CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION

metropolitan transportation plan

fiscal year 2010 - 2035

Approved by the Transportation Policy Committee December 3, 2009

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CHAPTER 1

OUR HISTORY

Introduction:

Since 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 the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users **(SAFETEA-LU)** enacted August 10, 2005, Congress has added and revised the substantive content expected from the 3-C planning processes. The proposed "Surface Transportation Authorization Act of 2009" will require intermodal planning and decision-making, ensure that programs advance the livability of communities and will improve the project delivery process.

Transportation planning processes are required to be organized and directed for all urbanized areas by metropolitan planning organizations (MPOs). The Census Bureau defines urbanized areas (UZAs), and transportation regulation requires MPOs to be established in urbanized areas. UZAs are defined as areas with a population of at least 50,000. MPOs are established for a metropolitan planning area that must contain, at a minimum, the Census Bureau defined urbanized area and the area expected to become urbanized in the next 20 years.

Transportation planning provides the information, tools, and public input needed for improving the transportation system performance. Transportation planning should reflect the community's vision for its future. It should also include a comprehensive consideration of possible strategies; an evaluation process that encompasses diverse viewpoints; the collaborative participation of relevant transportation-related agencies and organizations; and an open, timely, and meaningful involvement of the interested parties and the general public. Transportation planning requires a comprehensive, holistic look at the needs and the future of the region and its inhabitants.

Metropolitan transportation planning is the process of examining travel and transportation issues and needs in metropolitan areas. It includes a demographic analysis of the community, as well as an examination of travel patterns and trends. The planning process includes an analysis of alternatives to meet projected future demands, and for providing a safe and efficient transportation system that meets mobility while not creating adverse impacts to the environment.

The formal transportation planning activities in the Corpus Christi Metropolitan Area began in the early '60'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 initiated a transportation study.

The cooperative efforts of the state and the city resulted in the formation of the Corpus Christi Transportation Plan 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 for the efficient movement of traffic. The City reaffirmed this plan in 1974, 1976, 1979, 1983-84, and revised it in 1987. In 1994, the MPO incorporated the Corpus Christi Transportation Plan in its long-range (25 year) Corpus Christi Metropolitan Transportation Plan (MTP). The MTP forms the basis of project selection for the short-range (4 year) Transportation Improvement Programs (TIP).

Projects selected for the MTP and TIP are based on analysis of regional growth, public input and dialogue with the planning partners in the region. Based on the Congestion Management Process, that was approved by the Transportation Policy Committee, projects are identified that improve the efficiency, safety and economic benefits of the existing system. The process identifies Transportation Demand Management (TDM) and Transportation System Management (TSM) projects to relieve congestion and to prevent congestion from developing where it has not yet occurred. The process also identifies Operations and Management improvements that will improve system efficiency without adding new capacity.

Additional planning requirements were required in 2004 by the Texas Department of Transportation for the eight metropolitan areas with population that exceed 200,000. These Transportation Management Areas (TMA's) were required to prepare a Texas Metropolitan Mobility Plan (TMMP) that would identify the transportation network needs over the next 25-year period beyond the fiscally constrained MTP. The Texas Transportation Institute (TTI) projected, for each of the TMA's, how congestion would change with the growth of population and employment if no additional improvements were made to their respective transportation networks in the 25-year time period. TTI also projected how congestion would change with projects identified in the fiscally constrained Metropolitan Transportation Plan and how congestion would change if transportation improvements and added capacity could be provided to maintain an acceptable level of mobility. The Corpus Christi TMMP identified over $3.4 billion of long-term funding needs for projects above and beyond the MTP that would be needed to maintain an acceptable level of mobility.

Corpus Christi MPO Organization:

On May 12, 1972, the cities of Corpus Christi and Portland, the counties of Nueces and San Patricio, and the State of Texas agreed to participate in a comprehensive, cooperative, and continuing (3C) transportation planning process for the Corpus Christi Transportation Study Area as provided in the Federal-Aid Highway Act of 1962. In 1973 Congress required the creation of Metropolitan Planning Organizations and provided planning funds to those organizations in urbanized areas over 50,000 population. The City of Corpus Christi facilitated transportation planning in the area and was designated by the Governor as the MPO in November 4, 1988. The Transportation Policy Committee (TPC) in April

2000 passed a resolution requesting the TPC be designated the MPO which became effective June 28, 2000.

The MPO evaluates and plans for the transportation needs of the Nueces and San Patricio County areas and includes projects in the MTP and TIP that are in the Metropolitan Area Boundary (MAB) that includes the Cities of Corpus Christi, Portland and Gregory and unincorporated areas that are anticipated to develop in the next 20-years.

The Transportation Policy Committee:

The Transportation Policy Committee provides policy direction for the MPO, by annually reviewing the Unified Planning Work Program (UPWP), the four year Transportation Improvement Program (TIP), the 25 year Metropolitan Transportation Plan (MTP), and the needs based Texas Metropolitan Mobility Plan (TMMP) by recommending adoption and implementation based on input from local governments and authorities.

This committee is made up of the following voting members:

- Mayor, City of Corpus Christi,
- Mayor, City of Portland,
- County Judge, County of San Patricio, (*currently Vice Chair*),
- County Judge, County of Nueces,
- Chairman, Regional Transit Authority,
- Chairman, Port of Corpus Christi Authority, (*currently Chairperson*), and
- District Engineer, Texas Department of Transportation - Corpus Christi District Office

The Technical Advisory Committee:

The Technical Advisory Committee provides technical expertise to the Transportation Policy Committee by reviewing and recommending revisions to the planning process, data collection, forecasts, and the intergovernmental agreement, the Unified Work Program, the Transportation Improvement Program and the Metropolitan Transportation Plan.

This committee is made up of the following voting members or their designated alternates:

- Director of Engineering Services, City of Corpus Christi,
- Deputy Director, Engineering Services, Port of Corpus Christi Authority,
- General Manager, Regional Transportation Authority,
- Nueces County Engineer, County of Nueces, (*currently Chairperson*)
- County Commissioner, County of San Patricio, (*currently Vice Chair)*

- City Manager, City of Portland, and
- Director of Transportation Planning and Development - Corpus Christi District Office

Both the Transportation Policy Committee and the Technical Advisory Committee have non-voting members. These committees can also appoint subcommittees on an ad hoc basis.

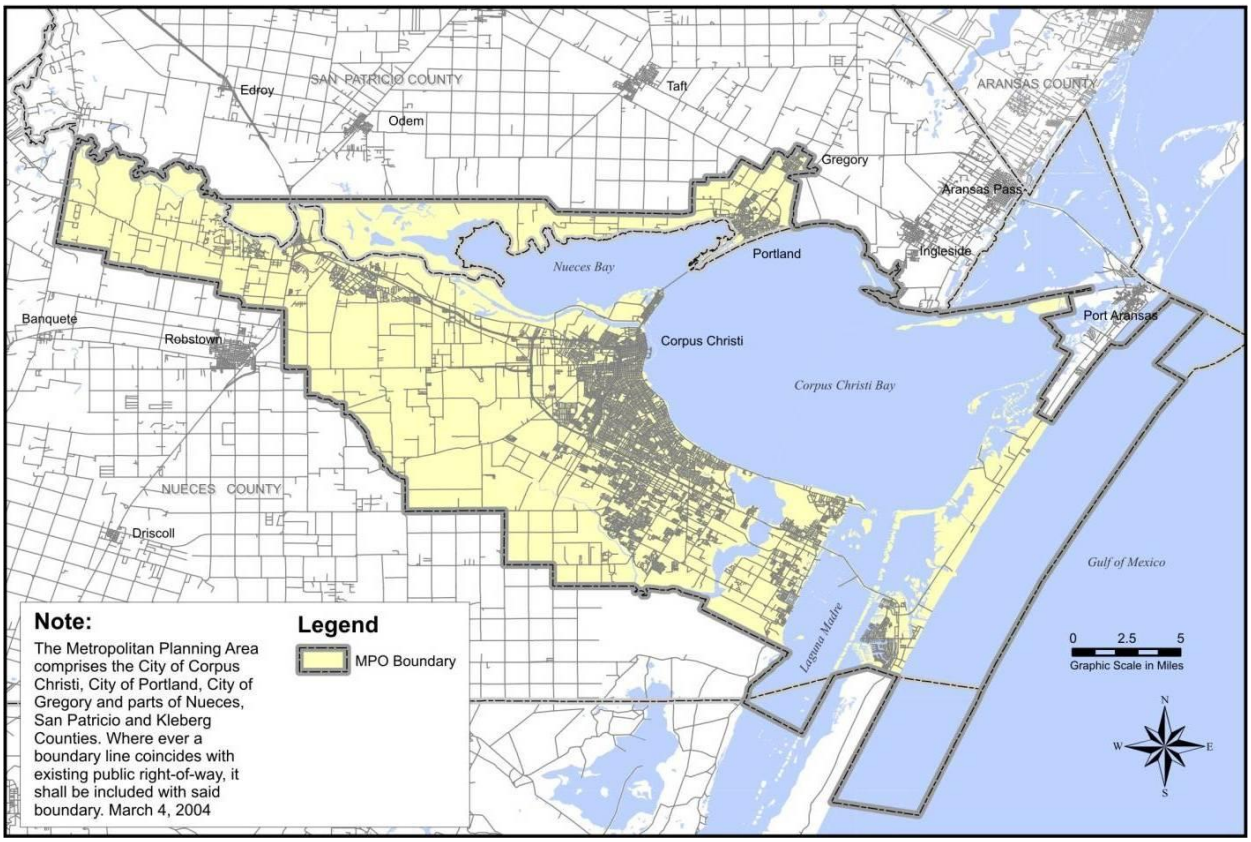
The MPO Staff:

Three full-time professionals, two para-professionals, and one administrative person provide the staff support to the MPO. Additional clerical and professional support is provided by Nueces County which acts as fiscal agent to the MPO.

Metropolitan Planning Area:

Map 1 shows the physical extent of the Corpus Christi MPO planning area. The boundary encompasses the area which was urbanized, by U.S. Census Bureau definition, in 2000 and the area is expected to be urbanized in twenty years following 2007.

Map 1 - Corpus Christi MPO Planning Area



Chapter 2

Public Participation Plan

Introduction:

Effective transportation planning must be responsive to the needs of the community and therefore, effective public input is essential. The SAFETEA-LU requires the MPO to provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representative of the disabled, and other interested parties with a reasonable opportunity to comment on the long-range transportation plan, the Transportation Improvement Program (TIP) and major revisions. SAFETEA-LU also requires the MPO to consult, as appropriate with State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation concerning the development of a long-range transportation plan and TIP. Further, the MPO correspondence to tribal leaders indicated that the planning document is not in any way to be associated with Section 106 tribal coordination requirements under the National Environmental Policy Act (NEPA).

Current Policy:

The Transportation Policy Committee adopted a SAFETEA-LU compliant Public Participation Plan on April 6, 2006. The plan, which encourages early and continuous public participation in the planning process, was reconfirmed by the TAC in 2009. Communication is encouraged through the publication of public notices, agendas, news releases, and a regularly published newsletter. The MPO staff also seeks invitations from civic, social, educational, and business organizations to talk to them about the MPO planning process. The MPO has prepared printed literature to educate the citizens, the elected officials, and appointed officials. Materials available includes the: MPO studies, the MPO Handbook, the MPO Primer, the Metro-Mobility Talks newsletter, and specific project brochures.

As part of your public participation and interagency consultation efforts the draft MTP was made available for review and comment to federal, state, and local resource agencies, land use management agencies, bicycle and pedestrian representatives, disabled representatives, natural resources, environmental protection, conservation, and historic preservation agencies regarding the development of the long-range transportation plan. The draft was also reviewed by the members of the Technical Advisory Committee and the Transportation Policy Committee and public notices were released about the draft being placed on the MPO web page, in local libraries and at the offices of the member agencies.

The MPO meets the requirements of the "adequate public notice of public involvement," by placing notices in the Corpus Christi Caller Times and, when appropriate, other local papers such as the Nueces County Record Star, and Portland News. To reach the Spanish-speaking population, the MPO publishes its notices in the Spanish language paper, EI Defenzor.

Title VI and Environmental Justice:

Title VI of the Civil Rights Act of 1964 stated that “No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program of activity receiving Federal financial assistance.”

The concept of “Environmental Justice” became one of the national goals and was reemphasized by President Clinton’s Executive Order (EO) 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” in 1994.

This EO 12898 required federal agencies to achieve environmental justice by identifying and addressing disproportionately high and adverse human health and environmental effects, including interrelated social and economic effects of federally regulated and funded policies, programs, and activities on minority and low-income populations.

In 1997, Department of Transportation (DOT) issued DOT Order 5610.2 to address “Environmental Justice in Minority Population and Low-Income Populations” for reaffirming its commitment to EO 12898. The three Environmental Justice fundamental principles in transportation are:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

These principles for Title VI and Environmental Justice should be integrated into every transportation decision making process that includes Metropolitan Planning. The MPO is required to advance Title VI and Environmental Justice by ensuring the public participation in transportation decision making. Specifically, MPO’s primary roles are:

- Ensure that the long-range transportation plan and the Transportation Improvement Program (TIP) comply with Title VI.
- Identify residential, employment, and transportation patterns of minority and low-income populations in the area so that the subject populations’ needs are addressed while ensuring the benefits and burdens of transportation investments are fairly distributed.

- Establish and evaluate the public participation process to engage and encourage minority and low-income populations' involvement in transportation decision making.

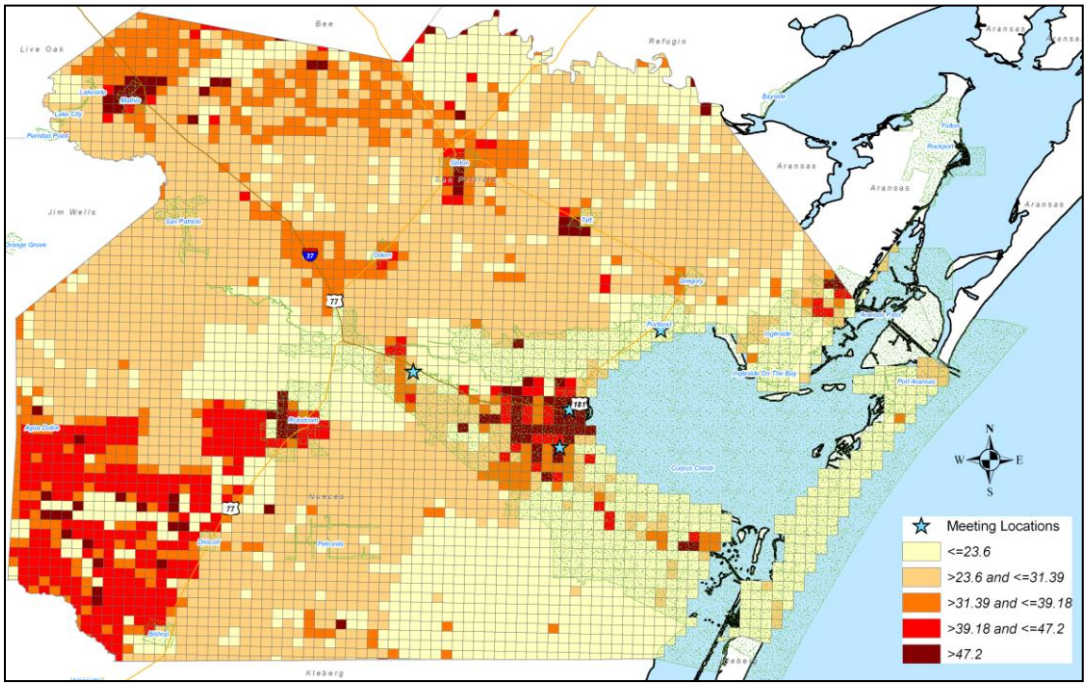
The MPO is aiming at these requirements by:

- Enhancing the analytical capability to identify and address the subject population groups' issues and needs.
- Using survey result and incorporate the community concerns, issues, needs on transportation, land-use and development into both the long-range and short-range transportation plans.
- Continuously evaluate and improve the public participation process to eliminate participation barriers and engage minority and low-income population groups.

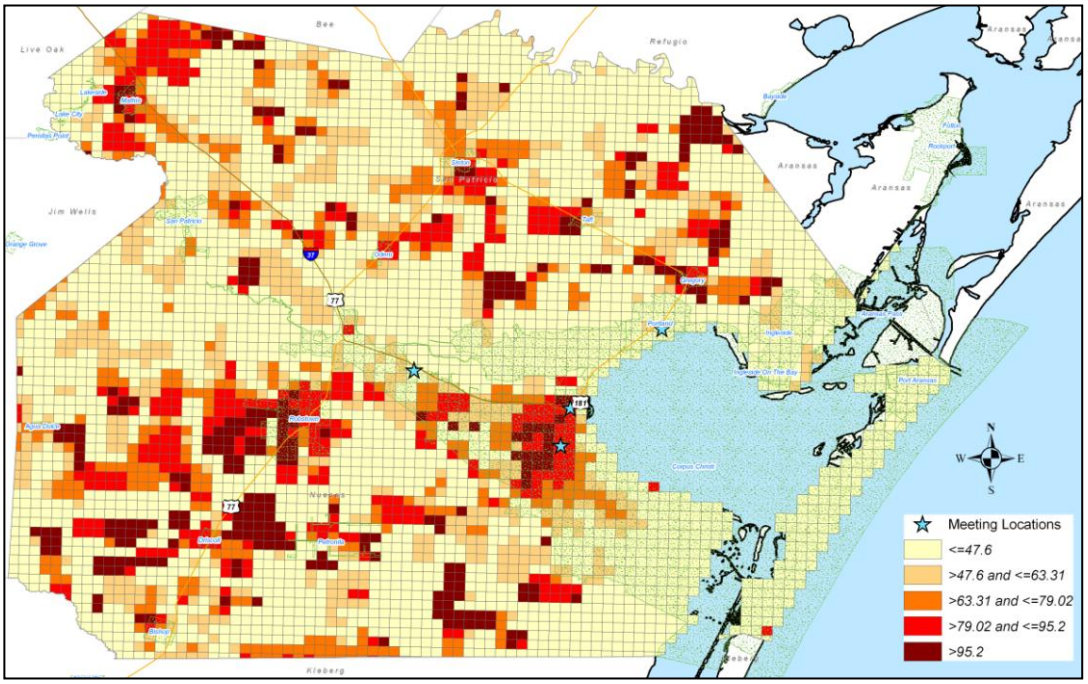
The MPO uses the Geographic Information System Screening Tool (GISST) developed by the Environmental Protection Agency Region 6. GISST uses ArcGIS to identify and map environmental, socioeconomic, and health concerns. The GIS data is used for to evaluate environmental mitigation activities within the 20-year MPO planning boundary. It is also reviewing Title VI policies in the MPO's transportation planning process.

Maps 2.1, and 2.2 were developed to identify locations for public meetings and hearings for the planning process in accordance to Title VI showing the areas of Economically Stressed Income of households with income under 20k, and Percent Minority population that is not White Non-Hispanic:

Map 2.1 - Percent Economically Stressed



Map 2.2 - Percent Minority Population



Appendix I: Documentation of Public Participation.

Chapter 3

Regional Trends And Demographics

Introduction:

Demographics such as population, household income, household size, and employment play a key role in transportation planning process. Changes in these demographics have a direct impact on travel behavior and travel patterns. Travel patterns and behavior help in estimating demand for travel which in turn provides the information to project on what transportation improvements would be required for the next 20-year planning horizon.

The Corpus Christi MPO Planning Area is comprised of the City of Corpus Christi, the City of Portland, City of Gregory, and parts of rural Nueces and San Patricio counties as shown in Chapter 1 - Map 1.

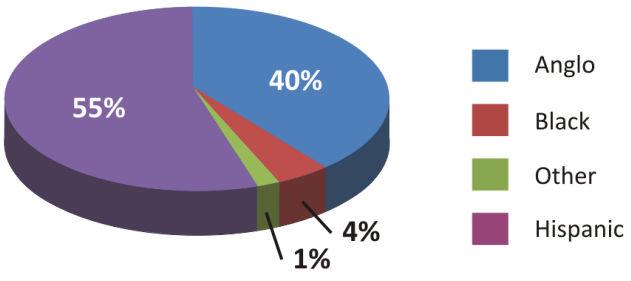
The MPO is required to perform transportation planning activities within this area. However, in 1995, the MPO decided to include the entire two-county area (Nueces and San Patricio) and a small portion of Aransas County (within the Aransas Pass city limits) to collect demographic, employment, land use and street classification data. The reason for doing it was to analyze the regional impact of population and employment and to be ready if the area is designated as a non-attainment area for the ambient air quality. Subsequently, the Texas Department of Transportation required the identification of total transportation needs in Nueces and San Patricio counties as part of the Texas Metropolitan Mobility Plan (TMMP).

Study Area Profile:

The study area consisting of Nueces and San Patricio counties had an estimated population of 390,476 in 2008. The region consists of 1,527 square miles with a population density of 255.71 residents per square mile.

According to the Texas State Data Center's (TSDC) 2010 projections, Texas grew from 20,851,820 in 2000 to 26,058,595 in 2010 reflecting an increase of 24.9 percent growth. During this same time period, the study area had an increase from 380,783 persons to 434,794 persons which reflected an 14.1 percent change. The region's ethnic distribution in the 2010 Census is represented to be:

Figure 1 - Study Area Demographics 2010



Race	Population
Anglo	151,397
Black	15,200
Other	6,054
Hispanicº	208,132

º Hispanic count includes White, Black and other representation when reported

Population Age:

The age distribution of an area can provide valuable insight into the region's economic composition and income potential. By national standards, Texas has a relatively young population. The 2008 Census show a population composition as follows:

Age	Population	Area Percent	Statewide Percent
Under 5	30,725	7.8	8.3
5-14	57,854	14.8	14.9
15-19	29,411	7.5	7.3
20-44	127,433	32.6	36.1
45-64	98,537	25.2	23.3
65+	46,516	11.9	10.2

Population Gender:

The gender distribution of an area can provide additional insight into the region's overall distribution in the population by male and female. Of the area's population, 190,755 were male which represents 48.9 percent and 199,721 were female which represents 51.1 percent. This compares to the statewide percentage of 49.9 percent for male and 50.1 percent for female.

Youth and Older Workers: Other age cohorts are of special interest for transportation needs for summer youth programs and older worker programs. The study area has 57,800 persons age 14-21 representing 14.3 percent of the population. This compares with 13.3 percent statewide. For the potential older age cohort, 43,470 persons or 10.7 percent are 55 or over in the study area based on the 2000 Census. This compares to 9.9 percent statewide.

Disability Status: From the 2000 Census, data on Disability Status were derived when respondents reported long-lasting conditions: (a) blindness, deafness, or a severe vision or hearing impairment, (sensory disability) and (b) a condition that substantially limits one or more basic physical activities such as walking, climbing stairs, reaching, lifting, or carrying (physical disability). Disability status was also derived if the individuals in the working age range of 21 to 64 years had a physical, mental, or emotional condition lasting 6 months or more that made it difficult to perform certain activities such as: (a) learning, remembering, or concentrating (mental disability); (b) dressing, bathing, or getting around inside the home (self-care disability); (c) going outside the home alone to shop or visit a doctor's office (going outside the home disability); and (d) working at a job or business (employment disability).

It was reported in the 2000 Census that the area had an estimated 97,904 persons residing there between the ages of 5 to 20 years of age with approximately 8,297 or 8.5 percent with a disability. In Texas, the percent with disabilities in this same age bracket was 7.9 percent. In the working age population group - ages 21 to 64 years, the area had approximately 204,277 persons, of which 45,187

were categorized to be in a disability status. This represented 22.1 percent compared to 19.9 percent in the state overall. For those persons in this age group that had a disability, approximately 23,638 or 52.3 percent were employed. For those who had no disability, an estimated 114,864 or 72.2 percent were employed. For the retirement age group of 65 years of age and older, 40,350 persons resided of which 19,149 were disabled. The percent of this age group with a disabled status was 47.5 percent and this compared to 44.8 percent in Texas overall.

Ages 65 and Older: For the population who are considered to be at the age of retirement or older - 65 years and older, the total number of persons in Texas was 2,472,223 or 10.2 percent of the total population in 2008. This region had a total of 46,516 or 11.9 percent in this older age group. In the same age group of 65 years and over, males in Texas represented 1,056,302 or 4.3 percent of the total population and females totaled to 1,415,921 or 5.8 percent, while in this study area, males totaled to 19,677 or 5 percent of all persons in this area and females represented 26,839 or 6.8 percent of all persons.

Population Projections:

The Office of the State Demographer for the State of Texas distributes the most widely used population projections for Texas. Projection estimates in these tables and the methodology for migration scenarios have been revised as of June, 2004 by the Texas State Data Center and Office of the State Demographer – now housed at University of Texas San Antonio.

The following table represents population projections for study area:

Population Projections and Percent Change Since 2000*

Year	Total	Pct Chg	Anglo	Pct Chg	Black	Pct Chg	Hispanic	Pct Chg	Other	Pct Chg
2000	380,783	---	151,397	---	15,200	---	208,132	---	6,054	---
2005	407,194	6.9	151,518	0.1	15,888	4.5	232,601	11.8	7,187	18.7
2010	434,794	14.2	151,086	-0.2	16,634	9.4	258,650	24.3	8,424	39.1
2015	462,484	21.5	150,141	-0.8	17,401	14.5	285,150	37.0	9,792	61.7
2020	488,375	28.3	148,001	-2.2	18,122	19.2	311,053	49.4	11,199	85.0
2025	512,478	34.6	144,655	-4.5	18,732	23.2	336,451	61.7	12,640	108.8
2030	535,300	40.6	140,428	-7.2	19,098	25.6	361,635	73.8	14,139	133.5
2035	556,521	46.2	135,680	-10.4	19,292	26.9	385,912	85.4	15,637	158.3
2040	575,720	51.2	130,676	-13.7	19,334	27.2	408,574	96.3	17,136	183.1

* Anglo, Black, and Other excludes Hispanic counts.

County to County Migration:

Out Migration: Using Internal Revenue Service (IRS) information regarding changes in residences between two filing years 2000 and 2001, statistics regarding moving in and out of counties can reveal patterns of migration as well as patterns of out of state and foreign migration to and from selected counties. During this time the study area reported 131,266 total tax returns with sufficient Out-Migration data. Of these returns approximately 9.4 percent showed a change in residences by moving

out from their originating county in 2000 to another county in 2001. Of these who moved out of their original county, 64.1 percent moved to another county within Texas, while 32.9 percent moved to a different state but within the U.S.

In-Migration: During the period 2000 to 2001, there were approximately 129,156 total tax returns with sufficient In-Migration data. Of these returns approximately 8.0 percent showed a change in residences by moving in from their originating county in 2000 to a county in the study area in 2001. Of these who moved into the study area from another county, 60.5 percent moved from other counties in Texas, while 35.8 percent moved from a county in a different state but within the U.S.

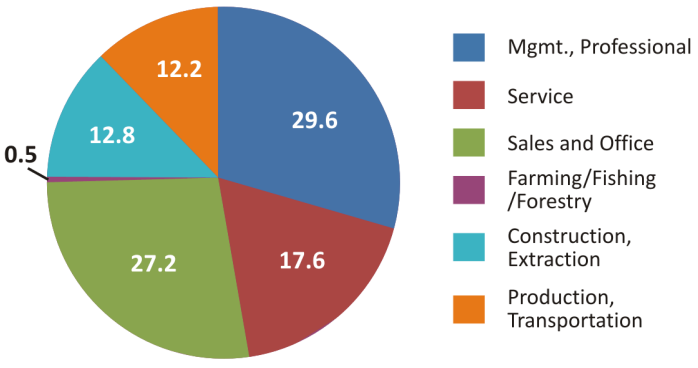
Vital Statistics: According to the Texas Department of State Health Services for vital statistics for the year 2005, the study area had a total of 6,208 live births which represents a **l**ive birth rate of 16.1 births for every 1,000 persons in the study area compared to a statewide rate of 16.9 births per 1,000 persons in the population. The area had a total of 2,918 deaths representing a rate of 18.7 for every 1,000 persons compared to a statewide rate of 6.8.

Employment:

Civilian Labor Force (CLF): The most recent civilian labor force estimates from TWC for Texas statewide in August 2009 is 12,061,355 which is an increase in the labor force of 310,731 persons since August 2008. This represents a 2.6 percent change in Texas during this time period. These estimates are not seasonally adjusted. The study area had a civilian labor force of 195,121 for August 2009 which was a change of 1,484 in CLF since August 2008. This change represented an increase of 0.8 percent for the study area.

Occupations: The best source of occupational information at the county level is from the 2000 Census. The total number of persons 16 years of age or older who were employed in the study area during the 2000 Census was 155,930. The following presents a table of those employed by occupational categories for this region compared to statewide percentages:

Figure 2 - Study Area Occupational Percentage



Occupational Categories	Count	State Percent
Mgmt., Professional	46,141	33.3
Service	27,593	14.6
Sales and Office	42,422	27.2
Farming/Fishing/ Forestry	842	0.7
Construction, Extraction	19,932	10.9
Production, Transportation	19,000	13.2

Class of Worker: Another way to view the types of workers in an area's labor force is by class of worker. According to the 2000 Census, the area had 115,066 employees who were private wage and salary workers representing 73.8 percent of all workers. The region had another 28,593 persons who were government workers or 18.3 percent, 11,584 who were self employed workers or 7.4 percent and 687 who were unpaid family workers representing 0.4 percent. This compares to the Texas statewide distribution of 78.0 percent for private wage and salary workers, 14.6 percent for government workers, 7.1 percent for self employed, and 0.3 percent for unpaid family workers.

