



TRANSPORTATION POLICY COMMITTEE (TPC) REGULAR MEETING AGENDA

THURSDAY, AUGUST 1, 2024

2:00 P.M. TPC 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 TPC'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 TPC JULY 17, 2024 REGULAR MEETING MINUTES 

4. DISCUSSION AND POSSIBLE ACTION ITEMS

A. RESOLUTION OF APPRECIATION for TXDOT Corpus Christi District Engineer Valente Olivarez, Jr. 

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

B. DRAFT 2020-2045 Metropolitan Transportation Plan (2045 MTP) with Amendment 1 

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

C. DRAFT 2020-2045 Metropolitan Transportation Plan (2045 MTP) with Amendment 2 

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

D. DRAFT 2025-2050 Metropolitan Transportation Plan (2050 MTP) Objectives 

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

5. INFORMATION ITEMS

A. Corpus Christi MPO Planning Area Boundary Update 

B. Regional Safety Action Plan (RSAP) Update 

C. 2025 MTP Timeline Review 

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

7. UPCOMING MEETINGS/EVENTS

A. Regional Traffic Safety Task Force

August 14, 2024

B. Technical Advisory Committee:

Regular Meeting/Workshop

August 15, 2024

C. Transportation Policy Committee:

Regular Meeting

September 5, 2024

D. 2050 MTP Public Meetings:

September TBD, 2024

E. Small Area Forecast Task Force

September 18, 2024

8. ADJOURN

 - 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, 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 TPC 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 TRANSPORTATION POLICY COMMITTEE (TPC) REGULAR MEETING MINUTES

JULY 17, 2024

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

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

TPC Members Present:

Judge David Krebs, San Patricio County, Chairperson
Judge Connie Scott, Nueces County, Vice Chairperson
Mr. Valente Olivarez, Jr., P.E., TxDOT Corpus Christi District
Mr. David Engel, Port of Corpus Christi Authority
Ms. Emily Martinez, Coastal Bend Council of Governments
Ms. Mary Esther-Guerra, Nueces County Assistant Attorney

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

2. NON AGENDA ITEMS PUBLIC COMMENTS

None were made or offered.

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

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

4. DISCUSSION AND POSSIBLE ACTION ITEMS

A. **DRAFT 2020-2045 Metropolitan Transportation Plan with Amendment 1**

Mr. MacDonald presented the item.

The Corpus Christi MPO staff developed the DRAFT 2020-2045 Metropolitan Transportation Plan (2045 MTP) with Amendment 1 for review by the Transportation Policy Committee (TPC) and the Technical Advisory Committee (TAC). This Amendment 1 was necessary due to a review by FHWA of the FY 2023-2026 TIP With Amendment 2. The proposed DRAFT 2045 MTP with Amendment 1 Fiscally Constrained Project List was shown as Attachment 1. FHWA staff determined there were inconsistencies with a few projects in the 2045 MTP compared to projects in the FY 2023-2026 TIP with Amendment 2. Those projects include:

- **NEVI Charging Station New Project** (MPO-077) (CSJ 5000-00-187) \$1,202,800 CAT 10
- **Holly Rd. Train Trestle to Tourism Trail** (MPO-049) (CSJ 0916-022-282) \$13.034 million CAT 9
- **SH 286 Construct Freeway Extension by Upgrading Existing 2-LN Rdwy to 4-LN Divided Highway** (MPO-05) (CSJ 0326-01-056) \$65.0 million CAT 2/CAT 7

Discussion:

None.

Motion:

Mr. Engel made a motion to approve the release of the DRAFT FY 2020-2045 Transportation Plan with Amendment 1 for a one-month public comment period. Judge Scott seconded; the motion passed unanimously.

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

Mr. MacDonald presented the item.

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

Discussion:

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

Motion:

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

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

Mr. Casper presented the item.

The Corpus Christi MPO staff recommended that the Transportation Policy Committee (TPC) review and discuss the DRAFT Amendment 2 to the FY 2023 and FY 2024 Unified Planning Work Program (UPWP). This 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 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,..."*

Throughout the DRAFT UPWP with Amendment 2 document the title of Subtask 3.3 was changed from "Complete Streets, Active Transportation and Micro-mobility Planning" to "2.5% Set-Aside for Increasing Safe and Accessible Transportation Options." Additionally, a minor reallocation of funds from one subtask to this subtask was proposed to simplify verification of compliance with the 2.5% minimum funding levels.

Discussion:

None.

Motion:

Mr. Engel made a motion to approve the DRAFT FY 2023 and FY 2024 UPWP with Amendment 2. Mr. Olivarez seconded; the motion passed unanimously.

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

Mr. MacDonald presented the item.

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 projects 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 the cover memo and in the UPWP document are the same as from FY 2024. Future UPWP amendments may be made with a revised allocation from FHWA/FTA;
- there is approximately \$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.

Discussion:

None.

Motion:

Judge Scott made a motion to approve the DRAFT FY 2025 and FY 2026 UPWP. Mr. Engel seconded; the motion passed unanimously.

E. 2050 MTP Development: Vision, Goals, and Chapter 1

Mr. Casper presented the item.

This item is requesting that the TPC review, discuss and approve the attached DRAFT Vision and associated Goals for use in continuing to develop the 2050 MTP. The Corpus Christi 2050 MTP is scheduled for the 5-year update on February 6, 2025. Today's action is not final approval, but approving them for use will allow objectives and performance measures for the objectives to be developed. It is possible that the Vision, Goals, Objectives, and Performance Measures may be adjusted later, but it is necessary to have the foundation now upon which the 2050 MTP 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.

Discussion:

Judge Scott expressed her approval of the vision statements presented. She also asked if these were previously used goals for the last MTP.

Mr. Casper noted that they were not previously used. He stated that the MPO has consolidated the goals from seven into five, combining security and safety, and this represents the current plan.

Mr. Olivarez clarified that the goals referred to lead into the performance measures previously used to score projects and will continue to be used going forward.

Mr. Casper explained that the performance measures, such as PM1, PM2, and PM3, will be used consistently, as directed by Congress. He also mentioned that the goals have been expanded, incorporating proven countermeasures for safety projects as required by FHWA.

Mr. Olivarez explained that projects brought by the TPC's Technical Advisory Committee (TAC) members will be scored and ranked using performance metrics for a 25-year plan. TxDOT projects will also be ranked similarly, and the final plan will eventually be presented to the TPC for approval.

Mr. Engel inquired whether discussions about a second route to the island, which he has heard mentioned previously, are still ongoing, as he does not see it included in the current discussions.

Mr. MacDonald explained that the MPO staff will integrate various projects into the 25-year planning process (2050 MTP), including the proposed Regional Parkway, which was included in the previous plan (2045 MTP) but needs resubmission for the new 2025-2050 timeframe. This project, along with others, including State Highway 361, is undergoing necessary planning and environmental analysis by TxDOT and will be considered for inclusion in the 25-year 2050 MTP list once these studies are complete. The MPO uses the required performance-based planning, including the 25-year plan, a 10-year plan, a 4-year plan,

and a 2-year letting schedule to help stakeholders understand and prioritize projects. Projects are scored and ranked through these processes, and the MPO will eventually allocate funding based on these rankings as well as considerations for project readiness. A consultant will assist in evaluating and prioritizing projects, and stakeholders will have a chance to review how projects are assessed against set goals and objectives. Opportunities for project implementation earlier in the plan years, such as developer contributions to accelerate project development and funding, will be considered to adjust the listing of priorities. Currently, the focus is on developing the objectives and performance measures that will be used to identify and rank projects for the next 25 years.

Motion:

Mr. Engel made a motion to approve the DRAFT Vision and associated Goals for use in the continued development of the 2050 MTP. Mr. Olivarez seconded; the motion passed unanimously.

Additional Discussion:

After approval, as a point of clarification, Mr. Olivarez asked if MPO staff could explain the difference between the adjusted urbanized area and the planning area as shown in the graphics.

Mr. Casper explained that the Census Bureau designates urban areas based on residential density without consulting others, leading to inconsistent boundaries for urban areas. To address this, adjustments are made with the Federal Highway Administration (FHWA) to create smooth boundaries for the Adjusted Urban Areas. After the Adjusted Urban Areas are determined then future locations of households and jobs are allocated around the region. The contiguous areas that reach urban density are then brought into the Metropolitan Planning Area. The current adjustment process is not at the step of forecasting future urban areas and adjusting the planning area boundary. In Texas, there are 12 out of 24 MPOs that will adjust their Metropolitan Planning Boundary, four that have asked to and eight that are required to. The Corpus Christi MPO is one of the eight that is required to make boundary adjustments.

Mr. Olivarez explained that TxDOT is leading the development of long-range projects, including the Regional Parkway and State Highway 361, which are currently in the planning phase. A specific budget for planning has been allocated, and public engagement for these projects is expected to begin this fall. As these projects progress, decisions will be made regarding the use of funding from TxDOT or MPO categories, with priorities set by the Technical Advisory Committee (TAC) and TPC for moving projects forward and allocating funds for construction.

5. INFORMATION ITEMS

A. Corpus Christi MPO Regional Coordination Group for Federal Transportation Grants Update

Mr. MacDonald presented the item.

The Corpus Christi MPO staff provided updated information concerning the Regional Coordination Group, which is the monthly Technical Advisory Committee (TAC) meeting item. Monthly updates are provided to the TPC when new information is available.

Mr. MacDonald explained that the TAC members are tasked with coordinating local governments that propose to apply for federal transportation funding, in 23 major grant program categories, and announcements of funding opportunities are announced every few months. The Summary Table shows current funding opportunities. Mr MacDonald highlighted the recent award of \$5.88 million for the CCRTA in acquiring Low or No Emission buses. Additionally, the CCRTA is applying for a SMART Grant.

Discussion:

Ms. Martinez shared that the Coastal Bend Council of Governments applied for a charging station partnership with Francis Energy but was not selected in the first round. However, they were highly recommended for the second round, and potential sites include Portland, Rockport, and Robstown in Nueces County.

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

Mr. Olivarez announced his retirement from TxDOT at the end of July and expressed his appreciation for the collaboration and the accomplishments achieved in the region. TPC members expressed their appreciation to Mr. Olivarez for his dedication to delivering transportation projects in this region. He was invited to the next TPC meeting for an official recognition of his services to the MPO.

7. UPCOMING MEETINGS/EVENTS

| | | |
|--|---------------------------------|---------------------------------|
| A. 2050 MTP Public Meetings: | | July 16, 17 and 18, 2024 |
| B. Technical Advisory Committee: | Regular Meeting/Workshop | July 18, 2024 |
| C. Transportation Policy Committee: | Regular Meeting | August 1, 2024 |
| D. Technical Advisory Committee: | Regular Meeting/Workshop | August 15, 2024 |

8. ADJOURN

The meeting was adjourned at 3:10 p.m.



A Resolution Recognizing the Regional Leadership in Transportation Provided by
Valente Olivarez, Jr.

WHEREAS, VALENTE OLIVAREZ, JR., served the region as a member of the Transportation Policy Committee from October 4, 2018 through August 1, 2024 and;

WHEREAS, VALENTE OLIVAREZ, JR., has demonstrated statesmanship, leadership and professionalism in guiding the Corpus Christi Metropolitan Planning Organization to a more prominent role in regional transportation planning through the development of the \$7.0 billion 2020-2045 Metropolitan Transportation Plan (MTP), nearly \$1.0 billion FY 2021-2024 Transportation Improvement Program (TIP) and various projects in the Unified Planning Work Program (UPWP) and specifically his leadership in the approval process for the \$1.0 billion New Harbor Bridge Project; and

WHEREAS, the members of the Corpus Christi Metropolitan Planning Organization's Transportation Policy Committee, Technical Advisory Committee, and professional staff appreciate the leadership of Valente Olivarez, Jr., for a job well done!

NOW THEREFORE, BE IT RESOLVED that the Corpus Christi Metropolitan Planning Organization expresses its deepest appreciation for the outstanding contributions made by Valente Olivarez, Jr., during his years working to advance regional transportation solutions through the Corpus Christi Metropolitan Planning Organization.

UNANIMOUSLY ADOPTED the 1st day of August 2024, at the Transportation Policy Committee meeting of the Corpus Christi Metropolitan Planning Organization.

Signed this 1st day of August 2024.

Hon. David R. Krebs, Chairperson
San Patricio County Judge

Hon. Connie Scott, Vice Chairperson
Nueces County Judge

Hon. Cathy Skurow
Mayor of Portland

Hon. Paulette Guajardo
Mayor of Corpus Christi

Arthur Granado, Corpus Christi Transportation
Authority - Board Chairman

David P. Engel, Port of Corpus Christi Authority –
Port Commission Chairman

ATTEST:

Robert F. MacDonald, PE, MPA, Corpus Christi MPO
Transportation Planning Director



Date: July 22, 2024
To: Transportation Policy Committee (TPC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4B: DRAFT 2020-2045 Metropolitan Transportation Plan (2045 MTP) with Amendment 1
Action: Review, Discuss and Possible Action

Summary

The Corpus Christi MPO staff developed the DRAFT 2020-2045 Metropolitan Transportation Plan (2045 MTP) with Amendment 1 for review by the public and the Transportation Policy Committee (TPC) and the Technical Advisory Committee (TAC). This Amendment 1 is necessary due to a review by FHWA of the FY 2023-2026 TIP With Amendment 2. The proposed DRAFT 2045 MTP with Amendment 1 Fiscally Constrained Project List is shown in Attachment 1. FHWA staff determined there are inconsistencies with a few projects in the 2045 MTP compared to projects in the FY 2023-2026 TIP with Amendment 2. Those projects include:

- **NEVI Charging Station New Project** (MPO-077) (CSJ 5000-00-187) \$1,202,800 CAT 10
- **Holly Rd. Train Trestle to Tourism Trail** (MPO-049) (CSJ 0916-022-282) \$13.034 million CAT 9
- **SH 286 Construct Freeway Extension by Upgrading Existing 2-LN Rdwy to 4-LN Divided Highway** (MPO-05) (CSJ 0326-01-056) \$65.0 million CAT 2/CAT 7

The details of these projects are provided in Attachment 2 from the TPC-approved FY 2023-2026 TIP with Amendment 2.

The TPC is being asked to review and discuss the DRAFT 2045 MTP with Amendment 1, consider any changes or public comments. The Draft document is available on the Corpus Christi MPO website at the following link [HERE](#).

Background

In the normal MPO planning processes, there are occasions to add projects awarded through separate processes such as the NEVI Projects and the TxDOT Statewide TA Project selection process, especially when they bring additional funding into the region beyond the fiscal constraint originally approved. Additionally, when projects costs increase, the TIP and MTP are modified to rebalance the funding distribution within fiscal constraint, that is, the projects that are funded cannot exceed the level of funding that is reasonably expected to be available. This rebalancing is the case with the SH 286 Extension Project.

Financial Impacts

The DRAFT 2045 MTP with Amendment 1 clarifies the project descriptions, funding levels and sources for three projects. The DRAFT 2045 MTP with Amendment 1 remains fiscally constrained with the removal of one \$25.0 million project listed below.

| | | | | | | | | | |
|---------|----|---------------------------|---|--------------------|--|------------------------|-----|---|---------|
| MPO-023 | 23 | Rodd Field Road Extension | Construct Phase I consisting of 2-lanes roadway with raised medians on new location | Yorktown Boulevard | Future Regional Parkway (South of Oso Creek) | City of Corpus Christi | Off | 7 | \$25.00 |
|---------|----|---------------------------|---|--------------------|--|------------------------|-----|---|---------|

The reallocation of \$25.0 million from the recently constructed Rodd Field Road Extension Project to the SH 286 Extension Project provides an equal exchange of funds in the Fiscally Constrained Project List. The additional funds for the two other projects listed in the Summary section of this memo come from additional sources of funds that are added to the Fiscally Constrained Project List.

Recommendation

After the TPC reviewed and released the DRAFT 2045 MTP with Amendment 1 for the one-month public comment period on July 17, 2024, the MPO staff brought the item back to the TAC for their final review and recommendation. The TAC and MPO Staff jointly recommend that the TPC approve the DRAFT 2045 MTP with Amendment 1 at their August 1, 2024 Regular Meeting.

Proposed Motion

Move to approve the DRAFT 2045 MTP with Amendment 1.

