

TRANSPORTATION POLICY COMMITTEE (TPC) REGULAR MEETING AGENDA

THURSDAY, NOVEMBER 7, 2024 2:00 P.M. TPC REGULAR MEETING

Venue: Corpus Christi City Hall Council Chambers, 1201 Leopard Street, Corpus Christi, TX 78401 NOTE CHANGE

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

2. NON-AGENDA ITEMS PUBLIC COMMENTS:

Opportunity for public suggestions and comments for any items <u>not</u> 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 one hour before the meeting starts. We ask that remarks be limited to three minutes.

- 3. APPROVAL OF THE TPC OCTOBER 3, 2024 REGULAR MEETING MINUTES 🔀
- 4. DISCUSSION AND POSSIBLE ACTION ITEMS
 - A. DRAFT Active Transportation, Complete Streets and Micro-mobility Plan Action: Review, Discuss, Receive Public Comments and Possible Action
 - B. Revised 2050 MTP Small Area Forecast Population and Employment Control Totals Action: Review, Discuss, Receive Public Comment and Possible Action
- 5. INFORMATION ITEMS
 - A. Corpus Christi MPO Planning Area Boundary Status and Bylaws Update 🔀
 - B. Regional Focus Groups Update
 - C. 2050 MTP DRAFT Financial Plan Overview
 - D. 2050 MTP DRAFT Fiscally Constrained Project Lists
- 6. TPC MEMBER STATEMENTS ON LOCAL AGENCY ACTIVITIES OR ITEMS OF INTEREST
- 7. UPCOMING MEETINGS/EVENTS

A. Small Area Forecast Task Force:

 B. Technical Advisory Committee:
 C. Transportation Policy Committee:

 Regular Meeting Morkshop November 21, 2024
 December 5, 2024

8. ADJOURN

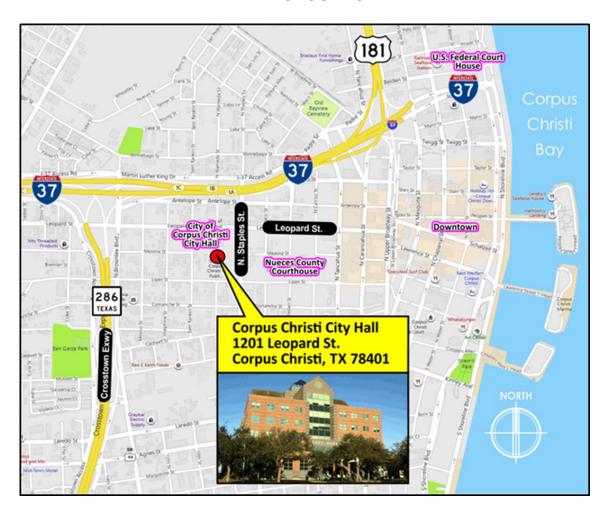
Indicates attachment(s) for the agenda item.

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

October 3, 2024

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

Judge David Krebs called the meeting to order at 2:02 p.m.

TPC Members Present:

Judge David Krebs, San Patricio County, Chairperson

Mayor Cathy Skurow, City of Portland

Mr. David Engel, Port of Corpus Christi

Mayor Paulette Guajardo, City of Corpus Christi

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

Ms. Emily Martinez, Coastal Bend Council of Governments

Ms. Alexandra Fielder, Nueces County Attorney's Office

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 SEPTEMBER 5, 2024 REGULAR MEETING MINUTES

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

Mayor Skurow seconded; the motion passed unanimously.

4. DISCUSSION AND POSSIBLE ACTION ITEMS

A. Corpus Christi MPO Planning Area Boundary Update

Mr. Casper presented the item.

The Metropolitan Planning Area is adjusted based on contiguous urban areas plus the contiguous areas that are forecast to become urban density within the timeframe of the MTP (Year 2050). Five options were discussed previously. Option 5, the full Combined Statistical Area covering six counties was not well-received, and the consensus is that it no longer needs to be considered. The MPO staff and TAC discussed the options at the September 19th TAC meeting and jointly recommend using the MPO boundary identified in Option 1 with possible future modifications to accommodate the allocation of households and jobs to 2050 as part of the Small Area Forecast processes.

Discussion:

Mayor Skurow raised a question regarding how entities decide to participate in the MPO and what the process entails if they initially decline to join. She additionally asked how entities could later opt to participate and what procedures would be in place for that.

Mr. Casper responded that if the TPC approves the proposed Option 1, the MPO would initiate contact with the entities to explain what the MPO does, the implications for them, and both the positive and negative impacts of participation. He stated that the MPO would also need to adjust its Bylaws to accommodate new members.

Mayor Skurow expressed concern that if entities choose not to join now, they may miss important opportunities that could disrupt years of planning.

Mr. Walsh provided an example, noting that Robstown, which is not currently part of the MPO boundary, would have access only to specific funding, such as CAT 4 Rural Connectivity dollars. He explained that

once an entity joins the MPO, they would not be able to access those rural funds anymore, which might be a critical consideration for their decision.

Mayor Skurow highlighted the importance of understanding the consequences of joining or not joining the MPO, particularly regarding the potential loss of funding.

Mr. MacDonald emphasized the risk of losing access to rural funding, which could be a key factor for local entities considering joining the MPO. As an example, he stated that TxDOT is planning to create a major interstate around Sinton, and if the MPO's boundaries extend to that area, the funding for the project would need to come from the MPO funding, which currently lacks sufficient funds for a project of that magnitude. He also noted that in their discussions with potential members, it is crucial to clarify the implications of joining the MPO, helping them understand the organization's purpose and the financial responsibilities involved to ensure they can make informed decisions.

Mayor Skurow asserted that the decision to participate should not be taken lightly, as it has implications for future planning and funding opportunities.

Mr. Walsh remarked that entities might be hesitant to join the MPO due to concerns over losing access to specific funding sources, which could affect their decision-making process. He indicated that the MPO would need to provide clear information about funding sources and the benefits of participation.

Mr. MacDonald acknowledged that previous discussions had centered around the risks of losing access to crucial funding, such as federal dollars, if entities do not join.

Mr. Casper mentioned that while specific processes exist, there is room for flexibility in mid-cycle adjustments, but they are not typical.

Mayor Skurow restated that a clear understanding of the participation process and the associated implications would help entities make informed choices about joining the MPO.

Motion:

Mayor Guajardo made the motion to approve Option 1 MPO Boundary in Attachment 1 as the working DRAFT Corpus Christi MPO Boundary for use in the 2050 MTP process and application for MPO Boundary Change and Redesignation through TxDOT to the Governor.

Mr. Walsh seconded; the motion passed unanimously.

B. DRAFT Regional Safety Action Plan (RSAP)

Mr. MacDonald introduced the item.

Mr. MacDonald explained that the Regional Safety Action Plan (RSAP) is based on a detailed analysis of safety data, containing more than 800 pages and identifying 32 key locations for proposed safety improvements. He mentioned the RSAP aims to reduce serious injuries and fatalities by focusing on these priority areas and that it aligns with broader safety goals like TxDOT's "Road to Zero" and the City of Corpus Christi's Vision Zero program, which seek to eliminate traffic deaths in the region by 2050. Mr. MacDonald introduced Chris Caron, the lead consultant from Halff Associates, to provide further details on the RSAP.

Mr. Caron introduced his colleague, Emily Barker, who authored the RSAP. He explained that the goal of the RSAP is to enhance roadway safety in alignment with the federal Safe Streets and Roads for All (SS4A) grant program. This plan aims to reduce traffic fatalities and serious injuries by 50% by 2035, and zero fatalities by 2050. Mr. Caron noted that the planning process involved collaboration with various stakeholders, including the MPO's regional traffic safety task force, and online surveys. The crash analysis examined data from 2014 to 2021 to identify trends in crashes and emphasizes key focus areas like impaired driving and post-crash care. He highlighted the 153-mile High Injury Network in the MPO study area with disproportionate severe crashes. This delineation helped determine where safety improvements are most likely to be effective. Mr. Caron stated that they were able to identify 32 high-

priority locations for safety enhancements, each detailed in the report with information on safety issues and potential improvements.

Discussion:

Mr. Walsh inquired when the next update was for the RSAP.

Mr. Casper explained that updates should ideally occur every two years, aligning with updates to the Transportation Improvement Program (TIP) and the Metropolitan Transportation Plan (MTP) and that they plan to use the most recent data for the 2050 MTP, including data from years 2022-2023, to refine the analysis.

Mr. Walsh raised concerns about suggesting variable speed limits that can't be implemented yet, as the necessary devices have not been approved, even though recent legislation supports them.

Mr. MacDonald acknowledged that while variable speed limits are not yet fully implemented, there are other proven countermeasures like enforcement and design changes that could still address safety issues on SPID. He emphasized that the RSAP offers a range of possible improvements for locations.

Mr. Engel asked what happens after the RSAP's approval, specifically regarding funding.

Mr. MacDonald responded that having an approved RSAP is a prerequisite for accessing federal funds like the SS4A grants. He explained that once the RSAP is approved, the list of prioritized projects is shared with TxDOT and local governments, who then decide which projects to fund and implement, using a combination of federal, state, and local funding sources.

Mr. Casper noted that upcoming funding opportunities include TxDOT's Category 5 funds and the Highway Safety Improvement Program, which could support the RSAP's goals.

Mayor Skurow stated the importance of data collection, especially as vehicle automation and AI become more common, suggesting that tracking data on crash-avoidance technology could support safety initiatives.

Mr. Casper added that TxDOT is working on updating crash records to include such information, which would also require local law enforcement participation in reporting crash data involving new vehicle technologies.

Mayor Skurow emphasized that while the impact of certain safety measures may be difficult to quantify, she believes it would make a difference.

Motion:

Mr. Engel made a motion to approve the DRAFT Regional Safety Action Plan (RSAP).

Mayor Skurow seconded; the motion passed unanimously.

C. TPC Meeting Location Change Proposal

Mayor Guajardo presented the item.

Mayor Guajardo expressed gratitude to the RTA for providing a temporary space while City Hall's Council Chambers were being renovated. She highlighted that the newly renovated chambers at City Hall are now ready and extended an invitation to return to their original location for meetings. Mayor Guajardo emphasized that, while the RTA has been accommodating, City Hall offers better accessibility and parking for public meetings, which she believes will benefit attendees.

Discussion:

Mayor Skurow stated that she is neutral on the decision, mentioning that traveling to the current building is not an issue for her unless there is strong opposition from any other TPC members to move back to City Hall.

Motion 1:

Mayor Guajardo made the motion to untable the item.

Mayor Skurow seconded; the motion passed unanimously.

Motion 2:

Mayor Guajardo made the motion to change the TPC Meeting Location Change back to Corpus Christi City

Mr. Engel seconded; the motion passed unanimously.

5. INFORMATION ITEMS

A. DRAFT Active Transportation, Complete Streets and Micro-mobility Plan

Mr. Kevin St. Jacques from Freese and Nichols, presented the item.

The Corpus Christi MPO is providing the preliminary draft of the Active Transportation, Complete Streets, and Micro-mobility Plan (Active Transportation Plan) to the TPC for review and feedback. The TPC will later be asked to release the draft Active Transportation Plan for a one-month public comment period during the November meeting, with final approval anticipated in December.

Discussion:

Mr. MacDonald provided some background on the current process. He referenced the memo shared with the TPC, which included numerous links. He mentioned that this work has been ongoing for nearly two years in collaboration with the consultant team. Mr. MacDonald stated that the draft materials are currently for review only, with no immediate request for approval. He emphasized that the TPC has been provided with 60 days to review the chapters, appendices, and the overview presentation before being asked to approve the Active Transportation Plan in December. In November, the TPC will be asked to release the document for a one-month public comment period. These 60-day and one-month review periods allow for thorough consideration before the final approval. He noted that the draft lays the groundwork for the future of active transportation in the Corpus Christi MPO Region, with feedback from stakeholders, the public, and technical staff to be incorporated into the final document.

B. Regional Focus Groups Update

Mr. MacDonald presented the item.

Mr. MacDonald provided an overview of the efforts to gather public opinion on transportation, highlighting the challenges many MPOs and governments face in receiving input from residents. To address this, the MPO hired a consulting firm, ETC Institute from Kansas City, to conduct focus groups with a demographically representative sample of the community, based on the latest U.S. Census data. The firm facilitated 10 focus group sessions (8 virtual, 2 in-person) each involving 8 to 10 participants, and gathered insights on various transportation topics. No MPO staff was present, ensuring unbiased input.

Mr. MacDonald explained that the focus group discussions covered key issues like safety, bike and pedestrian infrastructure, autonomous vehicles, and transit services, among others. A notable finding he highlighted was a strong public skepticism towards self-driving vehicles, as well as concerns about how transportation funds are currently being spent. He stated that many participants expressed hesitancy to support additional transportation funding without a clearer understanding of how existing funds are managed. He also noted the request for enhanced transit services, including 24-hour operations, and a focus on infrastructure maintenance, such as addressing potholes, improving road markings, and adding street lighting, especially near parks and trails.

Mr. MacDonald stated that the MPO plans to further engage with the consultant for a deeper analysis and intends to share the final report with the TPC once it is complete. He mentioned that the MPO will integrate these insights into planning efforts.

Discussion:

Mayor Skurow highlighted that Portland conducts a survey every two years, covering topics like sidewalks, lighting, and safety. She suggested that if the MPO has specific questions to include, they should coordinate with local governments during survey efforts to ensure alignment and address any deeper questions.

Mr. Casper added that a key observation from the focus groups was concern over aggressive driver behavior, such as speeding and running red lights, which were the most frequently mentioned issues.

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

Mr. Walsh noted that there was a public scoping meeting scheduled for that afternoon, beginning at 3:00 PM, regarding the proposed Regional Parkway Project. He mentioned that the scoping meeting would take place at Mansion Royale and invited anyone interested to attend.

7. UPCOMING MEETINGS/EVENTS

A. 2050 MTP Public Meetings:

October 1 and 2, 2024

Discussion:

Mr. MacDonald reported that the MPO recently invited the public to discuss transportation issues related to the 2050 MTP in the Bayside Area and the Island. Although turnout was modest, attendees participated in an exercise to allocate a hypothetical billion dollars in funding across categories like potholes and transit, helping the MPO gauge public funding priorities.

Mayor Skurow raised concerns about balancing public needs versus wants in funding requests, suggesting it would be beneficial to understand the reasoning behind these requests.

Mr. MacDonald acknowledged this, explaining that while the allocation exercise gauges priorities, future public meetings would provide context on traffic safety analyses and the importance of enforcement, engineering, and education. He highlighted the MPO's commitment to engaging the community through workshop-style meetings and online surveys, ensuring that a broad range of opinions are captured for future planning efforts.

B. TxDOT Regional Parkway/North Padre Island Project Public Meeting: October 3, 2024
C. Small Area Forecast Task Force: October 16, 2024

Discussion:

Mr. MacDonald explained that the proposed boundary change will be guided by adjustments based on expected growth areas identified in the small area forecast. He stated that this forecast predicts population and employment trends that should inform the TPC on the eventually approved MPO boundary. For now, some areas of growth currently lie outside the current MPO Boundary. He also mentioned that the plan will be presented to the SAF Task Force and the TAC before returning for final approval.

D. Technical Advisory Committee: Regular Meeting/Workshop October 17, 2024
 E. Transportation Policy Committee: Regular Meeting November 7, 2024

8. ADJOURN

The meeting was adjourned at 2:59 p.m.



Date: October 31, 2024

To: Transportation Policy Committee (TPC)

From: Craig Casper, Senior Transportation Planner

Through: Robert MacDonald, Transportation Planning Director

Subject: <u>Item 4A</u>: DRAFT Active Transportation, Complete Streets and Micro-mobility Plan

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

Summary

The TAC, Active Transportation Stakeholders Group and MPO Staff recommend that the TPC release the DRAFT Active Transportation, Complete Streets and Micro-mobility Plan for a one-month public comment period. The proposed approval date is during the TPC's December 5th Regular Meeting. We provided these documents to the TAC and the Active Transportation Plan Stakeholders Group for their review and comments during their Workshop on September 19th. Comments from the TAC and Active Transportation Stakeholders Group meeting are being addressed. The TAC and Active Transportation Stakeholders Group (see Attachment 1) made their recommendation on releasing the DRAFT Active Transportation Plan for public comment in October. Among the comments was reorganizing the document, which led to the number of chapters being reduced from 8 to 5, as shown below.

DRAFT Active Transportation, Complete Streets, and Micro-mobility Plan

Chapters

- Chapter 1: Introduction
- Chapter 2: Existing Conditions and Plans
- Chapter 3: Issues, Needs and Opportunities
- Chapter 4: Active Transportation Network
- Chapter 5: Recommendations and Implementation

Appendices

- Appendix A: Best Practices
- Appendix B: Complete Street Design Manual
- Appendix C: Micro-mobility Plan and Ordinance
- Appendix D: Public and Stakeholder Engagement
- Appendix E: Ennis Joslin Road Multimodal Street Concept
- Appendix F: Ongoing and Planned Projects
- Appendix G: Funding Opportunities

Recommendation

The TAC, Active Transportation Stakeholders Group and Corpus Christi MPO staff recommend the TPC release the Active Transportation, Complete Streets, and Micro-mobility Plan for a one-month public comment period.

Proposed Motion

Move to release the DRAFT Active Transportation, Complete Streets, and Micro-mobility Plan for a one-month public comment period.

Background

Active Transportation is human-powered mobility, such as biking, walking, or rolling. Active transportation directly replaces motor vehicle miles traveled, so these modes are effective at conserving fuel, reducing vehicle emissions, bridging the first- and last-mile gap, and improving individual and public health. Bicycles, electric bikes, wheelchairs, scooters, and even walking are all considered active transportation. During safety planning these users are considered Vulnerable Road Users.

Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders. The concept of Complete Streets encompasses many approaches to planning, designing, and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient.

Micro-mobility has rapidly proliferated in cities nationwide, proving to be a popular transportation option for many users. In response to the increasing demand for walking and bicycling facilities in cities and towns across the country, many jurisdictions are exploring micromobility as an alternative mode for short trips and active transportation.

Attachments:

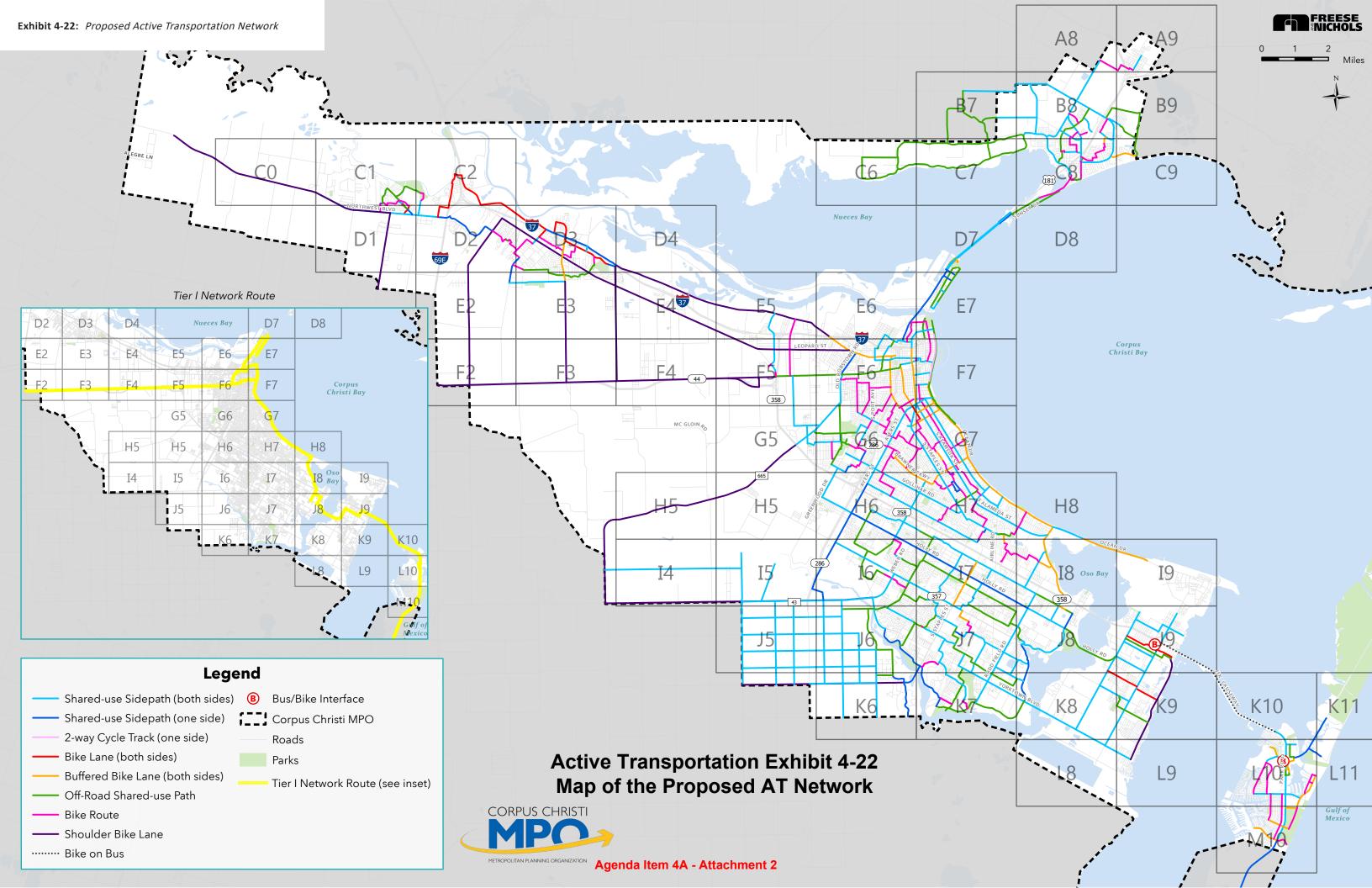
- 1. Active Transportation Plan Stakeholders Group Roster
- 2. Active Transportation Plan Exhibit 4-22 Map of the Proposed AT Network

ACTIVE TRANSPORTATION PLAN STAKEHOLDERS GROUP ROSTER

ENTITY	NAME	TITLE	E-MAIL ADDRESS
City of Portland	Brian DeLatte	Deputy City Manager	brian.delatte@portlandtx.gov
Corpus Christi Regional Transportation Authority	Liann Alfaro	Director of Planning	lalfaro@ccrta.org
City of Corpus Christi Planning Department	Dan McGinn	Director	DanielMc@cctexas.com
Nueces County Public Works	Juan Pimentel	Director/County Engineer	juan.pimentel@nuecesco.com
Port of Corpus Christi	Jeff Pollack	Chief Strategy & Sustainability Officer	jpollack@pocca.com
San Patricio County	Tom Yardley	Commissioner Precinct 2	tyardley@sanpatriciocountytx.gov
Texas Department of Transportation Corpus Christi	Paula Sales-Evans	Director of Transportation Planning & Dev.	paula.salesevans@txdot.gov
Texas Department of Transportation Corpus Christi	Amanda Longoria	Transportation Planner	amanda.longoria@txdot.gov
Coastal Bend Council of Government	Mary Afuso	Director of Economic Development	mary@coastalbendcog.org
City of Corpus Christi Public Works	Ernest De La Garza	Director	Ernestod2@cctexas.com
City of Corpus Christi Public Works	Renee Couture	Interim Assistant Director	ReneeC@cctexas.com
City of Corpus Christi Health Department	Dr. Srikanth Ramachandruni	Local Health Authority	drram@cctexas.com
City of CC - Nueces County Health District	Dr. Fauzia Khan	Director of Public Health	
CCRTA	Melanie Gomez	Eligibility Program Administrator	mgomez@ccrta.org
Committee for Persons with Disabilities	Susan Depoliti Tower MD	Physical Medicine and Rehabilitation	
Committee for Persons with Disabilities	Dr. Jennifer Scott	CEO Choice Living Community	Admin@choiceliving.org
City of Corpus Christi Planning Department	Keren Costanzo	Economic Development Manager	kerenc@cctexas.com
City of Corpus Christi Planning Department	Annika G. Yankee	Planning Manager	AnnikaG@cctexas.com
City of Corpus Christi Engineering Department	Jennifer Buxton	Assistant Director Grant Monitoring Division	jenniferb9@cctexas.com
City of Corpus Christi Engineering Department	Mai-Theresa Bernal	Major Projects Engineer, Engineering Services	MaiB@cctexas.com
City of Corpus Christi Development Services	Al Raymond	Director of Development Services	AlRaymond@cctexas.com
City of Corpus Christi Neighborhood Services	Constance Sanchez	Chief Financial Officer	constancep@cctexas.com
City of Corpus Christi Parks & Recreations	Kevin Johnson	Assistant Director	KevinJ2@cctexas.com
City of Corpus Christi Parks & Rec Advisory Committee	Dr. Alissa Mejia	Chair	alissain@gmail.com
City of Corpus Christi Parks & Rec Advisory Committee	Thomas Cronnon	Pedestrian and Bike Connectivity Committee	tcronnon@mtt-wingsoftexas.org
AARP Texas State Police Force	Ismael Herrera		iherrera@aarp.org
AARP Texas State Police Force	Risa Rodriguez	Director of Community Strategy	Lrodriguez@aarp.org
City of Corpus Christi ADA Coordinator	Leon Bazar	Director/ADA Coordinator	
City of Portland Public Works	Dr. Kenneth Banks	Director	kenneth.banks@portlandtx.gov
City of Portland Parks & Recreations	Kristin Connor	Director	kristin.connor@portlandtx.gov
Nueces County Emergency Management		Emergency Management Director	
Nueces County ADA Coordinator	Timothy Everest	Nueces County ADA Coordinator	timothy.everest2@nuecesco.com
San Patricio County Engineer	John Hernandez	County Engineer	jhernandez@sanpatriciocountytx.gov

ACTIVE TRANSPORTATION PLAN STAKEHOLDERS GROUP ROSTER

ENTITY	NAME	TITLE	E-MAIL ADDRESS
San Patricio County Emergency Management	Sara Williams	Emergency Management Coordinator	sara.williams@sanpatriciocountytx.gov
San Patricio County ADA Coordinator	Sylvia Marquez	ADA Coordinator	smarquez@sanpatriciocountytx.gov
Texas Department of Public Health Region 11			
City of Gregory Public Works	Abel Sanchez		public.works@gregorytx.com
I Bike CC	Shirin Delsooz		shirin.delsooz@gmail.com
Coastal Bend Center for Independent Living	Marisa Telge-Masur	Executive Director	
Corpus Christi Convention & Visitors Bureau	Brett Oetting	President & CEO	
CCISD Police Representatives	Lance Howard	Sergeant	Lance.Howard@ccisd.us
Gregory-Portland ISD Safety & Student Service	Michael Thieme	Executive Director	mthieme@g-pisd.org
Flour Bluff ISD Police	Eric Gonzalez	Chief	safety@flourbluffschools.net
London ISD Police	Ron Lawver	Director of Operations	rlawver@londonisd.net
West Oso ISD Police	Lindie Hagdorn Yearly	Parent, Family & Engagement Coordinator	lindie.hagdorn@westosoisd.net
Tuloso-Midway ISD Police	Patrick Hernandez	Assistant Superintendent for District Oper	phernandez@tmisd.us
Corpus Christi ISD	John Dibala	Construction Project Manager	john.dibala@ccisd.us
Flour Bluff ISD	Kristen Bily	Executive Director of Communications	kbily@flourbluffschools.net
London ISD	Ron Lawver	Director of Operations	rlawver@londonisd.net
West Oso ISD	Diane Jackson	Secretary to the Superintendent	diane.jackson@westoso.isd
West Oso ISD	Kimberly Moore	Interim Superintendent	kimberly.moore@westosoisd.net
Tuloso-Midway ISD	Steve VanMatre	Superintendent of Schools	svanmatre@tmisd.us
Gregory-Portland ISD	Crystal Matern	Chief Communications & Engagement Offi	cmatern@g-pisd.org
Corpus YMCA	Gwen Ruppert	Interim CEO	GRuppert@ymca-cc.org
TAMU-CC SGA	Gabriela Bidwell	Communications Specialist for SGA	gabriela.bidwell@tamucc.edu
DMC Student Leadership & Campus Life	Beverly A. Cage	Director	bacage@delmar.edu
Lime E-scooter			support@li.me
Team Life Cyclers	Lee Pradia		Teamlifecyclers@gmail.com
Corpus Christi Cycling Club			ngarnett@stx.rr.com
South Texas Area Runners Riders and Swimmers			
Corpus Christi Roadrunners	Doug McBee	President	dougmcbee@mygrande.net
Corpus Christi Roadrunners	Paul Nicolaides	Equipment/Safety	ptnicolaides@ccisd.us
Texas Department of Public Safety	Capt. Richard Sherrer	Public Safety	Richard.Sherrer@dps.texas.gov
Texas Department of Public Safety	Lt. Richard Martinez	Public Safety	Richard.Martinez@dps.texas.gov
Texas Department of Public Safety	Lt. Raul Ochoa	Public Safety	Raul.Ochoa@dps.texas.gov





METROPOLITAN PLANNING ORGANIZATION

Date: October 31, 2024

To: Transportation Policy Committee (TPC)

From: Craig Casper, Senior Transportation Planner

Through: Robert MacDonald, Transportation Planning Director

Subject: <u>Item 4B</u>: Revised 2050 MTP Small Area Forecast Population and Employment

Control Totals

Action: Review, Discuss and Possible Action

Summary

The Corpus Christi MPO staff, Technical Advisory Committee, and Small Area Forecast Task Force recommend updating the Control Totals for population in Aransas County and Jobs in all three counties in the Study Area. The adopted population forecasts (Attachment 1) were developed by the Texas Demographic Center in accordance with Chapter 468 of the Texas Government Code. The employment forecasts shown in Attachment 2 are what were originally approved based on a derivative of the population that was recommended by the TDC. These forecasts are necessary inputs into the Metropolitan Transportation Planning process. During the September 2023 regular TPC meeting the highest forecasts for both population and employment that was provided by the Texas Demographic Center (TDC) were adopted. The future level and location for population and jobs are vital components of transportation planning and a critical initial step in developing and analyzing the performance of projects desired for inclusion into the 2050 Metropolitan Transportation Plan. They also play a role in the final determination of the MPO Planning Area Boundary. Table 1, below, shows the adopted and recommended adjusted control totals for population. Table 2, on the next page, shows the adopted employment forecasts and the recommended adjusted employment control totals.

