

TEXAS DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

STIP 2015-2018

CORPUS CHRISTI DISTRICT 2015-2018 TIP

HIGHWAY



Initial 2015-2018 STIP



TRANSPORTATION IMPROVEMENT PROGRAM FY 2015-2018

And Financial Plan Projects With Obligation Authority

COPRUS CHRISTI Metropolitan Planning Organization

Planning for Mobility, Safety and Accessibility for Everyone

APPROVED BY THE TRANSPORTATION COMMITTEE APRIL 3, 2014

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PREFACE:

This Transportation Improvement Program (TIP) is prepared in compliance with the Statewide Planning, Metropolitan Planning Rules jointly issued by the Federal Highway Administration (FHWA) (23 CFR Part 450) and the Federal Transit Administration (FTA) (49 CFR Part 613). This document is a multi-year listing of transportation improvements that are planned in the federal fiscal years from October 2014 through September 2018.

INTRODUCTION:

With the 1962 Federal-aid Highway Act, federal authorizing legislation for expenditure of surface transportation funds has required metropolitan area transportation plans and programs to be developed through a continuing, cooperative, and comprehensive (3-C) planning process. Over successive authorization cycles leading to the passage of **Moving Ahead for Progress in the 21st Century Act (P.L. 112-141)** (MAP-21), Congress has added and revised the substantive content expected from the 3-C planning processes.

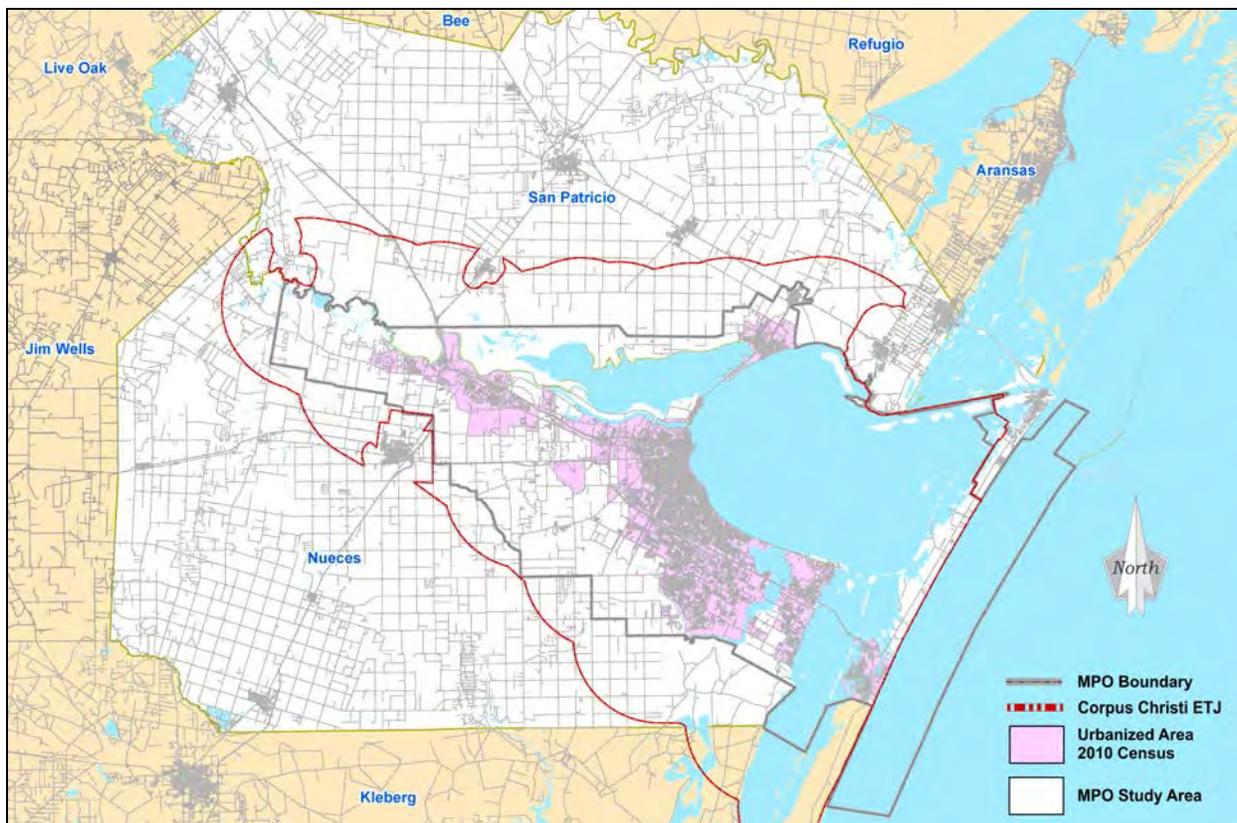
Locally, the formal transportation planning activities in the Corpus Christi Metropolitan Study Area began in the early 1960's. The Texas Highway Department' - Planning Survey Division, and the U.S. Department of Commerce - Bureau of Public Roads, in cooperation with the City of Corpus Christi (CITY) initiated a transportation study.

The cooperative efforts of the state and the city resulted in the formation of the Corpus Christi Transportation Plan of 1963-1964. The main objective of this study was to find an adequate, long-term solution for future traffic in relation to comprehensive urban development. The plan included a complete network of streets and highways, which, when completed, would provide efficient movement of traffic. The City reaffirmed this plan in 1974, 1976, 1979, 1983-84, and revised it in 1987. In 1994, the Metropolitan Planning Organization (MPO) incorporated the Corpus Christi Transportation Plan in its long-range Metropolitan Transportation Plan (MTP). The MTP forms the basis of project selection for the short-term TIP.

DEFINITION OF AREA:

In 1973, the State Governor designated the CITY as the MPO to perform transportation planning for the metropolitan area. The MPO designation changed in June 2000. The Transportation Policy Committee is now the designated MPO. The Corpus Christi Transportation Plan's original signatories (City of Corpus Christi, City of Portland, County of Nueces, County of San Patricio and the Texas Department of Transportation) now comprises the MPOs member agencies. To promote a multi-modal transportation planning process, the MPO included Corpus Christi Regional Transportation Authority (CCRTA) and the Port of Corpus Christi. Census 2000 changed the Urbanized Area Boundary (UAB) as well as the Metropolitan Area Boundary (MAB) which now includes the City of Gregory. Gregory is represented by the San Patricio County Judge on the Transportation Policy Committee and by a County Commissioner on the Technical Advisory Committee. The area map below shows the physical boundary of the MPO area. Preliminary information on the results from the 2010

census indicates subtle changes well within the existing boundary representation of our UAB and MAB.



Corpus Christi MPO Boundary

PURPOSE:

Moving Ahead for Progress in the 21st Century Act (MAP-21)

Map-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was enacted July 6, 2012, funding surface transportation programs for fiscal years (FY) 2013 and 2014 to create a streamlined and performance-based surface transportation program that builds on highway, transit, bike, and pedestrian programs and policies previously established. To date, a replacement for this act has not been presented and extensions are anticipated in 2015.

The MPOs TIP planning process complies with a 3-C framework for making transportation investment decisions and respectfully observes the joint program oversight with FHWA/FTA. The TIP is a short range transportation capital improvement plan that describes the schedule for obligating federal funds to state, and local governments to implement transportation projects within the metropolitan planning area. To be eligible for any level of federal funding, a project must be in the MTP and the TIP. In contrast to previous years, funding projections have been burdensome to forecast as state and local budgets facing the uncertainty of a short term

authorization bill, due for renewal at any time, could significantly impact proposed projects, and timelines. Until a more definitive legislative authorization is presented, the MPO will continue to use MAP-21 Planning Factors as a means for guidance and planning.