Attachments

1. Fiscally Constrained Project List from 2045 MTP with Amendment 1
2. Fiscally Constrained Project List from FY 2023-2026 TIP with Amendment 2
3. DRAFT Resolution 24-03 for 2045 MTP with Amendment 1 TPC Approval
4. Public Notice 24-4
5. DRAFT 2045 MTP with Amendment 1 [[WEBLINK](#)]

2020-2045 Metropolitan Transportation Plan (MTP) Fiscally Constrained Project List with Amendment 1

| Plan Period | Rank | MTP ID | Project Name | Description | From Limit | To Limit | Sponsor | TxDOT System | Funding Category | Construction Cost (\$, millions) | CAT1 | CAT2 | CAT4 | CAT7 | CAT9 | CAT10 | CAT12 | Local/Other | Prior Funding | Total Project Cost (\$, millions) |
|-------------|------|---------|---|---|--|---------------------------------------|------------------------|--------------|------------------|----------------------------------|------|---------|---------|---------|--------|-------|---------|-------------|---------------|-----------------------------------|
| TIP/STIP | 1 | MPO-001 | SH 358 (SPID) Ramp Reversal | Ramp reversal Phase II-B | Nile Drive | Staples Street | TxDOT-CRP | On | 2 | \$35.00 | | \$35.00 | | | | | | | | \$45.43 |
| TIP/STIP | 1 | MPO-002 | I-37 | Widen freeway by constructing additional 2 travel lanes northbound and 1 additional travel lane southbound | Redbird Lane (Overpass) | Nueces River | TxDOT-CRP | On | 2 / 4U / 12 | \$60.00 | | \$12.00 | \$15.00 | | | | \$33.00 | | | \$77.88 |
| TIP/STIP | 1 | MPO-003 | US 181 | Widen freeway by constructing 1 additional travel lane in each direction | North of FM 3296 (Buddy Ganem Drive) | FM 2986 (Wildcat Drive) | TxDOT-CRP | On | 2 / 4U | \$14.00 | | \$2.00 | \$12.00 | | | | | | | \$18.17 |
| TIP/STIP | 1 | MPO-004 | US 181 Ramp Reversals | Reverse entrance and exit ramps in Northbound direction | FM 3296 (Buddy Ganem Drive) | FM 2986 (Wildcat Drive) | TxDOT-CRP | On | 2 | \$4.00 | | \$4.00 | | | | | | | | \$5.19 |
| TIP/STIP | 1 | MPO-005 | SH 286 (Crosstown) | The proposed project would improve SH 286 within the project limits from a two- lane undivided highway to a controlled access four-lane freeway with two 12- foot main lanes in each direction, the main lanes having four-foot inside shoulders and 10-foot outside shoulders, two 12-foot frontage road lanes in each direction with a 12-foot outside shoulder, entrance and exit ramps, and five-foot sidewalks outside the frontage road shoulders. The proposed improvements would include grade separations at CR 20A, CR 22, and FM 2444. | FM 43 (Weber Road) | South of FM 2444 (Staples Street) | TxDOT-CRP | On | 2 / 7 | \$65.00 | | \$30.00 | | \$35.00 | | | | | | \$78.00 |
| TIP/STIP | 1 | MPO-006 | FM 893 (Moore Avenue) | Upgrade from 2-lane roadway to 5-lane urban roadway by constructing additional 2 lanes and CLTL | CR 3685 (Stark Road) | 0.2 miles West of CR 79 (Gum Hollow) | TxDOT-CRP | On | 2 | \$7.00 | | \$7.00 | | | | | | | | \$9.09 |
| TIP/STIP | 2 | MPO-007 | Harbor Bridge Hike and Bike - Connectivity | Construct pedestrian and bike facilities | On various city streets from Coles High School | Williams Memorial Park | City of Corpus Christi | Off | 7 | \$1.42 | | | | \$1.42 | | | | | | \$1.84 |
| TIP/STIP | 2 | MPO-008 | US 181 Harbor Bridge Voluntary Relocation Program | US 181 Harbor Bridge Voluntary Relocation Mitigation Program | N/A | N/A | MPO | Off | 7 / Local / ROW | \$71.00 | | | | \$36.00 | | | | \$20.00 | \$15.00 | \$92.15 |
| TIP/STIP | 2 | MPO-009 | Harbor Bridge Park Improvements | Park mitigation for Harbor Bridge | At various city parks including | Ben Garza, TC Ayers, and new location | City of Corpus Christi | Off | 7 | \$4.80 | | | | \$4.80 | | | | | | \$6.23 |
| TIP/STIP | 3 | MPO-010 | Pedestrian and Bike | Pedestrian and bike facility improvements | At Various Locations on Brewster Street | N/A | City of Corpus Christi | On | 7 | \$1.42 | | | | | | | | | \$1.42 | \$1.84 |
| TIP/STIP | 4 | MPO-011 | Schanen Ditch Hike and Bike Trail: Phase IV | Construct and design Hike and Bike Trail | Killarmet Drive | Holly Road | City of Corpus Christi | Off | 9 | \$0.39 | | | | | \$0.39 | | | | | \$0.39 |
| TIP/STIP | 4 | MPO-012 | Region-wide Bike Boulevard Wayfinding Initiative | Designation of bicycle boulevards with pavement markings and signage | Various Locations in Corpus Christi and Portland | N/A | City of Corpus Christi | Off | 9 | \$0.62 | | | | | \$0.62 | | | | | \$0.62 |
| TIP/STIP | 4 | MPO-013 | Portland Bicycle Lanes | Construct one way cycle track and buffered bike lanes | At Varioius Locations in Portland | N/A | City of Portland | On | 9 | \$0.36 | | | | | \$0.36 | | | | | \$0.36 |
| TIP/STIP | 4 | MPO-014 | Dr Hector P Garcia Park Hike & Bike Trail: Phase II | Construct & design Hike & Bike Trail | At Garcia on Trojan Dr | Horne Road | City of Corpus Christi | Off | 9 | \$0.70 | | | | | \$0.70 | | | | | \$0.70 |
| TIP/STIP | 16 | MPO-015 | PR 22 | Feasibility study: intersection improvements | At SH 361/PR 22 intersection | Zahn Road | TBD | On | 7 | \$1.20 | | | | \$1.20 | | | | | | \$1.56 |
| 10-Year | 1 | MPO-016 | PR 22 | Corridor upgrade for pedestrian and access management improvements without adding capacity | Aquarius Street | Whitecap Boulevard | TxDOT-CRP | On | 2 | \$16.00 | | \$16.00 | | | | | | | | \$19.20 |
| 10-Year | 1 | MPO-017 | SH 361 | Upgrade/add direct connectors | At SH 35 interchange | 0.6 miles Southeast on SH 361 | TxDOT-CRP | On | 2 | \$38.50 | | \$38.50 | | | | | | | | \$46.20 |
| 10-Year | 1 | MPO-018 | SH 35 | Upgrade/add direct connectors | FM 3284 | 0.23 North of SH 361 | TxDOT-CRP | On | 4U | \$21.50 | | | \$21.50 | | | | | | | \$25.80 |
| 10-Year | 9 | MPO-019 | SS 544 (Agnes Street / Laredo Street) | Operational improvements without adding capacity | SH 286 (Crosstown) | Coopers Alley | City of Corpus Christi | Off | 7 | \$5.50 | | | | \$5.50 | | | | | | \$6.60 |
| 10-Year | 12 | MPO-020 | Holly Road Travel Lanes | Construct Phase II by adding 2 additional travel lanes | SH 286 | Greenwood Drive | City of Corpus Christi | Off | 7 | \$4.73 | | | | \$4.73 | | | | | | \$5.68 |
| 10-Year | 13 | MPO-021 | Regional Parkway / Rodd Field Road Extension | NEPA Process for new location 4-lane roadway (Segment B) and Rodd Field Road | Yorktown Boulevard | SH 286 (Crosstown) | City of Corpus Christi | Off | 7 | \$1.89 | | | | \$1.89 | | | | | | \$2.27 |
| 10-Year | 13 | MPO-022 | Regional Parkway | NEW Location: Construct Phase I consisting of 4-lane roadway (Segment B) | Rodd Field Road | SH 286 (Crosstown) | City of Corpus Christi | Off | 7 | \$45.00 | | | | \$45.00 | | | | | | \$54.00 |
| 10-Year | 14 | MPO-024 | Yorktown Boulevard | Construct 2 additional travel lanes with turn lanes. Elevate and widen bridge. | Rodd Field Road | Laguna Shores Road | City of Corpus Christi | Off | 7 | \$39.41 | | | | \$39.41 | | | | | | \$47.29 |
| 10-Year | 15 | MPO-025 | Timon Boulevard / Surfside Boulevard | Rehabilitate without additional capacity, construct bicycle facilities | Beach Avenue | Burleson Street | City of Corpus Christi | Off | 7 | \$20.00 | | | | \$20.00 | | | | | | \$24.00 |
| 10-Year | 19 | MPO-026 | Flour Bluff Drive | Upgrade to 5-lane urban roadway by constructing additional 2-lanes and CLTL | South of Don Patricio Road | Yorktown Boulevard | City of Corpus Christi | Off | 7 | \$17.00 | | | | \$17.00 | | | | | | \$20.40 |
| 10-Year | 22 | MPO-027 | CR 72 | Construct 2 additional travel lanes (CTWLTL) | FM 2986 (Wildcat Drive) | CR 2032 | City of Portland | Off | 7 | \$5.92 | | | | \$5.92 | | | | | | \$7.10 |

2020-2045 Metropolitan Transportation Plan (MTP) Fiscally Constrained Project List with Amendment 1

| Plan Period | Rank | MTP ID | Project Name | Description | From Limit | To Limit | Sponsor | TxDOT System | Funding Category | Construction Cost (\$, millions) | CAT1 | CAT2 | CAT4 | CAT7 | CAT9 | CAT10 | CAT12 | Local/Other | Prior Funding | Total Project Cost (\$, millions) |
|-------------|------|---------|---|--|--|--|------------------------|--------------|------------------|----------------------------------|------|---------|---------|--------|---------|--------|-------|-------------|---------------|-----------------------------------|
| 10-Year | 23 | MPO-028 | Joe Fulton International Trade Corridor (JFITC) Realignment | Corridor improvements | 0.5 miles west of Navigation Boulevard | 0.5 miles east of Navigation Boulevard | Port of Corpus Christi | Off | 7 | \$5.00 | | | | \$5.00 | | | | | | \$6.00 |
| 10-Year | 32 | MPO-029 | US 181 Companion Drainage Project | Construction of the companion drainage project across the TxDOT right-of-way | Sunset Road | FM 3239 (Buddy Ganem Drive) | TxDOT-CRP | On | 2 / 7 / Local | \$7.00 | | | | | | | | \$7.00 | | \$8.40 |
| 10-Year | 35 | MPO-030 | Future Category 9 Projects | Projects selected through competitive process | N/A | N/A | TBD | On/Off | 9 | \$12.43 | | | | | \$12.43 | | | | | \$12.43 |
| 10-Year | N/A | 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 the 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 | | | | | \$13.03 |
| 10-Year | N/A | MPO-077 | NEVI - TxDOT Charging Station | Install 4 Direct Current Fast Charge ports within one mile of the Electric Alternative Fuel Corridors (IH 37). | At 3500 Leopard St., Corpus Christi, Texas 78408 | At 3500 Leopard St., Corpus Christi, Texas 78408 | Equilon dba Shell | Off | 10 | \$1.20 | | | | | | \$1.20 | | | | \$1.20 |
| Long Range | 5 | MPO-031 | SH 358 (SPID) Ramp Reversal | Ramp Reversal Phase II-C (Braided ramps) | Airline Road | Everhart Road | TxDOT-CRP | On | 2 | \$35.00 | | \$35.00 | | | | | | | | \$42.00 |
| Long Range | 6 | MPO-032 | SH 286 (Crosstown) | Construct 1 additional northbound travel lane with ramp upgrades | SS 544 (Agnes Street / Laredo Street) | SH 358 (SPID) | TxDOT-CRP | On | 2 | \$80.00 | | \$80.00 | | | | | | | | \$96.00 |
| Long Range | 7 | MPO-033 | FM 624 (Northwest Boulevard) | Upgrade from 4-lane roadway to 6-lane roadway including raised medians | CR 69 | FM 73 | TxDOT-CRP | On | 2 / 4U / 7 | \$18.00 | | \$6.00 | \$10.00 | \$2.00 | | | | | | \$21.60 |
| Long Range | 8 | MPO-034 | I-37 / SH 358 Interchange | Reconstruct Interchange to provide 2-lane direct connectors from SB I-37 to EB SH 358 and WB SH 358 to NB I-37 | At I-37/SH 358 interchange | N/A | TxDOT-CRP | On | 2 / 4U | \$100.00 | | \$60.00 | \$40.00 | | | | | | | \$120.00 |
| Long Range | 10 | MPO-035 | FM 43 (Weber Road) | Upgrade to 5-lane roadway by constructing additional 2 lanes and CLTL | SH 286 (Crosstown) | FM 665 (Old Brownsville Road) | TxDOT-CRP | On | 2 / 4U | \$40.00 | | \$15.00 | \$25.00 | | | | | | | \$48.00 |
| Long Range | 11 | MPO-036 | SH 286 (Crosstown) Braided Ramp | Construct braided ramps northbound from Holly to SH 358 | South of Holly Road | SH 358 (SPID) | TxDOT-CRP | On | 2 / 4U | \$60.00 | | \$25.00 | \$35.00 | | | | | | | \$72.00 |

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Table 15a. FY 2023-2026 TIP Fiscally Constrained Highway Project List (For Illustration Purposes) – April 4, 2024

| TIP Fiscal Year | CSJ | MTP ID | Project Name | Description | From Limit | To Limit | Sponsor | TxDOT System | Funding Category | Construction Cost (\$, millions) | CAT2 | CAT4 | CAT7 | CAT9 | CAT10 | Local/Other | Prior Funding | Total Project Cost (\$, millions) |
|-----------------|-------------|---------|---|---|--|--|--|--------------|------------------|----------------------------------|---------|------|---------|--------|-------|-------------|---------------|-----------------------------------|
| 2023 | 1209-01-030 | MPO-006 | FM 893 (Moore Avenue) | Upgrade the roadway from two 12-ft travel lanes with 3-ft shoulders to a five lane section with curb and gutter including two 12-ft travel lanes in each direction, a 14-ft continuous center turn lane, and pedestrian facilities on either side of the roadway. Pedestrian facilities would include a 10-ft shared use path on the north side of the roadway and sections of 5-ft sidewalk connected to sections of 10-ft shared use path on the south side of the roadway. | CR 3685 (Stark Road) | 0.2 miles West of CR 79 (Gum Hollow) | TxDOT-CRP | On | 2 | \$7.90 | \$7.90 | | | | | | | \$10.26 |
| 2023 | 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 | \$1.20 | | | \$1.20 | | | | | \$1.56 |
| 2024 | 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 | | | \$1.30 | | | \$3.50 | | \$4.80 |
| 2023 | 0916-00-255 | MPO-067 | MPO Planning Tools and Studies | Implement enhanced tools and data analysis for use in short-range programming and long-range planning. Models: Travel Demand, Resiliency, Socio-Economic Allocation, Pavement Management, etc... Plans/Programs: Regional Safety, Regional Active Transportation, Resiliency, Regional Complete Streets, Congestion Management Program. | Corpus Christi MPO Planning Area | Corpus Christi MPO Planning Area | MPO | On | 7 | \$3.18 | | | \$3.18 | | | | | \$3.18 |
| 2024 | 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. | Corpus Christi MPO Planning Area | Corpus Christi MPO Planning Area | Various | On | 7 | \$4.14 | | | \$4.14 | | | | | \$5.37 |
| 2023 | 5000-00-916 | MPO-069 | FY 2022 - FY 2025 STBG-SA/CAT 9 Awarded Projects | STBG-SA (CAT 9) Awarded Project in May 2022 by the TPC. | Various | Various | City of Portland City of Corpus Christi | Off | 9 | \$5.86 | | | | \$5.86 | | | | \$7.03 |
| 2024 | 0617-01-177 | MPO-001 | SH 358 (SPID) Ramp Reversal | Ramp reversal Phase II-B. Reconstruct eastbound entrance and exit ramps. Widen and construct new auxiliary lanes. Improve lighting and reconstruct existing merge lane. Construct new sidewalks to improve safety and access for bicyclists and pedestrians. | Nile Drive | Staples Street | TxDOT-CRP | On | 2 | \$39.96 | \$39.96 | | | | | | | \$51.86 |
| 2024 | 0326-01-056 | MPO-005 | SH 286 (Crosstown) | The proposed project would improve SH 286 within the project limits from a two-lane undivided highway to a controlled access four-lane freeway with two 12-foot main lanes in each direction, the main lanes having four-foot inside shoulders and 10-foot outside shoulders, two 12-foot frontage road lanes in each direction with a 12-foot outside shoulder, entrance and exit ramps, and five-foot sidewalks outside the frontage road shoulders. The proposed improvements would include grade separations at CR 20A, CR 22, and FM 2444. | FM 43 (Weber Road) | South of FM 2444 (Staples Street) | TxDOT-CRP | On | 2 / 7 | \$65.00 | \$30.00 | | \$35.00 | | | | | \$78.00 |

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

| TIP Fiscal Year | CSJ | MTP ID | Project Name | Description | From Limit | To Limit | Sponsor | TxDOT System | Funding Category | Construction Cost (\$, millions) | CAT2 | CAT4 | CAT7 | CAT9 | CAT10 | Local /Other | Prior Funding | Total Project Cost (\$, millions) |
|-----------------|--------------|---------|--|--|--|--|------------------------|--------------|------------------|----------------------------------|--------|---------|--------|---------|--------|--------------|---------------|-----------------------------------|
| 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 / 4U / 7 | \$21.28 | \$9.28 | \$10.00 | \$2.00 | | | | | \$25.54 |
| 2026 | 0916-022-282 | 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 the 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 | | | | \$13.03 |
| 2024 | 5000-00-187 | MPO-077 | NEVI – TxDOT Charging Station | Install 4 Direct Current Fast Charge ports within one mile of the Electric Alternative Fuel Corridors (IH 37). | At 3500 Leopard St., Corpus Christi, Texas 78408 | At 3500 Leopard St., Corpus Christi, Texas 78408 | Equilion dba Shell | Off | 10 | 1.20 | | | | | \$1.20 | | | 1.20 |



TRANSPORTATION POLICY COMMITTEE (TPC)

RESOLUTION 24-03

Approving the 2020-2045 Metropolitan Transportation Plan (MTP) with Amendment 1

WHEREAS, the Corpus Christi Metropolitan Planning Organization (MPO) is the designated MPO for the Corpus Christi Metropolitan Area with responsibilities to perform regional transportation planning and programming, in cooperation with the Texas Department of Transportation (TxDOT) and the Corpus Christi Regional Transportation Authority (CCRTA), the major transit operator; and

WHEREAS, Corpus Christi Urbanized Area has a population greater than 200,000 and has, therefore, been designated as a Transportation Management Area (TMA), and is therefore subject to special planning programming requirements regarding congestion management systems, project selection, certification; and

WHEREAS, one of the primary responsibilities of the Corpus Christi MPO is to prepare and approve a long-range regional transportation plan in accordance with the Fixing America's Surface Transportation (FAST) Act (23 U.S.C. 104, 134) and implementing U.S. Department of Transportation (DOT) regulations (23 C.F.R. 450); and

WHEREAS, the regional transportation plan is a multi-modal transportation systems plan that defines the goals for the region and specifies the policies, projects, and strategies to help achieve these goals, and also ties the goals to performance measures to be used to track the region's progress in meeting plan goals over time; and

WHEREAS, in preparing the 2020-2045 MTP, the Corpus Christi MPO followed federal guidance as set out in the Metropolitan Transportation Planning rule, 23 C.F.R. 450, including consideration of the federal planning factors, identification of performance measures, and preparation of financial, environmental, and environmental justice analyses of the plan and also utilized an extensive public involvement process; and

WHEREAS, the regional transportation plan is intended to guide implementing agencies in development of projects and implementation of other recommendation and supporting actions to guide improvements for all modes of transportation; and

WHEREAS, the Texas Transportation Commission uses the Unified Transportation Program (UTP) as a 10-year guide for transportation project development within their 24-year Statewide Long-Range Transportation Plan (SLRTP) for statewide projects, and the 2020 – 2029 UTP was adopted in August 29, 2019; and

WHEREAS, the Corpus Christi MPO amends the 2045 MTP as necessary to accommodate additional transportation projects funded through separate processes and significant modifications to project scopes, cost estimates and funding sources.