Table 1: Previously Adopted and Recommended Adjusted Population Control Totals

Previously ADOPTED Population Forecast											
	Census 2020	Forecast Growth	Adopted 2050 Forecast								
Nueces	353,178	18,322	371,500								
San Patricio	68,755	6,245	75,000								
Aransas	23,830	{1,330}	22,500								
Total	445,763	23,237	469,000								
RECOMMENDED Adjusted 2050 Population Forecast											
	RECOMMENDED Adjusted	2050 Population Forecas	st								
	RECOMMENDED Adjusted Census 2020	2050 Population Forecas Population Growth	st Adjusted 2050 Forecast								
Nueces		•									
Nueces San Patricio	Census 2020	Population Growth	Adjusted 2050 Forecast								
	Census 2020 353,178	Population Growth 18,322	Adjusted 2050 Forecast 371,500								

^{*}Estimated 2024 population of Aransas County is 25,219.

Table 2: Previously Adopted and Recommended Adjusted Employment Control Totals

Previously ADOPTED Employment Forecast											
	Estimated 2020	Forecast Growth	Adopted 2050 Forecast								
Nueces	161,115	9,885	171,000								
San Patricio	17,525	4,475	22,000								
Aransas	5,133	367	5,500								
Total	183,773	14,727	198,500								
R	ECOMMENDED/ADJUSTED	2050 Employment Fored	cast								
	Data Axle 2021 Jobs	Growth in Jobs	Adjusted 2050 Forecast								
Nueces	<mark>196,425</mark>	<mark>10,175</mark>	<mark>206,600</mark>								
San Patricio	<mark>22,100</mark>	<mark>1,900</mark>	<mark>24,000</mark>								
Aransas	<mark>7,262</mark>	<mark>438</mark>	<mark>7,700</mark>								
Total	<mark>225,787</mark>	<mark>12,513</mark>	<mark>238,300</mark>								

During the past year we have received several comments about both the population and employment forecasts being lower than expected. While the population forecasts were produced by the Texas Demographic Center using well established and rigorous methodology and data, the employment forecast was a simple derivative of the population forecast and it may not be the most appropriate methodology. The Corpus Christi MPO acquired the Data Axle consumer database to aid this endeavor. This database is compiled by a for profit corporation using more than 100 sources including real estate, tax assessments, voter registrations, utility connections, bill processors and more, yielding hundreds of data attributes that are updated in real-time.

After lengthy review of the methodology provided by the Texas Demographic Center (TDC) compared to the information needed for the travel demand model, the Corpus Christi MPO staff is suggesting a refinement to the methodology initially recommended by the TDC. The initial recommendation was to use a single percentage of the population number to obtain the number of jobs in each county. After spending the last several months looking into this, and the structural changes to the workforce that have been occurring, and were accelerated by Covid, the Corpus Christi MPO staff believes a more appropriate methodology is available.

As shown in Table 2 above, Data Axle existing employment totals in 2021 were higher than either the 2020 existing or the 2050 forecast employment totals that result from applying the suggested ratio. Corpus Christi MPO staff recommends using the Data Axle 2021 as the baseline employment totals and creating a future level of employment by growing the employment proportional with the growth in population, regionwide. The actual location for the employment may be allocated anywhere within the region. This means that an additional 12,500 jobs are available to be allocated somewhere in the 3-county area. The Corpus Christi MPO staff also recommends using the existing 2023 population as the forecast 2050 population for Aransas County because none of the other forecasts show a population declining below the 2024 levels. These are also shown below.

The 2023 recommendation stated-

"The Small Area Forecast Task Force unanimously recommended using the 0.5 version of the Texas State Demographic Center Forecast for the population and then use the Texas State Demographic Center Jobs to Population ratio for the employment control total. The MPO staff and the TAC recommend that the TPC approve the population and employment control totals for Nueces, San Patricio and Aransas counties,..."

Recommendation

The Corpus Christi MPO staff recommends that the Transportation Policy Committee approve new Control Totals for developing the 2050 Metropolitan Transportation Plan as shown above in Table 2, Adjusted Population and Employment Totals.

Proposed Motion

Move that the TPC approve the Adjusted Control totals for population and employment as shown in Table 2 for use in developing the 2050 Metropolitan Transportation Plan.

Background

Attachment 1 is the information provided in 2023 and depicts both the historic estimated and 2 projections for population that the Texas Demographic Center produced by County. Attachment 2 was also provided in 2023 and depicts the historic employment data from the Quarterly Census of Employment and Wages (QCEW), along with forecast employment based on jobs to population ratios as recommended by the Texas Demographic Center. The table below shows the Control Totals that were adopted by the TPC in September 2023.

The Corpus Christi MPO prepares a socioeconomic forecast for each update of the Metropolitan Transportation Plan (MTP). Socioeconomic data are a vital component of Long-Range Transportation Planning and travel demand forecasting models. Development of a demographic forecast (i.e. the Small Area Forecast) is required by federal regulations to ensure that long-range Metropolitan Transportation Plans are based on "the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity" (23 CFR 450.324(e)).

The total demand for transportation typically changes in proportion to changes in population, employment, and improved economic conditions. As an urban area expands, the numbers and lengths of individual trips increase, unless densities and mixed-use developments increase at an equal or greater rate. Expanding population, employment, and urban area size, along with improved economic conditions, result in an increased need for transportation facilities and services. These include freight, roadway, transit, bicycle, and pedestrian facilities, along with strategies intended to increase the efficient use of existing facilities. The Corpus Christi MPO uses macro-level forecasts from the Texas Demographic Center to create its future forecast, projecting where people might live and work so that transportation investments will address anticipated issues.

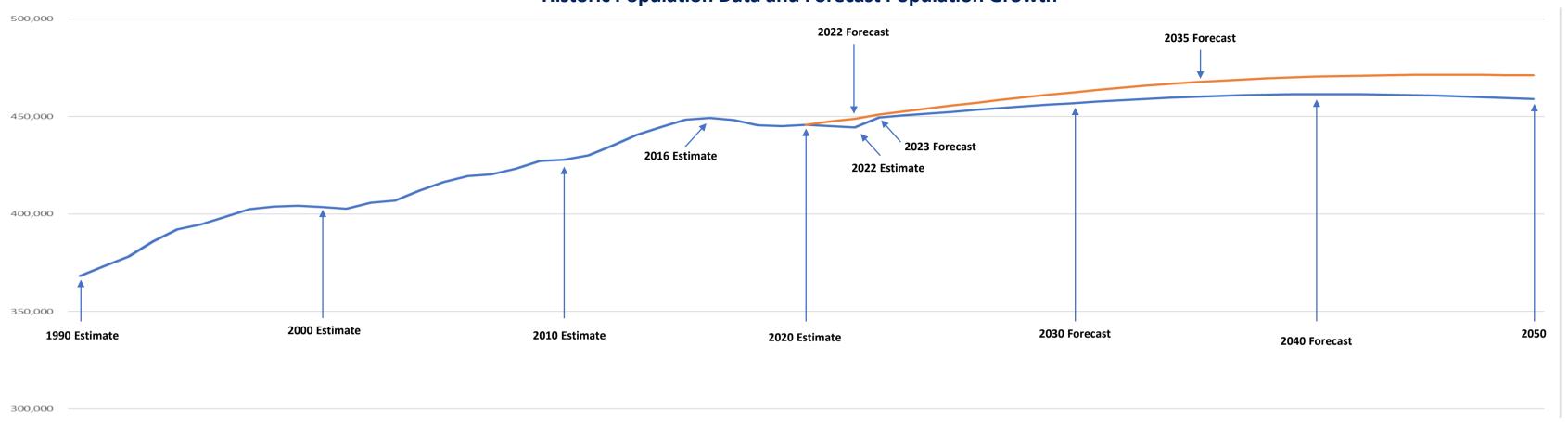
Under the direction of the State Demographer, the Texas Demographic Center's Texas Population Projections Program collects information to produce the population projections for the State of Texas as required by state law (Chapter 468 of Texas Government Code). The Texas Population Projections Program produces projections for the entire state of Texas and each individual county in the state by age, sex, and race/ethnicity. These projections use assumptions about future events that may or may not occur. The current forecast, released October 24, 2022, consists of the projections of the resident population of the State for each year from 2020 through 2060. This accommodates the 2050 planning horizon of the upcoming 2050 Corpus Christi MPO's Metropolitan Transportation Plan (2050 MTP) and satisfies the requirement of using the most recent information. One change from previous forecasts is providing two scenarios of migration to better fit differences between fast growing urban areas and slower growing or shrinking rural or urban areas.

To project future transportation needs and confirm that the 2050 MTP is consistent with anticipated growth patterns, the Corpus Christi MPO will create several scenarios that project the future location of both population and employment into the TAZs.

Attachments:

- Historic and Projected Population Table
- 2. Historic and Projected Employment Table

2020 – 2050 Small Area Forecasting Historic Population Data and Forecast Population Growth



County	TDC	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Avances	Lowest	23,830	24,394	24,693	23,807	23,749	23,698	23,644	23,566	23,509	23,423	23,353	23,261	23,177	23,085	22,985	22,875	22,787	22,684	22,572	22,458	22,330	22,212	22,110	21,981	21,861	21,753	21,631	21,512	21,403	21,307	21,201
Aransas	Highest	23,830	23,982	24,070	24,120	24,178	24,231	24,286	24,319	24,360	24,391	24,415	24,442	24,459	24,446	24,453	24,458	24,437	24,411	24,378	24,337	24,299	24,253	24,200	24,142	24,093	3 24,032	23,968	23,892	23,825	23,765	23,708
San Patricio	Lowest	68,755	69,122	69,282	69,590	69,876	70,136	70,427	70,697	70,978	71,230	71,476	71,727	71,982	72,229	72,442	72,673	72,890	73,108	73,316	73,510	73,658	73,833	73,978	74,116	74,250	74,357	74,445	74,529	74,585	74,638	74,669
	Highest	68,755	69,092	69,413	69,759	70,082	70,400	70,727	71,048	71,380	71,661	71,973	72,284	72,573	72,868	73,130	73,391	73,641	73,897	74,145	74,357	74,569	74,771	74,953	75,131	75,272	75,402	75,524	75,619	75,715	75,769	75,816
Nueces	Lowest	353,178	351,484	350,472	357,156	358,322	359,466	360,551	361,642	362,693	363,699	364,690	365,623	366,503	367,343	368,110	368,796	369,460	369,981	370,450	370,824	371,130	371,358	371,529	371,671	371,752	371,797	371,796	371,754	371,693	371,584	371,485
	Highest	353,178	354,369	355,255	356,066	356,842	357,612	358,342	359,083	359,785	360,483	361,162	361,853	362,467	 1 363,060	363,606	364,086	364,473	364,812	365,053	365,220	365,303	365,312	365,264	365,179	365,020	364,795	364,552	364,248	363,899	363,484	363,055
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	Lowest	445,763	445,000	444,447	449,463	450,467	451,446	452,413	453,346	454,272	455,136	455,991	456,841	457,626	458,374	459,033	459,634	460,150	460,604	460,941	461,188	461,291	461,357	461,352	461,276	461,131	460,905	460,628	460,289	459,887	459,429	458,925
3-County Total																																471,009
	Tilgilest	443,703	447,443	440,730	431,033	452,362	454,037	455,504	437,003	450,455	409,701	401,076	402,343	403,333	404,037	405,055	400,043	407,330	400,203	400,373	409,310	405,550	470,362	470,002	470,344	1 4 / 1,11 /	14/1,231	4/1,200	471,203	4/1,233	4/1,110	471,003

Source: US Census and Texas Demographic Center Population Projections Program Vintage 2022

2020 – 2050 Small Area Forecasting Historic Employment Data and Forecast Employment Growth



County	TDC	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
	.05	5,952	5,937	5,925	5,911	5,892	5,877	5,856	5,838	5,815	5,794	5,771	5,746	5,719	5,697	5,671	5,643	5,615	5,583	5,553	5,528	5,495	5,465	5,438	5,408	5,378	5,351	5,327	5,300
Aransas	.10	6,030	6,045	6,058	6,072	6,080	6,090						6,113	6,115	6,109								6,023			5,973			
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Can Batricia	.05	20,181	20,264	20,339	20,424	20,502	20,584	20,657	20,728	20,801	20,875	20,946	21,008	21,075	21,138	21,201	21,262	21,318	21,361	21,412	21,454	21,494	21,533	21,564	21,589	21,613	21,630	21,645	21,654
San Patricio	.10	20,230						20,782							21,356														21,987
		,	- / -	-,	- / -	, ,	,	-,	- / -	-,-	, -	, -	,	,	,	,	,	7	, -	,	,	,	,-	,	, -	,	,	,	,
Nucces	.05	164,292	164,828	165,354	165,853	166,355	166,839	167,302	167,757	168,187	168,591	168,978	169,331	169,646	169,952	170,191	170,407	170,579	170,720	170,825	170,903	170,969	171,006	171,027	171,026	171,007	170,979	170,929	170,883
Nueces	.10	163,790	164,147	164,502	164,837	165,178	165,501	165,822	166,135	166,452	166,735	167,008	167,259	167,480	167,658	167,814	167,924	168,001	168,039	168,044	168,021	167,982	167,909	167,806	167,694	167,554	167,394	167,203	167,005
2 County Total	.05	190,425	191,029	191,618	192,188	192,749	193,300	193,815	194,323	194,803	195,260	195,695	196,085	196,440	196,787	197,063	197,312	197,512	197,664	197,790	197,885	197,958	198,004	198,029	198,023	197,998	197,960	197,901	197,837
3-County Total	.10	190,050	190,516	190,976	191,420	191,862	192,291	192,702	193,111	193,525	193,896	194,252	194,580	194,878	195,123	195,347	195,521	195,649	195,739	195,791	195,807	195,806	195,761	195,681	195,588	195,457	195,307	195,117	194,919

Source: Quarterly Census Employment and Wages (QCEW) and Calculations based on Jobs to Population Ratio as suggested by Texas Demographic Center



October 31, 2024

To: Transportation Policy Committee (TPC)

From: Craig Casper, Senior Transportation Planner

Through: Robert MacDonald, Transportation Planning Director

Subject: Item 5A: Corpus Christi MPO Planning Area Boundary Status and Bylaws Update

Action: Information Only

Summary

Date:

After discussion and approval at the Transportation Policy Committee (TPC), the Corpus Christi MPO staff has begun using Option 1 with a general philosophy to minimize the growth of the Metropolitan Planning Area boundary. To date the MPO team had discussions with TAC suggesting expansion in 2 ways, to incorporate deep sea terminals, along the 361 Causeway, and in several areas to make the MPO boundary easily discernible in the field. The Updated Option 1 concept presented below will continue to be adjusted based on the contiguous areas that the Small Area Forecast (SAF) shows will reach urban density by 2050. As discussed last month, Option 1 potentially adds up to 7 members to the MPO, shown below.

Table 1. Potential Members of the Corpus Christi MPO

Existing Members	Potential Additional Members
City of Corpus Christi	City of Aransas Pass
City of Portland	City of Gregory
San Patricio County	City of Ingleside
Nueces County	City of Ingleside on the Bay
Corpus Christi RTA	City of Port Aransas
TxDOT - Corpus Christi District	City of Robstown
Port of Corpus Christi Authority	Aransas County
Coastal Bend Council of Governments	

Attachment 1 shows the Metropolitan Planning Area, it depicts the 2010 (existing) MPO Planning Area Boundary shown in white outline, along with the Contiguous Adjusted Urban Areas, shown in green, that must comprise the new MPO Planning Area Boundary. Also shown in green are the areas that should be added in order for the Metropolitan Planning Area boundary to be "...easily discernible in the field." The blue dots are single family residential homes that have been constructed since the 2020 Census. The yellow dots are multi-family housing that has been constructed since the 2020 Census. An immediate take away from these is that while there is definitely development on the periphery of the proposed boundary, the majority of growth in the last 4 years has been internal to the already established Urban Areas. More discussion of the on-going refinements is below.

Attachment 2 shows the Port Aransas Area and the Martin Energy Terminal on Harbor Island. All deep seaports need to be included into the MPO Planning Area Boundary. Also, SH 361 is included into the MPO Planning Area, and, in order to simplify potential maintenance and resiliency efforts, the Corpus Christi MPO staff believe that the "islands" supporting the SH 361 (shown in yellow) should be included also, in a manner similar to the JFK Causeway.

Attachment 3 shows the Aransas Pass Area and the new Rail to Seaport built along SH 35 northeast of Aransas Pass. There are parts of the Adjusted Urban Area that are not easily discernible in the field. Adjusting these boundaries to the closest adjacent road right-of-way line adds the areas shown in beige and blue. It should be noted that the areas near Aransas Pass do NOT include the roadway within the MPO boundary. The boundary stops at the ROW line, with the road excluded.

Attachment 4 depicts the area around the McCampbell-Porter Airport. This area contains parcels of land owned and being developed by the Port of Corpus Christi. Typically, all Port areas are incorporated into the Metropolitan Planning Area. If the majority of the future use of the land is for a proposed solar farm it may not need inclusion into the MPA. During the TAC meeting it was suggested that the use may differ from purely solar farm and so including and using SH 35 as the boundary "may make sense".

Attachment 5 is the area around Portland and Gregory. All of the boundaries (shaded in green) in this area are easily discernible in the field. All of the sea terminals are included in the Metropolitan Planning Area. The existing MPA, shown by the white outline is expanded in some areas and contracted in others, again to the green-shaded area. Also, there are several ongoing subdivision developments west of Stark Rd between Lang and Moore that are likely to reach urban density by 2050. If they do, then the most likely boundary expansion would be to the nearest roadway, with 79 the western limit. All of these roads would be included within the MPO Boundary.

Attachment 6 is the area between Robstown and Calallen. A small expansion of the area south of Calallen is necessary to Amanda Lane in order to make the boundary easily discernible in the field. There is not easy expansion to the west until Wright Moravek Road. If this becomes the boundary, then the next easily discernible boundary is 46 on the south, connecting to 1889. This is the existing boundary of the MPO. A larger expansion north using 1889 as the western limit to E Congressman Solomon P Ortiz Boulevard and then east to Business 77 will make this boundary easily discernible. In this case these roadways ARE included within the MPA.

Attachment 7 is the area south of Robstown. The southwest portion of the Adjusted Urban Area is not easily discernible, but this can be remedied by expanding to be inclusive of County Road 75 south to I-69E. It could also be reduced and use County Road 36 across to I-69 if reducing the inclusion of this industrial area is desired. County Road 36 would then become the majority of the southern boundary from County Road 75 east to County Road 69. This expansion from Lincoln Avenue (County Road 892) is necessary to make the MPA easily discernible in the field.

Attachment 8 is the area between Robstown and the Corpus Christi Airport that has multiple sections of the boundary that are not easily discernible in the field. However, there is a dearth of roadways or other permanent features that can be used to remedy this situation. The gap of rural expressway along SH 44 is 6 miles. The area north of the Corpus Christi Airport is a protected area and cannot develop due to FAA flight rules. It was discussed in the TAC meeting that using 44 as the boundary is an obvious solution, but this would add a large area to the MPO that will not be urban by 2050, and may never be urban due to the presence of the Airport. Using SH 44 would prevent reduce a large inset area within the MPO boundary. The vast majority of the area north of SH 44 is currently within the Corpus Christi MPO boundary. Additional guidance from the TPC is desired.

Attachment 9 is the area around the SH 286 Crosstown Expressway Extension. There is an area west of the existing SH 286 Crosstown Expressway that is not easily discernible, but there is no nearby permanent feature to easily expand the boundary to in order to incorporate this area. This area also contains the London ISD schools, and is developing rapidly, although these developments are not contiguous with the Adjusted Urban Boundary. Finally, there is a section of the boundary, north of Staples Street, between Gilead Road and the Oso Creek that is not easily discernible in the field.

Attachment 10 is the checklist from TxDOT listing the required items that must be submitted in the packet to the Governor's office. Because the adjustments are adding members the Corpus Christi MPO must be redesignated. This then requires letters of support from the City Councils and County Commissions within the boundary that represent at least 75% of the population within the boundary, and the core city (Corpus Christi) must be one of the supporters of the new boundary.

The Corpus Christi MPO's Small Area Forecast (SAF) Task Force will meet in November to review potential allocations of population, especially those developments near the DRAFT MPO Boundary for Option 1. After their discussions, the MPO staff will present this to the TAC at their November 21st meeting.

<u>Attachment 11</u> is a DRAFT Corpus Christi MPO Bylaws document with track-changes shown to highlight the topic areas that need to be modified based on TPC and TAC member input. Key items for review and comment include:

- Composition of the Transportation Policy Committee (TPC)
- Composition and name of the Technical/Transportation Advisory Committee (TAC)
- Date and time of the monthly meetings
- Additional of the state required Ethics Policy

Amendments to the Bylaws are described in the Amendments to Bylaws Section, and state:

"Amendments to Bylaws: These bylaws may be amended by a two-thirds majority vote at any duly called meeting wherein an official quorum is present. A bylaw change shall be presented for consideration at a regular scheduled meeting of the Transportation Policy Committee. However, voting shall be deferred until the regular scheduled meeting following the meeting at which the bylaws change was proposed unless an emergency is declared."

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:

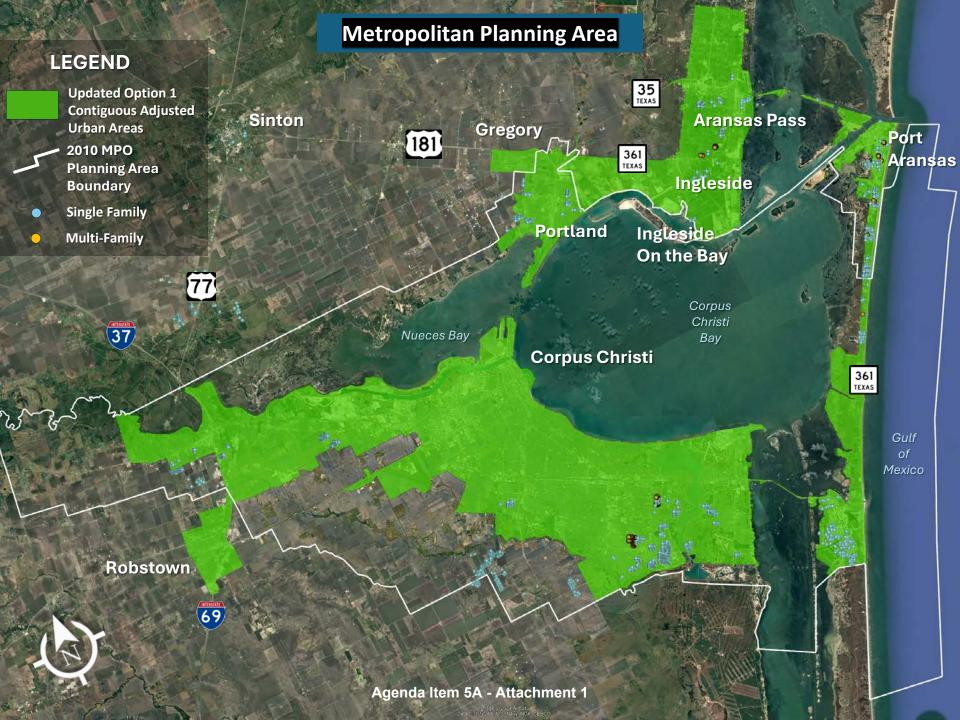
"Three density thresholds are used in the delineation process:

- 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.

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 to be added into the Corpus Christi Metropolitan Planning Area.

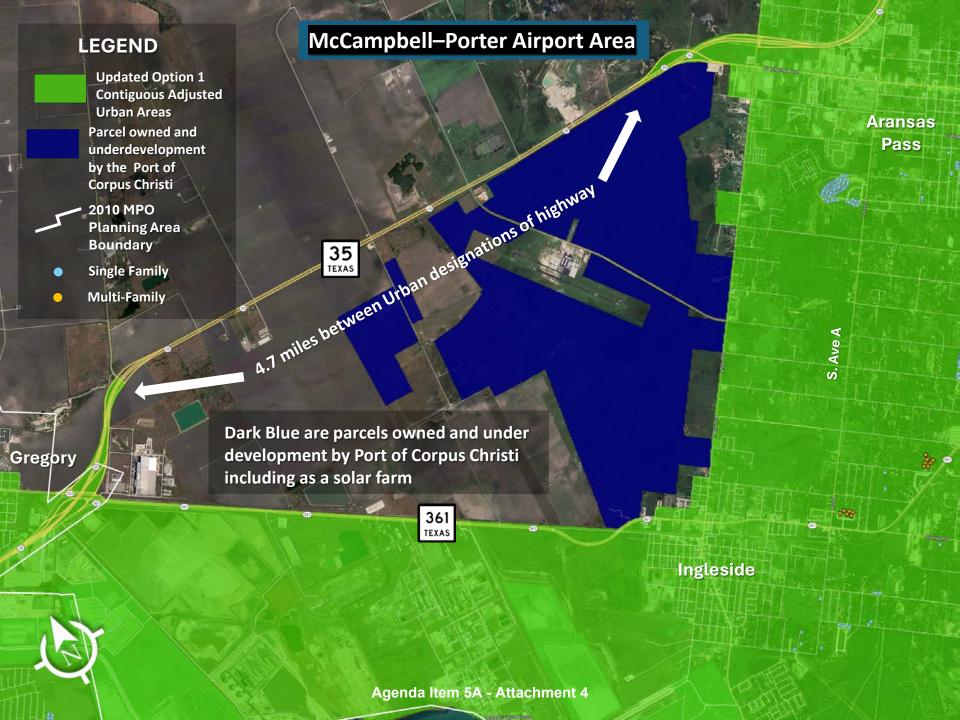
Attachments:

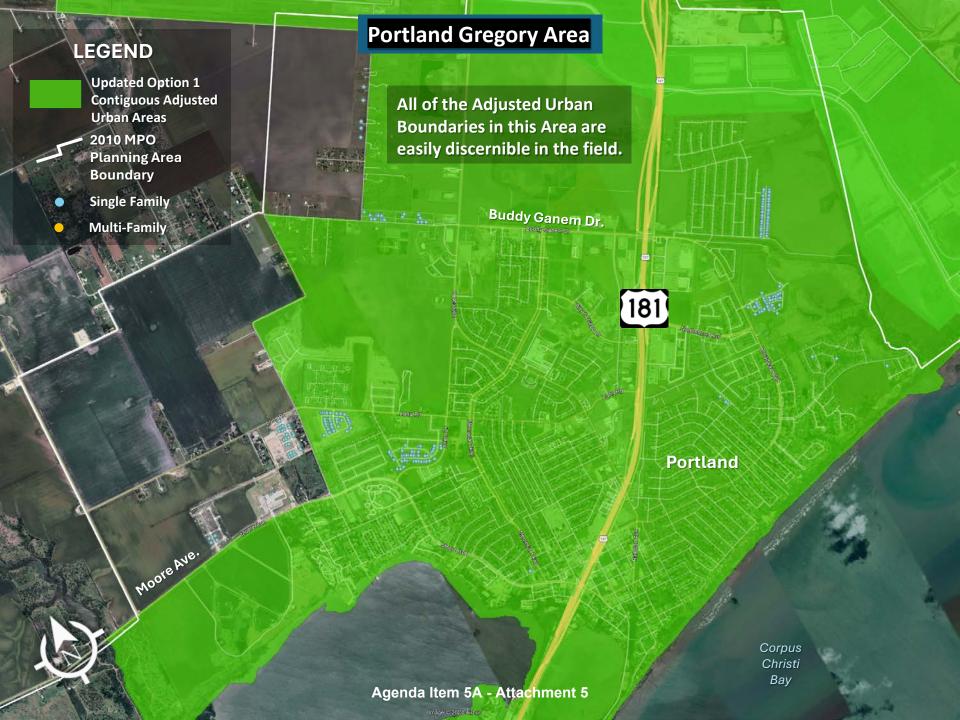
- 1. Map of Option 1 MPO boundary Contiguous Urban Areas
- 2. Map of area around Port Aransas and Martin Energy Terminal
- 3. Map of the Aransas Pass area
- 4. Map of the McCampbell-Porter Airport area
- 5. Map of the Portland Gregory area
- 6. Map of area between Robstown and Calallen
- 7. Map of the area South of Robstown
- 8. Map of the area between Robstown and the Corpus Christi Airport
- 9. Map of the SH 286 Crosstown Expressway Extension area
- 10. TxDOT MPO Boundary Revision Checklist
- 11. DRAFT 2025 Revision of the Corpus Christi Metropolitan Planning Organization Bylaws and Operation Procedures with Track-changes edits and comments.