The TIP satisfies MAP-21 continuing provisions that include:

- MPOs are required in areas with populations of more than 50,000; Transportation Management Areas (TMAs) are those areas with a population greater than 200,000.
- The MTP must be updated every 4 years in nonattainment areas and areas that were nonattainment and are now under a maintenance plan. In other areas, the MTP will be prepared and updated on a 5 year cycle.
- The MTP covers a minimum 20-year planning horizon with air quality conformity and fiscal constraint.
- Public involvement remains a hallmark of the metropolitan planning process.
- The TIP is to be updated every 4 years and approved by the MPO and Governor.
- A congestion management system is required in TMAs and the planning process in TMAs must be certified by the Secretary.

Key modifications outlined in MAP-21 that set the course for transportation investments include:

Performance-Based Planning

- MPOs will be required to establish and use a performance-based approach to transportation decision making and development of transportation plans.
- Targets will address MAP-21 surface transportation performance measures and will coordinate with the State and public transportation providers to ensure consistency.
- Performance targets must be established no later than 180 days after the date that the State or public transportation provider establishes performance targets.
- The MPOs structure will include officials of public transportation systems.

The MPO is actively engaged in a collaborative process to eliminate or minimize competing priorities with member agency's including the State, CCRTA, and CITY plans that might impact transportation. The goal of this process is to raise awareness and ensure that decision makers take into account potential impacts to others when adopting long-range and short-range transportation plans or updates. At the point national performance measures are framed and provided to States for dissemination at the local level, our practice will readily dovetail into establishing performance goals that are consistent and further safety, infrastructure, congestion, system reliability, freight movement and other elements that align with MAP-21.

Long Range Transportation Plan (MTP)

- *The MTP will include a description of the performance measures and targets used in assessing the transportation system. A performance report and updates, evaluating the*

condition and performance of the system, will be provided.

- *MPOs have the option of developing multiple scenarios for consideration during the development of the MTP.*

The preservation and efficient use of the existing transportation system are leading goals of the MPO and its member agencies. Projects listed in the MTP are primarily improvements to the existing transportation infrastructure. Projects such as **Regional Parkway Mobility Corridor** is a long-range relief to SH 358 (South Padre Island Drive) corridor – intent on serving growing areas of Nueces, Kleberg, and San Patricio Counties. As development progresses on the south and western portions of our area, corridor alternatives must be identified in anticipation of this growth while developing and maintaining the existing corridors in the already developed areas

Transportation Improvement Programs (TIP)

- *The TIP will include a description of anticipated outcomes resulting from achieving performance targets established in the MTP, linking investment priorities to those performance targets.*

The MPO's short and long range planning projects support and improve the transportation system. FY 2015-2018 TIP has projects like the Harbor Bridge replacement project, Regional Parkway Mobility Corridor environmental work and ramp reversals on SH 358 which address the preservation and improvement of principal arterial performance while linking regional priorities.

AIR QUALITY ISSUES:

The Clean Air Act Amendments (CAAA) requires areas to maintain compliance with the National Ambient Air Quality Standards (NAAQS) for listed priority pollutants. The pollutant of primary concern for Nueces and San Patricio Counties (considered the Corpus Christi Urban Air Shed - CCUAS) is ozone. Air emissions from sources in both counties interact to include the level of ambient air pollution in the community.

Historically, the Corpus Christi Air Quality Committee, local entities, and Texas Commission on Environmental Quality (TCEQ), and the U.S. Environmental Protection Agency (EPA) have worked together to plan and implement voluntary actions appropriate to community needs to improve air quality. A collaborative plan, initially formalized in 1996, has been revised to reflect the numerous modifications realized in the program. The Pollution Prevention Partnership, an effort spearheaded by Texas A&M University-Corpus Christi, has been instrumental in providing public education and outreach services to small businesses and the general public in the area of emissions reduction opportunities and techniques.

Because the Corpus Christi study area has been successful in the maintenance of attainment status, the MPO is released from providing additional information that identifies non-federally funded projects of regional significance or air quality analysis for the area. The MPO's TIP hence focuses on highway and transit projects.

PUBLIC INVOLVEMENT PROCESS:

The TPC adopted a formal Public Participation Plan (PPP) that is compliant with Limited English Proficiency requirements (LEP). This policy meets the minimum standard for public participation in a transportation planning process that adheres to the principles of Environmental Justice and Title VI of the Civil Rights Act (Title VI). The transportation planning process requires early and proactive public involvement to allow ample opportunity and time for the citizens and decision makers to offer input and make informed decisions. MPO continuously reviews the PPP in an effort to improve our outreach and involvement of the public.

The MPO's LEP Plan helps identify reasonable steps for providing language assistance to persons with limited English proficiency who wish to access services provided. As defined Executive Order 13166, LEP persons are those who do not speak English as their primary language and have limited ability to read, speak, write or understand English. This plan outlines how to identify a person who may need language assistance, the ways in which assistance may be provided. Public meetings for both short- and long-range plans are conducted in accordance to Title VI for low income and minority population's proactive participation. Locations selected for public meetings are Americans with Disability Act (ADA) accessible and have close proximity to public transportation.

Corpus Christi Metropolitan Planning Organization Resolution

WHEREAS, the Transportation Policy Committee is designated as the Metropolitan Planning Organization (MPO) serving as the Policy and Decision Making Forum for the Corpus Christi Urbanized Area; and

WHEREAS, the Corpus Christi Urbanized Area has a population greater than 200,000 and has, therefore, been designated as a Transportation Management Area (TMA), as provided in **Moving Ahead for Progress in the 21st Century Act, (Map-21)** and is therefore subject to special planning programming requirements regarding congestion management systems, project selection, certification; and

WHEREAS, the **Map-21** requires the establishment and use of a performance-based approach to transportation decision making and the development of transportation plans that coordinate with the State and public transportation providers to ensure consistency;

WHEREAS, the **Map-21** requires the TIP include a description of anticipated outcomes resulting from achieving performance targets; compliance will be practiced upon development of the process;

WHEREAS, the Corpus Christi Urbanized Area will receive an estimated Category 2 apportionment of \$0 for FY 2015, \$35,070,000 for FY 2016, \$0 for FY 2017 and \$12,650,000 for FY 2018 from the Federal Highway Administration's Surface Transportation Program through the Texas Department of Transportation; and

WHEREAS, the Corpus Christi Urbanized Area will receive an estimated Category 7 apportionment of \$5,040,000 for FY 2015, \$5,130,000 for FY 2016, \$5,190,000 for FY 2017 and

\$5,250,000 for FY 2018 from the Federal Highway Administration's Surface Transportation Program through the Texas Department of Transportation.

NOW, THEREFORE, BE IT HEREBY RESOLVED: In accordance with Section 134(h) (2) of Title 23 U.S.C., as amended, the Corpus Christi Transportation Policy Committee, acting as the policy group for the above-named MPO, hereby approves the following procedures pertaining to project selection during FY 2015-FY 2016.

- The approved Transportation Improvement Program shall be utilized for programming projects within the metropolitan area.
- Any projects listed in the first year of the approved Transportation Improvement Program shall be considered in the first priority and may be implemented as soon as plans are completed and funds are appropriated.
- Should any project not be implemented from the first priority, then projects should be selected from the second year which shall be considered the second priority, and, those projects may be implemented as plans are completed and funds are appropriated.
- This procedure was developed in cooperation with the Texas Department of Transportation, Corpus Christi Regional Transportation Authority and Corpus Christi MPO, and is mutually agreeable, in accordance with **Map-21**.

Witnessed, adopted, and signed into effect on this 3rd of April - 2014 by:



Terry Simpson, Chairperson
Transportation Policy Committee



Lonnie Gregorcyk, District Engineer
Texas Department of Transportation

AMERICANS WITH DISABILITIES ACT (ADA):

CCRTA operates complementary paratransit service in compliance with ADA and FTA regulations. All CCRTA fixed route and paratransit revenue vehicles and facilities are fully accessible by persons with disabilities. The RTA Committee on Accessible Transportation (RCAT) provides guidance and insight to CCRTA Board of Directors on the development and operation of public transportation services which promote the inclusion and integration of persons with disabilities. CCRTA and CITY work collaboratively on their ADA compliant projects which may include constructing curb-cuts, sidewalks, and stripping in order to provide accessible ramps for improved pedestrian access to and from bus stops.

