,000,000	\$17,920,000	\$16,000,000	-11%	FY 2025-2028	CAT 2 METRO	\$17,920,000	Requesting project to be entirely funded with Cat 2. Moving project into 4-yr window per May TAC discussion.
1069-01-042	Nueces	SH 357	IMPLEMENTATION OF TRAFFIC SAFETY AND OPERATIONAL IMPROVEMENTS ON RODD FIELD FROM SH 358 TO SARATOGA					\$23,520,000		FY 2029-2034	CAT 2 METRO CAT 4 URBAN CAT 7	\$8,500,000 \$4,000,000 \$11,019,999	New Candidate Project request
1557-01-045	Nueces	FM 43	CONSTRUCT 2 ADDITIONAL TRAVEL LANES FOR 4 LN DIVIDED HIGHWAY					\$44,800,000		FY 2029-2034	CAT 2 METRO CAT 4 URBAN	\$32,400,000 \$12,400,000	New Candidate Project request

5/31/2024

## Corpus Christi MPO DRAFT FY 2025-2028 Fiscally Constrained Project List

Table 12a. FY 2025-2028 TIP Fiscally Constrained Highway Project List (For Illustration Purposes) – June 6, 2024

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)
2025	0326-01-056	MPO-005	SH 286 (Crosstown)	Extend 4-lane divided freeway by constructing mainlanes, overpasses, and frontage roads	FM 43 (Weber Road)	South of FM 2444 (Staples Street)	TxDOT-CRP	On	2	\$30.00	✓ \$70.00	<del>\$14.00</del> \$22.85	<del>\$84.00</del>
									7	\$40.00			
2025	1209-01-030	MPO-006	FM 893 (Moore Avenue)	Upgrade from 2-lane roadway to 5-lane urban roadway by constructing additional 2 lanes and CLTL	CR 3685 (Stark Road)	0.2 miles West of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	\$12.50	✓ \$12.50	<del>\$2.61</del> \$7.28	<del>\$15.11</del>
2025	0916-35-195	MPO-007	Harbor Bridge Hike and Bike - Connectivity	Construct pedestrian and bike facilities	On various city streets from Coles High School	Williams Memorial Park	City of Corpus Christi	Off	7	\$1.48	✓ \$1.48	\$0.30	\$1.78
2025	0916-35-196	MPO-009	Harbor Bridge Park Improvements	Park mitigation for Harbor Bridge. +\$3.5 million local funding from Bond 2014. Former Washington Elementary School site, TC Ayers Park, Ben Garza Park, Dr. HJ Williams Memorial Park (Hill Crest Park). Construct hike and bike trail connections and develop park to appropriate level of service based on community input.	At various city parks including	Ben Garza, TC Ayers, Hill Crest Park, and new location	City of Corpus Christi	Off	7	\$4.80	X \$21.50	\$3.67	\$25.17
									10	\$5.50			
									Local	\$11.20			
2025	0916-35-196	MPO-009	Harbor Bridge Park Improvements Part 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	\$4.80	↓ \$15.98	\$2.84	\$18.81
Local	\$11.18												
2025	0916-35-265	*needed*	Harbor Bridge Park Improvements Part 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	City of Corpus Christi TxDOT-CRP	Off	10	\$5.50	↓ \$11.50	\$2.04	\$13.54
									Local	\$6.00			
2025	0989-02-057	MPO-033	FM 624 (Northwest Boulevard)	Construct additional two travel lanes to upgrade existing four lane rural roadway to an urban six lane boulevard with raised median.	CR 69	FM 73	TxDOT-CRP	On	2	\$11.65	✓ \$34.65	<del>\$6.93</del> \$8.38	<del>\$41.58</del>
									4	\$11.00			
									7	\$7.00			
									10CR	\$5.00			
2025	0916-00-256	MPO-068	Regional Traffic Operations Improvements and Safety Countermeasures	Traffic operations improvements and safety counter-measures including but not limited to the following: 1. Crash reduction on all public roads by targeting locations identified as most statistically anomalous by Vision Zero Suite. 2. Construct the prioritized list of countermeasures that best optimize resources and have the greatest impact on improving safety. 3. Implement TSMO strategies on Regionally Significant Corridors without adding capacity.	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	Various	On	7	\$6.40	↓ \$10.24	<del>\$2.05</del> \$1.52	<del>\$12.29</del>
									10CR	<del>\$3.84</del> \$3.80			
2026	0916-00-282	MPO-049	Holly Rd. Train Trestle to 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 Holly Road and Flour Bluff Drive shared-use paths.	End of Holly Road across Oso Bay	Holly Road to Flour Bluff Drive	City of Corpus Christi	Off	9	\$13.03	✓ \$13.03	<del>\$1.68</del> \$2.47	<del>\$14.71</del>
2027	0180-10-082	MPO-017	SH 361	Upgrade/add direct connectors	At SH 35 interchange	0.6 miles Southeast on SH 361	TxDOT-CRP	On	2	\$46.86	✓ \$71.28	<del>\$14.26</del> \$17.26	<del>\$85.54</del>
									4	\$18.78			
									7	\$5.64			
2027	0180-06-118	MPO-018	SH 35	Upgrade/add direct connectors	FM 3284	0.23 North of SH 361	TxDOT-CRP	On	4	\$52.14	✓ \$56.54	<del>\$7.31</del> \$13.31	<del>\$63.85</del>
									7	\$4.40			
2027	0180-11-016	MPO-078	SS 202	Construct Single Point Urban Intersection	Ave H in Gregory	SH 35 northbound frontage Rd.	TxDOT-CRP	On	2	\$2.70	✓ \$2.70	\$3.39	<del>\$6.09</del>
2028	0617-02-073	MPO-016	PR 22	Corridor upgrade for pedestrian and access management improvements without adding capacity	Aquarius Street	Whitecap Boulevard	TxDOT-CRP	On	2	\$17.92	✓ \$17.92	<del>\$3.58</del> \$3.75	<del>\$21.50</del>
2028	1069-01-042	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)	TxDOT-CRP	On	2	\$8.50	✓ \$23.52	<del>\$4.70</del> \$4.92	<del>\$28.22</del>
									4	\$4.00			
									7	\$11.02			

# TxDOT's Project Development Process



**Timelines are estimates.** The timeframe to complete all phases of work are estimates and span approximately 8-12 years, depending on funding availability.





**Date:** June 13, 2024  
**To:** Technical Advisory Committee (TAC)  
**From:** Craig Casper, Senior Transportation Planner  
**Through:** Robert MacDonald, Transportation Planning Director  
**Subject:** Item 4B: DRAFT FY 2023 and FY 2024 Unified Planning Work Program (UPWP) with Amendment 2  
**Action:** Review, Discuss, Receive Public Comment and Possible Action

**Summary**

The Corpus Christi MPO staff recommends that the Technical Advisory Committee (TAC) review and discuss the DRAFT Amendment 2 to the FY 2023 and FY 2024 Unified Planning Work Program (UPWP). This Amendment 2 is requested by TxDOT as part of their April 8, 2024 Work Order Letter 2 for FY 2024 that specifies the requirement for the Corpus Christi MPO to have specific language in the current Unified Planning Work Program related to the federal requirement to spend a minimum of 2.5% of the MPO’s Federal Planning funds (PL) on planning activities “...to increase safe and accessible options for multiple travel modes for people of all ages and abilities...”

The following table (Exhibit 2) from the UPWP Amendment 2 document identifies the change in title of Subtask 3.3 to “2.5% Set-Aside for Increasing Safe and Accessible Transportation Options.” Additionally, a minor reallocation of funds is proposed to ensure compliance with the 2.5% minimum funding levels for the Subtask.

**Excerpt of Exhibit 2. Corpus Christi MPO FY 2023 and FY 2024 UPWP Financial Summary**

TASK AND SUBTASK TITLE		FY 2023	FY 2024	2-Year Total
2.7	Environmental Resource / Linkages Model Development and Implementation	\$16,400	\$8,600	\$25,000
2.8	HAZUS / Resiliency Model Development and Implementation	\$19,500	\$8,600	\$28,100
2.9	Economic Analyses Model Development and Implementation	\$12,900	\$7,700	\$20,600
<b>TASK 3.0 SHORT-RANGE PLANNING TOTAL</b>		<b>\$197,800</b>	<b>\$134,200</b>	<b>\$332,000</b>
3.1	Transportation Improvement Program (TIP) Update	\$21,100	\$13,900	\$35,000
3.2	CMP/TSMO/ITS Architecture Plan	\$22,700	\$7,700	\$30,400
3.3	2.5% Set-Aside for Increasing Safe and Accessible Transportation Options	\$20,900	\$16,000	\$36,900
3.4	Regional Multimodal Freight and Urban Goods Planning	\$11,200	\$10,500	\$21,700
3.5	Equity and Justice40 Planning	\$18,700	\$11,100	\$29,800
3.6	Economic Analyses of Projects and Portfolios	\$12,200	\$17,300	\$29,500
3.7	Infrastructure Lifecycle Analysis and Reporting	\$13,500	\$8,600	\$22,100
3.8	Crash Analyses and Regional Safety Planning	\$21,300	\$9,200	\$30,500
3.9	Region 20 Coordinated Transit Planning	\$17,100	\$14,500	\$31,600
3.10	Regional Resiliency and Climate Crisis Planning	\$19,200	\$9,200	\$28,400
3.11	Planning and Environmental Linkages	\$19,900	\$16,200	\$36,100