Unemployment: According to TWC unemployment figures for August 2006 the study area had an unemployment estimate of 10,422 persons which represents a rate of 5.5 compared to a Texas statewide unemployment rate of 5.1 for the same month. For the study area these estimates represent a decrease from August 2005 unemployment rate of 5.8 percent. The Texas statewide unemployment rate was 5.2 for August 2005.

Business Universe: The TWC indicates 7,871 business reporting units operating in the study area in the first quarter of 2006 with an average of 20.90 workers per unit. Average firm size makes a difference from a transportation impact perspective. The area had approximately 3,398 establishments which employed 10 or more employees. Of these employers, approximately 0.4 percent employed over 1000 employees. 0.4 percent employed between approximately 500 and 999 employees, 5.7 percent employed between approximately 100 and 499 employees, 10.8 percent employed between 50 and 99 employees, 31.7 percent employed between 20 and 49 employees, and 51.1 percent employed between approximately 10 and 19 employees.

Commuting to Work: Commuting to work numbers are used as direct input in a transportation study. The study area had a total of 120,894 or 76.3 percent who drove their car to work alone, 25,296 or 16.0 percent who car pooled, 2,611 or 1.6 percent used public transportation, 3,328 or 2.1 percent who walked to work, 2,483 or 1.6 percent of regional workers who used other means to work, and 3,761 or 2.4 percent who worked at home. These methods of commuting to work compare to the Texas statewide results by: car alone (77.7%), car pool (14.5%), public transportation (1.9%), walked (1.9%), other means (1.3%), and worked at home (2.8%).

Income:

Personal Income: Total personal income is a widely used measure of regional economic health while per capita income is generally used to compare the relative well-being of residents across areas (not accounting for differences in area cost of living). The per capita personal income for 2002 was $24,667 in the study area while Texas statewide had a per capita income of $28,553. Personal income by place of residence was roughly $64,717 for the study area compared to $78,626 statewide. This figure is much higher than the per capita income level because it includes all wage earners living within a single household.

Poverty Population: The study area has an estimated 2002 poverty population for people of all ages at 71,271 persons. That figure represents 18.7 percent of the non-institutional population compared to a

Texas percentage of 15.4 percent for people of all ages. According to the 2000 Census, the number of families living below poverty status in 1999 was 14,292 or 14.7 percent of all families in the study area.

Housing:

Household Units and Size: The total number of housing units in 2000 in the study area according the Census was 132,458 with an average household size of 2.8 persons. The average household size for Texas was 2.7 persons for the same period. Home ownership rates for this area were 62.5 percent compared to Texas statewide which had a rate of 63.8 percent. The percent of households with persons 65 years of age or older was 19.9 percent in Texas statewide while 22.8 percent of study area had households with individuals 65 years of age and older.

Owner and Renter Occupied: According to the 2000 Census, the percent of **owner-occupied** units with a value of $100,000 or greater in Multi-County was 22.4 percent compared to 36.7 percent for the state. The percent of **renter-occupied** units with rent values of $500 per month or greater was 54.4 percent as compared to the Texas percentage of 60.4 percent. For this area, the total number of renter-occupied housing units was 49,715 which represented 37.5 percent of all occupied housing units in 2000. This compares to a Texas statewide percentage of 36.2 percent for the same period.

Health:

Health Facilities: There are 13 acute and psychiatric care hospitals in study area as of September 2006, with an average total beds capacity of approximately 160.8 compared to a statewide ratio of 122.0 beds per hospital. There are 99 licensed pharmacies in the study area.

Health Practitioners: As of September 2005, there were 1,028 direct patient care and primary care physicians who practiced in the region. The ratio of total persons to each physician in the area was 386.2 residents per each physician. This compares to a statewide ratio of 446.4 persons for each physician in Texas. Another way of reporting these figures is by showing the number of physicians as a ratio per 100,000 residents. In the study area, the ratio in direct patient care was 552.2 as compared to the statewide ratio of 642.3 in direct patient care physicians per 100,000 population as of 2005. The ratio of physicians in primary care was 1,284.9 compared to a statewide ratio of 1,463.5 physicians in primary care per 100,000 persons in the population statewide.

Medical & Health Services Employment*

Area			Statewide		
2002 1st Qtr.	**2004 1st Qtr.**	**Pct Change**	**2002 1st Qtr.**	**2004 1st Qtr.**	**Pct Change**
22,647	22,619	-0.12%	953,628	1,016,178	6.56%

* Includes: Hospitals, Medical/Health Offices; Home Health, Nursing, Elderly Residential facilities; Individual/Family, Emergency & Other Relief Services, Vocational Rehab. Services.

Travel Demand Forecast:

Background Summary: The travel forecasting process started in the Corpus Christi urbanized area under the 1962 Federal Aid Highway Act when the first comprehensive transportation plan was developed for guiding transportation improvements. The plan was reaffirmed by the City of Corpus Christi in 1974, '76, '79, '83, '84 and '87. The enhanced travel forecasting process started under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). With the development of the 1996 Base Year Travel Demand Model (TDM), a decision was made to create a regional model that can replicate and forecast travel for the entire two-county area of San Patricio and Nueces Counties. In October 1999, the Transportation Planning and Programming Division of the Texas Department of Transportation (TxDOT) delivered the calibrated 1996 base year and 2025 forecast year TDM. The 1996 base year TDM replicated existing traffic volumes and vehicle miles of travel (VMT) when benchmarked against the 1996 urban saturation counts in the two counties. The 2025 forecast TDM is intended to provide a reasonable estimate of future travel demand on planned transportation system improvements given a forecast set of 2025 demographics.

As a part of the development of the 1996 TDM, the Metropolitan Planning Organization (MPO), in cooperation with TXDOT, conducted a series of comprehensive travel surveys for San Patricio and Nueces Counties. The travel surveys were conducted in 1996 and 1997 and included the following set of surveys:

- Household Activity and Travel Survey
- Special Generator Survey
- External Travel Survey
- Commercial Vehicle Survey
- Vehicle Operating Survey
- Stated Preference Survey (Partial)
- On-Board Transit Survey

A combined regional set of comprehensive travel surveys is underway for the 2010 fiscal year. The combined regional travel surveys will include the Corpus Christi and Victoria urban areas and will coincide with the next urban saturation ground counts for the two study areas. A final report is planned for the spring of 2010.

Travel Model Data Development Process: The MPO works in cooperation with TXDOT to prepare a schedule for the development and sequence of events that are a part of the TDM development process. The schedule outlines delivery dates, milestones and agency responsibilities. Typically, the impetus for initiating a model update is the collection of urban saturation counts; these are collected for a given urban area every five years. The TDM update process starts with the MPO, area agencies and TxDOT staff meeting to agree on the process and data development tasks. Once a consensus is reached on the process, the MPO staff starts by updating two critical data sets that are major inputs to the TDMs –

networks and demographics. The first task is a review of network maps for additions, deletions and general update. The edited network maps are forwarded to TxDOT-TPP, which are used as the foundation for editing the travel model networks in the TDM software platform used by TxDOT.

The second task is a review and update of the base and forecast demographics. The MPO staff along with the City of Corpus Christi staff develops demographic inventories for the base and forecast year(s). The demographic databases are presented to the Technical and Policy Advisory Committees for adoption. Once adopted, the data is then supplied to TPP-TxDOT for use in the development and validation of the TDM.

The model is validated through an iterative process, where travel data (e.g. trip rates, speeds, trip lengths, etc) are adjusted until modeled volumes replicate observed conditions. The 1996 TDM was calibrated to the 1996 urban saturation ground counts. Trip rates were developed from the comprehensive travel surveys discussed in the Background Summary.

The Corpus Christi Travel Demand Model:

The Corpus Christi MPO adopted the 1996-2025 TDM as a basic planning tool to guide the long range planning process. The projected travel demand helped identify system deficiencies and evaluate and compare proposed options. In accordance with the MOU with TxDOT-TPP concerning model development, the MPO is currently in the process of developing the approved demographic and network input data for a new 2006 base and 2035 forecast year TDM.

The last model revision was completed in 2004 in support of the 2030 Metropolitan Transportation Plan (MTP). A set of 2030 demographics was developed by trending the land use assumptions that existed in the previous 1996-2025 forecast scenario by continuing those assumptions for an additional five years. San Patricio and Nueces counties were forecast separately in recognition of the distinct land use characteristics that exist between the two counties (e.g. urban versus rural). Only one minor revision was made to the network to create a 2030 network. Despite another urban saturation count update being available, the MPO did not develop a 2001 base year–travel demand model, since (1) the population and VMT were tracking close to the 1996 base year TDM, (2) the regional network really only had a few minor changes from 1996 to 2001, and (3) a comprehensive travel survey with saturation counts is scheduled for 2006.

In contrast, the data development procedures for the 2006-2035 TDM is much more rigorous. Data for both years is being developed basically from scratch to provide more accurate and up-to-date datasets for the new TDM.

The MPO has prepared for the upcoming 2006-2035 model by taking advantage of the recently-published Transportation Research Board Special Report 288, Metropolitan Travel Forecasting: Current Practice and Future Direction. This report provided descriptions of model procedures and attributes for a range of MPO's. The Corpus Christi MPO, through a consultant contract, evaluated itself against peer cities reported in the research, essentially conducting a peer review process on its TDM. The review

found that the Corpus Christi TDM was substantially in line with the state of the practice for its peer cities. Targeted areas for potential TDM enhancements were identified, and some of these recommendations are currently being implemented in conjunction with TxDOT-TPP.

The study area covers the full extent of Nueces and San Patricio Counties, as well as a small portion of Aransas County. This coverage was seen as quite adequate and has not been changed. The forecast Southside Mobility Corridor's new crossing of the Laguna Madre to Padre Island connects to the network in Kleberg County, just south of an existing external station. The external station was extended south to accommodate this, but no new zone in Kleberg County was felt to be necessary.

The Corpus Christi TDM is structured as a three-step model, which includes trip generation, trip distribution, and traffic assignment modules. This model structure was evaluated and found to be consistent with the state of the practice. The Corpus Christi MPO has considered investigating advanced practice models in order to add new analysis capabilities. However, the review suggested that "…it is not clear yet that advanced models can be implemented that provide significant improvements for a reasonable cost". Further, the current TDM structure was seen to be able to answer the most critical policy questions which are currently before the MPO. The current TDM structure is therefore seen as suitable for the MPO's intended analysis applications, and no changes have been recommended.

The planning networks contain all links that are functionally classified as collector and above and are considered regional significant facilities. Network link-specific information that is inventoried includes number of lanes, facility type category (e.g. principal arterial) and whether the facility is divided or undivided or has a continuous center turn lane. In addition, operational characteristics such as daily speed, daily capacity, average weekday traffic count and direction (one-way/two-way) are coded in the network database. Network development for the 2006-2035 TDM included primary data collection, in which the entire network was driven for a field verification of attributes. This effort found several FM roads which were not in the network and therefore had to be added, and several low-volume county roads (some of which were not paved) which were not of regional significance and could reasonably be deleted. Additionally, evolving TxDOT-TPP network standards led to the institution of detail coding of IH 37, US 77, SH 358, SH 286, SH 44, and portions of US 181. Network links were also re-defined to the new TxDOT-TPP facility type and functional class standard definitions.

Financially constrained projects were incorporated into the approved 2006 network to define the 2035 forecast network. Projects included improvements to existing links, the staged improvement of existing roadways to full freeway standards, and the construction of new roadways on new rights-of-way, refer to Map 1. Significant 2035 network projects coded into the model include:

- Completion of the Joe Fulton corridor with an enhanced connection at IH-37.
- Replacement of the Harbor Bridge on a new alignment, with an interchange at SH 286.
- Upgrade of US 77 to full freeway standards as for north as IH-37.
- Construction of the Southside Mobility Corridor

- Extension of SH 286 as far south as the Southside Mobility Corridor with full freeway standards.
- Upgrade of SH 44 to full freeway standards, with a connection to US 77.
- Reliever routes around Driscoll, Odem, Sinton, and Taft.
- Directional managed lanes on portions of SH 358 and SH 286.

Urban development in the study area since the 2006 model was developed changed the character of several of the defined traffic analysis zones (TAZ). In order to retain a fairly homogenous character in each TAZ, several were split to define new zones. Additionally, some new zones were defined in order to match the TAZ structure with the newly-developed detail coded network. As a result, the 416 internal TAZ's in the 1996 model have been redefined into a 602 TAZ structure for the 2006 model. The number of external stations has remained unchanged at 22.

Map 1 - Significant 2035 Network Projects

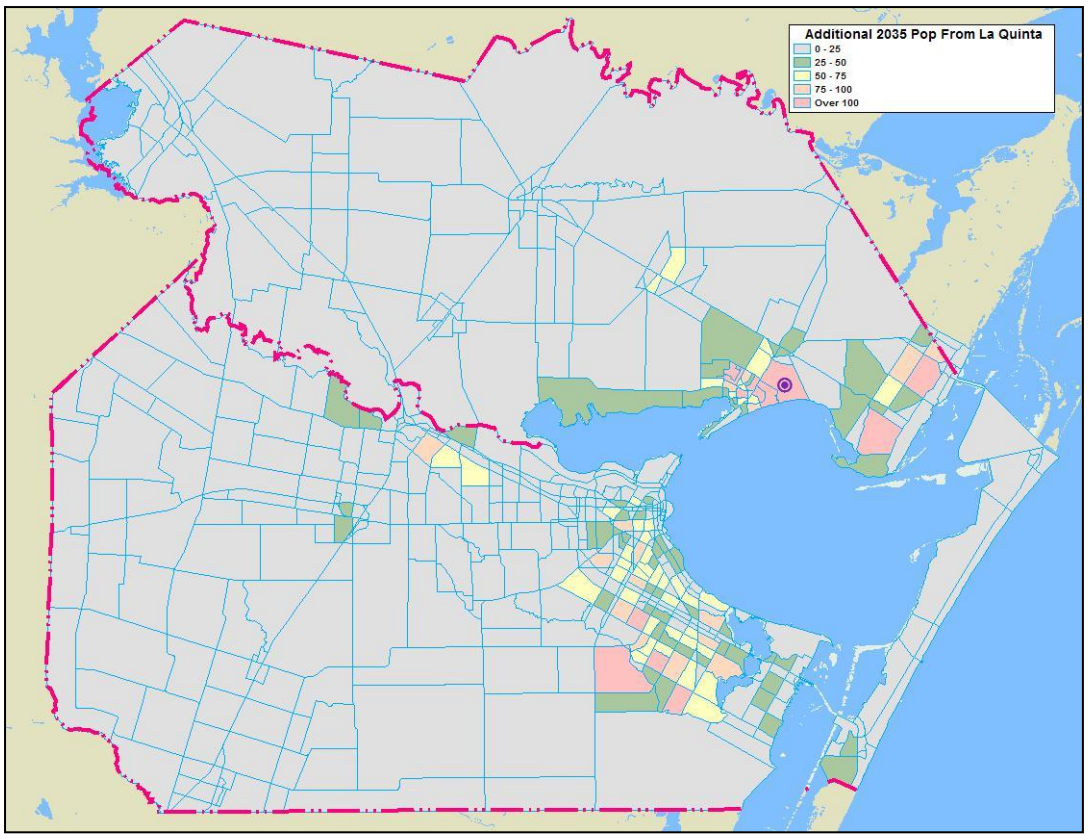
Demographic data developed for each TAZ includes the following information: population, number of households, median household income, employment data by four general categories (Basic, Retail, Service, and Educational employment), and the locations and similar attributes for designated special

traffic generators.

The demographic data for was developed based on population and employment estimates for 2006 and 2035 projections obtained from the Texas State Data Center. These data were used as control totals for disaggregation to the TAZ level. Data were cross-checked using ratios and comparisons to previous data. An independent review of the data conducted by TxDOT-TPP with the assistance of the Texas Transportation Institute (TTI) found that the control totals were reasonable. (Map 3.1 – 3.4)

The disaggregation of the control totals to the TAZ level followed several steps. The Texas State Data Center data for census places were allocated to TAZ's based on a review of the character of each TAZ and on its available developable land area. Allocation within each census place was further guided by population and employment "trend areas" identified through a consensus of regional stakeholders in a workshop hosted by the MPO. Allocated data was then reviewed and smoothed as necessary for reasonableness of growth, growth rates, and compatibility with historic data, and cross-checked against reasonable ratios.

Map 2 - Additional 2035 Population from La Quinta



Additional employment above that projected by the Texas State Data Center is anticipated due to several large industrial projects in the study area. In particular, the La Quinta container port slated for construction in San Patricio County between Portland and Ingleside is anticipated to have an enormous impact on the region's employment (and consequently on its population). Estimates of projected employment for the full build-out of the facility range up to 14,000 by the year 2035, which is higher than the current total employment for the full county. There is concern that this project alone would overwhelm the model, making analysis of other transportation projects problematic. Further, there is some question of whether the full amount of estimated employment will be reached. In order to provide the TDM with more flexibility in its analyses, an additional tool has been developed to allow the estimation of regional demographics based on different alternative scenarios of La Quinta employment. This tool uses estimated employment as an input and defines an associated population growth based on the regional employment to population ratio. The additional population is distributed across the study area according the a simplified gravity model, in which its distribution to each TAZ is proportional to TAZ population and inversely proportional to its travel time. Special generator population is excluded from this simplified model for reasonableness; population in such places as the Naval Air Station were seen as unlikely to be employed in other zones.

The resulting tool provides a base set of 2035 demographics (with no La Quinta employment or population) and a consistent, model-based tool for defining a set of 2035 demographics which include employment and population at any given level of estimated employment for La Quinta. The second set of demographics can then be used as the official input to the TDM. An example of the tool's allocation of population throughout the study area given an estimate of 5,000 employees for La Quinta is shown on Map 2.

The development of the network zone structure, and TAZ-level demographics for the 2006-2035 TDM is being completed through use of a consultant contract. The detailed procedures, recommendations, and results of these efforts are being documented in separate technical memoranda. The model is validated through an iterative process, where travel data (e.g. trip rates, speeds, trip lengths, etc) are adjusted until modeled volumes replicate observed conditions. The 1996 TDM was calibrated to the 1996 urban saturation ground counts. Trip rates were developed from the comprehensive travel surveys discussed in the Background Summary.

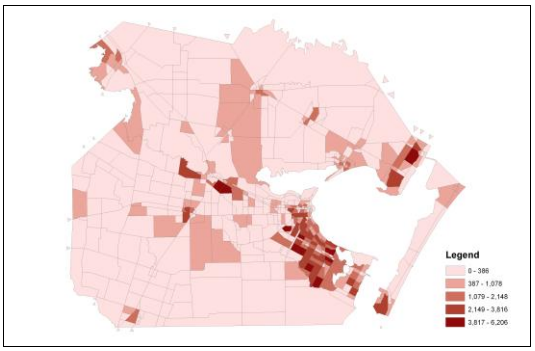
Current Activities for the Development of 2035 Travel Model:

The Transportation Policy Committee in 2004 approved the MTP Validation Study which was developed to provide a peer review and analysis of the 2035 MTP process. A critical element is the evaluation of data provided as input into the Travel Forecasting Model. The MTP Validation Study is a five-year process which will involve the MPO, TxDOT, TTI, and area entities and their resource staff. The objective is to review and document the MTP development process and the individual tasks and elements required in the process. The initial focus is the evaluation of developing reliable input data to be used in

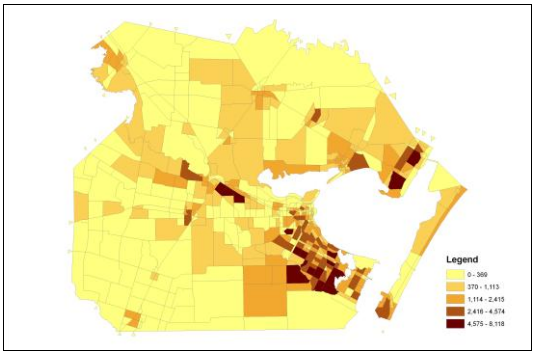
the modeling process since it is the model output that forms the foundation for MTP project recommendations.

As a first step, staff from TTI, TxDOT, and MPO have met to identify the elements of the process, individual task deliverables and individual responsibilities and to provide "basic training" for the MPO staff. The identification of a resource group was identified as an initial task, so that they can provide input into the review process and be developed as community advocates for the MPO planning process. It is intended that the Validation Study will provide milestone "best practices" documents and result in a 2035 revised MTP that is based on forecast data that is of the highest confidence and documentation of the process that will benefit small and mid-size MPO's.

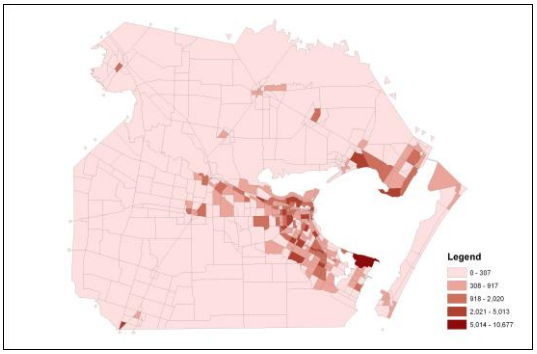
Map 3.1 - 2006 Population



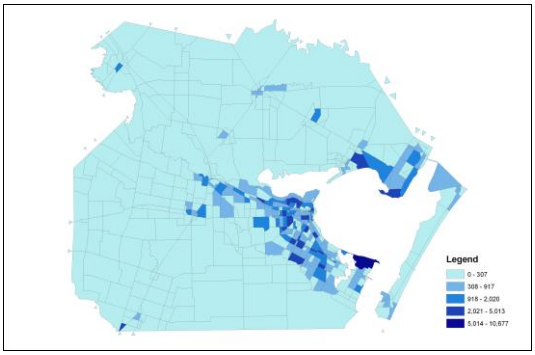
Map 3.2 - 2035 Projected Population



Map 3.3 - 2006 Employment



Map3.4 - 2035 Projected Employment



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Chapter 4

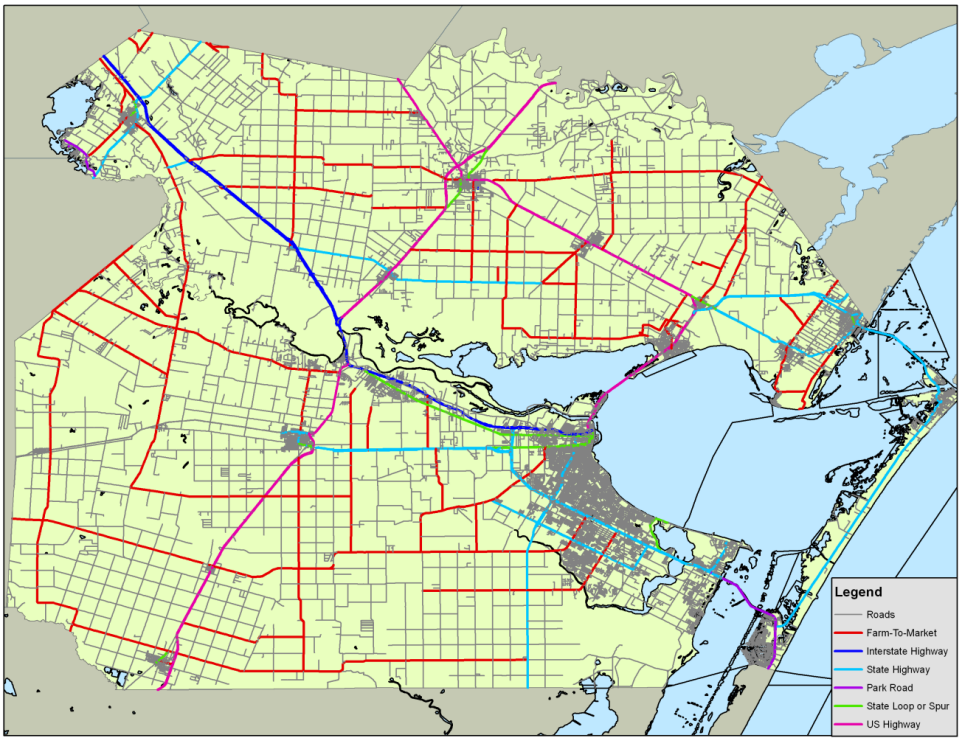
Streets and Highways

Introduction:

Streets and highways define the structure of a community and provide critical connectivity. People travel on this network of streets to go to and from work, shopping, educational facilities and recreation sites. A healthy and growing transportation network is an essential element of social and economic growth in our communities. However, with an increasing urban population and constrained financial resources, it is becoming difficult to construct new capacity to accommodate the increasing number of trips which has resulted in increasing congestion. Maintenance, access management, use of alternative modes, and improved transportation and land use planning are the focus of streets and highways development for the future.

Streets and highways convey a variety of agency responsibilities. The state system (represented in Figure 1) includes 887 center-line-miles of roadway in Nueces and San Patricio Counties. In addition to state maintained roadways the County road system and 1,123 miles of city streets comprise a network of corridors to connect and carry a variety of vehicles, bicycles and pedestrians. There are over 330,000 registered vehicles in Nueces and San Patricio County that have operated an estimated 8 million average daily vehicle miles in the two county area.

Figure 1 - State System



Urban Action Plan:

The goals of the long-range plan for the MPO include identifying projects that will:

1. **Reduce Congestion** by maximizing the capacity and efficiency of the existing major highways and streets.
2. Improve the **Safety** of our transportation network through improved efficiency and effectiveness of major street and highway facilities.
3. Provide new facilities, improved facilities and transportation services that **Expand the Economic Opportunities** in the area.
4. Provide new facilities, improved facilities and transportation services that will support the maintenance of our Attainment status and **Improve Air Quality**,
5. Provide new facilities, improved facilities and transportation services that will **Increase the value of Transportation Assets**.

The planning process leads to projects and improvements funded by local, state and federal sources that will enhance the overall system and support the goals stated above.

1. Develop and maintain the street classifications as roadway improvement decisions are made.

Streets and highways are typically classified according to their intended function in providing traffic movement. These functional classifications carry a hierarchy as well as a set of design standards consistent with the type of service each facility is intended to provide. Criteria for designation of street and highway facilities include travel desires of the public, access requirements for adjacent land use, and continuity of the system. Classifications used in the Corpus Christi Metropolitan Area are identified in Table 1.

Table 1 - Functional Systems in Urbanized Areas

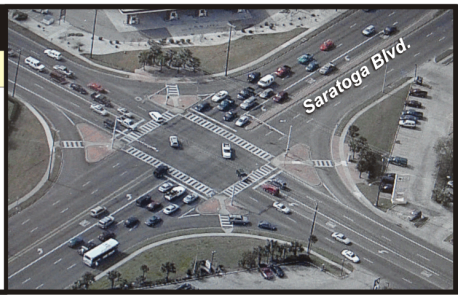
Freeway and Interstate SH 358 / South Padre Island Drive A limited access highway with not traffic stops and with grade-separated interchanges at major thoroughfares. Intended for high-volume, high-speed traffic movement between cities, and interstate across the metropolitan area. Not intended to provide direct access to adjacent land.	
Principal Arterial SH 357 / Saratoga Blvd. A street primarily intended to provide for high-volume, moderate-speed traffic between major activity centers and trips entering and leaving the urban area. Access to abutting property is subordinate to major traffic movement and is subject to necessary controls of entrance and exits. (40 - 65 VMT)	

Table 1 - Functional Systems in Urbanized Areas (continue)

Other Arterial McArdle Street A street which interconnects, augments and feeds the principal arterial system and is intended for moderate-volume, moderate-speed traffic. Access to abutting property is partially controlled. (15 - 25 VMT)	
Collector Gollihar Road A street which collects and distributes traffic to and from local and arterial streets. Intended for low to moderate-volume, low-speed, and short-length trips while also providing access to abutting properties. (5 - 10 VMT)	
Local Typical Street A street for low-volume, low speed, and short-length trips to and from abutting properties.	

The street and highway plan is intended to provide an overall framework for making decisions on street improvements and extensions. The plan identifies the general location of future major transportation corridors and should serve as a general guide for securing street right of way and for determining appropriate zoning intensities. Precise locations of future facilities will be determined prior to right of way acquisition.

2. Establish a system of priorities for the upgrading of substandard streets, replacement of deficient bridges, and the extension of streets.

Existing streets not constructed to an acceptable standard for their classification and function will pose continuous operational, safety, and maintenance problems until improvements are made. It is recommended that improvements to existing facilities be assigned priorities on the basis of the following factors:

1. Existing and projected traffic volumes.
2. Volume-to-capacity ratios.
3. Traffic accident history.
4. Peak-hour and off-peak hour travel speeds.

5. Structural condition.
6. Surface width.
7. Use as a Hurricane Evacuation Route.

Extension of existing streets into underdeveloped areas should be assigned priorities on the basis of their potential for serving new development and for relieving congestion on other streets without conflict with existing or planned land uses.

Based on these considerations, improvement priorities have been identified in the Project Listing section of the plan. These priorities were defined with the assistance of the Texas Department of Transportation computerized travel demand model. This model estimates future traffic levels for streets on the network on the basis of population and employment projections.

3. Preserve major street alignments by preventing development within corridors designated as right of way for future roads.

The City of Corpus Christi - Transportation Plan has identified right of way requirements to prevent encroachment of subdivision development for present and future road improvements. Some flexibility to determine precise alignment is possible when a plat is filed and upon right of way acquisition, but the approximate routes of all major streets as shown on the plan should be adopted and respected by city and county governments as development proceeds.

4. Ensure that the type, intensity, and traffic generation characteristics of all developments bear a reasonable relationship to the street system.

Streets should have adequate capacity so that new development does not cause or compound traffic congestion. A transportation infrastructure impact study requirement is an acceptable method for assuring development compatible with the street system. A simplified traffic analysis, identifying the number of vehicle trips generated by the proposed development and the impact of these trips on the street network, should be conducted whenever an agency approval for a plat or rezoning is required. If this analysis indicates that traffic problems may occur, a detailed study should be conducted to determine the proper course of action. Off-site traffic improvements should be made by the developer if the development is solely responsible for creating a situation which necessitates the improvements.

