

# TECHNICAL ADVISORY COMMITTEE (TAC) SCHEDULED MEETING AGENDA PACKET 

9:00 A.M., Thursday, May 16, 2019<br>Corpus Christi Regional Transportation Authority (CCRTA) Staples Street Center 602 N. Staples St., Suite 210, Corpus Christi, Texas 78401

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ITEM \#5A - The U. S. Department of Transportation (DOT) announced a \$900 Million Infrastructure Grant availability - News Release.

ITEM \#6 - Member Agency Project Updates.


METROPOLITAN PLANNING ORGANIZATION

## TECHNICAL ADVISORY COMMITTEE (TAC)

## REGULAR MEETING AGENDA

Thursday, May 16, 2019<br>9:00 a.m.

Location: Corpus Christi Regional Transportation Authority (CCRTA) 602 N. Staples Street, Suite 210, Corpus Christi, TX 78401

1. Call to Order, Roll Call, and Quorum Determination
2. Introduction of Visiting Agency Officials
3. Public Comments for Items not on the Agenda

Opportunity for public comments for items not on the Agenda and within the Committee's jurisdiction (except in matters related to pending litigation). Proceedings are recorded. We ask that remarks be limited to three minutes, that you identify yourself, and give your address.
4. Discussion and Possible Action
A. 2020 - 2045 Metropolitan Transportation Plan (MTP) Project Prioritization Methodology and Performance Measures. $\boxtimes$ - (attachment)

Action: Review, Discuss and Recommend
5. Freight Topics
A. The U. S. Department of Transportation (DOT) announced a \$900 Million Infrastructure Grant availability. $\boxtimes$ - (attachment)

Action: Information Only
6. Member Agency Project Updates. $\boxtimes$ - (attachment)
7. Upcoming Meetings:
A. Technical Advisory Committee:
B. Transportation Policy Committee:
C. Technical Advisory Committee:

MTP Project Selection Workshop:
Regular Meeting:
Regular Meeting:

May 23, 2019
June 6, 2019
June 20, 2019
8. TAC Member Comments
9. Adjourn

## PUBLIC MEETING NOTIFICATION

All MPO Committee meetings are public meetings and open to the public. Any persons with disabilities who plan to attend this meeting and who may need auxiliary aids or services arerequested to contact the MPO at (361) 884-0687 at least 48 hours in advance so that appropriate arrangements can be made.

If you would like us to explain this information, or you would like it in Spanish, please call us at (361) 884-0687 or contact us by email at ccmpo@cctxmpo.us. We are located at 602 N. Staples Street, Suite 300, Corpus Christi, TX 78401. Copies available upon request.

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MEETING LOCATION MAP

## ATTACHMENT

April 18, 2019 TAC Meeting Notes

## 1. Call to Order and Quorum determination

Mr. Brian DeLatte called the meeting to order at 9:00 a.m.

## 2. Roll Call by MPO Transportation Planning Director

Present: Brian DeLatte, P.E., City of Portland, Sarah Munoz, P.E., City of Corpus Christi, Jeff Pollack, AICP, Port of Corpus Christi; Howard Gillespie, San Patricio County (left 10:02 a.m.); Gordon Robinson, PMP, Corpus Christi Regional Transportation Authority (RTA); Paula Sales-Evans, P.E., Texas Department of Transportation Corpus Christi District (TxDOT-CRP)

Staff Present: Robert MacDonald, Daniel Carrizales, Victor Mendieta, and Yoshiko Boulan
3. Introduction of the new MPO Director

Mr. DeLatte introduced Mr. Robert MacDonald, new MPO Transportation Planning Director.
Mr. MacDonald graduated from Northeastern University with a Bachelor of Science Degree in Civil Engineering and the University of Colorado with a, Master of Public Administration Degree. Mr. MacDonald has an extensive knowledge and experience in both public and private sectors as a registered Professional Engineer (P.E.) and his past work experiences including the Executive Director position in Central Arizona Governments Pinal Regional Transportation Authority, Pikes Peak Area Council of Governments, Pikes Peak Rural Transportation Authority, City of Colorado Springs Public Works Department and various consulting firms.