Aransas Pass Area **LEGEND Updated Option 1 Contiguous Adjusted** Using the nearest roads (Shaver and Lee) **Urban Areas** Parcel owned and to make the boundary easily discernible in underdevelopment the field without the proposed boundary by the Port of becoming contiguous to an already urban **Corpus Christi** density area. The MPO boundary would **Single Family EXCLUDE** these adjacent roadways, **Multi-Family** including SH 35 north of the switching yard driveway. Include the Rail to Sea port terminal Red Fish Bay **Aransas Pass** 361 35 TEXAS Agenda Item 5A - Attachment 3















MPO Boundary Revision Document Checklist

	Item	Check	Comments
	Include a Cover Letter		
	Include date that Policy Board amended bylaws to expand the boundary		
Cover Letter	List of all items included in the packet (i.e., meeting minutes, resolutions, maps, bylaws, description of boundary, etc.)		
	List of new seats added to the Policy Board and/or the Technical Advisory Committee		
	Include the Policy Board Resolution		
Resolution, Bylaws,	Include proposed updated MPO Bylaws (if needed)		
Minutes	Include Policy Board minutes showing discussion of MPO boundary and adoption of new boundary and bylaws		
Letters of Support	Letters of Support - Redesignation needed? • Yes: Resolution of support from jurisdictions representing 75% of affected populations and central city • No: Signed Resolutions of Support from all newly added political subdivisions (including cities and counties)		
	Include a Text Description and GIS layer of the proposed MPO boundary		
Maps	Include Existing Boundary Map		
	Include Proposed Boundary Map		



CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION

DRAFT REVISIONS to:

BYLAWS & OPERATION PROCEDURES

AMENDED <u>FEBRUARY</u> JANUARY <u>6</u>9, 2025

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DRAFT REVISION TO:

Bylaws and Operation Procedures of the Corpus Christi Metropolitan Planning Organization

APPROVED BY THE TRANSPORTATION POLICY COMMITTEE – FEBRUARY 6 JANUARY 9, 20245

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AMENDED

MAY 24, 1995 | APRIL 3, 1997 | APRIL 1, 1999 | JANUARY 3, 2002 SEPTEMBER 7, 2006 | DECEMBER 4, 2008 | DECEMBER 3, 2009 | SEPTEMBER 6, 2012 | MARCH 16, 2017

602 N. STAPLES ST., SUITE 300 CORPUS CHRISTI, TEXAS 78401 PHONE (361) 884-0687 E-MAIL ccmpo@cctxmpo.us

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Si usted desea que nosotros explicar esta información o si desea esto en español, por favor llámenos en (361) 884 0687 o pongase en contacto con nosotros por correo electronico a cempo@cetxmpo.us.

CHAPTER I OVERVIEW

Study Organization and
Management:Corpus Christi MPO
Development History

The Corpus Christi Metropolitan Planning Organization (MPO) requires involvement of policy makers, technical staff, and the citizens to address various facets of the transportation planning process. The geographic extent of the MPO is shown on the Corpus Christi Metropolitan Study Area map.

In July 1973, the State of Texas, the Cities of Corpus Christi and Portland, and Counties of Nueces and San Patricio agreed to participate in a continuing, comprehensive, and cooperative transportation planning process for the Corpus Christi Urban Transportation Study Area. The 1973 and subsequent agreements established the two-committee organization pursuant to Section 134 of Chapter 1 of Title 23 U.S.C. for the Corpus Christi Metropolitan Planning Organization (MPO). Since its establishment, the City of Corpus Christi performed the administrative functions of the MPO. In 1988, the Governor of Texas designated the City of Corpus Christi as the Metropolitan Planning Organization (MPO) to develop the transportation planning process with the guidance from the committee structure established pursuant to Section 134 of Chapter 1 of Title 23 U.S.C.

In April 2000, the Transportation Policy Committee adopted a resolution to change the MPO designation from the City of Corpus Christi to the Transportation Policy Committee. On June 28, 2000, an agreement was signed by the State of Texas and the elected officials of the cities and counties on the Transportation Policy Committee redesignating the Transportation Policy Committee as the MPO for the Corpus Christi Metropolitan Planning Area. The Transportation Policy Committee composed of four elected officials and three appointed officials, is the policy making governing body and provides a forum for cooperative decision-making for the transportation planning process.

The Transportation Planning activities of the MPO are concentrated in the Urbanized Areas of Nueces and San Patricio Counties. This area is also known as the Corpus Christi Metropolitan Area. The Corpus Christi Metropolitan Area and encompasses more than 348 square miles. Based on the 20202010 Census, almost the entire population of the MPO area resides within the incorporated limits of the cities of Corpus Christi, Gregory, and Portland, Port Aransas, Aransas Pass, Ingleside and Ingleside on the Bay, and Robstown.

The two-committee organizational structure of the Corpus Christi Metropolitan Planning Organizations consists of the Transportation Policy Committee and the Technical Advisory Committee.

Participants Roles:

As of January 2025 Currently, the public jurisdictions that are included in the MPO Planning/study area include the City of Corpus Christi, the City of Portland, the City of Portland, the City of Port Aransas, the City of Ingleside, the City of Ingleside on the Bay, the City of Aransas the Pass, the City of Gregory, the City of Robstown City of Portland, Nueces County, and San Patricio County, and Aransas County as well as the Corpus Christi Regional Transportation Authority, the Port Authority of Corpus Christi and the Texas Department of Transportation—Corpus Christi District. The MPO Transportation—Policy Committee shall hire a

Bylaws & Operation Procedures of the Corpus Christi Metropolitan Planning Organization

transportation Planning Director—and provide the resources for an adequate staff to perform all appropriate MPO activities required by law. The Transportation Planning Director is responsible to the MPO Transportation Policy Committee.

TheA majority of the technical and administrative activities dealing with the conduct of the Corpus Christi MPO are accomplished by the professional staff. Technical support services are performed by the Planning and Programming Division of the Texas Department of Transportation (TxDOT). Coordination of the MPO activities is provided by the TxDOT Corpus Christi District of the Texas Department of Transportation by virtue of representation on the Technical Advisory Committee and the Transportation Policy Committee.

The Corpus Christi Regional Transportation Authority (RTA) provides mass transportation service for a major portion of the metropolitan area. The RTA participates in the transportation planning process by representation on the Technical Advisory and the Transportation Policy Committees. The Port of Corpus Christi Authority is also represented on both committees.

Organizational Structure:

The Corpus Christi Metropolitan Planning Organization shall comprise:

- 1. Transportation Policy Committee
- 2. Technical Advisory Committee
- 3. Transportation Planning Director and MPO Staff
- 4. Other Advisory Committees <u>as approved by the Transportation Policy Committee: examples include:</u> the Regional Traffic Safety Task Force and the Small Area Forecast Task Force

Code of Ethics Policy

Voting members of the Corpus Christi MPO Transportation Policy Committee must adhere to the ethical standards required of MPO members, as identified in Texas Senate Bill No. 585. Also, Corpus Christi MPO staff members and Technical Advisory Committee shall adhere to the ethical standards required of MPO employees, as identified in Texas Senate Bill No. 585.

These standards state that Corpus Christi MPO employees, members of Technical Advisory
Committee, and/or voting members of the Corpus Christi MPO Transportation Policy Committee
are prohibited from engaging in the following:

- 1. Accepting or soliciting any gift, favor or service that might reasonably tend to influence he/she in the discharge of official duties, or that he/she should know is being offered with the intent to influence his/her official conduct;
- 2. Accepting employment or engaging in a business or professional activity that he/she might reasonably expect would require or induce he/she to disclose confidential information acquired by reason of the official position;
- 3. Accepting employment or compensation that could reasonably be expected to impair his/her judgment in the performance of his/her official duties;
- 4. Making personal investments that could reasonably be expected to create a substantial conflict between his/her private interest and the public interest;
- 5. Intentionally or knowingly solicit, accept or agree to accept any benefit for having exercised his/her official powers or performing his/her official duties in favor of another.

To ensure that Corpus Christi MPO employees, members of the Technical Advisory Committee, and Corpus Christi MPO Transportation Policy Committee members are made aware of this Corpus Christi MPO ethics policy, the Corpus Christi MPO Transportation Planning Director shall furnish a copy of the Corpus Christi MPO Bylaws, (with this ethical standards section), to all new Corpus Christi MPO Transportation Policy Committee members and Technical Advisory Committee members no later than the third business day after the person qualifies for office.

Further, the Corpus Christi MPO Transportation Planning Director shall furnish a copy of the Corpus Christi MPO Bylaws, (with this ethical standards section), to all new Corpus Christi MPO employees no later than the third business day after the person begins employment.

In addition, the Corpus Christi MPO Transportation Planning Director shall develop and distribute an Ethical Standards Affidavit. This affidavit is to be signed by all Corpus Christi MPO Policy Committee members, Technical Advisory Committee members and Corpus Christi MPO employees.

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CHAPTER II

RESPONSIBILTIES OF THE METROPOLITAN PLANNING ORGANIZATION

Transportation Policy Committee:

The policy body of the organization is the Transportation Policy Committee composed of the elected officials of the general purpose local government entities and appointed officials of the providers of transportation in the metropolitan area. This Committee provides the forum for cooperative decision-making and has the following responsibilities:

- 1. Approve goals and objectives of the transportation planning process.
- 2. Review and adopt changes in transportation planning concepts.
- 3. Review and approve the Unified Planning Work Program (UPWP).
- Review and adopt the Transportation Improvement Program (TIP) including project priorities and approve any changes in the priority schedule.
- 5. Review and adopt the Metropolitan Transportation Plan (MTP) and its revisions.
- Ensure the efficient and effective use of the Federal Highway Administration (FHWA) Section 112 and the Federal Transit Administration (FTA) Section 5303 planning funds.
- Encourage the development, implementation, and surveillance of plans to reduce transportation generated air pollution within the study area.
- 8. Serve as liaison representatives between various governmental units in the study area to obtain optimum cooperation of all governmental units in implementing various elements of the plan.
- 9. Ensure citizen participation in the transportation planning process through a proactive policy.
- 10. Hire, terminate, evaluate, and supervise the Transportation Planning Director.
- 11. Establish for the MPO staff the salary, salary range, annual or more frequent -personnel performance reviews and salary increases based on performance and cost of living indices.
- Adopt personnel policies and procedures adapted from the personnel policies and procedures of Nueces County for the conduct, rights, and responsibilities of the MPO Staff.

Technical Advisory Committee:

Each Transportation Policy Committee member appoints a person from the organization being represented by the Transportation Policy Committee member to assist in decision making process. Each member is appointed based on the technical ability needed to perform transportation planning activities of the MPO. Currently, this seven-member committee, known as the Technical Advisory Committee is the technical body of the organization.

The Technical Advisory Committee reports directly to the Transportation Policy Committee and works closely with the MPO staff. The Technical Advisory Committee has the following responsibilities:

- Assist the Transportation Policy Committee with technical tasks associated with developing the Unified Planning Work Program (UPWP) and recommend its adoption by the Transportation Policy Committee.
- Review transportation related studies within the Corpus Christi Metropolitan Planning Area and make recommendations to the Transportation Policy Committee and other agencies.
- 3. Provide technical support in the preparation of Metropolitan Transportation Plan and recommend its adoption by the Transportation Policy Committee.
- 4. Review the Transportation Improvement Program (TIP) and other high priority projects. Recommend its adoption by the Transportation Policy Committee.
- Advise the Transportation Policy Committee on technical matters and, if specifically authorized by the Transportation Policy Committee, on the policy matters with accompanying recommendations and supporting rationale.

Transportation Planning Director and MPO Staff:

The Transportation Planning Director shall:

- Take planning policy directions from and be responsible to the designated Transportation Policy Committee.
- Supervise (hire, terminate, and evaluate) all MPO Staff as identified in the Unified Planning Work Program (UPWP). Maintain necessary staff to continually execute the transportation planning responsibilities required to keep the study up to date.
- Administer and coordinate Metropolitan Planning Organization activities with signatories of the MPO and the Texas Department of Transportation.
- Assure compliance with the Federal and State Transportation Planning Regulations by providing reports and certifications to the sponsoring organizations.
- Develop and revise, with cooperation of TxDOT, RTA, and other participants in the MPO activities, and obtain approval of the Metropolitan Transportation Plan for the Corpus Christi Metropolitan Area.
- Develop the Transportation Improvement Program (TIP) for the Corpus Christi Metropolitan Area with cooperation of TxDOT, RTA, and other participants in the MPO activities. Obtain approval of the TIP and amendments to the TIP, as needed.
- 7. Develop and obtain approval of the Unified Planning Work Program (UPWP) for the Corpus Christi Metropolitan Area.
- 8. Prepare Expenditure Reports and submit those to TxDOT for reimbursement of expenditures.
- 9. Prepare and submit for approval the annual report summarizing the progress of the UPWP.

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- 10. Assist applicants in preparing applications for the Statewide Transportation Enhancement program.
- 11. Provide staff support to the Transportation Policy Committee and the Technical Advisory Committee. Prepare the meeting agenda and distribute it to the Committee members no later than one (1) week prior to any scheduled meeting.
- 12. Members desiring an item to be included on a meeting agenda shall notify the Transportation Planning Director no later than two (2) weeks prior to the meeting.

Other Advisory Committees:

Since the Transportation Policy Committee is responsible for the policy decisions regarding transportation planning, it may appoint additional advisory committees on an as required or as needed basis. Current examples include:

- Regional Traffic Safety Task Force
- Small Area Forecast Task Force

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CHAPTER III

BYLAWS AND OPERATING PROCEDURES OF THE TRANSPORTATION POLICY COMMITTEE

Name:

The name The name of this committee shall be the Transportation Policy Committee for the Corpus Christi Metropolitan Planning Organization.

Composition:

The present voting membership of this Committee, outlined in the Metropolitan Planning Organization Designation Agreement signed on New Date June 28, 2000, is as follows:

Voting Members:

- 1. Mayor, City of Corpus Christi
- 2. Mayor, City of Portland
- 3. Mayor, City of Gregory
- 4. Mayor, City of Port Aransas
- 5. City of Aransas Pass
- 6. Mayor, City of Ingleside
- 7. Mayor, City of Ingleside on the Bay
- 2.8. Mayor, City of Robstown
- 3.9. County Judge, Nueces County
- 10. County Judge, San Patricio County
- 4-11. County Judge, Aransas County
- 5-12. An Official Designated by the Corpus Christi Regional Transportation Authority
- 6.13. An Official Designated by the, Port of Corpus Christi Authority
- 7-14. An Official Designated by the District Engineer, Texas Department of Transportation, Corpus Christi District

Non-Voting Members:

- 1. One representative of the Federal Highway Administration
- 2. One representative of the Federal Transit Administration
- 3. One representative of the Coastal Bend Council of Governments
- 4. One representative of the Corpus Christi Air Quality Committee Texas Natural Resource Conservation Commission (TNRCC)
- 5. Any State Legislators, or United States Congressmen, whose districts include the study area and who desire to serve

Organization:

- 1. The Transportation Policy Committee shall elect a Chairperson and a Vice Chairperson from among its voting members. Such election shall be by a majority of that voting membership.
- $2. \quad \hbox{Elections shall take place on the first meeting of the calendar year.}$

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- An officer may succeed with no limitation to number of terms, except that such term will not continue in the event an officer becomes ineligible for membership on the Transportation Policy Committee.
- 4. The term of office shall be one year, from January to January or until such time new officers are elected.
- 5. The Chairperson or Vice Chairperson may be removed from office by a vote of the majority of all voting members of the Transportation Policy Committee.

Duties of the Chairperson:

- The Chairperson shall preside at all meetings of the Transportation Policy Committee. During the
 absence of the Chairperson, the Vice Chairperson shall preside over meetings and shall exercise
 all the duties of the Chairperson.
- The Chairperson shall authenticate, by signature, all resolutions adopted by the Transportation Policy Committee.
- 3. The Chairperson shall serve as chief policy advocate for the Transportation Policy Committee.
- 4. The Chairperson shall represent the committee at hearings, conferences, and other events as required or designate another member of the Committee, Chairperson of the Technical Advisory Committee, or the Transportation Planning Director to represent the Chairperson.

Meetings:

- 1. The regular meeting day of the Transportation Policy Committee shall be the first Thursday of each month, or as established by a majority vote.
- 2. The Transportation Policy Committee shall meet for the purpose of reviewing the plan and actions, which may materially affect the plan and its implementation.
- 3. The meetings will be held in accordance with the Texas Open Meetings Law.
- 4. The Transportation Planning Director, as the Secretary to this Committee, may cancel a regularly scheduled meeting or call an additional meeting with the consent of the Chairperson and, at least, three other voting members.
- 5. In the absence of the Chairperson and Vice Chairperson from a regular or special meeting of the Committee at which a quorum is present, the remaining members present shall elect a presiding officer who shall serve until the conclusion of that meeting or until the arrival of the Chairperson or Vice Chairperson.
- 6. Opportunities for public comments shall be provided subject to guidelines of the Transportation Policy Committee, shown as Attachment A.
- The Transportation Planning Director shall serve as the Secretary to the Transportation Policy Committee.

Commented [RM1]: Consider two year terms for TPC Officers.

Commented [RM2]: Consider changing day/time of TPC Meeting.

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Quorum:

In order for business to be transacted, there must be a recognized quorum of voting members. Fifty-one percent (51%) or greater of the total committee voting membership shall constitute a quorum for the transaction of business at all meetings.

Minutes:

Minutes of all meetings shall be kept and recorded by the MPO Staff.

Administrative Support:

The MPO Staff shall provide administrative support to the Transportation Policy Committee.

Committees:

The Transportation Policy Committee may create ad hoc committees or other technical subcommittees on the advice of the Technical Advisory Committee. <u>Examples include: the Regional Traffic Safety Task Force, Small Area Forecast Task Force, and the Active Transportation stakeholders Group.</u>

Conflict of Interest:

The Transportation Policy Committee members will conduct business in compliance with Chapter 472 of the Texas Transportation Code and Chapter 171 of the Texas Local Government Code.

Pursuant to Section 472.033 of the Texas Transportation Code, a Transportation Policy Committee member is considered to be a local public official for purposes of Chapter 171 of the Texas Local Government Code.

- 1. Pursuant to Section 171.004 of the Texas Local Government Code, if the Transportation Policy Committee Member has a substantial interest in a business entity or in real property, the official shall file, before a vote or decision on any matter involving the business entity or the real property, an affidavit stating the nature and extent of the interest and shall abstain from further participation in the matter if: (1) in the case of substantial interest (interest of more than 10 % of his/her or his/her parent's, child's or spouse's gross income for the previous year or 10% of the stock or the fair market value (or \$15,000 or more) of a business entity that has work, business or a contract with the MPO), the action on the matter will have a special economic effect on the business entity that is distinguishable from the effect on the public; or (2) in the case of substantial interest in real property (interest in property having a fair market value of \$2500 or more) it is reasonably foreseeable that the action will have a special economic effect on the value of the property distinguishable from its effect on the public. The affidavit must be filed with the Transportation Planning Director. A business entity means: sole proprietorship, partnership, firm, corporation, holding company, joint-stock company, receivership, trust, or any other entity recognized by law.
- 2. Pursuant to Section 472.034 of the Texas Transportation Code, a Transportation Policy C ommittee member or employee of the MPO may not: (1) accept or solicit any gift, favor, or service that might reasonably tend to influence the member or employee in the discharge of official duties or that the member or employee knows or should know is being offered with the

intent to influence the member's or employee's official conduct; (2) accept other employment or engage in a business or professional activity that the member or employee might reasonably expect would require or induce the member or employee to disclose confidential information acquired by reason of the official position; (3) accept other employment or compensation that could reasonably be expected to impair the member's or employee's independence of judgment in the performance of the member's or employee's official duties; (4) make personal investments that could reasonably be expected to create a substantial conflict between the member's or employee's private interest and the public interest; or (5) intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member's or employee's official powers or performed the member's or employee's official powers or performed the member's or employee's official powers or performed the member's or employee's official duties in favor of another.

- 2.1 An employee who violates the foregoing provisions is subject to termination of the employee's employment or another employment-related sanction.
- This ethics policy will be given to each new employee and each new Transportation Policy Committee member no later than the third business day after the date the employee begins employment or the member qualifies for office.

Rules of Order:

The Transportation Policy Committee shall generally conduct business as prescribed in Roberts' Rules of Order in all areas of parliamentary procedures or any voting member may invoke the rules, as necessary.

Amendments to Bylaws:

These bylaws may be amended by a two-thirds majority vote at any duly called meeting wherein an official quorum is present. A bylaw change shall be presented for consideration at a regular scheduled meeting of the Transportation Policy Committee. However, voting shall be deferred until the regular scheduled meeting following the meeting at which the bylaws change was proposed unless an emergency is declared.

Chapter IV

BYLAWS AND OPERATING PROCEDURES OF THE

TRANSPORTATION ECHNICAL ADVISORY

COMMITTEE

Name:

The name of this committee shall be the <u>Transportation</u> Advisory Committee for the Corpus Christi Metropolitan Planning Organization.

Composition:

Each Transportation Policy Committee member appoints a person from the organization being represented by the Transportation Policy Committee member to assist in the decision-making process. Each member is appointed based on the technical ability needed to perform transportation planning activities of the MPO. Currently, this seven fourteen member committee, known as the Transportation Technical Advisory Committee is the technical body of the organization. The Transportation echnical Advisory Committee reports directly to the Transportation Policy Committee and works closely with the MPO staff.

Voting Members:

- 1. , City of Corpus Christi
- 2. , City of Portland
- 3. , City of Gregory
- 4. , City of Port Aransas
- 5. , City of Aransas Pass
- 6. , City of Ingleside
- 7. , City of Ingleside on the Bay
- 8. , City of Robstown
- 9. , Nueces County
- 10., San Patricio County
- 11., Aransas County
- 12., Corpus Christi Regional Transportation Authority
- 13. , Port of Corpus Christi Authority
- 14. , Texas Department of Transportation, Corpus Christi District
- 4.15. Assistant City Manager for Public Works & Utilities, City of Corpus Christi
- 2.16. City Manager, City of Portland
- 3-17. County Engineer, Nueces County
- 4.18. County Commissioner, San Patricio County

Commented [RM3]: Consider change to Transportation Advisory Committee

Commented [RM4]: Final number depends on those entities that join.

- 5.19. Chief Executive Officer, Corpus Christi Regional Transportation Authority
- 6.20. Deputy Director of Engineering Services, Port of Corpus Christi Authority
- 7-21. Director of Transportation Planning and Development, Texas Department of Transportation, Corpus Christi District

Membership in the T<u>ransportation echnical</u>—Advisory Committee is by virtue of the expertise concurrent with the position held and as such, attendance is of the utmost importance. Therefore, more than three (3) absences of regular scheduled meetings by a member or their designated alternate during a calendar year, shall be reported by the Chairperson to the Transportation Policy Committee.

Non-Voting Members:

- 1. One representative of the Federal Highway Administration
- 2. One representative of the Federal Transit Administration
- 3. One representative of the Coastal Bend Council of Governments
- 4. One representative of the Corpus Christi Air Quality Committee
- 4.5. Other possible members?

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Alternate Members:

Each voting member may have a designated alternate member, who may otherwise be a non-voting member, may serve at any Transportation echnical Advisory Committee meeting in the voting member's absence. An alternate member must be appointed in the same manner as the voting member. Appointed alternate members will have the voting rights and privileges of members when serving in the absence of the Transportation echnical Advisory Committee voting member.

Organization:

- The T<u>ransportation echnical</u> Advisory Committee shall elect a Chairperson and a Vice Chairperson from among its voting members. Such election shall be by a majority vote of that voting membership.
- 2. Elections shall take place on the first month of the calendar year.

Duties of the Chairperson:

- The Chairperson shall preside at all meetings of the Transportation echnical Advisory Committee.
 During the absence of the Chairperson, the Vice Chairperson shall preside over meetings and shall exercise all the duties of the Chairperson.
- The Chairperson shall authenticate, by signature, all resolutions adopted by the Transportation echnical—Advisory Committee.
- 3. The Chairperson shall represent the committee at hearings, conferences, and other events as required or designate another member of the Committee to represent the Chairperson.
- 4. During the absence or disability of the Chairperson, or in the event that a vacancy occurs in the office of the Chairperson, the Vice Chairperson shall preside over meetings of the Committee and shall exercise all of the duties of the Chairperson.

Meetings:

- The regular meeting day of the T<u>ransportation echnical</u> Advisory Committee shall be the third Thursday of each month or as established by a majority vote.
- 2. The T<u>ransportation echnical</u> Advisory Committee shall meet for the purpose of reviewing the plan and actions, which may materially affect the plan and its implementation.
- 3. The Transportation Planning Director, as the Secretary to this Committee, may cancel a regularly scheduled meeting or call an additional meeting with the consent of the Chairperson and, at least, three other voting members.
- 4. In the absence of the Chairperson and Vice Chairperson from a regular or special meeting of the Committee, the Transportation Planning Director shall elect a presiding officer who shall serve until the conclusion of that meeting or until the arrival of the Chairperson or Vice Chairperson.
- Opportunities for public comments shall be provided subject to guidelines of the Transportation Policy Committee, shown as Attachment A.
- 6. Summary of all meetings shall be kept and recorded by the MPO Staff.

Commented [RM5]: Consult TAC members on the Date/Time and coordinate with TPC date/time.

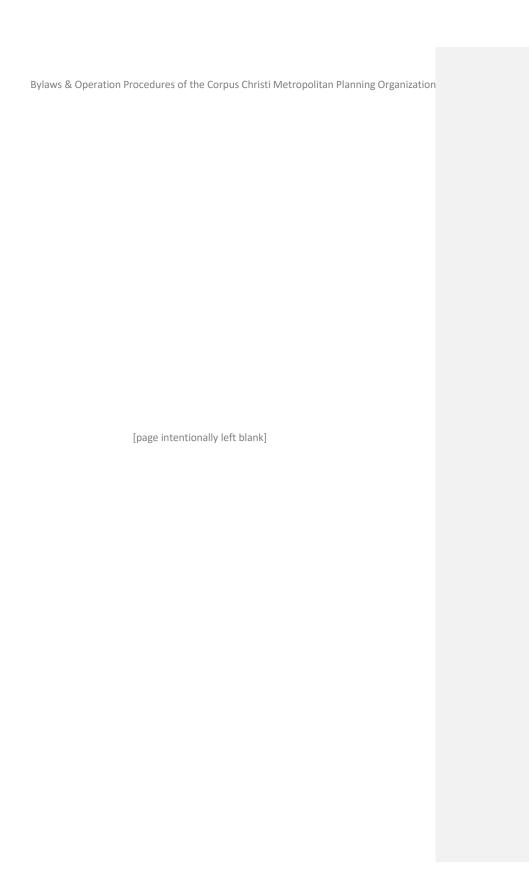
7. A quorum would consist of four (4) eligible voting members.

Administrative Support:

The MPO Staff shall provide administrative support to the $T_{\underline{ransportation}}$ echnical Advisory Committee.

Committees:

The T<u>ransportation_echnical_Advisory</u> Committee may create ad hoc committees or technical subcommittees.



ATTACHMENT A

PROCEDURES FOR PUBLIC COMMENTS

The Corpus Christi Metropolitan Planning Organization encourages public comments on any and all matters relevant to metropolitan transportation planning. To assure fair and equitable opportunities for all citizens desiring to address the MPO Committee meetings, the following public comment procedures have been established:

Public Comments on Agenda Items:

Public comments related to agenda items will be allowed as particular matters are being acted upon or discussed. Comments will be limited to three (3) minutes and the applicant must sign up at least five (5) minutes before the start of the meeting. Persons wishing to address more than one agenda item may do so during their allotted time.

An agenda and sign-up sheet will be made available at the meeting place at least ten (10) minutes prior to the start of the meeting.

Other Public Presentations:

Groups or individuals desiring to make presentations to the Transportation Policy Committee will be advised by the Transportation Planning Director to make their presentation first to the Transportation echnical—Advisory Committee. Notwithstanding the advice of the Transportation Planning Director, the group or individual can make presentation to the Transportation Policy Committee. The Transportation Policy Committee, after hearing the presentation, will direct the MPO Staff for any further action.

Requests for public presentations not related to business indicated on the agenda must be submitted to the Chairperson ten (10) business days in advance of the regular meeting and will be added to the agenda at the Chairperson's discretion. If approved as an agenda item, the presentation will be limited to ten (10) minutes.

Requests to deliver such a presentation should be submitted in writing to:

Chairperson
Transportation Policy Committee
C/O Transportation Planning Director
Corpus Christi Metropolitan Planning Organization
602 N. Staples St., Suite 300
Corpus Christi, Texas 78401

The citizens may use the following E-mail address, Fax, or Phone numbers for submitting material for presentation.