5. Minimize potential traffic conflicts by controlling the frequency and location of driveway access to principal arterial, arterial, and collector streets.

Each type of street is intended to perform a different function, and access should be regulated accordingly. Local streets are intended primarily to provide access to abutting property and should do so with minimal restrictions. Arterials are intended primarily to move traffic and cannot do so efficiently if there are too many access points which disrupt traffic. Flashing beacons along arterials for schools and hospitals slow down the traffic. Access to schools should be provided from streets that have the needed capacity. Pedestrian signals may be installed on arterials and collectors to

replace flashing beacons. Collector streets serve as a dual function of access and traffic movement and should have moderate restrictions on access.

6. Provide off-street parking and loading facilities in sufficient quantity to accommodate vehicle volumes generated by the type and intensity of development.

Provide enough off-street parking bearing a reasonable relationship to the number of vehicle trips attracted by a particular development. The shared use of parking facilities should also be encouraged where two or more establishments are not normally open at the same time. Platting and subdivision regulations of municipalities may be amended to allow movement of traffic from one business to another without using the public street system.

7. Discourage on-street parking along major streets.

On-street parking should be discouraged or prohibited along principal arterials, arterials and collectors. Consideration should also be given to removing existing on-street parking along major streets where congestion occurs and adequate off-street parking is available.

8. Maximize the efficiency of the existing street system by implementing effective transportation control measures (TCM).

The construction of new streets is an expensive and lengthy process. TEA-21 stipulates that where the need for a major transportation investment is identified and federal funds are potentially involved, major investment (corridor or sub-area) studies shall be undertaken to develop or refine the plan. Major investment studies shall evaluate the effectiveness and cost-effectiveness of alternative investments or strategies in attaining local, state, and national goals and objectives.

The alternative strategies can be a combination of various TCM techniques: trip reduction, high-occupancy vehicle (HOV) lanes, traffic flow improvement, and flexible work schedules. These and many other TCM techniques can maximize the efficiency of existing streets.

9. Employ ITS and other Transportation System Management (TSM) techniques for improving the capacity of the existing street system.

Signal regulations, ramp metering, one-way pairing and reversing lanes can increase the capacity of existing facilities.

10. Emphasize the preservation of existing assets.

Given the current fiscal limitations project priority has been placed on operational (TCM) improvements and the preservation of existing assets as the initial efforts in maintaining a level of service acceptable to the local community.

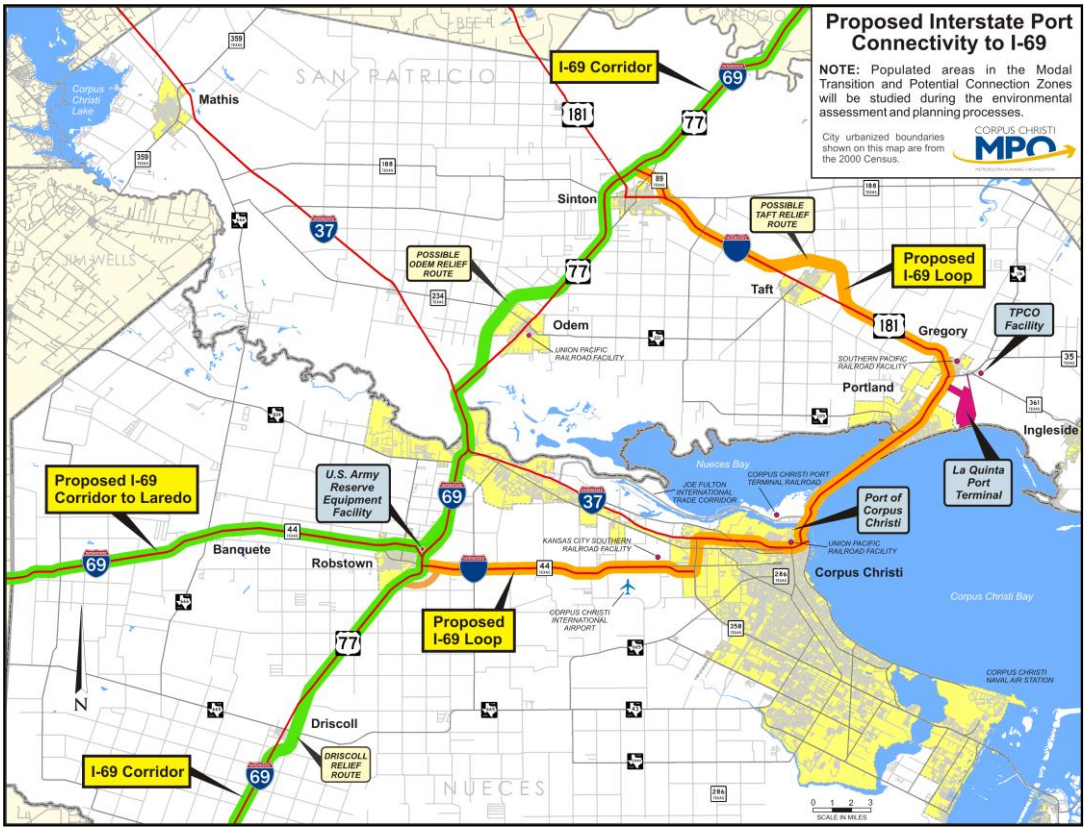
Regional Connectivity:

The Port of Corpus Christi results in Corpus Christi being central to multimodal movements of freight and cargo and necessitates efficient regional connectivity. Truck movements in South Texas (truck

traffic Exhibit) have shown continued growth until the most recent economic downturn. As the economy recovers the growth in this traffic will return and the transportation facilities will continue to be stressed. The upgrade of US 77 to interstate standards from the Corpus Christi connection with IH-37 to the US 83 connection in the Valley will be a welcome improvement. Potential development of IH-69 from Corpus Christi north and possible corridor development between Corpus Christi and Laredo will enhance the safe and efficient movement of not only freight but provide safer corridors for passenger traffic.

The proposed development of IH-69 did not propose any specific connectivity or improvements to serve the Ports of Houston, Laredo, Corpus Christi and Brownsville. Populated areas in the "modal Transition and Potential Connection Zones" are to be studied during the second phase environmental and planning process. As part of this second phase the MPO recommends exploring a spur that would connect southbound I-69 traffic directly to the Port of Corpus Christi utilizing upgraded facilities that include SH 89 and US 181 and northbound I-69 traffic utilizing SH 44, IH-37 and US 181, see Map 1 below.

Map 1 - Interstate Highway 69 and Spur Corridor



Other critical connections for the efficient movement of freight and emergency evacuation include the continued development of US 181 between the Port of Corpus Christi and the Port of San Antonio and improvements to SH 44 between Corpus Christi and US 59 in Freer.

American Recovery and Reinvestment Act of 2009

The Congress of the United States of America passed the American Recovery and Reinvestment Act (ARRA), commonly known as the Economic Stimulus Package, and it was signed into law by President Obama on February 17, 2009. Contained within the Act are funds designated for transportation infrastructure that are allocated to States and Metropolitan Planning Organizations for the development of projects that will create jobs and put people back to work quickly. The Urban ARRA funds allocated to the Corpus Christi MPO was a total of $9,514,791. A variety of project options were discussed at the Technical Advisory Committee and the Transportation Policy Committee. An opportunity for public input was provided on these project options.

Economic Stimulus Recovery projects:

Projects included:

1. CSJ 2343-01-031 FM2444 (Staples) from SH 357 (Saratoga) to Oso Creek Bridge for Construction of a median and access management elements - $ 3,700,800 – The project was on the MTP and TIP for 2011 ARRA funding allowed the project to be accelerated to 2010
2. CSJ 1069-01-030 SH 357 (Saratoga) from FM 2444 (Staples) to Rodd Field Rd. for Construction of a median and access management elements - $ 2,823,400 – The project was on the MTP and TIP for 2012 ARRA funding allowed the project to be accelerated to 2010
3. CSJ 0916-35-905 Joe Fulton International Trade Corridor for Reconstruction of roadway and resurfacing - $15,000,000 – The project was on the MTP as a Category 2 project and ARRA accelerated the project to 2010

Funding for Projects 1 & 2 came from the MPO sub-allocation of ARRA funds. Funding for Project 3 came from $2,990,591 of the MPO sub-allocation of ARRA funds, $3,750,000 from the Port of Corpus Christi and $8,259,409 of TxDOT Commission allocated ARRA funds.

Overall this resulted in $21,524,200 of transportation projects being realized in the MPO area.

MPO Sub-Allocation: $ 9,514,791 – applied to Projects 1, 2 & 3

Port of Corpus Christi: $ 3,750,000 – applied to Project 3

TxDOT Commission allocation: $ 8,259,409 – applied to Project 3

Total Project Impact in MPO area: $21,524,200

Critical Incident Planning:

The regional transportation network is a critical part of the area infrastructure for the safe efficient movement of people and freight. Nevertheless, local public safety agencies must and have prepared for the natural and manmade incidents that could disrupt the effective use of the transportation network. Hazardous cargo spills, major accidents, extreme weather events including hurricanes are just some of the incidents the local agencies have prepared for in a comprehensive manner.

To expand upon these efforts the MPO and local partners have established a dialog concerning those events that may have an extended impact on the transportation network. The scenarios that are being discussed include:

1. A long-term closure of the Harbor Bride (US 181)
2. A long-term closure of the Intracoastal Waterway Bridge (PR 22)
3. A long-term closure of the ferry landing (SH 361)
4. A long-term closure of the bridge over the Nueces River (IH-37)

The purpose of the dialog is to facilitate the pre-planning of responses to events that have the potential to disrupt the transportation network for an extended period of time. The discussion will be ongoing however, documentation of the process will be completed in early 2010.

CHAPTER 5

PUBLIC TRANSPORTATION

Introduction:

The development of responsive public transportation services in the study area is essential to the development of the social and economic health of the community. Public transportation services in the region include:

- Supplemental paratransit services for elderly populations and individuals with disabilities.
- Services that provide access to work - Park 'N Ride and vanpool programs.
- Seasonal and recreational services – McGee Beach Connector, Scenic Trail Trolley, Bayfront Connector and Downtown Shuttle.
- Mass transportation alternatives such as the Harbor Ferry.
- Support of the Pollution Prevention Partnership program.
- Improved quality of life through Livable Communities initiative that includes landscaping, lighting, pedestrians and bike trails, and accessibility ramps.
- Financial support for Transportation Asset Management through the funding of repairs and improvement of streets.

Goals and Objectives:

To meet the public transportation service needs of the citizens of the metropolitan area, the MPO has identified the following objectives:

1. To provide efficient, reliable and safe transportation services to all residents and visitors.
2. To ensure that adequate financial resources are available to provide services and facilities to support mobility needs.
3. To minimize the impact of vehicles on the metropolitan area's environment so that minimum acceptable air quality levels established by the National Ambient Quality Standards are maintained.
4. To coordinate with other agencies in providing accessibility to all jobs especially to economically disadvantaged residents in the MPO area.
5. To encourage private nonprofit agencies to meet mobility needs of the elderly and disabled citizens.

Action 1: Make Public Transportation Accessible.

The MPO, the RTA, rural providers, and human service agencies, are strongly committed to safe, reliable, economic and accessible service to the citizens in the area with a coordinated service delivery system.

Action 2: Maintain, develop, and expand existing service.

The MPO and the transit providers will encourage ridership increases by providing coordinated, low cost, safe, accessible, and reliable service.

Action 3: Maximize financial resources by securing federal, state, and local funding.

The providers will continue to efficiently utilize funds from federal, state and local governments for capital improvements and operation of the transit system. The providers seek to leverage discretionary funds for transfer stations, buildings and improvements.

Action 4: Maintain, develop and expand the Authority's ridesharing services.

The providers will continue to promote transportation alternatives through their ridership programs. The RTA and the MPO will encourage employees and employers to participate in the ridesharing and vanpooling programs.

Action 5: Recognize the impact of transit bus stop facilities on land use.

The MPO will seek to have providers consider the impacts of bus stop shelters and transfer stations on land use when making decisions on their locations and designs. The increased ridership and additional vehicle traffic resulting from these facilities will influence land development and will impact its neighbors. These facilities must also be accessible to residents and visitors to these areas.

Action 6: Provide a safe and comfortable environment for transit users and public in general.

The providers are committed to providing a safer and more comfortable environment for its passengers, through effective design, location and programs. The providers will cooperate with the local communities to ensure that these facilities and amenities are provided. All residents will have access to these facilities.

Action 7: When reasonable, continue to purchase certified low-emission vehicles.

The providers will continue to purchase certified low-emission vehicles, as they deem appropriate.

Public Transportation Providers:

Rural and urban providers collaborate to provide public transportation services to the broader region. The three current rural providers offering public transportation into and out of the Corpus Christi urbanized area include:

Bee Transit: Administered by Bee Community Action Agency in Beeville, offers service to Aransas, Bee, Live Oak, McMullen and Refugio Counties.

Paisano Express: Administered by Kleberg County Human Services in Kingsville, offers service to Kenedy, Kleberg, and Nueces Counties.

REAL Transit: Administered by Rural Economic Assistance League, Inc. in Alice, offers service to Brooks, Duval, Jim Wells, and San Patricio Counties.

The primary public transportation provider in the urbanized area is the Corpus Christi Regional Transportation Authority (RTA) – The B.

The B: The RTA provides a variety of public transportation services throughout most of the Corpus Christi Urbanized area including the communities of Agua Dulce, Bishop, Driscoll, Port Aransas and Robstown. Within San Patricio County, the RTA service area includes the City of Gregory and Old San Patricio.

Historical Information: The RTA was established in an election held on August 10, 1985, by voters in Nueces and San Patricio Counties. Operations began on January 1, 1986. The RTA's transit operation, called "The B", is supported by a 1/2 cent sales tax collected by member communities.

Current Service Characteristics: Based on the RTA's Comprehensive Operational Analysis of 2008 (COA), there are 29 weekday fixed routes, 25 Saturday fixed routes, and 10 Sunday fixed routes in operation. Hours of service for weekdays and Saturdays range from approximately 5:00 am to 11 pm. Sunday service hours span from about 10:15 am to 7:30 pm.

Passengers also have the opportunity to utilize the RTA's designated Park 'N Ride lots in the service area by parking their privately owned vehicles and riding the Authority's buses. Park 'N Ride lots available include:

- Annaville/Tuloso Midway – located at Leopard Street and McKenzie Road
- Calallen – located off IH-37 at Leopard Street and Rehfield Road
- Gregory – located under the US Hwy 35 overpass, just north of Hwy 181
- Robstown – located at Avenue A and 4th Street
- Greenwood Wal-Mart – located near the intersection of South Padre Island Drive and Greenwood Drive

In the outlying communities, RTA operates a "route deviation" service to the residents of Bishop/Driscoll/Gregory where they request curbside pickups at their locations, or they can catch the bus at designated stops. In the City of Port Aransas, two contracts exist to provide residents with a local trolley service and an intercity B-Line link. In the Port Aransas scenario, RTA owns the vehicles and they reimburse the city for the cost of providing the service.

Other RTA service options that exist include B-Line, a supplemental curb-to-curb service that is offered on a demand response basis for riders who are prevented from accessing the RTA's fixed route service.

Passengers interested in this service must apply for eligibility in advance of using the service. Once eligibility is granted, riders may call and schedule trips at least twenty-four hours in advance.

Vanpool programs are also offered for residents of the service area. The RTA will provide a vehicle to a group of individuals who share the ride. The members of the group designate one person to be the regular driver and they pay a monthly fee. The RTA pays for all fuel, insurance and maintenance.

In response to seasonal demands, summer months give riders the opportunity for service from the Southside Station to Padre Island and Port Aransas; trolley circulator service in Port Aransas; and the Harbor Ferry – a pedestrian only ferry typically operating in Corpus Christi Bay between the People's Street T-Head, Texas State Aquarium, and Solomon Ortiz Dock from Memorial Day to Labor Day.

The Authority provides consumers of the fixed route network with transit centers and transit stops to facilitate transfers to and from routes and needed bus layover and schedule recovery time. Ridership activity (boardings and alightings) was counted at a total of 1,530 unique stops across the RTA system. As expected, the four transit stations generated the most activity of any stops, accounting for about 33% of all activity on weekdays, Saturdays, or Sundays. These transfer stations include:

- Staples Street Station – opened in January 1994 and located at Staples and Mestina Streets, immediately east of the Corpus Christi City Hall, generates the most activity serving approximately 19 routes.
- Port Ayers Station – opened in 1995 and located at the intersection of Port Avenue and Ayers Street generates the second highest level of activity serving 19 routes.
- Southside Station – opened in 2003 and located on McArdle Road, immediately north of La Palmera Mall, generates the third highest level of activity serving 14 routes.
- Six Points Station – a long standing transfer station, reopened after renovations in 1991, located at the Staples/Alameda/Ayers Street intersection, generates the fourth highest level of activity serving 7 routes.

The RTA's COA indicates ridership in 2007 was recorded at 4.6 million annual riders on fixed route. This total does not include ridership on RTA school routes, the Flexi-B (Port Aransas service), or B-Line service. Average daily ridership on RTA's fixed route system (not including school-related routes) in 2007 was:

- Weekday – 16,352
- Saturday – 10,666
- Sunday – 2426

In 2007, the RTA may still have been experiencing the residual effects from a 2006 fare increase and service cuts however, ridership numbers in the first quarter of 2008 indicate that fixed route ridership has grown steadily. The following ridership growth occurred between the first quarter of 2008 and the first quarter of 2007:

- Weekday ridership – 10.3% growth rate
- Saturday ridership – 17.3% growth rate
- Sunday ridership – 21.8% growth rate

In its effort to serve 42 routes, the RTA operates a fleet of 71 fixed route buses which includes 7 trolleys that are all ADA compliant. Recent new vehicle purchases (26 buses) meet the stringent 2007 EPA emission requirements. The Authority also provides B-Line service by operating 38 paratransit vehicles.

The cost on fixed routes for Regular weekday is 75 cents. Discounted fares of 25 cents during peak hours and 10 cents during off-peak hours are available for patrons with disabilities, Medicare, and/or over 60 years of age. Students – age 6 through college – with a valid ID, ride for 35 cents. Children age 5 and under ride free when accompanied by a responsible adult or older individual.

Fares are $1.25 on Park and Ride routes and Transfers for cash paying passengers are 10 cents and free Transfers are available for patrons with disabilities, Medicare, and/or over 60 years of age.

Saturday and Sunday fares are 75 cents for adults, 35 cents for students, 25 cents for patrons with disabilities, Medicare, and/or over 60 years of age.

Tourist services typically cost 75 cents per trip but the Harbor Ferry is $3.00 for an all day pass. Special shuttle fares are available for 25 cents.

Rural services available Monday through Saturday to Padre Island and Bishop/Driscoll is $1.25.

Fares on Ozone Action Days are 25 cents for regular routes, 10 cents for students, patrons with disabilities, Medicare, and/or over 60 years of age; Park ‘N Ride commuters pay 50 cents.

A variety of bus passes (daily, weekly, monthly, commuter, B-Line) are available for daily use passengers interested in deeper discounts.

The RTA enjoys special partnerships with local colleges and universities. In an annual contract agreement, RTA offers free rides on all regular fixed routes and B-Line service for students (and in some cases faculty and employees) presenting a valid Del Mar College or Texas A&M University-Corpus Christi (TAMU-CC) ID. Students with a valid student identification card (and in some instances a current semester sticker affixed to the card) ride no charge.

Other RTA Transportation Projects:

In addition to providing service, The B provides financial assistance to local communities for transportation projects through its *Street Improvement Program*. The RTA returns a portion of their dedicated annual sales tax receipts to the member cities for use in general transportation projects identified by each city and by the RTA. Eligible expenditures would include projects that are tied in with public transportation services, such as streets traveled by the RTA buses. The amount, based on sales tax funding and the allocations between participating governmental entities, is determined annually by the Authority.

Access to Jobs and Reverse Commute (JARC) and New Freedoms:

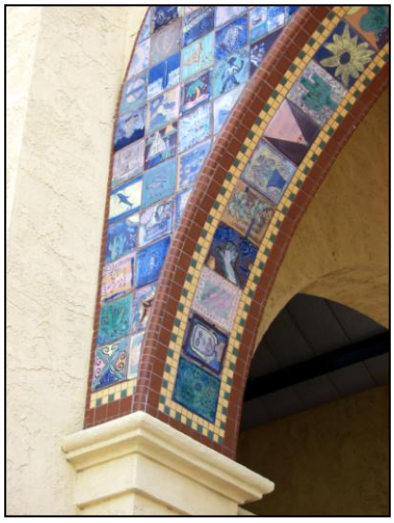
In December 2004, the Transportation Policy Committee of the Corpus Christi MPO adopted a Resolution of Endorsement naming the RTA as the Designated Recipient for JARC and New Freedom (Federal Transit Administration Section 5316 & 5317) funding. The Corpus Christi MPO developed the JARC Transportation Plan in cooperation with area health and human service agencies, transportation providers, and other interested agencies.

The JARC Transportation plan discusses the JARC program and needs. Further through the process the plan identifies the following:

a. Identify the geographic distribution of welfare recipients and low-income people in the region.
b. Identify the geographic distribution of employment centers and employment-related activities in the region.
c. Identify existing public, private, non-profit and human services transportation providers in the region.
d. Identify the transportation gaps between the geographic distributions of people, as specified in section "a," and employment, as specified in section "b," which are not currently served by the transportation services, as specified in section "c."
e. Identify, in order of funding priority, projects to address the gaps identified in section "d."

Livable Communities Initiatives:

The Federal Transit Administration (FTA) encourages recipients of federal transit funds to improve pedestrian access to and from transit facilities and routes by recognizing certain types of capital improvements as eligible for grant funding through the FTA Livable Communities Initiative (LCI). FTA supports favorable access conditions that provide a positive atmosphere for the bus rider, which in turn, help build ridership and confidence in transit.



Staples Street Station Tile art.

Historically, transfer stations in our area have consistently been renovated and updated for more efficient, accessible, safe and pleasant use of the service. The RTA actively pursues partnerships with local agencies and citizens for creative input on unique designs and art work to provide the façade of these special projects. Evidence of these successful partnerships is the awarding of the Presidential Award from the National Endowment of the Arts for the Staples Street Station project.

A current project undergoing a feasibility study is the Coastal Bend Regional Intermodal Facility to be located in Robstown, Texas near the intersection of US 77 and State Highway 44. The expectation is that

an intermodal terminal will create a unique and affordable transportation connection between the urban provider, RTA, the rural providers, Bee Transit, Paisano Express, and REAL, and the intercity carrier, Valley Transit Company (VTC). The facility would provide a location and amenities to facilitate current and future needs for transit coordination in the 12-county Coastal Bend Region.

Future Operational and Service Delivery Plans:

The RTA's recent completion of their COA consists of an evaluation of work tasks ranging from performing field work (riding buses/talking with drivers and passengers); collecting information and data from staff/board of directors/community stakeholders/non-riders; evaluating existing services; examining latent demand; conducting peer reviews; to establishing recommendations for the Near-Term (1 - 2 years) and Short-Range (3 - 5 years). Although many important items were identified with regard to current services, key issues learned from these outreach activities for possible consideration in future service planning efforts include:

- Expanding regular and Park 'N Ride service to the south side of Corpus Christi including TAMU-CC
- Serving senior apartment communities
- Exploring service in Kingsville (at the university), Mathis, Robstown, un-served areas in San Patricio County, and coordinating with large employers for subsidized employee programs.

The study projects ridership will continue to grow at a moderate but consistent rate. In response, the Authority is evaluating the information identified in this study as well as preparing strategies for long term service options.

The RTA Board conducted a Strategic Planning workshop to project what the transit system would look like by 2029. The following was identified: 1) there would be an increase in transit oriented development; 2) the population would increase and the demographics would change; 3) air quality would remain in attainment; 4) the population would increase in density; 5) there would be a need for greater convenience and speed; 6) there would be consideration of light rail; 7) there would be an increased need for park 'n rides associated with express routes; 8) there would be job growth; 9) feasibility would be explored of Kingsville/Ingleside corridors and the need for a multimodal station in Robstown; and 10) there would be increased service to meet the needs of an aging population.

Community based efforts to encourage "Smart Growth" and the "Community Sustainability Visioning Workshop" have included discussion of expanded and improved access to public transit. The possible development of new services including "bus rapid transit" or preservation of "light rail" corridors and is at the early stages of consideration. With a current population density of 1,976 persons/ square mile in the City of Corpus Christi and a limited daytime population in the central city the development of high occupancy corridors must be viewed in the long-term planning horizon.

Regional Transportation Coordination Plan:

The coordination of public transportation services, as required in SAFETEA-LU and in Chapter 461 of

House Bill 3588, imposed a requirement for the development of localized transit coordination plan by December 2006. The MPO provided technical assistance to the Coastal Bend Council of Governments (COG), lead agency on this study, and to a broad group of regional stakeholders. The stakeholders have met and been actively engaged in the decision making process associated with the study.

A collaboration of efforts supported the Regional Public Transportation Coordination Study (RPTCS).

- TAMU-CC Social Science Research Center: engaged to research and summarize the demographic characteristics of the 12 counties in the COG region for the year 2000 and develop projections for 2010 and 2030. The survey, developed and conducted by university students in rural and urban areas, provided a profile of current user characteristics and opinions. A profile was then developed on the latent demand for public transportation services in the Coastal Bend Region.
- The stakeholders collaborated to identify and analyze the existing barriers and constraints which serve as obstacles to coordination of transit services. The review of barriers involved evaluation of institutional objectives, agency conflicts, and existing gaps in service. This task also included determining what transportation needs may be addressed through further coordination which are currently inhibited by the existing barriers.

The RPTCS recommended the selection of a transportation coordinator to implement the recommendations of the study in the 12-county area. A Coordinator, currently under the supervision and oversight of the RTA serves as the focal point in the coordination of services. The goal is to coordinate all transportation providers, public service agencies, health care facilities, training centers, and daycare centers to make them accessible to those who depend on public transit service. The service is growing, and different private nonprofit organizations are providing services to these clients as well as to the public in general.

TCN of the Coastal Bend logo.

One of the major obstacles to public transportation improvements is urban sprawl and neighborhood design. Urban development is expanding and densities are not high enough to generate the necessary demand to add new routes to the system. Neighborhood design and low density residential areas neither allow nor have the infrastructure to support a transit service to go through the neighborhood.

An important element of the process is education. The riders or potential riders and transit providers need to understand the new needs and the variety of ways that a service can be provided and coordinated according to these needs. A new more cooperative and coordinated system that meets the needs of the new demands will have to be established and implemented.

Transportation providers need to understand scheduling processes and new methods to provide a better, reliable, cost efficient transportation service. Providers will have to coordinate with other agencies, public and private, to maximize capital use, reduce expenses, and provide a dependable

service. The Coordinator is working to set up a system that provides a ride to public assistance recipients, and implementing innovative ideas to facilitate the service provision. Private nonprofit services and existing service providers are being contacted to determine the existing service, existing needs, and the different ways to improve or provide the service needed. A bus fare system will be explored to alleviate transfer issues for passengers crossing the region while utilizing different service providers.

Introduced in May 2008 , RTA's highly efficient Red Trolleys replaced aging blue trolleys. Designed to last 15 years the new trolleys feature the latest technologies and accommodates more people with disabilities.

Our community, like any other community, is in constant transformation, attracting new businesses, and embracing new technology. The RTA is actively engaged in the planning process to make necessary improvements to the existing service and modifications to the service according to the level of demand or ridership. Transit needs will emerge, as existing businesses expand and new ones come to the area. Changes in the demand, aging of the community, and the cost of fuel will significantly affect the needs and use of transit. Changes in legislation, technology and community needs are a continuous challenge to transportation providers and policy makers. It is a challenge and an obligation for transportation providers and public officials to coordinate the development of the community to make it a more "livable community" especially for those who have to rely on public transportation. A reliable transportation system will improve the quality of life and have an impact on the economic health of the area in general.

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Chapter 6

Bicycle and Pedestrian Plan

Introduction:

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) has continued the efforts started through the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) that require metropolitan areas to identify pedestrian and bicycle transportation facilities in the Metropolitan Transportation Plan. The Act provides a source of funding for bicycle and pedestrian facilities. The intent is clear: alternate modes of transportation and travel are to be considered, analyzed, planned for, and implemented.

Actions to Date:

While a majority of streets in Corpus Christi and Portland have sidewalks, and the climate and topography of the area are conducive to accommodate both bicycling and walking, these modes of transportation remain underutilized. Both cities have actively been retrofitting street corners with compliant accessibility ramps. The City of Corpus Christi, MPO, RTA, TxDOT, and other community entities have partnered to pool resources and cooperatively prioritize projects identified to improve pedestrian access over a multi-year period.

Bicycle facilities, such as bicycle lanes, and off-street hike and bike trails are limited in the metropolitan area. The Bay Trail, a hike and bike trail that extends approximately 8 miles from the Barge Dock near the American Bank Center out to Texas A&M University – Corpus Christi, has been funded under the Transportation Enhancement Program. The 1st and 2nd Phases of the project have been completed. Phase 3 is the planned future extension of this trail along Ennis Joslin to South Padre Island Drive and eventually through the City's south side.