<b>TASK 4.0 METROPOLITAN TRANSPORTATION PLANNING</b>		<b>TOTAL</b>	<b>\$70,100</b>	<b>\$219,000</b>	<b>\$289,100</b>
4.1	Refine Vision and Goals		\$16,600	\$5,500	\$22,100
4.2	Refine Performance Measures and Evaluation Criteria		\$15,000	\$6,300	\$21,300
4.3	Identify Needs and Deficiency Locations		\$15,200	\$9,800	\$25,000
4.4	Develop a Financial Plan of Reasonable Available Funding		\$0	\$13,500	\$13,500
4.5	Develop, Analyze, and Refine Scenarios for Analysis and Investment		\$23,300	\$73,800	\$97,100
4.6	Document Plan and Processes		\$0	\$64,500	\$64,500
4.7	Evaluate Impacts and Develop Mitigation		\$0	\$24,500	\$24,500
4.8	Planning and Programming Process Evaluation and Debrief		\$0	\$12,800	\$12,800
4.9	Process Documentation and Enhancement		\$0	\$8,300	\$8,300
<b>TASK 5.0 SPECIAL STUDIES</b>		<b>TOTAL</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
5.1	To Be Determined		\$0	\$0	\$0
5.2	To Be Determined		\$0	\$0	\$0

**Fiscal Impacts**

None at this time. The FY 2023 and FY 2024 UPWP maintains the same total funding levels.

**Recommendation**

The Corpus Christi MPO staff proposes that the TAC review, discuss Amendment 2 to the DRAFT FY 2023 and FY 2024 Unified Planning Work Program, then recommend approval to the TPC.

**Proposed Motion**

Move to recommend that the TPC approve the DRAFT FY 2023 and FY 2024 UPWP with Amendment 2.

**Attachments**

1. Public Notice #24-2 for the DRAFT FY 2023 and FY 2024 UPWP with Amendment 2
2. TxDOT Work Order #2 Letter for FY 2024
3. DRAFT FY 2023 and FY 2024 UPWP Amendment 2 [\[WEBLINK\]](#) **WORD DOCUMENT**



## **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](mailto: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.\***

Corpus Christi 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.\***

Corpus Christi 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.\***

Corpus Christi 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 and time.*

[www.corpuschristi-mpo.org](http://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](mailto:ccmpo@cctxmpo.us) for any questions.



**TxDOT Work Order #2 Letter for FY 2024**

125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

April 8, 2024

Mr. Robert F. MacDonald, MPA, P.E.  
Transportation Planning Director  
Corpus Christi Metropolitan Planning Organization  
602 N. Staples Street, Suite 300  
Corpus Christi, Texas 78401

Dear Mr. MacDonald:

This letter, which is the second Work Order under the Consolidated Planning Grant Program, serves as notification of the second authorization of Corpus Christi Metropolitan Planning Organization (MPO) planning funds (PL) for FY 2024 (PL0024-005) in the total amount of \$624,369.52.

Pursuant to the Infrastructure Investment and Jobs Act, each MPO is required to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. The 2.5% amount for this year for your area is \$15,658.79. Please reflect this amount as a separate subtask in your Unified Planning Work Program and label it "2.5% Set-Aside for Increasing Safe and Accessible Transportation Options."

The period of authorization for these funds is October 1, 2023 through September 30, 2024. Be advised that the PL-112 program is included in the Catalog of Federal Domestic Assistance (CFDA). Federal Highway Administration, 20.205-Highway Planning.

Current Authorization	Previous FY 24 Authorizations (Sec. 5303/PL-112)	Total Authorization	Contract	Charge Number
\$624,369.52	\$199,733.74	\$824,103.26	50-24XF0001	50124110170

If you have any questions or need additional information, please contact Sara R. Garza at (956) 712-7780.

Sincerely,

DocuSigned by:  
*Humberto Gonzalez Jr*

Humberto Gonzalez, Jr., P.E., M.B.A.  
Director, Transportation Planning and Programming Division

OUR VALUES: *People • Accountability • Trust • Honesty*  
OUR MISSION: *Connecting You With Texas*

An Equal Opportunity Employer

**Agenda Item 4B - Attachment 2**

Mr. Robert F. MacDonald, MPA, P.E.

2

April 8, 2024

cc: Paula M. Sales-Evans, P.E., Corpus Christi, Transportation Planning and Development  
Director, TxDOT  
Casey Wells, Transportation Planning and Programming Division, Systems Planning Section  
Director, TxDOT  
Karrie Boedeker, Transportation Planning and Programming Division, Grants and  
Administration Section Director, TxDOT  
Phillip R. Tindall, Transportation Planning and Programming Division, Metropolitan Planning  
Branch Manager, TxDOT  
Sara R. Garza, Transportation Planning and Programming Division, Planner, TxDOT

OUR VALUES: *People • Accountability • Trust • Honesty*  
OUR MISSION: *Connecting You With Texas*

An Equal Opportunity Employer

**Agenda Item 4B - Attachment 2**



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**Date:** June 13, 2024  
**To:** Technical Advisory Committee (TAC)  
**From:** Craig Casper, Senior Transportation Planner  
**Through:** Robert MacDonald, Transportation Planning Director  
**Subject:** Item 4C: DRAFT FY 2025 and FY 2026 Unified Planning Work Program (UPWP)  
**Action:** Review, Discuss, Receive Public Comments and Possible Action

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### Summary

Each Metropolitan Planning Organization (MPO) is required to develop a Unified Planning Work Program (UPWP). The UPWP is both the annual budget document for the Corpus Christi MPO and the document that coordinates among agencies and informs the public about ongoing transportation planning throughout the region by all local agencies. Key assumptions in this new two-year UPWP are:

- the total Transportation Planning Funding (TPF) amounts shown in the table on page two of this memo and in the UPWP document are the same as from FY 2024 until the new amounts are received;
- that \$700,000 of carryover funds from the **Coronavirus Response and Relief Supplemental Appropriations Act of 2021** (CRRSAA) that are a 100% federal grant for the completion of the **Corpus Christi MPO Planning Tools and Studies** project.

The CRRSAA items are proposed to be included as rollover in this proposed FY 2025 and FY 2026 UPWP. Additional changes may be made after the new funding allocations from FHWA, FTA and TxDOT are received. Also, TxDOT continues to request that the Planning Emphasis Areas (PEAs) from FHWA/FTA are required to be incorporated into the upcoming planning and programming efforts. These are included in the UPWP and the FHWA/FTA letter regarding PEAs is provided as Attachment 1. The public notice for the DRAFT FY 2025 and FY 2026 UPWP is provided as Attachment 2.

While the final amount of planning funds from both the Federal Highway Administration PL-112 and FTA 5303 planning funds from the Federal Transit Administration have not yet been determined, much of the necessary (from federal requirements) and desired (from the 2045 MTP After-Action Report) work tasks are known and listed below. The table on page 2 shows funding amounts by Task that reflect both the level of effort and timing needed to complete the integrated subtasks. These subtasks are shown in Attachment 3 on pages 3-4 and described on pages 14-46. The Infrastructure Investment and Jobs Act (IIJA), known as the Bipartisan Infrastructure Law (BIL), became law on November 15, 2021. The BIL includes 11 factors that the metropolitan planning process must explicitly consider and analyze. Specifically, and in alphabetical order as opposed to any implied priority, BIL compliant metropolitan (and statewide) planning processes must consider transportation projects and strategies that will:

- Emphasize the preservation of the existing transportation system.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Enhance travel and tourism
- Improve transportation system resiliency and reliability
- Increase accessibility and mobility of people and freight
- Increase the safety of the transportation system for motorized and non-motorized users



- Increase the security of the transportation system for motorized and non-motorized users
- Promote efficient system management and operation
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Reduce (or mitigate) the stormwater impacts of surface transportation
- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency

The Planning Emphasis Areas listed in the December 30<sup>th</sup> 2021, joint letter from the Federal Highway Administration and the Federal Transit Administration require the following:

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement – Integrating Virtual Public Involvement
- Strategic Highway Network (STRAHNET)/US Department of Defense (DoD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

The following Budget Summary Table provides an overview of the funding allocation by major Task.

UPWP Task	Description	FY 2025 TPF <sup>1</sup> Funds	FY 2026 TPF <sup>1</sup> Funds	CRRSAA	Other Funds	Total Funds
1.0	Administration-Management (with Direct Expenses and Consultant Services)	\$1,480,661	\$746,461	\$ 700,000	\$ 0	\$2,227,122
2.0	Data Development and Maintenance	\$ 88,900	\$ 167,000	\$ 0	\$ 0	\$255,900
3.0	Short Range Planning	\$147,400	\$ 208,500	\$ 0	\$ 0	\$355,900
4.0	Metropolitan Transportation Plan	\$ 219,000	\$ 64,000	\$ 0	\$ 0	\$283,000
5.0	Special Studies	\$0	\$0	\$ 0	\$ 0	\$0
	<b>TOTAL</b>	<b>\$ 1,935,961</b>	<b>\$ 1,185,961</b>	<b>\$ 700,000</b>	<b>\$ 0</b>	<b>\$ 3,121,922</b>

<sup>1</sup>TPF–This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables. Additionally, there are \$700,000 of CRRSAA carryover funds included in the subtask 1.9 for Consultant Services.