E-mail: ccmpo@cctxmpo.us Phone: (361) 884-0687

Written Comments:

The Corpus Christi Metropolitan Planning Organization welcomes written comments relating to agenda items or other metropolitan transportation concerns. For written comments exceeding three (3) standard 8 ½" X 11" pages, twenty-five (25) copies must be provided. Written comments should be sent to the Transportation Policy Committee Chairperson address on page 15.

Invited Comments:

The Chairperson may at any time during the meeting invite comments from the audience.

Information Required:

The following information will be required of all persons making either oral or written comments:

- 1. Full Name
- 2. Affiliation (if applicable)
- 3. Mailing Address
- 4.3. Agenda Item(s) or Topic to be addressed

APPENDIX A

AMENDMENT NOTES

May 24, 1995 Meeting:

The Alternate Member Section of the Bylaws for the Transportation Policy Committee has been found illegal according to the ruling of the Attorney General that reads, ". . . that a metropolitan planning organization, acting on its own, does not have authority to provide for alternate members." This section was deleted from the Bylaws.

April 3, 1997 Meeting:

On April 3, 1997, the MPO staff requested the Transportation Policy Committee to amend the Voting Members Section of the Transportation Policy Committee. The proposal was to allow the designated persons by respective city councils, county courts, and boards to replace mayors, judges, and chairpersons to be the members of the Transportation Policy Committee. The designated member would remain a member of the Transportation Policy Committee until replaced by the respective organization.

The Transportation Policy Committee unanimously decided to keep the current composition of the voting members. However, the Transportation Policy Committee provided the flexibility that an organization can designate another member of their respective city councils, county courts, and boards to be a member of the Transportation Policy Committee, if necessary.

April 1, 1999 Meeting:

The Transportation Policy Committee decided to amend the bylaws as follows:

1. Chapter I, Participant Roles

Delete the sentence "A Senior Planner is designated as a "Transportation Planning Director" to administer the program, and also take out quotes from "Transportation Planning Director" from the next sentence to read, the Transportation Planning Director is responsible to the designated MPO Transportation Policy Committee.

2. Chapter II, Transportation Policy Committee

Add a sentence to read, The Transportation Policy Committee decided to amend any reference to the title "Transportation Policy Committee" to include the definition of the word "Committee" as synonymous with the word "Board" or "Body."

3. Chapter II, Transportation Planning Director and MPO Staff

Item 1, to read, The Transportation Planning Director shall:

Take planning policy directions from and be responsible to the designated MPO Transportation Policy Committee.

January 3, 2002 Meeting:

The Transportation Policy Committee decided to amend the bylaws as follows:

1. Chapter I, Study Organization and Management

Added paragraphs two to five in this section.

2. Chapter I, Organizational Structure

Changed item 4 to read Other Advisory Committees instead of Other Committees and Sub-Committees. Deleted the paragraph following item 4.

3. Chapter II, Transportation Policy Committee

Deleted the paragraph reading: The Transportation Policy Committee decided to amend any reference to the title "Transportation Policy Committee" to include the word "Committee" as synonymous with the word "Board" or "Body."

Added the paragraph reading: The policy body of the organization is the Transportation Policy Committee composed of the elected officials of the general purpose local government entities and appointed officials of the providers of transportation in the metropolitan area. This Committee provides the forum for cooperative decision-making and has the following responsibilities.

Deleted the line reading: The Transportation Policy Committee have the following responsibilities:

Added item 6 in the Transportation Policy Committee Responsibilities to read: Ensure the efficient and effective use of the Federal Highway Administration (FHWA) Section 112 and the Federal Transit Administration (FTA) Section 5303 planning funds.

Added item 7 in the Transportation Policy Committee Responsibilities to read: Encourage the development, implementation, and surveillance of plans to reduce transportation generated air pollution within the study area.

Added item 11 in the Transportation Policy Committee Responsibilities to read: Establish for the MPO staff the salary, salary range, annual or more frequent personnel performance reviews and salary increases based on performance and cost of living indices.

Amended item 12 to replace the reference of City of Corpus Christi personnel policies to the Nueces County personnel policies.

4. Chapter II, Technical Advisory Committee

Added the paragraphs reading: Each Transportation Policy Committee member appoints a person from the organization being represented by the Transportation Policy Committee member to assist in the decision making process. Each member is appointed based on the technical ability needed to perform transportation planning activities of the MPO. Currently, this seven-member committee, known as the Technical Advisory Committee is the technical body of the organization.

The Technical Advisory Committee reports directly to the Transportation Policy Committee and works closely with the MPO staff. The Technical Advisory Committee has the following responsibilities:

Deleted the line reading: The Technical Advisory Committee shall have the following responsibilities:

Added in item 1 the phrase "the Transportation Policy Committee" after the word "Assist."

Added in item 2 the phrase "transportation related studies" after the word "Review" and deleted the phrase "other studies related to transportation."

Added in item 4 the phrase "and other high priority projects. Recommend its adoption by the Transportation Policy Committee" after the word "TIP" and deleted the phrase "including reviewing projects and making recommendations to the Transportation Policy Committee."

Added in item 6 the phrase "if specifically authorized by the Transportation Policy Committee, on" after the words "on technical matters and."

Deleted item 8 that was reading: Prepare the Quarterly Performance Reports and Expenditure Reports and submit those to TxDOT for reimbursement of expenditures.

Added item 8 to read: Prepare Expenditure Reports and submit those to TxDOT for reimbursement of expenditures.

Added item 9 to read: Prepare and submit for approval the annual report summarizing the progress of the UPWP.

Modified item 10 by deleting the phrase "and Section 16 [(b)(2)] program to provide assistance in meeting needs of elderly and/or disabled persons" after the phrase "Statewide Transportation Enhancement program."

5. Chapter II, Other Advisory Committees

Deleted the title "Other Committees and Subcommittee" and associated paragraph and added the title "Other Advisory Committees" and the associated paragraph.

6. Chapter III, Composition

Deleted the paragraph reading: The Transportation Policy Committee shall be composed of officials of participating governmental jurisdictions.

Added the paragraph reading: The present voting membership of this Committee, outlined in the Metropolitan Planning Organization Designation Agreement signed on June 28, 2000, is as follows.

7. Chapter III, Amendment to Bylaws

Added the phrase "Transportation Policy" after the phrase "regular scheduled meeting of the" and capitalized "h" to read "H" for splitting the original sentence into two sentences.

8. Chapter IV, Composition

Added the paragraph to read: Each Transportation Policy Committee member appoints a person from the organization being represented by the Transportation Policy Committee member to assist in decision making process. Each member is appointed based on the technical ability needed to perform transportation planning activities of the MPO. Currently, this seven-member committee, known as the Technical Advisory Committee is the technical body of the organization. The Technical Advisory Committee reports directly to the Transportation Policy Committee and works closely with the MPO staff.

Deleted the paragraph reading: The Technical Advisory Committee shall be composed of key staff members of participating governmental jurisdictions.

Deleted item 6 of the Voting Members that was reading, Director of Engineering Services, Port of Corpus Christi Authority.

Added item 6 of the Voting Members to read: Deputy Director of Engineering Services, Port of Corpus Christi Authority.

Modified item 10 by deleting the phrase "Greater Corpus Christi Business Alliance" and adding the phrase "Transportation Committee of the Corpus Christi Chamber of Commerce" after the phrase "One representative of the."

9. Procedure for Public Comments

Added MPO E-mail address, Fax and Phone numbers.

September 7, 2006 Meeting:

On September 7, 2006, the Transportation Policy Committee amended the bylaws. The MPO staff updated committee title designations in the Participant Roles in Chapter I and Composition sections of Voting and Non-Voting members in Chapters III and IV.

December 4, 2008 Meeting:

On December 4, 2008, the Transportation Policy Committee amended the bylaws. Policy was written to prevent a member of the Transportation Policy Committee from having a Conflict of Interest in the business before the MPO under the Texas Local Government Code in Chapter III.

December 3, 2009 Meeting:

On the December 3, 2009, the Transportation Policy Committee amended the bylaws. Ethics policy was added to Chapter III - Conflict of Interest, paragraphs 2, 2.1, and 3 under the Texas Transportation Code.

September 6, 2012 Meeting:

On September 6, 2012, the Transportation Policy Committee amended Chapter I - Overview, by updating "2000 Census" to "2010 Census" in the fourth sentence of paragraph 3, it reads: "Based on the 2010 Census, almost the entire population of the MPO area resides within the incorporated limits of the cities of Corpus Christi, Gregory, and Portland".

Tables of Contents - Inserted "Limited English Proficiency" (LEP) statement to provide language assistance to persons with limited English proficiency.

Chapter IV - Technical Advisory Committee: Under Voting Members, changing the Corpus Christi Regional Transportation Authority title to Chief Executive Officer.

Updating the list of Non-Voting Members list with "One representative of the Federal Highway Administration; One representative of the Federal Transit Administration; One representative of the Coastal Bend Council of Governments; and One representative of the Corpus Christi Air Quality Committee".

Deleting "Director, Department of Planning and Development, City of Corpus Christi; City Traffic Engineer, City of Corpus Christi; Director of Aviation, Corpus Christi Airport; Transportation Planner, Texas Department of Transportation, Corpus Christi District; One representative of the Planning and Programming Division, Texas Department of Transportation; One representative of the Coastal Bend Council of Governments; One representative of the Federal Highway Administration; One representative of the Federal Transit Administration; One representative of the Transportation Committee of the Corpus Christi Chamber of Commerce".

Deleting the Advisory Resource Representatives: "One Representative each of the Railroads serving the area; One Representative each of Traffic Police Department within the area; One Representative each of School Districts within the area; One Representative each of Texas A&M University - Corpus Christi; One Representative each of Del Mar College, Corpus Christi; Representative of federal, state and tribal agencies responsible for land use, natural resources and other environmental issues".

Attachment A - Procedures For Public Comment: Under Other Public Presentations, changed email address from ccmpo@swbell.net to ccmpo@cctxmpo.us.

February 19, 2015 Meeting:

TPC AGENDA ITEM 4.E: Discussion of possible amendment to TPC bylaws relating to proxy attendance and voting. Amend in accordance with Transportation Code, Chapter 472, Section 472.032.

MPO staff introduced a proposed amendment to TPC by-laws to allow proxy attendance and voting on the basis of written designation by TPC members. In discussion, TPC members indicated a clear preference to prohibit proxy participation, acknowledging the importance of direct participation in TPC decision. Several members commented that the legislative calendar creates scheduling challenges. Ms. Hawley stated her appreciation for the process by which the rescheduling of this meeting had been implemented. Mr. Pollack indicated that a discussion to revisit the scheduled meeting time would be added to the next TPC agenda.

March 16, 2017

Administrative amendments to the Bylaws as follows:

1. Amended dates page

Updated the Corpus Christi MPO's mailing address from 5151 Flynn Parkway, Suite 404, Corpus Christi, Texas 78411 to 602 N. Staples St., Suite 300, Corpus Christi, Texas 78401.

2. Attachment A, Procedures for Public Comments

Under "Request to deliver such a presentation should be submitted in writing to", updated the Corpus Christi MPO's mailing address from 5151 Flynn Parkway, Suite 404, Corpus Christi, Texas 78411 to 602 N. Staples St., Suite 300, Corpus Christi, Texas 78401.

Deleted reference to Fax number under "The citizens may use the following E-mail address, Fax, or Phone numbers for submitting material for presentation".



METROPOLITAN PLANNING ORGANIZATION

Date: October 31, 2024

To: Transportation Policy Committee (TPC)

From: Craig Casper, Senior Transportation Planner

Through: Robert MacDonald, Transportation Planning Director

Subject: <u>Item 5B</u>: Regional Focus Groups Results

Action: Information Only

Summary

As part of the Public Outreach Process the Corpus Christi MPO has contracted with a private consultant to conduct a total of 10 focus groups: 8 on-line and 2 in-person. These focus groups are designed to be statistically valid to match our MPO's regional demographics from the 2020 U.S. Census. Exhibit 1 in this memo illustrates the regional demographic profile target and actual results for this project. The Focus Groups were conducted the week of September 9-13, 2024 and had approximately 79 participants.

The questions posed by the consultants to the residents of the region are included in this document. Corpus Christi MPO staff were deliberately excluded from these Focus Group meetings to avoid any biases from our knowledge of transportation in the region. A copy of the final Focus Group Report is provided as Attachment 1.

The Corpus Christi MPO has developed a Social Pinpoint survey to request members of the public to complete questions that were asked of our Focus Groups. The survey remains open for the residents of the region to complete. The survey is located at the following link: https://mpo-corpus.org/focusgroups

Executive Summary

Overview of the Focus Group Project

ETC Institute and High Street Consulting collaborated with the Corpus Christi Metropolitan Planning Organization (MPO) to collect statistically representative input on transportation needs and priorities in the Corpus Christi MPO region. This effort involved ten (10) focus groups, eight virtual and two in-person, comprising residents from across the region, which includes the cities of Corpus Christi, Portland, and Gregory, as well as parts of Nueces and San Patricio Counties. The feedback obtained will play a critical role in shaping future transportation plans for the region.

Strengths, Challenges, and Opportunities for Improvement

The focus group discussions on transportation in the Corpus Christi region revealed a mix of positive perceptions and significant areas for improvement. Participants praised the variety of transportation options, reasonable travel times, and alternative routes that facilitate smoother journeys. However, they also identified key challenges, including insufficient infrastructure for public transportation, traffic congestion, poor road conditions, and a lack of accessible options for individuals with disabilities.

Thoughts about Funding Solutions:

Regarding funding solutions, most participants expressed dissatisfaction with the value received from current transportation-related taxes and fees. There is significant mistrust regarding the management of public funds. While a small minority indicated willingness to contribute more for specifically identified improvements—such as enhanced safety, better sidewalks, and modern technologies—the overall sentiment is one of reluctance to pay more without greater transparency and accountability.

Key Transportation Consideration Raised by Focus Group Participants Organized by Topic Area:

- **Safety:** Enhancing safety for pedestrians, cyclists, and drivers was a top consideration in all groups. Participants emphasized the need for better traffic signal coordination, more bike lanes, improved pedestrian crossings, and addressing improvements in accident-prone areas.
- Infrastructure and Accessibility: There was a strong demand for improved road maintenance, addressing congestion hotspots, and planning new infrastructure, such as a second bridge to the island area and a west loop road around Yorktown Boulevard which was raised by a focus group participant.
- Pedestrian and Cycling Infrastructure: Participants highlighted the lack of sidewalks and bike lanes, particularly on the west side of the city, calling for better pedestrian facilities, well-marked sidewalks, and improved street crossings.
- Public Transportation: Participants called for enhanced services, including more bus stops, providing more benches and shelters at bus stops, expanded routes, improved accessibility, and better coordination with communities to make bus passes more affordable. Suggestions included adding direct routes and increasing safety.
- Weather Resiliency: Frequent flooding and severe weather impacts prompted some calls from the group for better drainage systems, more resilient infrastructure, and improved evacuation routes, especially in flood-prone areas.
- Emerging Transportation Technologies: Discussions around e-bikes, e-scooters, electric vehicles (EVs), and autonomous vehicles were mixed. While some saw potential benefits, concerns around safety, infrastructure readiness, and regulation were common.

ETC Institute and High Street Consulting recruited focus group participants from across the Corpus Christi MPO region, carefully balancing age, race/ethnicity, income, and gender characteristics to ensure the aggregate participant demographics closely resembled those of the Corpus Christi MPO area's residents as reported in the latest U.S. Census information. Generally, there was close adherence between participants and the region's demographic profile. Younger individuals, African Americans, and females were slightly overrepresented, while older adults, higher-income individuals, and whites/Caucasians were somewhat underrepresented. The following Exhibit illustrates the outcome of this effort.

Exhibit 1. Demographic Targets Compared to Actual Participants

Age	Target	Actual
18-44	49.0%	58.2%
45-64	31.0%	27.8%
65+	20.0%	13.9%
Race/Ethnicity	Target	Actual
African American/Black	3.0%	20.3%
Asian/Pacific Islander	2.0%	3.8%
Hispanic (any race)	64.0%	64.6%
Native American	0.0%	0.0%
White/Caucasian	30.0%	12.7%
Income	Target	Actual
\$125,000 or higher	21.0%	8.9%
\$75,000 to \$125,000	20.0%	27.8%
\$45,000 to \$74,999	18.0%	20.3%
\$25,000 to \$44,999	22.0%	20.3%
Less than \$25,000	20.0%	21.5%
Gender	Target	Actual
Female	50.0%	57.0%
Male	50.0%	43.0%

Fiscal Impact

The Regional Focus Group Project was funded with Corpus Christi MPO Federal Planning (PL) funds as part of the Unified Planning Work Program (UPWP) for FY 2024. No local government match was required for this project. The cost of the project was approximately \$80,000.

Recommendation

None. This is an information Item.

Proposed Motion

None. This is an information Item.

Background

As stated in the adopted Corpus Christi MPO's Public Participation Plan (PPP):

Focus Groups – Focus groups are most often used when agencies desire information about specific issues. Critical to the success of a focus group is having balanced representation and keeping the group at a manageable number so that each person contributes to a substantive discussion. This can take the form of having statistically valid representation based on gender, race, age, income, or home or work location. It can also take the form of having increased representation from disadvantaged or marginalized groups in order to provide them a forum for their voices to be specifically represented.

Attachment

1. Corpus Christi MPO Focus Group Project Summary Report - ETC Institute (October 2024)



FOCUS GROUP SUMMARY REPORT

ETC Institute with High Street Consulting for the Corpus Christi Metropolitan Planning Organization
October 2024

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Executive Summary

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Strengths, Challenges, and Opportunities for Improvement

The focus group discussions on transportation in the Corpus Christi region revealed a mix of positive perceptions and significant areas for improvement. Participants praised the variety of transportation options, reasonable travel times, and alternative routes that facilitate smoother journeys. However, they also identified key challenges, including insufficient infrastructure for public transportation, traffic congestion, poor road conditions, and a lack of accessible options for individuals with disabilities.

Thoughts about Funding Solutions:

Regarding funding solutions, most participants expressed dissatisfaction with the value received from current transportation-related taxes and fees. There is significant mistrust regarding the management of public funds. While a small minority indicated willingness to contribute more for specifically identified improvements—such as enhanced safety, better sidewalks, and modern technologies—the overall sentiment is one of reluctance to pay more without greater transparency and accountability.

Key Transportation Consideration Raised by Focus Group Participants Organized by Topic Area:

- **Safety:** Enhancing safety for pedestrians, cyclists, and drivers was a top consideration in all groups. Participants emphasized the need for better traffic signal coordination, more bike lanes, improved pedestrian crossings, and addressing improvements in accident-prone areas.
- Infrastructure and Accessibility: There was a strong demand for improved road maintenance, addressing congestion hotspots, and planning new infrastructure, such as a second bridge to the island area and a west loop road around Yorktown Boulevard which was raised by a focus group participant.
- Pedestrian and Cycling Infrastructure: Participants highlighted the lack of sidewalks and bike lanes, particularly on the west side of the city, calling for better pedestrian facilities, wellmarked sidewalks, and improved street crossings.
- Public Transportation: Participants called for enhanced services, including more bus stops, providing more benches and shelters at bus stops, expanded routes, improved accessibility, and better coordination with communities to make bus passes more affordable. Suggestions included adding direct routes and increasing safety.

- **Weather Resiliency:** Frequent flooding and severe weather impacts prompted some calls from the group for better drainage systems, more resilient infrastructure, and improved evacuation routes, especially in flood-prone areas.
- **Emerging Transportation Technologies:** Discussions around e-bikes, e-scooters, electric vehicles (EVs), and autonomous vehicles were mixed. While some saw potential benefits, concerns around safety, infrastructure readiness, and regulation were common.

Overview

ETC Institute and High Street Consulting collaborated with the Corpus Christi Metropolitan Planning Organization (MPO) to collect statistically representative input on transportation needs and priorities in the Corpus Christi MPO region. This effort involved ten (10) focus groups, eight virtual and two in-person, comprising residents from across the region, which includes the cities of Corpus Christi, Portland, and Gregory, as well as parts of Nueces and San Patricio Counties. The feedback obtained will play a critical role in shaping future transportation plans for the region. These focus groups took place September 9th through 12th, 2024, and covered a range of topics (see Appendix I: Moderator Script for questions), including:

- Perceptions of the Transportation System
- Priorities for Transportation Improvements
- Bus Service and Public Transportation
- Bicycle Transportation
- Pedestrian Transportation
- Traffic Signals
- E-Bikes and E-Scooters

- Weather Resiliency
- Alternative Fuels
- Use and Perceptions of Electric Vehicles
- Autonomous Vehicles
- Delivery Services
- Funding for Transportation

To allow for unbiased opinions to be made by the participants, no staff members of the Corpus Christi MPO nor local governments were included in the focus groups.

ETC Institute and High Street Consulting recruited focus group participants from across the Corpus Christi MPO region, carefully balancing age, race/ethnicity, income, and gender characteristics to ensure the aggregate participant demographics closely resembled those of the Corpus Christi MPO area's residents as reported in the latest U.S. Census information. Generally, there was close adherence between participants and the region's demographic profile. Younger individuals, African Americans, and females were slightly overrepresented, while older adults, higher-income individuals, and whites/Caucasians were somewhat underrepresented. The following Exhibit illustrates the outcome of this effort. The following pages provide a detailed summary of the residents' feedback and selected quotes on each of these topics.

Exhibit 1. Demographic Targets Compared to Actual Participants

Age	Target	Actual
18-44	49.0%	58.2%
45-64	31.0%	27.8%
65+	20.0%	13.9%
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Gender	Target	Actual
Female	50.0%	57.0%
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Topic 1: Perceptions of the Transportation System

Virtual Focus Groups Summary

The virtual focus group discussions on perceptions of the transportation system in the Corpus Christi MPO region revealed a wide range of opinions on both positive aspects and areas in need of improvement.

Positive Aspects:

Participants appreciated several aspects of the current transportation system, including the variety of available options, travel times, and alternative routes that help ensure smoother journeys across the region. Some residents specifically highlighted recent road paving efforts as a positive development. There was also recognition of the benefits of a diverse range of transportation modes, with several participants praising the convenience of the system's emphasis on personal vehicles. Additionally, residents noted that getting around the region is relatively easy due to its smaller population size compared to larger Texas cities like Austin and San Antonio.

"We aren't a humongous city, so if you use public transportation or use your own vehicle it isn't too bad until about 5:00 when everyone is getting off work and when people are getting to work between 6-9 am. Besides that, we don't have gridlock or anything like that like LA does, it's pretty go with the flow."

"Traffic is not as congested as other cities in Texas, and everything is close to get to."

"A variety of convenient (transportation) options."

Areas for Improvement:

However, the discussions also revealed several areas where participants felt the transportation system needed improvement. A major concern was the lack of accessible and adequate infrastructure, particularly for public transportation users. Common issues included a shortage of bus stops, insufficient seating and shade at stops, and inadequate routes, particularly in the City of Portland and the outer areas of the region. Participants also pointed to problems like traffic congestion, potholes, construction detours, and a lack of accessible transportation options for people with disabilities. Specific suggestions for improvement included increasing the number of benches and adding shuttle services for elderly and disabled residents. There was also a strong call for better coordination with communities to enhance bus pass accessibility and make the public transit system more effective. Additionally, residents highlighted the need for clearer communication regarding road construction and repairs.

"Potholes and how long they take to fix streets with rerouting as well."		
"Public (bus) transportation is not free."		
"Potholes are terrible."		
r othotes are terriste.		
"How unsafe the transportation system in Corpus Christi is because of speeding."		

Additional Concerns and Suggestions:

Several participants noted specific safety concerns and highlighted the impact of ongoing construction on traffic flow and accessibility. There were suggestions to enhance weather resiliency, improve road maintenance, address congestion hotspots, and explore alternative transportation modes, including cycling and electric vehicles. Participants also expressed the need for better infrastructure planning,

such as adding a new, second bridge to the island area and a west loop around Yorktown Boulevard, to accommodate future growth and reduce traffic congestion. The lack of international and direct flight options from the Corpus Christi International Airport was mentioned as a gap in the current system.

Overall, while there is an appreciation for the range of transportation options available, the feedback indicates a strong desire for improvements in infrastructure, accessibility, safety, and planning to create a more efficient and inclusive transportation system for the Corpus Christi MPO region.

"North Padre Island gets congested during weekends, holidays and on Sundays."

"Jokes about Corpus Christi having the worst roads in Texas."

In-Person Focus Groups Summary

In general, participants expressed a mix of satisfaction and frustration with the transportation system in the Corpus Christi MPO Region. Many found it straightforward to navigate into town, highlighting how well-connected the highways are, allowing travel to most places within 10-20 minutes by car. They also appreciated the efforts toward multimodal transportation, such as public transit and bike lanes, and felt the signage and pavement markings downtown helped with navigation, especially toward the interstate. Transit fares were seen as affordable, with frequent service, though there was a desire for expanded routes and more shuttles to suburban areas.

However, frustrations were also apparent. The most common concern was the overwhelming construction, which many felt was poorly timed and excessive, particularly in election years. Potholes and debris on the roads were a nuisance, and the congestion caused by heavy highway usage detracted from the convenience of the connected roadways. While people generally liked the bike lanes, they were irritated when cyclists failed to use them, contributing to traffic issues in this car-centric city.

Topic 2: Priorities for Transportation Improvements

Virtual Focus Groups Summary

Below are the key priorities for future transportation in the Corpus Christi MPO Region as identified by focus group participants:

Weather Resiliency and Climate Adaptation:

Participants emphasized the need for making the transportation system more resilient against weather events and climate change. This includes designing infrastructure that can withstand severe weather conditions, such as flooding and hurricanes.

"Making the system better for weather and climate change."

"Emergency preparedness for hurricanes and evacuation plans."

Road Maintenance and Congestion Management:

Improving road maintenance, particularly addressing potholes, and repairing damaged roads, was highlighted as a <u>critical consideration</u>. Additionally, participants suggested focusing on reducing traffic congestion by addressing recurring congestion hotspots and improving traffic flow throughout the region.

"Traffic flow in some areas is congested during rush hour."

"Potholes and construction."

Expansion of Public Transportation and Infrastructure:

Participants called for enhancing public transportation services by increasing the number of bus stops, expanding bus routes, and improving coordination with communities to make bus passes more accessible and affordable. Suggestions also included adding more direct routes, improving bus system safety, and enhancing the overall convenience of public transit for residents.

"Public transportation. It's a fast-growing city. We want to take care of the people who rely upon public transportation."

"More bus stops and routes and lighting on the outskirts of the city."

Support for Alternative Transportation Modes:

Expanding options for alternative modes of transportation, such as cycling and carpooling, was mentioned as a consideration. Specific recommendations included increasing the availability of bike lanes and ensuring safe cycling routes throughout the area.

"Have other options other than car to get around."

"Better balance for all transportation options, car is king."

Increased Accessibility and Inclusivity:

Improving accessibility for all residents, particularly elderly and disabled individuals, was identified as an area of concern. This included providing more benches and shelters at bus stops, considering shuttle services, and enhancing transportation options for people with disabilities.

"I think they would want the elderly considered to make sure they have the transportation they need to get to doctors' appointments and such. We have a great VA system, but more support is always needed. I do not see enough special needs and elderly specific transportation around town."

Focus on Safety:

Addressing safety concerns across the transportation system, including improving traffic signals, reducing accident-prone areas, and ensuring pedestrian and cyclist safety, was seen as essential for future planning.

"More commercials on TV to remind people to be safe."

"Improve safety in the region, making sure things are well lit"

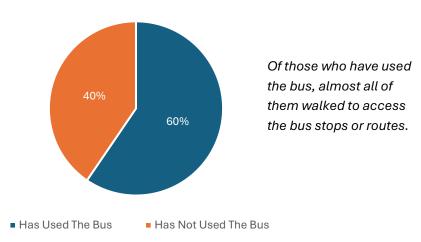
In-Person Focus Groups Summary

Participants in the focus groups emphasized the need for a comprehensive rebalancing of transportation priorities in the Corpus Christi MPO Region, advocating for improvements beyond car-centric infrastructure. A significant consideration was addressing the lack of pedestrian and cycling amenities, particularly on the west side, where there are fewer sidewalks and bike lanes compared to the south side. Many called for better pedestrian safety, improved sidewalks, crosswalks, and cycling infrastructure, particularly with considerations for people using wheelchairs and the aging population. Ensuring crosswalks are timed appropriately so that people who need more time to cross (e.g., older adults and children) can do so without being rushed and that pedestrian pathways are safe and accessible was a recurring theme, with a clear desire to make neighborhoods more walkable and reduce the reliance on cars.

Another major consideration was fixing road conditions, with specific concerns about potholes, unfinished construction, and poor surface conditions across the city. The ongoing construction, especially the incomplete New Harbor Bridge project, was a major frustration for participants who felt road maintenance needed more consistent attention. Many also expressed concern about large trucks and industrial traffic, particularly on the west side, suggesting stricter regulations for freight vehicles to prevent debris and congestion. Sustainability and resilience, particularly related to water drainage issues, were also seen as crucial improvements as the city continues to grow. Additionally, participants advocated for better public transportation to and from outlying areas, stressing the need to accommodate future growth and make the city more pedestrian friendly.