NOW, THEREFORE, BE IT HEREBY RESOLVED, The Transportation Policy Committee (TPC) of the Corpus Christi MPO approves the 2020-2045 Metropolitan Transportation Plan (MTP) with Amendment 1 for the Corpus Christi Area effective August 1, 2024;

BE IT FURTHER RESOLVED that the Transportation Policy Committee (TPC) certifies the plan meets the financial constraint requirements for long-range regional transportation plans;

BE IT FURTHER RESOLVED that the Transportation Policy Committee (TPC) certifies that the federal metropolitan transportation planning process is addressing major issues facing the metropolitan area and is being conducted in accordance with all applicable federal requirements, including:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 200d-1) and 49 C.F.R. Part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Sections 1101(b) of the FAST Act (Pub. L. 114-357) and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT funded projects;
5. 23 C.F.R. Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the American with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. 23 U.S.C. 324 regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. 27 regarding discrimination against individuals with disabilities.

Witnessed, adopted, and signed on this 1st of August 2024 by:

The Honorable David R. Krebs, TPC Chair
Corpus Christi Metropolitan Planning Organization
County Judge, San Patricio County

David R. Krebs
Print Name

ATTEST:

Robert F. MacDonald, MPA, P.E.
Transportation Planning Director
Corpus Christi Metropolitan Planning Organization



PUBLIC NOTICE #24-4

JULY 11, 2024

The **Corpus Christi Metropolitan Planning Organization** (Corpus Christi MPO) is seeking public input and comments on the **2045 Metropolitan Transportation Plan (MTP) with Amendment 1**.

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

The **2045 Metropolitan Transportation Plan (MTP) with Amendment 1** is being released to the public on July 11, 2024, and public input is invited through August 1, 2024, at the following public meetings:

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

July 18, 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

August 1, 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

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



Date: July 22, 2024
To: Transportation Policy Committee (TPC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4C: DRAFT 2020-2045 Metropolitan Transportation Plan (2045 MTP) with Amendment 2
Action: Review, Discuss and Possible Action

Summary

The Corpus Christi MPO staff developed the DRAFT 2020-2045 Metropolitan Transportation Plan (2045 MTP) with Amendment 2 for review by the Technical Advisory Committee (TAC). Amendment 2 is necessary to address inconsistencies within the fiscally project list after the 2045 MTP with Amendment 1 and the FY 2025-2028 TIP were approved. The proposed DRAFT 2045 MTP with Amendment 2 Fiscally Constrained Project List is shown in Attachment 1. The following is the list of changes made to the fiscally constrained project list of the 2045 MTP after Amendment 1. Unless otherwise noted, all of the following projects had adjustments to either projects names, descriptions, project limits, cost estimates or funding sources.

- REMOVED projects from the Fiscally Constrained Project list:

MPO-010: Pedestrian and Bike: Pedestrian and bike facility improvements at Various Locations on Brewster Street; City of Corpus Christi; CAT 7; \$1.42 million Construction Cost; \$1.84 million Total Project Cost

MPO-011: Schanen Ditch Hike and Bike Trail: Phase IV: Construct and design Hike and Bike Trail; Killarmet Drive to Holly Road; City of Corpus Christi; CAT 9; \$0.39 million Construction Costs; \$0.39 million Total Project Costs

MPO-012: Region-wide Bike Boulevard Wayfinding Initiative: Designation of bicycle boulevards with pavement markings and signage; Various Locations in Corpus Christi and Portland: City of Corpus Christi; CAT 9; \$0.62 million Construction Costs; \$0.62 million Total Project Costs

MPO-013: Portland Bicycle Lanes: Construct one way cycle track and buffered bike lanes at Various Locations in Portland; City of Portland; CAT 9; \$0.36 million Construction Costs; \$0.36 million Total Project Costs

MPO-014: Dr Hector P Garcia Park Hike & Bike Trail: Phase II: Construct & design Hike & Bike Trail at Garcia on Trojan Dr to Horne Road: City of Corpus Christi; CAT 9; \$0.70 million Construction Costs; \$0.70 million Total Project Costs

MPO-022: Regional Parkway - NEW Location: Construct Phase I consisting of 4-lane roadway (Segment B): Rodd Field Road to SH 286 (Crosstown); City of Corpus Christi; CAT 7; \$45.0 million Construction Costs; \$54.0 million Total Project Costs. Reallocate \$45.0 million for Construction Costs.

MPO-024: Yorktown Boulevard: Construct 2 additional travel lanes with turn lanes. Elevate and widen bridge; Rodd Field Road to Laguna Shores Road; City of Corpus Christi; CAT 7; \$39.41 million Construction Costs; \$47.29 million Total Project Costs.

- COST ESTIMATES AND FUNDING - only adjustments made to the following projects (See details in Attachment 1)

MPO-001: SH 358 (SPID) Ramp Reversal-Ramp reversal Phase II-B; Nile Drive to Staples Street; TxDOT-CRP; CAT 2 (Add CAT 4); \$35.00 CAT 2 to CAT 2-\$55.0 million and add CAT 4 \$2.20 million. Construction Cost \$57.20 million. Total Project Costs increase from \$45.43 to \$68.64 million

MPO-005: SH 286 (Crosstown): The proposed project would improve SH 286 within the project limits from a two-lane undivided highway to a controlled access four-lane freeway with two 12-foot main lanes in each direction, the main lanes having four-foot inside shoulders and 10-foot outside shoulders, two 12-foot frontage road lanes in each direction with a 12-foot outside shoulder, entrance and exit ramps, and five-foot sidewalks outside the frontage road shoulders. The proposed improvements would include grade separations at CR 20A, CR 22, and FM 2444; FM 43 (Weber Road) to South of FM 2444 (Staples Street) TxDOT-CRP; CAT 2/7 \$65.00 to \$70.0 million: CAT 2-\$30.00 million, CAT 7 \$35.00 to \$40.0 million; Total Project Costs increase from: \$78.00 million to \$92.85 million

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) to 0.2 miles West of CR 79 (Gum Hollow); TxDOT-CRP CAT 2; project costs increase from \$7.00 to \$12.50 million for Construction; Total Project Costs increase from \$9.09 to \$19.78 million

MPO-007: Harbor Bridge Hike and Bike – Connectivity; Construct pedestrian and bike facilities On various city streets from Coles High School to Williams Memorial Park; City of Corpus Christi; CAT 7; Construction Costs increase from \$1.42 to \$1.48 million; Total Project Costs increase from \$1.84 to \$1.78 million

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; CAT 7; \$4.80 million Construction Cost; \$6.23 Total Project Cost. Now 2 separate Projects totaling 27.48 million in Construction Costs and 32.35 in Total Costs: MPO-009 and MPO-080 described below:

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, and new location; City of Corpus Christi; CAT 7 and Local; \$15.98 in Construction Costs; \$18.81 for Total Project Costs

MPO-080: 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; TxDOT - CRP & City of Corpus Christi; CAT 10/Local \$; \$11.50 in Construction Costs; \$13.54 million for Total Project Costs

- **MOVED projects from the 10-Year plan period to the TIP/STIP time period in the 2045 MTP. UPDATED some project descriptions, costs and funding: (See Details in Attachment 1)**

MPO-016: PR 22 - Corridor upgrade for pedestrian and access management improvements without adding capacity; Aquarius Street to Whitecap Boulevard; TxDOT-CRP; CAT 2; \$17.92 in Construction Costs; \$22.84 for Total Project Costs

MPO-017: SH 361 - Upgrade/add direct connectors; At SH 35 interchange to 0.6 miles Southeast on SH 361; TxDOT-CRP; CATs 2 / 4 / 7; \$71.28 million in Construction Costs; \$88.54 million for Total Project Costs

MPO-018: SH 35 Upgrade/add direct connectors; FM 3284 to 0.23 North of SH 361; TxDOT-CRP; CATs 4 / 7; \$56.54 million in Construction Costs; \$69.85 million for Total Project Costs

MPO-030: Future Category 9 Projects; Projects selected through competitive process; CAT 9; \$12.43 million is the Construction Costs estimated

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 the Holly Road and Flour Bluff Drive shared-use paths; End of Holly Road across Oso Bay to Flour Bluff Dr/Don Patricio Rd; City of Corpus Christi; CAT 9; \$13.03 million in Construction Costs; \$15.50 million for Total Project Costs

MPO-077: NEVI - TxDOT Charging Station - Install 4 Direct Current Fast Charge ports within one mile of the Electric Alternative Fuel Corridors (IH 37); At 3500 Leopard St., Corpus Christi, Texas 78408 At 3500 Leopard St., Corpus Christi, Texas 78408; CAT 10; \$1.20 million in Construction Costs; \$1.20 million for Total Costs

- MOVED project from the Long-Range plan period to the TIP/STIP time period in the 2045 MTP. Update Project limits, descriptions, cost estimates and funding.

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 from CR 73 to Wildcat Dr; TxDOT-CRP; CATs 2/4/7/10 CR; \$34.65 million in Construction Costs; \$43.03 million for Total Project Costs

- ADDED projects to the TIP/STIP plan period in the 2045 MTP.

MPO-067: MPO Planning Tools and Studies Implement enhanced tools and data analysis for use in short-range programming and long-range planning. Modes: Travel Demand, Resiliency, Socio-Economic Allocation, Pavement Management, et. Plans/Programs: Regional Safety, Regional Active Transportation, Resiliency, Regional Complete Streets, Congestion Management Program; Corpus Christi MPO Planning Area; CAT 7; \$3.18 million in Total Project Costs

MPO-069: FY 2022-FY 2025 STBG-SA/CAT 9 Awarded Projects STBG-SA (CAT 9) Awarded Project in May 2022 by the TPC; Various locations in the City of Portland and City of Corpus Christi; CAT 9; \$5.86 million in Construction Costs; \$7.03 million for Total Project Cost

MPO-080: 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; TxDOT - CRP & City of Corpus Christi; CAT 10/Local \$; \$11.50 in Construction Costs; \$13.54 million for Total Project Costs

The details of these projects are provided in Attachment 2 from the TPC-approved FY 2025-2028 TIP.

The TPC is being asked to review and discuss the release of the DRAFT 2045 MTP with Amendment 2 for a one-month public comment period. The Draft document is available for TPC members only and linked as Attachment 5.

Background

In the normal MPO planning processes, there are occasions to add projects awarded through separate processes such as the NEVI Projects and the TxDOT Statewide TA Project selection process, especially when they bring additional funding into the region beyond the fiscal constraint originally approved. Additionally, when projects costs increase, the TIP and MTP are modified to rebalance the funding distribution within fiscal constraint, that is, the projects that are funded cannot exceed the level of funding that is reasonably expected to be available.

Financial Impacts

The DRAFT 2045 MTP with Amendment 2 clarifies the project descriptions, funding levels and sources all amended projects. The DRAFT 2045 MTP with Amendment 2 remains fiscally constrained with the removal of the following projects and their corresponding funding:

MPO-024: Yorktown Boulevard - Construct 2 additional travel lanes with turn lanes. Elevate and widen bridge; Rodd Field Road to Laguna Shores Road; City of Corpus Christi; CAT 7; \$39.41 million Construction Costs; \$47.29 million Total Project Costs. **Reallocate \$39.41 million to other 2045 MTP Projects.**

MPO-022: Regional Parkway - NEW Location: Construct Phase I consisting of 4-lane roadway (Segment B): Rodd Field Road to SH 286 (Crosstown); City of Corpus Christi; CAT 7; \$45.0 million Construction Costs; \$54.0 million Total Project Costs. **Reallocate \$45.0 million for Construction Costs.**

Recommendation

The Corpus Christi MPO staff proposes that the TPC review the changes to the DRAFT 2045 MTP with Amendment 2 and release the document for the one-month public comment period at their August 1, 2024 Regular Meeting.

Proposed Motion

Move to release the DRAFT 2045 MTP with Amendment 2 for the one-month public comment period at the August 1, 2024 Regular Meeting.

Attachments

1. Fiscally Constrained Project List from 2045 MTP with Amendment 2
2. Fiscally Constrained Project List from FY 2025-2028 TIP
3. DRAFT Resolution 24-04 for 2045 MTP with Amendment 2 TPC Approval
4. Public Notice 24-5
5. DRAFT 2045 MTP with Amendment 2 [[WEBLINK](#)]

2020-2045 Metropolitan Transportation Plan (MTP) Fiscally Constrained Project List with Amendment 2

| Plan Period | Rank | MTP ID | Project Name | Description | From Limit | To Limit | Sponsor | TxDOT System | Funding Category | Construction Cost (\$, millions) | CAT1 | CAT2 | CAT4 | CAT7 | CAT9 | CAT10 | CAT12 | Local/ Other | Prior Funding | Total Project Cost (\$, millions) |
|-------------|------|---------|---|---|--|--|-----------------------------|--------------|------------------|----------------------------------|------|---------|---------|---------|---------|--------|---------|--------------|---------------|-----------------------------------|
| TIP/STIP | 1 | MPO-001 | SH 358 (SPID) Ramp Reversal | Ramp reversal Phase II-B | Nile Drive | Staples Street | TxDOT-CRP | On | 2 / 4 | \$57.20 | | \$55.00 | \$2.20 | | | | | | | \$68.64 |
| TIP/STIP | 1 | MPO-002 | I-37 | Widen freeway by constructing additional 2 travel lanes northbound and 1 additional travel lane southbound | Redbird Lane (Overpass) | Nueces River | TxDOT-CRP | On | 2 / 4U / 12 | \$60.00 | | \$12.00 | \$15.00 | | | | \$33.00 | | | \$77.88 |
| TIP/STIP | 1 | MPO-003 | US 181 | Widen freeway by constructing 1 additional travel lane in each direction | North of FM 3296 (Buddy Ganem Drive) | FM 2986 (Wildcat Drive) | TxDOT-CRP | On | 2 / 4U | \$14.00 | | \$2.00 | \$12.00 | | | | | | | \$18.17 |
| TIP/STIP | 1 | MPO-004 | US 181 Ramp Reversals | Reverse entrance and exit ramps in Northbound direction | FM 3296 (Buddy Ganem Drive) | FM 2986 (Wildcat Drive) | TxDOT-CRP | On | 2 | \$4.00 | | \$4.00 | | | | | | | | \$5.19 |
| TIP/STIP | 1 | MPO-005 | SH 286 (Crosstown) | The proposed project would improve SH 286 within the project limits from a two- lane undivided highway to a controlled access four-lane freeway with two 12- foot main lanes in each direction, the main lanes having four-foot inside shoulders and 10-foot outside shoulders, two 12-foot frontage road lanes in each direction with a 12-foot outside shoulder, entrance and exit ramps, and five-foot sidewalks outside the frontage road shoulders. The proposed improvements would include grade separations at CR 20A, CR 22, and FM 2444. | FM 43 (Weber Road) | South of FM 2444 (Staples Street) | TxDOT-CRP | On | 2 / 7 | \$70.00 | | \$30.00 | | \$40.00 | | | | | | \$92.85 |
| TIP/STIP | 1 | MPO-006 | FM 893 (Moore Avenue) | Upgrade from 2-lane roadway to 5-lane urban roadway by constructing additional 2 lanes and CLTL | CR 3685 (Stark Road) | 0.2 miles West of CR 79 (Gum Hollow) | TxDOT-CRP | On | 2 | \$12.50 | | \$12.50 | | | | | | | | \$19.78 |
| TIP/STIP | 2 | MPO-007 | Harbor Bridge Hike and Bike - Connectivity | Construct pedestrian and bike facilities | On various city streets from Coles High School | Williams Memorial Park | City of Corpus Christi | Off | 7 | \$1.48 | | | | \$1.48 | | | | | | \$1.78 |
| TIP/STIP | 2 | MPO-008 | US 181 Harbor Bridge Voluntary Relocation Program | US 181 Harbor Bridge Voluntary Relocation Mitigation Program | N/A | N/A | MPO | Off | 7 / Local / ROW | \$71.00 | | | | \$36.00 | | | | \$20.00 | \$15.00 | \$92.15 |
| TIP/STIP | 2 | MPO-009 | Harbor Bridge Park Improvements Part A | Constructing amenities at several parks within the City of Corpus Christi including HJ Williams Park, T.C. Ayers Parks/South Park, Washing School Site/Washington Coles Park, and Ben Garza Park (HB parks mitigation Part A). | At various city parks including | Ben Garza, TC Ayers, and new location | City of Corpus Christi | Off | 7 / Local | \$15.98 | | | | \$4.80 | | | | \$11.18 | | \$18.81 |
| TIP/STIP | 2 | MPO-080 | 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 | TxDOT - CRP, City of Corpus | Off | 10 / Local | \$11.50 | | | | | | \$5.50 | | \$6.00 | | \$13.54 |
| TIP/STIP | 16 | MPO-015 | PR 22 | Feasibility study: intersection improvements | At SH 361/PR 22 intersection | Zahn Road | TBD | On | 7 | \$1.20 | | | | \$1.20 | | | | | | \$1.56 |
| TIP/STIP | 1 | 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 | | | | | | | | \$22.84 |
| TIP/STIP | 1 | MPO-017 | SH 361 | Upgrade/add direct connectors | At SH 35 interchange | 0.6 miles Southeast on SH 361 | TxDOT-CRP | On | 2 / 4 / 7 | \$71.28 | | \$46.86 | \$18.78 | \$5.64 | | | | | | \$88.54 |
| TIP/STIP | 1 | MPO-018 | SH 35 | Upgrade/add direct connectors | FM 3284 | 0.23 North of SH 361 | TxDOT-CRP | On | 4 / 7 | \$56.54 | | | \$52.14 | \$4.40 | | | | | | \$69.85 |
| TIP/STIP | 35 | MPO-030 | Future Category 9 Projects | Projects selected through competitive process | N/A | N/A | TBD | On/Off | 9 | \$12.43 | | | | | \$12.43 | | | | | \$12.43 |
| TIP/STIP | N/A | MPO-069 | FY 2022-FY 2025 STBG-SA/CAT 9 Awarded Projects | STBG-SA (CAT 9) Awarded Project in May 2022 by the TPC | Various | Various | City of Portland, City of | Off | 9 | \$5.86 | | | | | \$5.86 | | | | | \$7.03 |
| TIP/STIP | N/A | MPO-067 | MPO Planning Tools and Studies | Implement enhanced tools and data analysis for use in short-range programming and long-range planning. Modes: Travel Demand, Resiliency, Socio-Economic Allocation, Pavement Management, et. Plans/Programs: Regional Safety, Regional Active Transportation, Resiliency, Regional Complete Streets, Congestion Management Program. | Corpus Christi MPO Planning Area | Corpus Christi MPO Planning Area | MPO | On | 7 | \$3.18 | | | | | \$3.18 | | | | | \$3.18 |
| TIP/STIP | N/A | 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 the Holly Road and Flour Bluff Drive shared-use paths. | End of Holly Road across Oso Bay | Flour Bluff Dr / Don Patricio Rd | City of Corpus Christi | Off | 9 | \$13.03 | | | | | \$13.03 | | | | | \$15.50 |
| TIP/STIP | N/A | MPO-077 | NEVI - TxDOT Charging Station | Install 4 Direct Current Fast Charge ports within one mile of the Electric Alternative Fuel Corridors (IH 37). | At 3500 Leopard St., Corpus Christi, Texas 78408 | At 3500 Leopard St., Corpus Christi, Texas 78408 | Equilion dba Shell | Off | 10 | \$1.20 | | | | | | \$1.20 | | | | \$1.20 |