Mr. MacDonald introduced himself as one who has a diverse background; a professional Engineer, a planner, and a funding administrator - a person who knows how to plan the projects and how to deliver the projects with both technical knowledge and interpersonal skills. He worked on quite a few multimillion-dollar projects as well as small scale projects such as bicycle and pedestrian facilities and he is looking forward to working on the Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP) for this region in collaboration with local entities.

## 4. Introduction of visiting agency officials

Mr. DeLatte welcomed all in attendance.

## 5. Public Comments on Agenda Items

Mr. DeLatte asked for public comments on agenda items; no public comments were offered.
6. Presentation
A. Ms. Gretchen Arnolds, Corpus Christi Air Quality Group Chair, presented updates to the regional air quality attainment status, and decreased funding condition for air quality programs.

Ms. Gretchen presented the historical background of the Corpus Christi Air Quality Group (CCAQ), the purpose and mission of CCAQ, and current issues CCAQ is facing. The CCAQ was established in 1995 as a voluntary group to monitor and maintain air quality reporting in the area. The main participants are the City of Corpus Christi, Nueces and San Patricio Counties, San Patricio County Economic Development Corporation (SPCEDC), United Corpus Christi Chamber of Commerce, Port Industries, Port of Corpus Christi Authority (POCCA), TxDOT-CRP, RTA, Texas A\&M University - Corpus Christi (TAMU-CC) and Kingsville (TAMUK), and the MPO.

Ozone is the only ambient air pollutant at risk for violation of National Ambient Air Quality Standards (NAAQS) in the Corpus Christi region. This region has been successfully maintaining required ozone levels (lower than 70 ppb ) via local efforts. The current regulatory average for ozone is 61 parts per billion (ppb).

Maintaining the attained air quality status has profound impacts on transportation planning such as being exempted from the additional Congestion Mitigation and Air Quality (CMAQ) reporting and analysis requirements and the State Implementation Plan (SIP) development process.

CCAQ is implementing two major programs, one is the Continuous Air Quality Monitors (CAMs) installed and monitored by TAMUK, and the other is the Pollution Prevention Partnership (PPP) to test and repair the emissions called AutoCheck. These programs were funded through the Texas Commission on Environmental Quality (TCEQ) but the funding was cut in 2017. Port Industries and POCCA provided temporary funds to maintain the CAMs and PPP respectively, however; the CAMs by TAMUK are not currently operating due to the loss of staff. CCAQ is working with the local elected officials and entities to reinstate the TCEQ funding to operate these two programs. The CCAQ believes it is critical to monitor air quality in this region. The region is experiencing major industrial developments, especially in the City of Portland, San Patricio County, and the City of Gregory. Additionally, there are also an increase in Vehicle Miles Traveled (VMT) due to more cars on the road. Ms. Arnold mentioned that to keep the attainment status, there should be other programs to reduce emissions, such as ride-share and alternative transportation. The MPO helps to incorporate these programs into the planning process and acts as a strong stakeholder.

Mr. MacDonald asked Ms. Arnold if the background emissions are determined and addressed. For example, in Colorado, about half the ozone emissions come from outside the state and region. With this large percentage of background ozone, the local transportation system and point-source emissions are being targeted to reduce their emissions to account for some of the background ozone emissions. Ms. Arnold stated the TCEQ monitors have been running since late 90 s and possibly not capturing all the necessary data, that is why CCAQ installed three additional monitors with support from TAMUK. This is another reason this monitor program should be funded.

Mr. Pollack suggested to coordinate with SPCEDC and Port Industries to evaluate those areas and possibly incorporate emission reduction practices into freight mobility such as using compressed natural gas (CNG) fuel to reduce emissions.