Topic 3: Bus Service and Public Transportation





Virtual Focus Groups Summary

The discussions on bus transportation in the Corpus Christi MPO Region highlighted a mix of positive feedback and areas for improvement. Participants appreciated the convenience and punctuality of the bus services, with some praising the environmental benefits of buses running on compressed natural gas. The online tracking system for buses was also noted as a positive feature. However, concerns were raised about the cleanliness of the buses and the need for more accessible bus stops, particularly closer to key destinations like workplaces. Participants suggested extending routes to outer city limits and improving the overall efficiency of the service to encourage greater use. Improvements such as more seating areas for the elderly and disabled, and better coordination with overall community needs were also discussed.

"Compared to what other metropolitan communities have, the bus system needs to be easier to use"

"The buses are on time, and you can go online and see if the buses are on time or not."

"Bus stops are spread out and hard to get to."

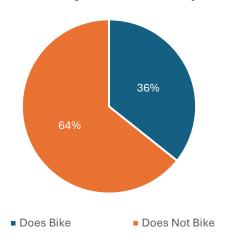
"Would like 24-hour availability."

Overall, while many saw the bus service as useful in theory, practical issues like convenience and comfort hinder broader usage. The in-person focus group participants had varied experiences with Corpus Christi's Regional Transportation Authority (RTA) bus service, with a small number regularly using public transportation and others only considering it under specific circumstances, such as if their car broke down or for special events. Some praised the comfort of the buses, especially the air conditioning, phone ticketing, and Wi-Fi services, as well as the ADA accessibility features like kneeling buses and paratransit options. Fares were seen as reasonable, particularly the reduced fare programs for disabled riders. However, some participants highlighted the need for better customer service training for operators and more reliable timeliness, as some riders still arrive late to work despite the service's overall dependability. On the other hand, one participant complimented the customer service provided by transit operators as well as bus amenities (e.g., air conditioning, Wi-Fi).

Several factors were identified that would encourage more people to use the bus service. Expanding the routes to offer better connections to green spaces and shortening trip times were mentioned as ways to make public transportation more attractive. Participants also emphasized the need to improve the comfort of bus stops, especially considering the hot climate where people often stand waiting in the heat. Free rides and special event shuttles were noted as potential incentives that could increase ridership, alongside improvements in service consistency and more direct routes.

Topic 4: Bicycle Transportation

Who Rides a Bicycle For Transportation?



Virtual Focus Groups Summary

The discussions on biking revealed several critical issues and suggestions for enhancement. Participants highlighted the lack of dedicated bike lanes and driver awareness as major concerns. They suggested creating more bike lanes, better marking of existing lanes, and providing driver education to improve safety and encourage biking as a viable transportation option. There was also interest in a public bike rental service, though concerns about maintenance and public care were mentioned. Most groups agreed on the need for improved infrastructure to support longer bike rides and enhance safety.

"I lived in Colorado for many years and their bike lanes are amazing there, it's the gold standard. I wish we did that more. I know Corpus is doing a lot. I just wish we could do more with bikes, jogging lanes, parks, it's such a beautiful city. We have beautiful beaches and beautiful weather; we need more bikes and accessibility for them. You should be able to get from one end of the city to the other. More connectivity is needed."

"Ocean Drive, it's a little dangerous because there are no bike lanes."

"There are no bike lanes where I live."

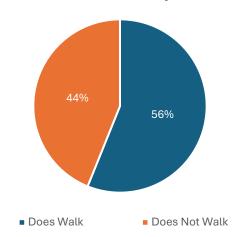
"We need more bike paths and more infrastructure to improve safety."

The in-person focus group participants expressed concerns about the current state of bicycle transportation in Corpus Christi, with only a small number regularly biking and most opting not to due to safety issues. A significant problem mentioned was the lack of connectivity in the city's bike lanes, as they often stop abruptly, making it difficult for cyclists to navigate safely through different areas. This issue has been raised with the city council but remains unresolved. Participants also noted that many people ride their bikes against traffic, which raises questions about the legalities and safety of such behavior. While some acknowledged the bay trail as a positive aspect, there were overarching concerns about inadequate crossings at busy roads and insufficient safety infrastructure.

Participants emphasized the need for safer, more connected bike routes, particularly in neighborhoods where biking is currently seen as unsafe. They suggested that improving road crossings and slowing traffic could significantly enhance safety for cyclists. Drawing comparisons to other cities, such as Austin, which has narrower streets and pedestrian refuge islands, participants felt that Corpus Christi could benefit from similar infrastructure improvements. Additionally, there was a call for better education and awareness around cycling, including clarifying biking laws and promoting cycling as a viable mode of transportation through marketing and community engagement efforts. Overall, safer infrastructure and increased connectivity were seen as critical to encouraging more people to bike in the city.

Topic 5: Pedestrian Transportation

Who Walks For Transportation?



Virtual Focus Groups Summary

The discussions on walking highlighted significant concerns regarding infrastructure and safety. Participants emphasized the need for better pedestrian facilities, including well-lit areas, functioning crosswalks, and handicap access. The lack of safe and well-marked sidewalks was a recurring issue, with suggestions for clearer separation between pedestrian and bike traffic. There was also a call for improved driver education and awareness to enhance safety for walkers. Participants discussed the need for better traffic management and communication between city and state-run (TxDOT) signals to avoid congestion and improve overall walkability in the city.

"Sidewalks are too narrow and need more lighting."

"There needs to be better crosswalks outside of school zones"

"Cars make it (walking) dangerous because they are speeding."

"We need more sidewalks in residential areas."

Participants in the focus groups expressed significant concerns regarding pedestrian transportation in the Corpus Christi MPO Region, highlighting the poor condition of sidewalks as a major barrier to walking. Many noted that sidewalks are often unsafe, inaccessible, and in disrepair, with specific areas like the London Area development lacking sidewalks and adequate lighting entirely. While there were some walkers who used the sidewalks for activities like walking children to parks or nearby stores, the overall impression was that pedestrian infrastructure is lacking, particularly outside of the Bayside Area. Participants noted issues with connectivity, citing gaps in the sidewalk network that force pedestrians to navigate unsafe crossings, especially when trying to access public transportation or schools.

To encourage more walking, participants emphasized the urgent need for improved pedestrian infrastructure, including the construction of new sidewalks, smoother walking surfaces, and safer crosswalks that accommodate all abilities. Enhancements to personal safety, such as improved lighting along walkways and crime reduction measures, were also highlighted as crucial factors for encouraging more people to walk. Additionally, participants pointed out that ongoing maintenance is necessary due to issues with the clay soils/road base causing ground shifts, which further exacerbates the condition of the sidewalks. Overall, there is a clear demand for a more pedestrian-friendly environment in the Corpus Christi MPO Region to promote walking as a viable and safe mode of transportation.

Topic 6: Traffic Signals

Virtual Focus Groups Summary

The discussions on traffic signals in the region revealed several areas for improvement and common concerns. While some participants noted that traffic signals are effective in downtown areas, they also highlighted issues such as confusing blinking red lights when the lights stop working when stoplights are not working and inconsistent signal timing. Problems were reported with signals staying red for extended periods, which contributes to congestion and driver frustration.

Concerns were raised about certain school districts lacking traffic signals, creating dangerous conditions for students. Participants also emphasized the need for clearer signals for pedestrians and improved signage to prevent unsafe crossings. There were suggestions to improve and fix sidewalks to enhance pedestrian safety.

Issues with traffic signal timing were frequently mentioned. Participants noted that some lights take too long to change, especially during high traffic times, while others have timing that is too fast, leading to congestion and accidents. The need for more U-turn signs and better coordination between TxDOT and city-managed traffic lights was also highlighted. Specific areas, such as the freeway and certain residential intersections, were noted for having poorly timed lights or problematic signal placements that contribute to accidents and confusion.

The group also discussed the impact of construction on traffic signal effectiveness, citing a lack of clear signage and visibility issues in road construction areas. Misinterpretations of blinking yellow turn signals and problematic traffic signal orientation further complicate the driving experience. Overall, there is a call for improved traffic signal management, better timing adjustments, and clearer signage to reduce confusion and enhance safety for all road users.

"Signals are pretty good, but can be confusing when the lights are blinking red."

"Certain lights need to be reset; the timing is off."

"A lot of drivers don't understand the blinking yellow turn signal."

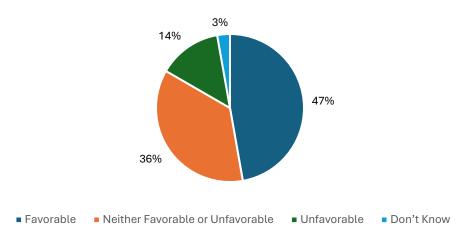
"Construction causes confusion and needs better signage."

In-Person Focus Groups Summary

Participants in the in-person focus groups expressed concerns about the traffic signal system in the Corpus Christi MPO Region, highlighting the need for better coordination and timing to alleviate congestion. While there have been some improvements, many noted that the signals still contribute to a frustrating "start-stop" driving experience, lacking consistency and synchronization across the city. The outdated infrastructure was also a concern, with reports of signals being old and in disrepair—one even fell recently. Overall, there is a clear call for upgrades and better management of traffic signals to enhance the flow of traffic and improve the driving experience in the city.

Topic 7: E-Bikes and E-Scooters

How Do You View E-Bikes or E-Scooters?



Virtual Focus Groups Summary

Discussions on e-bikes and e-scooters revealed a range of opinions and concerns about these modes of transportation. Participants generally viewed e-bikes and e-scooters positively, recognizing their convenience, environmental benefits, and cost-effectiveness. Many appreciated the role these options play in providing alternative transportation and their utility for short trips, especially in tourist areas and downtown.

However, several concerns were raised during the discussions. Safety emerged as a significant issue, with participants expressing worries about the speed of e-scooters and the potential for injuries. Some suggested reducing the maximum speed of e-scooters to prevent accidents. The impact of e-scooters on pedestrian traffic was also noted, with concerns about scooters obstructing sidewalks and the need for better management and designated parking areas to prevent them from being left in inconvenient or aesthetically unpleasing locations.

Participants highlighted the need for more sidewalk space to accommodate e-bikes and e-scooters and improve overall safety. There were also discussions about the challenges posed by severe weather, such as flooding, which can affect the usability and safety of these modes of transportation. Additionally, some participants shared negative experiences, including injuries and improper storage of e-scooters, which further underscores the need for improved regulations and infrastructure.

Overall, while e-bikes and e-scooters are seen as beneficial and convenient, there is a consensus that improvements are needed in terms of safety, storage, and infrastructure to ensure they are used responsibly and effectively.

"Good for the environment, cost effective. Good for the community."

"They get left where they don't belong and its aesthetically not pleasing."

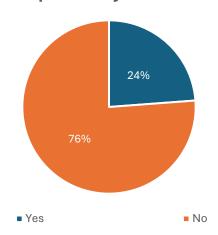
"A complaint is the other users of the scooters."

The in-person focus group participants generally expressed favorable views on e-bikes and e-scooters, noting that they are fun to use and serve as a useful backup for transportation when cars break down. Many participants highlighted the economic benefits of these alternative modes of transport and acknowledged their potential to alleviate congestion on the roads. However, concerns were raised about the behavior of some users, particularly with rental e-scooters and bikes. Participants mentioned instances of improper use and the tendency for rental vehicles to be abandoned or left in unsafe locations, creating obstacles for pedestrians and other road users.

While most participants recognized the potential advantages of e-bikes and e-scooters, there were significant reservations regarding user behavior and safety. Some noted experiences in other cities, like San Antonio and Austin, where reckless riding created dangerous situations. This led to a broader discussion about the need for better education and awareness around responsible use, particularly for rental options. Overall, while e-bikes and e-scooters were seen as valuable additions to the transportation landscape in the Corpus Christi MPO Region, there was a clear call for measures to address user accountability and improve the overall safety and maintenance of these vehicles.

Topic 8: Resiliency

Have You Been Impacted By Severe Weather Events?



Virtual Focus Groups Summary

When initially asked about their experiences with severe weather events, most participants indicated they had not been directly affected. However, as discussions on regional weather resilience progressed, it became clear that severe weather had significantly impacted both the area and the participants, highlighting the need for improved preparedness and infrastructure. Participants shared their experiences with various weather-related challenges, including flooding, freezes, and high tides, which have affected road conditions and overall mobility.

Participants recounted difficulties caused by severe weather events, such as the major freeze in 2021, which lasted a week and led to car issues and longer travel times. Flooding was identified as a recurring problem, particularly during heavy rain and tropical storms. Specific areas, such as downtown Corpus Christi, North Beach, and certain roads like Staples and the freeway, were mentioned as frequently experiencing flooding, making them impassable during severe weather events.

The need for improved evacuation routes and infrastructure was highlighted, especially for areas like the City of Portland that currently lack adequate evacuation roads due to ongoing construction. Participants also discussed the challenges of managing high tides and storm surges, particularly for those living in waterfront properties. Issues such as erosion and debris from storms further exacerbate the impact on residential areas.

The group emphasized the importance of having a robust system for dealing with severe weather, including better drainage and infrastructure improvements. While some infrastructure improvements have been made, there is still a sense of vulnerability and a need for continued vigilance and preparation to effectively handle the challenges posed by severe weather events.

"Flooding is a major issue. There are ditch systems that don't necessarily always work but at least they are there."

"Rain or tropical storm causing flooding when trying to go downtown."

"The freeze caused a lot of car issues."

"Can't drive on certain roads when it rains like Staples."

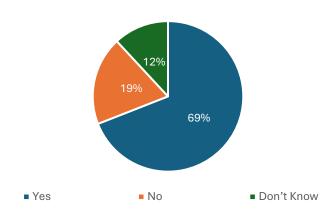
In-Person Focus Groups Summary

Participants in the in-person focus groups identified various weather-related challenges that impact daily life in the Corpus Christi MPO Region, with all respondents indicating they have been affected by extreme weather events. Common concerns included hurricanes, extreme heat, and freezing temperatures, each contributing to specific issues such as downed trees blocking roads and hazardous driving conditions during icy weather. Participants highlighted that poor drainage systems exacerbate problems, particularly during storms and heavy rains, leading to flooding that often keeps residents confined to their homes or workplaces. The heat was also noted to restrict outdoor activities, limiting community engagement, and impacting overall quality of life.

A significant focus was placed on drainage as a critical issue, with many calling for proactive measures to improve the infrastructure rather than a reactive approach that addresses problems only after they occur. Participants expressed frustration over the persistence of potholes that tend to appear after rain events, emphasizing the need for investment in resilient infrastructure capable of withstanding extreme weather. They suggested that improvements, such as creating better drainage systems and reinforcing road surfaces, could alleviate many of the problems caused by weather events. Overall, there was a strong consensus on the necessity for the Corpus Christi MPO Region to enhance its weather resiliency to better protect the community and maintain mobility during adverse conditions.

Topic 9: Alternative Fuels

Do You Generally Support The Expanded Use Of Alternative Fuel Vehicles?



Virtual Focus Groups Summary

The discussions on alternative fuels revealed broad support for their expansion, driven by environmental benefits and the desire for lower-cost energy solutions. Participants acknowledged the advantages of alternative fuels, such as reduced environmental impact and potential cost savings. Despite this general support, concerns about the infrastructure needed to support widespread adoption were prevalent. Many participants highlighted the lack of adequate charging stations and the high cost of transitioning to alternative fuels as significant barriers.

Some participants expressed a need for more education on alternative fuels and their benefits, suggesting that increased awareness could help overcome skepticism and encourage broader adoption. While no one was strongly opposed to alternative fuels, there were calls for better infrastructure and more practical support to make the transition feasible. The consensus was that alternative fuels are promising, but effective implementation requires substantial improvements in infrastructure and more information for potential users.

"Positive view of it, lack of infrastructure is the biggest issue."

"I can't afford it; not educated enough."

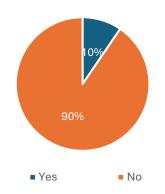
"Gas prices are going up and it would be nice to have an alternative."

The in-person focus group participants expressed general support for the development of alternative fuels in Corpus Christi, particularly in relation to expanding charging infrastructure for electric vehicles (EVs). Six participants indicated support, citing concerns about air quality and the overall ecosystem benefits of transitioning to cleaner fuels. However, there were notable reservations about the current state of infrastructure, with concerns regarding the availability of charging stations and the time it takes to charge vehicles. Participants emphasized the need for more accessible charging locations, especially considering challenges like inclement weather that could limit usability.

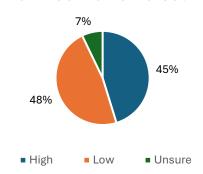
While support for alternative fuels was prevalent, some participants highlighted the barriers that need to be addressed for wider adoption. Issues such as the high upfront costs of purchasing electric vehicles were noted, along with a belief that as infrastructure develops, these costs could decrease. Overall, the consensus was that enhancing the charging network and making alternative fuels more accessible would be crucial for encouraging more residents to transition to cleaner energy sources and improving air quality in the community.

Topic 10: Electric Vehicles





What Priority Should Be Placed On Supporting Use of Electric Vehicles?



Virtual Focus Groups Summary

Discussions on electric vehicles (EVs) highlighted a mixed but generally supportive view among participants. There was recognition of the environmental benefits of EVs, and a majority indicated supporting their adoption, including the development of additional charging stations. However, concerns about the regions current state of charging infrastructure and the reliability of EV technology were frequently mentioned. Issues such as the lack of sufficient charging stations and the potential impact of severe weather on charging accessibility were noted as significant obstacles.

Participants had varied opinions on EVs, with some expressing interest in potentially purchasing an EV in the next five years, while others were more cautious due to concerns about cost and technology reliability. Overall, while there is enthusiasm for EVs and their potential benefits, there is a clear need for improvements in infrastructure and further education to support their broader adoption.

"Not enough charging stations for EVs."

"Would like to have the option to switch to EV if infrastructure was built out."

"Need more charging stations on the outskirts of the region."

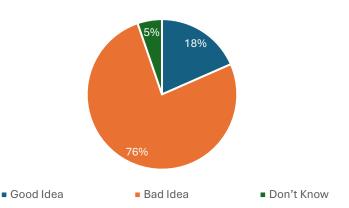
"The amount of people driving EVs doesn't require government funding for charging stations."

The in-person focus group participants predominantly did not own electric vehicles (EVs), with none currently having one and seven indicating they do not own an electric car. However, interest in purchasing an EV in the next five years was expressed by a few participants, contingent upon improvements in infrastructure and pricing. Many noted that their interest in electric vehicles could increase as their current cars age or if more appealing models become available. The concern for climate change was also a motivating factor for some, reflecting a growing awareness of environmental issues.

In terms of prioritization, six participants felt that enhancing charging infrastructure should be an important consideration, citing the need for shorter charging times and the inevitability of a shift towards EVs as consumer preferences change. However, there was also a voice of skepticism regarding the electricity grid's capacity to support a widespread transition to electric vehicles, with concerns about potential overloads and power outages. Those who viewed EVs as a lower consideration pointed out that their current vehicles meet their needs and expressed doubts about the current technology's relevance. Overall, while there is a clear interest in electric vehicles, significant concerns regarding infrastructure and electricity supply must be addressed to encourage broader adoption in the Corpus Christi MPO Region.

Topic 11: Autonomous Vehicles

What Are Your General Impressions Of Autonomous Vehicles?



Virtual Focus Groups Summary

Discussions on autonomous vehicles revealed a range of opinions, with participants expressing significant concerns about the technology's current state and its implications for safety. Many participants were skeptical about the reliability and safety of self-driving cars, citing examples of technological malfunctions and accidents involving autonomous vehicles. Concerns included the potential for these vehicles to cause accidents due to software issues or unforeseen malfunctions, and the general mistrust in technology replacing human drivers.

Many highlighted specific concerns about the safety of autonomous vehicles, particularly in scenarios involving children and high pedestrian traffic. There were also worries about the safety of self-driving cars in pedestrian-heavy areas like downtown Corpus Christi.

On the other hand, some participants saw potential benefits in autonomous vehicles, especially for individuals with disabilities or those who might otherwise struggle with traditional driving. However, this perspective was tempered by the acknowledgment that the technology is still evolving and has not yet reached a level of reliability and safety that would make it widely acceptable.

Overall, while there is some optimism about the potential advantages of autonomous vehicles, there is a strong sentiment that the technology requires further development and testing before it can be considered a viable and safe option for widespread use. Participants suggested that improvements in infrastructure, such as creating dedicated lanes or roads for autonomous vehicles, could help address some of these concerns in the future.

[&]quot;Technology is not there yet."

[&]quot;I just don't trust the idea."

[&]quot;Corpus Christi drivers don't know how to drive and don't need this technology."

[&]quot;Good idea because people don't know how to drive in Corpus Christi and safety to curb drunk driving."

The in-person focus group participants exhibited a mix of opinions regarding self-driving vehicles. Those who viewed self-driving technology positively acknowledged its potential to reduce human error in driving and to enhance accessibility for aging populations and individuals with disabilities. However, trust in the technology remains a significant concern, as participants raised questions about accountability in the event of a crash and the potential for cybersecurity risks, such as hacking.

On the other hand, those who opposed self-driving vehicles expressed skepticism about the current state of research and technology, arguing that the push for implementation is driven more by profit than by safety or thorough consideration of potential risks. They highlighted safety concerns, citing instances of fatalities linked to autonomous systems and the inherent human error that still plays a role in driving. Unsure participants echoed these concerns, emphasizing the importance of addressing safety issues before widespread adoption can be considered. Overall, while there is curiosity about the future of transportation, including expectations for advancements like drones and light rail, many feel that self-driving technology is not yet ready for prime time and requires further development and regulation.

Topic 12: Delivery Services

Virtual Focus Groups Summary

The focus group discussions on delivery services revealed a range of experiences and trends among participants:

Current Usage Trends:

- Increased Use: Most participants reported an increase in the use of delivery services over the past three years. This trend is attributed to the convenience offered by platforms such as Amazon, UPS, Grubhub, Uber Eats, DoorDash, Instacart, and Walmart. Participants noted that their reliance on these services has grown, particularly for food and grocery deliveries.
- **Decreased Use for Some**: Some participants observed a decrease in their delivery service usage since the COVID-19 pandemic.

Future Expectations:

- **Predicted Growth**: There is a consensus among participants that the use of delivery services will likely continue to increase over the next five to ten years. This projected growth is influenced by ongoing trends such as inflation, time constraints, and evolving consumer habits.
- **Potential for More Services**: Participants discussed the potential for more frequent use of services, with an interest in enhancements such as same-day delivery and improvements in service efficiency.

Overall, the focus group discussions highlight a general trend towards increased use of delivery services, with a strong expectation for continued growth and improvements in service offerings in the coming years.

"I agree, probably increase a little. It's convenient. When there's a world of goods available and you feel safe, I can't imagine using it less."

"Ubers should get financial breaks for helping seniors get to doctors' appointments."

"Decreased since I moved from Austin, its more expensive here."

The in-person focus group discussions revealed varied patterns in the use of delivery services among participants, particularly for package deliveries, meal deliveries, and retail items. Many participants reported receiving packages at least 2-3 times a week, with some even receiving deliveries daily. In contrast, meal delivery services were used less frequently, with most participants indicating they either do not use them at all or only utilize them once or twice a week. This trend highlights a general preference for package delivery over meal services. A few noted that their use of curbside pickup has increased, especially during and post-COVID, while others observed a decline in overall delivery frequency after the pandemic.

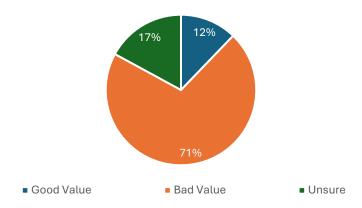
Looking ahead, participants expressed mixed expectations about how their use of delivery services may change in the future. While some anticipate increased reliance on these services—often citing convenience and accessibility for those unable to drive—others expect to maintain their current usage levels. A notable sentiment among participants was the appreciation for package delivery services, which allow them to obtain necessary items without leaving their homes. Overall, while there is a strong inclination toward package delivery services, meal delivery remains less popular, and opinions about future usage reflect a range of personal circumstances and preferences.

Topic 13: Funding for Transportation

Virtual Focus Groups Summary

General Sentiment: The focus group participants generally expressed dissatisfaction with the value they receive from taxes and fees paid for transportation services and infrastructure in the Corpus Christi MPO Region. Common concerns included poor management, slow response to issues, and ineffective use of funds.

Do You Get A Good or Bad Value For The Taxes And Fees You Currently Pay to Support Transportation Services?



Key Points:

- Dissatisfaction with Current Value: Many participants felt that the current value of their taxes
 was poor, citing issues such as slow responses to reported problems, poor road conditions, and
 a lack of visible improvements. Common complaints included potholes, poorly maintained
 roads, and an inefficient transportation system.
- Desire for Improved Management: Participants noted that better management and faster project completion could improve the value of their tax contributions. Some mentioned that infrastructure repairs and increased amenities were areas where they saw room for improvement.

"Overall good besides condition of some roads but can improve."

"Bad value, they don't do the things they say they are going to do."

"Focused on affluent areas rather than areas of need."

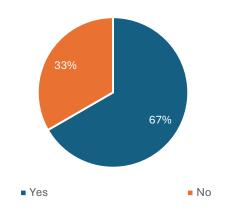
"I'm unsure; There are good and bad streets conditions that still need improvement"

"Portland area does not have a lot of transportation options and lighting sucks."

Willingness to Pay More for Improved Infrastructure

General Sentiment: Participants were divided on their willingness to pay more for improved transportation infrastructure. While many saw potential benefits in enhanced services, others were hesitant due to concerns about current management and the effectiveness of additional funding.

Would You Be Willing To Pay More To Improve The Quality Of Transportation Services and Facilities?



Key Points:

- **Support for Increased Funding:** Some participants expressed willingness to pay more if it led to faster and more efficient transportation solutions. They highlighted the need for better roads, more bus stops, and improved lighting as priorities.
- Concerns and Skepticism: Others were reluctant to increase their tax contributions due to past
 experiences with poor service and lack of progress. They expressed doubts about whether
 additional funds would be used effectively and whether they would see tangible improvements.
- **Specific Suggestions:** Participants suggested various improvements such as better road repairs, increased lighting, expanded bike lanes, and more transportation options. There was also a call for greater transparency and accountability in how funds are allocated and spent.

Overall, the discussions revealed a strong desire for better value and improved infrastructure, with mixed responses regarding the willingness to pay more. The need for improved management, transparency, and accountability in the use of funds was a recurring theme, indicating that participants are open to additional investments if they are assured of effective and efficient use.

"It's good to stay ahead of the game with transportation"

"I would say yes, if they say they are going to do what they are going to do."

"We need to see some accountability and KPI (Key Performance Indicators') before paying more."

"Would pay more for transportation and accessibility items."

Participants expressed dissatisfaction with transportation funding in the Corpus Christi MPO Region, with the majority considering it a bad value and pointing to a lack of transparency and accountability. Many were unsure of how their taxes and fees are being used for transportation, noting that it's difficult to track where the money is going. Participants felt that the city is struggling to catch up after years of neglect and that infrastructure projects are not built to last. While industry benefits from infrastructure investments, participants believe industry should contribute more financially due to its outsized impact on the road system. Several noted concerns about over-reliance on consultants and perceived inefficiencies in spending, such as road construction that seems stagnant despite visible signage. While a small number of participants indicated they would be willing to pay more in taxes or fees for specific improvements like safety, sidewalks, or modern technologies, the overall sentiment was one of mistrust in how the funds are being managed.

Additional Comments

Here's a summary of the additional comments.

Virtual Focus Groups Summary

Concerns About the New Harbor Bridge:

 Safety Fears: Participants expressed significant fear and uncertainty about the safety of the new Harbor Bridge, citing alarming reports suggesting potential structural issues. Many are anxious and lack reassurance about its safety, with some considering alternative transportation options like the ferry.

"If they have anything to do with the new bridge, this city and this area we need reassurance that it's okay"

Transportation and Infrastructure Feedback:

- Some highlighted the need for improvements in the City of Portland, including more bus stops and speed limit signs, as well as addressing general transportation and lighting issues.
- Residents expressed satisfaction with the city's efforts to repair major streets, noting that these improvements have made public transportation more accessible for him.
- Participants new to Corpus Christi voiced frustration with Google Maps' slow updates on road closures and construction, suggesting that better communication and faster adjustments are needed.

General Recommendations:

• **Infrastructure Improvements:** There is a call for more focus on repairing roads and fixing potholes, improving lighting, and managing construction to reduce disruptions.

"Fix the roads and potholes and limit the construction and better lighting."

• **Concerns About Congestion:** There were questions about whether delivery services contribute to road congestion and how much they contribute to road maintenance costs.

"Are delivery services causing congestion and how much are they paying in taxes for roads?"

• **Need for Better Communication:** Participants stressed the importance of improved communication regarding infrastructure projects and safety measures.

Concerns surrounding the New Harbor Bridge primarily focus on its safety and the timeline for completion, with some expressing distrust in the construction company due to past incidents of collapse. Participants feel that the bridge is designed more for industrial use rather than for the community's needs. Additionally, there is a call for maintenance on the existing bridge.