2020-2045 Metropolitan Transportation Plan (MTP) Fiscally Constrained Project List with Amendment 2

| Plan Period | Rank | MTP ID | Project Name | Description | From Limit | To Limit | Sponsor | TxDOT System | Funding Category | Construction Cost (\$, millions) | CAT1 | CAT2 | CAT4 | CAT7 | CAT9 | CAT10 | CAT12 | Local/ Other | Prior Funding | Total Project Cost (\$, millions) |
|-------------|------|---------|---|--|--|--|------------------------|--------------|-------------------|----------------------------------|------|---------|---------|---------|------|--------|-------|--------------|---------------|-----------------------------------|
| TIP/STIP | 7 | 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 73 | Wildcat Dr | TxDOT-CRP | On | 2 / 4 / 7 / 10 CR | \$34.65 | | \$11.65 | \$11.00 | \$7.00 | | \$5.00 | | | | \$43.03 |
| 10-Year | 9 | MPO-019 | SS 544 (Agnes Street / Laredo Street) | Operational improvements without adding capacity | SH 286 (Crosstown) | Coopers Alley | City of Corpus Christi | Off | 7 | \$5.50 | | | | \$5.50 | | | | | | \$6.60 |
| 10-Year | 12 | MPO-020 | Holly Road Travel Lanes | Construct Phase II by adding 2 additional travel lanes | SH 286 | Greenwood Drive | City of Corpus Christi | Off | 7 | \$4.73 | | | | \$4.73 | | | | | | \$5.68 |
| 10-Year | 13 | MPO-021 | Regional Parkway / Rodd Field Road Extension | NEPA Process for new location 4-lane roadway (Segment B) and Rodd Field Road | Yorktown Boulevard | SH 286 (Crosstown) | City of Corpus Christi | Off | 7 | \$1.89 | | | | \$1.89 | | | | | | \$2.27 |
| 10-Year | 15 | MPO-025 | Timon Boulevard / Surfside Boulevard | Rehabilitate without additional capacity, construct bicycle facilities | Beach Avenue | Burleson Street | City of Corpus Christi | Off | 7 | \$20.00 | | | | \$20.00 | | | | | | \$24.00 |
| 10-Year | 19 | MPO-026 | Flour Bluff Drive | Upgrade to 5-lane urban roadway by constructing additional 2-lanes and CLTL | South of Don Patricio Road | Yorktown Boulevard | City of Corpus Christi | Off | 7 | \$17.00 | | | | \$17.00 | | | | | | \$20.40 |
| 10-Year | 22 | MPO-027 | CR 72 | Construct 2 additional travel lanes (CTWLTL) | FM 2986 (Wildcat Drive) | CR 2032 | City of Portland | Off | 7 | \$5.92 | | | | \$5.92 | | | | | | \$7.10 |
| 10-Year | 23 | MPO-028 | Joe Fulton International Trade Corridor (JFITC) Realignment | Corridor improvements | 0.5 miles west of Navigation Boulevard | 0.5 miles east of Navigation Boulevard | Port of Corpus Christi | Off | 7 | \$5.00 | | | | \$5.00 | | | | | | \$6.00 |
| 10-Year | 32 | MPO-029 | US 181 Companion Drainage Project | Construction of the companion drainage project across the TxDOT right-of-way | Sunset Road | FM 3239 (Buddy Ganem Drive) | TxDOT-CRP | On | 2 / 7 / Local | \$7.00 | | | | | | | | \$7.00 | | \$8.40 |
| Long Range | 5 | MPO-031 | SH 358 (SPID) Ramp Reversal | Ramp Reversal Phase II-C (Braided ramps) | Airline Road | Everhart Road | TxDOT-CRP | On | 2 | \$35.00 | | \$35.00 | | | | | | | | \$42.00 |
| Long Range | 6 | MPO-032 | SH 286 (Crosstown) | Construct 1 additional northbound travel lane with ramp upgrades | SS 544 (Agnes Street / Laredo Street) | SH 358 (SPID) | TxDOT-CRP | On | 2 | \$80.00 | | \$80.00 | | | | | | | | \$96.00 |
| Long Range | 8 | MPO-034 | I-37 / SH 358 Interchange | Reconstruct Interchange to provide 2-lane direct connectors from SB I-37 to EB SH 358 and WB SH 358 to NB I-37 | At I-37/SH 358 interchange | N/A | TxDOT-CRP | On | 2 / 4U | \$100.00 | | \$60.00 | \$40.00 | | | | | | | \$120.00 |
| Long Range | 10 | MPO-035 | FM 43 (Weber Road) | Upgrade to 5-lane roadway by constructing additional 2 lanes and CLTL | SH 286 (Crosstown) | FM 665 (Old Brownsville Road) | TxDOT-CRP | On | 2 / 4U | \$40.00 | | \$15.00 | \$25.00 | | | | | | | \$48.00 |
| Long Range | 11 | MPO-036 | SH 286 (Crosstown) Braided Ramp | Construct braided ramps northbound from Holly to SH 358 | South of Holly Road | SH 358 (SPID) | TxDOT-CRP | On | 2 / 4U | \$60.00 | | \$25.00 | \$35.00 | | | | | | | \$72.00 |

Table 12a. FY 2025-2028 TIP Fiscally Constrained Highway Project List (For Illustration Purposes) – July 17, 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 | \$22.85 | \$92.85 |
| | | | | | | | | | 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 | \$7.28 | \$19.78 |
| 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 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/Washing 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 | MPO-080 | 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 | TxDOT City of Corpus Christi | 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 73 | Wildcat Dr | TxDOT-CRP | On | 2 | \$11.65 | \$34.65 | \$8.38 | \$43.03 |
| | | | | | | | | | 4 | \$11.00 | | | |
| | | | | | | | | | 7 | \$7.00 | | | |
| | | | | | | | | | 10CR | \$5.00 | | | |
| 2026 | 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 | \$10.20 | \$1.52 | \$11.52 |
| | | | | | | | | | 10CR | \$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 | Flour Bluff Dr / Don Patricio Rd | City of Corpus Christi | Off | 9 | \$13.03 | \$13.03 | \$2.47 | \$15.50 |
| 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 | \$17.26 | \$88.54 |
| | | | | | | | | | 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 | \$13.31 | \$69.85 |
| | | | | | | | | | 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 | \$6.09 |
| 2028 | 0617-02-073 | MPO-016 | PR 22 | Corridor upgrade for pedestrian and access management Improvements without adding capacity | Aquarius St | Whitecap Blvd | TxDOT-CRP | On | 2 | \$17.92 | \$17.92 | \$4.92 | \$22.84 |

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

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



TRANSPORTATION POLICY COMMITTEE (TPC)

RESOLUTION 24-04

Approving the 2020-2045 Metropolitan Transportation Plan (MTP) with Amendment 2

WHEREAS, the Corpus Christi Metropolitan Planning Organization (MPO) is the designated MPO for the Corpus Christi Metropolitan Area with responsibilities to perform regional transportation planning and programming, in cooperation with the Texas Department of Transportation (TxDOT) and the Corpus Christi Regional Transportation Authority (CCRTA), the major transit operator; and

WHEREAS, Corpus Christi Urbanized Area has a population greater than 200,000 and has, therefore, been designated as a Transportation Management Area (TMA), and is therefore subject to special planning programming requirements regarding congestion management systems, project selection, certification; and

WHEREAS, one of the primary responsibilities of the Corpus Christi MPO is to prepare and approve a long-range regional transportation plan in accordance with the Fixing America's Surface Transportation (FAST) Act (23 U.S.C. 104, 134) and implementing U.S. Department of Transportation (DOT) regulations (23 C.F.R. 450); and

WHEREAS, the regional transportation plan is a multi-modal transportation systems plan that defines the goals for the region and specifies the policies, projects, and strategies to help achieve these goals, and also ties the goals to performance measures to be used to track the region's progress in meeting plan goals over time; and

WHEREAS, in preparing the 2020-2045 MTP, the Corpus Christi MPO followed federal guidance as set out in the Metropolitan Transportation Planning rule, 23 C.F.R. 450, including consideration of the federal planning factors, identification of performance measures, and preparation of financial, environmental, and environmental justice analyses of the plan and also utilized an extensive public involvement process; and

WHEREAS, the regional transportation plan is intended to guide implementing agencies in development of projects and implementation of other recommendation and supporting actions to guide improvements for all modes of transportation; and

WHEREAS, the Texas Transportation Commission uses the Unified Transportation Program (UTP) as a 10-year guide for transportation project development within their 24-year Statewide Long-Range Transportation Plan (SLRTP) for statewide projects, and the 2020 – 2029 UTP was adopted in August 29, 2019; and

WHEREAS, the Corpus Christi MPO amends the 2045 MTP as necessary to accommodate additional transportation projects funded through separate processes and significant modifications to project scopes, cost estimates and funding sources.

NOW, THEREFORE, BE IT HEREBY RESOLVED, The Transportation Policy Committee (TPC) of the Corpus Christi MPO approves the 2020-2045 Metropolitan Transportation Plan (MTP) with Amendment 2 for the Corpus Christi Area effective September 5, 2024;

BE IT FURTHER RESOLVED that the Transportation Policy Committee (TPC) certifies the plan meets the financial constraint requirements for long-range regional transportation plans;

BE IT FURTHER RESOLVED that the Transportation Policy Committee (TPC) certifies that the federal metropolitan transportation planning process is addressing major issues facing the metropolitan area and is being conducted in accordance with all applicable federal requirements, including:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 200d-1) and 49 C.F.R. Part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Sections 1101(b) of the FAST Act (Pub. L. 114-357) and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT funded projects;
5. 23 C.F.R. Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the American with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. 23 U.S.C. 324 regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. 27 regarding discrimination against individuals with disabilities.

Witnessed, adopted, and signed on this 5th of September 2024 by:

The Honorable David R. Krebs, TPC Chair
Corpus Christi Metropolitan Planning Organization
County Judge, San Patricio County

David R. Krebs
Print Name

ATTEST:

Robert F. MacDonald, MPA, P.E.
Transportation Planning Director
Corpus Christi Metropolitan Planning Organization



PUBLIC NOTICE #24-5

August 1, 2024

The **Corpus Christi Metropolitan Planning Organization** (Corpus Christi MPO) is seeking public input and comments on the **2045 Metropolitan Transportation Plan Amendment 2**.

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

The **2045 Metropolitan Transportation Plan Amendment 2** is being released to the public on August 1, 2024, and public input is invited through September 5, 2024, at the following public meetings:

August 1, 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

August 15, 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

September 5, 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

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



Date: July 22, 2024
To: Transportation Policy Committee (TPC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4D: 2025-2050 Metropolitan Transportation Plan (2050 MTP) Objectives
Action: Review, Discuss and Comment on Proposed Topics for the Objectives

Summary

The preliminary 23 objectives, on the following pages, were developed to help achieve the Goals, below. These Goals were adopted for use last month for purposes of continuing the development of the 2050 Metropolitan Transportation Plan (2050 MTP). Neither the Goals nor the proposed objectives are for final adoption, and all may change. After the Objectives are approved for use, specific measurable Performance Measures will be developed for each objective. The Corpus Christi MPO staff is also asking the TPC that if they disagree with the objectives to state which parts of the objectives or which objectives so that specific adjustments can be made.

- ✦ **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, education, and other reasonable measures.
- ✦ **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.

It is important to keep performance measures and evaluation criteria in mind when developing objectives. The format of performance-based objectives is briefly described below.

- An objective is not general; it identifies exactly what the MPO wants to happen.
- A measurable objective is quantifiable and can detect changes for the annual report.
- An action-oriented objective can be counted or observed.
- A reasonable objective is realistic and reachable, versus what is simply desired.
- A time-bound objective establishes a deadline.

Proposed Objectives for the 2050 MTP

DRAFT Safety and Security Goal: Eliminate fatalities, reduce serious injuries, and improve security of the transportation system using proven countermeasures, technology applications, policy adjustments, education, and other reasonable measures.

1. **Objective A:** By 2028, achieve a 5% reduction in fatalities and serious injuries compared to the 2023 5-year baseline. By 2034, achieve a 50% reduction in fatalities and serious injuries compared to the 2023 5-year baseline. By 2050, eliminate all traffic fatalities and reduce serious injuries by 50% compared to the 2023 5-year baseline.
2. **Objective B:** By 2028, the percentage of safety funding invested in reducing Vulnerable Road User (A vulnerable road user is a person walking, biking, or rolling) crashes will be proportionate to the previous 5-year average percentage of Vulnerable Road User fatal crashes in the region.
3. **Objective C:** By 2034, reduce the lane closure duration due to crashes by X% compared to the 2023 baseline. *This can be accomplished both by reducing the number of crashes and reducing the average time each crash closes lanes (This is incident management).*
4. **Objective D:** By 2028, all safety projects in the Corpus Christi Metropolitan Region that request federal funds are analyzed using crash diagnosis software that includes Benefit Cost Analysis (BCA) and this information is reported to the Corpus Christi MPO Transportation Policy Committee.

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

5. **Objective A:** By 2034: Maximize life-cycle cost effectiveness of investments in the National Highway System bridges and pavements by reducing fair/poor pavements on the Interstate by X miles, fair/poor pavements on non-Interstates by Y miles, and all bridges in condition in the region by Z square feet.
6. **Objective C:** By 2028, as part of preventive and routine maintenance activities include a 4 year average of X% (from other sources such as Cat 4 or 7) maintenance and operations funding specifically to “harden” infrastructure identified during resiliency planning efforts as critical.
7. **Objective D:** By 2028, utilize AASHTO's Green Book Version 8, TxDOT's Innovative Intersection Guidebook, and others such as NACTO's Urban Street Design Guide to update, and regularly review, local design and construction standards for federally classified roads that make streets more complete, more efficient, more safe, while reducing vulnerability to, and improving recovery from, stormwater runoff and extreme weather.

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

9. **Objective A:** By 2040, achieve a X% reduction in travel time index during peak commute hours on the congestion management corridors designated in the 2025 CMP.
10. **Objective B:** By 2034, construct X miles of connected and protected bicycle facilities within the Corpus Christi Metropolitan Planning Area.
11. **Objective C:** By 2034, construct X miles of connected ADA compliant sidewalks within the Corpus Christi Metropolitan Planning Area.
12. **Objective D:** By 2034, increase the percentage of trips within the metropolitan planning area that utilize a multimodal combination (walking, biking, transit, carpooling) by X%.
13. **Objective E:** By 2034, increase the total annual vehicle revenue hours operated by CCRTA to 350,000.
14. **Objective F:** By 2034, convene a partnership within the Corpus Christi Metropolitan Planning Area among organizations that can expand access for non-emergency services to vulnerable populations

and improve the quality and quantity of urban transportation services using eligible federal funding sources such as FTA 5310, Category 7, and Category 10CR.

15. **Objective G:** By 2034, achieve a **X% increase** in Reliable Truck Travel Times throughout the Corpus Christi Metropolitan Planning Area.

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

16. **Objective A:** All federally funded transportation projects in the Corpus Christi Metropolitan Region are analyzed using Benefit Cost Analysis (BCA), all selected projects will have a score above 1.0, and this information is reported to the Corpus Christi MPO Transportation Policy Committee during project selection processes as part of both the MTP and TIP processes.
17. **Objective B:** Invest X% of federal transportation funds to serve USDOT Historically Disadvantaged Communities and Areas of Persistent Poverty
18. **Objective C:** By 2028, Update the 2010 Corpus Christi MPO Mitigation Planning Protocol in coordination with state and federal agencies to create a Regional Habitat Mitigation and Resiliency Plan to identify Green Infrastructure projects that incorporates the Beneficial Use Master Plan.
19. **Objective D:** By 2028, all asset management activities within the Public Right-of-Way will comply with the ADA and ABA Accessibility Guidelines for the Public Right-of-Way.

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

20. **Objective A:** Beginning in 2028, at least X traffic signals per year on designated congestion corridors will be interconnected or upgraded using equivalent technology to actively coordinate and dynamically control signal operations.
21. **Objective B:** Beginning in 2028, ensure average trip travel time for residents in disadvantaged population tracts is comparable to, or better than, the average for the entire Metropolitan Planning Area.
22. **Objective C:** By 2028, all non-motorized transportation asset condition information within the Corpus Christi Metropolitan Planning Area will be acquired for purposes of prioritizing reconstruction and enhancement activities.
23. **Objective D:** By 2034, all investments into roads federally classified as Principal Arterials and above will modernize infrastructure to support the implementation of emerging transportation technologies.