## 7. Discussion and Possible Action

## A. Prioritizing Category 2 (Metro and Urban Area Corridor) Projects.

This item was discussed in the March 21, 2019 TAC meeting and the decision was to continue the discussion in the April meeting. The Texas Transportation Commission (the Commission) requested TxDOT-CRP and the MPO to submit the reprioritized Category 2 (Metro and Urban Area Corridor) project list to the TxDOT Transportation Planning \& Programming Division (TPP) by May 1, 2019 for the 2020 Unified Transportation Program (UTP), TxDOT's 10-year plan. TxDOT-CRP provided a spreadsheet with a total value and average ranking to each project. The MPO prepared another spreadsheet for discussion with the project information and four frames of reference based on TxDOT's Decision Lens, Let Date, 2017 approved methodology, and 2017 methodology with updated data and performance measure requirements ranking. The Let Date is considered an important indicator given the projects are scheduled to begin (contract let date) and be funded for upcoming fiscal years. These relative comparative measurements of priority are provided as a tool to see how each methodology ranks projects. These are offered as a consideration for the TAC members to rank these projects. Mr. MacDonald stated that this project prioritization exercise is for this particular project ranking only and not applicable to future MTP project selection processes.
Ms. Sales-Evans, TxDOT-CRP, explained the purpose of this request; these eight projects are approved in 2019 UTP and candidate projects for 2020 UTP. These projects need to be prioritized with its needs and values based on the new performance measures and ranked from 1 to 8 . TxDOT is making an effort to validate the projects priority with the TxDOT Decision Lens methodology. The Commission wants to ensure the MPO's involvement in the project selection process for Category 2 projects. Ms. Sales-Evans said the prioritization of projects may assist in the consideration of the projects for the Commission's discretionary funding (Category 12 - Strategic Priority) or other possible funding. Ms. Sales-Evans reminded the group that it is important to consider the nature of Category 2 funding, what should be addressed by projects using Category 2 funding, and how projects should be selected for Category 2 based on these factors. Ms. Sales-Evans also mentioned that some criteria are suitable for project prioritization for Transportation Alternative Set Aside (TASA) projects and Category 7 (Metropolitan Mobility and Rehabilitation) projects, but not necessarily for the State Highway System, thus the methodology needs to be flexible to select and
prioritize projects for different funding mechanisms. Ms. Sales-Evans also stated that these Category 2 projects are all important to the region and this ranking result should not affect these projects' status in 2019 UTP and 2020 UTP.

Mr. Pollack pointed out that both Decision Lens, 2017 approved methodology, and updated 2017 methodology all shows consistent lower ranking on PR 22, SH 361, and FM 893 projects. It validates these methodologies. Thus, he suggested that the focus for today's effort should be on the top five projects. He stated that if the Decision Lens ranking reflects State priorities on Category 2 projects compared to the local methodology, then using the Decision Lens puts the projects in a more competitive position in the UTP.

Ms. Sales-Evans stated that the regional priority is not fully reflected in the Decision Lens with other subjective factors associated to each project. Ms. Sales-Evans provided the background, the scope, and status of each project that affect the project priority in addition to the four methodologies/indicators. The specific for each project are summarized below:
$\mathrm{IH}-37$ project (I-69/IH-37 and IH-37/US77 interchanges) addresses safety, congestion by adding some capacity, and raising elevation for hurricane evacuation with additional Category 4 (Statewide Connectivity Corridor Projects), the Commissions' discretionary funding, and rural connectivity funding.

SH 286 extension project from FM 43 (Weber Rd.) and FM 2444 (S. Staples St.) addresses the congestion on SH 358 (S.P.I.D.) by providing alternate route and accommodating rapid growth in the City's Southside. FM 434 -lane upgrade is completed, and the Staples Street five-lane upgrade will be completed soon. This project requires ROW acquisition. TxDOT held the public hearing recently, and the funding for initial phase is available.

The two US 181 projects (FM 3239/Wildcat Dr.) widen freeway and ramp reversal are considered as one project due to the probability that one contract will be executed. It is necessary to mitigate the congestion caused by the rapid growth in the City of Portland and Gregory. Currently the project is under design to meet the local needs and safety requirements.

The SH 358 (Nile Dr./Staples St.) Ramp Reversal is part of the ongoing SH 358 safety improvement. With the relation to the current Ramp Reversal projects and its status, this project is programmed in 2021.

The FM 893 project might be a better fit for Category 7 funding due to the more local emphasis; however, the need for safety improvements due to the nearby elementary school, the fact that it is on the State Highway System, and Category 7 funds are tied with the Harbor Bridge project, this projects is a candidate for Category 2 funds.