The following Staffing Costs Exhibit provides an overview of the allocation of staff effort, by Task, broken into subtasks, for both FY 2025 and FY 2026. Additional information on the scope of each subtask is found in Attachment 3, Exhibit 2, which is on pages 3-4 of the DRAFT FY 2025 and FY 2026 UPWP.

**Recommendation**

The Corpus Christi MPO staff recommends that the Technical Advisory Committee (TAC) recommend that the TPC approve the DRAFT FY 2025 and FY 2026 Unified Planning Work Program (UPWP).

**Proposed Motion**

Move to recommend that the TPC approve the DRAFT FY 2025 and FY 2026 UPWP.

**Attachments**

1. FHWA/FTA PEAs Letter December 30, 2021
2. Public Notice #24-3 for the DRAFT FY 2025 and FY 2026 UPWP
3. DRAFT FY 2025 and FY 2026 UPWP [\[WEBLINK\]](#) PDF DOCUMENT



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

Office of the Administrator

1200 New Jersey Ave., SE  
Washington, D.C. 20590

Federal Transit  
Administration

December 30, 2021

**Attention:** FHWA Division Administrators  
FTA Regional Administrators

**Subject:** 2021 Planning Emphasis Areas for use in the development of Metropolitan and Statewide Planning and Research Work programs.

With continued focus on transportation planning the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning are jointly issuing updated Planning Emphasis Areas (PEAs). The PEAs are areas that FHWA and FTA field offices should emphasize when meeting with the metropolitan planning organizations, State departments of transportation, Public Transportation Agencies, and Federal Land Management Agency counterparts to identify and develop tasks associated with the Unified Planning Work Program and the Statewide Planning and Research Program. We recognize the variability of work program development and update cycles, so we encourage field offices to incorporate these PEAs as programs are updated.

Please note that this letter is intended only to provide clarity regarding existing requirements. It is not binding and does not have the force and effect of law. All relevant statutes and regulations still apply.

Sincerely,

Nuria Fernandez  
Administrator  
Federal Transit Administration

Stephanie Pollack  
Deputy Administrator  
Federal Highway Administration

Enclosure

## **2021 Planning Emphasis Areas:**

### **Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future**

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation ; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA’s [Sustainable Transportation](#) or FTA’s [Transit and Sustainability](#) Webpages for more information.

*(See [EO 14008](#) on “Tackling the Climate Crisis at Home and Abroad,” [EO 13990](#) on “Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis.” [EO 14030](#) on “Climate-Related Financial Risk,” See also [FHWA Order 5520](#) “Transportation System Preparedness and Resilience to Extreme Weather Events,” FTA’s “[Hazard Mitigation Cost Effectiveness Tool](#),” FTA’s “[Emergency Relief Manual](#),” and “[TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters](#)”)*

### **Equity and Justice<sup>40</sup> in Transportation Planning**

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

[Executive Order 13985](#) (*Advancing Racial Equity and Support for Underserved Communities*) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian

Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

### **Complete Streets**

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

## **Public Involvement**

Early, effective, and continuous public involvement brings diverse viewpoints into the decisionmaking process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decisionmaking processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

## **Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination**

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The [64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) [studies](#). These can be a useful resource in the State and MPO areas covered by these route analyses.

## **Federal Land Management Agency (FLMA) Coordination**

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands

Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

### **Planning and Environment Linkages (PEL)**

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decisionmaking that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

### **Data in Transportation Planning**

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decisionmaking at the State, MPO, regional, and local levels for all parties.





## **PUBLIC NOTICE #24-3**

**JUNE 6, 2024**

The **Corpus Christi Metropolitan Planning Organization** (Corpus Christi MPO) is seeking public input and comments on the **DRAFT FY 2025 and FY 2026 Unified Planning Work Program (UPWP)**.

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 and FY 2026 UPWP**.

Public Comments may be provided in writing, limited to 1,000 characters, by emailing [ccmpo@cctxmpo.us](mailto: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 and FY 2026 UPWP** is 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.\***

Corpus Christi 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.\***

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

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

Corpus Christi 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 and time.*

[www.corpuschristi-mpo.org](http://www.corpuschristi-mpo.org)

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



**Date:** June 13, 2024  
**To:** Technical Advisory Committee (TAC)  
**From:** Craig Casper, Senior Transportation Planner  
**Through:** Robert MacDonald, Transportation Planning Director  
**Subject:** Item 4D: 2025-2050 Metropolitan Transportation Plan (2050 MTP) Vision and Goals  
**Action:** Review, Discuss and Potential Action

### **Summary**

The Corpus Christi 2050 MTP is scheduled for the 5-year update on February 6, 2025. There are several critical items that need adopting as soon as possible, including Vision, Goals, and Objectives. The outcome needed from this agenda item is recommending a Vision and Goals to the TPC for discussion and possible action in July. The possible July action is to use the Draft Vision and Goals to continue development of the 2050 Metropolitan Transportation Plan. It is not final approval of Vision and Goals. It is possible that these may be adjusted later, but it is necessary to have the foundation now upon which objectives and performance measures can be built. These forthcoming objectives and performance measures will be used to evaluate the existing conditions, identify locations and magnitude of needs, track changes over time and evaluate projects submitted for prioritization and possible inclusion into the 2050 MTP.

### **Background**

In accordance with 49 U.S.C. 5303 (i) and 23 CFR 450.300, the Corpus Christi MPO is required to develop a fiscally constrained performance based MTP that identifies the multi-modal transportation system including pedestrian, bicycle, public transit, motor vehicles, and freight. The MTP describes the locally developed and adopted goals for the region, lists the locally developed performance measures that will be used to evaluate potential projects, and specifies the interventions (both policies and projects) that will be implemented to achieve these goals. It also describes the formal process that will track the region's change in performance over time. An MPO MTP must also be coordinated with the plans from the state Department of Transportation (TxDOT) and the designated recipient of federal transit funds (CCRTA).

### **Review of the DRAFT 2050 MTP Vision**

As discussed last month, a possible vision for the 2050 MTP is:

*In 2050, the Corpus Christi MPO multi-modal transportation system is well-maintained, safe, provides efficient movement of people and goods, supports economic growth, and enhances regional quality of life.*

### **DRAFT Goals for Review and Discussion**

Goals are the compass for transportation investment. They provide broad aims or direction and purpose, helping decision-makers prioritize projects and allocate resources effectively. Without well-defined goals that articulate the desired reasons for investing it is more difficult to allocate resources where they will have the most significant impact.

**DRAFT Safety and Security Goal (PM-1): Eliminate fatalities, reduce serious injuries, and improve security of the transportation system using proven countermeasures, technology applications, policy adjustments, and education.**

DRAFT Asset Management Goal (PM-2): Maintain, preserve, and modernize transportation infrastructure throughout its lifecycle through targeted rehabilitation, modernization, and replacement.

DRAFT System Performance Goal (PM-3): Improve multimodal and intermodal connectivity and mobility for both goods and people by improving efficiency, reliability, and resiliency.

DRAFT Stewardship Goal 4: Protect and enhance the human and natural environment while ensuring efficient use of taxpayer dollars.

DRAFT Economic Goal 5: Build, Operate, and Maintain modern transportation systems that promote regional and personal economic growth, competitiveness, and quality of life.

Per last month's discussion, the previous technology goal will be incorporated into the objectives that are developed.

### **Associated Plans for Consistency Comparison Purposes**

Meeting planning requirements by showing consideration of the seven National Goals, the eleven IJJA Emphasis Areas, plus TxDOT's objectives from their Long-Range Plan, their Multimodal Plan, their Statewide Freight Plan, their Highway Safety Improvement Plan (HSIP), their Strategic Highway Safety Plan (SHSP), their Statewide Resiliency Plan, and their statewide Bicycle and Pedestrian Program Goals will necessitate inclusion of these topics within the Objective statements. As shown below, there is a significant overlap in the subject of these goals.

### **National Goals**

- Achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- Maintain the highway infrastructure asset system in a state of good repair
- Achieve a significant reduction in congestion on the National Highway System
- Improve the efficiency of the surface transportation system
- Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- Enhance the performance of the transportation system while protecting and enhancing the natural environment

### **Federal (IJJA) Emphasis Areas**

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

### **TxDOT Draft Connecting Texas 2050 Long Range Plan May 2024**

- Plan, build, and maintain a safe and secure transportation system for all users.
  - Reduce the frequency of crashes and associated impacts for all modes.
  - Eliminate fatalities and reduce serious injuries on the roadway system.
  - Improve safety for all users of the transportation system, including vulnerable road users.
  - Strengthen the security of physical and digital transportation assets.