Background

In their guidebook to Designated Recipients and MPOs regarding Performance-based Planning and Programming (PBPP), 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).”*

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 are specific, measurable statements that can help support achievement of goals and play a key role in shaping investment and policy priorities.”

23 CFR 450.316(b) states that MPOs should consult or coordinate its planning process with agencies and officials responsible for other planning activities within the metropolitan area that are affected by transportation. This specifically includes local land-use, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, and freight movements. This likely means it is necessary that the Corpus Christi MPO document consideration of the seven National Goals, the eleven IJA 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. Some demonstration of consistency is also required with: the 5-year HUD Consolidated Plan/Annual Action Plan, the Comprehensive Economic Development Strategy, the Coastal Bend Bays and Estuaries Plan, the Texas Coastal Resiliency Master Plan, the Nueces and San Patricio All-Hazard Mitigation Plans, the Texas Conservation Action Plan, the State and local Historic Preservation Plans, along with several others.

It is likely that many of these topics will be included within the Objective statements in order to demonstrate this consistency. As shown below, there is a significant overlap in the subject of many of these goals. It is desirable that the topics of the objectives for each Draft Goal be approved in the very near future.

TxDOT Draft Connecting Texas 2050 Long Range Plan May 2024

- Plan, build, and maintain a safe and secure transportation system for all users. (Goal)
 - 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. (Goal)
 - 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. (Goal)
 - 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. (Goal)
 - 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. (Goal)
 - 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. (Goal)
 - 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. (Goal)
 - 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. (Goal)
 - 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.(Goal)
 - 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. (Goal)
 - 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. (Goal)
 - 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. (Goal)
 - 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 (Goals)

- 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. (Goals)
 - 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.(Goals)
 - 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.(Goal)
 - 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 *(Goals?)*

- 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

Corpus Christi MPO staff and the TAC recommend that the TPC approve the objectives as a working base for use in continuing the development of the 2050 MTP. These are not final objectives.

Proposed Motion

Motion to approve these as working objectives for use in continuing the development of the 2050 MTP with the understanding that these are not final objectives.

Attachment

None



Date: July 22, 2024
To: Transportation Policy Committee (TPC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5A: Metropolitan Planning Area Boundary Update
Action: Information Only

Summary

The TxDOT and FHWA approved the Adjusted Urban Areas shown in Attachment 1.

As mentioned at the November 2023 TAC and December 2023 TPC meetings, after the Adjusted Urban Areas are approved the Metropolitan Planning Area is adjusted based on adjacent urban density areas. It is within the Corpus Christi MPO Area (approved by the Texas Governor) that membership of the Corpus Christi Transportation Policy Committee (TPC) is comprised. The TPC has jurisdiction for the 3C Planning Process within the approved MPO boundary to fund projects.

§ 450.312 Metropolitan Planning Area boundaries.

(a) The boundaries of a metropolitan planning area (MPA) shall be determined by agreement between the MPO and the Governor.

(1) At a minimum, the MPA boundaries shall encompass the entire existing urban area (as defined by the Bureau of the Census) plus the contiguous area expected to become urban within a 20-year forecast period for the metropolitan transportation plan.

(2) The MPA boundaries may be further expanded to encompass the entire metropolitan statistical area or combined statistical area, as defined by the Office of Management and Budget.

The next step is to forecast different potential scenarios of development during the 2050 Small Area Forecast (SAF) and create a consensus as to which should be used to identify areas that will be urban in density in year 2050 (the year of the Metropolitan Transportation Plan). Federal regulations, as summarized below, require MPO Planning Area boundaries to include Adjusted Urban Areas, as well as those areas projected to become urban during the next 20+ years. This includes contiguous Adjusted Urban Areas for Robstown and Ingleside-Aransas Pass-Port Aransas as they are already urban density. The Corpus Christi MPO is currently developing several Small Area Forecast scenarios that allocate the Texas State Demographic Office forecast growth to Year 2050. This will also inform the MPO Planning Area Boundary discussion.

Background

In March 2022, the Census Bureau published a rule basing future identification of urban density on density of residential units. According to the Final Criteria (87 FR 16706) the Census Bureau classifies urban density in 3 ways:

“Three density thresholds are used in the delineation process:

- 1. 425 housing units per square mile define the initial urban core.*

2. *Then 200 units per square mile fill in the remainder of the urban area, which is similar to the 2000 and 2010 censuses.*
3. *1,275 housing units per square mile ensures each qualifying urban area contains at least one high density nucleus.*

The use of housing unit density also provides the ability to update urban areas between censuses. This is especially important in faster growing areas of the nation."

Given that there are 640 acres in a square mile, then using 200 units per square mile, an area needs to average one unit per 3.2 acres for classification as urban.

The following definitions are provided for the discussion:

Please note that both the Census Urban Area and the Adjusted Urban Area are different from the Metropolitan Planning Area boundary, which will be updated to incorporate the Adjusted Urban Area and the area that the Small Area Forecast shows is Urbanizing Area.

Census Urban Area: The area defined by the Census as Urban based on density of residential units in Year 2020.

Adjusted Urban Area: The area smoothed by local entities and TxDOT to create a single, contiguous boundary. It is approved by FHWA and is based on 9 factors and must include all of the Census Urban Area.

Metropolitan Planning Boundary / Metropolitan Planning Area: The Federal Highway Administration recognizes the Metropolitan Planning Areas that state Governors designate. The Corpus Christi MPO Planning Area is the area that the Corpus Christi MPO Transportation Policy Committee is responsible for conducting the 3C Planning Process within. The new boundary must be approved by Governor Abbott. It will include the Corpus Christi Adjusted Urban Area plus all contiguous areas that are forecast to have urban density in Year 2050.

Metropolitan Statistical Area: The United States Office of Management and Budget (OMB) delineates the 384 metropolitan statistical areas to the entirety of county boundaries. The Corpus Christi Metropolitan Statistical Area is 2 counties: Nueces County and San Patricio County.

Combined Statistical Area: The United States Office of Management and Budget amalgamates the boundaries of multiple Metropolitan Statistical Areas to form the 181 Combined Statistical Areas. The relevant CSA for our region is the 6-county Corpus Christi-Kingsville-Alice, TX CSA.

Urban Density: having developed density equivalent to 200 housing units per square mile.

Urbanizing Area: The area that was rural according to the 2020 Census, but the adopted Corpus Christi MPO Small Area Forecast says will reach urban density.

Descriptions of the Options shown in Attachments 4 through 8:

Option 1: Shown as Attachment 4, this is the least expansion possible. It only encompasses the contiguous Adjusted Urban Areas and does so by assuming all growth to 2050 occurs as infill within the three Adjusted Urban Areas. It contracts the MPO Boundary in several areas where urban growth will not occur by 2050 and brings in Robstown, Ingleside, Ingleside on the Bay, Port Aransas, Aransas Pass and Aransas County.

Option 2: Shown as Attachment 5, this option includes all of Option 1 plus the area between Aransas Pass and Rockport that preliminary investigation shows growth since 2020 (See Attachment 3) may already meet the residential units definition of urban density. Because this then connects to the Rockport Adjusted Urban Area, it also includes Rockport, Fulton, and Holiday Beach into the Option 1 group of Robstown, Ingleside, Ingleside on the Bay, Port Aransas, Aransas Pass and Aransas County.

Option 3: Shown as Attachment 6, this option Includes the Metropolitan Statistical Area (all of Nueces County and San Patricio County) plus the Adjusted Urban Area of Aransas Pass that extends into

Aransas County. This would bring in Odem, Sinton, Taft, and Mathis to the Option 1 group of Robstown, Ingleside, Ingleside on the Bay, Port Aransas, Aransas Pass and Aransas County.

Option 4: Shown as Attachment 7, this Option utilizes the full county boundaries for both counties in the MSA plus Aransas County. This would bring in Odem, Sinton, Taft, and Mathis along with Robstown, Ingleside, Ingleside on the Bay, Port Aransas, Aransas Pass, Rockport, Fulton, Holiday Beach and Aransas County.

Option 5: Shown as Attachment 8, this is the Combined Statistical Area. This includes 6 counties (Nueces, San Patricio, Aransas, Kleberg, Jim Wells, and Brooks), and the incorporated municipalities within those counties. This is the largest expansion possible.

Recommendation

None

Proposed Motion

None

Attachments:

1. MPO Planning Area guidance from TxDOT
2. Map of the approved 2020 Adjusted Urban Areas
3. Map of adjacent Growth Areas Based on Residential Units
4. Map of Option 1 MPO boundary - Contiguous Urban Areas
5. Map of Option 2 MPO boundary - Contiguous Urban Areas plus Rockport Urban Area
6. Map of Option 3 MPO boundary - Metropolitan Statistical Area plus Aransas Urban Area
7. Map of Option 4 MPO boundary – Metropolitan Statistical Area plus Aransas County
8. Map of Option 5 MPO boundary - Combined Statistical Area



MPO Boundary Expansion

Guidance and Workshop



June 21, 2024

Workshop Agenda

- 1 | Welcome and Introductions
- 2 | Why Expand the MPO Boundary?
- 3 | 2020 Census Urbanized Area Boundary Impacts
- 4 | Travel Demand Model Planning Area Boundaries
- 5 | MPO Boundary Expansion Process
- 6 | Document Checklist and Interactive Map
- 7 | Q&A

Appendices

- Federal and State Regulations
- Other resources

2

Purpose of Meeting

- Clarify the process for expanding an MPO boundary
- Discuss implications of boundary expansions
- Discuss boundary expansion needs
- Gather input on critical boundary expansion questions

3

Introductions

What is your previous experience with MPO boundary changes?

4

Why expand an MPO Boundary?



Census
Urbanized Area
expands beyond
the current MPO
boundary



Current MPO
boundary does
not capture
anticipated
regional growth
over the next 20
years



Current MPO
boundary and
Policy Board
composition does
not allow for
coordinated
transportation
planning

5

MPO Boundary Expansion Status

Required Due to UA Boundary Change

| | |
|--------------------|-------------|
| Alamo Area | Longview |
| Amarillo* | Lubbock |
| Corpus Christi | Texarkana* |
| El Paso (NM only)* | (TX and AR) |
| Killeen-Temple* | |

*Small change not incorporating new jurisdictions

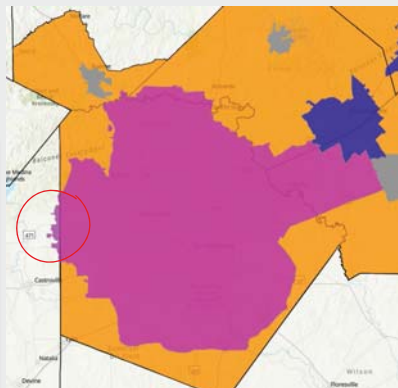
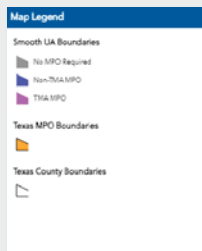
Previously Expressed Interest

Abilene
H-GAC
Laredo
SETRPC

6

Example: Alamo Area MPO

Smoothed 2020 Census Urbanized Area
boundary extends into Medina County



7

MPO Boundary Considerations (1 of 2)

- Must include 2020 Smoothed Census UA boundary at minimum
- Boundaries must be contiguous and cannot overlap with another MPO area
- Include anticipated urbanization in the next 20 years:
 - Future land use
 - Development patterns and known developments
 - Population projections
 - Traffic growth

23 CFR 450.312

The MPA must include the current urbanized area defined by the Census Bureau and the contiguous area expected to urbanize within a 20-year forecast period for the metropolitan transportation plan.

8

MPO Boundary Considerations (2 of 2)

- Other boundaries to review:
 - Metropolitan Statistical Area or Combined Statistical Area boundaries
 - Economic development areas
 - Non-attainment areas

23 CFR 450.312

The MPA must include the current urbanized area defined by the Census Bureau and the contiguous area expected to urbanize within a 20-year forecast period for the metropolitan transportation plan.

9

Boundary Expansion Process – Redesignation Necessary?

- Redesignation is not required when adding members to the MPO as a result of boundary expansions unless substantial changes to the MPO are made¹
- Substantial changes include:
 - A substantial change in the proportion of voting members on the existing MPO representing the largest incorporated city, other units of general purpose local government served by the MPO, and the State(s)²
 - A substantial change in the decision-making authority or responsibility of the MPO, or in decision-making procedures established under MPO by-laws.³
- Redesignation must follow 23 CFR 450.310(h)⁴

¹23 CFR 450.310(l) ²23 CFR 450.310(j)(1) ³23 CFR 450.310(j)(2) ⁴23 CFR 450.310(l)

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Special Considerations for Boundary Expansions (1 of 2)

- **Pre-2005 Non-Attainment Areas:** If the MPO was in a non-attainment for ozone or carbon before August 10, 2005, MPO boundary adjustment requires redesignation through a resolution of support from jurisdictions representing 75% of affected populations and the central city.¹ A list of Pre-2005 non-attainment MPOs is provided [here](#)
- If a **Census Urbanized Area extends across multiple MPOs**, an agreement is required to identify coordination and division of transportation planning responsibilities. CAMPO-AAMPO exemplifies an instance where a UA extends across multiple MPOs.²

¹23 CFR 450.312(b) ²23 CFR 450.312(h)

11

Special Considerations for Boundary Expansions (2 of 2)

- **Multistate MPOs** “will need to work with the relevant jurisdictions and the Governor of the neighboring State to develop an agreement to include that area [in the other state] in the MPO’s planning process and MPO policy board, to the extent appropriate.”¹

¹FHWA FAQ Topic 4: Existing MPOs

12

Model Area Boundary

A model area boundary denotes the area that a travel demand model (TDM) represents.

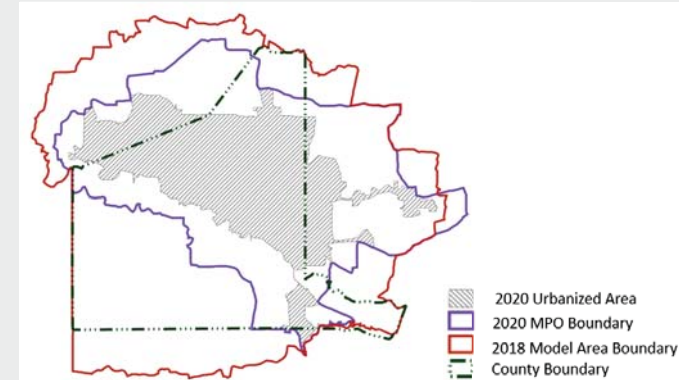
Identifying the planning area for Texas urban models is the first step in a series of building blocks that serve as the foundation of a TDM. Once the model area boundary is finalized, the model network and the TAZ geography are developed and the three serve as base for the model.

A model area boundary should encompass:

- urbanized area(s) as identified by the US Census Bureau,
- MPO boundaries,
- surrounding areas where growth is anticipated within 20 years
- county boundaries, and
- air quality designated areas.

13

Example of Planning Boundaries



14

MPO Boundary Expansion Process

Develop a new boundary to include the 2020 UA boundary and the area anticipated to be urbanized in the next 20 years

Obtain support from affected jurisdictions

Pass a Policy Board resolution

Update MPO bylaws as needed to ensure representation of new jurisdictions

Prepare and submit a packet to TxDOT for transmittal to the Governor

The new MPO boundary is official following Governor approval. TxDOT will submit an updated boundary to FHWA and FTA.

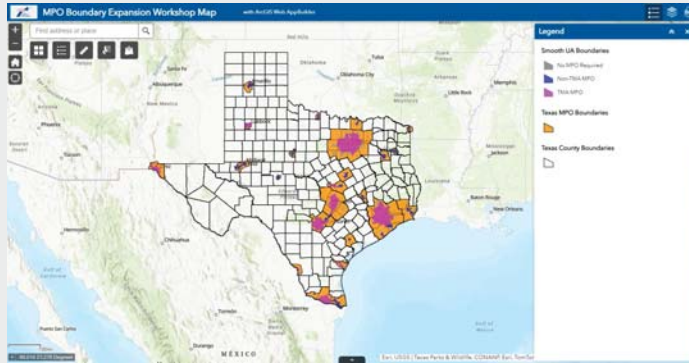
15

MPO Boundary Revision Document Checklist

| Item | Compliance Review |
|--|--------------------------|
| MPO Cover Letter | <input type="checkbox"/> |
| MPO Policy Board Resolution | <input type="checkbox"/> |
| Proposed Updated MPO Bylaws | <input type="checkbox"/> |
| Policy Board Minutes Showing Discussion of MPO Boundary and Adoption of New Boundary and Bylaws (incl. Justification for Expansion) | <input type="checkbox"/> |
| Letters of support – Redesignation needed? • No: Signed Resolutions of Support from All Newly-Added Political Subdivisions (Including Cities and Counties) • Yes: Resolution of support from jurisdictions representing 75% of affected populations and the central city | <input type="checkbox"/> |
| Text Description and/or GIS Layer of Proposed MPO Boundary | <input type="checkbox"/> |
| Existing Boundary Map | <input type="checkbox"/> |
| Proposed Boundary Map | <input type="checkbox"/> |

16

Interactive Map



[Link to Interactive Map](#)

17

Next Steps



Mapping support



Support with
Technical
Advisory
Committee and
Policy Board
meetings



Draft templates
and examples



Review of MPO
Boundary
Expansion
packet

Please contact your MPO Planner for questions or support needs

18

MPO Planner Assignments

Sara Garza

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Corpus Christi
Eagle Pass
Laredo Webb County Area
Permian Basin

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Houston-Galveston AC
Longview
Southeast TX RPC
Tyler
Wichita Falls

Raymond Sanchez

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Alamo Area
El Paso
Rio Grande Valley
San Angelo
Victoria

Shannon Hawkins

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Abilene
Amarillo
Grayson County
North Central Texas COG
Texarkana

Todd Gibson

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Bryan-College Station
Capital Area
Killeen-Temple
Lubbock
Waco

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June 28, 2024

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Thank you!



June 28, 2024

Appendices



June 28, 2024

Summary of Relevant State and Federal Regulations



Connecting you with Texas.