The PR 22 project needs to refine its project scope and requires an extensive coordination between the City of Corpus Christi and TxDOT-CRP as well as local communities. The main purpose of this project is for operational improvement without adding capacity based on the access management study done a few years ago, but until the scope is detailed, it is difficult to score and rank effectively as a priority. With less details available, this project is programmed in 2025 to allow time for the details to be determined.

The SH 361 (at the SH 35 intersection) project is located at SH 361, SH 35, Spur 202, and railroad that all come together. TxDOT-CRP is currently working with a consultant to perform a feasibility study and analyze the scope for this project. This project needs refinement and data, so it is programmed in 2026.

With the consideration of other factors such as ROW acquisition, utility relocation, funding, final scoping, and coordination, the suggested ranking for these projects is:

1. I-37: Redbird Lane Overpass to Nueces River - Widen freeway by constructing additional 2 travel lanes Northbound and 1 additional travel lane Southbound.
2. SH 286: FM 43 to South of FM 2444 - Construct phase-1 freeway extension by upgrading existing 2lane roadway to 4 -lane divided highway.
3. US 181: FM 3239 (Buddy Ganem Drive) to FM 2986 (Wildcat Drive) - Reverse entrance and exit ramps in northbound direction and widen freeway by constructing 1 additional travel lane in each direction.
4. SH 358: Nile Drive to Staples Street - Ramp reversal phase II-B.5. FM 893: CR 3685 (Stark Road) to 0.2 mile west of CR 79 (Gum Hollow) - Upgrade to 5-lane urban roadway by constructing additional 2 lanes and center turn lane.
5. SH 361: At SH 35 Interchange to 0.6 miles southeast on SH 361 - Upgrade and add direct connectors.
6. PR 22: Aquarius Street to Whitecap Boulevard - Corridor Upgrade for pedestrian and access management improvements without adding capacity.

Ms. Munoz asked, that if the scope and objectives were clarified and analyzed, could the PR 22 project be advanced from it currently anticipated let date. Ms. Sales-Evans answered that if the project is in the 2020 UTP and all information becomes available, the project could be accelerated. Mr. MacDonald emphasized that this ranking is for this particular request from the Commission, and when the MPO goes through the project selection for the 2020-2045 Metropolitan Transportation Plan (MTP), there will be an extensive discussion regarding the methodology and prioritization.

Mr. Pollack made a motion to adopt the ranking that is based on the systematic scoring process and local input for other qualitative factors. Ms. Sales-Evans seconded; motion passed unanimously.

The MPO staff will prepare the letter for the TAC Chair's review and submit the letter regarding the prioritized Category 2 projects to TxDOT-CRP.

## 8. Freight Topics

## A. TxDOT awarded $\$ 6.8 \mathrm{M}$ Advanced Transportation and Congestion Management Technology (ATCMTD) grant for the I-10 Corridor Coalition Truck Parking Availability System.

Mr. MacDonald informed the TAC members that a $\$ 6.8 \mathrm{M}$ ATCMTD grant has been awarded to the coalition of California, Arizona, New Mexico and Texas Department of Transportation for the truck parking availability system.

## 9. Member Agency Project Update (Project Tracker)

Mr. Mendieta provided the most current project list to TAC members and requested updates if the project status has changed.
10. Staff Briefing
A. Association of Metropolitan Planning Organization (AMPO)'s National Framework for Regional Vehicle Connectivity and Automation Planning webinar: April 25, 2019 1:00-2:30 p.m.

Mr. MacDonald informed the TAC members the AMPO's subject webinar on April 25, 2019. The MPO will provide more information if the TAC members are interested.
B. Transportation Policy Committee Meeting: June 6, 2019

The TPC meeting is scheduled for May 2, 2019 has been cancelled. The next TPC meeting is scheduled for June 6, 2019.
C. Technical Advisory Committee Meeting: May 16, 2019

The next TAC meeting is scheduled for May 16, 2019.

## 11. TAC Committee Member's Comments and Concern

Mr. Robinson informed that TAC members that the RTA has been successfully providing the van pool (shareride) program since April 2018 and will continue to serve this region as a congestion mitigation and emission reduction effort.