GLOSSARY OF TERMS:

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

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

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

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

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

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

CAAA - Clean Air Act Amendments: 1990 amendments to the federal Clean Air Act which classify non-attainment areas and provide for rules dealing with air pollution in such areas; specifically brought transportation decisions into the context of air quality control.

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

CCUAS - Corpus Christi Urban Air Shed: The Corpus Christi metropolitan statistical area, comprised of Nueces and San Patricio Counties are considered an urban airshed in which air emissions from sources in both counties interact to influence the level of ambient air pollution in the community.

CIA - Community Impact Assessment: "A process to evaluate the effects of a transportation action on a community and its quality of life." It is a way to incorporate community considerations into the planning and development of major transportation projects. From a policy perspective, it is a process for assessing the social and economic impacts of transportation projects as required by the National Environmental Policy Act (NEPA). The assessment may address a variety of important community issues such as land development, aesthetics, mobility, neighborhood cohesion, safety, relocation, and economic impacts.

CITY: City of Corpus Christi, Texas

CMAQ - Congestion Mitigation and Air Quality Improvement Program: A categorical funding program under ISTEA, which directs funding to projects that contribute to meeting national air quality standards in non-attainment areas for ozone and carbon monoxide.

CMP - Congestion Management Process: A systematic process required for all TMAs that addresses congestion management through the metropolitan planning process that provides for

effective management and operation, based on a cooperatively developed and applied metropolitan-wide strategy of new and existing transportation facilities eligible for funding under Title 23 and Chapter 53 of Title 49 through the use of travel demand reduction and operational management strategies. The CMP is required under 23 CFR 500.109 and shall include methods to monitor and evaluate the performance of the multi-modal transportation systems, identify causes of congestion, identify and evaluate alternative actions, provide information supporting the implementation of actions, and evaluate the efficiency and effectiveness of implementation actions.

CSJ - Control Section Job Number - TxDOT assigned number for projects entered into the Project Development Program (PDP).

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

EIS - Environmental Impact Statement: A National Environmental Policy Act (NEPA) document that explains the purpose and need for a project, presents project alternatives, analyzes the likely impact of each, explains the choice of a preferred alternative, and finally details measures to be taken in order to mitigate the impacts of the preferred alternative.

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

EPA: U.S. Environmental Protection Agency

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

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

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

Fiscal Constraint: A requirement, originally of ISTEA, that all plans be financially – constrained, balanced expenditures to reasonably expected sources of funding over the period of the TIP or Long-Range Transportation Plan.

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

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

F. CLASS - Functional Classification: Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Basic to this process is the recognition that individual roads and streets do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads. It becomes necessary then to determine how this travel can be channelized within the network in a logical and efficient manner. Functional classification defines the nature of this channelization process by defining the part that any particular road or street should play in serving the flow of trips through a highway network.

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

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

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

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

ISTEA - Intermodal Surface Transportation Efficiency Act of 1991: Federal law which restructured transportation planning and funding by requiring consideration of multimodal solutions, emphasis on the movement of people and goods as opposed to traditional highway investments, flexibility in the use of transportation funds, a greater role of MPOs, and a greater emphasis on public participation.

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

ITS - Intelligent Transportation System: Use of computer and communications technology to facilitate the flow of information between travelers and system operators to improve mobility and transportation productivity, enhance safety, maximize the use of existing transportation facilities, conserve energy resources and reduce adverse environmental effects; includes concepts such as "freeway management systems," "automated fare collection" and "transit information kiosks."

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

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

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

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

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

Mobility: funding category of the UTP includes projects that add capacity to the transportation system. Categories are: **CAT 2:** Metropolitan and Urban Area Corridor Projects; **CAT 3:** Non-Traditionally Funded Transportation Projects; **CAT 4:** Statewide Connectivity Corridor Projects; **CAT 5:** Congestion Mitigation and Air Quality Improvement; **CAT 7:** Metropolitan Mobility and Rehabilitation; **CAT 9:** Transportation Enhancements; **CAT 10:** Supplemental Transportation Projects; **CAT 11:** District Discretionary; **CAT 12:** Strategic Priority.

MPO - Metropolitan Planning Organization: The forum for cooperative transportation decision-making; required for urbanized areas with populations over 50,000.

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

NAAQS: National Ambient Air Quality Standards

NHS - National Highway System: Specific major roads to be designated September 30, 1995; the NHS will consist of 155,000 (plus or minus 15%) miles of road and represents one category of roads eligible for federal funds under ISTEA.

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

PHASE: Project phase for federal funding - **E:** Preliminary Engineering; **R:** Right of Way Acquisition; **C:** Construction; **T:** Transfer.

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

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

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

PTMS - Public Transportation Facilities and Equipment Management System: A systematic process utilized by state agencies and MPOs to collect and analyze information on the condition and cost of transit assets on a continual basis; data is to be used to help people choose cost effective strategies for providing and keeping transit facilities and equipment in good condition; process must be developed in Transportation Management Areas (TMAs); the use of CMS in non-TMAs is left to the discretion of state and local officials.

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

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

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

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

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

SAFETEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users - legislation enacted August 10, 2005, as Public Law 109-59. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.

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

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

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

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

STIP - State Transportation Improvement Program: The TxDOT Five Year Work Program as prescribed by federal law.

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

TCEQ: Texas Commission on Environmental Quality

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

TEA-21 - Transportation Equity Act for the 21st Century: Federal Legislation authorizing funds for all modes of transportation and guidelines on the use of those funds. Successor to ISTEA, the landmark legislation that clarified the role of the MPOs in the local priority setting process. TEA-21 emphasizes increased public involvement, simplicity, flexibility, fairness, and higher funding levels for transportation.

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

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

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

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

TPC - Transportation Policy Committee: Committee created for the purpose of serving as spokespersons for the citizens of the metropolitan area and is the designated MPO to prioritize and direct federal transportation funds to local projects. TPC is comprised of elected officials from the cities and two counties in the urbanized area. TPC representatives include TXDOT, RTA, and Port Authority. TPC is responsible for creating policies regarding transportation planning issues. TPC meetings, open to the public, is where members of the public can address the MPO on transportation issues. TPC meets on the first Thursday of each month at 1:30 P.M. at the Corpus Christi City Hall, City Council Chambers.

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

Transportation Enhancements: Specific activities which can be funded with Surface Transportation Program (STP) funds; activities include pedestrian/bicycle facilities, acquisition of scenic easements and scenic historic sites, scenic or historic highway programs, scenic

beautification, historic preservation, rehabilitation/operation of historic transportation structures, railway corridor preservation, control/removal of outdoor advertising, archeological planning/research and mitigation of highway runoff water pollution.

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

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

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

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

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

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

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

VMT - Vehicle Miles Traveled: This is an output of the travel demand model and is a measure of traffic flow over a highway segment. While 1000 vehicles traveling over a mile road and 1 vehicle traveling over 1000 miles are mathematically equal only the former 1000 vehicle mile means anything to the transportation planner.