- Improve incident identification and response.
- Maintain and preserve transportation infrastructure and resources to achieve a state of good repair and mitigate asset deterioration.
  - Preserve the integrity and longevity of pavement and bridges to maintain a state of good repair.
  - Invest in multimodal assets preservation, maintenance, and replacement.
  - Optimize transportation system management and operations.
  - Maintain transportation assets in the most cost-effective manner.
  - Enhance resiliency to natural and humanmade risks, both physical and digital.
- Address congestion by improving efficiency, resilience, and reliability.
  - Mitigate congestion and enable reliable travel times.
  - Ensure the efficient movement of goods and support a resilient supply chain.
  - Increase system redundancy.
  - Improve cross-border travel time reliability.
- Improve multimodal and intermodal connectivity at the local, regional, statewide, national, and international level.
  - Increase statewide, regional, and local connections that are inclusive and accessible to all, including urban, rural, and border connections.
  - Increase modal options to enhance alternative transportation.
  - Improve freight network connectivity, including intermodal connections; connectivity between urban and rural areas, and global markets; and access to freight facilities and markets.
  - Modernize infrastructure to support the implementation of emerging transportation technologies.
- Develop transportation systems that support the movement of people and goods to enhance quality of life and promote personal and statewide economic growth.
  - Expand and modernize transportation assets to spur economic growth.
  - Increase access to and support opportunities for jobs, services, and activity centers.
  - Promote workforce training to support a growing economy and emerging industries.
  - Ensure the state's multimodal transportation system is supportive of all users, including tourism and leisure travel.
  - Align with key economic initiatives of the state of Texas.
- Continue the responsible and efficient use of federal, state, and local fiscal and natural resources.
  - Identify and maintain sustainable funding.
  - Avoid, minimize, and/or mitigate adverse and/or disproportional impacts to cultural, natural, and historic resources.
  - Protect vulnerable populations from adverse health risks resulting from air pollution from transportation systems.
  - Strategically allocate transportation spending across diverse modes, geographies, and social demographics.
  - Deliver programs and projects efficiently and responsively.

#### **TxDOT Draft Multimodal Plan May 2024**

- A safe and secure transit network that strives towards zero fatalities and fosters a culture of transportation safety and security.
  - Create an Inherently Safe Transit System
  - Accommodate All Users in Safe Design
  - Plan for Emergencies and Disasters
  - Enhance System Security
  - Prioritize Transit Employee Safety
- Provide local and interregional connectivity to all destinations for everyone that is affordable, accessible, reliable, and easy to use.
  - Establish Higher Capacity and Quality Service Connections Between Regional Centers
  - Minimum Levels of Service Tied to Connectivity
  - Aligning Investment in Transit Supportive Land Use
  - Improving Intermodal Connections to Transit
  - Connecting the Customer to Mobility Options Through Technology
- Maintain and preserve a resilient and high-quality transit system that is financially stable and operates in a state of good repair to meet community needs.
  - Leverage Technology for Best Use of Assets

- Create a Proactive Environment for Asset Management and State of Good Repair
- Assist Transit Operators with Sustainable Funding Opportunities
- Access for all Texans and visitors to Texas to a modally integrated transit system that meets community needs by connecting all users to work, school, essential services, and recreational activities.
  - Provide High-Quality Transit Service
  - Availability of Appropriate Modal Options
  - Ensure Universal Equitable Access
- Embrace a fiscally responsible multimodal approach to preserve natural, cultural, and human resources by reducing impacts for a sustainable and resilient transit network.
  - Ensure Transit is Foundational Throughout the Planning, Programming, and Project Delivery Process
  - Optimize Available Fiscal Resources
  - Minimize Environmental Impacts
  - Support and Enhance Human Resources
- Ensure the long-term economic competitiveness of Texas through community and workforce development by supporting a holistic and accessible transit system.
  - Connect People with Opportunities (Employment and Education)
  - Encourage Transit Use for Tourism and Leisure Activities
  - Preserve Rural Communities

#### **TxDOT Delivers 2050 Statewide Freight Plan March 2023**

- Improve the safety, efficiency and performance of the Texas Multimodal Freight Network.
- Improve the performance of the Texas Multimodal Freight Network to enhance the contribution of transportation infrastructure to economic competitiveness, productivity and development throughout the state.
- Maintain, preserve and modernize assets on the Texas Multimodal Freight Network to support multimodal movement of goods and people.
- Reduce congestion and improve system efficiency and performance on the Texas Multimodal Freight Network.
- Improve urban and rural system connectivity between all freight modes and all industry sectors to regional, statewide, national and international markets.
- Develop and maintain a resilient and secure multimodal system that can withstand and respond to various sources of disruptions including extreme weather and stormwater runoff and flooding.
- Encourage equitable distribution of the positive and negative impacts of freight movement across all Texans.
- Manage environmental and agency resources responsibly, and foster accountability and transparency in decision-making.
- Identify sustainable funding sources for all freight transportation modes.

#### **TxDOT Draft Statewide Resiliency Plan June 2024**

- Strengthen infrastructure resilience by implementing strategic measures, resilient design, and proactive planning to ensure the sustained functionality and adaptability of vulnerable multimodal assets.
  - Reduce the vulnerabilities of critical transportation assets
  - Develop and implement resilient design and construction standards
  - Provide digital resources and mapping tools for statewide transportation resilience planning
  - Invest in green infrastructure and nature-based solutions
- Ensure the operational continuity of transportation systems by employing resilient recovery and adaptive responses to facilitate the seamless movement of people and goods in an event of a disruption.
  - Invest in alternative routes, modes and backup systems
  - Improve supply chain resiliency through investment in alternative modes of freight transit
  - Reduce response time and recovery cost
  - Support post-disaster recovery planning

- Foster interagency partnerships for coordinated resilience planning, investment and emergency response preparedness.
- Improve adaptability at the organizational level to ensure sustained performance through innovative solutions, continuous learning and cross-functional collaboration.
  - Expand education programs and community engagement on resilience initiatives
  - Implement technology and mechanisms for ongoing monitoring and evaluation of resilience measures
  - Establish resilience governance structures and policies that enable decision makers to respond effectively to changing climate conditions

**TxDOT Bicycle Pedestrian Program Goals 2023-2024**

- Optimize the performance of bicycling and pedestrian networks by emphasizing connectivity and accessibility while supporting economic vitality;
- Improve safety by planning, designing, and constructing bicycle and pedestrian facilities that meet the needs of various roadway users; and;
- Educate engineers, planners, and the public on safe driving, walking, and bicycling.

**TxDOT Statewide Transportation Systems Management and Operations Plan 2018**

- Reduce crashes and fatalities through continuous improvement of traffic management systems and procedures.
- Optimize travel times on transportation systems in critical corridors to ensure travelers are reaching their destinations in the amount of time they expected for the journey;
- Implement projects that optimize existing transportation system capacity and throughput.
- Provide timely and accurate travel information to customers so they can make informed mobility decisions.
- Proactively manage and operate an integrated transportation system through multi-jurisdictional coordination, internal collaboration, and cooperation between various transportation disciplines and partner agencies.
- Prioritize TSMO as a core objective in the agency's planning, design, construction, operations, and maintenance activities.

**TxDOT 2024 Unified Transportation Program (UTP) August 2023**

- Reduce crashes and fatalities through targeted infrastructure improvements, technology applications, and education.
- Maintain and preserve system/asset conditions through targeted infrastructure rehabilitation, restoration, and replacement.
- Enhance mobility, connectivity, and mitigate congestion through targeted infrastructure and operational improvements.

**Recommendation**

The Corpus Christi MPO staff recommends that the Technical Advisory Committee (TAC) review, discuss and recommend a vision and associated goals for use in continuing to develop the 2050 MTP.

**Proposed Motion**

Move to recommend that the TPC approve the DRAFT Vision and Goals for use in continuing to develop the 2050 MTP.