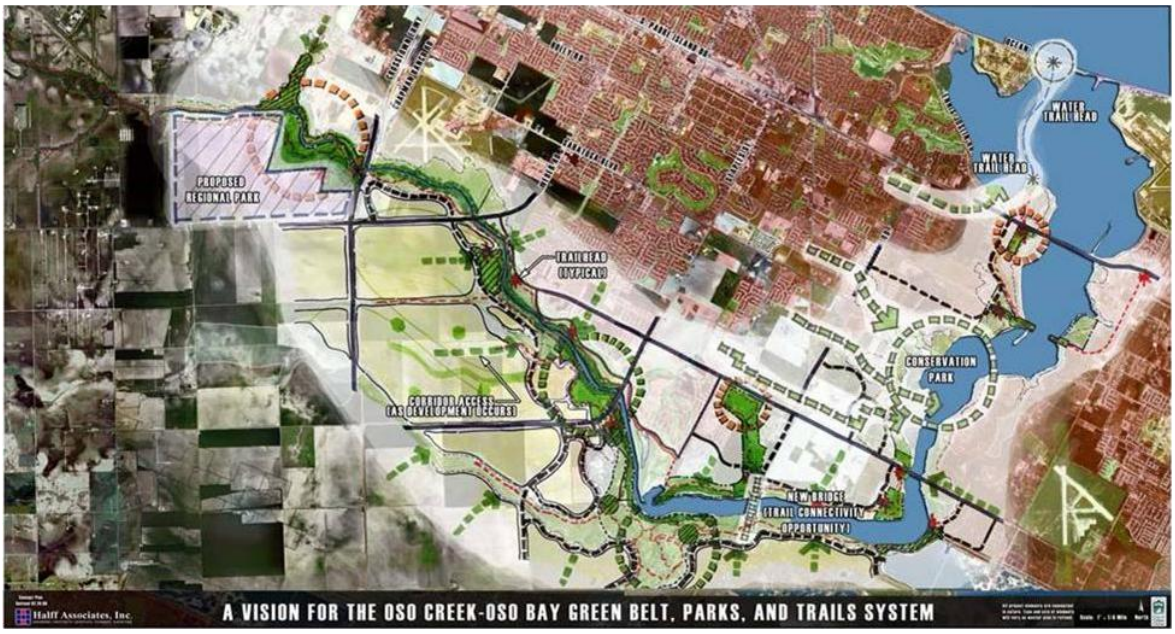
Map 1 - Corpus Christi Bay Trail

The Corpus Christi MPO's collaboration with area bicyclists, surrounding entities, and citizens brought to fruition the Regional Pedestrian and Bicycle Plan in 2005. The Plan, adopted by the Corpus Christi

Planning Commission and subsequently the City Council, has resulted in the planning and implementation of a "Share the Road" educational effort, identification of on-street bicycle lanes and a commitment to include dedicated lanes as part of the planning process for future city street and drainage channel improvement projects. The City has submitted a project proposal for Transportation Enhancement Funds to establish the first dedicated hike and bike trail along the Schanen Drainage Ditch from the Flynn Parkway area to the Oso Creek Park. The development of an Oso Creek Parkway Plan with the assistance of the U.S. Fish and Wildlife Service envisions over 13.5 miles of pedestrian and bikeway trails.

Across the bay, Sunset Lake Park is a new 333 acre park that showcases an ecologically rich wetland and saltwater lake habitat with a unique two (2) mile hike and bike trail constructed on an old roadway. This project fulfills a City of Portland vision where habitat protection and public use are cooperatively planned to improve the outdoor experience.

A vision for the Oso Creek - Oso Bay Greenbelt, Parks and Trails System (www.baysfoundation.org).



Other project considerations by the City of Portland have been the inclusion of provisions for innovative bicycle and pedestrian facilities in the new draft of the Subdivision Ordinance and proposed conversion of the abandoned Southern Pacific Rail corridor as a hike and bike trail. However, determining title to this corridor will require considerable legal and plat research.

Pedestrian and Bicycle Rider Goals:

In general every trip includes a walking element. The needs of the pedestrian and bicycle rider, like the needs of vehicles, should be considered in the design of the urban environment and transportation facilities. Efforts should be directed toward the following:

1. Ensuring safe, accessible, and convenient mobility for pedestrians and bike riders.
2. Encouraging residents and visitors to walk or bicycle for trips of reasonable length.
3. Providing adequate financial resources for the expansion and maintenance of pedestrian and bicycle facilities.

The above goals lead to actions that guide both short and long-term urban development conducive to walking.

Action 1:

Create an urban environment that encourages walking as a form of transportation.

Create an urban environment that provides employment, goods, services, and recreational opportunities within comfortable walking distance. Specific improvements may be the following:

1. Add or improve sidewalks, create safe crossings, add ADA-compliant ramps, and modify signalization and intersections where needed.
2. Provide a network of low-volume interconnected streets and public parks for through pedestrian travel.
3. Provide safe pedestrian crossings to existing major barriers to walking, such as drainage ditches and grade-separated roadways, where no pedestrian amenities presently exist.
4. Require major developments (e.g., malls, large shops, and office complexes) to include safe pedestrian access and circulation in terms of internal circulation and external access, including access to transit connections.
5. Encourage the planning of commercial and institutional developments adjacent to the street/sidewalk rather than centered in (or at the rear of) a large parking lot.
6. Encourage neighborhood-oriented commercial uses, parks, and schools in or within safe and easy walking distance from residential areas.
7. Encourage compact and mixed land uses.

Action 2:

Optimize the use of financial resources available for pedestrian facilities.

Prioritizing pedestrian projects according to their potential impacts has been incorporated into the TIP selection process. Financing options may be expanded through non-traditional or cooperative (i.e., a proportionate share impact fee) funding sources.

Action 3:

Implement an interconnected system of safe and user friendly on-street and off-street bicycle lanes, paths, and routes.

To improve cycling opportunities and increase mobility by developing a comprehensive, area-wide bikeway system with direct, convenient, safe, and easy-to-use bicycle routes. Specific actions may be the following:

1. Utilize streets, parkways, parks, drainage, and other types of right-of-way.
2. Coordinate local and statewide bicycle routes.
3. Make the major road network compatible with bicycle travel needs.
4. Ensure connectivity through addition and construction of missing links of structures, paths, lanes, and routes.
5. Modify street maintenance practices to utilize bicycle friendly surface treatments along curb lanes.

Action 4:

Establish safe bicycle transportation on some functionally classified roadways, all residential streets, and bicycle paths.

Providing for users' safety will encourage bicycling and decrease accidents. It may be necessary to amend, as required, the Cities' zoning and traffic ordinances regulating parking facilities and bicycle activities in public rights-of-way. Specific actions may be the following:

1. Improve and install appropriate and correct signage and markings on all bike routes to minimize potential conflicts.
2. Establish safety standards and guidelines for bicycle facilities, programs, and projects to protect the bicyclist and the motorist sharing the road.
3. Coordinate repair and maintenance activities of facilities to encourage a safe bicycle environment.
4. Replace dangerous elements, such as unsafe grates and unresponsive signals.
5. Distribute the Texas Guide for Retrofit and Planned Bicycle Facilities to local agencies as a pattern for policy development.

Action 5:

Encourage development patterns to be more compatible with non-motorized travel.

Create an urban environment that provides employment, goods, services, and recreational opportunities within comfortable bicycling distance. Specific actions may be the following:

1. Encourage compact and mixed land uses.
2. Coordinate with major developments like malls, large shops, and office complexes to include safe non-motorized access and circulation.

3. Establish strategic and secure bicycle parking in business districts and other public sites.
4. Encourage neighborhood-oriented commercial uses, parks, and schools in or within safe and easy bicycling distance from residential areas.
5. Amend current driveway design standards to minimize to the greatest extent possible frequent driveway spacing as impediments to safe bicycle travel along "business districts."

Action 6:

Provide for intermodal transfer between bicycles and transit.

Providing for the interface between bicycles and transit will support and strengthen both modes. Specific actions may be the following:

1. Encourage each transit site project to include provisions for bicycle parking and improved bicycle access.
2. Encourage transit system improvements to include bicycle elements such as bike racks on buses.

Action 7:

Optimize the use of financial resources available for bicycle facilities.

Prioritizing bicycling projects according to their potential impacts has been incorporated into the TIP selection process. Financing options may be expanded through nontraditional or cooperative funding sources or the allocation of a percentage of annual appropriations.

Action 8:

Promote and encourage bicycling as a mode of transportation.

Explore innovative ways to encourage bicycling as a cost-effective and efficient transportation alternative by providing coordinated and interconnecting bicycle routes, support facilities, particularly in areas of employment or schools, enforcement of traffic laws, and promotional campaigns for bicycling. Promotional campaigns may include informing the community about bicycles as an alternative mode of transportation and developing informational brochures and maps of the Bikeway Master Plan and current routes. Improve bicycle safety and recreational activities and reduce the potential of bicycle accidents.

Several actions items have already been initiated:

- The Pollution Prevention Partnership at Texas A&M – Corpus Christi has partnered with the Texas Commission on Environmental Quality (TCEQ), City of Corpus Christi, Corpus Christi Downtown Management District, RTA, and the MPO to raise awareness of bike racks in the downtown and bay front area.

- RTA buses are currently retrofitted with bicycle racks to assist passengers who combine multiple modes of travel.
- A subcommittee of the City's Transportation Advisory Committee, the Bicycle and Pedestrian Subcommittee has been re-established to raise awareness and provide input on bicycle and pedestrian issues in our area and the MPO is a member of both that Committee and subcommittee.

Map 2 - Corpus Christi Area - Biking & Walking Routes

CHAPTER 7

RAILROADS AND TRUCKING

Introduction:

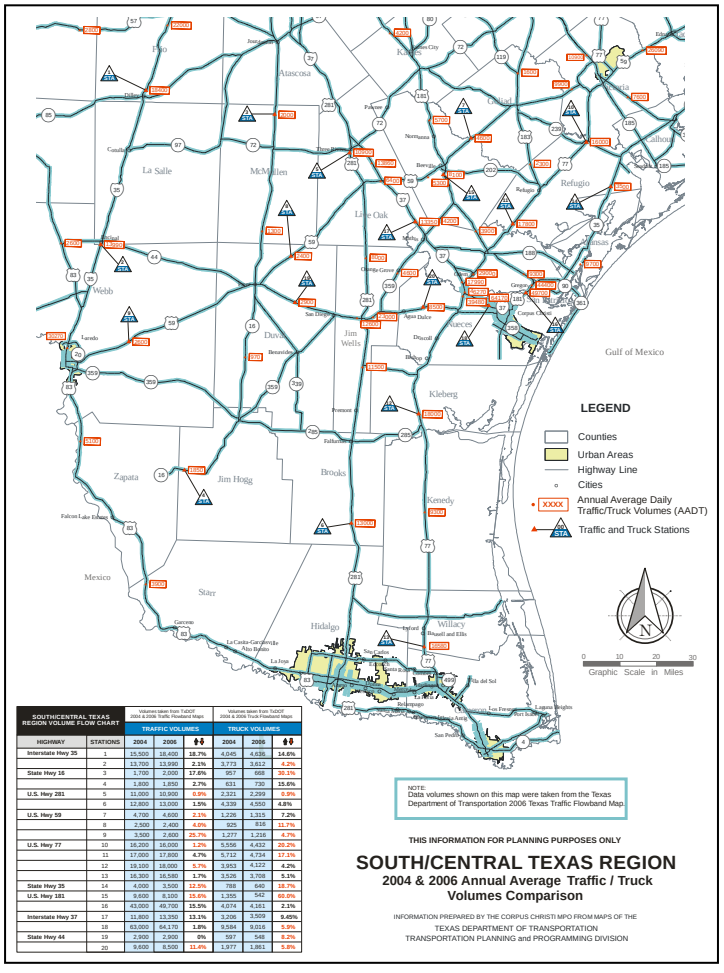
Railroads and trucking are efficient modes of transportation for freight and bulk cargo and are an integral part of developing economic opportunities. Because of their size and scale, rail, truck and multimodal facilities need planning to minimize conflict with other modes of transportation and to foster safety and efficiency. Corpus Christi MPO previously conducted a Freight and Hazardous Movement Study in 2004 to identify and explore issues related to freight movement in the MPO planning area.

The study identified key issues affecting freight movements in South Texas with particular emphasis on the two-county area and discussed major area bottlenecks and potential projects that could produce major changes in the local conditions. While the focus of the study report was primarily truck-related movements, information on freight transportation by rail, barge, and pipeline were also discussed.

The identified issues include continued upgrade of US 77 (a segment recently completed provides Interstate Highway standards from IH-37 through the urbanized area south), monitoring the progress of the La Quinta Intermodal Facility, continuing efforts toward the replacement of the Harbor Bridge, identifying improvements to SH 358 SPID (Phase 1 of the ramp reversal project has recently gone to contract) and reviewing access management policies in terms of truck needs (a consulting project is underway).

The MPO reached out to private freight operators though their local association, surveys and individual contact to make sure they were included as part of the interagency consultation process, and projects specific to the needs of the

Map 1 - South/Central Texas Region Traffic/Truck Volumes



SOUTH/CENTRAL TEXAS REGION VOLUME FLOW CHART		TRAFFIC VOLUMES			TRUCK VOLUMES		
HIGHWAY	STATIONS	2004	2006		2004	2006	
Interstate Hwy 35	1	15,500	18,400	18.7%	4,045	4,636	14.6%
	2	13,700	13,990	2.1%	3,773	3,612	4.2%
State Hwy 16	3	1,700	2,000	17.6%	957	669	30.1%
	4	1,800	1,850	2.7%	631	730	15.6%
U.S. Hwy 281	5	11,000	10,900	0.9%	2,321	2,299	0.9%
	6	12,800	13,000	1.5%	4,339	4,550	4.8%
U.S. Hwy 59	7	4,700	4,600	2.1%	1,226	1,315	7.2%
	8	2,500	2,400	4.0%	925	816	11.7%
	9	3,500	2,600	25.7%	1,277	1,216	4.7%
U.S. Hwy 77	10	16,200	16,000	1.2%	5,556	4,432	20.2%
	11	17,000	17,800	4.7%	5,712	4,734	17.1%
	12	19,100	18,000	5.7%	3,953	4,122	4.2%
	13	16,300	16,580	1.7%	3,526	3,709	5.1%
State Hwy 35	14	4,000	3,500	12.5%	788	640	18.7%
U.S. Hwy 181	15	9,600	8,100	15.6%	1,355	542	60.0%
	16	43,000	49,700	15.5%	4,074	4,161	2.1%
Interstate Hwy 37	17	11,800	13,350	13.1%	3,206	3,569	9.45%
	18	63,000	64,170	1.8%	9,584	9,016	5.9%
State Hwy 44	19	2,900	2,900	0%	597	548	8.2%
	20	9,600	8,500	11.4%	1,977	1,861	5.8%

freight community and related to intermodal freight programs and projects are a part of the long-range transportation plan and TIP. These include the development of the Joe Fulton International Trade Corridor, the improvements to Port Avenue, the Military Deployment and Joe Fulton rail improvements.

Railroad Goals and Objectives:

Current goals and objectives include.

1. Coordinate railway facilities with other transportation modes and adjoining land uses to encourage desirable development patterns.
2. Promote safe and efficient movement of hazardous cargo and general freight within the study area.
3. Coordinate the freight planning process with the Port of Corpus Christi Authority particularly as it relates to the strategic deployment of military cargo and the La Quinta intermodal facility.

The goals lead to specific action items.

1. Identify issues with current rail alignments and identify opportunities to provide grade-separated crossings between heavily used rail lines and high-volume streets.

   The grade-separated crossings are essential to avoid interference of rail activity with the flow of vehicular traffic. An evaluation of current rail services and the identification of locations for grade-separated crossings are under consideration as a subtask in the 2008-2009 UPWP.

2. Provide adequate safety protection at crossing of streets and rail lines where grade separation is not feasible.

   Where grade separation is not feasible, special efforts should be made to alert motorists of approaching trains. Depending upon rail and motor traffic, the crossing should be protected by crossing gates, flashing lights, or internationally recognized signs.

3. Encourage the development of compatible land uses in areas adjoining rail lines.

   Industries and heavy commercial activities are generally the land uses which are most compatible with railroad facilities. The Joe Fulton International Trade Corridor is an example of compatible industrial land use being developed to be served by road, rail and ship.

4. Facilitate joint development between rail districts.

   Facilitate the development of a regional rail plan with the Nueces and San Patricio County Rail Districts and the Port of Corpus Christi Authority - particularly as it relates to the strategic deployment of military cargo, the Robstown Inland Port of the Americas and the La Quinta Intermodal Facility.

Trucking Goals:

1. Provide for the safe and efficient movements of trucks in the metropolitan area.

2. Engage trucking companies and other stakeholders in regional coordination and planning efforts.
3. Identify and enhance routes and corridors that would provide connectivity for trucks particularly as it relates to the La Quinta Intermodal Facility, the Robstown Inland Port of the Americas and the Joe Fulton International Trade Corridor.

The goals lead to specific policies.

1. Locate compatible land uses along major streets to encourage trucks to confine their travel to arterials, expressways and freeways.

Control of truck traffic can be exercised through zoning and subdivision regulations. Given proper land use and subdivision design, most trucks will tend to use the major arterial system. Bridge clearance and roadways that are not designed for trucks contribute to congestion and safety concerns. Designation of a corridor as a "freight route" or "important for freight" can help focus the identification of mobility projects that would eliminate the barriers to safe, reliable and efficient movement of goods such as wider lanes, lane widths needed for increased turning radius and design standards that would accommodate heavy loads.

2. Discourage truck travel through residential neighborhoods.

Prohibit truck through traffic on all local and collector streets with residential zoning to eliminate noise, danger, and street maintenance costs. Provide signage that alerts trucks to low clearances, overhanging trees, children at play to discourage regular use.

3. Provide adequate off-street loading spaces for businesses which receive or distribute goods by truck.

Delivery trucks should be prevented from blocking the flow of vehicular traffic. Businesses should provide off-street loading spaces. Development of local commercial use policies that provide design standards for proper loading zones, adequate off-street parking and easy access for delivery vehicles as well as emergency service vehicles.

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Chapter 8

Port of Corpus Christi Authority

Introduction:

The Port of Corpus Christi Authority (Authority) is located along the southeastern coast of Texas on the Gulf of Mexico approximately 150 miles north of the Mexican border. The Authority maintains one of the deepest ports along the Gulf of Mexico coast with a channel depth of 45 feet. The channel is approximately 30 miles long and links the City of Corpus Christi with the Gulf of Mexico. The Authority's intermodal port facilities are part of the Port of Corpus Christi complex.

The Authority is a navigation district and political subdivision of the State of Texas, having boundaries coterminous with those of Nueces County and San Patricio County, Texas. The Authority being a navigation district and political subdivision of the State of Texas is a separate and distinct entity and operates independently with its own Port Commission as its governing body. A Port Commission composed of seven commissioners who serve without pay governs the Authority. The Corpus Christi City Council appoints three commissioners, the Nueces County Commissioners Court also appoints three commissioners, and one commissioner is appointed by the San Patricio County Commissioners Court. The executive staff, under the leadership of the executive director, manages the operations of the Authority and assists the Commission in planning for the future. Port Commission efforts are directed toward encouraging industrial expansion, attracting new cargo, building and maintaining public terminals, setting operational policy, and cooperating with the Federal Government as a local sponsor in maintaining and further improving vital navigation channels.

The Authority owns and operates public wharves, transit sheds, open storage facilities, freight handling facilities and equipment, warehouses, a bulk material handling terminal, and a multi-purpose cruise terminal/conference center. The Authority also owns a grain elevator that is leased to Archer Daniels Midland (ADM) and a refrigerated warehouse that is leased to Coastal Bend Cold Storage of Corpus Christi, Inc. In addition, the Authority leases land, buildings and improvements, and maintains areas for the placement of dredged materials. All of these facilities are located at the Port of Corpus Christi on the Corpus Christi Ship Channel. The Port of Corpus Christi also includes privately owned docks. The Authority owns eight general cargo docks, eleven liquid bulk cargo docks, two bulk material docks, a container terminal, two bagging facilities, a shipside grain elevator , cotton warehouses, a refrigerated warehouse and a multi-purpose cruise terminal/conference center. All of these facilities are operated for hire on a first-come, first-serve basis, with the exception to the shipside grain elevator and refrigerated warehouse facility. Most of the privately owned docks at the Port of Corpus Christi are owned by, and operated exclusively for, the various refineries, chemical plants and other industries that line the Channel. Approximately thirty-two privately owned docks are located at the Port of Corpus Christi, and compete directly with the Authority's public docks.

The Authority continues to remain a primary driver of the local economy. The Authority currently ranks as the 7th largest port in the United States and 32nd in the world in terms of tonnage. The Authority has served the local economy for over eighty years, and is continually upgrading and expanding its' facilities to better serve South Texas industry and shippers. Local port industries as well have made investments to upgrade and expand their facilities, to improve air and water quality, and improve process efficiencies, or supply utilities such as electricity and steam. Local refineries have made investments that permit them to provide clean burning gasoline during the ozone alert months, a volunteer program that has contributed to the local area's ability to maintain its "attainment" classification with environmental agencies. The Port of Corpus Christi has developed and implemented an award winning Environmental Management System aimed at enhancing the current environmental practices by the port.

Cargo vessel being guided into the Port

Economic development means attracting industrial and commercial activity, private capital and waterborne cargo shipments that will create employment opportunities, sustaining and upgrading existing jobs, introducing new basic dollars to the area and broadening the tax base that supports all public services. The 2003 Port Economic Impact findings reinforce the Port's mission statement: *to be an economic catalyst for the region*. The last economic impact study for the Authority was in 1994. Nine years later, the 2003 report shows significant increases. In 1994, the Authority created 30,927 jobs, generated $66.4 million in state and local taxes, and provided $1 billion in business revenue. Today, the Authority creates approximately 39,905 jobs with 11,859 direct jobs. The Authority generates 8,930 induced jobs that are the result of purchases by the direct employees. The remainder of total jobs is comprised of 19,116 indirect jobs supported by the local purchases by businesses supplying services or dependent upon the Authority. The 39,905 jobs provide $2.2 billion in income (direct, induced, and indirect wages and salaries) for families throughout the Coastal Bend. Authority operations generate $1.3 billion of revenue for local businesses providing services to the Authority and port industries. More than $195.4 million was paid in state and local taxes due to activity created by the Authority. Over the nine-year period, Authority tonnage grew by 7 million tons. Increasing by 4.7 million tons over the last nine years, petroleum and petrochemicals continue to be the Authority's top commodity; however, the 2003 report indicates the Authority's diversification efforts are working. The Authority remains an economic force via its ability to provide the commercial shippers with first class channels, docks and facilities for handling their cargo, and by providing public facilities designed to attract more tourist dollars to the area while maintaining financial stability. Ultimately, the goal of the Authority is to raise the standard of living and enhance the quality of life in the communities of the Coastal Bend region.

Actions To Date:

To meet the Authority's expanding role of providing increased levels of service to national and international commerce, the Authority, in cooperation with the Metropolitan Planning Organization (MPO), has identified the following goals:

1. Promote and encourage the diversification and further development of infrastructure improvements at the Port of Corpus Christi to include the deepening, widening, and extension of selected reaches of the Corpus Christi Ship Channel and the La Quinta Channel along with the completion of the Joe Fulton International Trade Corridor.
2. Actively pursue the establishment of intermodal terminal facilities at the La Quinta Trade Gateway container terminal project site.
3. Encourage establishment of new water dependent manufacturing industries near the harbor. These goals lead to action items for both short and long term improvements that will increase and enhance cargo handling capabilities and transfer operations at the port.

Action 1:

Provide better access to trucks and trains for expeditious handling of cargo.

The Joe Fulton International Trade Corridor, provides an alternative route to the north side of the Port of Corpus Christi. This corridor will connect US-181 north of the Harbor Bridge to IH-37 at Carbon Plant Road. The route opens up over 1,000 acres of land for future industrial development.

Action 2:

Improve intermodal cargo storage facilities at the port.

The Authority has completed several initial expansion, renovation and modernization projects at both the existing Southside and the Northside Intermodal Terminals. These projects have increased the available storage area by another 21 acres. In addition, the Authority has acquired approximately 1,100 acres at the end of the La Quinta Channel and has actively marketed the property to terminal operators for future development as a green field container site.

Action 3:

Improve intermodal cargo handling at the port.

The Port of Corpus Christi Authority expanded its Northside Rail Yard. In 1999, the Authority completed the construction of a loop rail track for loading and unloading of unit trains. This system allows a continuous flow of rail cars past the discharge or loading point without the need to reverse the direction of travel. Improvements are particularly important given the strategic military seaport status of the port. The Authority in partnership with the State of Texas has enhanced the Southside with improved rail infrastructure. The project doubled the Authority's capacity to handle military unit-trains of equipment from Fort Hood, Fort Bliss, and other bases in Texas and the Midwest.

During peacetime, the facility will serve in an equally valuable economic role in supporting the trans-loading of commercial, industrial, or agriculture products moving through South Texas. In 2009, the Authority purchased 36.15 acres of land on the north side of the Corpus Christi Ship Channel for the planning, design and future construction of the Viola Channel Rail Interchange Yard.

Action 4:

Improve ocean liner handling facilities.

The existing Harbor Bridge only provides a 138-foot air draft. Most new generation ships and many existing ships need a minimum clearance of 175 to 185 feet. The Authority has begun to discussions with local, state, and federal agencies to develop a long-term plan to replace the current bridge so that larger ships may enter the Authority's inner harbor. A environmental study to determine if a replacement bridge is possible and any alternative alignment for the new is underway. Extensive public input and numerous community outreach sessions will be conducted by the consultant for the Texas Department of Transportation.

Action 5:

Encourage industries to locate along the north side of the ship channel.

The Joe Fulton International Trade Corridor will create a byproduct of approximately 1,000 acres for industrial development on the northside of the inner harbor. This Improved rail and road access will be an impetus for industries to locate near the harbor and intermodal transfer facilities. The Authority will actively pursue industrial type operations to locate near the port and intermodal transfer facilities.

Action 6:

Seek innovative financial resources to meet expanding needs.

The major sources planned to be used are federal grants, state grants, and revenue generated by the port.

Major Initiatives:

Cargo Diversification/Facility Expansions and Improvements

Over the last decade, the Authority has worked to diversify and enhance the Authority's strong petrochemical foundation. These diversification efforts included the development of the Authority's general cargo terminals to handle break-bulk cargoes such as automobiles, refrigerated and military cargoes, wind turbine equipment, steel products, and other project cargoes.

Whataburger Field and Waterfront Development Plan

The Authority sold approximately 12 acres of land occupied by cotton warehouses to the City of Corpus Christi for use as a site for a 6,000 -seat baseball stadium for major league affiliated baseball. The Corpus Christi Hooks threw the first pitch in Spring 2005 at Whatburger Field; the Hooks are a Double A affiliate

of the Houston Astros. Whataburger Field is the first step for more entertainment, hotel, and retail development in and around the Authority's Ortiz Center. The Authority's waterfront development plan included the development of a parcel of land adjacent to the Ortiz Center for a nationally branded hotel and for approximately 6 acres south of the Ortiz Center for a mixed use of entertainment, retail, hotel, and cultural activities.

Trade with Cuba

In a historic agreement in 2003, the Port of Corpus Christi was the first U.S. port to sign a trade agreement with ALIMPORT, the government-purchasing agency for Cuba. This agreement has opened the doors of commerce to move through the Port of Corpus Christi. In 2006, approximately 100,000 tons of agricultural products have been shipped to Cuba through the Port of Corpus Christi since the inception of the historic trade agreement.

Trade with Mexico

In November of 2009, the Port of Corpus Christi Authority signed a Memorandum of Understanding (MOU) with Meridian 100^{o} FTZ Columbia, Nuevo León, Mexico. This MOU will promote the flow of goods and facilitate the better of use of existing multimodal transportation systems between Mexico and the United States.

Military Cargo and Layberths

The Authority since being designated as a U.S. strategic military seaport has handled several military exercises, as well as, some U.S. military deployment and redeployment projects. Overall, the Authority through a coordinated effort with MARAD, 1192nd and 1395^{th} Transportation Terminal Brigade, and the U.S. Coast Guard, have handled just over 100 ships with an economic impact of approximately $1.2 million per vessel to the local region. The Authority was the top port for military load outs amongst U.S. ports. Also, the Authority was designated as the lay-berth site for the USNS Benavidez and a second layberth facility was completed near the former Tule Lake Lift Bridge. The Authority provides leased facilities to the operational unit of the U.S. Army's Military Surface Deployment and Distribution Command for surface deployment/redeployment and distribution support to the Warfighter in the Gulf Coast Area of Responsibility.

La Quinta Trade Gateway Project

In 1998, the Authority acquired 1,100 acres in San Patricio County, Texas. A master plan indicated the potential for the development of this property into a major container terminal capable of handling 800,000 TEU's by 2010. The Authority has sought participants to join in this venture. A market feasibility study to determine cargo flows and the potential markets that the La Quinta container terminal can serve indicated strong potential for the La Quinta container terminal to handle significant amounts of cargo to/from key market areas including

Northeastern Mexico, Central/Southwest Texas, the Pacific Southwest US, and the Asia-Latin America land bridge. The study illustrated Corpus Christi's competitive advantage to serve the markets of

Northeastern Mexico and Central/Southwest Texas due to Corpus Christi's location and highway access. The La Quinta Trade Gateway features immediate interstate access and has distinct mileage advantages to key markets. Once operational, the La Quinta container terminal could create in excess of 6,000 jobs and generate millions of dollars in revenue and state/local taxes. Presently, Gulf Compress, a cotton-warehousing cooperative, serves as the first tenant at La Quinta. Gulf Compress offers approximately 550,000 square feet (12-13 acres) of new cotton storage space. Cotton exports have increased and more of the South Texas crop is being shipped to world markets including Mexico, China, Pakistan, India, Taiwan, and Korea. Therefore, once La Quinta Trade Gateway container terminal is in place, cotton exporters will have a direct alternative instead of trucking goods to other ports.