FEDERALLY FUNDED HIGHWAY PROJECTS

**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2015-2018
CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION
FY 2015**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
16 - CORPUS CHR	NUECES	0916-35-172	VA	C		Port of Corpus Christi	\$ 28,835,868
LIMITS FROM ALONG JOE FULTON CORRIDOR						REVISION DATE: 07/2014	
LIMITS TO:						MPO PROJ NUM: S026-01-C-15	
PROJECT CONSTRUCT RAILROAD TRACK ALONG JOE FULTON CORRIDOR						FUNDING CAT(S): 3,LC	
DESCR:							
REMARKS						PROJECT HISTORY:	
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$ 1,412,958		\$ 28,835,868	3-URBAN CRDR:	\$ 0	\$ 22,000,000	\$ 0
ROW PURCHASE:	\$ 0	LOCAL CONTR:		\$ 0	\$ 0	\$ 6,835,868	\$ 6,835,868*
CONST COST:	\$ 28,835,868	TOTAL:		\$ 0	\$ 22,000,000	\$ 0	\$ 28,835,868
CONST ENG:	\$ 1,839,728						
CONTING:	\$ 371,983						
IND COSTS:	\$ 1,392,772						
BND FINANCING:	\$ 0						
TOTAL PRJ COST:	\$ 35,520,023						

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
16 - CORPUS CHR	SAN PATRICIO	0916-28-061	CS	C,E		City of Portland	\$ 210,444
LIMITS FROM SUNSET DRIVE AT BAYVIEW BLVD						REVISION DATE: 07/2014	
LIMITS TO: INTERSECTION OF 1ST AVE & HOUSTON ST						MPO PROJ NUM: S078-01-CE-15	
PROJECT CONSTRUCT HIKE AND BIKE TRAIL						FUNDING CAT(S): 9	
DESCR:							
REMARKS						PROJECT HISTORY:	
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$ 9,267		\$ 210,444	9-ENHANCMENTS:	\$ 168,356	\$ 0	\$ 42,089
ROW PURCHASE:	\$ 0	TOTAL:		\$ 168,356	\$ 0	\$ 42,089	\$ 210,444
CONST COST:	\$ 189,113						
CONST ENG:	\$ 12,065						
CONTING:	\$ 2,440						
IND COSTS:	\$ 9,134						
BND FINANCING:	\$ 0						
TOTAL PRJ COST:	\$ 232,949						

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
16 - CORPUS CHR	NUECES	0916-35-175	CS	C,E		City of Corpus Christi	\$ 1,199,783
LIMITS FROM ALONG SCHANEN DITCH FROM YORKTOWN						REVISION DATE: 07/2014	
LIMITS TO: SARATOGA BLVD						MPO PROJ NUM: S207-00-CE-15	
PROJECT CONSTRUCT HIKE AND BIKE TRAIL						FUNDING CAT(S): 9	
DESCR:							
REMARKS						PROJECT HISTORY:	
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$ 52,830		\$ 1,199,783	9-ENHANCMENTS:	\$ 959,826	\$ 0	\$ 239,957
ROW PURCHASE:	\$ 0	TOTAL:		\$ 959,826	\$ 0	\$ 239,957	\$ 1,199,783
CONST COST:	\$ 1,078,166						
CONST ENG:	\$ 68,787						
CONTING:	\$ 13,908						
IND COSTS:	\$ 52,075						
BND FINANCING:	\$ 0						
TOTAL PRJ COST:	\$ 1,328,085						

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

* FUNDING NOT FIXED

**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2015-2018
CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION
FY 2016**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
16 - CORPUS CHR	NUECES	0916-35-170	CS	C		City of Corpus Christi	\$ 6,681,755
LIMITS FROM ON HOLLY RD FROM SH286						REVISION DATE: 07/2014	
LIMITS TO: GREENWOOD DRIVE						MPO PROJ NUM: S049C0497	
PROJECT CONSTRUCT ADDITION TRAVEL LANES WITH CLTL						FUNDING CAT(S): 7,LC	
DESCR:						PROJECT HISTORY: CONSTRUCT ADDITIONAL TRAVEL LANES WITH CLTL	
REMARKS							
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$ 327,406		\$ 6,681,755	7-METRO MOBLTY:	\$ 4,104,000	\$ C	\$ 1,026,000	\$ C
ROW PURCHASE:	\$ C	LOCAL CONTR:		\$ C	\$ C	\$ C	\$ 1,551,755	\$ 1,551,755*
CONST COST:	\$ 6,681,755	TOTAL:		\$ 4,104,000	\$ C	\$ 1,026,000	\$ 1,551,755	\$ 6,681,755
CONST ENG:	\$ 331,415							
CONTING:	\$ 132,967							
IND COSTS:	\$ 322,729							
BND FINANCING:	\$ C							
TOTAL PRJ COST:	\$ 8,046,170							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
16 - CORPUS CHR	NUECES	0916-35-174	CS	C,E		City of Corpus Christi	\$ 220,472
LIMITS FROM ON HOLLY RD FROM SH 286						REVISION DATE: 07/2014	
LIMITS TO: GREENWOOD DRIVE						MPO PROJ NUM: S049-01-CE-15	
PROJECT LANDSCAPE IMPROVEMENT						FUNDING CAT(S): 9	
DESCR:						PROJECT HISTORY:	
REMARKS							
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$ 9,708		\$ 220,472	9-ENHANCMENTS:	\$ 176,378	\$ C	\$ 44,094	\$ C
ROW PURCHASE:	\$ C	TOTAL:		\$ 176,378	\$ C	\$ 44,094	\$ C	\$ 220,472
CONST COST:	\$ 198,124							
CONST ENG:	\$ 12,640							
CONTING:	\$ 2,556							
IND COSTS:	\$ 9,569							
BND FINANCING:	\$ C							
TOTAL PRJ COST:	\$ 244,049							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
16 - CORPUS CHR	NUECES	0617-01-170	SH 358	C,E		TxDOT-CCRP	\$ 44,818,469
LIMITS FROM STAPLES STREET						REVISION DATE: 07/2014	
LIMITS TO: AYERS STREET						MPO PROJ NUM: S087C0294A	
PROJECT RAMP REVERSAL PHASE II-A (SOUTH SIDE ONLY)						FUNDING CAT(S): 1,2M	
DESCR:						PROJECT HISTORY: ADD LANES AND RAMP REVERSALS PHASE II PROJECT FUNDS REDUCED	
REMARKS							
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$ 2,011,085		\$ 44,818,469	1-PRVNT	\$ 2,560,000	\$ 640,000	\$ C	\$ C
ROW PURCHASE:	\$ 11,735,455	2M-METRO CRDR:		\$ 33,294,775	\$ 8,323,694	\$ C	\$ C	\$ 41,618,469*
CONST COST:	\$ 41,042,554	TOTAL:		\$ 35,854,775	\$ 8,963,694	\$ C	\$ C	\$ 44,818,469
CONST ENG:	\$ 1,764,830							
CONTING:	\$ 73,877							
IND COSTS:	\$ 1,982,355							
BND FINANCING:	\$ C							
TOTAL PRJ COST:	\$ 60,543,260							

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* FUNDING NOT FIXED

**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2015-2018
CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION
FY 2016**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
16 - CORPUS CHR	NUECES	0916-35-164	PW	C		TX Parks & Wildlife	\$ 925,380
LIMITS FROM AT THE CCA-CPL MARINE DEVEL. CENTER						REVISION DATE: 07/2014	
LIMITS TO:						MPO PROJ NUM: S208-00-C-15	
PROJECT RESURFACING OF ROADWAYS,PARKING LOT,AND LEVEE ROADS						FUNDING CAT(S): 10	
DESCR:						PROJECT HISTORY: RESURFACING OF ROADWAYS,PARKING LOT,AND LEVEE ROADS	
REMARKS							
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
			FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$ 45,344	COST OF APPROVED PHASES: \$ 925,380	10-MISC:	\$ 0	\$ 925,380	\$ 0	\$ 0	\$ 925,380*
ROW PURCHASE:	\$ 0		TOTAL:	\$ 0	\$ 925,380	\$ 0	\$ 0	\$ 925,380
CONST COST:	\$ 925,380							
CONST ENG:	\$ 59,039							
CONTING:	\$ 11,937							
IND COSTS:	\$ 44,696							
BND FINANCING:	\$ 0							
TOTAL PRJ COST:	\$ 1,139,883							

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

* FUNDING NOT FIXED

**STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2015-2018
CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION
FY 2017**