**Attachment**

- 2023 FHWA Guidebook on Model Long-Range Plans [\[WEBLINK\]](#)





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**Date:** June 13, 2024  
**To:** Technical Advisory Committee (TAC)  
**From:** Craig Casper, Senior Transportation Planner  
**Through:** Robert MacDonald, Transportation Planning Director  
**Subject:** Item 5A: 2025-2050 Metropolitan Transportation Plan (2050 MTP) Objectives  
**Action:** Review, Discuss and Potential Action

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### **Summary**

As stated in the 2023 Federal Highway Administration (FHWA) guidance on developing Long Range Plans, *“In a performance-based process, the long-range transportation plan identifies goals and objectives, which play a critical role in driving a performance-based approach to decision-making. Goals reflect key priorities for desired outcomes for the transportation system or for society. Supporting objectives that are specific, measurable statements can help support achievement of goals and play a key role in shaping investment and policy priorities.”*

In their guidebook for Performance-based Planning and Programming, the Federal Transit Administration (FTA) states *“Once goals have been identified, the next component of a PBPP process is developing objectives. Although in transportation planning, developing objectives has often been discussed together with goals (i.e., “developing goals and objectives”), it is important to make a critical distinction between goals and objectives within a PBPP approach. Whereas goals relate to the “big picture” or desired end-result, objectives should be specific and measurable. An objective is not just a sub-goal, but provides a level of specificity necessary to fully implement broader based goals. An objective is a specific, measurable statement that supports achievement of a goal. A good objective should include or lead to development of a performance measure in order to support decisions necessary to help achieve each goal. Objectives that include specific targets and delivery dates (e.g., reduce pedestrian fatalities by 15 percent from 2010 levels by 2018) are commonly called “SMART” (specific, measurable, agreed-upon, realistic, time-bound).”*

### **Background**

In accordance with 49 U.S.C. 5303 (i) and 23 CFR 450.300, the Corpus Christi MPO is required to develop a fiscally-constrained performance-based MTP that identifies the multi-modal transportation system including pedestrian, bicycle, public transit, motor vehicles, and freight. The MTP describes the locally-developed and adopted goals for the region, lists the locally-developed performance measures that will be used to evaluate potential projects, and specifies the interventions (both policies and projects) that will be implemented to achieve these goals. It also describes the formal process that will track the region's progress toward goal attainment over time. The MTP must also be coordinated with the 20-year plans from the Texas Department of Transportation and the Corpus Christi Regional Transportation Authority, and incorporate:

- “(i) The State asset management plan for the NHS, as defined in [23 U.S.C. 119\(e\)](#) and the Transit Asset Management Plan, as discussed in [49 U.S.C. 5326](#);*
- (ii) Applicable portions of the HSIP (Highway Safety Improvement Program), including the SHSP (Strategic Highway Safety Plan), as specified in [23 U.S.C. 148](#);*
- (iii) The Public Transportation Agency Safety Plan in [49 U.S.C. 5329\(d\)](#);*

- (iv) Other safety and security planning and review processes, plans, and programs, as appropriate;
- (v) The Congestion Mitigation and Air Quality Improvement Program performance plan in [23 U.S.C. 149\(l\)](#), as applicable; **It is not applicable to the Corpus Christi MPO.**
- (vi) Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118);
- (vii) The congestion management process, as defined in [23 CFR 450.322](#), if applicable; and
- (viii) Other State transportation plans and transportation processes required as part of a performance-based program.”

The MTP must use a performance-based approach and include the elements found below and listed in (23 CFR §450.306) **Scope of the metropolitan transportation planning process.**

“(a) Section 134(f) of title 23, U.S.C., and Federal Transit Act section 8(f) (49 U.S.C. app. 1607(f)) list 15 factors that must be considered as part of the planning process for all metropolitan areas. The following factors shall be explicitly considered, analyzed as appropriate, and reflected in the planning process products:

- (1) Preservation of existing transportation facilities and, where practical, ways to meet transportation needs by using existing transportation facilities more efficiently;
- (2) Consistency of transportation planning with applicable Federal, State, and local **energy conservation** programs, goals, and objectives;
- (3) The need to relieve congestion and prevent congestion from occurring where it does not yet occur including:
  - (i) The consideration of congestion management strategies or actions which improve the mobility of people and goods in all phases of the planning process; and
  - (ii) In TMAs, a congestion management system that provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operation management strategies (e.g., various elements of IVHS) shall be developed in accordance with Sec. 450.322;
- (4) The likely effect of transportation policy decisions on land use and development and the consistency of transportation plans and programs with the provisions of all applicable short- and long-term land use and development plans (the analysis should include projections of metropolitan planning area **economic, demographic, environmental protection, growth management, and land use activities consistent with metropolitan and local/central city development goals (community, economic, housing, etc.), and projections of potential transportation demands based on the interrelated level of activity in these areas**);
- (5) Programming of expenditures for transportation enhancement activities as required under 23 U.S.C. 133;
- (6) The effects of all transportation projects to be undertaken within the metropolitan planning area, without regard to the source of funding **(the analysis shall consider the effectiveness, cost effectiveness, and financing** of alternative investments in meeting transportation demand and supporting the overall efficiency and effectiveness of transportation system performance and related impacts on community/central city goals regarding social and economic development, housing, and employment);
- (7) International border crossings and **access to ports, airports, intermodal transportation facilities, major freight distribution routes, national parks, recreation areas, monuments and historic sites, and military installations** (supporting technical efforts should provide an analysis of goods and services movement problem areas, as determined in cooperation with appropriate private sector involvement, including, but not limited to, addressing interconnected transportation access and service needs of intermodal facilities);
- (8) Connectivity of roads within metropolitan planning areas with roads outside of those areas;
- (9) Transportation needs identified through the use of the management systems required under 23 U.S.C. 303 (strategies identified under each management system will be analyzed during the development of the transportation plan, including its financial component, for possible inclusion in the metropolitan plan and TIP);

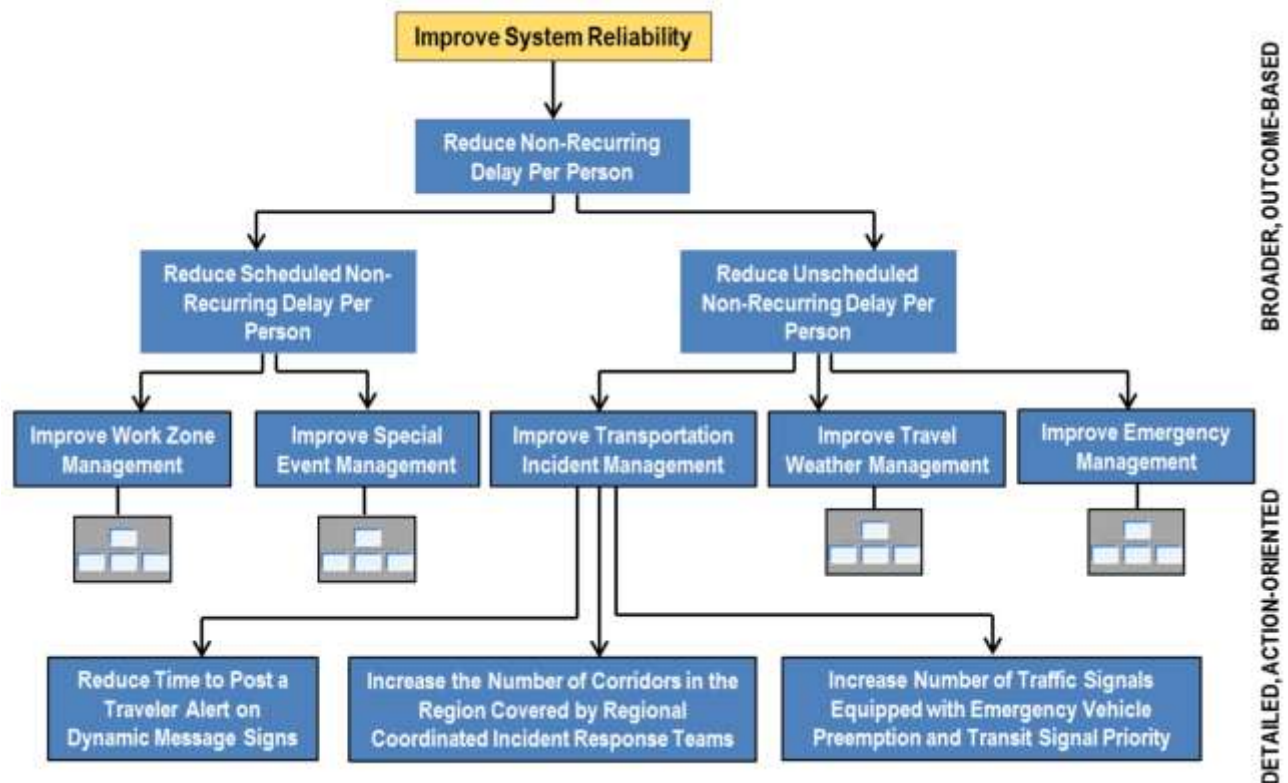
- (10) Preservation of rights-of-way for construction of future transportation projects, including future transportation corridors;
- (11) Enhancement of the efficient movement of freight;
- (12) **The use of life-cycle costs** in the design and engineering of bridges, tunnels, or roads (operating and maintenance costs must be considered in analyzing transportation alternatives);
- (13) The overall social, economic, energy, and environmental effects of transportation decisions (including consideration of the effects and impacts of the plan on the human, natural and man-made environment such as housing, employment and community development, consultation with appropriate resource and permit agencies **to ensure early and continued coordination with environmental resource protection and management plans**, and appropriate emphasis on **transportation-related air quality** problems in support of the requirements of 23 U.S.C. 109(h), and section 14 of the Federal Transit Act (49 U.S.C. 1610), section 4(f) of the DOT Act (49 U.S.C. 303) and section 174(b) of the Clean Air Act (42 U.S.C. 7504(b)));
- (14) **Expansion, enhancement, and increased use of transit services;**
- (15) Capital investments that would result **in increased security in transit systems;** and
- (16) **Recreational travel and tourism."**

**For Preliminary Discussion: Draft Topics for Objectives**

Continuing from the federal PBPP Guidebook:

“Multiple types of objectives may be useful. Objectives that guide decisions in a LRTP should preferably be described in terms of system performance outcomes experienced by users (e.g., travel times, reliability, access to traveler information, fatalities, serious injuries, bridge conditions, etc.). These outcome objectives are more relatable to the public. However, it is also appropriate to select output or activity-based objectives. These activity-based objectives are appropriate for specific sections of the LRTP (such as a discussion of planned strategies), and to align with supporting documents that go into greater detail (such as an investment plan, SHSP, TAMP and CMP). All activity-oriented objectives should support outcome-oriented objectives, providing a simple check to make sure that they support a system performance outcome.”