The Authority is proceeding with the preliminary engineering and design of a 800 to 1000 foot multi-use dock facility with associated marine improvements. In addition, the Authority is beginning preliminary engineering for development of 180 acres of land side improvements. In 2010, the Authority anticipates completing the final design of the multi-use dock facility along with the land side improvements of 40 acres of development. A feasibility study for Class 1 rail service into the La Quinta terminal will also be conducted.

Wind Power

For the past two years, Texas has been the top wind producer in the United States, with over 3,953 wind-generated megawatts (MW) installed. Texas is also the first state to achieve the milestone of one Gigawatt of wind installations in a single year (2007). The demand for additional wind power has grown so rapidly that the Texas electric transmission grid has a critical need for expansion. In July 2007, the Texas Public Utility Commission announced its approval for additional transmission lines that could deliver as much as 25,000 megawatts of wind energy from remote areas in the state to urban centers by 2012, depending on how many wind farms are built. New transmission infrastructure will allow all Texans to access the state's vast wind resources. In support of this state initiative, the Authority entered into an aggressive permanent open storage area program that developed approximately 50 acres of lay down facilities with an additional 18 acres under planning and design.

Channel Improvement Project

The U.S. Congress authorized the U.S. Army Corps of Engineers (Corps) to begin investigating the possibility of deepening the Corpus Christi Ship Channel (CCSC) from 45 feet to 52 feet in order to accommodate larger vessels, increase shipping efficiency, and enhance navigation safety. The Study examined deepening the CCSC and the La Quinta Ship Channel, widening the CCSC, and extending the La Quinta Ship Channel to the proposed La Quinta Trade Gateway Project.

Channel improvements will cost approximately $200 million. The CCSC improvement project, in addition to creating a safer, more efficient channel for navigation, will produce positive socioeconomic impacts to the region. The project has a high benefit-to-cost ratio with a projected average of about $25 million per year in transportation cost savings over the next 50 years. Benefits may also include increased employment and revenue for the Authority and industry throughout the region. The project received

authorization in the Water Resource Development Act. A pre-construction engineering and design agreement has been negotiated with the Corps and was recently executed in 2009. Execution of this agreement will initiate the design of the first of seven scheduled construction contracts. Construction could be scheduled to begin as early as 2010.

Joe Fulton International Trade Corridor

The Joe Fulton International Trade Corridor, is located on the north side of the ship channel, parallel to the inner harbor. The corridor encompasses an 11.5-mile road and rail project that has significantly improved access to more than 2,000 acres of land along the north side of the channel for existing and future development. The corridor will grant access to approximately 1,000 acres of land (which has no access available) for use as marine terminals or industrial sites. The corridor connects two major highway components- US Highway 181 and Interstate Highway 37; thus, establishing efficient intermodal links between highway, marine, and rail transportation systems. The corridor will address environmental, safety concerns, and facilitate international trade. Most important, the corridor will generate future economic development opportunities for South Texas. Construction of Phase 2, which completes the project, with funding assistance provided by the American Recovery and Reinvestment Act will begin in early 2010 and is expected to be complete in August, 2011.

Joe Fulton International Trade Corridor

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Chapter 9

Corpus Christi International Airport

Introduction:

The Corpus Christi International Airport (CCIA) serves not only the Corpus Christi Metropolitan area, but also the outlying rural areas. American Eagle, Continental Express, and Southwest Airlines provide regularly scheduled service to Houston, Dallas/Ft. Worth, and Atlanta, GA. In 2007, more than 886,000 passengers were served at the airport. In 2002, the new terminal was placed in service and improvements were made to the aircraft parking aprons as well as parking facilities. In 2005, major improvements to the 7,508 foot long 13/31 runway were completed with extensive rehabilitation beginning on the 6,080 foot runway 17/35 in November, 2006. The Airport's master plan has been updated in February 2007 to meet the growing needs of the metropolitan area the Airport serves. Corpus Christi International Airport (CCIA) Public Safety hosts an annual Aircraft Rescue Fire Fighting Academy on Airport property each year. The two week course includes both classroom and hands on training. Firefighters and Public Safety Officers from around the area take part in "live burns" thanks to a Mobile Aircraft Fire Training Unit courtesy of Naval Air Station Corpus Christi.

Corpus Christi International Airport - Terminal and Parking facilities

Projects:

Current improvements include:

Rehabilitate West GA Apron, Phase II (Construction):

Rehabilitate West General Aviation Apron, which includes the design for the removal of approximately 51,000 square yards of damaged asphalt apron and replacing it with reinforced concrete. The $7.4 million construction project began on August 31, 2007.

Improve Airport Drainage, Phase V (Construction):

Airfield Drainage improvements to the mid-field drainage areas began August 2007.

CCIA Airport Entrance and Business Park Signage:

This project includes the removal and replacement of the existing CCIA entrance sign and the installation of a new International Business Centre sign. This project was completed in 2008.

Rehabilitate Taxiway System - Phase I:

This project includes the design for the rehabilitation of the entire CCIA Taxiway system. Work milling and overlaying of approximately 43,000 square yards of damaged asphalt pavement; routing, crack sealing and pavement sealing of approximately 214,000 square yards of asphalt pavement; and striping. The construction of this project will enhance and increase the life of the existing Taxiway System. The design of this project was completed the end of January, 2008. The bidding and construction phase of this project are contingent on FAA direction and funding.

Rehabilitate Taxiway Lighting System – Phase I:

As identified in the 2006 Certification Inspection, by the FAA Certification Inspector, CCIA currently has a majority of its airfield guidance signs that are in need of replacement. This work will include replacing all fixtures, transformers, connector kits, duct bank, cabling, some concrete bases and associated signage. The installation of this new signage will greatly reduce the amount of energy CCIA currently uses to operate these signs and meet current FAA requirements. The design of this project was completed January, 2008.

Improve Airport Drainage Area VI – Phase I:

Airfield Drainage Phase VI will continue improvements to the Airfield drainage areas following the Airport Drainage Study. This work is coordinated with the Phase V Drainage Improvements by increasing storm water runoff capacity on the Airfield.

Most of CCIA's existing drainage system was designed to a 5-year storm event and has met its life expectancy. Additionally, some drainage system infrastructure is showing signs of deterioration. The Airport Drainage Study has identified corrective measures to these areas for improvements. Localized corrective measures have been completed in other phases of airfield drainage improvements. However,

additional work is required to continue to correct existing drainage problems and meet the 25-year storm water event requirement.

Drainage Improvements for this project include constructing an outfall channel from the southwest part of Runway 13-31 to Dunigan Creek. These improvements include: Increasing the storm water storage and culvert capacities to meet a 25-year storm water event; and constructing a culvert structure, complete with headwalls, to cross the Airport Perimeter Road and FM 763. The design of this project is scheduled to be completed by the end of January, 2008.

Airport Commercial Development:

The Corpus Christi Regional Economic Development Corporation works actively to promote available sites at the Corpus Christi International Airport for commercial development. Their efforts include working with Airport Administration to solve specific site location needs and expand the International Airport's cargo activities.

Airport property that is available for development is divided into four zones:

> **DEVELOPMENT ZONE 1 -** Approximately eleven acres with frontage along State Highway 44. Close proximity to utilities. Corner lot at intersection of SH 44 and International Drive suitable for development of hotel or other commercial business. A portion of this property is located close to the runway and taxiway system making it ideal for aeronautical use.
>
> **DEVELOPMENT ZONES 2 & 3 -** Approximately fifty acres with frontage along State Highway 44. Close proximity to utilities and quick access to main entrance road (International Drive) and SH 44. Zone 2 is appropriate for the development of business parks and light industrial manufacturing facilities. The western acreage has rapid access to the taxiway system and Runway 13. Manufacturers of just-in- time deliverables and high value technology products will benefit from close proximity of Zone 2 to the D.H.L. air and roadway terminal.
>
> **DEVELOPMENT ZONE 4 -** Over 125 acres at midfield. A Parallel Runway 13-31 (10,000' x 150') is included in the airport's Master Plan which will accommodate large cargo aircraft. This property is suitable for the development of air and highway intermodal transportation facilities.

Long-Range Master Plan:

The 2007 Airport Master Plan Update proposed a capital improvement project of an estimated $76.9 million over a 20-year period. The principal projects are the extension of the two runways and related airfield development. All the proposed projects are based upon projected long-term continued growth in aviation activity. Most of the projects would be eligible for Federal Aviation Agency funding and assume 95% federal participation. Non-airline revenue, external grants control of operating expenses and increased airline rates and charges would be the source of local funding.

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Chapter 10

Congestion Management Process

Introduction:

Traffic congestion in the Corpus Christi Metropolitan area is not as much a function of population growth as the function of the increase in single occupant trips. Using census data, the population of the urbanized area grew from an estimated 350,988 persons in 1990 to an estimated 380,783 persons in 2000, a growth of less than half a percent each year. During the same time period, the area showed an increase in drive-alone trips. Other changes that factor into our traffic congestion are an increase in the number of vehicles per housing unit, increases in tourism and sprawl development.

Planning:

In 1994, the MPO developed a Congestion Management System Work Program (CMSWP). The network included all limited access roadways, principal arterials, some minor arterials, and a few collectors within the Corpus Christi Metropolitan area. As part of the CMSWP, the MPO identified congested segments in the MPO area. Congested segments were identified based on the criteria developed by TxDOT and the citizens' perception of congestion. The work program included 249 locations for traffic volume counts and 18 locations for the vehicle occupancy counts for the base year to establish a bench mark. The MPO collected the first set of traffic count data in 1996.

Based on the adopted Management and Monitoring System Final Rule, the MPO prepared a Congestion Management System (CMS) Plan that was approved by the Transportation Policy Committee. This plan has evolved, to assure SAFETEA-LU compliance, into the Congestion Management Process (CMP). The intent of this plan is to serve as an organized and transparent way for our planning area to identify and manage congestion, connect performance measures to support funding for projects, and evaluate recommended strategies to ensure we are effectively addressing congestion.

Current Activities:

The MPO has integrated the CMP into the Metropolitan Transportation Plan (MTP) development and project selection as well as supporting the Transportation Improvement Program (TIP) process. An area the CMP addresses is consideration for identifying the impact of SOV capacity expansion projects. All potential projects are discussed and addressed within the long-range transportation plan revision as to alternative ways that mobility might be improved including methods to increase vehicle occupancy prior to adding capacity.

The Corpus Christi MPO has overseen various corridor studies that include Everhart Road, Saratoga Boulevard, Rodd Field Road, Airline Road and Staples Street. The most recent Travel Speed Study collected roadway characteristics and field-measured travel time and speed data for use in calibrating and validating the regional transportation model. The sample of roadways was larger, included major

GIS enhancement, digital video, percent stops at intersections, and congestion index (% of posted speed). These studies will provide a tool for the CMP Subcommittee and the Technical Advisory Committee to make informed decisions in identifying and prioritizing transportation improvement projects.

Efforts and Remedial Actions to Manage Congestion:

The cities, counties, Texas Department of Transportation (TxDOT), and Regional Transportation Authority (RTA) within the MPO area are aware of the importance to adopt the Transportation Demand Management (TDM) and the Transportation System Management (TSM) strategies – used and designed to maximize the people-moving capability of the transportation system – by increasing the number of persons in a vehicle, or by influencing the time of, or need to, travel to relieve congestion and prevent it from developing where it has not yet occurred. To accomplish these types of changes, TDM programs must rely on incentives or disincentives to make these shifts in behavior attractive. The primary purpose of TDM is to reduce the number of vehicles using the road system while providing many mobility options to those who want to travel. The following actions outline our area's efforts to relieve and prevent traffic congestion.

City of Corpus Christi: The City's Engineering, Planning, and Street Services Departments are actively involved in the TSM and TDM activities listed:

Intelligent Transportation System (ITS):

A TSM alternative pursued by the City of Corpus Christi's Street Service Department is Intelligent Transportation Systems (ITS), one of the major management tools adopted to manage congestion. The department has completed their plan to install a state of the art system by using fiber optic communication and video detection devices on all major intersections to monitor and operate traffic. With more than 80 miles of fiber optic cables installed along urban area streets, ITS aids in mitigating congestion.

The City's Street Service Department's responsibility to maintain and operate a signal operation that is interconnected and synchronized was supported by the MPO's efforts to conduct and complete a project to review and update existing traffic signal synchronization.

Access Management:

As related to controlling space and design of driveways, medians and median openings, traffic signals, intersections, and freeway interchanges, suitable access control can decrease the number of accidents, increase capacity and shorten travel times. To have a successful access management plan, land use and transportation planners must work cooperatively.

A project resulting from our Access Management study is an on ramp reversal project on South Padre Island Drive (SPID) that focuses on frontage roads. As part of the ramp-reversal project – intent on eliminating traffic from backing up on the highway - changes to relocation on and off

ramps for the highway have been started. Traffic frequently backs up due to drivers overcrowding into exit lanes at Weber, Everhart, Staples, and Airline.

Raised Medians:

Continuous Left Turn Lanes are not viable options in high traffic commercial areas. The MPO Access Management Study identified other near term projects postured to increase capacity and address growing areas including a median project on Saratoga and a proposal to extend improvements along Staples to Oso Creek.

Right Turn Channelization (RTC):

New roadway projects are designed with RTC such as at the Airline/SPID intersection. Similarly Left Turn Channelization is included in the design of projects where it is felt as a necessary tool to alleviate congestion.

School and Hospital Zones:

The City is involved with the Corpus Christi Independent School District to negotiate the location of new schools away from the major arterial and business districts to avoid traffic delays. The City provides a pedestrian safe crossing and a "hospital zone" speed restriction area on Alameda Street in front of the Driscoll's Children Hospital.

Walkways:

The City's Traffic Engineering Division, in collaboration with the RTA, and the MPO, has identified priority locations to build accessibility ramps and upgrade bus shelters that are in compliance with the Americans with Disabilities Act (ADA).

Bikeways:

The City of Corpus Christi's Planning Commission and subsequently the City Council adopted the Corpus Christi Metropolitan Planning Bicycle and Pedestrian Plan and integrated it into the City Transportation Plan. The Transportation Advisory Committee has also resurrected the Bicycle and Pedestrian Subcommittee to offer input from the public regarding concerns related to bicycle and pedestrian safety, facilities, planning, and education in the community.

Speed Limits:

The City of Corpus Christi reviews and revises as needed speed limits every 2-3 years on arterials to manage congestion.

Traffic Signs:

The City maintains traffic signs and other tourist information signs.

City of Portland:

Highway Expansion:

The City of Portland is an area where congestion is due to the lack of direct access and links between different land uses. To avoid this type of congestion, a TSM approach has been adopted. Metropolitan Mobility Funds have been used to extend and create connections under US181, and manage congestion with facilities widening projects.

Nueces County:

Traffic Signals and Signs:

Nueces County is involved in TSM activities to relieve congestion by collaborating with the City of Corpus Christi in ITS, and improving traffic control devices for the safe and efficient passage of both pedestrians and vehicles. The County also provides speed limit control signs and 911 addresses and emergency system notification signs.

Regional Transportation Authority (RTA): RTA is continuously involved in TDM and TSM activities within the MPO area to alleviate congestion. The following are TDM and TSM activities in which RTA is involved:

Transit Service/Ridesharing:

In 2008, the RTA completed its Comprehensive Operational Analysis (COA) which reviewed existing and newly collected data on transit services. A variety of activities (ride checks of 100% of fixed route, interviews with drivers, passengers, and community stakeholders) were explored. Potential opportunities for service expansions in years 2010 to 2015 were analyzed and recommendations – for Near Term (1 to 2 years) and Short-Range (3 to 5 years) – offered.

Park & Ride/Express Service:

The RTA currently offers weekday Park & Ride service on three routes to the Corpus Christi Army Depot (CCAD). COA recommendations included the addition of a south side park & ride to CCAD; and express service from the Robstown/Calallen area and Staples/Lipes area to downtown to alleviate congestion and parking conflicts.

Transfer Centers:

Transfer centers that offer passengers the opportunity to access multiple routes at one location are available at four locations in the service area. In 2009, the RTA completed the Coastal Bend Regional Intermodal Terminal Feasibility Study which examined facilities and amenities to facilitate current and future needs for transit coordination in the region. The proposed location identified in the study – adjacent to the intersection of two major highways – was established as a logical collection point for the surrounding rural counties and Corpus Christi. The implementation process is pending the availability of capital funding.

Bus Turn-outs:

RTA has a proactive program to identify high ridership bus stops in congested corridors and then build Bus Turn-outs to alleviate congestion. An interagency effort has also been established between the City of Corpus Christi and RTA on accessibility projects that include shelters, curb cuts and bus pads on city streets.

Texas Department of Transportation (TxDOT): TxDOT has in place both TSM and TDM services in the MPO area to reduce congestion.

Intelligent Transportation System (ITS):

With the completion of their Regional ITS Architecture and Deployment Plan, which outlines a vision for ITS deployment in the region, and identifies and prioritizes projects that are needed to implement the ITS architecture on a short, medium, and long-term basis, TxDOT has taken a lead role in the deployment of ITS. Video detection cameras and dynamic messaging signs monitor and provide traffic information to travelers. The monitoring and information available through ITS is increasing the efficiency, security, and safety in the MPO area.

Roadway Widening:

The region's continuous traffic data collection has supported the decision to add turn lanes on frontage roads to mitigate congestion.

Construction Management:

Road construction work is targeted for night and non-peak hours in order to avoid unnecessary traffic delays.

Park and Ride:

TxDOT has been a provider of park and ride facilities within the MPO area. There are some programs offered by TxDOT which subsidize and encourage vanpooling to alleviate congestion.

This summary of various TSM and TDM planned and ongoing activities demonstrate that the MPO and its member agencies cooperatively and actively participate in congestion management. The MPO monitors and maintains ongoing communication with the Technical Advisory Committee, the Transportation Policy Committee and member entities to keep them abreast of federal regulations regarding congestion management. All entities have the opportunity to offer data and information to the MPO in an effort to contribute to the discussion and design of efficient action plans to relieve congestion.

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Chapter 11

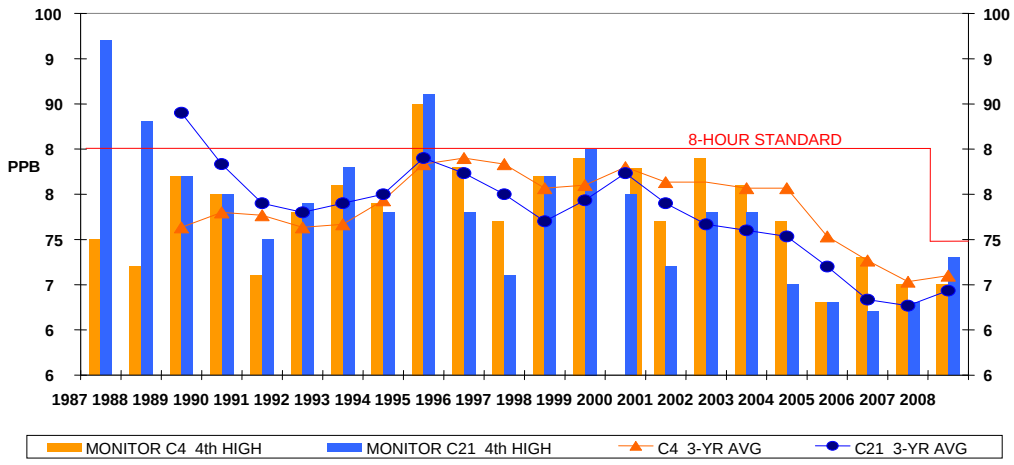
Air Quality and Climate Change

Air Quality Introduction:

At one time, the Corpus Christi area was designated as non-attainment for ozone, from 1978 through 1985. In 1986, the EPA re-designated the area as attainment. However, each of the area's two TCEQ compliance monitoring stations recorded exceedances of the one-hour NAAQS of 0.12 parts per million of ozone (September 1993 at C21, August 1994 at C04, and twice in September 1995 at C21). Four such exceedances recorded at the same monitor within a three-year time period would have resulted in a violation of the NAAQS causing re-designation to non-attainment.

Nueces and San Patricio County continue to remain in attainment of the new, more stringent ozone standard set forth by the US Environmental Protection Agency in 2008, however the two counties are near non-attainment. The area's continued attainment under these stricter standards is due to actual emissions reductions realized from local air quality research and programs cited in the 8 O3 Flex agreement. These activities and programs include researching and implementing voluntary emission reduction measures initiated by business and industry, local government, and the public. The Clean Air Act (CAA), as amended, requires areas to maintain compliance with the National Ambient Air Quality Standards (NAAQS) for listed priority pollutants. The pollutant of primary concern for the Corpus Christi area is ozone. Implications for non-attainment of the ozone NAAQS include mandatory measures to reduce emissions of identified precursors to the formation of ozone through an atmospheric photochemical reaction. Those are oxides of nitrogen (NOx) and volatile organic chemicals (VOCs). Mandatory measures would be contained in a State Implementation Plan or "SIP" for the area promulgated by the Texas Commission on Environmental Quality (TCEQ) and approved by the U.S.

Table 1 - Annual Fourth High Daily Maximum 8-HR Ozone Levels
Corpus Christi Urban Airshed



Urban Airshed:

Two adjoining counties, Nueces County and San Patricio County in Texas, contain a large urbanized area with a number of industrial point sources of air emissions and a concentration of mobile sources. The two counties are home to the nation's sixth busiest deep-water port, a large industrial and petrochemical complex, two major military bases, and a network of highways including the Interstate Highway System that facilitates commerce and a thriving tourism industry. Nueces County and San Patricio County are considered an urban airshed (the Corpus Christi urban airshed) in which air emissions from sources in both counties interact to influence the level of ambient air pollution in the community. Control of ambient air quality requires a strategy that considers sources of air emissions in both counties.

Collaboration with TCEQ and EPA:

Local entities, the Texas Commission on Environmental Quality (TCEQ), and the U.S. Environmental Protection Agency (EPA) are working together to plan and implement voluntary actions appropriate to community needs to improve air quality. This collaboration makes it possible to design common sense strategies that reflect the weather, driving habits, and economy of the region in the creation of a model program. A plan was formalized in 1996 in a Flexible Attainment Region Memorandum of Agreement, and modified and continued in 2002 in an O3FLEX Intergovernmental Agreement.

During 2005 a new 8-hour standard for ozone was implemented, and the 1-hour standard was withdrawn for Nueces County and San Patricio County. Stakeholders in Nueces County and San Patricio County expressed a desire for a program similar to the Flexible Attainment and O3FLEX programs but based on the 8-hour standard. The Corpus Christi Air Quality Committee proposed establishment of federal policy authorizing an 8 Hour O3FLEX program. The policy was approved in 2006, and guidelines were adopted for an 8-hour O3FLEX program. An 8 Hour O3FLEX Agreement for Nueces and San Patricio Counties was developed by the Corpus Christi Air Quality Committee, and was approved by all parties on October 23, 2007. In March of 2008, the EPA revised the ozone attainment threshold from 85 ppb to 75 ppb. Nueces and San Patricio counties continue to operate under and commit to the current “8-O3 Flex” with the revised ozone attainment threshold of 75 ppb.

Stakeholders:

The parties to the plan are the following governmental authorities:

- City of Corpus Christi
- Nueces County
- Corpus Christi Metropolitan Planning Organization
- Port of Corpus Christi Authority
- Regional Transportation Authority
- San Patricio County

- Texas Commission on Environmental Quality (TCEQ)
- U.S. Environmental Protection Agency (EPA)

Other stakeholders making major contributions to this effort include the following:

- Corpus Christi Chamber of Commerce Foundation
- Port Industries of Corpus Christi, Inc., and its member companies.
- Texas A&M University-Corpus Christi, Department of Community Outreach, Pollution Prevention Partnership (TAMU-CC)
- Texas A&M University-Kingsville, Department of Environmental Engineering (TAMUK)

Ozone Formation and Area Emissions:

Corpus Christi is classified as a near non-attainment area due to monitored ozone levels. Fortunately, prevailing meteorological conditions normally inhibit ozone formation. Ozone, harmful to people and crops, forms from an atmospheric chemical reaction between volatile organic compounds (VOC) and oxides of nitrogen (NO_x) from natural, industrial, area, and mobile sources. When VOC and NO_x combine in sunlight with light winds and high temperatures, the resulting photochemical reaction forms ozone. If any of the three conditions are missing, ozone formation is inhibited. Corpus Christi's prevailing gulf wind normally dissipates the VOC and NO_x concentrations inhibiting ozone formation.

A second key contributing factor to elevated ozone levels in the Corpus Christi area identified through the development of a “conceptual model” for the area is transport. Ozone and precursors are transported into the area when prevailing winds are from the northeast along the coast. However, factors contributing to local ozone production must still be addressed to remain in attainment.

NO_x and VOC have four major sources in the Corpus Christi area: large point sources, non-mobile area, on-road and off-road mobile, and biogenic sources. The large point sources include power plants, chemical plants, military facilities, and petroleum refineries. These sources produce approximately 58 percent of the NO_x and 39 percent of the VOC based on a 1999 emissions inventory. Area sources, such as dry cleaners, gas stations, print shops, and landfills account for a minimal amount of NO_x and approximately 10 percent of VOC.

On-road vehicles include cars, trucks, buses, and motorcycles, and produce about 21 percent of VOC and 27 percent of NO_x. Off-road vehicles, such as agricultural and industrial equipment, miscellaneous small engines, aircraft, personal and commercial watercraft, and recreational vehicles, contribute the remaining 12 percent of NO_x and 11 percent of VOC per the 1999 inventory. With the possibility of violating the ozone NAAQS, the Port Industries of Corpus Christi (PICC) and area military facilities, in cooperation with the City of Corpus Christi, developed a plan for voluntary emission reductions resulting in a Flexible Attainment Region (FAR) agreement with US EPA and TCEQ in 1997. Subsequently an 8-hour 03Flex agreement with EPA and TCEQ to address compliance with the 8-hour ozone standard was approved in 2008.

Although the major industrial sources account for a significant portion of combined emissions, a historical trend analysis reveals that major industries have reduced their combined emissions considerably since 1973. However, on and off-road vehicular emissions, overall, have not decreased. Photochemical modeling indicates that the combined on and off-road mobile source emissions constitute the largest contributors to ozone production across the Corpus Christi airshed.

Currently, on Ozone Action Days, the major industrial and military sources are taking costly actions to restrict their individual emissions. These actions include the delay of marine loading, restricting certain operations, canceling VOC emitting maintenance, and postponing shutdowns, startups, and turnarounds. Additionally, the plants are taking continuing actions such as supplying low Reid Vapor Pressure (RVP) gasoline and ultra low sulfur diesel to area stations and improving personnel education. Likewise, the City of Corpus Christi developed and implemented an Ozone Action Plan that details programs to reduce emissions on advisory days. These steps include refueling vehicles on the evening preceding an Ozone Action Day, restricting vehicular use, and delaying asphalt construction/maintenance projects. Area service stations are also participating through the utilization of Stage I Vapor Recovery equipment. Local interests through an Air Quality Committee continue to investigate other immediate and long-term measures to reduce emissions.

The Pollution Prevention Partnership, an effort spearheaded by Texas A&M University-Corpus Christi, provides public education and outreach services to small business and the general public in the area of emissions reduction opportunities and techniques. Substantial progress has been achieved with a number of small business groups including gasoline retailers, dry cleaners, paint and body shops, and others. A program, “AutoCheck”, provides pollution checks for automobiles and offers financial incentives to the owners for repair of defective vehicles.

Requirements of Clean Air Act:

The area has not exceeded the one-hour standard since 1995. However, despite the measures that the city and industries are taking, the metropolitan area is very close to exceeding the eight-hour NAAQS. Reaching non-attainment status, local industries, private citizens, and the municipalities within the MPO would face new and burdensome requirements.

Corpus Christi's air quality is considered to be "near non-attainment" for ozone. In order for an area to remain in attainment for ozone, an area's rolling 3-year average must not exceed 75 parts per billion (current standard). This is determined by recording the 4rth highest ozone level recorded at a regulatory monitoring site during the period of a year. This 4rth high ozone number will be the representative ozone number for that monitor for that year.

The table below depicts Corpus Christi's ozone data to be averaged to date.

Monitor Stations	4th high in 2007	4th high in 2008	4th high to date 2009	Current 3 year average
CAMS 4 902 Airport Blvd.	70	70	64	68
CAMS 21 (Tuloso) 9860 LaBranch	68	73	68	69.666

While the rules implementing the more stringent eight-hour ozone standard have been promulgated and the 1-hour standard rescinded for the Corpus Christi area. The CAA mandates that emissions in areas designated, as non-attainment must be reduced to a level determined by modeling to demonstrate attainment by a specified date. Strategies for achieving the required emissions reductions would be developed and proposed for the area in a State Implementation Plan (SIP). The SIP would be proposed to EPA for approval. If approved, the proposed strategies would become federally enforceable control regulations for the area.