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST	
16 - CORPUS CHR	NUECES	0101-06-095	US 181	C,E,R,T		TxDOT-CCRP	\$ 770,562,756	
LIMITS FROM N. OF THE CORPUS CHRISTI SHIP CHANN						REVISION DATE: 07/2014		
LIMITS TO: S. OF THE CORPUS CHRISTI SHIP CHANN						MPO PROJ NUM: S105-01-CERT-15		
PROJECT CONSTRUCT NEW HARBOR BRIDGE OVER SHIP CHANNEL FOR C.C. PORT						FUNDING CAT(S): 2M,6,7,12		
DESCR:						PROJECT HISTORY: CONSTRUCT NEW HARBOR BRIDGE OVER SHIP CHANNEL FOR C.C. PORT		
REMARKS								
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 33,607,098	COST OF APPROVED PHASES:		FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 0		2M-METRO CRDR:	\$ 10,080,000	\$ 2,520,000	\$ 0	\$ 0	\$ 12,600,000
CONST COST:	\$ 685,859,151		6-STRUCT RHB:	\$ 232,800,000	\$ 58,200,000	\$ 0	\$ 0	\$ 291,000,000
CONST ENG:	\$ 51,096,507		7-METRO MOBLY:	\$ 15,360,000	\$ 3,840,000	\$ 0	\$ 0	\$ 19,200,000
CONTING:	\$ 0		12-STRAT PRIOR:	\$ 358,210,205	\$ 89,552,551	\$ 0	\$ 0	\$ 447,762,756*
IND COSTS:	\$ 33,126,997		TOTAL:	\$ 616,450,205	\$ 154,112,551	\$ 0	\$ 0	\$ 770,562,756
BND FINANCING:	\$ 0							
TOTAL PRJ COST:	\$ 820,081,787							

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

* FUNDING NOT FIXED



Corpus Christi MPO
FY 2015 - 2018 Transportation Improvement Program

Funding by Category

Category	Description	FY 2015		FY 2016		FY 2017		FY 2018		Total FY 2015 - 2018	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$3,200,000	\$3,200,000	\$0	\$0	\$0	\$0	\$3,200,000	\$3,200,000
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$0	\$0	\$41,618,469	\$41,618,469	\$12,600,000	\$12,600,000	\$0	\$0	\$54,218,469	\$54,218,469
3	Non-Traditionally Funded Transportation Project	\$28,835,868	\$28,835,868	\$1,551,755	\$1,551,755	\$0	\$0	\$0	\$0	\$30,387,623	\$30,387,623
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5 Flex	Map21 Flex	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$291,000,000	\$291,000,000	\$0	\$0	\$291,000,000	\$291,000,000
7	Metro Mobility & Rehab	\$0	\$0	\$5,130,000	\$5,130,000	\$19,200,000	\$19,200,000	\$0	\$0	\$24,330,000	\$24,330,000
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Transportation Enhancements	\$1,410,227	\$1,410,227	\$220,472	\$220,472	\$0	\$0	\$0	\$0	\$1,630,699	\$1,630,699
9 Flex	TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$925,380	\$925,380	\$0	\$0	\$0	\$0	\$925,380	\$925,380
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$0	\$0	\$447,762,756	\$447,762,756	\$0	\$0	\$447,762,756	\$447,762,756
12C	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12S	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SBPE	Strategy Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 102	Strategy 102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$30,246,095	\$30,246,095	\$52,646,076	\$52,646,076	\$770,562,756	\$770,562,756	\$0	\$0	\$853,454,927	\$853,454,927

Funding Participation Source

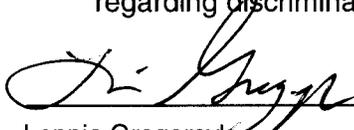
Source	FY 2015	FY 2016	FY 2017	FY 2018	Total
Federal	\$1,128,182	\$40,135,153	\$616,450,205	\$0	\$657,713,540
State	\$0	\$9,889,074	\$154,112,551	\$0	\$164,001,625
Local Match	\$282,045	\$1,070,094	\$0	\$0	\$1,352,139
CAT 3 - Local Contributions	\$6,835,868	\$1,551,755	\$0	\$0	\$8,387,623
CAT 3 - Prop 12	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14	\$0	\$0	\$0	\$0	\$0
Cat 3 - Prop 14 SB	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$22,000,000	\$0	\$0	\$0	\$22,000,000
CAT 3 - Pass Thru Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Regional Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Match to Regional Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Unique Federal Program - Tiger II	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Other - Section 5306	\$0	\$0	\$0	\$0	\$0
Other - Strategy PE Budget	\$0	\$0	\$0	\$0	\$0
Other - Strategy 102 Budget	\$0	\$0	\$0	\$0	\$0
Total	\$30,246,095	\$52,646,076	\$770,562,756	\$0	\$853,454,927

MPO SELF- CERTIFICATION

MPO SELF-CERTIFICATION

In accordance with Title 43, Part 1, Chapter 15, Subchapter A, Rule §15.5 of the Texas Administrative Code, the Texas Department of Transportation, and the Corpus Christi Metropolitan Planning Organization for the Corpus Christi urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Lonnie Gregorczyk
Texas Department of Transportation
Corpus Christi District