## 12. Adjourn

The meeting adjourned at 10:32 a.m.

## ATTACHMENT ITEM \#4A

2020 - 2045 Metropolitan Transportation Plan (MTP) Project Methodology and Performance Measures


METROPOLITAN PLANNING ORGANIZATION

| Date: | May 16, 2019 |
| :--- | :--- |
| To: | Technical Advisory Committee (TAC) |
| Through: | Robert MacDonald, Transportation Planning Director |
| From: | Victor Mendieta, GIS Manager |
| Subject: | Item 4A: 2020 - 2045 Metropolitan Transportation Plan (MTP) Project <br> Prioritization Methodology and Performance Measures |
| Action: | Review, Discuss and Recommend to the TPC |

## Summary

During development of the MPO regional Metropolitan Transportation Plan (MTP), the member governments and agencies work with the MPO staff to develop performance measures and criteria for the prioritization of projects. This is the task before the TAC today as your first opportunity to review the staff methodology and provide suggestions and comments.

To develop the prioritized project list, the MPO referenced TxDOT's Project Criteria, Weights, and Descriptions (Decision Lens) (see attachment 1) to develop the MPO staff's recommended 2019 Project Performance Measures, Weights, and Descriptions (see attachment 2). The MPO's weighting was developed by mirroring TxDOT's weighting to the MPO's performance measures where possible and adjusting the remaining weights to reflect the MPO's assessment of regional priorities.

The results of this prioritization are illustrated on the 2020-2045 MTP Project Prioritization Table (see attachment 3). The table identifies the rank of each project based upon the resulting score from Decision Lens. The current rankings are consistent with the adopted 2015-2040 MTP list of projects as shown in columns 1 and 3 of the attached table. A general analysis shows the following for the 51 projects that were scored:

- 40 projects increased in relative priority
- 2 projects remained the same
- 3 projects were new submissions
- 6 projects decreased in relative priority

If successful at the May $16^{\text {th }}$ TAC meeting, this effort will be recommended by the TAC to the TPC for their consideration and approval at their June $6^{\text {th }}$ meeting. Given the complex nature of this task, the MPO have proposed and scheduled a TAC Workshop on May $23^{\text {rd }}$ from 1:30 to 4:00 p.m. to allow for additional time to discuss and finalize the MTP Project Prioritization Methodology.

## Recommendation

The TAC has the following options to consider:

- Recommend approval of the MTP Project Prioritization Methodology and Performance Measures to the TPC as presented;
- Modify the recommendation by staff and recommend approval to the TPC, or
- Table the recommendation and return the item to the MPO staff for further consideration and discussion with TAC members during the May $23^{\text {rd }}$ Workshop.

The TAC and MPO staff recommend that the TPC approve the action as presented using the proposed motion provided below.

## Proposed Motion

Move to recommend approval of the methodology and the resulting 2020-2045 MTP Project Prioritization Table (see attachment 3) to the TPC.

## Financial Impact

None at this time.

## Background

The MPO has been refining their performance measures to weigh and prioritize projects in preparation of the 2020-2045 MTP update. The development of the performance measures list started with more than 40 specific measures that were proposed to be used for both project prioritization as well as regional profiling. Through coordination with TAC in 2017, the MPO staff refined the initial performance measures list to 33 performance measures. The list was further reduced in number due to some limitations on data availability at that time. The final list contained 22 performance measures for use in project scoring.
The performance measures list has since been further streamlined to 15 measures that are the result of continued coordination with TAC members as well as the MPO staff's professional assessment based on research. The performance measures that were removed have been retained for data collection and regional profile reporting except for a few that were identified as no longer pertinent or applicable to the MPO's planning purposes.