Summary of Relevant State Regulations

43 TAC §16.51 (c) – Approval of Boundaries

- The Governor must approve an MPO boundary and any revision.
- MPO must provide all supporting documentation for boundary revisions

23



Connecting you with Texas.

Summary of Relevant Federal Regulations

23 CFR §450.312 – Metropolitan Planning Area Boundaries

- Boundaries determined by Governor and MPO
 - Must minimally include entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan
 - May be further expanded to encompass the entire metropolitan statistical area or combined statistical area, as defined by the Office of Management and Budget.
- The MPA boundaries for Pre-2005 Non-attainment areas may only be adjusted by agreement of the Governor and the affected MPO through a formal redesignation (See Slide 10)
- Planning Area may include more than one urbanized area
- Identification of new urbanized areas within current planning area does not require a redesignation
- MPAs shall not overlap
- Planning Area boundaries shall be reviewed after every Census

24

Summary of Relevant Federal Regulations

23 CFR §450.310 – Metropolitan planning organization designation and redesignation

- Requires approval of Governor and local governments representing at least 75% of the population of the current MPO.
- Redesignation is required if
 - A substantial change in the proportion of voting members on the existing MPO representing the largest incorporated city, other units of general purpose local government served by the MPO, and the State(s); or
 - A substantial change in the decisionmaking authority or responsibility of the MPO, or in decisionmaking procedures established under MPO by-laws.
 - A change in the boundary of a Pre-2005 Non-attainment area MPO (See [23 CFR §450.312\(b\)](#)).
- Redesignation is not required unless otherwise triggered above:
 - (1) The identification of a new urbanized area within an existing MPA;
 - (2) Adding members to the MPO that represent new units of general purpose local government resulting from expansion of the metropolitan planning area; **(cannot be a substantial change in proportions)**
 - (3) Adding members to satisfy the specific membership requirements of Map-21 for an MPO that serves a TMA **(this requirement was to be completed by 2014 and should no longer apply)**; or
 - (4) Periodic rotation of members representing units of general-purpose local government, as established under MPO by-laws.

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Resources

MPOs in Nonattainment for Ozone or Carbon Pre-2005 requiring redesignation under 23 CFR 450.312(b)

- El Paso
- HGAC
- NCTCOG
- SERTPC
- Victoria

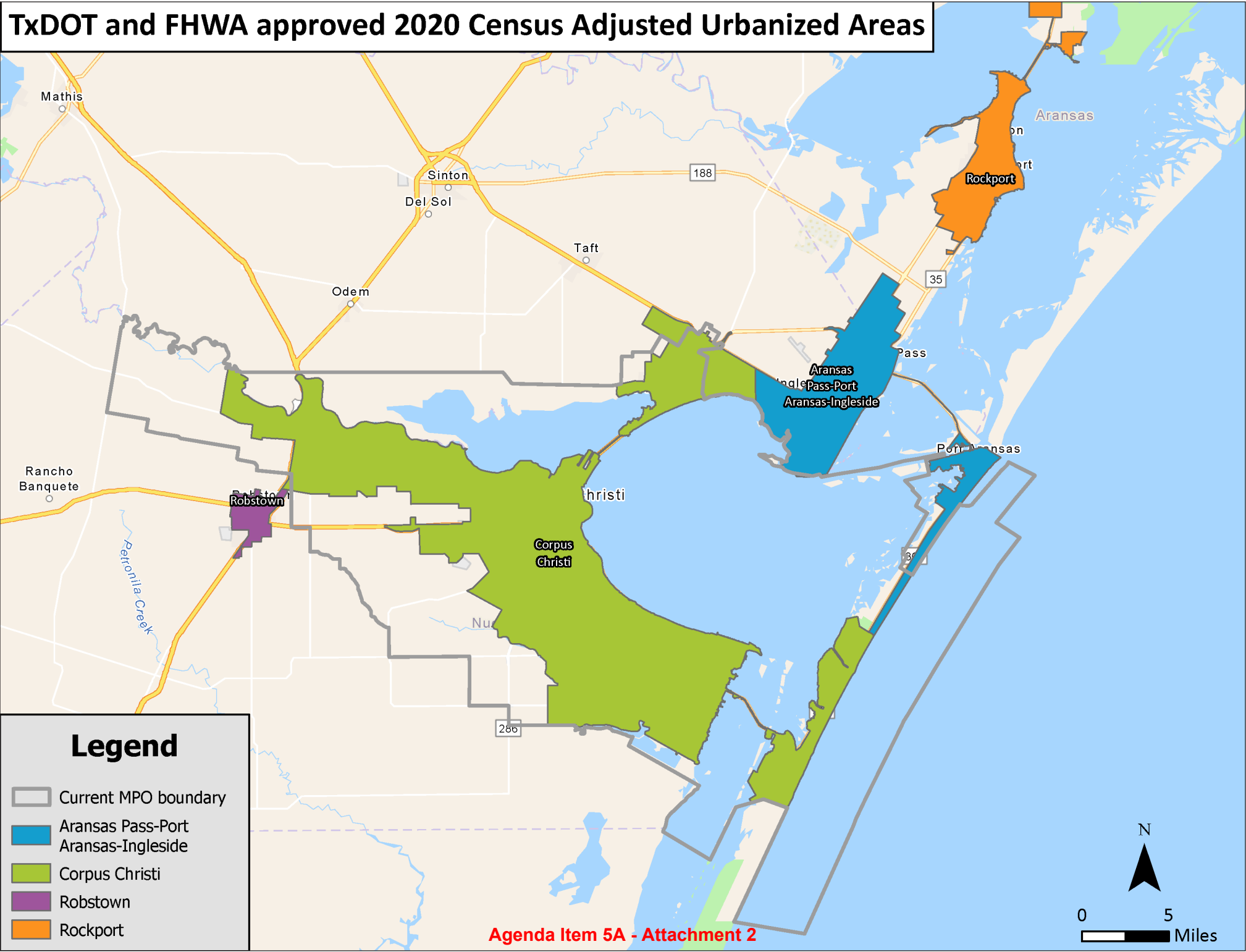
27

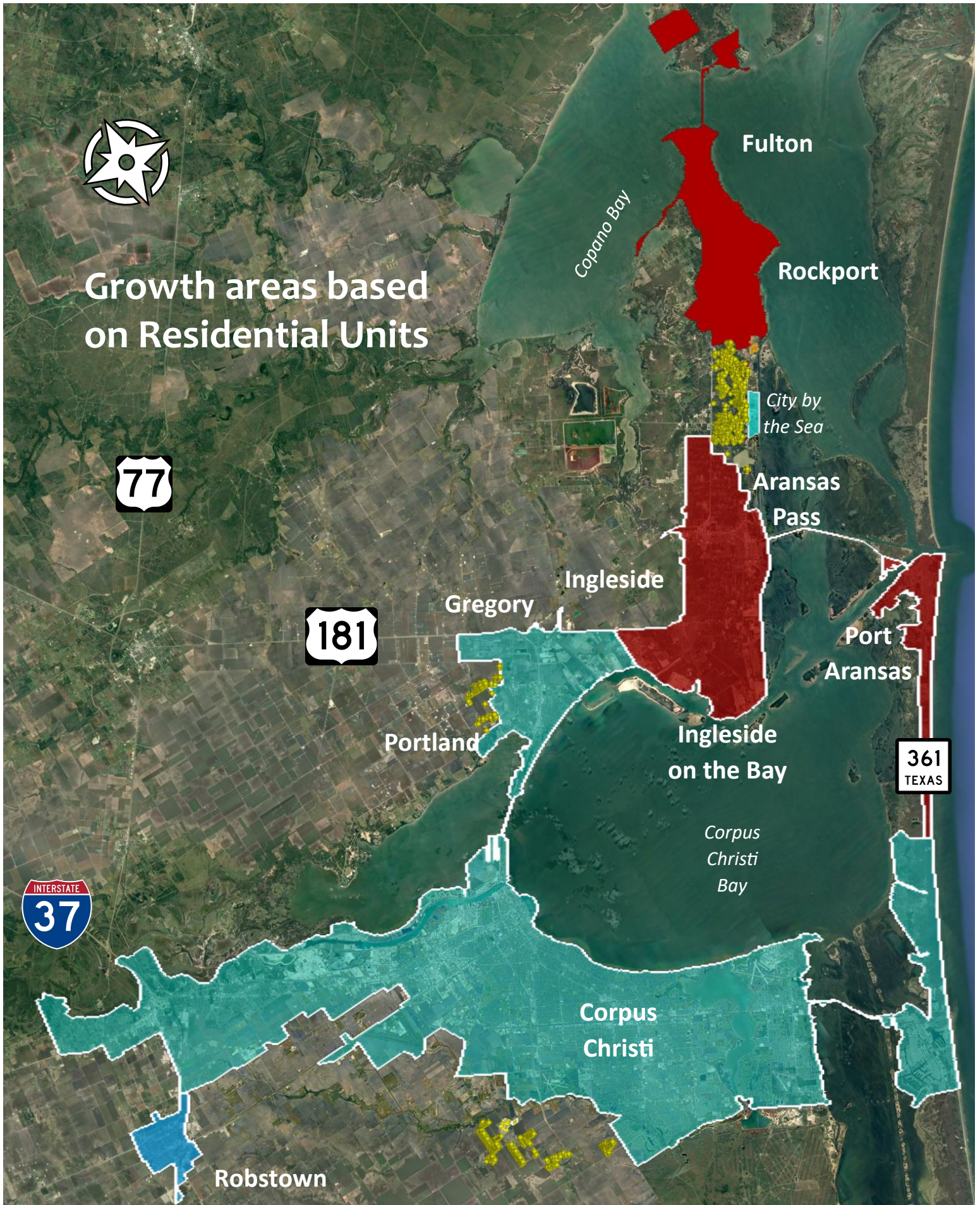
Resources

- Compliance
 - [eCFR :: 23 CFR 450.310 -- Metropolitan planning organization designation and redesignation.](#)
 - [eCFR :: 23 CFR 450.312 -- Metropolitan Planning Area boundaries.](#)
 - [43 TAC §16.51 - Responsibilities of Metropolitan Planning Organizations \(MPO\) \(state.tx.us\)](#)
- FAQs
 - [FHWA FAQ on MPO Boundary Expansions, Urban Area Boundaries for Existing MPOs](#)

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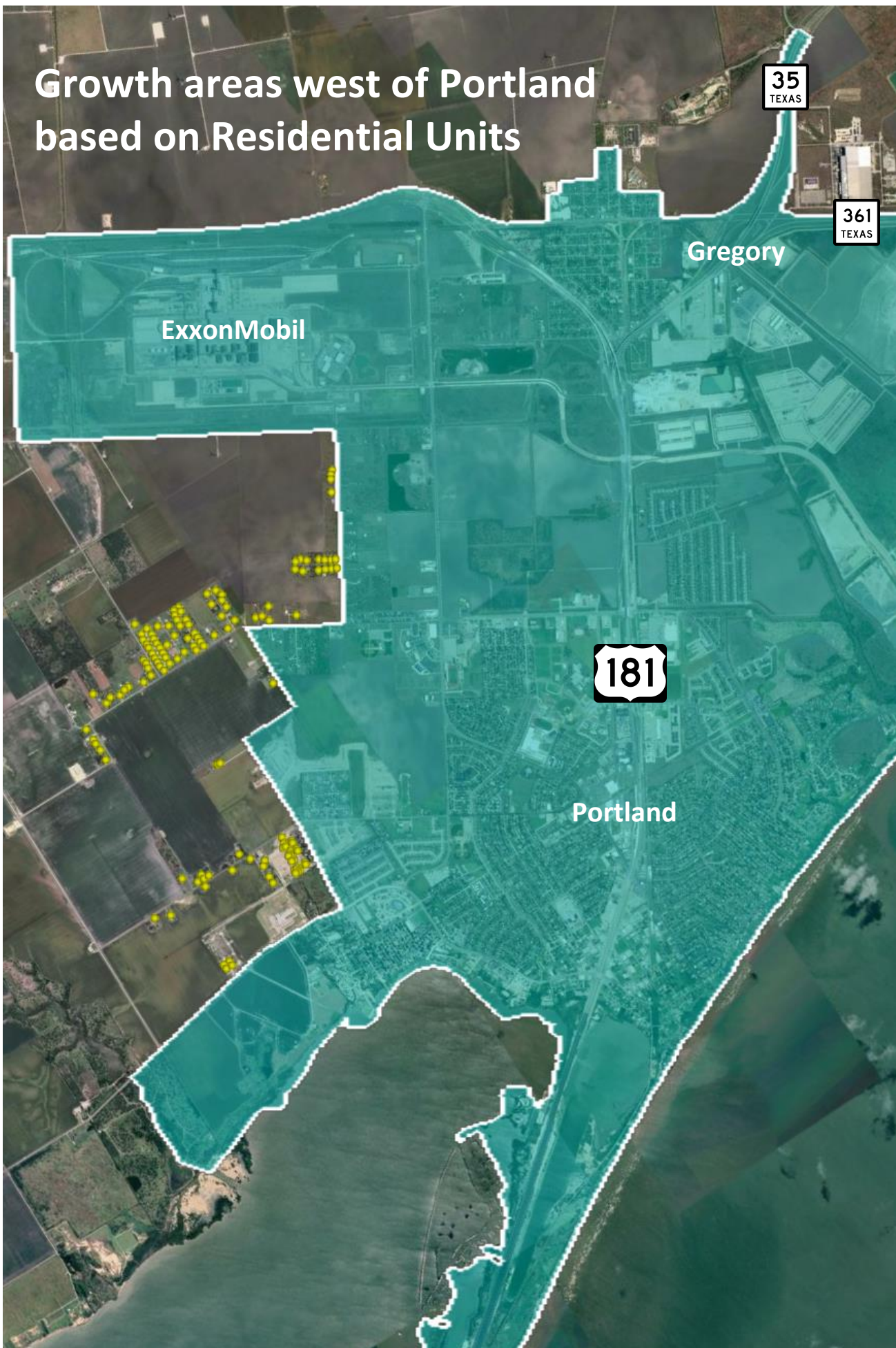
TxDOT and FHWA approved 2020 Census Adjusted Urbanized Areas





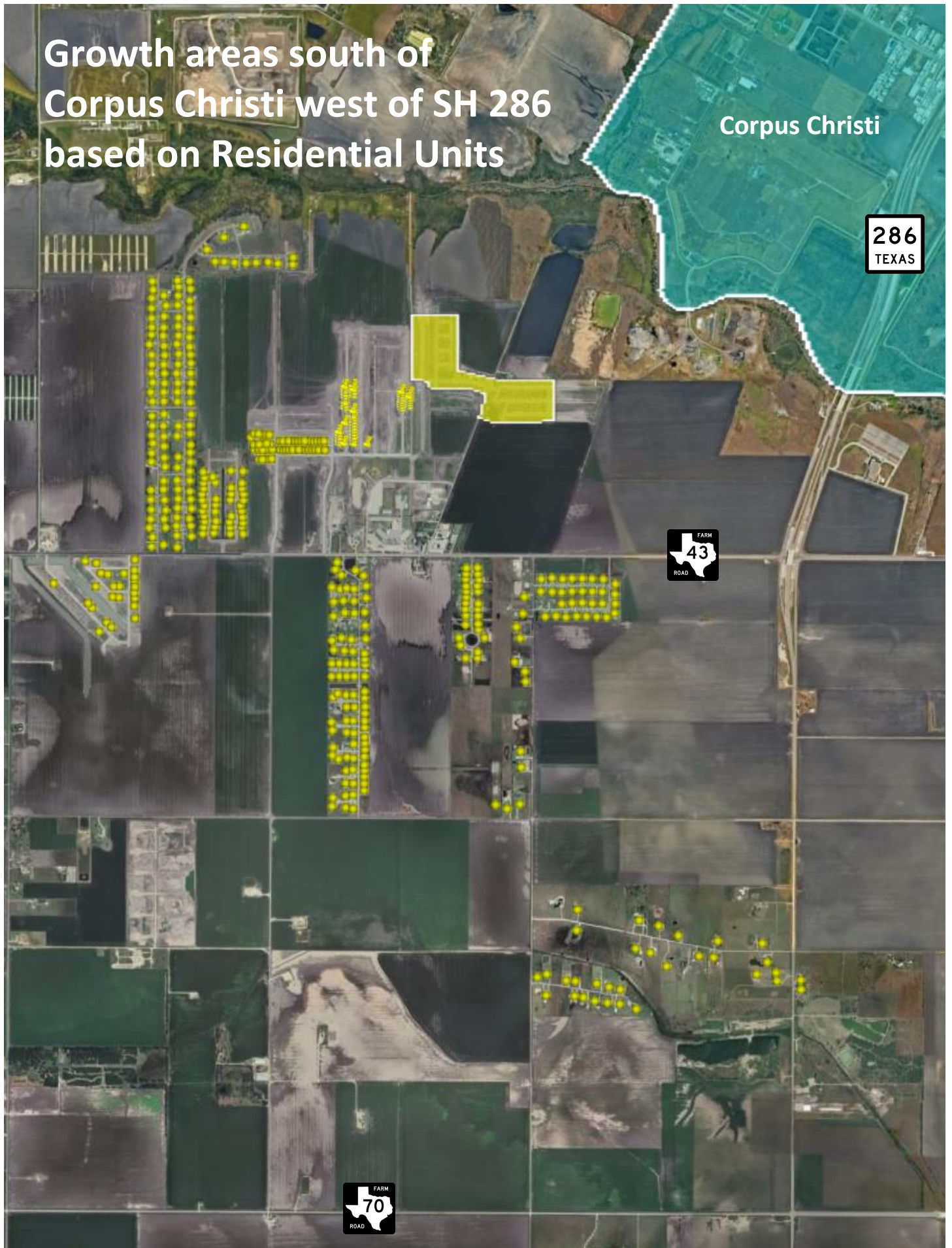
Map of adjacent Growth Areas Based on Residential Units