District Engineer

Title

April 3, 2014

Date



Terry Simpson
Metropolitan Planning Organization
Policy Board Chairperson

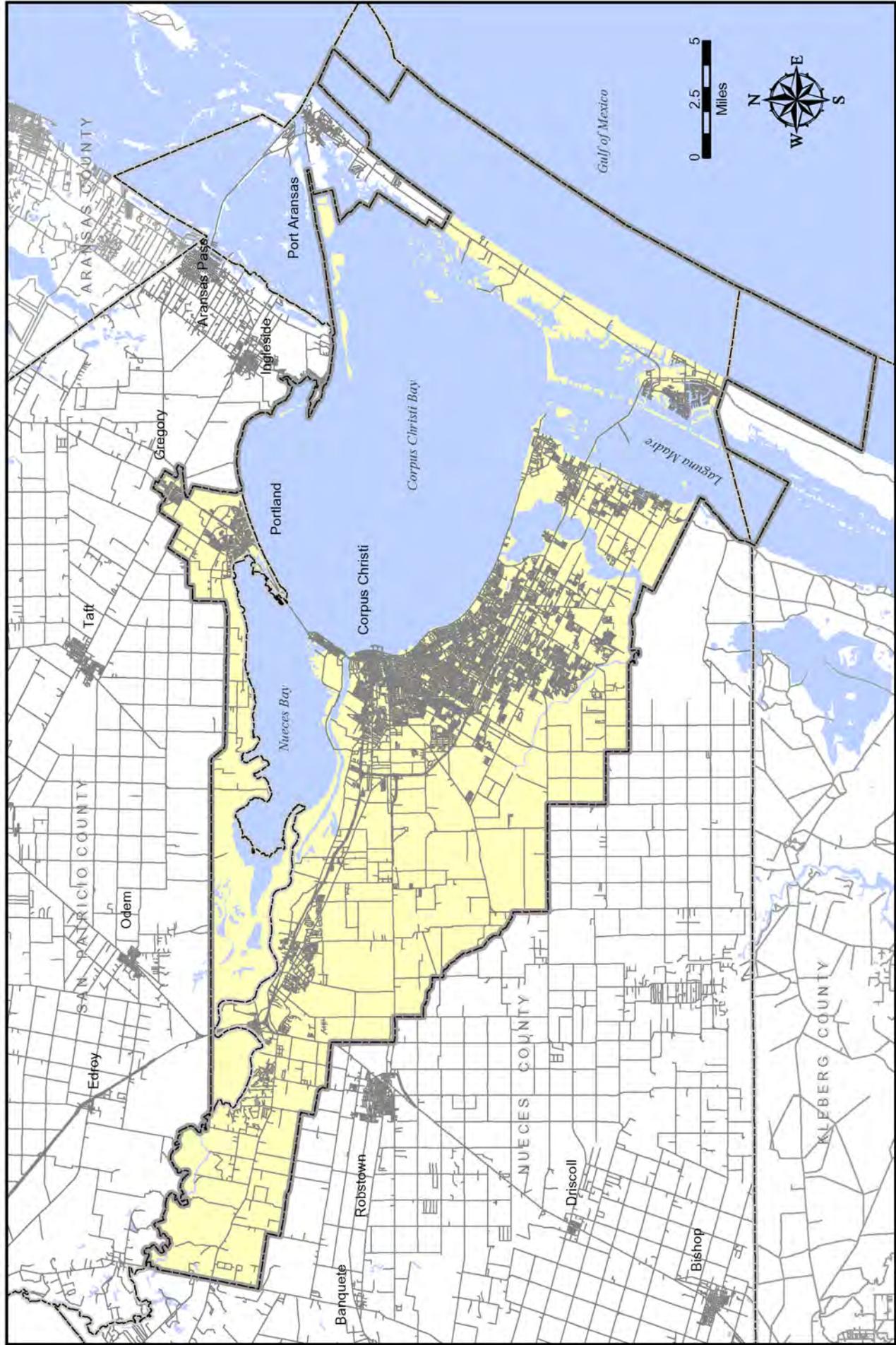
MPO Chairperson

Title

April 3, 2014

Date

METROPOLITAN BOUNDARY AREA MAP



CORPUS CHRISTI MPO BOUNDARY

Corpus Christi Metropolitan Planning Organization

The Metropolitan Planning Area comprises the City of Corpus Christi, City of Portland, City of Gregory and parts of Nueces, San Patricio and Kleberg Counties. Where ever a boundary line coincides with existing public right-of-way shall be included with said boundary. March 4, 2004.

Legend

MPO Boundary



PUBLIC INVOLVEMENT PROCESS

SUMMARY OF PUBLIC INPUT

Written Comments:

None submitted

Environmental Mitigation Outreach:

Communication was established with environmental interests that include:

- U.S. Fish and Wildlife Ecological Services Field Office (USFWS)
- U.S. Army – Corps of Engineers (USACE)
- U.S. Environmental Protection Agency (EPA)
- National Oceanic & Atmospheric Administration (NOAA)
- Texas Commission on Environmental Quality (TCEQ)
- Texas General Land Office (GLO)
- Texas Parks & Wildlife Department (TPWD)
- Coastal Bend Bays & Estuaries
- Corpus Christi Sierra Club
- Nueces River Authority
- Port of Corpus Christi Authority – Coastal Environmental Planning
- City of Corpus Christi – Environmental Services
- Texas A&M Kingsville - Department of Environmental Engineering
- Texas A&M Corpus Christi – Pollution Prevention Partnership

Guidance on the primary contact for outreach initiatives is sought from each agency by electronic communication. Agencies identify the individual and we establish an open line of communication. These individuals assist by providing input on project priorities and ideas on potential mitigation. Discussions with the U.S. Fish and Wildlife Ecological Services Field Office included using their office as a liaison on future communication with other environmental agencies in our planning process. As the point of contact on TxDOT related issues, USFWS is familiar with FHWA and FTA regulations and they have agreed to be available to the MPO. Discussions with them have included long-range projects on Mustang Island, the extension of SH 286 and the Regional Parkway. A dialog was established which will explore potential environmental mitigation efforts and identification of environmentally sensitive areas that may be impacted by proposed projects.

Tribal:

Communication was established with tribal leaders that include:

- Apache Tribe of Oklahoma
- Comanche Nation of Oklahoma
- Kiowa Indian Tribe of Oklahoma
- Mescalero Apache Tribe
- Tonkawa Tribe of Indians

Guidance on the primary contact for outreach initiatives was also requested from each of these entities. The intent was to identify a contact initially by electronic communication and then in written form. None of the agencies responded or expressed an interest.

Local Governments:

Ongoing dialog about the planning process has been occurring as part of the public participation effort with the following agencies and their respective committees or individual participation on the Technical Advisory Committee and the Transportation Policy Committee:

- Nueces County
- San Patricio County
- City of Corpus Christi
 - City Planning Commission
 - Air Quality Committee
 - Monthly Inter Agency Group
 - Mayors Committee on the Disabled
 - Transportation Advisory Committee
 - Town Hall Meetings
 - Bicycle and Pedestrian Sub-Committee
- City of Portland
- City of Gregory
- Port of Corpus Christi
- Corpus Christi Regional Transportation Authority
 - RTA Committee on Accessible Transportation
- Coastal Bend Council of Governments
- Transportation Coordination Network of the Coastal Bend

Intermodal Planning Partners:

- Port of Corpus Christi Authority
- Nueces County Local Railroad District
- San Patricio Local Railroad District
- Corpus Christi International Airport
- Corpus Christi Regional Transportation Authority
- City of Corpus Christi Bicycle and Pedestrian Sub-Committee
- City of Corpus Christi – Parks and Recreation Department

Community Outreach Partners:

The MPO provide transportation related information to the following community organizations via quarterly newsletters, flyers, and social media (website and facebook):

- National Association for the Advancement of Colored People (NAACP)
- Corpus Christi Chamber of Commerce

- Portland Chamber of Commerce
- Corpus Christi Hispanic Chamber of Commerce
- Corpus Christi Black Chamber of Commerce
- Corpus Christi Regional Economic Development Corporation
- San Patricio Economic Development Corporation
- Portland Economic Development Commission
- Flour Bluff Business Association
- Northwest Business Association
- Padre Island Business Association
- Westside Business Association
- Housing Associations
- Corpus Christi Board of Realtors
- Freight/Transportation Service provides
- BoldFuture (Coastal Bend Community Visioning Partner)
- Texas A & M University – Kingsville
- Texas A & M University – Corpus Christi
- Del Mar College
- Transportation Coordination Network of the Coastal Bend(TCN)
- Independent School Districts
- Workforce Solutions for Coastal Bend
- Disability Services of Southwest
- Department of Assistive & Rehabilitation Services (DARS)
- Department of Health & Human Services (DHHS)
- Disabled American Veterans
- Texas Paralyzed Veterans of America
- Mental Health & Mental Retardation of Nueces County (MHMR)
- Senior Centers
- Public Libraries

Publicly Posted Meetings and Public Input:

Of particular interest to the MPO is the input of those under-served by the transportation network particularly the economically disadvantaged, minorities, elderly, low-income individuals and residents with limited English proficiency. The MPO distributed and made publicly available the draft Transportation Improvement Program to multiple public locations in the study area for public review.



PUBLIC NOTICE

POSTED MARCH 5, 2014

The **Corpus Christi Metropolitan Planning Organization (MPO)** will seek public input and comments on the request to amend the 2010-2035 Metropolitan Transportation Plan (MTP), the FY 2013 – 2016 Transportation Improvement Program (TIP) and the adoption of the FY 2015 – 2018 Transportation Improvement Program (TIP). The request is to include the following projects:

The addition to the 2010 – 2035 MTP and 2013 – 2016 TIP of projects to:

- 1) Reverse entrance and exit ramps on SH 35 in Gregory, TX with \$2,655,001 total project cost funded with \$1,250,000 local and \$1,405,000 Category 7 funds and;
- 2) Resurface various streets in Corpus Christi, TX with \$1,400,309 total project cost funded with \$280,062 local and \$1,120,247 Category 7 funds.

The adoption of the FY 2015 – 2018 TIP that proposes to include:

- 1) The projects in FY 2015 and 2016 currently represented in the 2013 – 2016 TIP with the projects added as represented above and;
- 2) The allocation of Category 7 funds -- \$5,190,000 in FY 2017 and \$5,250,000 in FY 2018 to the Harbor Bridge project and;
- 3) The allocation of Category 2 funds -- \$ 12,650,000 in FY 2018 to the Harbor Bridge project.

Projects would be considered as “fiscally constrained” projects with participation of sponsoring agencies.