Suggestions for improving transportation include providing restrooms on the ferry and enhancing intercity regional transit options, which are currently viewed as unreliable, particularly with services like Greyhound. There is also a demand for more affordable flight options beyond the typical routes to Dallas and Houston, as participants find current flight prices to be prohibitively expensive.

Appendix I: Moderator Script

Intro/Overview for the Moderators to Share at the Beginning

Note: Focus groups will be facilitated online via Zoom.					
The state of the last	. 1 1 . 1				
Thank you for bein	g here today.				
I am	, and this is	We are working with the			
Corpus Christi Met	ropolitan Planning Organization (MPG	O) to gather your objective input on			
transportation need	ds and priorities for the Corpus Christ	i MPO region.			

The Corpus Christi MPO is responsible for meeting federal transportation planning requirements to ensure the region receives federal funding for transportation projects. The MPO region includes the cities of Corpus Christi, Portland, and Gregory, as well as portions of Nueces and San Patricio Counties. Your feedback at our meeting today will inform the development of transportation plans for the region.

You might wonder how you were picked for this meeting. You were selected at random from all residents who live in the Corpus Christi MPO region.

Everything you share will be kept confidential. We might record your comments, but we won't attribute anything to you.

We have a lot of questions to cover today. Before we begin, we ask that you do your best to respond concisely so that everyone may have a voice and an opportunity to share with us today. We want to hear your ideas, but if everyone takes five minutes to answer each question, we will only have time to ask you our first two questions.

A few common courtesy and housekeeping items will help keep our meeting flowing:

- Please respect one another.
- Put cell phones on vibrate.
- If you need to take a call or use the restroom during our meeting, please step outside to do so.
- Please don't talk while someone else is speaking, as we might miss something important.

Finally, does everyone have a pen and post-it pad? We are going to ask you to write down your responses to some of our questions before you share your answers with the group. This is to encourage you to think independently. If we don't do this, I've found that people often just agree with the first person who responds.

Before we begin, could each of you introduce yourself by telling us your name and how long you have lived in the Corpus Christi area?

We are glad you are here. Are you ready to get started? Our first question is...

Topic 1: Perceptions of the Transportation System

- 1. What do you like best about the transportation system in the Corpus Christi metropolitan area?
 - (Note: The facilitator will show a map of the metropolitan area.)
- 2. What do you like least about the transportation system in the Corpus Christi metropolitan area?
- 3. If not mentioned: Do you have any concerns about transportation safety in the Corpus Christi metropolitan area? If so, what are your concerns?
- 4. If not mentioned: Do you have any concerns about traffic congestion in the region? If so, what are your concerns?
- 5. If not mentioned: Do you have any concerns about pavement conditions in the region? If so, what are your concerns?

Topic 2: Priorities for Transportation Improvements

 What do you think should be the top transportation priorities for the Corpus Christi metropolitan area over the next 20 years? (Moderator will give participants 1 minute to write down their ideas.)

The moderator will then ask everyone to share their ideas with the group.

2. What would your friends and family think should be the top transportation priorities for the Corpus Christi metropolitan area over the next 20 years? (Moderator will give participants 1 minute to write down their ideas.)

The moderator will then ask everyone to share their ideas with the group.

Topic 3: Bus Services/Public Transportation

1.	Do you	ı ever use	e buses	in the	Corpus	Christi	metropo	olitan	area?	If so,	why	and	how	?
	0	Who use	es buse	s:										

Who does not use buses: ______

- 2. What are your general impressions of bus services in the Corpus Christi metropolitan area?
- 3. What would get you to consider using public transportation or using it more often than you currently do?

Topic 4: Bicycle Transportation

1. How often do you or others in your household bike?

	o Who bikes:
	o Who does not bike:
2.	What are your general impressions of bicycle facilities in the Corpus Christi metropolitan area?
3.	What would get you to consider riding bikes or riding more often than you currently do?
Topic	5: Pedestrian Transportation
1.	How often do you walk, and for what purposes?
	o Who walks:
	o Who does not walk:
2.	What are your general impressions of pedestrian/walking facilities (i.e., sidewalks, trails) in the Corpus Christi metropolitan area?
3.	What would get you to consider walking more often than you currently do?
Topic	6: Traffic Signals
1.	What are your general impressions of traffic signals in the Corpus Christi metropolitan area? Why do you feel that way?
Topic	7: E-Bikes and E-Scooters
1.	Do you have a favorable or unfavorable impression of e-bikes and e-scooters?
	o Favorable:
	Neither favorable nor unfavorable:
	o Unfavorable:
	o Don't know what they are:
2.	Why do you feel that way?
Topic	8: Resiliency
1.	In the past three years, has anyone been impacted by severe weather events here in the
	area?
	o Yes:

- 2. What type of severe weather have you experienced?
- 3. How did these events impact your travel in the region?
- 4. If not mentioned: How did the weather impact you (flooded roads, impassable areas, etc.)?

Topic 9: Alternative Fuels

1. Do you generally support expanded use of alternative fuel vehicles? (For your information, alternative fuels are from resources other than petroleum. The most common types of alternative fuel use in vehicles are electricity, ethanol, biodiesel, natural gas, propane, and hydrogen.)

	0	Yes:
	0	No:
	0	Don't know:
2.	Why d	o you feel that way?

Topic 10: Delivery Services

- 1. How often do you have items delivered to your home via Amazon, UPS, or other delivery services?
- 2. How often do you use meal delivery services like Grubhub, Uber Eats, and DoorDash?
- 3. How often do you use same-day retail delivery services like Instacart or Walmart?
- 4. How has your use of these services changed over the past 3 years?
- 5. Do you think you will use these services more, about the same, or less in the next 5-10 years?

Topic 11: Usage and Perceptions of Electric Vehicles

			1 4 1 1 1 0
1	HOW many of	· Vali currantly awn	an electric vehicle?
Ι.	. I IOW IIIaliy O	VOU CUITCIIIIV OWII	an electic venicle:

0	Yes: _	
0	No:	

- 2. For those who do own one: Why did you decide to purchase an electric vehicle?
- 3. For those who do not own one: Do you think you will buy one in the next 5 years? Why or why not?
- 4. What priority do you think should be placed on supporting the use of electric vehicles, such as the development of more charging stations?

	o High:
	o Low:
	o Unsure:
5.	If high priority: Why do you feel that way?
6.	If low priority: Why do you feel that way?
Topic	12: Autonomous Vehicles
1.	What are your general impressions of autonomous vehicles (self-driving vehicles)?
	o Good idea:
	o Bad idea:
	o Unsure:
2.	Why do you feel that way?
3.	What are your expectations for technology developments such as autonomous vehicles when it comes to providing transportation facilities and services in the region?
Topic	13: Funding
1.	Do you think you get good value for the taxes and fees you currently pay to support transportation services and facilities in the Corpus Christi metropolitan area?
	o Good value:
	o Bad value:
	o Unsure:
2.	Why or why not?
3.	Would you be willing to pay more to improve the quality of transportation services and facilities in the Corpus Christi metropolitan area?
	o Yes:
	o No:
4.	If yes, what would you be willing to pay more for?

Topic 14: Other Comments

Do you have any additional comments you would like to share before we end our meeting?



METROPOLITAN PLANNING ORGANIZATION

Date: October 31, 2024

To: Transportation Policy Committee (TPC)

From: Craig Casper, Senior Transportation Planner

Through: Robert MacDonald, Transportation Planning Director

Subject: <u>Item 5C</u>: 2050 MTP Financial Plan Overview **Action:** Information Only: Review and Discussion

Summary

We are providing excerpts from existing Corpus Christi MPO documents that contain the current estimates for funding for the 2050 MTP for highway and transit projects and programs, along with guidance provided by the Texas Division of FHWA on October 10, 2024.

The attachments are:

- Attachment 1. 2050 MTP Financial Plan Table Excerpt for CATs 1-12 for the 2050 MTP, 2025
 UTP and FY 2025-2028 TIP
- Attachment 2. TxDOT's 2025 UTP Funding Categories (CATS) Descriptions
- Attachment 3. CCRTA's FY 2025-2028 Funding Table
- Attachment 4. Texas Division of FHWA presentation on Developing Financial Plans for the 2050 MTP
- Attachment 5. TxDOT 2025 UTP Funding Overview Presentation.

We are asking the TPC members to review these funding estimates and descriptions for our discussion at your meeting on November 7th.

On October 10, 2024, the Texas Division of FHWA hosted a webinar on Developing Financial Plans for the 2050 MTP Updates. The requirements for financial plans are contained in 23 CFR 450.324(f)(11) for the MTP and 23 CFR 450.326(e–k), for the TIP. A financial plan must include all public and private revenues and costs necessary to operate and maintain the roads and associated systems (signals, signage, striping, etc.) These costs enable a Metropolitan Planning Organization like the Corpus Chris MPO to estimate future transportation conditions and resources to make the fullest use of existing infrastructure. Financial plans must also include recommendations on the development of new financing strategies, such as future Bonds.

Specific emphasis was given to making sure that the financial plan takes into account the consistently rising inflation rates for construction and operations costs, along with revenue sources that have not consistently kept up with these increases. FHWA guidance stated; "The use of YOE may reveal that revenue growth is insufficient over time to accommodate the effects of inflation on costs for construction, operations, and maintenance, of highway and transit projects and programs."

As the Corpus Christi MPO develops the complete 2050 MTP Financial Plan, more details will be provided to the TPC, TAC and the public for their review.

Exhibit 6-##. Table of Statewide Funding Levels TxDOT 2025 UTP (10-Yr)

A. Revenue Projections

The following exhibits and text describe all reasonably available funding for transportation projects in the Corpus Christi MPO region over the 2025-2050 time period. These collective revenues will allow implementation of the fiscally- constrained project list identified in this TIP. There is an estimated \$#### million of available funding for all modes of transportation by our regional partners that were part of the development of the 2050 MTP.

Exhibit/Tables # and #, below, depict the state and federal highway funds that are reasonably available for use within the Corpus Christi urban area for the FY 2025-2050 time period.

Exhibit #/Table #. Category Funding for the Corpus Christi MPO FY 2025-2050 MTP, 10-year UTP and FY 2025-2028 TIP

	Statewide	TxDOT CRP District			Corpus Christi I	МРО
Funding Category	2025 UTP Funding Authorizations	2025 UTP Funding	25-Yr Projected Funding	10-Yr Funding	25-Yr MTP Projected Funding	FY 2025-2028 TIP
1. Preventive Maintenance and Rehabilitation	\$ 18,667,880,000	\$ 684,683,940	\$ 1,711,709,850	\$ TBD	\$ TBD	\$ TBD
2. Metro and Urban Area Corridor Projects	\$ 11,487,980,409	\$ 132,693,989	\$ 331,734,973	\$ 132,693,989	\$ 331,734,973	\$ 71,260,979
3. Non-Traditionally Funded Transportation Projects	\$ TBD	\$ TBD	\$ TBD	\$ TBD	\$ TBD	\$ TBD
4. Statewide Urban Connectivity	\$ 8,748,686,475	\$ 101,053,278	\$252,633,195	\$ 101,053,278	\$ 252,633,195	\$ 51,967,316
4. Statewide Regional Connectivity Corridor	\$ 11,318,177,679	\$ TBD				
5. Congestion Mitigation and Air Quality Improvement (CMAQ)	\$ 2,322,790,000	-	-	-	-	-
6. Structures Replacement and Rehabilitation (Bridges)	\$ 4,681,612,746	\$ TBD	-	-	-	\$ TBD
7. Metropolitan Mobility and Rehabilitation	\$ 6,041,345,275	-	-	\$ 110,920,569	\$ 277,301,423	\$ 44,840,277
8. Safety	\$ 3,747,421,009	-	-	-	-	-
9. Transportation Alternatives (Set-Aside) (Incl. State Awards for CAT 9)	\$ 1,769,509,408	-	-	\$ 12,895,674	\$ 32,239,185	\$ 5,207,894
10. Supplemental Transportation Projects (Includes NEVI)	\$ 1,534,275,585	-	-	\$ 3,007,000	\$ 7,517,500	\$ 1,202,800
10. Supplemental Carbon Reduction	\$ 1,077,417,167			\$ 12,411,911	\$ 31,029,778	\$ 4,939,200
11. District Discretionary Funding	\$ 2,240,000,000	\$ 45,723,943	\$114,309,858	-	-	\$ TBD

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11. Safety Funding	\$ 1,191,932,030	\$ 35,669,950	\$89,174,875			\$ TBD
11. District Energy Sector Funding	\$ 2,714,115,000	\$ 137,926,107	\$344,815,268			
12. Strategic Priority	\$ 20,025,958,943	\$ TBD	\$ TBD	\$ TBD		\$ TBD
TOTAL	\$ 97,569,101,726	\$ 1,137,751,207	\$ 1,636,325,000	\$ 369,975421	\$ 924,938,553	\$ 508,808,402

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

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

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Additional funding estimates for non-construction activities, known here as both Development Costs and Routine Maintenance activities are shown below. These estimates are informative for local governments anticipating costs for the non-construction activities in their local budgets to advance projects to construction. Typical all non-construction costs are estimated at 30 percent of the construction value.

	Sub-Total Distribution (Less Cat 3)	\$14,540,779,734	\$97,569,101,726
3	Non-traditional (SUBJECT TO CHANGE)		\$6,604,813,383
	Total Estimated UTP Funding		\$104,173,915,109
	Estimated Development Costs		\$34,700,000,000
	Estimated Routine Maintenance Contracts		\$9,000,000,000
	Total 10-Year Estimated Investment in Project	s	\$147,873,915,109

UTP FUNDING CATEGORIES DESCRIPTIONS

This document provides supplementary information to content located on the IxDOT UTP Transportation Planning website and in the Unified Transportation Program (UTP) document.

TxDOT organizes the UTP into 12 prescribed funding categories that address specific project types or ranges of eligible activities. The UTP document must also list certain projects TxDOT intends to develop or begin constructing during the 10-year UTP period. The listing must also identify the categories through which each project is funded.

The Texas Transportation Commission sets broad investment levels for the UTP by determining how much funding goes into each category. Once the available funding is distributed across the funding categories, selected projects are matched to eligible funds. A single project may be funded from multiple categories, based on project type and characteristics.

The Category Funding Distributions chart (Figure 1) identifies the project-specific and allocation-based categories. Funding in project-specific categories is awarded to individual projects around the state, while allocation-based categories are distributed by formula to TxDOT districts or divisions, which subsequently manage the project selection and programming.

Funding for other programs, including the Public Transportation, Maritime, Aviation, Rail, and Freight Programs, are organized at the program level and are not distributed through the UTP's funding categories.

In this document, there are two sections: UTP Funding Categories Descriptions and Common Project Types in the UTP Funding Categories.



Figure 1 - Category Funding Distributions



Source :TxDOT Approved 2025 UTP Appendix V: Rsources and Links, page 151

Funding Category 1: Preventive Maintenance and Rehabilitation

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

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

Funding Category 2: Metropolitan and Urban Area Corridor Projects

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 2 addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation. Projects must be located on the state highway system. The Texas Transportation Commission allocates funds to each metropolitan planning organization (MPO) in the state, by formula. MPOs select and score projects for this category. Common project types include roadway widening (both freeway and non-freeway), interchange improvements and roadway operational improvements.	Each MPO shall receive an allocation of Category 2 based on the following formula:	MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that assesses mobility needs within the MPO boundaries. Project funding must be authorized by the Texas Transportation Commission
	Category 2 Metropolitan (2M)	
	Using the following formula, 87% of Category 2 funding is allocated to MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs).	
	30% Total vehicle miles traveled (on- and off-system)	
	17% Population	
	10% Lane miles (on-system)	
	14% Truck vehicle miles traveled (on-system)	
	7% Percentage of census population below the federal poverty level	
	15% Based on congestion	
	7% Fatal and incapacitating crashes	
	Category 2 Urban (2U) Using the following formula, 13% of Category 2 funding is allocated to non-TMA MPOs (population less than 200,000).	
	Distribution Formula: 20% Total vehicle miles traveled (on- and off- system)	
	25% Population	
	8% Lane miles (on-system)	
	15% Truck vehicle miles traveled (on-system)	
	4% Percentage of census population below the federal poverty levels	
	8% Centerline miles (on-system)	
	10% Congestion	
	10% Fatal and incapacitating crashes	

Funding Category 3: Non-Traditionally Funded Transportation Projects

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

Funding Category 4: Statewide Connectivity Corridor Projects

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 4 addresses mobility on major state highway system corridors, which provide connectivity between urban areas and other statewide corridors.	Category 4 Rural Connectivity Funds distributed to specific projects based on performance scoring thresholds and qualitative analysis.	TxDOT districts select rural projects in consultation with TxDOT's Transportation Planning and Programming Division using a performance-based prioritization process that assesses
Projects must be located on the designated highway connectivity network that includes: Texas highway Trunk System	Category 4 Urban Connectivity Funds distributed using the same formula as Category 2.	mobility needs on designated connectivity corridors in the district. TxDOT districts select urban projects in consultation with MPOs using a similar prioritization process.
 National Highway System (NHS) Connections to major seaports or border crossings National Freight network Hurricane evacuation routes 		All Category 4 funding must be authorized by the Texas Transportation Commission.
The designated connectivity network was selected by the Texas Transportation Commission and includes three corridor types:		
 Mobility corridors: high-traffic routes with potential additional roadway capacity needs Connectivity corridors: Two-lane roadways requiring upgrade to four-lane divided Strategic corridors: Routes that provide unique statewide 		
connectivity (Ports-to-Plains)		

Funding Category 5: Congestion Mitigation and Air Quality Improvement

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

Funding Category 6: Structures Replacement and Rehabilitation (Bridge)

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

Funding Category 7: Metropolitan Mobility and Rehabilitation

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

Funding Category 8: Safety

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 8 addresses highway safety improvements through the sub-programs listed below. Common Category 8 project types include medians, turn lanes, intersections, traffic signals and rumble strips.	Category 8 funding is allocated to TxDOT's Traffic Safety Division, which selects projects statewide.	HSIP Projects are evaluated, prioritized, and selected at the district level based on three years of crash data (targeted funds) or systemic approved projects as outlined in the HSIP guidance.
The <u>Highway Safety Improvement Program (HSIP)</u> is a federal aid program administered by the TxDOT <u>Traffic Safety Division</u> (TRF) to fund safety projects on and off the state highway system, with the purpose to achieve significant reductions in traffic fatalities and serious injuries on all public roads.		SSW Projects are evaluated by roadway safety features for preventable severe crash types using total risk factor weights.
Traffic projects must align with the emphasis areas in the Texas Strategic Highway Safety Plan, such as roadway and lane departures, intersections, older road users and pedestrian safety. TRF provides districts with funding projections for on-system targeted, on-system systemic and off-system projects and districts submit project proposals for review and concurrence by TRF. The funding remains allocated to and supervised by TRF.		
Systemic Widening Program (SSW) Statewide program to fund the widening of high-risk narrow highways on the state highway system.		

Funding Category 9: Transportation Alternatives Set-Aside Program

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 9 handles the federal <u>Transportation Alternatives</u> (<u>TA</u>) set-aside program. These funds may be awarded for the following activities:	MPOs that are TMAs receive a portion of TA funds to administer within their planning areas. In addition, TxDOT distributes federal TA funds through a competitive statewide call for projects.	For urbanized areas with populations over 200,000 (TMAs), MPOs select projects through independent competitive calls for projects, in consultation with TxDOT.
Construction of sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act .	Regarding fund distribution, 41% of these funds are designated for statewide flexible use, and the other 59% are distributed by population. TA project eligibility is determined by TxDOT, MPOs, and Federal Highway Administration (FHWA).	Funds allocated to statewide use, as well as small urban areas and non- urban areas (with populations below 200,000) are administered by TxDOT's <u>Public Transportation Division</u> through a competitive process.
Construction of infrastructure-related projects that provide safe routes for non-drivers.	All TA Flex funds must go through a competitive call for projects and meet other conditions before they can be flexed to other uses.	

Funding Category 10: Supplemental Transportation Programs

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
through the following sub-programs: Americans with Disabilities Act (ADA) Pedestrian Program Addresses construction or replacement of on-system pedestrian facilities to make the system more accessible and safer for all pedestrians including those with disabilities. Carbon Reduction Program (CBN) Addresses improvements designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. Some eligible projects include traffic management, congestion reduction technology, truck parking, energy efficient streetlights, traffic controls and options to reduce congestion using alternatives to single- occupant vehicle trips, including public transportation, pedestrian and bicycle facilities, and shared/pooled vehicle trips. Federal Lands Access Program (FLAP) Addresses transportation facilities located on, are adjacent to or provide access to federal lands. Ferry Program Projects address the construction and capital maintenance and rehabilitation of ferry boat facilities along the Texas coast.	Projects are selected statewide based on conditions of curb ramps or location of intersections without ramps. CBN TXDOT distributes to the MPOs and other areas of the state. A portion of these funds are designated for statewide use and the remaining portion is distributed to urbanized areas with populations over 200,000 (TMAs), areas with populations 50,000 to 200,000, and small areas with populations of less than 50,000. FLAP Project applications are scored and ranked by the Programming Decision Committee (PDC), which includes representatives from FHWA, TXDOT and a political subdivision of the state. Ferry Program Allocated to TXDOT's Maintenance Division, which selects projects in the Houston and Corpus Christi districts. Green Ribbon Program Per Rider 15, allocations are based on one-half percent of the estimated letting capacity for the TXDOT districts that contain air quality non-attainment or near non-attainment counties. Intelligent Transportation Systems Allocated to various TXDOT divisions, which selects projects statewide.	ADA projects are selected based on conditions of curb ramps or the location of intersections without ramps and are managed by the Design Division. For CBN, statewide projects are administered by TxDOT's Transportation Planning and Programming Division, with various MPOs responsible for administering project selection for funds distributed to urbanized areas with populations over 200,000 (TMAs), areas with populations 50,000 to 200,000, and small areas with populations under 50,000. For FLAP, project applications are scored and ranked by the PDC. Projects selected under FLAP are managed by TPP. Ferry Program projects are ranked based on level of need and selected by TxDOT's Maintenance Division in coordination with the districts. Green Ribbon allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non- attainment or near non-attainment counties and managed by the TxDOT Design Division. Intelligent Transportation Systems projects are selected and managed by TxDOT's various divisions.

Funding Category 10: Supplemental Transportation Programs Continued

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Landscape Incentive Awards Allows TxDOT to execute joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community Achievement Awards program. The awards recognize participating cities or communities' efforts in litter control, quality of life issues and beautification programs and projects. Railroad Grade Crossing and Replanking Program Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide). Railroad Signal Maintenance Program Financial contributions to each railroad company in the state for signal maintenance. Safety Rest Area/Truck Parking This program is a state and national priority addressing the shortage of long-term parking for commercial motor vehicles on the highway system. Seaport Connectivity Improves connectivity, enhances safety and relieves congestion in communities around the state's maritime ports. Supplemental Transportation Projects (Federal) Federal discretionary and congressional high-priority projects. Texas Parks and Wildlife Department (TPWD) Construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD.	Landscape Incentive Awards Funding is distributed to 10 locations in the state based on results of the Keep Texas Beautiful awards program. Railroad Grade Crossing and Replanking Program Condition of crossing's riding surface and benefit to cost per vehicle using crossing. Railroad Grade Crossing and Replanking Program Condition of crossing's riding surface and benefit to cost per vehicle using crossing. Railroad Signal Maintenance Program Based on number of crossings and type of automatic devices present at each crossing. Safety Rest Area/Truck Parking Allocated to TxDOT's Maintenance Division, which selects projects statewide. Seaport Connectivity Allocated to the TxDOT's Maritime Division, who coordinates a competitive project call process. Supplemental Transportation Projects (Federal) Directed by federal legislation. TPWD Per Rider 21(c), funding is distributed as a statewide allocation.	Landscape Incentive Awards are managed by the TxDOT Design Division. The TxDOT Rail Division in coordination with TxDOT districts selects Railroad Grade Crossing and Replanking and Railroad Signal Maintenance projects. All projects are selected using a performance- based prioritization process. Safety Rest Area/Truck Parking projects are selected and managed by TxDOT's Maintenance Division. Seaport Connectivity projects are scored and recommended through a competitive call for projects managed by TxDOT's Maritime Division. Selection is made by the Port Authority Advisory Committee before being recommended to the Texas Transportation Commission for approval. The TPWD selects State Park Road projects in coordination with TxDOT districts.

Funding Category 11: District Discretionary

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 11 addresses TxDOT district transportation needs through the sub-programs listed below. Common Category 11 project types include roadway maintenance or rehabilitation,	District Discretionary A minimum of \$2.5 million is allocated to each TxDOT district, per legislative mandate. The following formula is used to distribute	TxDOT districts select projects using a performance-based prioritization process that assesses district-wide maintenance, safety or mobility needs.
added passing lanes (Super 2), and roadway widening (non-freeway). District Discretionary Projects selected at the discretion of each TxDOT district. Most	additional funds beyond this amount as applicable: 70% On-system vehicle miles traveled 20% On-system lane miles 10% Annual truck vehicle miles traveled	The Texas Transportation Commission allocates funds through a formula allocation program. The Texas Transportation Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost
projects are on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program	The Texas Transportation Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns.	overruns, as well as energy sector initiatives. Border State Infrastructure Funding Project selection criteria include, but are not limited to: Number of land border crossings
should not be used for right of way acquisition. District Safety District discretionary funds for stand-alone safety projects that	District Safety 10% On-system daily vehicle miles traveled	Number of incoming commercial trucks and railcars, Number of incoming personal motor vehicles and buses
include proven engineering safety countermeasures. These countermeasures have been proven on a national or state level, and most have established crash modification factors.	10% On-system lane miles 202040% On-system fatal and incapacitating crashes40% Fatal and incapacitating crash rate	Weight of incoming cargo by commercial trucks. Construction Cost Overruns/Change Order
Energy Sector Safety and maintenance work on state highways impacted by the energy sector.	Energy Sector Allocation formula based on the following weighted factors:	TxDOT districts identify projects and a governance committee provides approval.
Border State Infrastructure Funding Rider 11(b) funding is distributed to the three TxDOT districts with international ports of entry (Pharr, Laredo and El Paso) for highway projects within 25 miles of a port of entry. Selection	40% Average (3-year period) pavement condition score 25% Oil and gas production taxes collected 25% Number of well completions 10% volume of oil and gas waste injected	
criteria include improvements that facilitate safe movement of motor vehicles at or across the land border between the United States and Mexico. Rider 11 (c) funding is distributed to three TxDOT districts with international ports of entry (Pharr, Laredo, and El Paso). Projects must be recommended to the Texas Transportation Commission	Border State Infrastructure Funding Rider 11(b) and Rider 11(c): Under a provision in the Fixing America's Surface Transportation Act, TxDOT may designate 5% of the state's federal Surface Transportation Block Grant funds for border infrastructure projects. This funding is distributed to the three border districts with ports of entry: Pharr, Laredo and El Paso.	
by the Border Trade Advisory Commission. Construction Cost Overruns/Change Order Provides additional funding for costs that are realized at letting and during construction.	Construction Cost Overruns/Change Order Statewide allocation is managed by a governance committee. Approval of funds is on a case-by-case basis.	

Funding Category 12: Strategic Priority

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 12 addresses projects with specific importance to the state, including those that improve:	Funding in Category 12 is awarded to specific projects at the discretion of the Texas Transportation Commission, which selects	The Texas Transportation Commission selects projects statewide using a performance-based prioritization process.
 Congestion and connectivity Economic opportunity Energy sector access Border and port connectivity Efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report The ability to respond to both man-made and natural emergencies Common project types include roadway widening (both freeway and non-freeway), interchange improvements and new-location 	from candidate projects nominated by TxDOT districts and MPOs. Texas Clear Lanes Texas Clear Lanes is a subset of Category 12 projects that are prioritized by TxDOT (in collaboration with the MPOs) in the state's five largest areas (Dallas, Fort Worth, Houston, San Antonio and Austin). Projects are intended to address the top 100 most-congested segments in the state (directly and indirectly).	Per state law, the Texas Transportation Commission may make discretionary funding decisions for no more than 10% of TxDOT's current biennial budget.

CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY 5-YEAR FUNDING PLAN

										FORECAST				
SOURCES OF FUNDS:	Д	Actual 2022	20	23 Projected		2024		2025		2026		2027		2028
SOURCES OF FUNDS														
Operating Revenues														
Fare Box Reveue	\$	991,329	\$	1,059,083	\$	1,105,459	\$	1,150,184	\$	1,197,499	\$	1,247,509	\$	1,306,141
Bus Advertising		176,907		213,251		213,251		213,251		213,251		213,251		213,251
Other Income		491,329		312,336		352,544		352,544		352,544		352,544		352,544
Total Operating Revenues		1,659,565		1,584,670		1,671,254		1,715,979		1,763,294		1,813,304		1,871,936
Non-Operating Revenues														
Sales Tax Revenue		38,482,167	\$	33,912,489		35,456,113		37,509,003		40,134,633		42,141,365		42,141,365
Staples Street Center		445,436		487,686		488,886		493,434		499,568		505,764		510,822
Interest Income	_	912,351	_	181,431	_	50,212	_	45,094	_	45,094	_	45,094	_	45,094
Total Non-Operating Revenues		39,839,954		34,581,606		35,995,211		38,047,531		40,679,296		42,692,223		42,697,281
Grants														
Operating Grants 5307		1,173,527		800,000		800,000		800,000		800,000		800,000		800,000
Operating Grants - CARES		-		-		-		-		-		-		-
Operating Grants - CRRSSA		-		-		-		-		-		-		-
Operating Grants - American Rescue Plan		10,064,385		-		-		-		-		-		-
Sub-Recipients		302,809		381,452		400,152		-		-		-		-
Capital Grants	_	625,777	_	8,864,316	_	11,971,407	_	6,465,094	_	8,184,901	_	5,089,516	_	11,509,715
Total Grant Revenue		12,166,498		10,045,768		13,171,559		7,265,094		8,984,901		5,889,516		12,309,715
TOTAL SOURCES OF FUNDS	\$	53,666,017	\$	56,017,710	\$	61,648,540	\$	59,332,436	\$	64,448,493	\$	64,215,226	\$	73,391,126
Operating Expenses	\$	39,030,129	\$	39,664,877	\$	43,960,640	\$	44,576,089	\$	48,142,176	\$	51,512,128	\$	53,057,492
Sub-Recipients		302,809		381,452		400,152		-		-		-		-
Special Projections - Shelter Maintenance		200,000		200,000		200,000		-		-		-		-
Street Maintenance Program		3,129,527		3,183,464		3,447,523		3,633,689		3,829,908		4,036,724		4,254,707
Total Operating & Non-Operating Expenses		42,662,465		43,429,793		48,008,315	_	48,209,778		51,972,084		55,548,851		57,312,199
Capital Program Expenses 5307 & 5339		6,984,511		9,615,856		17,934,229		18,303,892		10,150,003		6,477,096		14,072,742
Capital Expenditures CARES		-		-		-		-		-		-		-
Capital Expenditures - CRRSAA								-		-				-
Total Capital Grant Expenditures		6,984,511		9,615,856		17,934,229		18,303,892		10,150,003		6,477,096		14,072,742
Debt Service/Other Fiscal Expenses														
Agency Fees		400		400		800		800		800		800		800
Bond Principal		890,000		905,000		930,000		950,000		970,000		990,000		1,020,000
Bond Interest		713,805		691,913		677,041	_	656,553		634,636		611,288		586,667
Total Debt Expenses		1,604,205		1,597,313		1,607,841		1,607,353		1,605,436		1,602,088		1,607,467
TOTAL USES OF FUNDS	\$	51,251,181	\$	54,642,962	\$	66,550,385	\$	68,121,023	\$	63,727,523	\$	63,628,036	\$	72,992,408

Developing Financial Plans for the 2050 MTP Updates (including Operations & Maintenance, O&M)

Kirk D. Fauver FHWA Texas Division October 10, 2024

Definitions Use in the Financial Plans

Fiscal Constraint	The MTP, TIP and the STIP have sufficient financial information for demonstration that a Project in the MTP, TIP and STIP can be implemented using committed, available, or reasonably available revenue resources.
Available Funds	Funds derived from existing sources dedicated to or historically used for transportation purposes. For example, apportioned/authorized Federal-aid dollars or toll revenues for the next 2 years. [23 CFR § 450.104]
Committed Funds	Funds that have been dedicated or obligated for transportation purposes. For example, funds obligated for a Federal-aid Project or toll revenues for the next 2 years. [23 CFR § 450.104]
Reasonably Available	The term "reasonably available" in this guidance is synonymous with "reasonably anticipated to be available" and "reasonably expected to be available". Determining whether a future funding source is "reasonably available" requires a judgment decision. Two important considerations in determining whether an assumption is "reasonable" are (a) evidence of review and support of the new revenue assumption by State and local officials and (b) documentation of the rationale and procedural steps to be taken with milestone dates for securing the funds. For example, a new tax for transportation purposes requiring local and/or State legislation and/or support from the Governor is reasonable if there is clear evidence of sufficient support (both governmental and public) to enact the new tax, and a strategy exists for securing those approvals within the time period for implementing specific projects.

Financial Planning and Fiscal Constraint For Transportation Plans and Programs Questions & Answers - Planning - FHWA (dot.gov)

Regulatory Basis

The requirements for financial plans are contained in 23 CFR 450.324(f)(11) for the MTP and 23 CFR 450.326(e–k), for the TIP. Separate financial plans demonstrate how the adopted MTP and TIP can be implemented.

The financial plan requirements related to the MTP include the following:

 Revenue estimates are cooperatively developed by the State, the MPO, and public transportation operators. (Note: The procedures for this must be spelled-out in the MPO Agreement.)

Regulatory Basis

Revenue estimates include public and private sources that are committed, available, or reasonably expected to be available within the timeframe anticipated for implementation of the project.

01

Revenue estimates may include recommendations for new funding sources, which should be supported by identified strategies for securing their availability.

02

System-level estimates of operation and maintenance costs for Federally-supported facilities and services are taken into account to determine resources remaining available for capital expenditure.

Regulatory Basis



Cost and revenue estimates incorporate inflation rates reflecting year of expenditure (YOE) dollars. See http://www.fhwa.dot.gov/planning/guidfinconstr_qa.cfm for more information on YOE.



The quality of cost estimates is important in the MTP (and TIP). Cost estimates should be reviewed and the process and methods (and any assumptions) for determining costs should be documented.



Cost estimates in the MTP should be reviewed and periodically updated, at least as frequently as each MTP update.

Year of Expenditure Dollars (YOE)

- Cost and revenue estimates for the STIP, metropolitan transportation plan, and TIP must use an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the State DOT, MPOs, and public transportation operators [see 23 CFR 450.216(I), 23 CFR 450.322(f)(10)(iv), and 23 CFR 450.324(h)].
- Past trends suggest that it may not be reasonable to use the same inflation rates for forecasting costs and revenues. Future project costs generally will be tied to construction cost indices, while revenue forecasts track more closely with past trends in tax receipts and cost of living indices.

SOURCE: Financial Planning and Fiscal Constraint For Transportation Plans and Programs Questions & Answers - Planning - FHWA (dot.gov)

Texas Division of FHWA presentation on Developing Financial Plans for the 2050 MTP

Year of Expenditure Dollars (YOE)

- The use of YOE may reveal that revenue growth is insufficient over time to accommodate the effects of inflation on costs for construction, operations, and maintenance, of highway and transit projects and programs.
- In these cases, additional sources of revenue may be needed, or certain projects in the STIP, TIP, and/or the metropolitan transportation plan may need to be scaled back, delayed or removed to bring the costs of the highway and transit projects or program in line with revenue projections.

SOURCE: Financial Planning and Fiscal Constraint For Transportation Plans and Programs Questions & Answers - Planning - FHWA (dot.gov)

SAFETEA-LU CHECKLIST FOR YEAR OF EXPENDITURE (YOE) AND TOTAL PROJECT COST FINANCIAL PLAN DATA FOR HIGHWAY AND TRANSIT PROJECTS ¹

- □ MPO Policy Board Adoption/Resolution documentation that the MPO policy board has formally adopted a TIP or TIP revision (and if necessary an MTP revision), reflecting total project cost and Year-of-Expenditure (YOE) cost and revenue estimates consistent with FHWA/FTA metropolitan planning regulations (23 CFR 450).
- MPO Public Participation documentation of public and interagency resource agency involvement consistent with the MPO's adopted
 public participation plan procedures for TIP and MTP revisions.
- State DOT Adoption- documentation of State DOT public participation and adoption action consistent with the most recently adopted State DOT public participation and approval procedures for STIP revisions per Texas Administrative Code under Title 43, Part 1, Chapter 15, Subchapter A, under Section 15.8.
- Documentation of the YOE and Total Project Cost Methodology for both highway and transit elements utilized by the MPO and/or TxDOT including the calculation of the YOE and total project cost as part of the financial plan document for the relevant MPO TIP/STIP (and MIP revision if necessary).
- Documentation of the Rate of Inflation (ROI) used for determining YOE and total project cost, including all phases (e.g., PE, ROW, CONSTR). We understand that TxDOT has assumed a 4.0% rate of inflation for future construction costs within DCIS.
- Documentation of the Rate of Growth (ROG) for incoming Federal, State, and Local sources of revenues (including private sources) used to estimate total projected incoming revenues as part of the federal-aid highway and transit program.
- ☐ YOE Funding Estimate include YOE cost estimates for each project or project phase (e.g., PE, ROW, CONSTR as appropriate) included in the TIP/STIP and for each project included in the MTP (if the MTP is being revised).
- □ <u>Total Project Cost</u> for each highway or transit project included in the TIP/STIP and MTP (if MTP is being revised). Total project cost should reflect estimated cost of all project phases. It is understood that not all project phases may be implemented within the <u>time-frame</u> of the TIP/STIP.
- □ <u>Documentation of MPO and Transit Agency Coordination</u> provide adequate documentation of coordination and consultation with relevant regional transit authorities or operators within the MPO planning area regarding transit-related financial operating and capital/maintenance costs and revenues with the applicable regional transit provider(s) as found necessary for FTA-funded transit projects and programs included within the TIP.

Regulatory Basis

- ➤ In air quality nonattainment areas, include specific financial strategies to ensure the implementation of required air-quality projects like Transportation Control Measures (TCMs).
- Cost estimates for the period beyond the first 10 years can be expressed in terms of ranges or "cost bands," if sufficient future funding sources are reasonably expected to be available.

For additional information, please see: http://www.fhwa.dot.gov/planning/guidfinconstr_qa.cfm

¹ See 23 CFR. 450.324(h) for additional information for development of financial plans for MPO TIPs. See 23 CFR 450.322(f)(10)(iv) for additional information for the development of financial plans for MPO long-range transportation plans and 23 CFR 450.216(f) for the financial plan development for a Statewide TIP.

Use of Cost Bands (2050 MTP)

- For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost bands.
- Particularly if the future funding sources necessary to pay for these costs are reasonably expected to be available to support the upper limit of the projected cost bands (23 CFR 450.322(f)(10)(v)).

For additional information: http://www.fhwa.dot.gov/planning/guidfinconstr_ga.cfm

Use of Cost Bands (2050 MTP)



Cost bands are useful where there is significant potential for uncertainty and risk. Some projects in the second 10-years of a metropolitan transportation plan might fall into this category, particularly larger projects.



Risks and uncertainties may result from cost escalation (materials and labor) construction unknowns (unknown site conditions), uncertain environmental mitigation, unknown right-of-way needs, contractor risk and other causes.

> For additional information: http://www.fhwa.dot.gov/planning/guidfinconstr_qa.cfm

Use of Cost Bands (2050 MTP)

- A cost band can help convey the uncertainty of an estimate for a project and help educate other parties (such as the public and elected officials) who may not be intimately familiar with the project about cost variability.
- The use of cost bands in the second ten years of the metropolitan transportation plan can help avoid misleading the public or others with a false sense of precision.

For additional information: http://www.fhwa.dot.gov/planning/guidfinconstr-qa.cfm

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- The use of cost bands does not avoid the requirement to show fiscal constraint. Revenues necessary to meet the outer (upper) band of the cost band in the financial plan must be "reasonably expected to be available."
- All necessary financial resources from public and private sources that are reasonably expected to be available to carry out the upper band(s) of the cost band(s) shall be identified.
- In the case of new funding sources, strategies for ensuring their availability shall be identified [see 23 CFR 450.322(10)(v)].



Example of Cost Bands Used for MTP Update Financial Plan (Anticipated Revenues)

2.1.3 Cost Bands

The revenues of the 2045 MTP expressed in YOE dollars will be distributed into short-, mid- and long-term cost bands to cover projects included in each band. The TCC has determined to divide the revenues into the following three cost bands.

- 1. Cost Band One: 2020 2027 (8 years; overlaps with current and next TIPs; mid-years are 2023
- 2. Cost Band Two: 2028 2036 (9 years: mid-year is 2032)
- 3. Cost Band Three: 2037 2045 (9 years; mid-year is 2041)

Chatham County - Savannah Metropolitan Planning Commission (CORE MPO)

Year	Cost Band	Cost Band Total		Project Revenues											
		Projects + Maintenance	Specific Projects	Operational Improvements Set Aside	Non-Motorized Set Aside	Transit Set Aside	Total	Total							
2020 - 2027	One	\$801,290,466	\$658,937,561	\$58,271,837	\$13,337,828	\$5,600,000	\$736,147,226	\$65,143,240							
2028 - 2036	Two	\$491,556,682	\$361,876,186	\$39,120,705	\$4,500,000	\$6,300,000	\$411,796,891	\$79,759,791							
2037 - 2045	Three	\$537,608,304	\$396,790,456	\$42,785,738	\$4,500,000	\$6,300,000	\$450,376,195	\$87,232,109							
Total		\$1,830,455,452	\$1,417,604,203	\$140,178,281	\$22,337,828	\$18,200,000	\$1,598,320,311	\$232,135,141							

SOURCE: https://www.thempc.org/docs/lit/CoreMpo/Plans/TotalMobility/Draft2045/2019/AppC.pdf

Example of Cost Bands Used for MTP Update Financial Plan (Anticipated Revenues)



https://content.civicplus.com/api/ass ets/dc1852af-4fc6-4f2f-8690-644c3af0fc3d?cache=1800

What are some examples of "reasonable" financial revenue forecast assumptions?

Reasonable	A new toll or other user fee dedicated to a particular project or program may be reasonable if there is clear evidence of support by the Governor, legislature, and/or other appropriate local/regional decision-makers and a strategy exists with milestones for securing those approvals within the time period for implementing the affected projects.
Reasonable	A new tax for transportation purposes requiring local and/or State legislation and/or support from the Governor is reasonable if there is clear evidence of sufficient support (both governmental and public) to enact the new tax and a strategy exists for securing those approvals within the time period for implementing the affected projects.
Reasonable	If a State or local jurisdiction has past historical success in incrementally increasing gas taxes for transportation purposes, it is reasonable to assume that this trend (and the historic rate of increase) over a comparable period of time will continue.

<u>Financial Planning and Fiscal Constraint For Transportation Plans and Programs Questions & Answers - Planning - FHWA (dot.gov)</u>

What are some examples of "reasonable" financial revenue forecast assumptions?

Reasonable	A new bond issue for a particular project or program may be reasonable if there is clear evidence of support by the legislature, Governor and/or other appropriate decision-makers and a strategy exists with milestones for securing those approvals within the time period for implementing the affected projects or program.
Reasonable	If a transit operator has past historical success in incrementally increasing transit fares, it is reasonable to assume that this trend (and the historic frequency of increase) over a comparable period of time will continue.
Reasonable	If a transit operator that has never received discretionary major capital transit (e.g. New Starts) funding in the past proposes a major capital transit project for inclusion in the metropolitan transportation plan, it could be reasonable if a strategy with milestones is presented for satisfying the FTA program requirements. For example, in conducting an alternatives analysis to determine a locally preferred alternative (LPA) the LPA must be adopted into the metropolitan transportation plan as a means for solidifying candidacy for New Starts project development (i.e. preliminary engineering, final design, and receipt of a Full Funding Grant Agreement).

<u>Financial Planning and Fiscal Constraint For Transportation Plans and Programs Questions & Answers - Planning - FHWA (dot.gov)</u>

What are some examples of "not reasonable" revenue forecast assumptions?

Not Reasonable	Assuming new funds from an upcoming Statewide, regional, or local ballot initiative would not be reasonable if polls indicate a strong likelihood of defeat or there is a history of repeated defeat of similar ballot initiatives in recent years. However, this assumption could be reasonable if a new strategy has been developed to achieve success where past attempts have failed and is supported by State and/or local decision-makers.
Not Reasonable	A 25 percent increase in gas tax revenues over five years is not reasonable if the growth over the previous five years was only 15 percent. However, special circumstances may justify and support a significantly higher increase than the historic rate, provided there is clear evidence of support from State and/or local decision-makers.
Not Reasonable	An assumption that a single metropolitan area will receive funding for multiple large-scale transportation projects under a federal discretionary program (e.g., FTA's New Starts) is not reasonable if the assumption would result in that one metropolitan area receiving a disproportionately high percentage of the total national program dollars.

Financial Planning and Fiscal Constraint For Transportation Plans and Programs

Questions & Answers - Planning - Agenda Item 5C - Attachment 4

What to Look For?

How is the financial information in the financial plan coordinated with all the affected agencies (MPOs, State DOT, transit operators, and local jurisdictions)?

How are the assumptions and data sources for **each** revenue source (Federal, State, local, other) documented in the financial plan?

How are the approaches for forecasting future revenues documented and defined?

What to Look For?



Revenue estimates include public and private sources that are committed, available, or reasonably expected to be available within the timeframe anticipated for implementation of the project.



Revenue estimates may include recommendations for new funding sources, which should be supported by identified strategies for securing their availability.



System-level estimates of operation and maintenance costs for Federally-supported facilities and services are considered to determine resources remaining available for capital expenditure.

What to Look For? Do all revenue figures cover consistent timeframes and fiscal years?

Are consistent dollar values used and defined?

How is the financial plan made available to the public?



- Does the MTP and TIP clearly indicate which revenue sources exist, and which are new?
- How are new revenue sources identified and how are the strategies to achieve these documented?
- Are the responsible parties for implementing these strategies identified?

What to Look For?

If the MTP includes "illustrative projects," how are these projects and their associated revenue sources clearly separate and distinguishable from the fiscally constrained portion of the 2050 MTP update financial plan?

Are anticipated discretionary funds consistent with past levels of discretionary funds and are they actually allocated to the pertinent agencies/jurisdictions, or is there a clear strategy for securing those funds?

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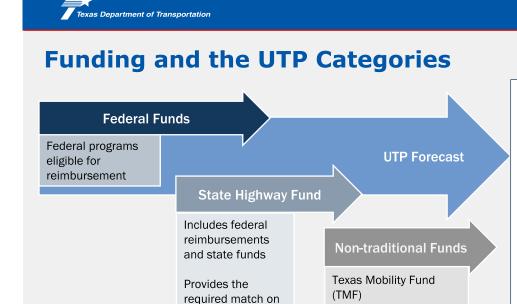
TxDOT Unified Transportation Program (UTP) Funding Overview



Unified Transportation Program Overview



October 30, 2024



federally funded

Other State Funds

projects

Prop 1 Prop 7

TxDOT Funding Categories

Connecting you with Texas.

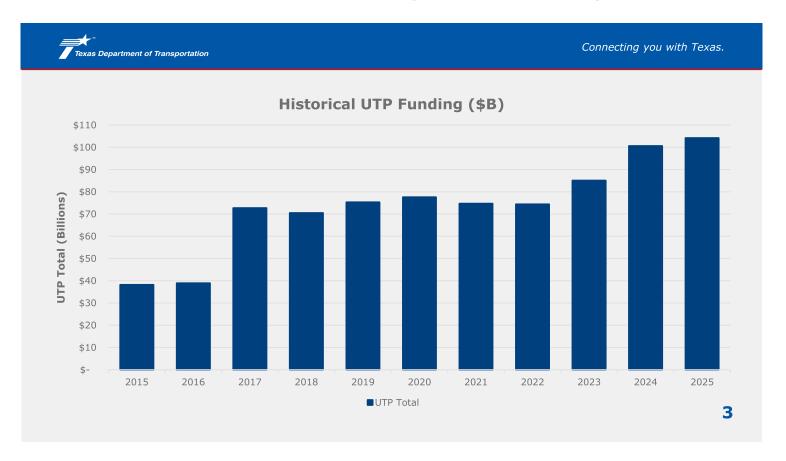
- 1 Preventive Maintenance and Rehabilitation
- 2 Metro and Urban Area Corridor Projects
- 3 Non-traditionally Funded Projects
- 4 Statewide Connectivity Corridor Projects
- 5 Congestion Mitigation and Air Quality Improvement
- 6 Structures Replacement and Rehabilitation
- 7 Metropolitan Mobility and Rehabilitation
- 8 Safety
- 9 Transportation Alternatives Program
- 10 Supplemental Transportation Projects
- 11 District Discretionary
- 12 Strategic Priority

Concessions/

Local Funds

regional toll revenue

TxDOT Unified Transportation Program (UTP) Funding Overview





Connecting you with Texas.

Overview of Project Selection by Categories

		•
Funding Category	Formula	Project Selection
1 - Preventive Maintenance and Rehabilitation	✓	Projects selected by Districts
2 - Metropolitan and Urban Area Corridor Projects	✓	Projects selected by MPOs in consultation with TxDOT and approved by Commission
3 - Non-Traditionally Funded Transportation Projects		Determined by legislation, Commission action, or local governments
4 - Statewide Connectivity Corridor Projects (Urban)	✓	Corridors selected by Commission. Projects selected by Districts within MPO boundaries
4 - Statewide Connectivity Corridor Projects (Rural)		Corridors selected by Commission. Projects selected by TPP Division outside MPOs
5 - Congestion Mitigation and Air Quality Improvement	✓	Projects selected by MPOs in consultation with TxDOT
6 - Bridge Program		Projects selected by the Bridge Division. Includes Railroad Grade Separation Program
7 - Metropolitan Mobility/Rehabilitation	✓	Projects selected by MPOs in consultation with TxDOT
8 - Safety		Projects selected by Traffic Safety Division. Includes Federal Highway Safety Improvement Program, Federal Railway-Highway Crossing Program, Safety Bond
9 - Transportation Alternatives (>200K)	✓	Projects selected by MPOs
9 - Transportation Alternatives (< 200K)		Project list recommended by Public Transportation Division and selected by Commission
10 - Congressional Priority		Earmarks designated by Congress (no new designations)
10 - Supplemental Transportation Projects		Texas Parks and Wildlife Department (TPWD) selects projects for State Park Roads. Rail projects selected by Rail Division in coordination with Districts. Landscape Incentive Awards, Green Ribbon and Curb Ramp projects are selected by Design Division in coordination with Districts. Coordinated Border Infrastructure projects selected by districts, approved by FHWA.
11 - District Discretionary and Energy Sector	✓	Projects selected by Districts
12 - Strategic Priority		Projects selected by Commission

Allocation Category

Project Specific



2025 UTP Funding Tables (Appendix III)

TABLE 8: 2025 UTP FUNDING ALLOCATION SUMMARY

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DISTRICT/MPO/DIVISION	CAT1	CAT2	CAT3	CAT4	CAT5	CAT6	CAT7	CAT8	CAT9	CAT10	CAT11	CAT12	TOTAL
ABL - Abilene	\$535,495,960	\$-	\$-	\$77,836,635	\$-	\$-	\$-	\$-	\$-	\$-	\$252,209,095	\$-	\$865,541,689
AMA - Amarillo	\$829,082,421	\$-	\$-	\$79,421,188	\$-	\$-	\$-	\$-	\$-	\$-	\$150,064,597	\$-	\$1,058,568,206
ATL - Atlanta	\$506,763,038	\$-	\$-	\$32,878,815	\$-	\$-	\$-	\$-	\$-	\$-	\$145,496,406	\$-	\$685,138,258
AUS - Austin	\$863,136,159	\$-	\$-	\$803,365,327	\$-	\$-	\$-	\$-	\$-	\$8,250,000	\$183,433,332	\$-	\$1,858,184,818
BMT - Beaumont	\$551,979,811	\$-	\$79,446,790	\$220,022,151	\$-	\$-	\$-	\$-	\$-	\$-	\$137,485,521	\$-	\$988,934,273
BRY - Bryan	\$505,341,397	\$-	\$-	\$75,173,771	\$-	\$-	\$-	\$-	\$-	\$-	\$143,900,749	\$-	\$724,415,918
BWD - Brownwood	\$301,160,298	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$110,886,893	\$-	\$412,047,191
CHS - Childress	\$210,266,212	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$74,038,553	\$-	\$284,304,766
CRP - Corpus Christi	\$684,683,940	\$-	\$-	\$101,053,278	\$-	\$-	\$-	\$-	\$-	\$-	\$219,319,999	\$-	\$1,005,057,218
DAL - Dallas	\$1,725,371,865	\$-	\$39,416,814	1,811,910,369	\$-	\$-	\$-	\$-	\$-	\$-	\$309,971,376	\$-	\$3,886,670,425
ELP - El Paso	\$561,441,557	\$-	\$-	\$250,277,803	\$-	\$-	\$-	\$-	\$-	\$-	\$166,237,683	\$-	\$977,957,043
FTW - Fort Worth	1,172,116,437	\$-	\$386,640,000	\$814,046,686	\$-	\$-	\$-	\$-	\$-	\$-	\$251,385,677	\$-	\$2,624,188,800
HOU - Houston	\$1,658,754,403	\$-	\$1,903,140,606	\$2,158,507,982	\$-	\$-	\$-	\$-	\$-	\$13,250,000	\$326,179,893	\$-	\$6,059,832,885
LBB - Lubbock	\$736,453,975	\$-	\$-	\$75,306,182	\$-	\$-	\$-	\$-	\$-	\$-	\$208,299,349	\$-	\$1,020,059,505
LFK - Lufkin	\$335,350,338	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$119,432,653	\$-	\$454,782,991
LRD - Laredo	\$636,374,447	\$-	\$-	\$97,690,580	\$-	\$-	\$-	\$-	\$-	\$15,693,908	\$219,654,812	\$-	\$969,413,747
ODA - Odessa	\$1,163,174,558	\$-	\$-	\$170,190,061	\$-	\$-	\$-	\$-	\$-	\$5,000,000	\$859,134,640	\$-	\$2,197,499,259
PAR - Paris	\$611,515,085	\$-	\$-	\$93,469,803	\$-	\$-	\$-	\$-	\$-	\$3,193,647	\$138,425,079	\$-	\$846,603,613
PHR - Pharr	\$702,442,154	\$-	\$-	\$396,456,115	\$-	\$-	\$-	\$-	\$-	\$500,736	\$143,179,738	\$-	\$1,242,578,743
SAT - San Antonio	\$1,443,654,212	\$-	\$-	\$801,329,779	\$-	\$-	\$-	\$-	\$-	\$-	\$274,699,091	\$-	\$2,519,683,081
SJT - San Angelo	\$394,520,212	\$-	\$-	\$33,705,190	\$-	\$-	\$-	\$-	\$-	\$-	\$199,708,737	\$-	\$627,934,139
TYL - Tyler	\$881,527,982	\$-	\$-	\$211,093,198	\$-	\$-	\$-	\$-	\$-	\$-	\$178,183,962	\$-	\$1,270,805,142
WAC - Waco	\$673,662,071	\$-	\$-	\$345,066,042	\$-	\$-	\$-	\$-	\$-	\$10,000,000	\$135,866,737	\$-	\$1,164,594,849
WFS - Wichita Falls	\$378,272,067	\$-	\$-	\$42,073,789	\$-	\$-	\$-	\$-	\$-	\$-	\$122,647,530	\$-	\$542,993,387
YKM - Yoakum	\$605,339,400	\$-	\$671,771	\$57,811,731	\$-	\$-	\$-	\$-	\$-	\$-	\$176,204,930	\$-	\$840,027,832
ABL - Abilene MPO	\$-	\$102,208,002	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$4,324,575	\$-	\$-	\$106,532,578
AMA - Amarillo MPO	\$-	\$104,288,688	\$-	\$-	\$-	\$-	\$70,666,885	\$-	\$8,209,759	\$7,535,750	\$-	\$-	\$190,701,083
ATL - Texarkana MPO	\$-	\$43,173,477	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$1,945,394	\$-	\$-	\$45,118,872
AUS - CAMPO MPO	\$-	1,054,906,379	\$-	\$-	\$-	\$-	\$472,148,071	\$-	\$54,892,132	\$68,844,829	\$-	\$-	1,650,791,410
BMT - SETRPC MPO	\$-	\$288,913,101	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$9,644,560	\$-	\$-	\$298,557,661
BRY - Bryan/College Station MPO	\$-	\$98,711,363	\$-	\$-	\$-	\$-	\$70,761,967	\$-	\$8,220,794	\$7,545,890	\$-	\$-	\$185,240,015
CRP - Corpus Christi MPO	\$-	\$132,693,989	\$-	\$-	\$-	\$-	\$110,920,569	\$-	\$12,895,674	\$12,411,911	\$-	\$-	\$268,922,143
DAL/FTW/PAR - NCTCOG MPO	\$-	3,448,168,272	\$-	\$-	1,028,342,949	\$-	\$2,075,902,835	\$-	\$240,933,239	\$252,531,735	\$-	\$-	7,045,879,030
ELP - El Paso MPO	\$-	\$328,642,081	\$-	\$-	\$98,419,065	\$-	\$267,667,804	\$-	\$31,119,172	\$30,153,679	\$-	\$-	\$756,001,800
HOU/BMT - HGAC MPO	\$-	\$2,834,356,624	\$-	\$-	\$967,582,094	\$-	\$1,796,619,448	\$-	\$208,875,739	\$238,084,585	\$-	\$-	\$6,045,518,490
LBB - Lubbock MPO	\$-	\$98,885,228	\$-	\$-	\$-	\$-	\$82,256,212	\$-	\$9,563,145	\$9,967,128	\$-	\$-	\$200,671,713
LRD - Laredo Webb County Area MPO	\$-	\$100,503,435	\$-	\$-	\$-	\$-	\$81,692,721	\$-	\$9,497,632	\$9,205,064	\$-	\$-	\$200,898,851
LRD - Eagle Pass MPO	\$-	\$27,774,969	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$3,999,132	\$-	\$-	\$31,774,101
ODA - Permian Basin MPO	\$-	\$223,478,128	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$10,865,275	\$-	\$-	\$234,343,403
PAR - Grayson County MPO	\$-	\$122,736,054	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$2,441,300	\$-	\$-	\$125,177,355
PHR - Rio Grande Valley MPO	\$-	\$520,590,166	\$-	\$-	\$-	\$-	\$327,980,339	\$-	\$38,131,134	\$40,809,844	\$-	\$-	\$927,511,484
SAT - AAMPO	\$-	\$1,052,233,478	\$-	\$-	\$228,445,892	\$-	\$609,308,301	\$-	\$70,838,789	\$76,632,283	\$-	\$-	\$2,037,458,743



METROPOLITAN PLANNING ORGANIZATION

Date: October 31, 2024

To: Transportation Policy Committee (TPC)

From: Craig Casper, Senior Transportation Planner

Through: Robert MacDonald, Transportation Planning Director

Subject: <u>Item 5D</u>: Review of 2045 MTP with Amendment 2 Fiscally Constrained Project List,

2025 UTP and CCRTA Project Lists

Action: Information Only: Review and Discussion

Summary

We are providing the existing Corpus Christi MPO and TxDOT documents that contain the currently approved Fiscally Constrained Project Lists for highways and transit.