Growth areas west of Portland based on Residential Units



West of Portland Growth Area Map

Growth areas south of Corpus Christi west of SH 286 based on Residential Units



South of Corpus Christi West of 286 Growth Area Map

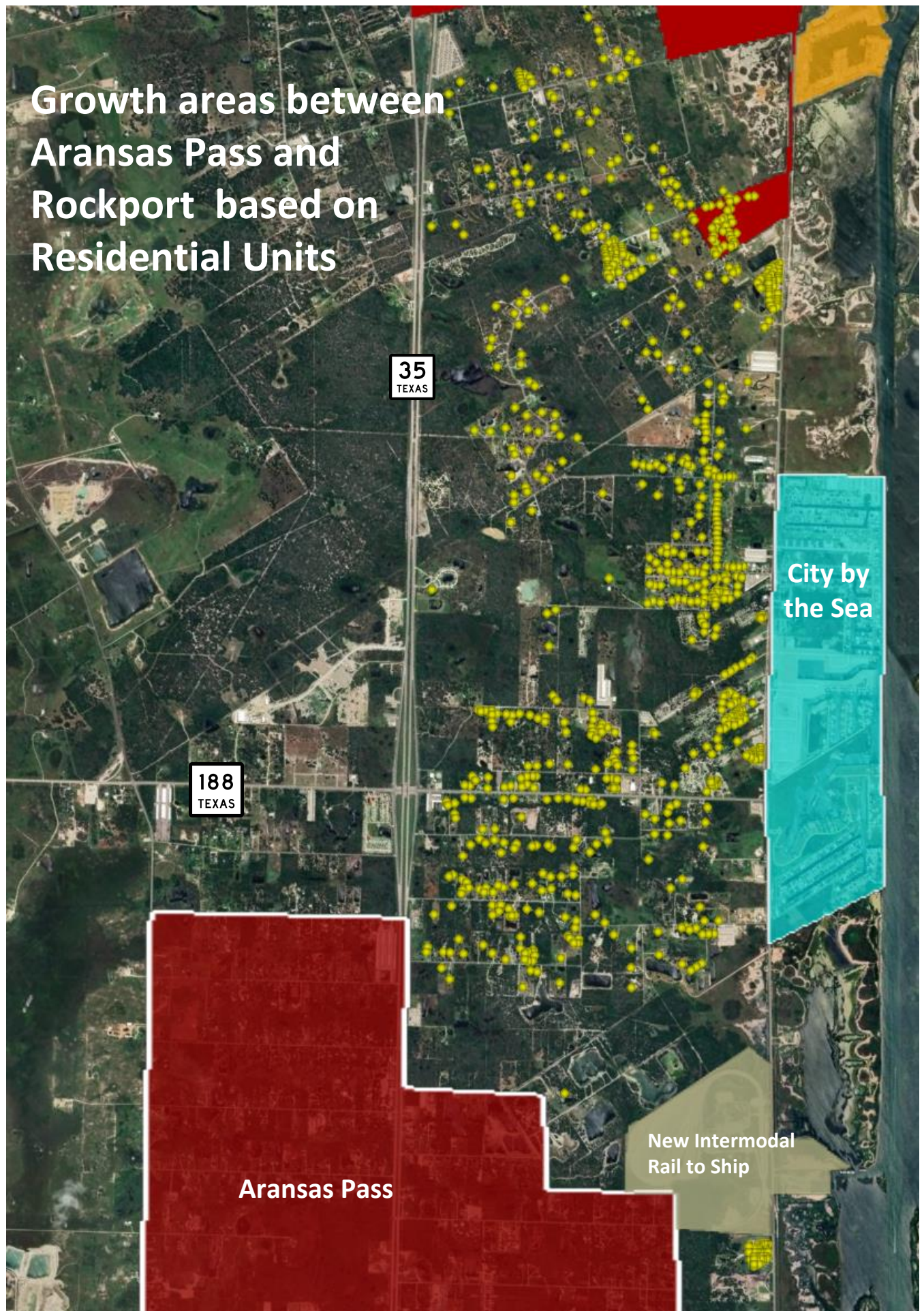
Growth areas south of Corpus Christi east of SH 286 based on Residential Units

Corpus Christi



©2024 Airbus

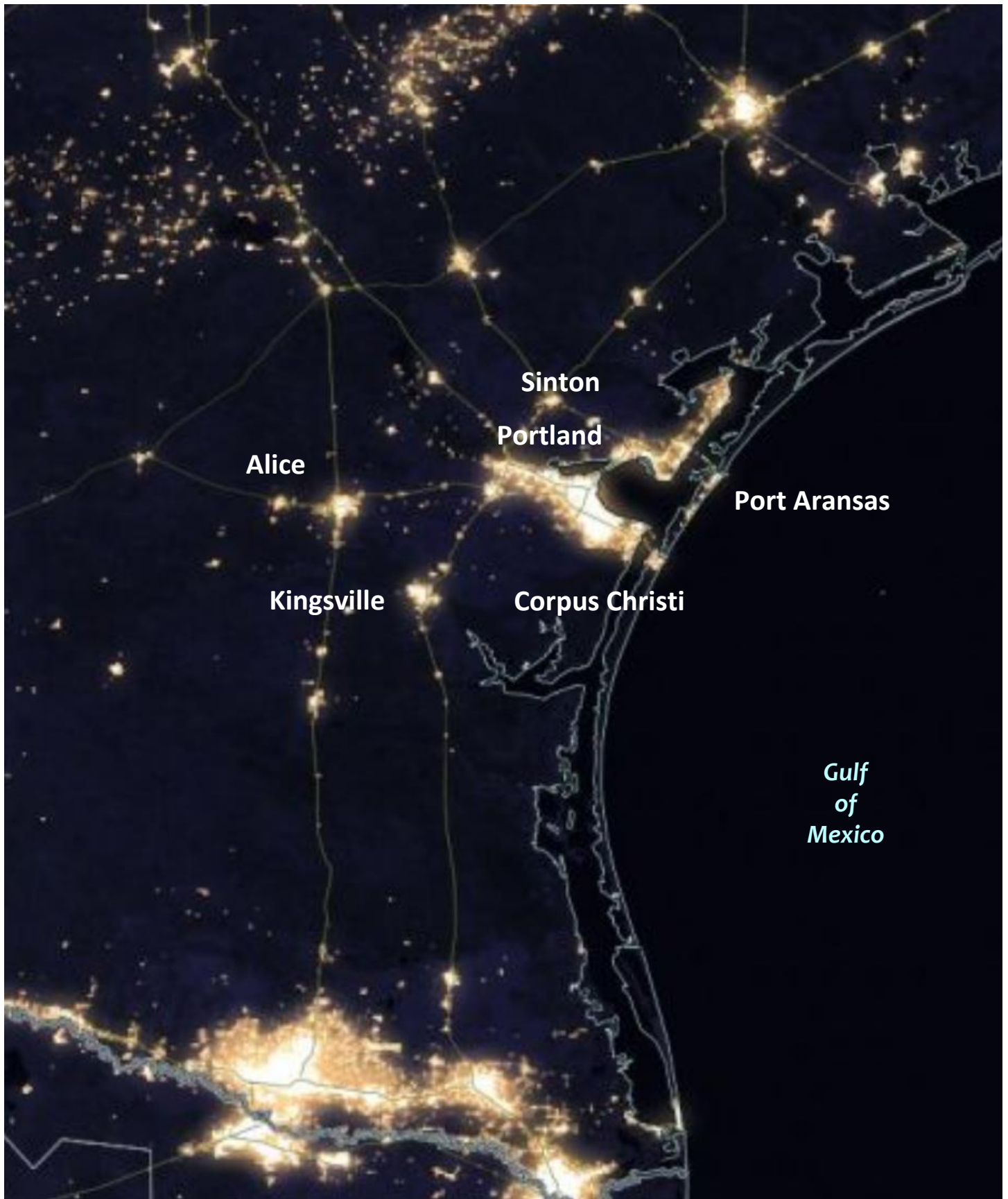
Growth areas between Aransas Pass and Rockport based on Residential Units