For additional information, or a copy of the amendments, contact the MPO at (361) 884-0687 or view the website at www.corpuschristi-mpo.org/publicnotice.html and at the MPO offices at 5151 Flynn Pkwy. #404 - Corpus Christi, TX 78411.

Public Comments will be welcome at the meeting of the MPO - Technical Advisory Committee on March 20, 2014 at the offices of the Regional Transportation Authority – 5658 Bear Lane - Corpus Christi, TX 78405.

Possible action to modify or adopt the amendments to the FY 2013 – 2016 TIP and to adopt the FY 2015 – 2018 TIP based on public input may take place at the meeting of the MPO – Transportation Policy Committee on April 3, 2014 at the 1:30 p.m. meeting at Corpus Christi City Hall Council Chambers located at 1201 Leopard in Corpus Christi, TX 78401.

Información en Español: Si usted desea esta información en Español o si desea explicación sobre el contenido, por favor llámenos al teléfono (361) 884-0687 o comuníquese con nosotros mediante correo electrónico a ccmpo@cctxmpo.us. Nuestras oficinas están ubicadas en el 5151 Flynn Pkwy. #404, Corpus Christi, TX 78411. Copias se proveerán a petición.

**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE DRAFT NOTES – MARCH 20, 2014**

1. CALL TO ORDER AND QUORUM DETERMINATION

Meeting called to order by Mr. Sullivan at 9:00 a.m.

Quorum: Nueces County: Glen Sullivan; San Patricio County: Commissioner Fred Nardini;
Port of Corpus Christi Authority: David Krams; City of Corpus Christi: Dan Biles;
City of Portland: Brian DeLatte; Regional Transportation Authority: Gordon
Robinson

2. INTRODUCTION OF OTHER AGENCY OFFICIALS

- City of Corpus Christi: Raymond Chong
- City of Corpus Christi: John Maggiore
- City of Corpus Christi: Pete Anaya
- Olivarri and Associates: Leah Olivarri
- Coastal Bend Center for Independent Living (CBCIL): Judy Telge
- Community Activist: Abel Alonzo

3. ITEMS FOR DISCUSSION AND ACTION:

A. Discussion and possible action to recommend approval of the amendments to the current 2010-2035 Metropolitan Transportation Plan (MTP) and the 2013-2016 Transportation Improvement Program (TIP) and providing an opportunity for public comment.

Public Notice has been issued concerning changes to the current MTP and TIP. This action provided an opportunity for public comment and amendments will be recommended to the Transportation Policy Committee (TPC).

- Ms. Gonzalez stated project on State Highway 35 and Gregory, involving ramp reversals, would improve access and entrance to La Quinta needed to be included in the FY 2010-2035 MTP and FY 2013-2016 TIP.
- Mr. Sullivan asked for a motion. A motion to approve the amendments to the current FY 2010-2035 MTP and the FY 2013-2016 TIP was made by Mr. Krams, seconded by Mr. Robinson. Motion passed unanimously.
- Mr. Sullivan asked for public comments. There were none.

B. Discussion and possible action to recommend approval of the 2015-2018 TIP and providing an opportunity for public comment.

Obligation to allocate Category 2 and Category 7 funds was discussed and will be recommended to the TPC. The TPC previously committed FY 2017 and FY 2018 Category 2 & 7 funding obligations to the Harbor Bridge project during their May 2, 2013 meeting.

- A revision of the FY2015-2018 TIP has been made. Projects for FY 2017 and 2018 will be added which consists of the addition of the Harbor Bridge project. The MPO's initial commitment to the Harbor Bridge Project was for FY 2017, 2018, and 2019. Funding assumptions were based on the 2013 Unified Transportation Plan (UTP), TxDOT's 10-year plan. Funds for FY 2017 & FY 2018 will be committed in our new FY 2015 – 2018 TIP. There is a possibility that FY 2020 may also need to be added based on FY 2014 UTP funding projections. Causes for less funding are due in part to three MPOs being added (Brownsville, Laredo and Killeen-Temple) while funding remained the same. The allocations become smaller.
- Mr. Sullivan asked for a motion. A motion to recommend approval of the FY 2015-2018 TIP was made by Mr. Krams, seconded by Mr. Robinson. Motion passed unanimously.

- Mr. Sullivan asked for public comments. There were none.

C. Discussion on the allocations for Transportation Alternatives Program.

The Transportation Alternatives Program (TAP) under MAP-21 allocates funds direct to MPO's over 200,000 population. The MPO's are required to develop a program to solicit and select projects that may utilize those funds. Given that we are midway through Fiscal Year 2014 and the program is yet to be defined, a request has been submitted to TxDOT to carryover those TAP funds until FY 2015.

- When MAP-21 came into effect, there were funds that were reorganized and consolidated which created the TAP as a new funding category. A requirement of the TAP is that a program be developed for selecting those projects and as yet that process has not been completed. A request to carryover funds into FY 2015 has been made to TxDOT. We will provide an update on the status of this request.

4. TAC MEMBER'S COMMENTS AND CONCERNS:

- RTA will be going to their Board for approval of their program of projects for FY 2014 which may require an amendment to the TIP.
- The City of Portland's Buddy Ganem project is wrapping up and the City is getting ready to start their seal coats and overlay projects for FY 2014. A street study addressing their pavement condition index has also just been completed.

5. STAFF REPORT:

A. Functional Classification review by FHWA staff.

Functional Classifications were reviewed with FHWA staff. The review was a thorough and more indepth evaluation that was productive and informative. It was a good learning experience for staff.

B. June 2nd-4th TxDOT Planning Conference.

TxDOT will be hosting their Planning Conference at the Omni Hotel. Regular registration is ongoing and it will be through May 2nd. TxDOT's registration link is available at <http://tti.tamu.edu/conferences/tpp14/>. All are invited to attend.

C. Transportation Policy Committee meeting – April 3, 2014.

The next TPC meeting will be held on April 3rd in order to take forward the TIP action item for final approval.

A handout was given to the Committee members regarding Travel Demand Modeling (TDM) entitled, "Household Travel Survey." An updated version of TransCADD is being installed on staff's computer in an effort to provide staff with better opportunities to learn the process for accessing TDM information.

6. PUBLIC COMMENTS ON AGENDA ITEMS:

- Mr. Sullivan asked for public comments. There were none.

7. ADJOURN – The meeting adjourned at 9:14 a.m.

Si usted desea esta información en Español o si desea explicación sobre el contenido, por favor llamenos al teléfono (361) 884-0687 o comuníquese con nosotros mediante correo electrónico a cempo@cctxmpo.us. Nuestras oficinas estan ubicadas en el 5151 Flynn Pkwy. #404, Corpus Christi, TX 78411. Copias se proveeran a petición.

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

APRIL 3, 2014

1. CALL TO ORDER AND QUORUM DETERMINATION:

Judge Simpson called the meeting to order at 1:32 p.m. at the City Hall Council Chambers.

Mr. Gregorcyk, Ms. Chapa, Mayor Martinez, & Judge Neal were present.

2. INTRODUCTION OF VISITING AGENCY OFFICIALS:

The Committee welcomed Mr. Russell Zapalac, Chief Planning & Project Officer from TxDOT, members of the community, the Technical Advisory Committee Members, TxDOT and City Staff.

3. APPROVAL OF THE MARCH 6, 2014 TPC MEETING MINUTES:

Judge Simpson called for approval of the minutes of the regular TPC meeting of March 6, 2014.

A motion was made by Mayor Martinez and seconded by Judge Neal. Motion was passed to approve the minutes as presented.

4. ITEMS FOR DISCUSSION AND ACTION.

A. Discussion and action to recommend approval of the amendments to the current 2010-2035 Metropolitan Transportation Plan (MTP) and the 2013-2016 Transportation Improvement Program (TIP) and providing an opportunity for public comment.

Public Notice was issued concerning changes to the current MTP and TIP. An opportunity for public comment was provided.