In order to develop the multiple types and topics of objectives, developing an objectives tree can be useful. An example objectives tree is shown below.



After the initial topic of an objective is determined, the SMART format is applied.

**Examples of a Progression in the Development of SMART Objectives:  
Moving from Desired Trends to Targets**

By selecting appropriate measures of performance and analyzing available baseline data, trends, and expected performance, a basic objective can become more “SMART.”

<b>Goal</b>	<b>Initial objectives (identifying desired trend)</b>	<b>SMART objectives (identifying specific numerical targets)</b>
Safety	Reduce pedestrian fatalities	Reduce pedestrian fatalities by 15 percent from 2010 levels by 2018.
	Reduce intersection crashes	Reduce serious (fatal/incapacitating injury) intersection crashes 10% by 2015.
Mobility	Reduce traffic delays	Reduce hours of delay per capita by 15 percent by 2030.

**Recommendation**

N/A

**Proposed Motion**

N/A

**Attachment**

- 2023 FHWA Guidebook on Model Long-Range Plans [\[WEBLINK\]](#)



# CHAPTER 1

## INTRODUCTION

In accordance with 49 U.S.C. 5303 (i), the Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) is required to develop a fiscally constrained Metropolitan Transportation Plan (MTP) that identifies a multi-modal transportation system including pedestrian, bicycle, public transit, motor vehicles, and so forth in relation to the regions' economic, social, environmental, transportation needs and goals for a minimum 20 years planning period with the State (Texas Department of Transportation – TxDOT) and the public transportation operator (Corpus Christi Regional Transportation Authority – CCRTA) in the Corpus Christi MPO metropolitan planning area (Exhibit 1-1).

The MTP must be the foundation of the region's strategies and actions that address seven national goals (23 U.S.C. §150):

- 1) Safety
- 2) Infrastructure Condition
- 3) Congestion Reduction
- 4) System Reliability
- 5) Freight Movement and Economic Vitality
- 6) Environmental Sustainability
- 7) Reduced Project Delays

With regard to these eleven national goals, the MTP needs to consider the following factors by using a performance-based approach (23 CFR §450.306):

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

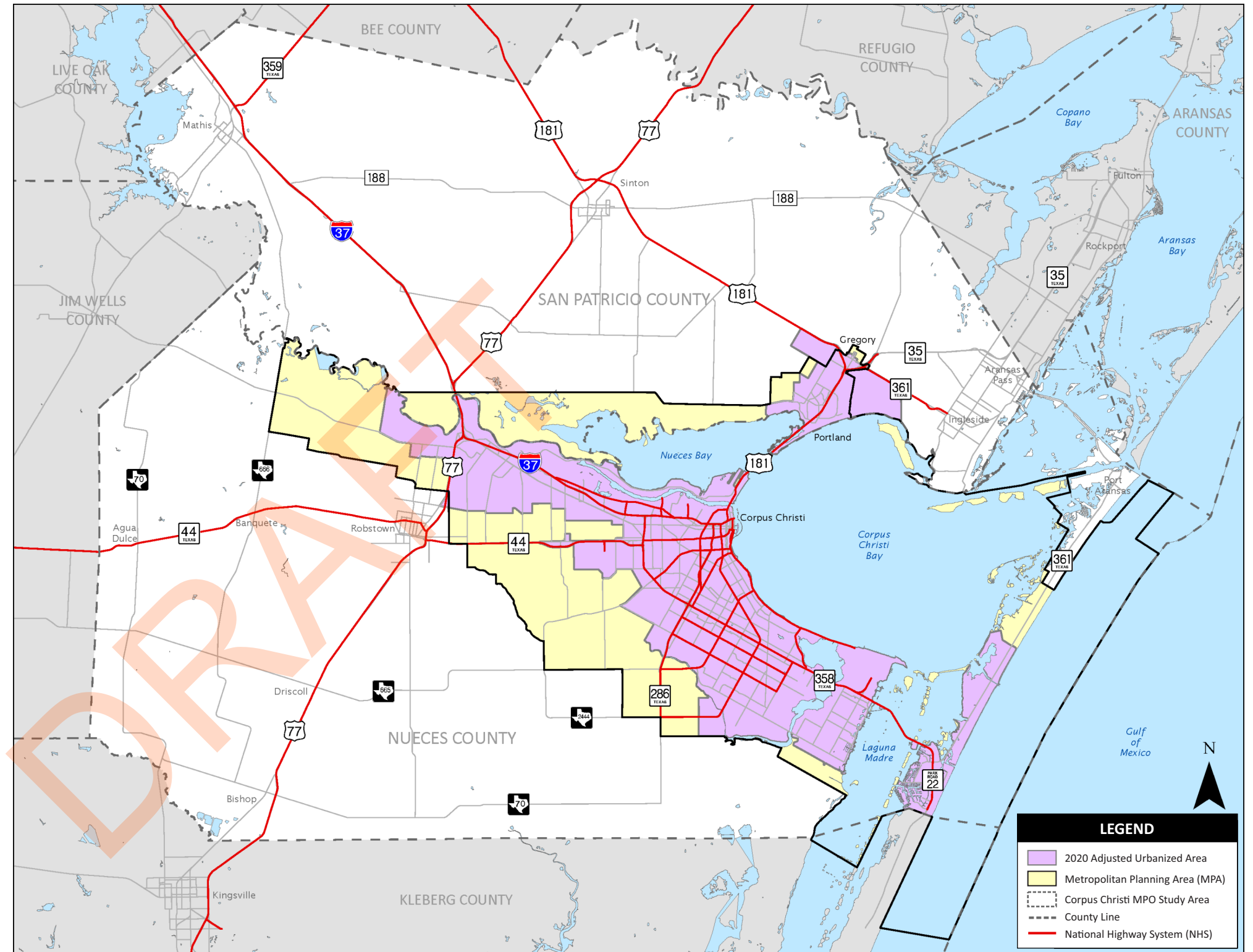


EXHIBIT 1-1. Map of Corpus Christi MPO Metropolitan Planning Area

### FEDERAL LEGISLATION

As a recipient of federal funding, the Corpus Christi MPO is required to comply with Federal Laws and Provisions, specifically the Surface Transportation Legislation that establishes multiple transportation programs and activities, the Clean Air Act of 1977 and its amendments, and the Civil Rights Act of 1964.

### INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)/BIPARTISAN INFRASTRUCTURE LAW (BIL)

The Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) was signed into law by President Biden in November 2021 and replaced the expired Surface Transportation Bill, Fixing America's Surface Transportation (FAST) Act. This law is considered the largest and most comprehensive infrastructure bill

Throughout the 2025-2050 MTP, the Corpus Christi MPO addressed 11 required factors in detail by providing the analysis, strategies, and proposed activities.

## chapter 1. introduction

in American history, and it encompasses all departments - not only Department of Transportation (US DOT) but also Department of Interior, Energy, Commerce, Agriculture, Labor, Environmental Protection Agency (EPA), and Office of Personnel Management (OPM) and so forth - to address the nation's needs and goals.

The IIJA/BIL provides the US DOT \$350 billion in highway programs over 5 years, adds more than a dozen new highway programs such as rehabilitating bridges, reducing carbon emissions, increasing system resilience, removing barriers to connecting communities, and improving mobility and accessibility to economic opportunities, and more funding opportunities for MPOs, local entities, and Tribes.

Noticeable changes under IIJA/BIL are:

- 1) **Fiscal Flexibility** - More fiscal flexibility is given beyond the first four years in the MTP;
- 2) **Representation** - Consideration for the equitable and proportional of the population representation;
- 3) **Coordination** - Ensuring the consistency of data used in the planning process;
- 4) **Additional Planning Factor** - Adding “housing” as a planning factor and representatives of affordable housing organizations should be given a reasonable opportunity on transportation plans;
- 5) **Complete Streets** - At least 2.5% of Planning Fund (PL Fund) needs to be used for Complete Streets;
- 6) **Housing Coordination Plan** - MPOs in TMA are required to develop a housing coordination process/plan;
- 7) **Public Involvement via SNS** - Social media and web-based public participation tools;
- 8) **Resiliency Improvement Plan** - Develop a Resiliency Improvement Plan under PROTECT program;
- 9) **New Programs** – Carbon Reduction Program (CRP), Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program, Bridge Formula Program, National Electric Vehicle Infrastructure Formula Program (NEVI).

### CLEAN AIR ACT (42 U.S.C 7506(c)) of 1977 and CLEAN AIR ACT AMENDMENTS of 1990

The Clean Air Act section 176© requires that highway and transit projects are consistent with air quality goals established by a state air quality implementation plan (SIP) in order to receive federal funding. Transportation activities cannot be the cause of new air quality issues such as worsening the existing air condition or delaying the timely attainment of the national ambient air quality standards. The Clean Air Act was amended in 1990 and the transportation conformity regulations were first issued in 1993, and both have been amended several times. The Federal Highway Administration (FHWA) published its guidance on Transportation Conformity in 2017.