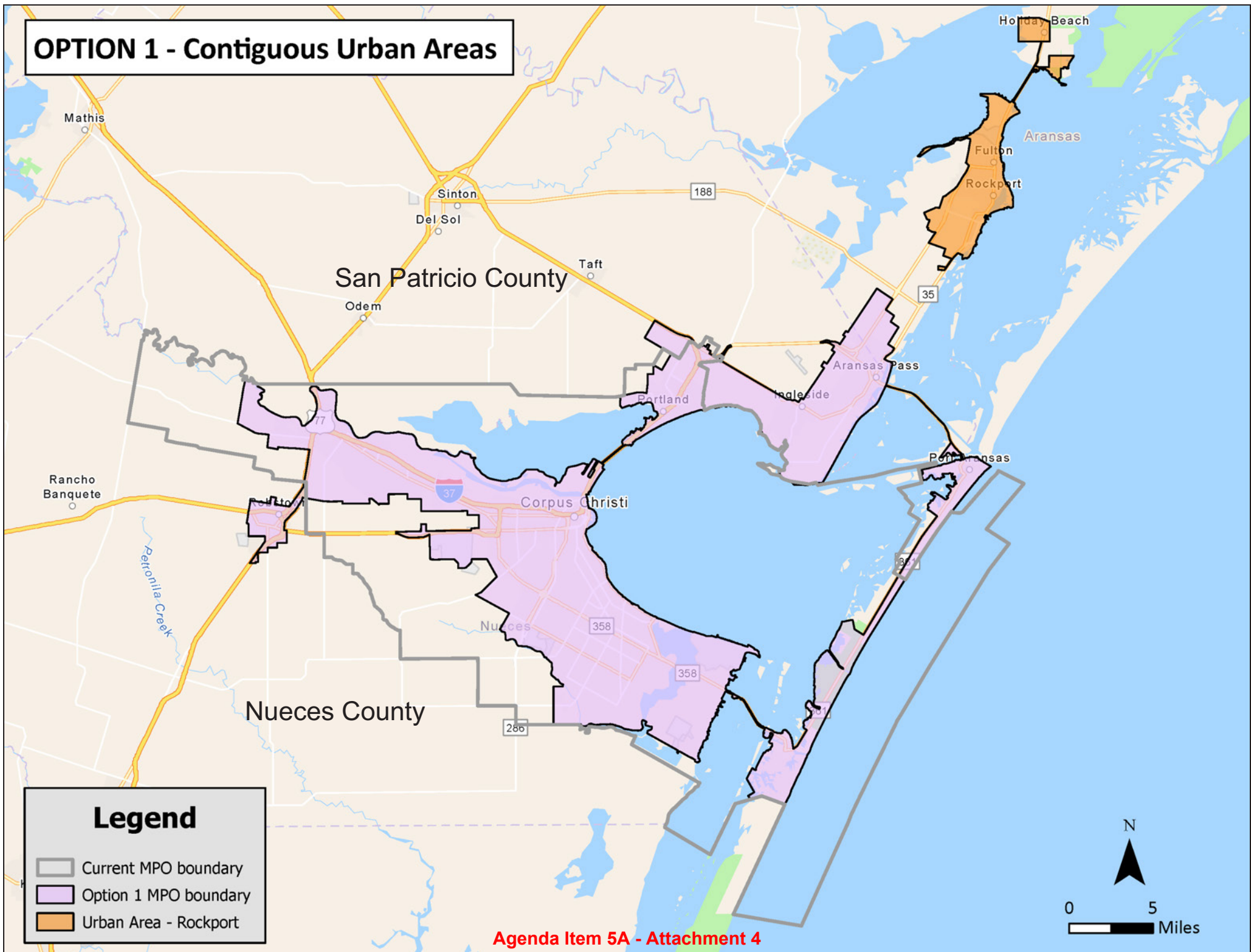
**By The Bay RV
and Lodging**

Affordable homes in an RV Park near City by the Sea

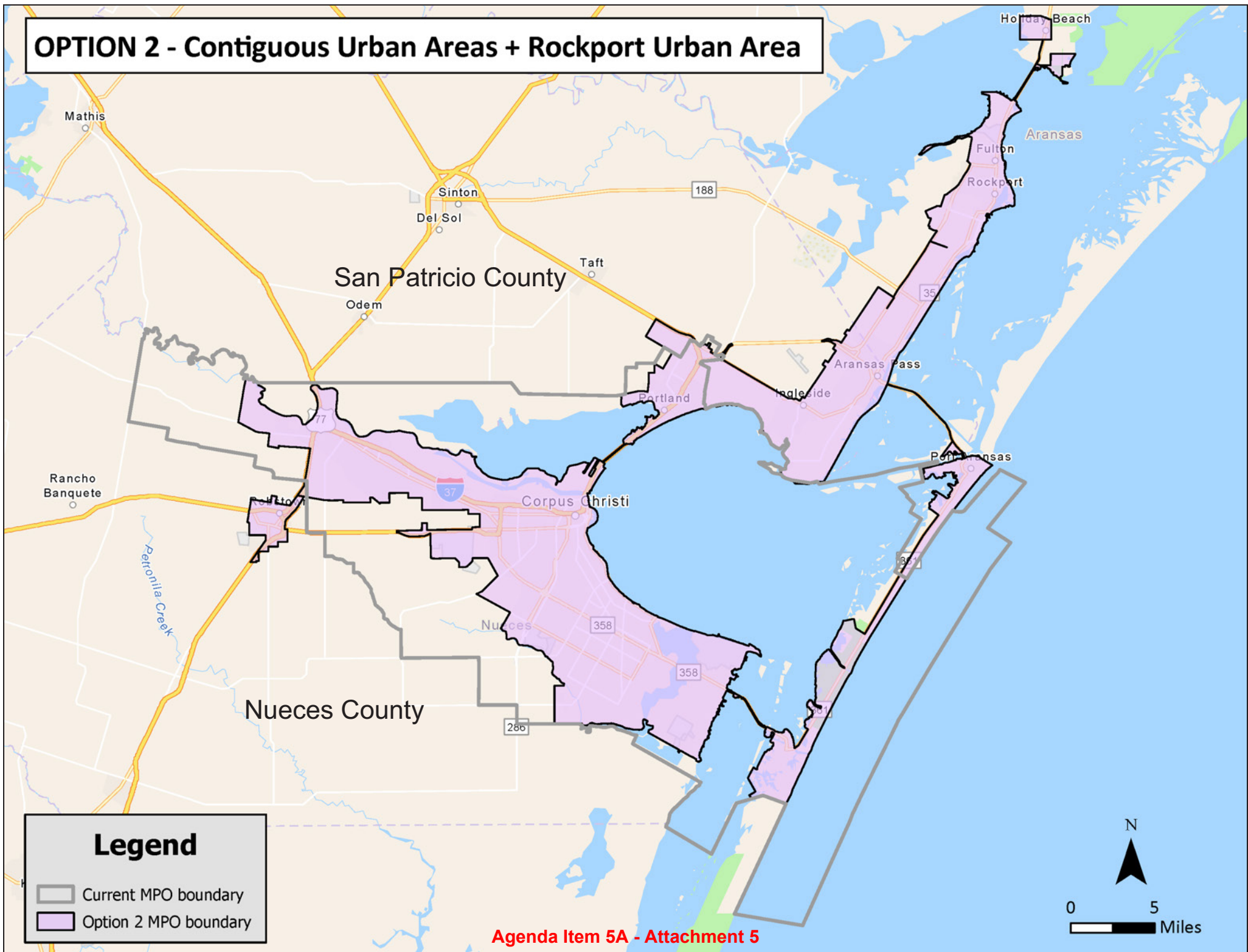


Night Satellite View of Southern Texas Gulf Coast in 2021

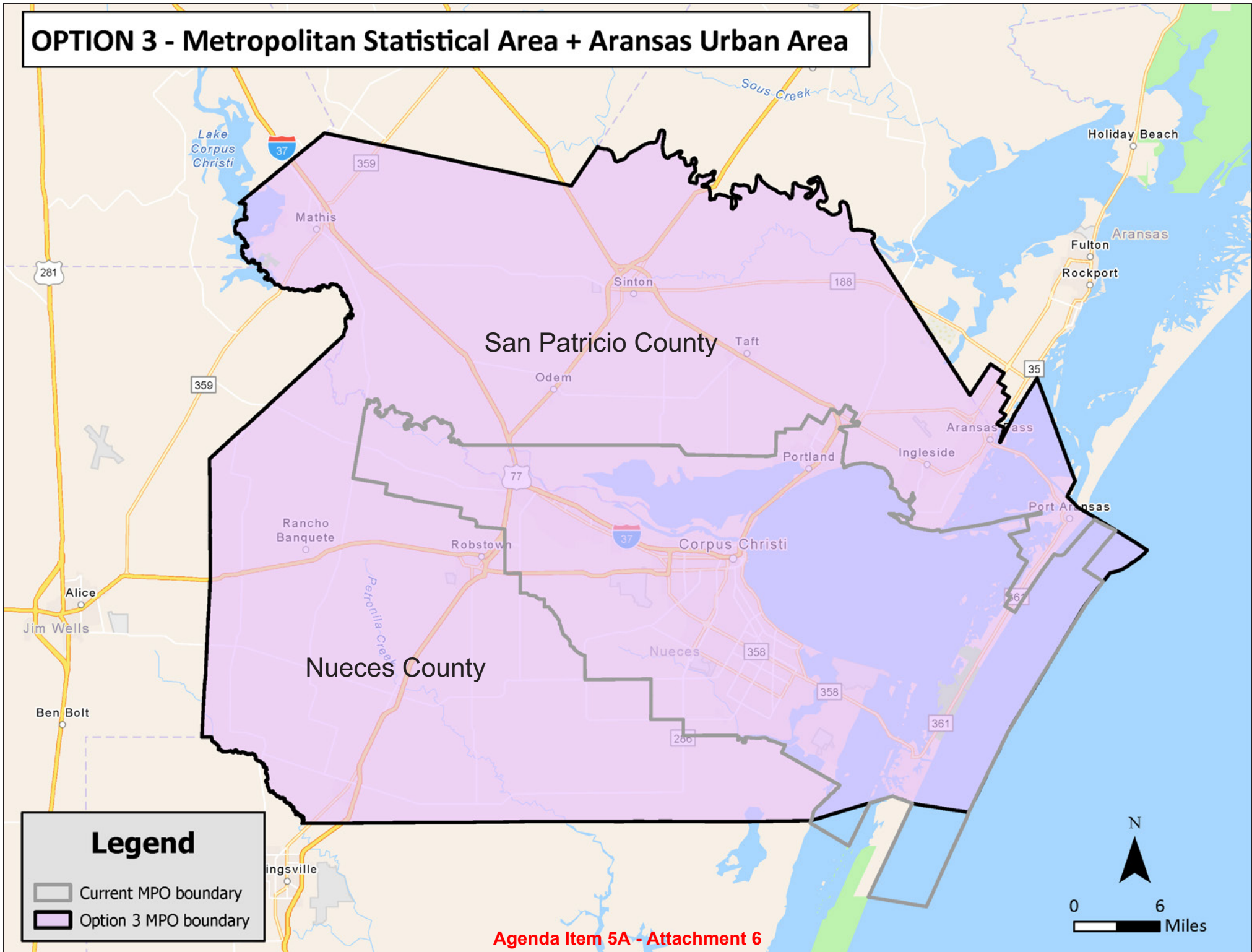
OPTION 1 - Contiguous Urban Areas



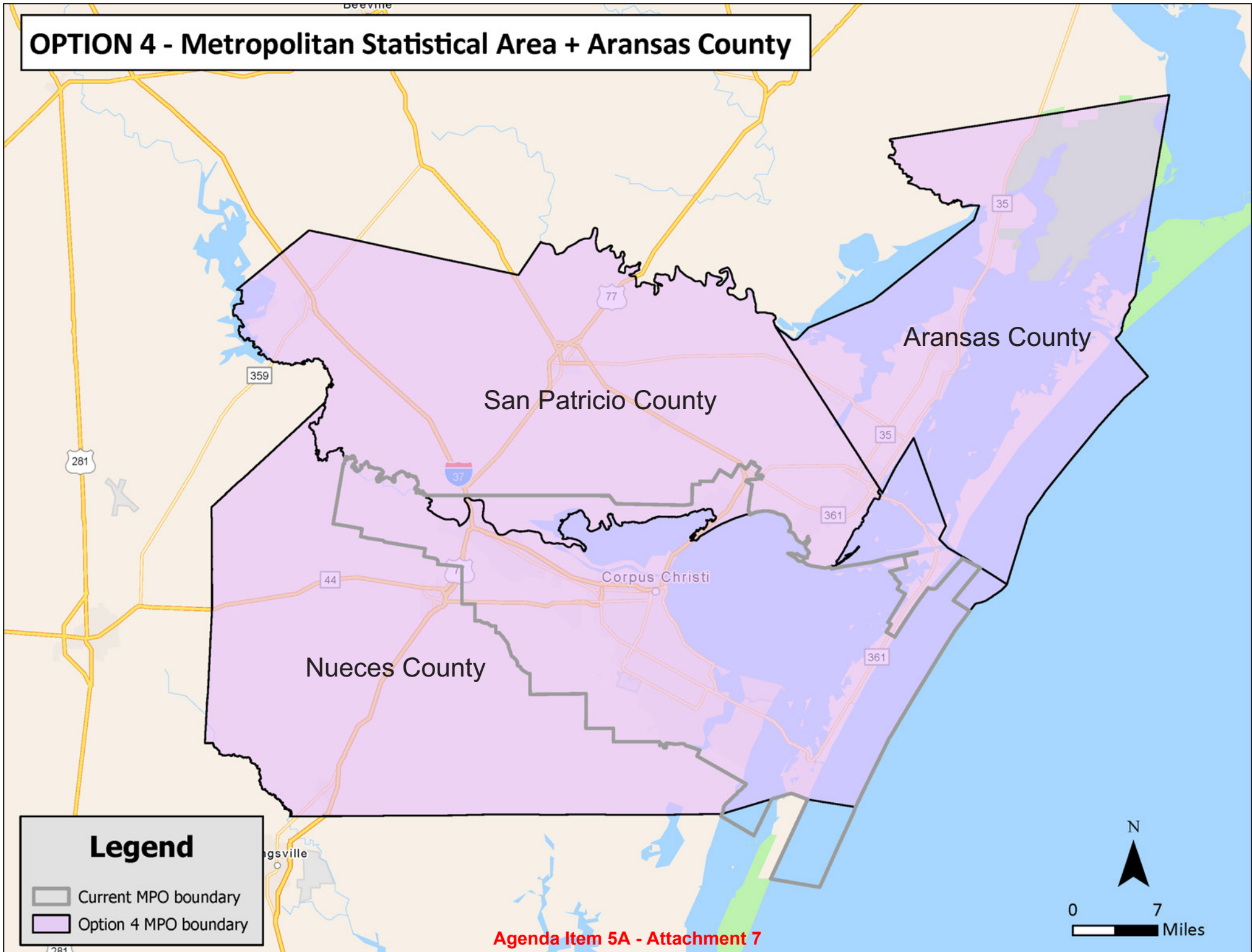
OPTION 2 - Contiguous Urban Areas + Rockport Urban Area



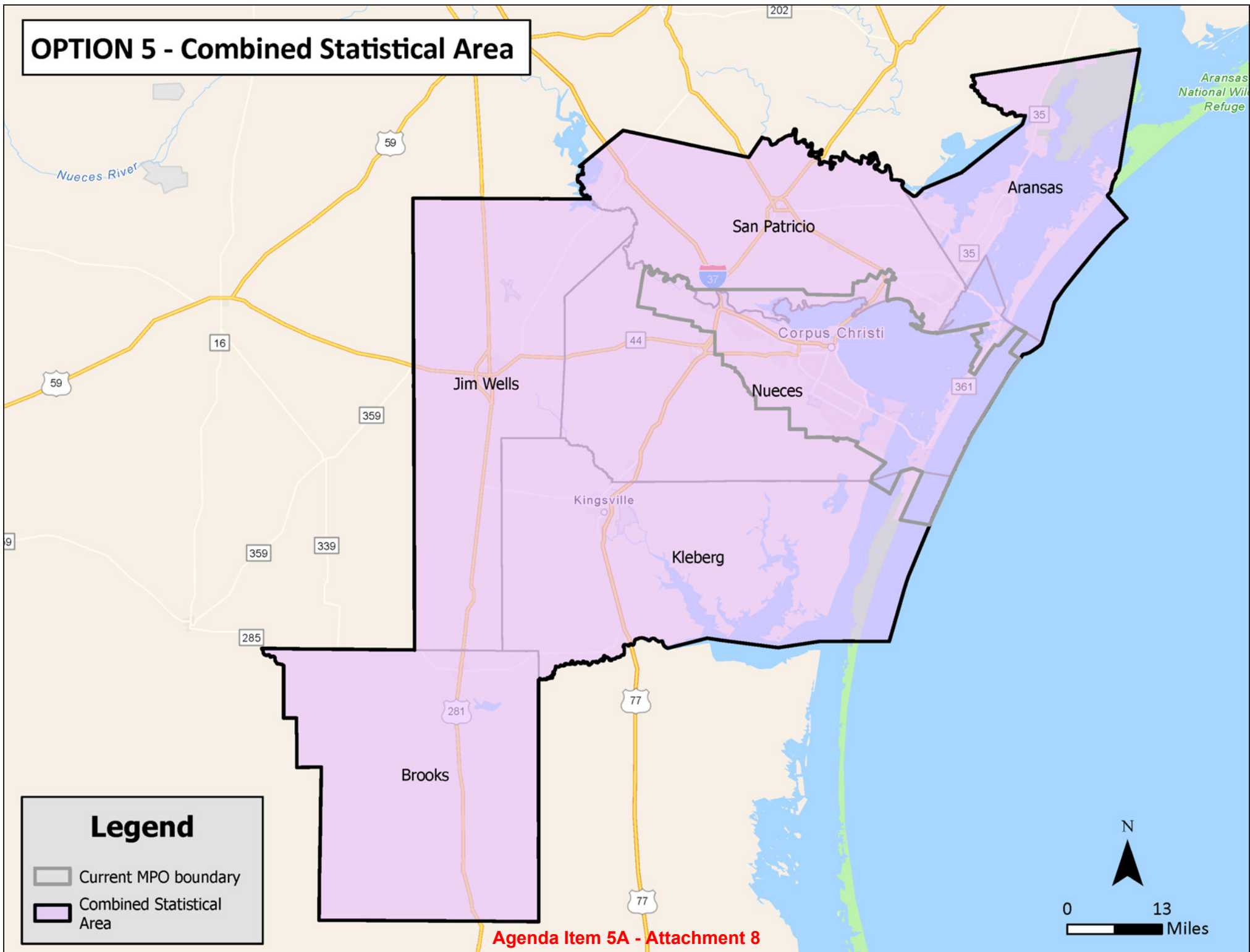
OPTION 3 - Metropolitan Statistical Area + Aransas Urban Area



OPTION 4 - Metropolitan Statistical Area + Aransas County



OPTION 5 - Combined Statistical Area





Date: July 22, 2024
To: Transportation Policy Committee (TPC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5B: Draft 2025 Regional Safety Action Plan (RSAP) Overview
Action: Information Only

Summary

As previously discussed, the Regional Safety Action Plan (RSAP) is the implementing document for regional safety projects. The RSAP meets all requirements described in the Safe Streets For All (SS4A) grant requirements document and will allow entities in the region to pursue federal grant funding for highly beneficial safety projects. The Corpus Christi MPO RSAP uses Texas specific Safety Performance Functions (SPF) that were recently completed by TxDOT and TTI to examine crash trends, identify regional emphasis areas, and identify a Targeted Road (High Injury) Network (TRN) that has an elevated history of severe (fatal and injury) crashes. This network is useful for focusing activities such as: intersection upgrades, shoulder widening, improved roadsides, barrier installation, etc. The current process has identified 31 locations, (20 initial locations, plus an additional 11 locations identified paid for by TxDOT) that are highly susceptible to crash reduction and locations that are appropriate for implementing Proven Safety Countermeasures. Detailed analyses of the corridors in the region, using the TTI Safety Performance Functions (SPF) shows arterials that are highly susceptible to safety enhancing investments.

Recommendation

None. Information Only.

Proposed Motion

None. Information Only.

Attachment:

1. PowerPoint Presentation on RSAP [[WEBLINK](#)] PDF DOCUMENT

2050 Metropolitan Transportation Plan Timeline Meetings and Events



| | | | | We are here | | | | | | | | |
|---------------------------------|---|--|--|--|--|---|--|---|---|---|---|--------------------------|
| FISCAL YEAR 2024 | | | | | | | | FISCAL YEAR 2025 | | | | |
| NAME | JUL TPC Meeting July 17 | | | AUG TPC Meeting August 1 | | | SEPT TPC Meeting September 5 | | | OCT TPC Meeting October 3 | | |
| Transportation Policy Committee | <div></div> Draft 2050 MTP Vision & Goals Approval | | | <div></div> Draft 2045 MTP Amendment 1 Approval | | | <div></div> Draft Regional Safety Action Plan (RSAP) Release for one-month public comment period | | | <div></div> Draft Regional Safety Action Plan (RSAP) - Approval | | |
| | <div></div> Draft FY 2025-2028 TIP Approval | | | <div></div> Draft 2045 MTP Amendment 2 Release for one-month public comment period | | | <div></div> Draft Regional Resiliency Plan Phase 1 - Release for one-month public comment period | | | <div></div> Draft Regional Resiliency Plan Phase 1 - Approval | | |
| | <div></div> Draft 2050 MTP Chapter 1 Approval | | | <div></div> Draft 2050 MTP Objectives Approval | | | <div></div> Draft 2045 MTP Amendment 2 Approval | | | <div></div> Draft Functional Classification Approval | | |
| | <div></div> Draft 2045 MTP Amendment 1 Release one-month public comment period | | | | | | | | | <div></div> Draft MPO Boundary Change Approval | | |
| | | | | | | | | | | <div></div> Draft 2050 MTP Financial Plan Information | | |
| | | | | | | | | | | <div></div> Small Area Forecast Information | | |
| Technical Advisory Committee | TAC Meeting July 18 | | | TAC Meeting August 15 | | | TAC Meeting September 19 | | | TAC Meeting October 17 | | |
| | <div></div> Draft 2045 MTP Amendment 1 Recommend approval | | | <div></div> Draft Regional Safety Action Plan (RSAP) – Recommend release for one-month public comment period | | | <div></div> Draft Regional Safety Action Plan (RSAP) Recommend approval | | | <div></div> Draft Functional Classification Recommend release for one-month public comment period | <div></div> Draft Small Area Forecast Recommend release for one-month public comment period | |
| | <div></div> Draft 2045 MTP Amendment 2 Recommend release for one-month public comment period | | | <div></div> Draft Regional Resiliency Plan Phase 1 – Recommend release for one-public public comment period | | | <div></div> Draft Resiliency Plan Recommend approval | | | <div></div> Draft MPO Boundary Change Recommend release for one-month public comment period | | |
| | <div></div> Draft 2050 MTP Objectives Recommend approval | | | <div></div> Draft 2045 MTP Amendment 2 Recommend approval | | | <div></div> Small Area Forecast Meeting/Workshop | | | <div></div> Draft Congestion Management Process (CMP) - Recommend release for one-month public comment period | | |
| | | | | | | | <div></div> Draft 2050 MTP Financial Plan | | | | | |
| General Public | <div></div> 2050 MTP Public Meetings July 16th and 17th, in Corpus Christi and July 18th, in Portland | | | <div></div> Draft 2045 MTP Amendment 2 Open for one-month public comment period | | | <div></div> 2050 MTP – Public Meetings (TBD) <ul style="list-style-type: none">Draft Regional Safety Action Plan (RSAP)Draft Resiliency PlanDraft Functional Classification UpdateDraft 2050 MTP Financial Plan | | | | | |
| | <div></div> Draft 2045 MTP Amendment 1 Open for one-month public comment period | | | | | | <div></div> Draft Regional Resiliency Plan Phase 1 Open for one-month public comment period | | | | | |
| Agenda Item 5C | | | | | | | | | | | | |
| AFA TASK KEY | <div></div> Task 3: Travel Demand & Corridor Model Development | <div></div> Task 4: Socio-Economic Allocation Model Data Acquisition & Calibration | <div></div> Task 5: Infrastructure Condition Data Aggregation & Analysis Model | <div></div> Task 6: Community Impact Model Development & Implementation | <div></div> Task 7: Economic Analysis Model Development & Implementation | <div></div> Task 8: Transportation Improvement Program (TIP) Update | <div></div> Task 9: Regional Resiliency Improvement Plan Phase I | <div></div> Task 10: CMP/TSMO/ITS Architecture Plan Development | <div></div> Task 11 : Complete Streets, Active Transportation & Micro Mobility Planning | <div></div> Task 12: Crash Analysis & Regional Safety Action Plan | <div></div> 2050 MTP | <div></div> UPWP/TIP |
| | | | | | | | | | | | <div></div> 2045 MTP | <div></div> Focus Groups |

2050 Metropolitan Transportation Plan Timeline Meetings and Events



| FISCAL YEAR 2025 | | | | | | | | | | | | | | |
|---------------------------------------|--|--|--|---|--|--|--|--|---|---|----------------------|----------------------|-------------------------------|--------------------------|
| NAME | NOV TPC Meeting November 7 | | | | DEC TPC Meeting December 5 | | | | JAN TPC Meeting January 9 | | | | FEB TPC Meeting February 6 | |
| Transportation Policy Committee | <div></div> | Draft Functional Classification Release for one-month public comment period | | | <div></div> | Draft Small Area Forecast Release for one-month public comment period | | | <div></div> | Draft Functional Classification Approval | | | <div></div> | Draft 2050 MTP Approval |
| | <div></div> | Draft MPO Boundary Change Release for one-month public comment period | | | <div></div> | Draft MPO Boundary Change Approval | | | | | | | | |
| | <div></div> | Draft Congestion Management Process (CMP) – Release for one-month public comment period | | | <div></div> | Draft Congestion Management Process (CMP) - Approval | | | | | | | | |
| | | | | | <div></div> | Draft Small Area Forecast Approval | | | | | | | | |
| | TAC Meeting November 21 | | | | TAC Meeting December 19 | | | | TAC Meeting January 16 | | | | TAC Meeting February 20 | |
| Technical Advisory Committee | <div></div> | Draft Functional Classification Update - Recommend approval | | | <div></div> | Draft 2050 MTP - Recommend release for one-month public comment period | | | <div></div> | Draft 2050 MTP Recommend approval | | | | |
| | <div></div> | Draft MPO Boundary Change Recommend approval | | | | | | | | | | | | |
| | <div></div> | Draft Congestion Management Process (CMP) - Recommend approval | | | | | | | | | | | | |
| | <div></div> | Draft Small Area Forecast Recommend approval | | | | | | | | | | | | |
| General Public | <div></div> | 2050 MTP – Public Meetings (TBD) <ul style="list-style-type: none">Draft Regional Safety Action Plan (RSAP)Draft Regional Resiliency Plan Phase 1Draft 2050 MTP Financial Plan | | | | | | | <div></div> | 2050 MTP - Public Meetings (TBD) | | | | |
| | <div></div> | Draft Functional Classification and Draft MPO Boundary Change - Open for one-month public comment period | | | | | | | | | | | | |
| | <div></div> | Draft Congestion Management Process (CMP) – Open for one-month public comment period | | | <div></div> | Draft Small Area Forecast Open for one-month public comment period | | | | | | | | |
| | | | | | | | | | | | | | Agenda Item 5C | |
| AFA TASK KEY | <div></div> Task 3: Travel Demand & Corridor Model Development | <div></div> Task 4: Socio-Economic Allocation Model Data Acquisition & Calibration | <div></div> Task 5: Infrastructure Condition Data Aggregation & Analysis Model | <div></div> Task 6: Community Impact Model Development & Implementation | <div></div> Task 7: Economic Analysis Model Development & Implementation | <div></div> Task 8: Transportation Improvement Program (TIP) Update | <div></div> Task 9: Regional Resiliency Improvement Plan Phase I | <div></div> Task 10: CMP/TSMO/ ITS Architecture Plan Development | <div></div> Task 11 : Complete Streets, Active Transportation & Micro Mobility Planning | <div></div> Task 12: Crash Analysis & Regional Safety Action Plan | <div></div> 2050 MTP | <div></div> 2045 MTP | <div></div> UPWP/TIP | <div></div> Focus Groups |