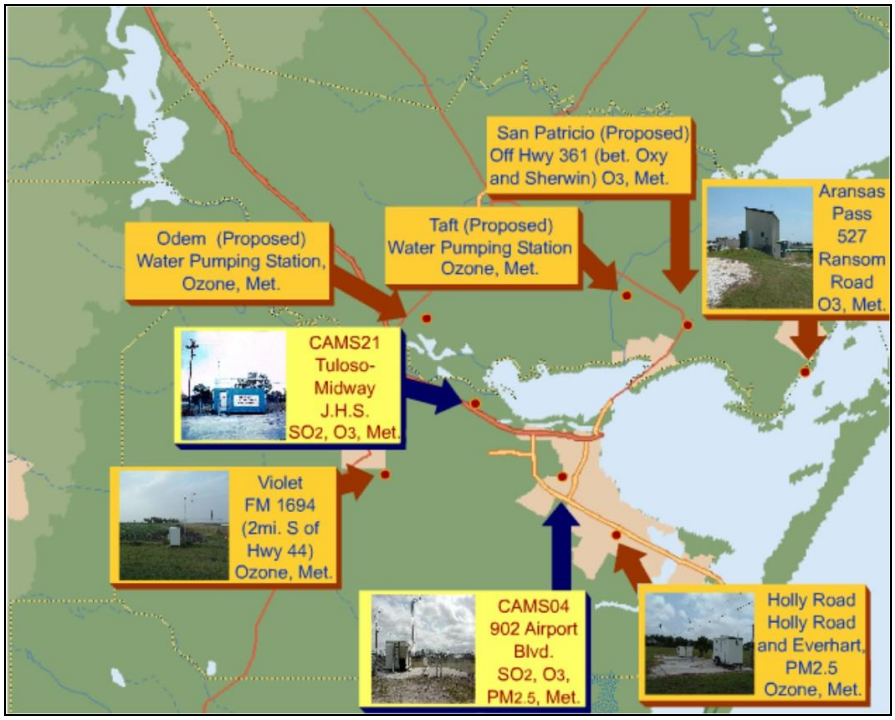
Immediate responsibility would fall to the MPO planning staff to meet various planning requirements of the Clean Air Act. The planning requirements begin with a preliminary mobile source emissions inventory, known as a base-year inventory, and three subsequent inventories. The base-year inventory serves as the base of comparison for determining the impact of proposed control strategies. Emissions from all sources must ultimately be inventoried (large point, area source, off-road mobile, on-road mobile, and biogenic) and by pollutant type (VOC, NO_x, and CO) to accomplish the air quality modeling required.

Future-year inventory projections demonstrate how reasonable further progress would be achieved. Periodic inventories track pollutant reductions and demonstrate that emissions are declining. Modeling mobile emission inventories demonstrates progress toward the CAA mandate of reducing vehicular emissions. Additionally, the modeling inventories help to determine conformity. These inventories require approximately three years to produce and refine. As such, new non-attainment areas cannot demonstrate attainment in less than three years. Therefore, it is incumbent on areas in danger of exceeding the NAAQS to begin assembling the needed data as early as possible. The Corpus Christi area is proceeding with a series of projects utilizing Appropriations Rider funding from TCEQ through a subcontract with Texas A&M University-Kingsville, Department of Civil and Environmental Engineering. Emissions Inventories have been prepared to establish the data set for modeling as well as an area wide monitoring program. A regional photochemical model was developed and is operational to evaluate emissions reduction strategies.

Development and implementation of Transportation Control Measures (TCM) are the responsibility of the MPO's participating local governments.

TCM includes both regulatory and non-regulatory measures. Regulatory measures could include employer trip reduction ordinances, and zoning and parking ordinances. Non-regulatory measures are techniques that encourage individuals to get out of their single-occupancy vehicles (SOV's) and use mass transit, car pooling, bicycling, and walking. The goal of any TCM is to reduce congestion by improving the traffic flow or reducing either the number of vehicles on the roads or the vehicle miles traveled (VMT). TCMs may be used to reduce emissions and produce the documentation to demonstrate conformity.

Map 1 - Strategically Placed Ozone Monitoring Stations



The heaviest burden for the MPO is planning future roadways. For non-attainment areas future roadways, including new facilities and capacity expansion must demonstrate that emissions would not be increased as a result. This is known as a conformity determination. Mobile emissions decline as a result of reducing vehicle miles traveled (VMT) and /or reducing vehicular trips. After the project passes a conformity determination, the design of the project cannot be changed without a follow-up conformity determination. Certain projects, such as safety improvements and bottleneck removals, do not need a conformity determination.

Additionally, single-occupancy vehicle (SOV) reduction project is an integral part of a SAFETEA-LU mandated Congestion Management Process (CMP). A CMP reduces congestion by increasing vehicle

occupancy, encouraging alternate modes, fine-tuning the transportation system, and managing land use, activity centers, and urban growth.

Major transportation projects may also undergo a Major Investment Study (MIS) during the planning stage. MIS's consider travel demand strategies to be used on that roadway. The requirements for reducing congestion will help the Corpus Christi Metropolitan Area improve air quality. The strategies to reduce SOV dependence fall to the burden of private citizens. Although alternate modes may be available, the individual must be willing to use them. Public and private entities should encourage the use of car pools, bicycles, walking and public transit service. Development of supporting infrastructure such as a bicycle route network, and building and maintaining sidewalks is needed.

Action Plan:

Clearly, it is in the best interest of the Corpus Christi Metropolitan area to retain the attainment designation. With the cooperation of industry and citizenry, this is a possible goal to achieve. For industry, it means investing in additional pollution reduction technology and possibly investing in the continuing research of new techniques. For citizens, it translates into a willingness to use the alternate modes and reduce dependence on the single-occupant vehicle. For cities and counties, it means taking the lead in the creation of an environment in which the alternate transportation modes become viable.

It is possible to create an environment in which the single-occupant vehicle is not a necessity, but it will take time. Local interests participating in the Corpus Christi Metropolitan Planning Organization activity and the Corpus Christi Air Quality Committee have adopted voluntary action plans to maintain the attainment status. The following recommendations will help to enhance the programs already showing progress.

1. Encourage transit, pedestrian, and bicycle trips;
2. Fund bicycle, pedestrian, and transit projects in the TIP and the metropolitan transportation plan;
3. Approve new cross sections for arterial and collector streets that provide for sufficient bicycle, pedestrian, and transit facilities;
4. Encourage ride-sharing and vanpooling; and,
5. Encourage the use of energy efficiency, alternate fuels, and low emitting vehicles through programs coordinated by the Pollution Prevention Partnership.
6. Encourage the maintenance and/or rehabilitation of vehicles to operate at optimum levels.

Cities of Corpus Christi and Portland:

The City of Corpus Christi has adopted an Ozone Action Plan. This plan stipulates the response procedures of each department when an ozone action day alert is issued by the Texas Commission on Environmental Quality. This plan not only provides an effective response procedure on Ozone Action Days, but also provides city departments with procedures which should be followed on a daily basis. This plan must be continuously reviewed in light of new science being developed.

In addition, the cities are advised to:

1. Encourage employees to car pool, walk, bicycle, and use transit;
2. Convert fleet vehicles to alternate fuels and more energy efficient vehicles;
3. On ozone advisory days, delay maintenance and vehicular refueling;
4. Promote and implement pedestrian facilities and sidewalk rehabilitation;
5. Promote and implement a bicycle parking and storage ordinance;
6. Promote and implement site design and subdivision design criteria to increase transit, pedestrian and bicycle access;
7. Promote and implement land use policies that improve transit, pedestrian, and bicycle access such as medium and high-density residential, commercial, and retail centers;
8. Promote and implement transportation policies that reduce parking requirements and enact maximum parking allowances;
9. Promote and encourage alternative fuels, and convert their fleets to alternate fuels and fuel efficient vehicles where feasible; and
10. Prioritize and fund bicycle and pedestrian projects.

Counties of Nueces and San Patricio:

1. Encourage employees to car pool, walk, bicycle, and use transit;
2. Convert fleet vehicles to alternate fuels and more fuel efficient vehicles;
3. On ozone advisory days, delay maintenance and vehicular refueling; and
4. Utilize Stage II Vapor Recovery where feasible.

Port of Corpus Christi Authority:

1. Encourage employees to car pool, walk, bicycle, and use transit;
2. Convert fleet vehicles to alternate fuels and more fuel efficient vehicles and participate in the Auto Check program;
3. Encourage port tenants to employ reasonably available control technology; and,
4. On Ozone Action Days, delay maintenance and vehicular refueling.
5. Comply with measures included in the PCCA Energy Consumption Reduction Plan

Corpus Christi Regional Transportation Authority:

1. Encourage employees to car pool, walk, bicycle, and use transit;
2. Continue converting fleet vehicles to alternate fuels, ULEV and more fuel efficient vehicles;
3. Increase transit route coverage and decrease route headways;
4. On ozone advisory days, delay maintenance and vehicular refueling; and
5. Solicit additional participation in its ride-share program.

Local industries and business:

1. Encourage employees to car pool, walk, bicycle, and use transit;
2. Convert fleet vehicles to alternate fuels and more fuel efficient vehicles;
3. Employ reasonably available control technology; and
4. On Ozone Action Days, delay maintenance and vehicular refueling.
5. Encourage replacement of gas powered equipment and compressors with electric driven units.

Climate Change Introduction:

Climate change and related effects are complex–there is no single, 'one-size-fits-all' approach to addressing these issues. Acknowledging this complexity, FHWA focuses its resources on supporting transportation and climate change research and disseminating the results, providing technical assistance to stakeholders, and coordinating its activities within U.S. DOT and with other Federal agencies.

Climate change considerations should be integrated throughout the transportation decision-making process–from planning through project development and delivery. However, addressing climate change mitigation and adaptation up front in the planning process will facilitate decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project level decision-making. Climate change considerations can easily be integrated into many planning factors, such as supporting economic vitality and global efficiency, increasing safety and mobility, enhancing the environment, promoting energy conservation, and improving the quality of life.

Strategies:

Strategies that will impact Climate Change are compatible with the range of transportation control strategies including transportation control measures (TCM) travel demand management (TDM), incident management, ITS, traffic analysis tools and operations and maintenance (O&M) programs. The efficient movement of traffic will result in a reduction in Green House Gas Emissions (GHG) and minimize and/or reduce the impact on Climate Change.

There are four primary strategies to reduce Green House Gas (GHG) Emissions from transportation or mobile sources. To be most effective, all four must be pursued together.

1) **Improve system and operational efficiencies** – Traffic flow improvements can be achieved through intelligent transportation systems, route optimization, congestion pricing, and improved intermodal links and system connectivity. Other system efficiencies could be achieved by switching to more energy-efficient modes. For instance, a ton-mile carried on rail requires about 10 percent as much energy as trucks, and less than 2 percent as much as aircraft. Operational efficiencies can be achieved through improving vehicle maintenance, which can improve fuel efficiency and prevent breakdowns that tie up traffic, and reducing idling of freight vehicles. For example, auxiliary power units and truck stop electrification systems–which allow long-haul trucks to have air conditioning and heating, and to run electrical appliances such as

refrigerators, computers, and televisions without having to idle their vehicles during rest periods–saves fuel and reduces emissions.

Action to Date: The MPO has conducted studies for our member agencies that include:

- ***Everhart Road Corridor Study*** – January 2005

The study evaluated access issues on a congested urban arterial and made recommended improvements. The City of Corpus Christi has built one of the back access roads and is in final design for the other recommended in the study. The City has deferred action on a possible median due to the lack of right-of-way.

- ***Access Management Study*** - March 2007

The study provided base data and information on access management that was used in the development of the City of Corpus Christi – Unified Development Code – Access Management section. It also evaluated four corridors which resulted in the median projects on Staples St (FM2444) and Saratoga Blvd. (SH 357) which are funded by ARRA grants and will be under construction in 2010.

- ***Traffic Signal Coordination Planning and Development*** – September 2009

The study evaluated the traffic signal coordination in selected critical corridors and will re-time the signals to provide a cost benefit analysis. The study also provided for a Signal Warrant Study on two problem intersections. The City of Corpus Christi will use the cost benefit information to justify adding resources to their signal maintenance program in future budgets and the MPO and TxDOT are exploring funding for one of the intersections included in the Warrant Study.

2) **Reduce growth of vehicle miles traveled (VMT)** – Implementing land use strategies that concentrate development can lessen the need to drive. Providing HOV lanes, transit options, pedestrian and bicycle facilities, and promoting travel demand management programs and telecommuting can also reduce the number of vehicle trips. Pricing mechanisms such as road pricing, mileage-based car insurance, and gas taxes can motivate people to drive less.

Action to Date: The MPO has conducted a study:

- ***Corpus Christi MPO Bicycle and Pedestrian Plan*** – March 2005

The study identified the benefits of making our community livable by providing for improved bicycle and pedestrian mobility. A network of bike trails, bike lanes and shared roadway was identified in the MPO area. The City of Corpus Christi adopted the plan as part of their transportation plan and has established a standing Bicycle Advisory Subcommittee. The MPO 2010 UPWP has identified a subtask to update the plan to provide direction to the development of hike & bike trails along the network of drainage canals in our community. The MPO working with our Regional Transportation Authority (RTA) has supported funding for bike racks on all

buses and working with several partners has assisted in the promotion of bike racks at key locations in the downtown area.

3) **Transition to lower GHG fuels** – Replace gasoline and diesel with fuels such as biodiesel and natural gas, which can emit less GHGs over their lifecycle – from production and refining to distribution and final use.

   Action to Date: The MPO and other area agencies have supported the use of alternate fuels to enable Corpus Christi to maintain their "Attainment" status. The City of Corpus Christi operates a number of natural gas powered vehicles and is purchasing hybrid vehicles for use by City staff. The RTA has operated Propane powered vehicles and is exploring the use of natural gas powered cars and buses however in the interim it has purchased hybrid cars for staff use and Ultra-low Sulfur Diesel fuel replacement buses.

4) **Improve vehicle technologies** – Promote the development of more fuel efficient vehicles, such as plug-in electric hybrids, via policy decisions, such as stringent Corporate Average Fuel Economy (CAFE) standards. Tax credit programs and "feebates" can also encourage the purchase of more fuel efficient vehicles.

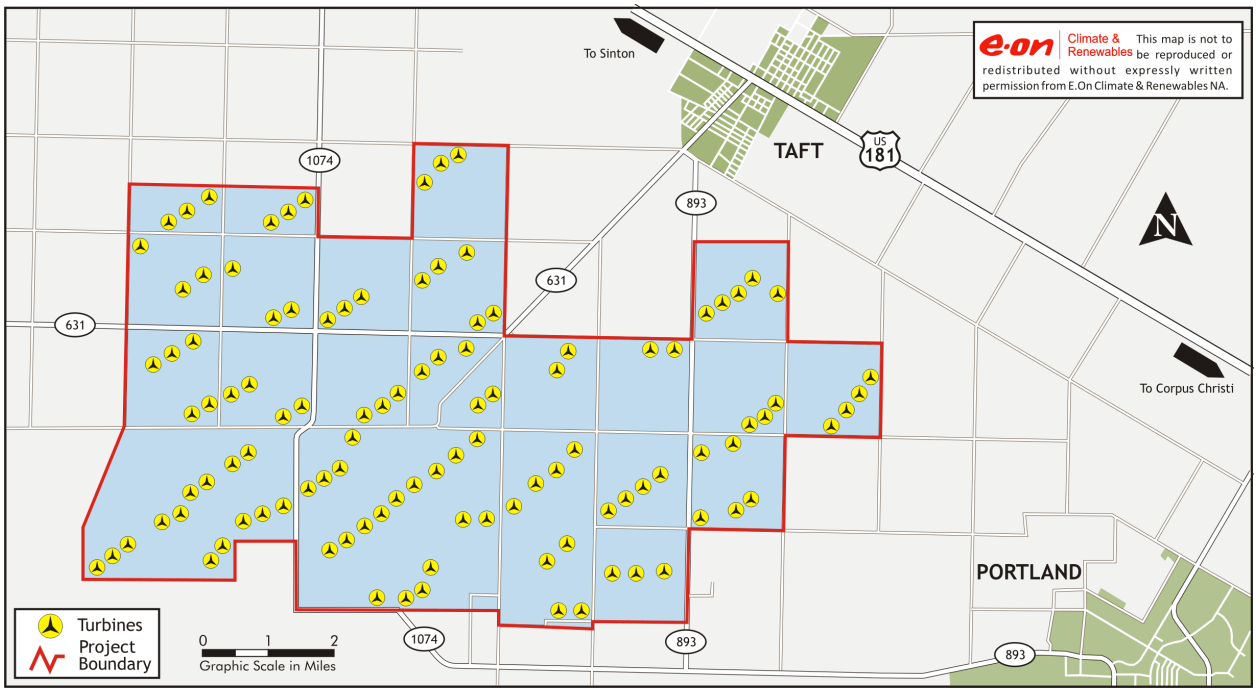
   Action to Date: The MPO is working with member agencies to monitor federal and private sector program to determine how they may benefit our region. The MPO participation on the City of Corpus Christi – Air Quality Committee assures a current and accurate flow of information between agencies.

Other Activities:

The MPO is also working with the Port of Corpus Christi and the Pollution Prevention Partnership to optimize the design of Port facilities so that emissions from freight moving vehicles (both truck and rail) are minimized. The La Quinta container facility is being designed to be environmentally friendly with considerations such as the efficient movement of vehicle on and off of the facility and the control of tailpipe emissions when vehicles may be idling for extended periods of time.

The MPO is also monitoring the progress of alternate freight movement technology such as the "Freight Shuttle" concept that is an automated freight platform powered by liner induction motors. This is an alternate clean technology that is being explored by the Port and interested contractors as a fuel and time efficient method of moving freight with destinations less than 500 miles to and from the container facility. The application of new technologies is something our community supports and is willing to invest in to maintain our "Attainment" status as witnessed by the Port being the largest port of entry for wind turbines on the Gulf of Mexico and the development of the Papalote Creek Wind Farm in San Patricio County.

Map 2 - Papalote Creek Wind Farm, San Patricio County



Chapter 12

The SAFETEA-LU Planning Areas

Introduction:

The Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires all MPOs, regardless of size, to consider the following eight factors in the development of a Metropolitan Transportation Plan.

Factors:

The Corpus Christi region is well known for its agricultural, oil, gas, and petrochemical products. The mild climate, miles of beaches, and low cost of living attract tourists and retirees and contributes to the economy of the region. However, there are signs of a transition to a more diverse economy with the expansion of the Port of Corpus Christi, major healthcare system, U.S. military installation, and oceanic and energy research. For example, the Corpus Christi Army Depot is the largest helicopter repair facility in the world. Texas A & M University – Corpus Christi's Harte Research Institute for Gulf of Mexico Studies is a prime educational resource used locally and internationally. Ingleside, the neighboring area of Corpus Christi, is one of only two locations selected as a wind research laboratory in the nation, also San Patricio County where the over 100 wind towers are installed will be one of the leaders of this clean, renewable energy source.

Factor 1: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

The Port, the 5th largest seaport in tonnage in the United States of America, remains the most prominent and important economic engine in this region. For example, the Port is one of the country's fastest growing, servicing about 6,000 vessels in 2008 (The Port of Corpus Christi), with the value of international trade through the port increasing at a rate of 13.7 percent average per year over the preceding nine years and 27.9 percent average per year over the preceding three years (Federal Reserve Bank of Dallas: South Texas Economic Trends and Issues: winter 2007/2008). Despite the recent economic downturn activity in the Port area will continue to thrive and grow.

To establish an efficient, multimodal transportation network that supports Port activity and economic vitality in this region is an important and essential factor in transportation planning. The Corpus Christi MPO has incorporated several projects that support the Port's long-term diversification plan including the Joe Fulton International Trade Corridor project and La Quinta Trade Gateway project into our short-range and long-range transportation planning. These projects establish the intermodal links between highway, marine, and rail transportation systems that enable efficient movement of freight. The I-69 project that connects northeast states such as Michigan and as well as Illinois and the Rio Grande Valley in Texas and will be one of the most prominent freight routes in the nation and enhance trade and

commerce competitiveness for the region. Accordingly, the upgrade of US-77 to interstate standards is necessary to support the I-69 project. This multimodal network will be a solution to congestion problems at east and west coast ports and will attract more customers to utilize the Port of Corpus Christi. The MPO continues to develop an efficient transportation network that connects economically important facilities and institutions enabling economic growth in the region.

Factor 2: Increase the safety of the transportation system for motorized and non-motorized users.

To improve the safety of the transportation system requires cooperation among agencies as well as public education and outreach efforts. The MPO is working closely with Texas Department of Transportation (TxDOT), City of Corpus Christi, and Nueces County Safe Communities Coalition to improve overall safety on all modes.

The FY2007 Texas Highway Safety Performance Plan developed by TxDOT identifies and addresses safety issues and develops strategies to improve safety not only on highways but also on other modes such as bicycles, pedestrians, and railroads. The plan established sixteen specific goals, seventy-six specific strategies, and thirty-one specific performance measures for the traffic safety program. The MPO fully supports TxDOT's efforts to comply with federal requirements and incorporate these objectives into the MTP.

The MPO is also closely working with municipalities to identify and procure automated systems for entering, storing, and analyzing traffic incident data to create a database which identifies safety issues, trends, and patterns for analysis. This data, along with the Traffic Safety Study results, will be incorporated into the short-range and long-range planning and improve for transportation safety. TxDOT is responsible for the collection and analysis of crash data submitted by law enforcement on form CR-3, *Texas Peace Officer's Crash Report*. TxDOT maintains a statewide automated database for all reported motor vehicle traffic crashes since 2003.

The MPO considers public education/awareness one of the important strategies to improve safety. The MPO participates in the Nueces County Safe Communities Coalition, City of Corpus Christi's Transportation Advisory Committee, and the Bicycle and Pedestrian Subcommittee to discuss safety issues.

Factor 3: Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

The U.S. Department of Homeland Security requires local and regional governments to prepare for the threat of man-made and natural disasters. Establishment of emergency and security networks in the region is an urgent matter. The MPO is working closely with local governments to establish a comprehensive emergency plan and network.

The Coastal Bend Council of Government (CBCOG) develops inter-operable, inter-discipline public safety communications by utilizing the Communication Asset Survey and Mapping (CASM) tool. CASM is an

online database, visualization, and analysis tool that provide a standardized method for public safety and emergency response agencies across the nation to catalog and analyze their communication assets and capabilities. It can identify and visually display current inter-operability pathways as well as current inter-operability gaps. This information facilitates the development of effective inter-operability communication plans, which are critical to ensure successful emergency communications at major incidents that require a multi-agency response.

The Port of Corpus Christi Authority, one of the two strategic military deployment ports in Texas, has significantly increased security levels by utilizing over $27 million in Department of Homeland Security grants. The creation of their own police force and the installation of a state of the art security system make the Port able to detect and deter security threats.

Located in the Gulf Coast region, the MPO works with TxDOT and other member agencies to plan comprehensive hurricane evacuation routes that can also be used for other emergencies. The safe, efficient movement of residents, especially the elderly, residents with disabilities and people who have no transportation means, requires cooperation and careful coordination among local governments and agencies. The prospective Southside Mobility Corridor project, that will provide an alternative evacuation route for island residents, is a critical component in MPO's emergency transportation network. The MPO plans to seek professional services to review and develop a strategic emergency protocol for critical transportation infrastructure such as the Harbor and Intracoastal Bridges.

Factor 4: Increase the accessibility and mobility of people and freight.

The MPO incorporates the Access Management Study results into the short-range and long-range transportation plans. The Corpus Christi Regional Transportation Authority (CCRTA) and the MPO projects comply with federal regulations and include the Americans with Disability Act of 1990 (ADA) accessibility ramp and bus turn out projects, Job Access and Reverse Commute projects (JARC), and the New Freedom projects to improve the accessibility and efficiency of existing networks. Also, MPO supports and participates in the Transportation Coordination Network (TCN), working on the establishment of a transportation network that connects rural and urban area transit providers covering 12 counties in the region. Consideration of Title VI, Environmental Justice, in transportation planning is also a federal requirement. The MPO analyzes travel patterns of low-income and minority groups and reflects their needs in our transportation plans. We also develop public outreach plans and encourage a broad range of interested people's participation in e decision making process.

The improvement of freight mobility is vitally important to the MPO area with the 5th largest port in the United States - the Port of Corpus Christi located here. Building a multimodal network from the Port that connects inter-coastal barge, ship channels, highways, waterways, railroads, and airways is necessary for the improvement of mobility and economic growth. The MPO is supporting and working on US 77 upgrade project and I-69 project that connect the Port with Mexico, and Canada for more efficient freight mobility.

Factor 5: Protect and enhance the environment, promote energy conservation, and improve quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

The Corpus Christi metropolitan area continues as an attainment area for the new, more stringent ozone standard set forth by the U.S. Environmental Protection Agency (EPA) in 2008. The MPO is working closely with local governments and agencies to retain this status. The MPO supports emission reduction programs and activities through the Air Quality Committee and the Pollution Prevention Partnership of Texas A & M University – Corpus Christi.

MPO utilizes NEPAssist, the GIS application that automates and web-enables the collection and coordination of information, in the environmental review process mandated by National Environmental Protection Act (NEPA) for the more analytical project selections.

The relationship between transportation and climate change, especially the global warming phenomenon, is getting more attention in recent years - meriting consideration of this factor in transportation planning. Transportation, with the direct combustion of fossil fuels, is the second largest source of greenhouse gases (GHG) that is the predominant cause of this climate change. MPO is working closely with local governments and agencies to consider land use integration and road pricing possibilities to reduce the GHG emission. Through the promotion of public transit or other alternative transportation, the congestion management process that can contribute to the reduction of GHG will be incorporated into the short-range and long-range transportation plans.

Factor 6: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

The Corpus Christi Regional Intelligent Transportation System (ITS) Architecture and Deployment Plan identifies the needs in the Corpus Christi regional transportation network that should be addressed. The Corpus Christi region has been deploying ITS technologies since 2001 to improve motorist information including the installation of dynamic message signs (DMS), closed-circuit television (CCTV) cameras, weather sensors, and automatic vehicle location (AVL) on CCRTA vehicles.

The ITS Regional Architecture Memorandum of Agreement (MOA) was reviewed by TxDOT's Corpus Christi district and MPO staff. Several ITS related projects have been discussed and explored:

1. A link from TxDOT's SH 286 fiber network to the City of Corpus Christi Emergency Operation Center;
2. Coordination of 911 center with TxDOT's freeway message signs;
3. Connect TxDOT Transguide Traffic Management Center (TMC) in San Antonio and critical institutions (i.e., City of Corpus Christi Emergency Operation Center, Texas Department of Public Safety, Corpus Christi Naval Air Station and Coast Guard); and
4. The feasibility of a wind monitoring system on high bridges.

MPO continues to work on the needs identified by ITS Architecture and Deployment Plan and incorporates them into both short-range and long-range transportation plans.

Factor 7: Promote efficient system management and operation.

Integration of the Management and Operations (M & O) strategy in transportation planning is a federal requirement. More emphasis is on the M & O strategy in current years; however, the specific role the MPO is expected to carry out is still under discussion. The primary objective of this strategy is to optimize the existing infrastructure through the implementation of multimodal systems, services, and projects with collaborated and coordinated efforts by regional transportation agencies and public safety agencies to address issues such as congestion, public safety, and security. The MPO is closely working with local key agencies to encourage the M & O discussions.

The MPO is required to develop the Congestion Management Process (CMP) as a designated Transportation Management Area (TMA) to address congestion. The MPO collects traffic count data for 200 locations on a two-year cycle to analyze the degree of congestion on various segments of roadways. The data is used for project development and selections as well as performance evaluation. The Travel Time and Delay Study also provide travel patterns, congestion index, and other relevant characteristics on the current transportation system in the region.

Factor 8: Emphasize the preservation of the existing transportation system.

Due to the unpredictable funding situation, preservation and enhancement of the existing transportation system is becoming more critical in current transportation planning. Development of an effective M & O strategy to optimize the use of our existing transportation system is necessary to achieve this objective as well as prudent project development and selections.

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Chapter 13

Recreation Travel and tourism

Introduction:

Tourism continues to be a mainstay of the Corpus Christi economy. According to the Texas Office of the Governor, the Padre Island National Seashore, Texas State Aquarium and USS Lexington are among top attractions in Texas. The most popular activities among visitors to Corpus Christi remained to be related to nature, including the area's beaches and waterfront (22%), and national and state parks (5%). These nature-related activities together accounted for 27 percent of local tourist activities in 2008, as compared to 10 percent for Texas as a whole.

Despite the sheer size of this sector, official statistics about its economic significance are absence. The board scope and integrative nature of tourism make it less straightforward to provide quantitative assessments, particularly at a regional level.

A recent report by Professor Lee of Texas A&M – Corpus Christi titled The Economic Significance of Tourism and Nature Tourism in Corpus Christi was published in 2009. It provides an update to previous studies on tourism in the Corpus Christi metropolitan area. This study quantitatively estimates the extent to which Corpus Christi visitors contribute to the region's economic activity, household income and employment.

Corpus Christi remains the sixth most popular tourist destination in Texas. Corpus Christi continues to have a high concentration of family vacationers. An estimated total of 7.2 million visitors spent nearly 17 million days in the area in 2008, injecting over $1 billion into the Corpus Christi economy.

Nearly 5 percent of the area's economic activity comes from the core tourism industries. In addition to the area's hotels, motels and other lodging establishments, substantial portions of restaurants, food stores, retail businesses, public and recreational facilities, and transportation services are closely tied to visitors' activities in Corpus Christi.

Nearly 13,000 local jobs are directly related to tourism, making this sector the second largest private employer in Corpus Christi. Direct visitor spending contributes the greatest number of jobs to eating and drinking establishments (5,733 jobs), followed by hotels and other accommodations (2,341 jobs). Employment in the tourism sector has grown about 24 percent since 2000, and it is projected to grow steadily at least through the end of 2010.

The estimated total annual economic impact of tourism on Corpus Christi is $1.2 billion, or 8 percent of regional value-added economic activity. Visitors' total spending of $514.4 million in the area generates secondary or ripple effects, which total $677.9 million. The total volume of business activity directly or indirectly related to tourism supports nearly 22,000 jobs, $457.5 million in household earnings, and $82.9 million in state and local taxes.

A significant share of tourist activities in Corpus Christi is related to nature and wildlife with nature tourism accounting for nearly 40 percent of all visitor-trips.