## Attachments

1. TxDOT Project Criteria, Weights, and Descriptions (Decision Lens)
2. 2019 Project Performance Measures, Weights, and Descriptions (Decision Lens)
3. 2020-2045 MTP Project Prioritization Table

TxDOT Project Criteria, Weights, and Descriptions

| Criteria |  | Weight | Description |
| :---: | :---: | :---: | :---: |
| Safety |  | 31.40\% | Description |
| Crash Count | Estimated Impact on Fatal and Serious Injury Crashes | 3.14\% | Project's estimated impact on fatal (K) and serious injury (A) type crashes, based on the work that is being done and historical crashes. Total number of relevant crashes prevented in "Plan Horizon" window (default 10y). Units: Crashes |
|  | Estimated Impact on Total Crashes | 3.14\% | Project's estimated impact on all crashes, based on the work that is being done and historical crashes. Total number of crashes prevented in "Plan Horizon" window (default 10y). Units: Crashes |
| Crash Rate | Estimated Impact on Fatal and Serious Injury Crash Rate | 3.14\% | Project's estimated impact on fatal ( $K$ ) and serious injury (A) type crashes, based on the work that is being done and historical crashes. Total number of relevant crashes prevented in "Plan Horizon" window (default 10y), divided by million vehicle miles traveled. Units: Crashes/MVMT |
|  | Estimated Impact on Total Crash Rate | 3.14\% | Project's estimated impact on all crashes, based on the work that is being done and historical crashes. Total number of crashes prevented in "Plan Horizon" window (default 10y), divided by million vehicle miles traveled. Units: Crashes/MVMT |
| Safety Project Classification (DCIS P1) |  | 6.28\% | Project is classified as a safety type project in DCIS (P01 Proj Class). The project classification in DCIS is one of: "GCP", "HES", "HPR", "RH", "RR", "SB", "SFT", "SRA", "TPD", "TS", "BIK", "PED". |
| Hurricane Evacuation Route |  | 6.28\% | Project is marked in DCIS (PO1) as a hurricane evacuation route. |
| Societal Cost Savings |  | 6.28\% | Societal cost savings from the project's estimated impact on all crashes, based on the work that is being done and historical crashes. Sum of the total number of crashes prevented in "Plan Horizon" window (default 10y) by severity, multiplied by the average societal cost of crash's severity. Units: Dollars |
| Preservation |  | 20.86\% | Description |
| Bridge <br> Condition | Reduction in Structurally Deficient Deck Area | 5.21\% | Total square feet of bridge deck area that is estimated to become structurally deficient (<= 4 condition rating) by the end of the "Plan Horizon" window (default 10y), but will be better than structurally deficient (>4 condition rating) within the same time frame if the project is completed. Units: Sqft |
|  | Deck Area Receiving Preventative Maintenance | 5.21\% | Total square feet of bridge deck area that is estimated to remain sufficient (>= 7 condition rating) by the end of the "Plan Horizon" window (default 10y), but is being further prevented from falling below that threshold within the same time frame if the project is completed. Units: Sqft |
| Pavement Condition | Reduction in Poor Lane Miles (by Ride Score) | 2.61\% | Total lane miles (lanes * miles) of pavement that is estimated to be in a "poor" state (<2 Ride score) by the end of the "Plan Horizon" window (default 10y), but will be better than poor ( $>=2$ Ride score) within the same time frame if the project is completed. Units: Lane-Miles |
|  | Lane Miles Receiving Preventative Maintenance (by Ride Score) | 2.61\% | Total lane miles (lanes * miles) of pavement that is estimated to remain "good" (>= 3 Ride score) by the end of the "Plan Horizon" window (default 10y), but is being further prevented from falling below that threshold within the same time frame if the project is completed. Units: <br> Lane-Miles |
|  | Reduction in Poor Lane Miles (by Distress Score) | 2.61\% | Total lane miles (lanes * miles) of pavement that is estimated to be in a "poor" state (< 70 Distress score) by the end of the "Plan Horizon" window (default $10 y$ ), but will be better than poor ( $>=70$ Distress score) within the same time frame if the project is completed. Units: LaneMiles |
|  | Lane Miles Receiving Preventative Maintenance (by Distress Score) | 2.61\% | Total lane miles (lanes * miles) of pavement that is estimated to remain "good" (>= 80 Distress score) by the end of the "Plan Horizon" window (default 10y), but is being further prevented from falling below that threshold within the same time frame if the project is completed. Units: Lane-Miles |