The attachments are:

- Attachment 1. 2045 MTP with Amendment 2 Fiscally Constrained Project List
- Attachment 2. TxDOT's 2025 UTP Project List Packet
- Attachment 3. FY 2025-2028 TIP Excerpt of the CCRTA Transit Projects and Programs
- Attachment 4. TxDOT 2026 Unified Transportation Program (UTP) Development Schedule

Additionally, we are presenting the updated process for the TxDOT 2026 UTP leading to the approval of the 10-year list of projects selected by the Corpus Christi MPO and submitted into the TxDOT process. The Development Schedule for the TxDOT 2026 UTP is shown in Attachment 5.

We are asking the TPC members to bring their knowledge of these projects and programs so we can update the lists during the TPC Meeting on November 7th.

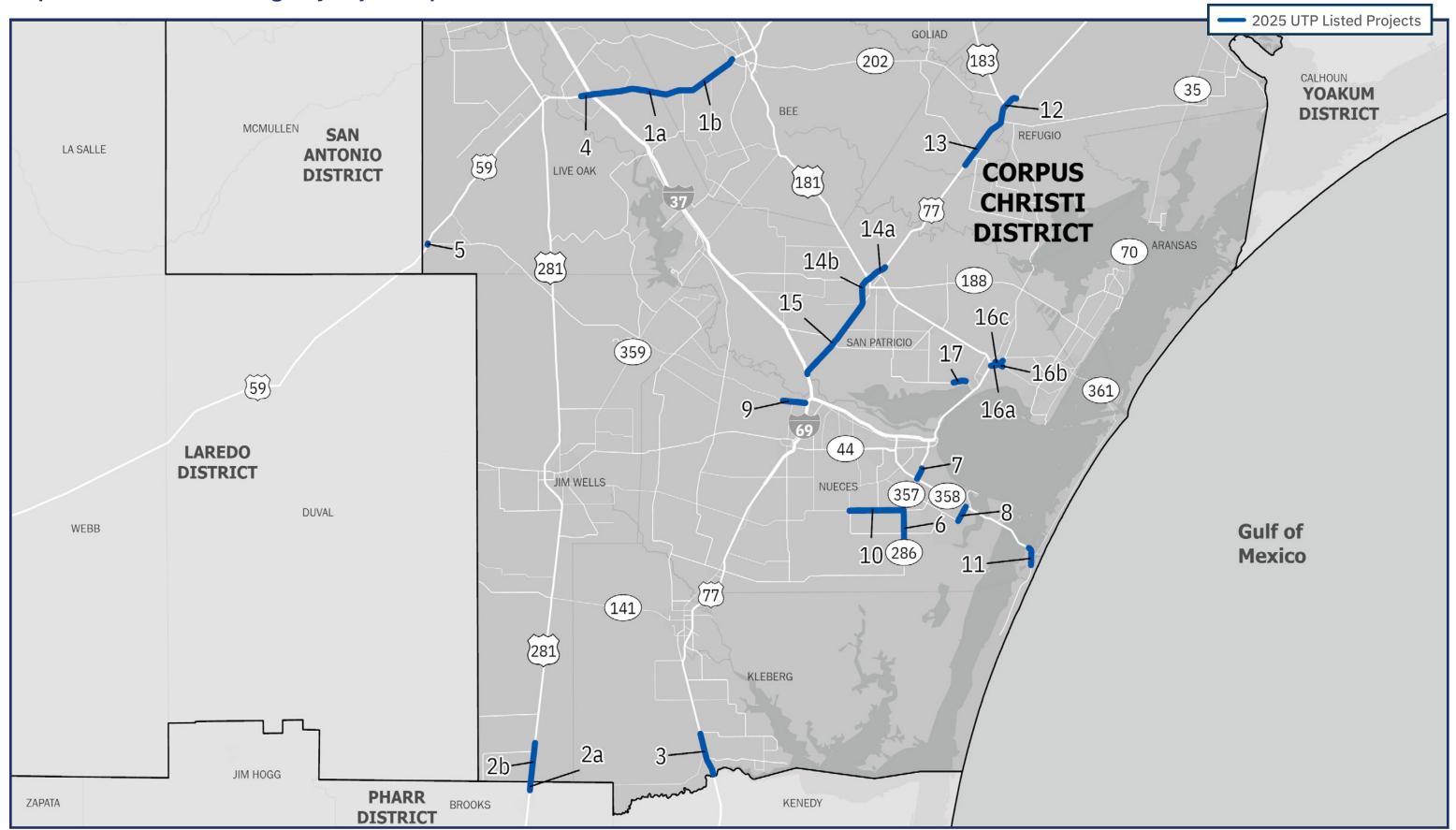
2020-2045 Metropolitan Transportation Plan (2045 MTP) with Amendment 2 Fiscally Constrained Project List

EDIT P	an Period	Rank	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$, millions)	NT1	CAT2	CAT4	CAT7	CAT9	CAT10 C	AT12	Local/Other	Prior Funding	Total Project Cost (\$, millions)	EDIT COMMENTS
	TIP/STIP	1	MPO-001	SH 358 (SPID) Ramp Reversal	Ramp reversal Phase II-B	Nile Drive	Staples Street	TxDOT-CRP	On	2/4	\$57,200,000		\$55,000,000	\$2,200,000							\$68,640,000	
	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	\$60,000,000		\$12,000,000	\$15,000,000				\$33,000,000			\$77,875,200	
	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	\$14,000,000		\$2,000,000	\$12,000,000							\$18,170,880	
	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	\$4,000,000		\$4,000,000								\$5,191,680	
	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	\$70,000,000		\$30,000,000		\$40,000,000						\$92,850,000	
	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	\$12,500,000		\$12,500,000								\$19,780,000	
	TIP/STIP	2	MPO-007	Harbor Bridge Hike and Bike - Connectivity	Construct pedestrian and bike facilities	On various city streets from Coles High Schoo		City of Corpus Christi	Off	7	\$1,480,000				\$1,480,000						\$1,780,000	
	TIP/STIP	2	MPO-008	US 181 Harbor Bridge Voluntary Relocation Program	US 181 Harbor Bridge Voluntary Relocation Mitigation Program	N/A	N/A	МРО	Off	7 / Local / ROW	\$71,000,000				\$36,000,000				\$20,000,000	\$15,000,000	\$92,152,320	
	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	\$15,980,000				\$4,800,000				\$11,180,000		\$18,810,000	
	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 Christi	Off	10 / Local	\$11,500,000						\$5,500,000		\$6,000,000		\$13,540,000	
	TIP/STIP	16	MPO-015	PR 22	Feasibility study: intersection improvements	At SH 361/PR 22 intersection	Zahn Road	TBD	On	7	\$1,200,000				\$1,200,000						\$1,557,504	
	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	\$17,920,000		\$17,920,000								\$22,840,000	
	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	\$71,280,000		\$46,860,000	\$18,780,000	\$5,640,000						\$88,540,000	
	TIP/STIP	1	MPO-018	SH 35	Upgrade/add direct connectors	FM 3284	0.23 North of SH 361	TxDOT-CRP	On	4/7	\$56,540,000			\$52,140,000	\$4,400,000						\$69,850,000	
	TIP/STIP	35	MPO-030	Future Category 9 Projects	Projects selected through competitive process	N/A	N/A	TBD	On/Off	9	\$12,434,147					\$12,434,147					\$12,434,147	
	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 Corpus	Off	9	\$5,860,000					\$5,860,000					\$7,030,000	
	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	МРО	On	7	\$3,180,000					\$3,180,000					\$3,180,000	
	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.		Flour Bluff Dr / Don Patricio Rd	City of Corpus Christi	Off	9	\$13,030,000					\$13,030,000					\$15,500,000	
	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	\$1,200,000						\$1,200,000				\$1,200,000	
	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	\$34,650,000		\$11,650,000	\$11,000,000	\$7,000,000		\$5,000,000				\$43,030,000	
	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	\$5,500,000				\$5,500,000						\$6,600,000	
	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	\$4,734,000				\$4,734,000						\$5,680,800	
	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	\$1,890,000				\$1,890,000						\$2,268,000	
	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	\$20,000,000				\$20,000,000						\$24,000,000	
	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	\$17,000,000				\$17,000,000						\$20,400,000	
	10-Year	22	MPO-027	CR 72	Construct 2 additional travel lanes (CTWLTL)	FM 2986 (Wildcat Drive)	CR 2032	City of Portland	Off	7	\$5,917,500				\$5,917,500						\$7,101,000	
	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	\$5,000,000				\$5,000,000						\$6,000,000	
	10-Year	32	MPO-029	US 181 Companion Drainage Project	Construction of the campanion drainage project across the TxDOT right-of-way	Sunset Road	FM 3239 (Buddy Ganem Drive)	TxDOT-CRP	On	2/7/Local	\$7,000,000								\$7,000,000		\$8,400,000	
L	ong Range	5	MPO-031	SH 358 (SPID) Ramp Reversal	Ramp Reversal Phase II-C (Braided ramps)	Airline Road	Everhart Road	TxDOT-CRP	On	2	\$35,000,000		\$35,000,000								\$42,000,000	
L	ong 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	\$80,000,000		\$80,000,000								\$96,000,000	

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

EDIT	Plan Period	Rank	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$, millions)	CAT1	CAT2	CAT4	CAT7	САТ9	CAT10	CAT12	Local/Other	Prior Funding	Total Project Cost (\$, millions)	EDIT COMMENTS
	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	\$100,000,000		\$60,000,000	\$40,000,000							\$120,000,000	
	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	\$40,000,000		\$15,000,000	\$25,000,000							\$48,000,000	
	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	\$60,000,000		\$25,000,000	\$35,000,000							\$72,000,000	

Corpus Christi District Listed Highway Projects Map



Corpus Christi District Highway Project Listing Chart

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	то	EST LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
MULTI C	OUNTY PROJE	CTS	'				'			
1 a	US 59	Widen Non-Freeway - IH 37 to Beeville (Live Oak County) 0447-01-046	Bee County Line	IH 37	FY 2025-2028	\$70,560,000	No Funding Change	No	Cat. 4 Rural\$70,560,000 TOTAL\$70,560,000	1
1b	US 59	Widen Non-Freeway - IH 37 to Beeville (Bee County) 0447-02-038	Live Oak County Line	0.3 Mi East of FM 351	FY 2025-2028	\$89,600,000	No Funding Change	No	Cat. 4 Rural\$89,600,000 TOTAL\$89,600,000	
2a	US 281	Upgrade to Freeway - Premont to Falfurrias (Brooks County) 0255-03-038	FM 1418	Brooks/Jim Wells County Line	FY 2029-2034	\$20,000,000	New Authorization	No	Cat. 4 Rural\$20,000,000 TOTAL\$20,000,000	1
2b	US 281	Upgrade to Freeway - Premont to Falfurrias (Jim Wells County) 0255-02-055	1 Mi N of FM 1538	Brooks County Line	FY 2029-2034	\$112,000,000	Funding Adjustment	No	Cat. 4 Rural	1
KLEBER	G COUNTY									
3	US 77	Riviera Relief Route 0327-09-002	1.5 Mi N of SH 285 Intersection	Kenedy/Kleberg County Line	FY 2025-2028	\$178,600,000	Funding Adjustment	No	Cat. 1	1
LIVE OA	K COUNTY									
4	US 59	Interchange - Live Oak County at IH 37 0447-01-051	1.0 Mi West of IH 37	1.0 Mi East of IH 37	FY 2029-2034	\$145,600,000	No Funding Change	No	Cat. 4 Rural	
5	US 59	Interchange at FM 624 0542-06-051	At FM 624		FY 2029-2034	\$28,000,000	No Funding Change	No	Cat. 4 Rural	1
NUECES	COUNTY									
6	SH 286	Upgrade to Freeway (Crosstown Extension) - Corpus Christi 0326-01-056	FM 43	South of FM 2444	FY 2025-2028	\$74,986,695	No Funding Change	No	Cat. 1 \$4,986,695 Cat. 2 Metro/Urban Corridor \$30,000,000 Cat. 7 \$40,000,000 TOTAL \$74,986,695	
7	SH 286	Widen Freeway - Corpus Christi 0326-03-103	SH 358	Horne Road	FY 2029-2034	\$34,843,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$29,243,000 Cat. 4 Urban \$5,600,000 TOTAL \$34,843,000 Cat. 2 increased \$1.2M	
8	SH 357	Intersection & Operational Imprv - Corpus Christi 1069-01-042	Saratoga Boulevard	SH 358	FY 2029-2034	\$23,520,000	New Authorization	No	Cat. 2 Metro/Urban Corridor \$8,500,000 Cat. 4 Urban \$4,000,000 Cat. 7 \$11,020,000 TOTAL \$23,520,000	
9	FM 624	Widen Non-Freeway - Corpus Christi 0989-02-057	CR 73	Wildcat Drive	FY 2025-2028	\$34,650,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$11,650,000 Cat. 4 Urban \$11,000,000 Cat. 7 \$7,000,000 Cat. 10 Carbon Reduction \$5,000,000 TOTAL \$34,650,000 Cat. 2 increased \$10K	

Corpus Christi District Highway Project Listing Chart

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	то	EST LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY TIER
10	FM 43	Widen Non-Freeway - Corpus Christi 1557-01-045	FM 665 Intersection	SH 286	FY 2029-2034	\$44,800,000	New Authorization	No	Cat. 2 Metro/Urban Corridor\$32,400,000 2 Cat. 4 Urban\$12,400,000 TOTAL\$44,800,000
11	PR 22	Safety & Operational Improvements - Corpus Christi 0617-02-073	Aquarius Street	Whitecap Boulevard	FY 2025-2028	\$17,920,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor
REFUGI	O COUNTY								
12	US 77	Refugio Relief Route 0371-03-090	N of Refugio	S of Refugio (Relief Route)	FY 2029-2034	\$358,400,000	No Funding Change	No	Cat. 4 Rural\$358,400,000 1 TOTAL\$358,400,000
13	US 77	Upgrade to Freeway - Woodsboro 0371-03-130	S of Refugio RR	S of Woodsboro	FY 2025-2028	\$105,280,000	No Funding Change	No	Cat. 12 Strategic Priority
SAN PAT	RICIO COUNTY								
14a	US 77	Upgrade to Freeway - Sinton Relief Route 0371-04-062	Chiltipin Creek BR (Control Break)	Business North (Sinton)	FY 2025-2028	\$31,360,000	No Funding Change	No	Cat. 4 Rural\$31,360,000 1 TOTAL\$31,360,000
14b	US 77	Upgrade to Freeway - Sinton Relief Route 0372-01-101	Business South (Sinton)	Chiltipin Creek BR (Control Break)	FY 2025-2028	\$91,840,000	No Funding Change	No	Cat. 4 Rural\$91,840,000 1 TOTAL\$91,840,000
15	US 77	Upgrade to Freeway - IH 37 to Sinton 0372-01-106	IH 37 and Interchange	FM 1945 (S of Sinton)	FY 2029-2034	\$593,600,000	No Funding Change	No	Cat. 4 Rural
16a	SH 35	SH 35 Interchange at SH 361 - Gregory 0180-06-118	FM 3284	0.23 Mi N of SH 361	FY 2025-2028	\$56,538,000	Funding Adjustment	No	Cat. 4 Urban\$52,138,000 1 Cat. 7\$4,400,000 TOTAL\$56,538,000 Cat. 4U increased \$15.7M
16b	SH 361	SH 35 Interchange at SH 361 - Gregory 0180-10-082	At SH 35 Interchange	0.15 Mi SE on SH 361	FY 2025-2028	\$71,280,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$46,862,407 Cat. 4 Urban \$18,777,593 Cat. 7 \$5,640,000 TOTAL \$71,280,000 Cat. 4U increased \$6.3M
16c	SS 202	SH 35 Interchange at SH 361 - Gregory 0180-11-016	Avenue H in Gregory	SH 35 Northbound Frontage Road	FY 2025-2028	\$2,700,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor\$2,700,000 2 TOTAL\$2,700,000
17	FM 893	Widen Non-Freeway - Portland 1209-01-030	CR 3685 (Stark Road)	0.2 Mi W of CR 79 (Gum Hollow)	FY 2025-2028	\$12,500,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor

CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY (CCRTA) FY 2025-2028 FUNDING TABLE

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

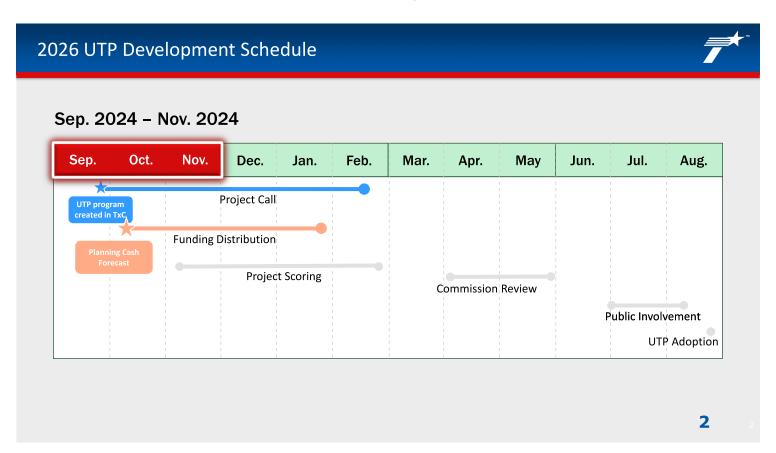
TIP Fiscal Year	MTPID	Project Name	Funding Category	Federal Cost	Local Cost	Total Project Cost (\$, millions)
2025	CCRTA-097	Bear Lane UPS Replacement	Local	\$0	\$10,000,000	\$10,000,000
2025	CCRTA-098	Rolling Stock (All Variety of Rolling Stock)	FTA-5307	\$4,363,898	\$770,100	\$5,133,998
2025	CCRTA-099	Bus Stop Shelter Amenities	FTA-5307	\$879,890	\$219,973	\$1,099,863
2025	CCRTA-100	Support/Relief Vehicles	FTA-5307	\$408,000	\$102,000	\$510,000
2025	CCRTA-101	Bus Stop Improvements	FTA-5307	\$400,000	\$100,000	\$500,000
2025	CCRTA-102	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	FTA-5307	\$397,305	\$99,326	\$496,631
2025	CCRTA-103	Destination Signage for Transit Stations	Local	\$0	\$420,000	\$420,000
2025	CCRTA-104	Tug (Moving Buses)	Local	\$0	\$48,000	\$48,000
2025	CCRTA-105	Bus DVR Replacement	Local	\$0	\$44,400	\$44,400
2025	CCRTA-106	Staff Computers Replacement	Local	\$0	\$31,000	\$31,000
2025	CCRTA-107	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage	FTA-5339	\$16,000	\$4,000	\$20,000
2025	CCRTA-108	Bus Stop Improvements (apportionment year 2020)	FTA-5307	\$1,200,000	\$300,000	\$1,500,000
2025	CCRTA-109	Support/Relief Vehicles (apportionment year 2021)	FTA-5307	\$608,400	\$152,100	\$760,500
2025	CCRTA-110	Rolling Stock (All Variety of Rolling Stock) (apportionment year 2021)	FTA-5307	\$4,023,269	\$709,989	\$4,733,258
2025	CCRTA-111	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment (apportionment year 2021)	FTA-5307	\$523,022	\$130,756	\$653,778
2025	CCRTA-112	Preventative Maintenance (apportionment year 2021)	FTA-5307	\$800,000	\$200,000	\$1,000,000
2025	CCRTA-113	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment (apportionment year 2021)	FTA-5339	\$523,840	\$130,960	\$654,800
2025	CCRTA-114	5310 Sub-recipient (apportionment year 2022)	FTA-5310	\$320,000	\$80,000	\$400,000
2025	CCRTA-115	Rehab/Renovate Bus Support Facilities/Equipment (apportionment year 2022)	FTA-5307	\$96,202	\$24,051	\$120,253
2025	CCRTA-116	Bus Stop Infrastructure Bus Pads (using apportionment year 2022)	FTA-5307	\$1,257,052	\$314,263	\$1,571,315
2025	CCRTA-117	Preventative Maintenance (apportionment year 2022)	FTA-5307	\$800,000	\$200,000	\$1,000,000
2025	CCRTA-118	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment (apportionment year 2022)	FTA-5339	\$142,400	\$35,600	\$178,000
2025	CCRTA-119	Construction of Bus Support/Equip/Facilities (apportionment year 2022)	FTA-5339	\$384,000	\$96,000	\$480,000
2025	CCRTA-120	Rehab/Renovate Bus Support Facilities/Equipment (apportionment year 2023)	FTA-5339	\$327,760	\$81,940	\$409,700
2025	CCRTA-121	5310 Sub-recipients (apportionment year 2024)	FTA-5310	\$320,000	\$80,000	\$400,000
2026	CCRTA-122	Rolling Stock (All Variety of Rolling Stock)	FTA-5307	\$6,884,166	\$1,214,853	\$8,099,019
2026	CCRTA-123	Bus Stop Shelter Amenities	FTA-5307	\$900,734	\$225,184	\$1,125,918
2026	CCRTA-124	Bus Stop Improvements	FTA-5307	\$400,000	\$100,000	\$500,000
2026	CCRTA-125	Preventative Maintenance	FTA-5307	\$800,000	\$200,000	\$1,000,000
2026	CCRTA-126	5310 Sub-recipients	FTA-5310	\$320,000	\$80,000	\$400,000
2026	CCRTA-127	Genfare Bus Systems Phase I	Local	\$0	\$335,666	\$335,666
2026	CCRTA-128	Bus DVR Replacement	Local	\$0	\$44,400	\$44,400
2026	CCRTA-129	Bear Lane UPS Replacement	Local	\$0	\$25,000	\$25,000
2026	CCRTA-130	Video Surveillance Server (Bear LN Location)	Local	\$0	\$20,000	\$20,000

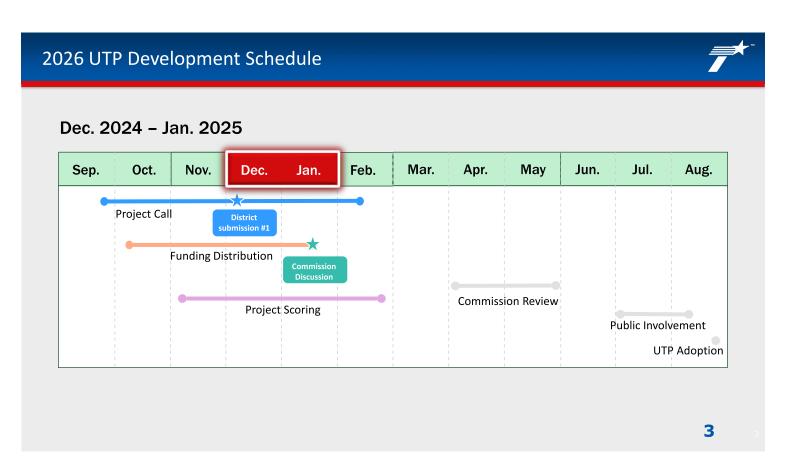
CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY (CCRTA) FY 2025-2028 FUNDING TABLE

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

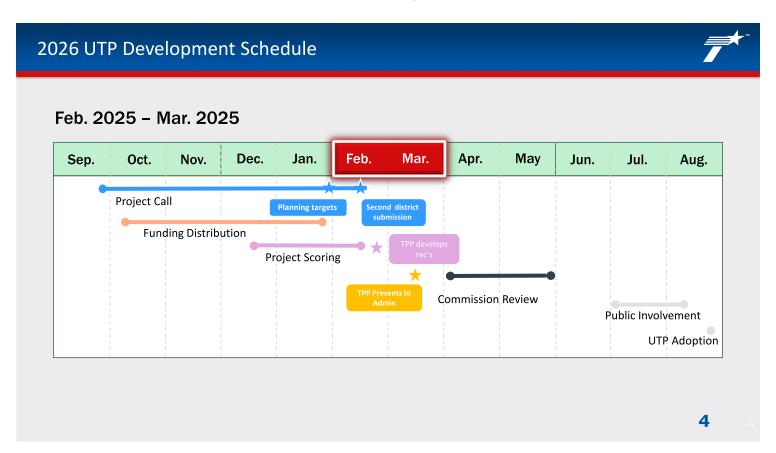
TIP Fiscal Year	MTP ID	Project Name	Funding Category	Federal Cost	Local Cost	Total Project Cost (\$, millions)
2027	CCRTA-131	Rolling Stock (All Variety of Rolling Stock)	FTA-5307	\$3,977,516	\$701,915	\$4,679,430
2027	CCRTA-132	Support/Relief Vehicles	FTA-5307	\$432,000	\$108,000	\$540,000
2027	CCRTA-133	Bus Stop Shelter Amenities	FTA-5307	\$400,000	\$100,000	\$500,000
2027	CCRTA-134	Preventative Maintenance	FTA-5307	\$280,000	\$70,000	\$350,000
2027	CCRTA-135	5310 Sub-recipients	FTA-5307	\$800,000	\$200,000	\$1,000,000
2027	CCRTA-136	Genfare Bus Replacement Phase II	FTA-5310	\$320,000	\$80,000	\$400,000
2027	CCRTA-137	Bus DVR Replacement	Local	\$0	\$335,666	\$335,666
2027	CCRTA-138	SSC UPS Replacement	Local	\$0	\$47,000	\$47,000
2027	CCRTA-139	Rolling Stock (All Variety of Rolling Stock)	Local	\$0	\$25,000	\$25,000
2028	CCRTA-140	Bus Stop Improvements	FTA-5307	\$10,513,715	\$1,855,361	\$12,369,076
2028	CCRTA-141	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage	FTA-5307	\$400,000	\$100,000	\$500,000
2028	CCRTA-142	Bus Stop Shelter Amenities	FTA-5307	\$316,000	\$79,000	\$395,000
2028	CCRTA-143	Preventative Maintenance	FTA-5307	\$280,000	\$70,000	\$350,000
2028	CCRTA-144	5310 Sub-recipients	FTA-5307	\$800,000	\$200,000	\$1,000,000
2028	CCRTA-145	Genfare Bus Replacement Phase III	FTA-5310	\$320,000	\$80,000	\$400,000
2028	CCRTA-146	Bus DVR Replacement	Local	\$0	\$335,666	\$335,666
2028	CCRTA-147	Security Camera Replacement	Local	\$0	\$47,000	\$47,000
2028	CCRTA-148	Staff Computers Replacement	Local	\$0	\$45,000	\$45,000
2028	CCRTA-149	Bus Stop Improvements	Local	\$0	\$31,000	\$31,000

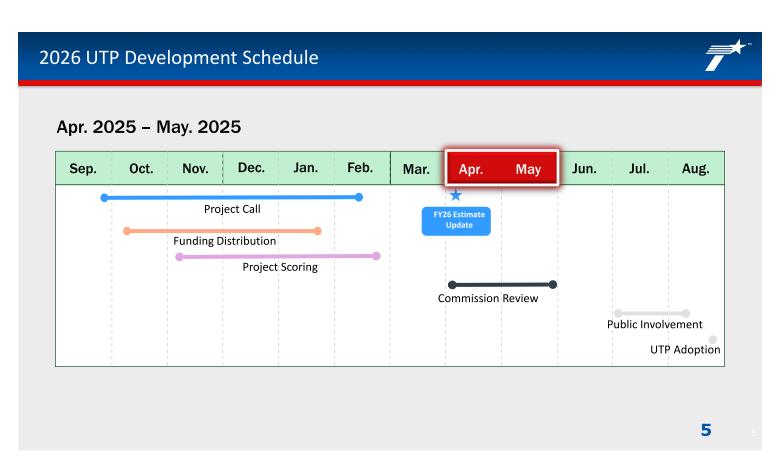
TxDOT 2026 Unified Transportation Program (UTP) Development Schedule





TxDOT 2026 Unified Transportation Program (UTP) Development Schedule





TxDOT 2026 Unified Transportation Program (UTP) Development Schedule