Goals and Objectives:

The goals and objectives adopted by the MPO to support the transportation needs of the recreational travel and tourism industry include:

- Improving access to MPO area attractions.
- Increase collaboration with public and private sector decision-makers to improve and establish intermodal connections for recreational travel needs.
- Promote cooperation among regional, state, and local interest groups to integrate land use and transportation for providing attractive tourism environment.
- Adopt and promote environmental friendly design standards for roadways, bikeways, and walkways.

Specific actions and plans that support the above goals include:

1. The MPO area's geographical location near the Gulf of Mexico water provides a natural habitat for local and migrating birds which attracts bird watchers from everywhere. Several improvements have been made to capture the opportunities in support of these eco-tourism activities such as the US 181 parallel access road and parking at the bird viewing areas at Sunset Lake Park, the water level access road on PR 22 on the Laguna Madre, and the planned improvement to PR 22 to allow fresh water exchange for the developed boat channel community.

2. In cooperation with the City of Corpus Christi the MPO developed a pedestrian and bicycle plan that facilitated the improvement and connectivity of hike and bike trails for visitors to use bikes and walk safely between various tourist attractions. Working with the Downtown Management District and Pollution Prevention Partnership a bicycle rack plan was implemented in the downtown area. The MPO and the Regional Transportation Authority have supported purchase of all buses to include bicycle racks. Connecting Intermodal facilities and links across and between modes of transportation, such as bikeways and hiking trails will improve accessibility and efficient movement of both motorized and non-motorized traffic.

3. The MPO has supported and participated with facilitation by the US Fish and Wildlife Dept., in the creation of a public education effort on developing the Oso Creek as a series of interconnected parks.

4. The MPO will be supporting the efforts of the City of Corpus Christi to utilize potential program funding from the Transportation Enhancements program, Bicycle Transportation and Pedestrian Walkways (NHS), Recreational Trails Program, National Scenic Byways Program, Parkways and Park Roads Program, and Transportation and Community and System Preservation Program funds.

Attractions:

Following are some areas of interest for recreation and tourism in the MPO area:

Texas State Aquarium:

The Texas State Aquarium offers education and entertaining programming, with interactive exhibits. The Texas State Aquarium promotes and practices environmental conservation and wildlife rehabilitation. Located on Corpus Christi Beach, and an RTA water taxi stop, the Texas State Aquarium has welcomed over 6.5 million visitors since 1990.

USS Lexington Museum on the Bay:

The USS Lexington or "The Blue Ghost" is the most famous World War II aircraft carrier in U.S. Naval history. The ship is open to the public and provides tours, flight simulator, overnight camping, mess deck café and a MEGA Theater.

South Texas Institute for the Arts:

The Institute offers exhibition and educational programs which reflect the multicultural heritage of the region. A newly completed addition to the Art Museum of South Texas was recently introduced. The addition nearly doubles the size of the current facility, which was designed by Philip Johnson and opened in 1972.

Corpus Christi Botanical Garden:

The South Texas Botanical Gardens & Nature Center is one of the region's five major visitor attractions. The 180-acre site is an integral part of the city's growing Oso Creek Greenbelt system, is a Texas Watchable Wildlife Program site, and is on the Great Texas Coastal Birding Trail. It also is recognized as one of the key birding sites in Corpus Christi, which has been named the *Birdiest City* in the United States.

Padre Island National Seashore:

The 110 mile long Padre Island National Seashore encompasses 133,000 acres of America's vanishing barrier islands. It is the longest remaining undeveloped barrier island in the world. Each end of the narrow sand island is developed with

parks and resorts. But in between, the National Seashore preserves an unblemished 80-mile stretch.

Mustang Island State Park:

Mustang Island is just east of the city of Corpus Christi with five miles of open beach. One of the most popular family beaches in Texas, facilities near the park include campsites with water and electricity, primitive beach sites, shaded picnic areas, restrooms and showers.

Highlights of Corpus Christi Tourism:

- 2008 saw 7.2 million visitors (person trips to the metro area)
- About 17 million visitor-days (average 2.3 days per trip)
- Average party size of 2.3
- 22% visitors go to beaches/waterfront, 20% sightseeing, and 8% hunting/fishing

Spending:

- Over $1 billion in total visitor destination spending
- $110.7 per visitor per day -- spending by category: restaurants & bars (25%), lodging (22%), local transportation, (18%), shopping (15%), recreation & entertainment (11%)
- Visitors account for 81% of sales in local hotels, 60% airport activity, 55% car rentals, 26% local transportation, 25% amusements, and 22% restaurants & bars

Economic Impacts:

- $514.4 million in value added (output) - $275.6 million in wages & salaries - 12,999 jobs
- $23.2 million in local taxes, $59.7 million in state taxes

Nature Tourism:

- Largest component of visitor activities - 40% of local visitor trips are nature based
- Opportunities for fishing and hunting abound throughout the state.

CHAPTER 14

FINANCIAL PLAN

Introduction:

The current enabling legislation for highway funding (SAFETEA-LU) expired September 30th 2009. As of the development of this plan the legislation is being extended by Continuing Resolution. Funding is therefore, limited to the previous level of funding in Fiscal Year 2009.

Under the budget rules, highways guaranteed amounts are keyed to an actual Highway Trust Fund (HTF) Highway Account receipts and can only be used to support projects eligible under the Federal Highway and highway safety programs. Transit funding is guaranteed at a selected fixed amount and can be used only to support projects eligible under transit programs. The Regional Transportation Authority (RTA) has taken an active part in the development of this plan and budget.

The Texas Transportation Commission and the Texas Department of Transportation (TxDOT) use the Unified Transportation Program (UTP) as TxDOT's eleven year plan for transportation project development. TxDOT adopted the most current UTP on November 19, 2009 which projected available funding for the 2010 – 2020 period. TxDOT also provided a projection for the 2021 – 2035 time period for MPO's to use in the planning process.

Categories have been established in the UTP to reflect various programs outlined in SAFETEA-LU and State selected state programs.

Federal Funding Programs for Streets and Highways:

The Texas Department of Transportation (TxDOT) has grouped various Federal programs under the following classifications.

The **Statewide Preservation Program** (SPP) includes three program categories:

- **Category 1 – Preventive Maintenance and Rehabilitation:** Funding for preventive maintenance and rehabilitation of the existing state highway system. The rehabilitation funds may be used for rehabilitation of the Interstate Highway System main lanes, frontage roads, structures, signs, pavement markings, striping, etc.
- **Category 6 – Structures Replacement and Rehabilitation:** Funding to replaces or rehabilitate eligible bridges on and off the state highway system (functionally obsolete or structurally deficient). Replaces or rehabilitates eligible bridges on and off the state highway system (functionally obsolete or structurally deficient).
- **Category 8 – Safety:** Funding related projects - on and off state highway system. Projects are evaluated using three years of crash data, and ranked by Safety Improvement Index.

The SPP documentation also contains information on two highway maintenance programs as well as waterway and railroad preservation projects. These programs and projects represent preservation efforts to maintain the existing transportation assets. The MPO is exploring the development of an interagency pavement management information system to better identify and manage operation and maintenance costs over the long-range.

The **Statewide Mobility Program** (SMP) includes the following construction program categories:

- **Category 2 – Metropolitan Area (TMA) Corridor Projects:** Funding is intended to address the mobility needs in all major metropolitan areas (greater than 200,000 population - Transportation Management Areas) throughout the state. Funds will be used to develop and improve entire corridors of independent utility, whenever possible. Projects in this category must have the concurrence and support of the Metropolitan Planning Organization.
- **Category 3 – Urban Area (Non-TMA) Corridor Projects:** Funding is intended to address the mobility needs in all Metropolitan Planning Organization areas (greater than 50,000 and less than 200,000 population non-Transportation Management Areas) throughout the state.
- **Category 4 – Statewide Connectivity Corridor Projects:** Funding is intended to address mobility and added capacity project needs on major state highway system corridors which provide statewide connectivity between urban areas and corridors. The highway connectivity network is composed of the: Texas Trunk System; National Highway System (NHS); and Connections from Texas Trunk System or NHS to major ports on international borders or Texas water ports.
- **Category 5 – Congestion Mitigation and Air Quality Improvement:** Funding is to address the attainment of a national ambient air quality standard in the non-attainment areas of the state which are currently Dallas, Fort Worth, Houston, Beaumont and El Paso. Projects are for congestion mitigation and air quality improvement (CMAQ) in the non-attainment areas in the state.
- **Category 7 – Metropolitan Mobility and Rehabilitation:** Funding is to address transportation needs within the metropolitan area boundaries of Metropolitan Planning Organizations having urbanized areas with populations of 200,000 or greater. Projects are selected by the Metropolitan Planning Organization in consultation with the districts and interested parties. This program can be used on any roadway with a functional classification greater than a local road or rural minor collector. All projects must be developed in accordance with the applicable federal and state environmental requirements. All projects must also be designed, constructed, operated and maintained in accordance with state laws, regulations, directives, safety standards, and design and construction standards as required by SAFETEA-LU.
- **Category 9 – Transportation Enhancements:** Funding is to address projects that are above and beyond what could normally be expected in the way of enhancements to the transportation

system. Projects programmed in this category must fall under one of the following general activities as outlined in SAFETEA-LU:

1. Provision of facilities for pedestrians and bicycles.
2. Provision of safety and educational activities for pedestrians and bicyclists.
3. Acquisition of scenic easements and scenic or historic sites (including historic battlefields).
4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
5. Landscaping and other scenic beautification.
6. Historic preservation.
7. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).
8. Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails).
9. Inventory, control, and removal of outdoor advertising.
10. Archaeological planning and research.
11. Environmental mitigation to address water pollution due to highway runoff; or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
12. Establishment of transportation museums.

- **Category 10 – Supplemental Transportation Projects:** Funding is to address projects that do not qualify for funding in other categories. Most of the programs are state funded; however, federal funds are involved in some programs as noted above. Projects in this category must have the concurrence of the Metropolitan Planning Organization if located within their area of jurisdiction.
- **Category 11 – District Discretionary:** This category is used to address projects selected at the district' engineer's discretion. Most projects should be on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right-of-way acquisition. Projects in this category must have the concurrence and support of the Metropolitan Planning Organization (MPO) having jurisdiction in the particular area.
- **Category 12 – Strategic Priority:** The Commission has determined that money from this category will be used on an "as needed" basis, for projects with specific importance to the state. These projects will generally promote economic opportunity, increase efficiency on military deployment routes or to retain military assets in response to the federal military base realignment and closure report, or maintain the ability to respond to both man-made and

natural emergencies. In addition, the Commission is also committed to utilize the Category 12 funds to help communities utilize the new financing tools, like pass-through financing agreements, in order to help local communities address their transportation needs.

The SMP documentation also contains information regarding the Aviation Capital Improvement Program and the Public Transportation Program.

Projection of Future Funding:

Given that the MPO, in consultation with TxDOT and interested parties, select projects for Category 2 and 7 funding a projection of funding in this area is of community wide concern. Category 2 provides for funding mobility and added capacity projects on major state highway system corridors which serve the mobility needs of a Transportation Management Area (TMA). Category 7 provides for funding mobility projects within the Transportation Management Areas (TMAs). The projection of available funding for the planning period follows (as adopted by the TxDOT Commission on November 19, 2009):

2010 – 2035 Statewide Transportation Funding Levels

Funding Category	Funding Level 2010 – 2020 ($Millions)	Funding Level 2021 – 2035 ($Millions)
1 – Preventative Maintenance and Rehabilitation	$ 11,440	$ 11,630
2 – Metropolitan Area Corridor Projects		$ 0
3 – Urban Area Corridor Projects		$ 0
4 – Statewide Connectivity Corridor Projects		$ 0
5 – Congestion Mitigation and Air Quality Improvement	$ 1,630	$ 2,230
6 – Structures	$ 2,750	$ 3,750
7 – Metropolitan Mobility	$ 3,300	$ 3,140
8 – Safety	$ 1,430	$ 1,950
9 – Transportation Enhancements	$ 660	$ 900
10 – Supplemental Transportation Projects	$ 900	$490
11 – District Discretionary	$ 687.5	$940
12 – Strategic Priority	$ 240	$0
Total UTP Funding	**$ 23,037.5**	**$25,030**

This Statewide funding projection will be allocated to the respective MPO's subsequent to the adoption of the 2010 – 2035 MTP. Therefore, pending the allocation of funds to the local level an estimate of funds available to the local TxDOT District and the MPO was based on the 2007 UTP with the exception of Category 7. Category 7 funding which was projected based on the prorated share of funding (local compared to statewide) from the previous UTP.

Metropolitan Transportation Plan – Financial Constraint by Category					
Category	**Description**	**Funding Source**	**Statewide Mobility Program***	**15-year Projected Available**	**25-year Project Cost**
1	Preventative Maint. & Rehab.	Federal Funding	$211,808,855		$211,808,855
2	Metropolitan Area	Federal State	$314,868,000		$314,868,000
4	Statewide Connectivity	Federal State	$203,000,000		$203,000,000
7	Metropolitan Mobility	Federal State	$60,060,000	$69,394,000	$129,454,,000
8	Safety	Federal State	$5,768,000		$5,768,000
9	Enhancements	Federal State	$8,717,048		$8,717,048
10	Supplemental	State	$8,898,000		$8,898,000
11	District Discretionary	Federal State	$109,925,000		$109,925,000
	Maintenance	State	$113,212,330		$113,212,330
Local (City / County)	Operations, maintenance and limited expanded capacity.	Local Funds	$172,300,000		$172,300,000
Transit	Section 5303, 5310, 5311 only	FTA & State	$8,793,571		$8,793,571
*2007 Statewide Mobility and Preservation Programs – Projections for Mobility 2007-2017. Mobility 2007-2010 Categories 2 & 7 are for Urbanized Area all others District wide.					

Short Range and Priority Projects:

The Corpus Christi MPO revises the short range transportation improvement program every two years. The development of the Texas Metropolitan Mobility Plan identified the transportation needs of the study area regardless of funding availability. This highlights the funding gap that exists between projected funding available during the MTP period even with new tools provided by the Texas legislature and the work that needs to be done to eliminate Level of Service "F". This gap of over $540 million represents work that will not get done due to the unavailability of funds.

Local Funding for Highway:

Local governments and providers of transportation have programmed funds to provide the local match to federally funded projects. The MPO member agencies have also committed local bond funds to finance capital improvement programs that compliment the transportation planning process such as the City of Corpus Christi 2004 Bond Program committed over $68.3 million in street improvement projects and the 2008 Bond Program provided an additional $104 million.

Federal Funding Programs for Transit:

SAFETEA-LU provides the authorization for the Federal Transit Administration (FTA) programs. The basic structure of the Federal transit programs remains essentially the same but several new programs and activities have been added and new features have been incorporated. The funding flexibility features and similar matching ratios to the highway programs have been retained. The definition of a capital project has been revised to include preventive maintenance, the provision of non-fixed route paratransit service, the leasing of equipment or facilities, safety equipment and facilities, facilities that incorporate community services such as daycare and healthcare, and transit enhancements.

Urbanized Area Formula Grant Program, Section 5307: For urbanized areas with population of 200,000 or more, the funding may be used only for capital projects. The definition of capital has been revised to include preventive maintenance. Also, for the larger areas, at least one percent of the funding apportioned to each area must be used for transit enhancement activities such as historic preservation, landscaping, public art, pedestrian access, bicycle access, and enhanced access for persons with disabilities. It will be the responsibility of the MPO to determine how 1 percent will be allocated to transit enhancement projects.

Capital Investment Program, Section 5309: Section 5309 funds are divided into three different categories:

- Modernization of existing rail systems
- New and replacement buses and facilities,
- New fixed guideway systems.

A “fixed guideway” refers to any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part. The term includes heavy rail, commuter rail, light rail, monorail, trolleybus, aerial tramway, inclined plane, cable car, automated guideway transit, ferryboats, that portion of motor bus service operated on exclusive or controlled rights-of-way, and high-occupancy-vehicle (HOV) lanes.

Elderly and Persons with Disabilities Program, Section 5310: These funds provide capital assistance for transportation of elderly persons and persons with disabilities. Eligible capital expenses may include, at the option of the recipient, the acquisition of transportation services by contract, lease, or other arrangement. While the assistance is intended primarily for private

nonprofit organizations, public bodies that coordinate services for the elderly and persons with disabilities, or any public body that certifies to the state there are no nonprofit organizations in the area that are readily available to carry out the service, may receive these funds. These funds may be transferred by the Governor to supplement the Urbanized Area Formula or Nonurbanized Area Formula capital funds during the last 90 days of the fiscal year.

Job Access and Reverse Commute Program, Section 5316: This program provides funding for the provision of transportation services designed to increase access to jobs and employment-related activities. Job Access projects are those which transport welfare recipients and low-income individuals in urban, suburban, or rural areas to and from jobs and activities related to their employment. Reverse Commute projects provide transportation service for the general public from urban, suburban, and rural areas to suburban employment opportunities.

All projects funded under this program must be derived from an area-wide Job Access and Reverse Commute Transportation Plan and a Regional Public Transportation Coordination Plan developed through a regional approach which supports the implementation of a variety of transportation services designed to connect welfare recipients to jobs and related activities. A key element of the program is making the most efficient use of existing public, nonprofit, and private transportation service providers.

New Freedom, Section 5317: The New Freedom Initiative is a comprehensive plan to ensure that all Americans have the opportunity to learn and develop skills, engage in productive work, make choices about their daily lives and participate fully in community life. The Initiative's goals are to:

- Increase access to assistive and universally designed technologies;
- Expand educational opportunities;
- Promote homeownership;
- Integrate Americans with disabilities into the workforce;
- Expand transportation options; and
- Promote full access to community life.

All projects funded under this program must be derived from an area-wide Regional Public Transportation Coordination Plan developed through a regional approach which supports the implementation of any project.

Action to name the Regional Transportation Authority as the designated recipient for 5316 and 5317 funding took place at the December 2006 MPO – Transportation Policy Committee meeting. Any subsequent project call by TxDOT will require the MPO planning process to include consideration of any such project in the urbanized area.

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Project Listings

TXDOT CORPUS CHRISTI DISTRICT 2008-2030 PROJECTS
CATEGORY 7 - YEAR OF EXPENDITURE COSTS

#	TxDOT CSJ#	MPO Project #	PROJECT	From	To	DESCRIPTION	Cat	EST CONSTRUCT COST (millions)	INFLATED COST (millions)	P.E. COSTS 5.10% (millions)	R.O.W. COST (millions)	TOTAL PROJECT COST (millions)	YEAR OF CONSTRUCT	BAL. FUNDS (thousands)
														$129,454,000.00
1	0916-35-129	S125C0202	South Staples	Leopard	Six Points	Construct ADA Accessibility Ramps	7	$2.00	$2.00	$0.00	0	$2.00	2009	$127,454,000.00
2	0916-35-155	S077C0107	N. Port Avenue	IH-37	N. of Harbor Bridge US 181	Construct additional travel lanes and access imp.	7	$8.00	$8.00	$0.41	0	$8.41	2009	$118,782,800.00
3	0916-00-054	S132F0199	Southside Mobility Corridor	IH 37	PR 22	PE - Feasibility Study & Environmental	7	$1.50	$1.50	$0.00	0	$1.50	2009 (on-hold)	$116,864,200.00
4	0916-35-134	S125C0103	ADA Accessibility Project	South Staples at Six Points	Louisiana Pkwy. & Downtown	Construct ADA Accessibility Ramps - Moved from FY 2005	7	$2.20	$2.20	$0.11	0	$2.31	2010	$114,552,000.00
5	0916-35-150	S049E0497	Holly Road, Phase I	SH 286 (Crosstown Express)	Greenwood Drive	Planning and Design(CSJ 0916-35-901 construction)	7	$0.68	$0.68	$0.00	0	$0.68	2010	$113,872,000.00
Short-range projects														
6		S012C0197	Buddy Ganem	Wildcat Drive	US 181	Construct additional travel lanes and access imp.	7	$3.95	$5.85	$0.20	0	$6.05	short	$107,826,800.00
7		S119C0194	Williams Drive	Airline	Staples	Construct additional travel lanes and access imp.	7	$8.32	$14.98	$0.42	0	$15.41	short	$92,426,400.00
8		S121C0394	Yorktown Blvd.	Cimarron	Rodd Field	Construct additional travel lanes and access imp.	7	$7.49	$9.11	$0.38	0	$9.50	short	$82,936,400.00
Mid-range projects														
9		S202C0106	Rodd Field	Saratoga Boulevard	Yorktown Boulevard	Construct additional travel lanes and access imp.	7	$7.56	$9.20	$0.39	0	$9.58	mid	$73,352,600.00
10	1557-01-900	S141C02000	FM 43 - (Weber)	SH 286	.10 MI. of Oso Creek	Construct additional travel lanes and access imp.	7	$7.78	$9.47	$0.40	0	$9.86	mid	$63,489,900.00
11	0916-35-901	S049C0497	Holly Road, Phase II	Crosstown Expway (SH 286)	Greenwood Drive	Construct additional travel lanes and access imp.	7	$4.82	$4.82	$0.25	0	$5.07	mid	$58,419,400.00
12		S028C0194	FM 2444 (Staples)	Oso Creek	SH 286	Construct additional travel lanes and access imp.	7	$12.69	$18.78	$0.65	0	$19.43	mid	$38,985,400.00
Long-range projects														
13	2142-01-022	S036C0299	FM 2292 (Rand Morgan)	Just S. of McNorton St.	Loop 407 (Leopard)	Construct additional travel lanes and access imp.	7	$3.80	$4.62	$0.19	0	$4.82	long	$34,168,100.00
14		S064C0294	McArdle Road	Nile Drive	Ennis Joslin Road (Spur 3)	Construct additional travel lanes and access imp.	7	$3.61	$5.34	$0.18	0	$5.53	long	$28,637,400.00
15		S141C0105	FM 43 (Weber)	SH 286	FM 763	Construct additional travel lanes and access imp.	7	$7.64	$11.31	$0.39	0	$11.70	long	$16,942,100.00
16	0916-28-904	S006C0297	Akins Drive	Lang Road	Wildcat Drive	Construct additional travel lanes and access imp.	7	$2.01	$2.98	$0.10	0	$3.08	long	$13,855,200.00
Long-range unfunded projects														
17	3596-01-002	S085C0104	Spur 3 (Ennis Joslin)	SH 358 (SPID)	Wooldridge Road	Construct travel lanes and access improvements	7	$9.18	$16.53	$0.47	0	$17.00	long unfunded	-$3,141,500.00
18		S123C0107	Intermodal Access	Joe Fulton Corridor	Existing rail connectivity	Construct rail and intermodal connectivity	7	$30.00	$54.03	$1.53	0	$55.56	long unfunded	-$58,698,500.00
19	0916-35-928	S156C0103	CR 40	FM 1694	Robstown City Limits	Construct additional travel lanes and access imp.	7	$3.80	$6.84	$0.19	0	$7.04	long unfunded	-$65,735,700.00
20		S039C0106	Flour Bluff Drive	SH 358 (SPID)	Yorktown	Construct additional travel lanes and access imp.	7	$14.28	$25.72	$0.73	0	$26.45	long unfunded	-$92,180,800.00
21		S086C0197	Stark Road	Moore Avenue	Lang Road	Construct additional travel lanes and access imp.	7	$2.10	$3.78	$0.11	0	$3.89	long unfunded	-$96,069,800.00
22	0916-35-914	S134E0103	*CR 52*	US 77	FM 1889	Planning & Design	7	$1.50	$2.70	$0.08	0	$2.78	long unfunded	-$98,847,700.00
23	0916-35-926	S134C0199	*CR 52 (Phase I)*	US 77	CR 69	Construct travel lanes & access improvements.	7	$4.95	$8.91	$0.25	0	$9.17	long unfunded	-$108,009,000.00
24	1069-01-028	S090C0399	SH 357 (Saratoga)	West of Cuernavaca	FM 665	Construct additional travel lanes and access imp.	7	$10.00	$18.01	$0.51	0	$18.52	long unfunded	-$126,528,000.00
25		S118C0104	Wooldridge	Quebec	Oso Pkwy.	Construct additional travel lanes and access imp.	7	$9.00	$16.21	$0.46	0	$16.67	long unfunded	-$143,195,100.00
26		S141C0206	FM 43 (Weber)	FM 763	FM 665	Construct additional travel lanes and access imp.	7	$15.50	$27.91	$0.79	0	$28.70	long unfunded	-$171,907,000.00
27		S049C0296	Holly	Greenwood	Old Brownsville	Construct additional travel lanes and access imp.	7	$7.69	$13.85	$0.39	0	$14.24	long unfunded	-$186,140,700.00
28		S002C0196	SH 286 (Ayers)	OSO 0.25 miles S. FM 43	FM 2444 (Staples)	Construct additional travel lanes and access imp.	7	$15.50	$27.91	$0.79	0	$28.70	long unfunded	-$214,841,400.00
29		S203C0196	FM 665 @ 2444	FM 43 (Terminus)	US 77	Construct additional travel lanes and access imp.	7	$49.36	$88.89	$2.52	0	$91.41	long unfunded	-$306,254,900.00
30		S204C0107	Olympic	181 Access Rd.	Existing Olympic	Construct additional travel lanes and access imp.	7	$1.80	$3.24	$0.09	0	$3.33	long unfunded	-$309,588,300.00
33		S132C0104	Southside Mobility Corridor	PR 22 - Padre Island	IH-37	Construct new capacity and bridges as tolled facility	7	$0.00	$0.00	$0.00	0	$0.00	long unfunded	I/O
34			Paul Jones	0.6 miles south of SPID	Holly	Construct new capacity	7	$0.00	$0.00	$0.00	0	$0.00	long unfunded	I/O

Green = priority
I/O= Information Only

Bridges off System Fund: Category 6

(Funds in thousands)

Estimated Funds for 20 years $8,694.8

Serial #	TxDOT CSJ #	MPO Project #	Project Year	Project	From	To	Total Cost	Balance Funds	Project Description
1	0916-35-074	S133C0199	2005	Bear Lane	At Drainage Ditch	1 Mile West of SH 358 (SPID)	$450.0	$8,244.8	Replace Bridge and Approaches
2	0916-35-968	S338C0199	2005	County Road (Bridge # AA0338002)	0.045 KM N of W Oso Creek	.045 KM So. Of West Oso Creek	$155.0	$8,089.8	Replace Bridge and Approaches
3	0916-35-073	S074C0299	2006	Ocean Drive	At Cayo Del Oso	1.7 Mile E of Alameda	$1,325.0	$6,764.8	Rehabilitate Bridges and Approaches
4	1557-01-031	S141C0104	2006	FM 43	.19 Miles		$250.0	$6,514.8	Replace Bridge and Approaches
5	1209-01-024	S8930104	2006	FM 893	STR 2 on FM 893	Approximately 2.8 MI E of FM 1074	$300.0	$6,214.8	Replace Bridge and Approaches
6	0916-35-946	S0140104	2008	Navigation	STR 1 (B01413002) @ DITCH	.60 MI N of IH 37	$192.0	$6,022.8	Replace Bridge and Approaches
7	0916-35-916	S003C0104	2008	Cantwell Lane	STR 1 (B00338001) @ DITCH	1.5 MI N of IH 37	$205.0	$5,817.8	Replace Bridge and Approaches
8	0074-06-903	S172C0104	2008	IH-37	Carancahua Str. 172 on IH 37	.10 MI W Of US 181	$1,310.0	$4,507.8	Replace Bridge and Approaches
9	0916-35-125	S218C0104	2010	STR 2(0B2186001)	Wooldridge	Approx. .6 MI SE of Airline	$3,200.0	$1,307.8	Replace Bridge and Approaches
10	0916-35-962	S011C0104	2010	Laguna Shores	STR 2 (B01100002) @Canal	Approx. 2.8 MI S of PR 22	$100.0	$1,207.8	Replace Bridge and Approaches
11	0916-35-904	S118C0299	Short Range	Wooldridge	0.6 Mile SE. of Airline East		$150.0	$1,057.8	Replace Bridge and Approaches
12	0916-35-931	S011C0199	Short Range	Bridge # B01159001	0.046 KM N of STR # 1		$150.0	$907.8	Replace Bridge and Approaches
13	0916-35-956	S339C0199	Short Range	Bridge # AA0339002	0.046 KM N of STR # 2		$63.8	$844.0	Replace Bridge and Approaches
14	0916-35-962	S110C0199	Short Range	Bridge # B01100002	0.046 KM N of STR # 2		$57.5	$786.5	Rehabilitate Bridges and Approaches
15	0916-35-963	S121C0199	Short Range	Bridge # AA0121001	0.046 KM N of STR # 1		$70.0	$716.5	Replace Bridge and Approaches
16	0916-35-976	S221C0199	Short Range	Bridge # AA022101	.045 KM N of Drainage Ditch		$85.4	$631.1	Replace Bridge and Approaches
17	0916-35-121	S135C0199	Short Range	Lexington Road	At Drainage Ditch	0.26 Mile South of SH 358	$150.0	$481.1	Replace Bridge and Approaches
18	0916-35-920	S026C0199	Long Range	CR 26 (Bridge # AA0315-001)	Structure # 1		$170.0	$311.1	Replace Bridge and Approaches
19	0916-35-922	S046C0199	Long Range	CR 46 (Bridge # AA01-001)	Structure # 1		$50.0	$261.1	Replace Bridge and Approaches
20	0916-35-924	S043C0199	Long Range	CR 43 (Bridge # AA0352-004)	Structure # 4		$53.0	$208.1	Replace Bridge and Approaches
21	0916-35-925	S043C0299	Long Range	CR 43 (Bridge # AA0352-005)	Structure # 5		$69.0	$139.1	Replace Bridge and Approaches
22	0916-35-941	S130C0199	Long Range	Bridge # AA0130001	0.046 KM N of STR # 1		$42.5	$96.6	Replace Bridge and Approaches
23	0916-35-977	S304C0199	Long Range	Bridge # AA0304001	.045 KM S of Oso Drainage Ditch		$96.6	$0.0	Replace Bridge and Approaches