Judge Simpson asked for comments. There were none.

The Committee voted and unanimously passed the amendments to the current FY 2010-2035 MTP and the FY 2013-2016 TIP.

B. Discussion and action to recommend approval of the 2015-2018 TIP and providing an opportunity for public comment.

Obligation of allocate Category 2 and Category 7 funds were discussed. TAC recommended approval at their March 20, 2014 meeting. The TPC previously committed FY 2017 and FY 2018 Category 2 & 7 funding obligation to the Harbor Bridge project during their May 2, 2013 meeting.

Judge Simpson asked for comments. There were none.

The Committee voted and unanimously passed the FY 2015-2018 TIP.

C. Discussion and possible action to recommend support of the joint TxDOT, Texas Municipal League (TML), and Association of Texas Metropolitan Planning Organizations (TEMPO) Memorandum of Understanding (MOU) to “turn back” TxDOT rights-of-way to the City that currently are on the State system.

A number of discussions have resulted in recommended changes to the “turn back” program.

A motion to approve the joint MOU to “turn back” TxDOT rights-of-way was made by Mayor Martinez and was seconded by Judge Simpson. Motion passed unanimously.

D. Discussion on the allocations for Transportation Alternative Program.

The Transportation Alternatives Program (TAP) under MAP-21 allocates funds direct to the MPO’s over 200,000 population. The MPO’s are required to develop a program to solicit and select projects that may utilize those funds. Given that we are midway through FY 2014 and the program is yet to be defined, a request has been submitted to TxDOT to carryover those TAP funds until FY 2015.

Judge Simpson asked for comments. There were none.

5. TPC Members’ Comments and Concerns.

Judge Simpson asked if there were any Member comments. There were none.

6. STAFF REPORT:

A. Household Travel Survey

B. TIGER Grant Application

C. May 1st TPC meeting

7. Public Comments on Agenda Items.

Judge Simpson asked for public comments. There were none.

8. ADJORN:

There being no further business, Judge Simpson adjourned the TPC meeting at 1:51 p.m.

TEXAS DEPARTMENT OF TRANSPORTATION

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

STIP 2015-2018

CORPUS CHRISTI DISTRICT 2015-2018 TIP

RURAL HIGHWAY



Initial 2015-2018 STIP

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2015-2018
TXDOT CORPUS CHRISTI DISTRICT
FY 2015

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
16 - CORPUS CHR	ARANSAS	0916-38-010	CS	C,E			\$ 1,090,929	
LIMITS FROM VARIOUS LOCATIONS CITY OF ROCKPORT						REVISION DATE: 07/2014		
LIMITS TO:						MPO PROJ NUM:		
PROJECT DESCR: CONSTRUCT HIKE & BIKE TRAIL						FUNDING CAT(S): 9		
REMARKS P7:						PROJECT HISTORY:		
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 48,037	COST OF APPROVED PHASES:						
ROW PURCHASE:	\$ 0							
CONST COST:	\$ 980,346							
CONST ENG:	\$ 62,546							
CONTING:	\$ 12,646							
IND COSTS:	\$ 47,351							
BND FINANCING:	\$ 0							
TOTAL PRJ COST:	\$ 1,207,590	\$ 1,090,929	FEDERAL	STATE	LOCAL	LC	TOTAL	
			9-ENHANCEMTS:	\$ 818,196	\$ 0	\$ 272,732	\$ 0	\$ 1,090,929*
			TOTAL:	\$ 818,196	\$ 0	\$ 272,732	\$ 0	\$ 1,090,929

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

* FUNDING NOT FIXED

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2015-2018
TXDOT CORPUS CHRISTI DISTRICT
FY 2016

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
16 - CORPUS CHR	ARANSAS	0916-38-009	PW	C			\$ 665,215
LIMITS FROM AT GOOSE ISLAND STATE PARK						REVISION DATE: 07/2014	
LIMITS TO:						MPO PROJ NUM:	
PROJECT RAISE ROAD PROFILE GRADE & INSTALL SEAWALL AT STINKY BEACH						FUNDING CAT(S): 10	
DESCR:						PROJECT HISTORY:	
REMARKS							
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
			FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$ 32,596	COST OF APPROVED PHASES: \$ 665,215	10-MISC:	\$ 0	\$ 665,215	\$ 0	\$ 0	\$ 665,215*
ROW PURCHASE:	\$ 0		TOTAL:	\$ 0	\$ 665,215	\$ 0	\$ 0	\$ 665,215
CONST COST:	\$ 665,215							
CONST ENG:	\$ 42,441							
CONTING:	\$ 8,581							
IND COSTS:	\$ 32,130							
BND FINANCING:	\$ 0							
TOTAL PRJ COST:	\$ 819,412							

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

* FUNDING NOT FIXED

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2015-2018
TXDOT CORPUS CHRISTI DISTRICT
FY 2017

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
16 - CORPUS CHR	JIM WELLS	0255-02-050	US 281	C,E			\$ 40,000,000
LIMITS FROM 0.5 MI. NORTH OF FM 1538						REVISION DATE: 07/2014	
LIMITS TO: 1 MI. NORTH OF CR 431						MPO PROJ NUM:	
PROJECT CONSTRUCT A FOUR LANE RELIEF ROUTE ALONG US 281@ PREMONT ON NEW LOCATION						FUNDING CAT(S): 3	
DESCR:						PROJECT HISTORY: CONSTRUCT 4 LANES NEW LOCATION	
REMARKS							
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
			FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$ 1,161,919	COST OF APPROVED PHASES: \$ 40,000,000	3-URBAN CRDR:	\$ 0	\$ 40,000,000	\$ 0	\$ 0	\$ 40,000,000
ROW PURCHASE:	\$ 0		TOTAL:	\$ 0	\$ 40,000,000	\$ 0	\$ 0	\$ 40,000,000
CONST COST:	\$ 37,821,761							
CONST ENG:	\$ 1,061,320							
CONTING:	\$ 3,653,202							
IND COSTS:	\$ 2,131,034							
BND FINANCING:	\$ 0							
TOTAL PRJ COST:	\$ 45,829,236							

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

* FUNDING NOT FIXED



Corpus Christi District - 16
FY 2015 - 2018 Transportation Improvement Program

Funding by Category

Category	Description	FY 2015		FY 2016		FY 2017		FY 2018		Total FY 2015 - 2018	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$0	\$0	\$40,000,000	\$40,000,000	\$0	\$0	\$40,000,000	\$40,000,000
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5 Flex	Map21 Flex	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Enhancements	\$1,090,929	\$1,090,929	\$0	\$0	\$0	\$0	\$0	\$0	\$1,090,929	\$1,090,929
9 Flex	TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$0	\$0	\$665,215	\$665,215	\$0	\$0	\$0	\$0	\$665,215	\$665,215
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12C	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12S	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SBPE	Strategy Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 102	Strategy 102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$1,090,929	\$1,090,929	\$665,215	\$665,215	\$40,000,000	\$40,000,000	\$0	\$0	\$41,756,144	\$41,756,144

Funding Participation Source

Source	FY 2015	FY 2016	FY 2017	FY 2018	Total
Federal	\$818,197	\$0	\$0	\$0	\$818,197
State	\$0	\$665,215	\$0	\$0	\$665,215
Local Match	\$272,732	\$0	\$0	\$0	\$272,732
CAT 3 - Local Contributions	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 12	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14	\$0	\$0	\$40,000,000	\$0	\$40,000,000
Cat 3- Prop 14 SB	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - Pass Thru Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Regional Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Match to Regional Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Unique Federal Program - Tiger II	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Other - Section 5306	\$0	\$0	\$0	\$0	\$0
Other - Strategy PE Budget	\$0	\$0	\$0	\$0	\$0
Other - Strategy 102 Budget	\$0	\$0	\$0	\$0	\$0
Total	\$1,090,929	\$665,215	\$40,000,000	\$0	\$41,756,144