Although the Corpus Christi MPO's Transportation Management Area is currently an air quality attainment area, the Corpus Christi MPO is working closely with the Coastal Bend Air Quality Partnership to monitor and maintain the air quality in the region.

### TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 and EXECUTIVE ORDERS

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs receiving federal financial assistance. In 1994, President Clinton signed the Executive Order 12898: Federal Action to Address Environmental Justice in Minority and Low-Income Populations. This Executive Order requires the identification and address of the disproportionately high and adverse human health or environmental effects on minority and low-income populations. In 2000, President Clinton signed additional Executive Orders: Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency (LEP) and Executive Order 13175: Consultation and Coordination with Indian Tribal Governments. EO 13166 requires the examination and identification of the needs for the federally funded programs and services to people who speak English as a second language, and EO 13175 requires to consult with Indian tribal governments when considering policies that would impact tribes. In 2021, President Biden signed Executive Order 13985: Advancing Racial Equity and Support for Underserved Communities Through the Federal Government. This Executive Order has two principles:

- 1) Pursue a comprehensive approach to advancing equity for all, including people of color and others who have been historically underserved, marginalized, and adversely affected by persistent poverty and inequality
- 2) Require Federal Agencies to assess its programs and policies to determine if systematic barriers exist that prevent or limit opportunities and benefits for people of color and other under-served population

US DOT issued a statement to establish the following in March 2021:

- 1) Proactively ensure nondiscrimination in all of its federally conducted programs, activities, and services;
- 2) Commitment to promoting equitable delivery of government benefits and opportunities, including advancing meaningful engagement with all communities and ensuring that government contracting and procurement opportunities are available on an equal basis to all eligible providers of good and services;
- 3) Work with recipients of Federal funding to enforce Title VI of the Civil Rights Act of 1964, and its implementing regulations ;
- 4) Commitment to ensuring full and equitable access to programs, activities, and services for persons with Limited English Proficiency (LEP);
- 5) Commitment to make achieving environmental justice (EJ) part of the mission by developing programs, policies, and activities to address the disproportionately high and adverse human health, environmental, climate-related, and other cumulative impacts on disadvantaged communities;
- 6) Incorporate EJ and equity principles into all transportation planning and decision-making processes and project development and promote these goals through public outreach efforts.

The US DOT issued its Equity Action Plan Summary pursuant to EO 13985 which provided new strategies to advance equity in Transportation:

- 1) **Empower communities to engage in transportation decision-making more effectively** - Public involvement in transportation projects is often treated as

a one-size-fits-all compliance exercise. Traditional methods of public involvement like meetings, print, and radio can be inconvenient, challenging, or impossible for some communities to engage with meaningfully. DOT will issue guidance on meaningful public involvement and reinvigorate the Department's enforcement of the Civil Rights Act, including emphasizing proactive agency review of the potential discriminatory impact of grantees' proposed activities before awarding federal funds—as opposed to waiting until a project is delivered to enforce civil rights protections—and empowering community voices in transportation decision-making.

- 2) **Target interventions to increase investment in underserved communities** - Underserved communities often lack the resources and expertise needed to successfully navigate the complex federal grantmaking environment. Community-based organizations often have limited capacity to advocate on behalf of their communities successfully. The Department will launch a national assistance center to provide direct, hands-on support with local impact in areas of planning, project development, grant applications, and project delivery. The Department will also relaunch an Advisory Committee on Transportation Equity to provide independent advice on equity programs. These actions will help ensure that transportation investments and benefits support underserved and overburdened communities.
- 3) **Expand transportation access for underserved communities** - Lower-income people spend a much larger share of their income on transportation than other people. The transportation cost burden experienced by people is influenced by numerous factors, including living in “transit deserts” created by infrastructure and land use policies that favor car-ownership over multimodal options. The Department will develop a method for measuring the transportation cost burden on communities and incorporate that measure into decision-making processes. This measure will be a critical tool to address barriers to accessing affordable transportation options that have consequences on economic mobility and help bring measurable transportation benefits to disadvantaged communities.
- 4) **Build wealth in underserved communities by empowering small disadvantaged businesses** - Federal law, policies, and programs can present inadvertent barriers to opportunities for small disadvantaged businesses. Priorities to reduce contract awards have led to contract consolidation, and requirements and resource constraints create incentives for agencies to purchase from large, established businesses. By providing technical assistance to small disadvantaged businesses, the Department will help increase their understanding of how to navigate the Department's contracting process, gain awareness of upcoming contract opportunities, and enhance their core competencies and skills—enabling them to compete for DOT contracting opportunities more effectively and build wealth.

As a recipient of Federal funds, the Corpus Christi MPO is required to advance equity by complying with these Federal policies and requirements, and the analysis, strategies, and proposed activities that are described in Chapter 2 *Corpus Christi MPO Public Outreach* and *2021 Corpus Christi Public Participation Plan (PPP)* and *2023 Corpus Christi MPO Program for Addressing Discrimination (PAD)* are included in this 2025-2050 MTP as Appendix A and B. The Corpus Christi MPO also developed the Equity Outreach Program to achieve the equity requirement.



**PURPOSE AND SCOPE**

The objective of regional long-range transportation planning is to provide a strategic framework for the development, operation, and management of the transportation system within the larger context of an MPO's economic, social, mobility, and environmental goals. Planning conducted within this framework must be flexible to adapt to changing economic and technological conditions and forward-thinking enough to maximize return on investment, all while minimizing negative impacts.

Transportation planning is a process of balancing goals to improve the quality of life for the region's citizens. This process is coordinated among federal, state, and local governments and private transportation providers to continuously anticipate and respond to the comprehensive transportation needs of people and goods moving throughout the region, fostering economic activity, and enabling access to and from areas outside the region. The plan documents this process and presents the system improvements for all modes of transportation for the Corpus Christi metropolitan planning area through 2050.

The Corpus Christi MPO is the federally-designated MPO for the Corpus Christi metropolitan area and derives its authority from FCR 23 U.S.C 134. Formed in May 1972, under Texas laws regarding regional planning and intergovernmental contracting, the Corpus Christi MPO is not a unit of local government but an organization of local governments and agencies whose purpose is to identify regional problems and opportunities, develop solutions, and make recommendations on region-wide strategies. The Corpus Christi MPO's Transportation Policy Committee consists of elected officials and appointed members from the local participating cities, counties, the Regional Transit Agency, the Port Authority, and the State DOT, governs the Corpus Christi MPO with a non-voting member from the Council of Governments.

This MTP:

- 1) Describes the multimodal transportation system components designed to facilitate mobility of people and goods throughout the region;
- 2) Identifies how the transportation system, as recommended herein, assures maintenance of the National Ambient Air Quality Standards, and meets the mobility needs of persons with disabilities;
- 3) Is fiscally-constrained, meaning it includes only fully funded projects;
- 4) Includes a list of illustrative projects that would be funded if additional sources of revenue are identified;
- 5) Identifies all funding—federal, state, local, and private—that is reasonably anticipated to be available during the period 2025 to 2050;
- 6) Uses year-of-expenditure value for both project costs and revenues.

Federal Planning Law (49 U.S.C. 5303) requires that the MPO planning process be continuing, cooperative and comprehensive (3C) Process. The Corpus Christi MPO's governing board, committee structure, and public outreach programs support cooperation. Chapter 2 in this document, Planning Process and Public Participation, discusses the public process in depth. The Corpus Christi MPO's committee structure allows opportunities for stakeholder agencies to be involved in regional transportation planning. The Corpus Christi MPO's committee meetings

are open to the public and each agenda sets aside time for public comment on any matter, and for public comment on each item before any action is taken. Exhibit 1-2 illustrates the Corpus Christi MPO committee structure.