Short Range (Construct) = 2007 - 2013 Long Range (Plan) = 2014 - 2026 Long Unfunded = 2027 +

METRO MOBILITY Category (7)

(Funds in thousands)

Estimated Funds for 20 years $129,632.00

#	TxDOT CSJ #	MPO Project #	Project Year	Project	From	To	Total Cost	Balance Funds	Project Description
1	0916-00-902	S132F0199	2007	South Loop	IH 37	PR 22	$1,500.0	$128,132.0	PE - Feasibility Study & Environmental
2	0916-35-901	S125C202	2007	Facilities - bus turn out & ADA	various locations		$3,040.0	$125,092.0	Design & Construct bus turn outs and ADA
3	0916-35-914	S077E0103	2007	Port Avenue	IH-37	US 181	$1,604.0	$123,488.0	Planning and Design
4	0989-02-900	S037A0104	2007	FM 624	At various locations		$100.0	$123,388.0	Route Alternative Study
5	0617-01-169	S08C0103	2007	SH 358	Staples Street	Carroll Lane	$5,500.0	$117,888.0	Improvement to Alleviate Congestion
6	0916-35-078	S109C0497	2007	Up River Road	Southern Minerals Road	Hunter Road	$1,044.4	$116,843.6	construct 2-12' lanes and paved shoulders
7	0916-35-989	S109C0397	2007	Up River Road	Hunter Road	Suntide	$451.2	$116,392.4	construct 2-12' lanes and paved shoulders
8	0916-35-922	S125C0103	2007	ADA Accessibility Project	South Staples at Six Points	Louisiana Pkwy. & Downtown	$2,200.0	$114,192.4	Construct ADA Accessibility Ramps - Moved from FY 2005
9	0916-35-0988	S049E0497	2007	Holly Road, Phase III	SH 286 (Crosstown Express)	Greenwood Drive	$680.0	$113,512.4	Planning and Design
10	0916-35-902	S153C0104	2008	Facilities - bus turn out & ADA	Downtown Corpus Christi		$1,000.0	$112,512.4	Bus Turn Improvements and ADA access
11	2324-01-902	S28E0103	Short Range	FM 2444 (Staples)	SH 286	Oso Creek		$112,512.4	Preliminary Engineering - 7 PA
12	0916-35-988	S049C0497	Short Range	Holly Road, Phase III	Crosstown Expway (SH 286)	Greenwood Drive	$3,999.0	$108,513.4	Construct additional travel lanes and access imp.
13			Short Range	FM 2444 (Staples)	Saratoga	Oso Creek	$2,250.0	$106,263.4	Const. median and access management elements
14			Short Range	SH 357 (Saratoga)	Staples	Rodd Field	$2,010.0	$104,253.4	Const. median and access management elements
15			Short Range	N. Port Avenue	IH-37	N. of Harbor Bridge US 181	$8,017.0	$96,236.4	Construct additional travel lanes and access imp.
16	N/A	S121C0394	Long Range	Yorktown Blvd.	Staples	Rodd Field	$7,486.0	$88,750.4	Construct additional travel lanes and access imp.
17			Long Range	Rodd Field	Saratoga Boulevard	Yorktown Boulevard	$7,560.0	$81,190.4	Construct additional travel lanes and access imp.
18			Long Range	Access Management Imp	Williams	Retail area	$1,000.0	$80,190.4	Construct travel lanes and access improvements
19	1557-01-900	S141C02000	Long Range	FM 43 - (Weber)	SH 286	.10 MI. of Oso Creek	$7,780.0	$72,410.4	Construct additional travel lanes and access imp.
20	2142-01-022	S036C0299	Long Range	FM 2292 (Rand Morgan)	Just S. of McNorton St.	Loop 407 (Leopard)	$3,800.0	$68,610.4	Construct additional travel lanes and access imp.
21	N/A	S028C0194	Long Range	FM 2444 (Staples)	Oso Creek	SH 286	$12,692.0	$55,918.4	Construct additional travel lanes and access imp.
22	N/A	S064C0294	Long Range	McArdle Road	Nile Drive	Ennis Joslin Road (Spur 3)	$3,612.0	$52,306.4	Construct additional travel lanes and access imp.
23			Long Range	FM 43 (Weber)	SH 286	CR 49	$7,638.0	$44,668.4	Construct additional travel lanes and access imp.
24	0916-28-904	S006C0297	Long Range	Akins Drive	Lang Road	Wildcat Drive	$2,016.0	$42,652.4	Construct additional travel lanes and access imp.
25	N/A	S012C0197	Long Range	Buddy Ganem	Wildcat Drive	US 181	$3,948.0	$38,704.4	Construct additional travel lanes and access imp.
26	N/A	S119C0194	Long Range	Williams Drive	Staples	Rodd Field	$8,316.0	$30,388.4	Construct additional travel lanes and access imp.
27			Long Range	Spur 3 (Ennis Joslin)	SH 358 (SPID)	Rodd Field	$9,178.0	$21,210.4	Construct travel lanes and access improvements
28			Long Range	Chatwork Drive	Memorial	Cedar	$2,352.0	$18,858.4	Construct travel lanes and access improvements
29			Long Range	Intermodal Access	Joe Fulton Corridor	Existing rail connectivity	$1,000.0	$17,858.4	Construct rail and intermodal connectivity
30	N/A	S002C0194	Long Range	Ayers Street	Port Avenue	Nemec Street	$4,947.0	$12,911.4	Construct additional travel lanes and access imp.
31	N/A	S081C0104	Long Range	Robert Drive	Ocean Drive	Alameda Street	$5,623.4	$7,288.0	Construct additional travel lanes and access imp.
32	0916-35-928	S156C0103	Long Range	CR 40	FM 1694	Robstown City Limits	$3,800.0	$3,488.0	Construct additional travel lanes and access imp.

Short Range (Construct) = 2007-2013 Long Range (Plan) = 2014-2026 Long Unfunded = 2027 +

METRO MOBILITY Category (7)

(Funds in thousands)

Continuation from the previous page.

#	TxDOT CSJ #	MPO Project #	Project Year	Project	From	To	Total Cost	Balance Funds	Project Description
33			Long Unfunded	Flour Bluff Drive	SPID	Yorktown	$14,280.0		Construct additional travel lanes and access imp.
34	N/A	S086C0197	Long Unfunded	Stark Road	Moore Avenue	Lang Road	$2,100.0		Construct additional travel lanes and access imp.
35			Long Unfunded	Saratoga	Old Brownsville	Clarkwood	$17,480.0		Construct additional travel lanes and access imp.
36	0916-35-914	S134E0103	Long Unfunded	CR 52	US 77	FM 1889	$1,500.0		Planning & Design
37	0916-35-926	S134C0199	Long Unfunded	CR 52 (Phase I)	US 77	CR 69	$4,947.0		Construct travel lanes & access improvements.
38	0326-01-037	S089C1194	Long Unfunded	SH 286 (Ayers)	0.2 Mile S. of SH 358 (SPID)	SH 357 (Saratoga)	$10,013.0		Construct additional travel lanes and access imp.
39	1069-01-901	S090C0399	Long Unfunded	SH 357 (Saratoga)	West of Cuernavaca	FM 665	$9,120.0		Construct additional travel lanes and access imp.
40	N/A	S118C0104	Long Unfunded	Wooldridge	Rodd Field	Oso	$9,000.0		Construct additional travel lanes and access imp.
41			Long Unfunded	FM 43 (Weber)	CR 49	FM 665	$15,504.0		Construct additional travel lanes and access imp.
42			Long Unfunded	Holly	Greenwood	Old Brownsville	$7,686.0		Construct additional travel lanes and access imp.
43			Long Unfunded	SH 286 (Ayers)	OSO	FM 2444 (Staples)	$15,498.0		Construct additional travel lanes and access imp.
44			Long Unfunded	FM 665 @ 2444	CR 43 (Terminus)	US 77	$49,362.0		Construct additional travel lanes and access imp.
45			Long Unfunded	Olympic	181 Access Rd.	Existing Olympic	$1,800.0		Construct additional travel lanes and access imp.
46	N/A	S199C0104	Long Unfunded	Gregory	4th Street (Spur 202)	Granajo	$1,500.0		Roadway Safety Improvements (Sidewalks)
47	N/A	S153C0404	Long Unfunded	Facilities	Various Locations				Additional storage track
48	0916-35-900	S070CO499	Long Unfunded	Tule Lake Bridge	North of Ship Channel	South of Ship Channel			Construct New Bridge
49	NA	S132C0104	Long Unfunded	Southside Mobility Corridor	Rodd Field	US 77			Construct additional travel lanes and access imp.

Short Range (Construct) = 2007-2013 Long Range (Plan) = 2014-2026 Long Unfunded = 2027 +

Miscellaneous Federal Funds Category-10

(Funds in thousands)

Estimated Funds for 20 yea $1,098.8

Serial #	TxDOT CSJ #	MPO Project #	Project Year	Project	From	To	Total Cost	Balance Funds	Project Description
1	0916-35-088	S150C0102	2005	Waterfornt Passenger Ferry Terminal	At the Port of Corpus Christi		$1,098.8	$0.0	Construct a Ferry Terminal

Short Range (Construct) = 2007- 2013 Long Range (Plan) = 2014 - 2026 Long Unfunded = 2027 +

Strategic Priority Fund: Category (12)

(Funds in thousands)

Estimated Funds for 20 years $7,600.0

Serial #	TxDOT CSJ #	MPO Project #	Project Year	Project	From	To	Total Cost	Balance Funds	Project Description
1	1549-03-017	S200C0104	2006	FM 1069	SH 361 (in Ingleside)	BS 35	$7,600.0		Construct 4 Ln Curb/Gutter with Continuous L-Turn

Short Range (Construct) = 2007 - 2013 Long Range (Plan) = 2014 - 2026 Long Unfunded = 2027 +

Federally Funded Transit Projects Fund: Category 5307

(Funds in thousands)

Estimated Funds for 20 years $0.0

Serial #	TxDOT CSJ #	MPO Project #	Project Year	Project	From	To	Total Cost	Balance Funds	Project Description	Remarks
1	N/A	VC10-5307-01	2010	Vehicle Contract			$375,000.0		25-ft Contract FR vihicles (3) with IT equipment	
2	N/A	PR10-5307-01	2010	Park & Ride Facility Improvement			$48,400.0		Park & Ride Facility Improvement	
3	N/A	AE10-5307-03	2010	A & E			$6,600.0		A & E fee for PR10-5307-01	
4	N/A	MR10-5307-01	2010	Bus Midlife Repowerment			$100,000.0		Bus Midlife Repowerment	
5	N/A	CS10-5307-02	2010	Computer Software Upgrade			$50,000.0		Computer Software Upgrade	
6	N/A	CH10-5307-02	2010	Computer Hardware			$50,000.0		Computer Hardware	
7	N/A	SV10-5307-04	2010	Service/Support Vehicles			$111,898.0		Service/Support Vehicles for Taxi (2)	
8	N/A	AE11-5307-04	2011	A & E			$80,000.0		A & E fee for Bus Stop Improvement w/CC	
9	N/A	AE11-5307-05	2011	A & E			$17,447.0		A & E fee for Bus Stop Amenity	
10	N/A	AE11-5307-06	2011	A & E			$40,000.0		A & E fee for Transit Enhancement	
11	N/A	AE11-5307-07	2011	A & E			$100,000.0		A & E fee for Bus Stop Improvement w/CC	
12	N/A	AE11-5307-08	2011	A & E			$11,000.0		A & E fee for Bus Stop Renovations	
13	N/A	BI11-5307-08	2011	Bus Station Improvements			$400,000.0		Bus Station Improvements	
14	N/A	CH11-5307-03	2011	Computer Hardware			$100,000.0		Computer Hardware	
15	N/A	CS11-5307-02	2011	Computer Software			$100,000.0		Computer Software	
16	N/A	FE11-5307-04	2011	Equipment			$102,412.0		Equipment (facility & station)	
17	N/A	FI11-5307-02	2011	RTA Facility			$150,000.0		Concrete Improvement	
18	N/A	LE11-5307-02	2011	Large Equipment			$100,000.0		Large Equipment	
19	N/A	MR11-5307-02	2011	Bus Midlife Repowerment			$100,000.0		Bus Midlife Repowerment	
20	N/A	PM11-5307-02	2011	Preventive Maintenance			$2,500,000.0		Preventive Maintenance	
21	N/A	SX11-5307-01	2011	System Expansion			$418,701.0		1 New Bus (40-ft)	
22	N/A	SX11-5307-02	2011	System Expansion			$800,000.0		New Bus (35-ft)	
23	N/A	SX11-5307-03	2011	System Expansion			$500,000.0		TAMU transit	
24	N/A	SX11-5307-04	2011	System Expansion			$500,000.0		NPID Park & Ride	
25	N/A	SX11-5307-05	2011	System Expansion			$2,500,000.0		Ingleside Dock	
26	N/A	BI11-5307-04	2011	Bus Station Improvements			$400,000.0		Bus Station Improvements	
27	N/A	LE11-5307-48	2011	Large Equipment			$161,811.0		Large Equipment	
28	N/A	TE11-5307-49	2011	Transit Enhancement			$400,000.0		Transit Enhancement	
29	N/A	AE12-5307-01	2012	A & E			$40,000.0		A & E fee for ADA Transition Plan	RTA13-12
30	N/A	AE12-5307-02	2012	A & E			$11,000.0		A & E fee for Bus Station Renovation	RTA15-12
31	N/A	AE12-5307-03	2012	A & E			$80,000.0		A & E fee for Bus Stop Improvement w/CC	RTA4-12
32	N/A	AE12-5307-04	2012	A & E			$100,000.0		A & E fee for Bus Stop Improvement w/CC	RTA14-12
33	N/A	AE12-5307-05	2012	A & E			$17,447.0		A & E fee for Bus Stop Shelter Amenity	RTA12-12
34	N/A	AE12-5307-06	2012	A & E			$336,098.0		A & E fee for various projects	RTA2-12
35	N/A	BA12-5307-01	2012	Bus Stop Amenity			$89,390.0		Bus Stop Amenity	RTA27-12
36	N/A	BA12-5307-02	2012	Bus Stop Amenity			$117,841.0		Bus Stop Amenity	RTA29-12
37	N/A	BI12-5307-01	2012	Bus Station Improvements			$56,359.0		Bus Station Improvements	RTA1-12
38	N/A	BI12-5307-02	2012	Bus Stop Improvements			$153,705.0		Bus Stop Improvements	RTA28-12
39	N/A	BI12-5307-03	2012	Bus Station Improvements			$400,000.0		Bus Station Improvements	RTA10-12
40	N/A	BI12-5307-04	2012	Bus Stop Improvements w/CC			$512,350.0		Bus Stop Improvements	RTA30-12
41	N/A	BR12-5307-01	2012	Bus Replacement			$1,183,529.0		Replace 30-ft Buses	RTA22-12
42	N/A	CH12-5307-01	2012	Computer Hardware			$100,000.0		Computer Hardware	RTA6-12
43	N/A	CS12-5307-01	2012	Computer Software			$100,000.0		Computer Software	RTA7-12
44	N/A	FC12-5307-01	2012	Facility			$2,561,750.0		Alternative Fuel Facility	RTA3-12
45	N/A	FE12-5307-01	2012	Equipment			$102,470.0		Equipment for Bus Station	RTA20-12
46	N/A	FE12-5307-02	2012	Furniture			$2,049.0		Furniture	RTA21-12
47	N/A	FI12-5307-01	2012	RTA Facility			$150,000.0		Concrete Improvement	RTA11-12
48	N/A	IT12-5307-01	2012	IT Capital Purchase			$31,766.0		IT Capital Purchase	RTA17-12
49	N/A	LE12-5307-01	2012	Equipment			$100,000.0		Large Equipment	RTA5-12
50	N/A	LE12-5307-02	2012	Equipment			$20,494.0		Large Equipment	RTA18-12

Federally Funded Transit Projects Fund: Category 5307

(Funds in thousands)

Estimated Funds for 20 years $0.0

Serial #	TxDOT CSJ #	MPO Project #	Project Year	Project	From	To	Total Cost	Balance Funds	Project Description	Remarks
51	N/A	MR12-5307-01	2012	Bus Midlife Repowerment			$100,000.0		Bus Midlife Repowerment	RTA8-12
52	N/A	MR12-5307-01	2012	Vhicle Repowering			$512,350.0		Vehicle Repowering	RTA25-12
53	N/A	PM12-5307-01	2012	Preventive Maintenance			$2,500,000.0		Preventive Maintenance	RTA9-12
54	N/A	PV12-5307-01	2012	Paratransit Vehicles			$1,862,659.0		Paratransit Vehicles	RTA23-12
55	N/A	SE12-5307-01	2012	Equipment			$5,124.0		Small Equipment	RTA16-12
56	N/A	SE12-5307-02	2012	Equipment			$25,618.0		Small Equipment	RTA19-12
57	N/A	SV12-5307-01	2012	Service/Support Vehicles			$87,100.0		Service/Support Vehicles	RTA24-12
58	N/A	SX12-5307-01	2012	System Expansion			$81,976.0		System Expansion (new buses beyond fit)	RTA26-12
59	N/A									
60	N/A									
61	N/A									
62	N/A									
63	N/A									
64	N/A									
65	N/A									
66	N/A									
67	N/A									
68	N/A									
69	N/A									
70	N/A									
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Federally Funded Transit Projects Fund: Category 5309

(Funds in thousands)

Estimated Funds for 20 years $0.0

Serial #	TxDOT CSJ #	MPO Project #	Project Year	Project	From	To	Total Cost	Balance Funds	Project Description	Remarks
1	N/A	SX10-5309-01	Unfunded	System Expansion			$500,000.0		Northside Transit Facility	
2	N/A	SX10-5309-02	Unfunded	Downtown Livability Project			$8,500,000.0		Downtown Transit Facility	Application Pending
3	N/A	SX10-5309-03	Unfunded	System Expansion			$100,000.0		Gregory Park & Ride Facility improvement	
4	N/A	SX10-5309-04	Unfunded	System Expansion			$2,500,000.0		Corpus Christi Dock	
5	N/A	SX10-5309-05	Unfunded	System Expansion			$250,000.0		Rail Feasibility Study	
6	N/A	SX10-5309-06	Unfunded	System Expansion			$100,000.0		Bishop Park & Ride Facility improvement	
7	N/A	MM10-5309-02	Unfunded	Waterborne Transportation Service			$2,000,000.0		Purchase Harbor Ferries (2)	FHWA (FBD)
8	N/A	AE10-5309-04	Unfunded	A & E			$120,000.0		A & E fee for system expansion	
9	N/A	FI10-5309-01	Unfunded	Customer Service Center			$2,476,071.0		Customer Service Center	Livability Initiative
10	N/A	FI10-5309-02	Unfunded	Solar Energy Installation			$3,500,000.0		Solar Panel Installation\	
11	N/A									
12	N/A									
13	N/A									
14	N/A									
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16	N/A									
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49	N/A									
50	N/A									

Appendices

Appendix I
Documentation of Public partcicipation

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
- U.S. Army – Corps of Engineers
- U.S. Environmental Protection Agency
- National Oceanic & Atmospheric Administration
- Texas Commission on Environmental Quality
- Texas General Land Office
- Texas A&M Kingsville - Department of Environmental Engineering
- Texas A&M Corpus Christi – Pollution Prevention Partnership

Given that this was an initial outreach initiative - guidance was sought from each of the agencies on identifying a specific contact initially by electronic communication. Each of the agencies responded with an individual to utilize as a contact and were interested in opening a line of communication. These individuals will be used to solicit input on project priorities and asked for ideas on potential mitigation. Discussions with Pat Clements of the U.S. Fish and Wildlife Ecological Services Field Office included using their office as a liaison on future communication with other environmental agencies on our planning process. Since they act as the point of contact on TxDOT related issues they are familiar with FHWA and FTA regulations and agreed to be available to the MPO. We had further discussion on the long-range projects on Mustang Island, the extension of SH 286 and the Southside Mobility Corridor. A dialogue was established which will explore potential environmental mitigation efforts and identification of environmentally sensitive areas that may be impacted by proposed projects. The MPO and the TAMUK Department of Environmental Engineering have entered into a partnership to quantify the impact of congestion on air quality and with the Pollution Prevention Partnership TAMU-CC to evaluate the impact on air quality of major regional projects that are in development or being planned in the two county study area.

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
- BIA – Anadarko

Given that this was an initial outreach initiative - guidance was sought from each of the agencies on identifying a specific contact initially by electronic communication and then in written form. None of the agencies responded with an individual to utilize as a contact or with expressions of interest.

Local Governments:

Ongoing dialogue 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 Transportation Advisory Committee and the Transportation Policy Committee:

- Nueces County
- San Patricio County
- City of Corpus Christi
    - City Planning Commission
    - Air Quality Committee
    - Shared Access Working Group
    - Mayor's Committee for Person with Disabilities
    - Transportation Advisory Committee
    - Bicycle and Pedestrian Sub-Committee
    - Town Hall Meetings
- City of Portland
- City of Gregory
- Port of Corpus Christi
- Regional Transportation Authority
    - Committee on Accessible Transportation (RCAT)

Community Outreach:

The MPO seeks opportunities to provide presentations to civic and community organizations to familiarize them with the planning process and to seek their input on project needs and priorities. These opportunities have included presentations to the:

- Port Industries of Corpus Christi
- Sunrise Rotary
- Southside Rotary
- Southside Kiwanis
- Padre Island Business Association
- Friday Morning Group
- Corpus Christi Chamber of Commerce – Infrastructure Committee
- Corpus Christi Chamber of Commerce – Transportation Committee
- Corpus Christi Hispanic Chamber – Embajadores
- Corpus Christi Regional Economic Development Corporation
- Corpus Christi Transportation Advisory Committee

Publicly Posted Meetings and Public Input:

Of particular concern to the MPO was the input of those under-served by the transportation network particularly the economically disadvantaged, minorities, elderly and low-income individuals. The MPO distributed and made publicly available the draft Metropolitan Transportation Plan to multiple public locations in the study area for public review. The MPO advertised scheduled informal Public Input Opportunities at various Senior Centers, Health Fairs and public meetings to improve the quality and quantity of public interaction. This process increased the number of contacts and provided an opportunity for one on one discussion about transportation needs.

General Summary of Questionnaire Responses:

The outreach effort has included the distribution of questionnaires and the creation of a web based questionnaire to increase input. The web based questionnaire produced three time the responses as questionnaires that were distributed at Community Outreach activities. The general findings include:

- Most people have access to automobile based transportation.
- The majority responded that they do not have travel problems.
- Congestion was considered the region's most important transportation issue.
- The lack of transportation choices (e.g. public transit or walking) was cited as the next most important issue.
- The worst intersection was Everhart Rd. and SPID (SH 358) followed by Staples St. and SPID.
- The most important method of improving traffic conditions was the use of traffic management techniques.
- The next most important method was to maintain and improve existing streets.
- The vast majority indicated that they would always prefer to drive their own car than to use public transportation.

The findings were relayed to the Transportation Advisory Committee and the Transportation Policy Committee and in part, influenced them to identify as a priority in project selection those projects that would reduce congestion and use traffic management techniques.

MPO Scheduled Public Participation Activities Relevant to the Metropolitan Transportation Plan (representative not inclusive)

Date	Public Outreach Activities
Jan 06, 2009	Chamber Infrastructure Issue Manager Group Meeting
Jan 08, 2009	TPCO America Corporation Texas Mill Public Meeting
Jan 13,2009	Nueces County Rural Rail Transportation District Meeting
Jan 14,2009	World Affairs Council of South Texas
Jan 15,2009	BoldFuture Community Visioning Initiative for Coastal Bend
Jan 27, 2009	Transportation Coordination Network Meeting
Feb 04, 2009	San Patricio Industrial Development Transportation Plan Meeting
Feb 10, 2009	Nueces County Rural Rail Transportation District Meeting
Feb 13 -14, 2009	Future of Freight Conference
Feb 26, 2009	Corpus Christi LINC Networking Session
Mar 03, 2009	Hispanic Chamber of Commerce, State of the County presentation
Mar 04, 2009	Nueces County Commissioners Court Meeting
Mar 25, 2009	Nueces County Commissioners Court Meeting
Apr 07, 2009	Chamber Infrastructure Issue Manager Group Meeting
Apr 13, 2009	I-69 Corridor Committee Meeting
Apr 14, 2009	Corpus Christi - Yoakum Regional Freight Mobility Study Meeting
Apr 15, 2009	Corpus Christi MPO starts Federal Certification Process Blog on website
Apr 23, 2009	CAMPO Interagency Meeting – Long Range Plan List Meeting
Apr 28, 2009	The Port Commission Meeting
May 05, 2009	Chamber Infrastructure Issue Manager Group Meeting
May 12, 2009	North Port Ave. Improvement Project Open House
May 27, 2009	The Alliance for I-69 Texas Meeting
Jun 15, 2009	San Patricio Rural Rail District Meeting
Jun 17, 2009	Transportation Coordination Network Meeting
Jun 30, 2009	Nueces County Rural Rail Transportation District Meeting
Jul 20, 2009	City of Gregory Council Meeting
Aug 24, 2009	City of Corpus Christi, Transportation Advisory Committee Meeting
Aug 26, 2009	ACIT South Texas – Legislative Session Presentation
Sep 10, 2009	BoldFuture – Training and Q & A session
Sep 14, 2009	Corpus Christi MPO creates Facebook webpage
Sep 14, 2009	Chairman of BoldFuture “Well Planned Region” Workgroup / six sessions Sept 14 – Nov. 23
Sep 22, 2009	US 181 Harbor Bridge/SH 286 Project Briefing
Sep 24, 2009	Freight Movement and Transportation Needs Workshop

Date	Public Outreach Activities (continue)
Nov 10, 2009	Northwest Senior Center - Corpus Christi
Nov 10, 2009	Portland City Senior Center - Portland
Nov 14, 2009	AARP Diabesity Fair
Nov 18,2009	Oveal Williams Senior Center - Corpus Christi
Nov 19,2009	Regional Transportation Authority - RCAT meeting

PUBLIC NOTICE

Corpus Christi Metropolitan Planning Organization
Metropolitan Transportation Plan

The Corpus Christi Metropolitan Planning Organization (MPO) is preparing a long-range plan for the development of the urbanized area transportation network. The FY 2010-2035 Metropolitan Transportation Plan (MTP) requires public review and comment. We are particularly seeking input from interested parties such as freight shippers, private providers, representatives of the disabled and agencies impacted by transportation projects.

The draft plan is currently available on the MPO website at: www.corpuschristi-mpo.org and at the following locations as of November 1, 2009 for your review and comment:

1.) Office of the Metropolitan Planning Organization -- 5151 Flynn Parkway, Suite 404 Corpus Christi, 78411
2.) The City Secretary's Office, City of Corpus Christi
3.) The City Secretary's Office, City of Portland
4.) The County Clerk's Office, Nueces County Courthouse
5.) The County Clerk's Office, San Patricio County Courthouse
6.) The Regional Transportation Authority Administrative Office -- Receptionist
7.) The Front Desk of the Offices of the Corpus Christi Port Authority
8.) The Office of Corpus Christi District Engineer, Texas Department of Transportation
9.) The Corpus Christi Central, Greenwood, Janet F. Harte, Northwest, Anita & W.T. Neyland Public Libraries, and the Portland Library
10.) The U.S. Fish and Wildlife Ecological Services Field Office at TAMU-CC

Please take time to review this document and call (361) 884-0687, fax (361) 884-8529 or e-mail ccmpo@swbell.net your comments to the MPO on or before December 6, 2009.

Opportunities for public comment will also be provided:

1.) at the November 19, 2009 meeting of the MPO Technical Advisory Committee which meets at the Regional Transportation Authority Board Room at 9 a.m.

2.) at the November 5, 2009 and December 3, 2009 meeting of the MPO Transportation Policy Committee which meets at the Corpus Christi City Hall Council Chambers at 1:30 p.m.

The Transportation Policy Committee will be asked to approve the final 2010-2035 MTP, which will be SAFETEA-LU compliant, at its meeting on December 3, 2009.

PUBLIC NOTICE

Opportunity for Public Participation

WHO: The Corpus Christi Metropolitan Planning Organization (MPO)

WHAT: The Corpus Christi MPO will be hosting Public Input Opportunities at different locations listed below. These meetings are being held in order to inform the public about the MPO planning process and to get input from the 20-year planning document called the Metropolitan Transportation Plan (MTP). The MPO Staff looks forward to receiving any comments of interest you may have regarding the transportation system in our area, including roadways, railroads, transit (bus), bikeways and walkways.

WHERE/ WHEN: **Opportunities for public comment will be provided:**

1) at the November 19, 2009 meeting of the MPO Technical Advisory Committee which meets at the Regional Transportation Authority Board Room at 9 a.m.
2) at the December 3, 2009 meeting of the MPO Transportation Policy Committee which meets at the Corpus Christi City Hall Council Chambers at 1:30 p.m.

The MPO will also be available to receive comments at the following locations:

1) Northwest Senior Center located at 9725 Up River Road, November 10, 2009 at 10:30 a.m.
2) Portland City Senior Center located at 601 Wildcat, November 10, 2009 at 12 noon.
3) Diabesity Fair sponsored by AARP at 4601 Corona Drive, November 14, 2009 at 11:00 a.m.
4) Oveal Williams Senior Center located at 1414 Martin Luther King, November 18, 2009 at 10:00 a.m.
5) RTA's Committee on Accessible Transportation (RCAT) monthly meeting at 5856 Bear Land, November 19, 2009 at 3:00 p.m.
6) Information on the MTP was also provided to the City of Corpus Christi Mayor's Committee for Persons with Disabilities.

For additional information visit our website at www.corpuschristi-mpo.org or call our office at 884-0687.