**DOCUMENT ORGANIZATION**

This plan is an update to the previously adopted 2020-2045 Metropolitan Transportation Plan (MTP). The 2025-2050 MTP is composed of three volumes:

1. 2025-2050 MTP Executive Summary
2. 2025-2050 MTP containing 14 chapters
3. 2025-2050 MTP Appendices (which provide supporting documentation)

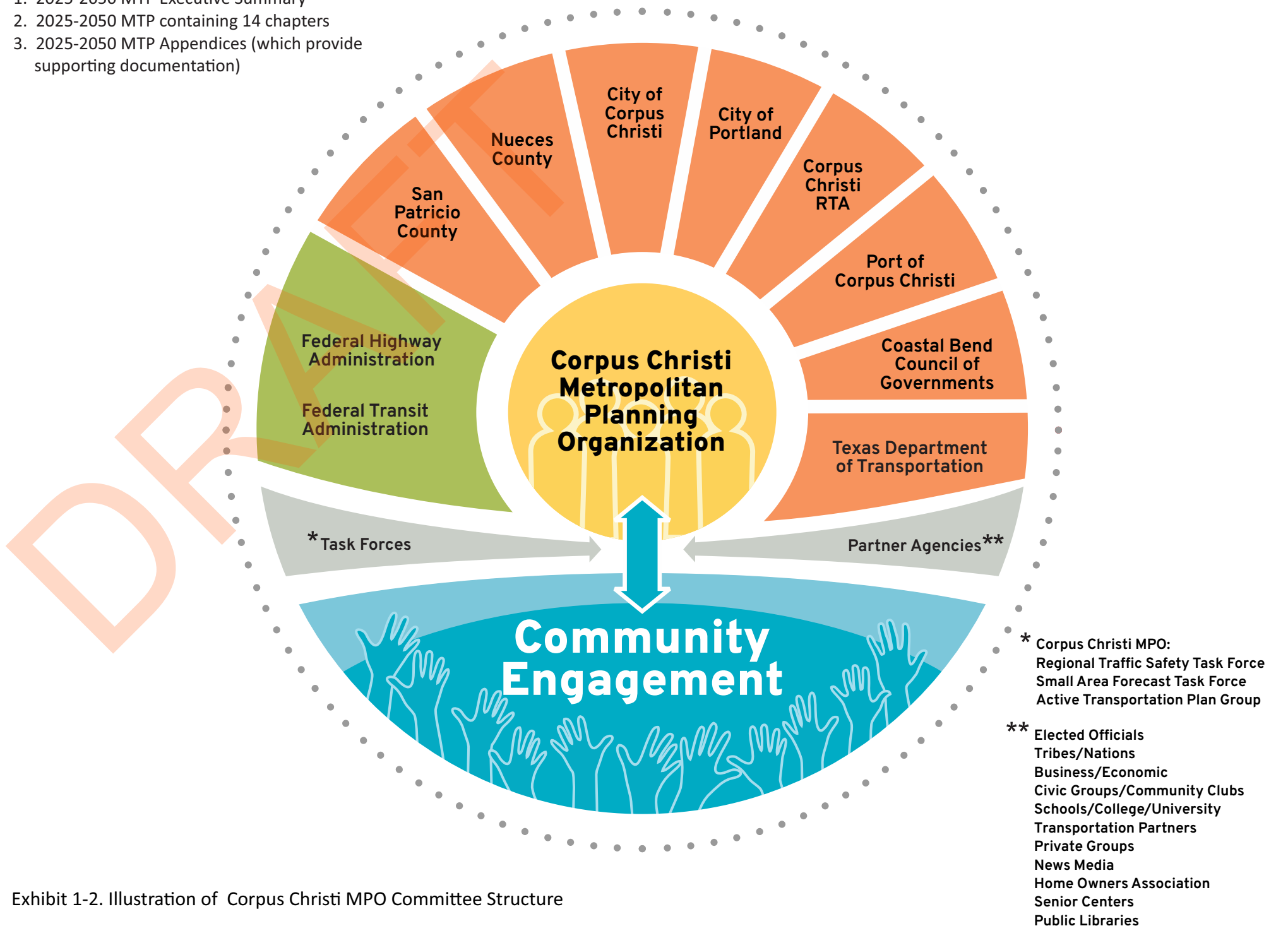


Exhibit 1-2. Illustration of Corpus Christi MPO Committee Structure

**Regional Safety Action Plan (RSAP) Second List of Project Locations**

Report Section			Location					Crashes (Persons Injured)									
Study No	Corridor	Recommendation	Route	From MP	To MP	Length	From St	To St	K	A	B	C	O	KAB	Sev	Total	
22	Weber	22.1	FM 43	8.57	10.75	2.18	Bratton Rd	SH 358	2	4	9	32	131	15	47	178	
		22.2a	FM 43	9.85	10.03	0.18	Caravelle Pkwy	Holly Rd	1	0	1	1	0	2	3	3	
		22.2b	FM 43	10.57	10.69	0.12	S of Brushwood Ln	S of Brett St	2	1	0	0	1	3	3	4	
		22.3	FM 43	9.02	10.76	1.74	Saratoga Blvd	SPID WB	0	3	9	3	1	12	15	16	
		22.4	FM 43	10.76	10.76	0	SPID WB		0	0	1	0	0	1	1	1	
		22.5	FM 43	8.57	10.76	2.19	Yorktown Blvd	SPID	0	0	7	57	84	7	64	148	
23	Ayers	23.1a	260483	17.66	18.21	0.55	Staples St	Baldwin Blvd	0	0	4	9	23	4	13	36	
		23.1b	260483	18.22	19.52	1.3	Baldwin Blvd	Horne Rd	1	2	22	55	92	25	80	172	
		23.2	260483	18.22	19.52	1.3	Baldwin Blvd	Horne Rd	1	3	11	17	39	15	32	71	
		23.3	260483	18.71	19.15	0.44	Tarlton St	Roosevelt Dr	1	0	4	0	1	5	5	6	
		23.4	260483	19.39	19.59	0.2	Pearse Dr	S of Horne Rd	0	1	3	10	30	4	14	44	
		23.5a	260483	18.875	19.022	0.147	Arlington Dr	Norton St	1	1	5	1	1	7	8	9	
		23.5b	260483	19.52	19.72	0.2	S of Horne Rd	S of Cuiper St	0	1	2	1	2	3	4	6	
		23.6	260483	18.715	18.752	0.037	Tarlton St /Blevins St		0	1	2	2	2	3	5	7	
24	Airline	24.1	260472	0.3	0.95	0.65	Gaines St	Lum Ave									
		24.2	260472	1.1	1.9	0.8	Gollihar Rd	SPID	0	1	3	12	21	4	16	37	
		24.3	260472	1.48	3.25	1.77	Kimrough Dr	Cimarron Blvd	0	0	19	39	152	19	58	210	
		24.4	260472	0	0.59	0.59	Ocean Dr	Alameda St	0	0	5	9	13	5	14	27	
		24.5a	260472	1.13	1.13	0	Gollihar Rd		0	0	4	0	0	4	4	4	
		24.5b	260472	1.71	1.71	0	McArdle Rd		0	0	2	0	0	2	2	2	
		24.5c	260472	2.27	2.27	0	Williams Dr		0	1	2	1	3	3	4	7	
		24.5d	260472	2.82	2.82	0	Holly Rd		0	0	4	3	1	4	7	8	
25	S Port	25.1a	260628	1.41	1.41	0	Niagara St		0	2	1	2	0	3	5	5	
		25.1b	260628				Morgan/Tarlton/Horne		0	0	1	3	0	4	4	4	
		25.2	260628	0	2.6	2.6	Agnes St	Ayers St	1	7	7	9	16	15	24	40	
		25.3	260628	0	2.8	2.8	Agnes St	Ayers St	0	0	2	6	21	2	8	29	
26	Staples	26.1	260668	3.51	5.87	2.36	Weber Rd	McArdle Rd	0	3	8	38	78	11	49	127	
		26.2a	260668				Weber Rd		0	0	1	0	0	1	1	1	
		26.2b	260668				Mustang Tr		1	0	0	0	0	1	1	1	
27	Weber	27.1	260715	19.89	21.27	1.38	Staples St	SPID	1	1	3	17	34	5	22	56	
		27.2	260715	19.89	21.27		Staples St	SPID	0	2	4	8	38	52	52	90	
		27.3	260715	19.89	20.98	1.09	Staples/Gollihar/McArdle		0	2	2	0	0	4	4	4	
		27.4	260715	20.52	21.27	0.75	Gollihar Rd	SPID	0	0	1	16	34	51	51	85	
28	Rodd Field	28.1	SH 357	9.29	11	1.71	Saratoga Blvd	SPID	0	3	10	28	66	13	41	107	
		28.2	SH 357	9.29	11	1.71	Holly Rd	SPID	0	3	0	2	0	3	5	5	
29	Leopard	29.1	SH 407	9.86	11.19	1.33	McBride Ln	Van Cleve Dr	2	4	1	1	1	7	8	9	
		29.2	SH 407	9.86	11.05	1.19	McBride/Navigation/Westchester		2	5	3	2	1	10	12	13	
		29.3	SH 407	9.4	11.48	2.08	SH 358	Oak Park Ave	2	5	4	2	1	11	13	14	
		29.4	SH 407	11.92	11.92	0	Old Robstown Rd		0	0	1	0	0	1	1	1	
		29.5	SH 407	13.12	13.12	0	Brownlee Blvd		0	0	1	0	0	1	1	1	
		29.6	SH 407	10.1	12	1.9	Navigation/Westchester/Up River		0	1	2	1	6	10	10	16	
		29.7	SH 407	13.52	14.14	0.62	Staples St	Upper Broadway	0	0	1	2	8	11	11	19	
30	Staples / SPID NFR	30.1						1	0	0	1	8	9	1	9	18	
		30.2						2	0	0	1	3	59	1	4	63	
		30.3						3	0	0	2	10	41	2	12	53	
		30.4						4	0	1	0	3	0	1	4	4	
31	Airline / SPID SFR	31.1						1	0	0	0	3	54	0	3	57	
		31.2						2	0	2	6	25	105	8	33	138	
32	Everhart / SPID SFR	32.1						1	0	0	7	24	89	7	31	120	
		32.2						2	0	0	1	2	10	1	3	13	
		32.3						3	0	0	0	2	39	0	2	41	