TxDOT Project Criteria, Weights, and Descriptions

| Criteria |  | Weight | Description |
| :---: | :---: | :---: | :---: |
| Congestion Reduction |  | 19.20\% | Description |
| Benefit Congestion Index - Auto |  | 4.80\% | Average daily congestion savings over a 20 yr period following project completion for the non-truck percentage of traffic, based on the work that is being done. This is calculated based on volume to capacity ratios, versus volume to adjusted capacity ratios. This is an estimate of daily hours of travel time savings for autos over a 20 yr period based for specified improvements. Units: Hours |
| Benefit Congestion Index - Truck |  | 4.80\% | Average daily congestion savings over a 20 yr period following project completion for the truck percentage of traffic, based on the work that is being done. This is calculated based on volume to capacity ratios, versus volume to adjusted capacity ratios. This is an estimate of daily hours of travel time savings for trucks over a 20 yr period based for specified improvements. Units: Hours |
| Normalized Congestion Index - Auto |  | 4.80\% | Average daily congestion savings over a 20y period following project completion for the non-truck percentage of traffic, based on the work that is being done. This is calculated based on volume to capacity ratios, versus volume to adjusted capacity ratios, then divided by segment length. This is an estimate of average daily hours of travel time savings for autos over a 20 yr period based for specified improvements based on length of project. Units: Hours/Miles |
| Normalized Congestion Index - Truck |  | 4.80\% | Average daily congestion savings over a $20 y$ period following project completion for the truck percentage of traffic, based on the work that is being done. This is calculated based on volume to capacity ratios, versus volume to adjusted capacity ratios, then divided by segment length. This is an estimate of average daily hours of travel time savings for autos over a 20 yr period based on specified improvements based on length of project. Units: Hours/Miles |
| Enhance Connectivity |  | 13.48\% | Description |
| Affects Access and Reliability |  | 3.37\% | Project positively affects the access and reliability of a community with limited or unreliable connectivity. This is a professional judgement call by the user in PM-DIS on a per-project basis. |
| Trunk System Route |  | 3.37\% | Project is marked in DCIS (PO1) as on the trunk system. |
| Intermodal Connector |  | 3.37\% | Project roadway is marked "On the NHS, is an Intermodal connector" in TxDOT highway network data. (SEC_NHS >= 2) |
| Lane Miles of New Connectivity |  | 3.37\% | Lane miles (lanes * miles) of new alignment roadway if the project is adding to the system. Units: Lane-Miles |
| Effect on Economic Development |  | 9.82\% | Description |
| Economic Importance | National Highway System (NHS) Route | 2.45\% | Project is marked in DCIS (P01) as NHS, with a further filter based on whether the highway number in DCIS (PO1) begins with "IH". |
|  | National Highway Freight Network (NHFN) | 2.45\% | Project's roadway is marked "Is a National Truck Route" in TxDOT highway network data. (SEC_NTRK = 1) |
| System Usage | Base ADT | 1.64\% | Current/most recent annual average daily traffic along the project span. DCIS (P3) AADT takes priority, but TxDOT highway network data is used in its absence. Units: Vehicles |
|  | Base ADTT | 1.64\% | Current/most recent annual average daily truck traffic along the project span. DCIS (P3) AADT and Percent Trucks take priority but TxDOT highway network data is used in their absence. |
|  | Energy Sector Route | 1.64\% | Project is marked in DCIS (P3) as Energy Sector. |
| Effects on the Environment |  | 5.21\% | Description |
| Effects on the Environment |  | 5.21\% | Project meets one or more of these criteria: the project classification in DCIS (PO1) is one of: "LSE", "HPR", or "TPW"; the project contains category 5 in DCIS (PO2); the project meets the criteria outlined in the PM-DIS performance metrics documentation for Environmental. |


| Performance Measures |  | Weight | Description |
| :---: | :---: | :---: | :---: |
| System Reliability |  | 40.00\% | Description |
| Efficiency and Economic Competitiveness (Congestion) | Planning Time Index (PTI) | 4.00\% | Planning Time Index represents the total travel time that should be planned when sufficient buffer time is included to account for anticipated congestion. |
|  | Travel Time Index (TTI) | 4.00\% | Travel Time Index is the total elapsed time (in seconds) spent driving a specified distance. The ratio of the travel time during the peak period to the time required to make the same trip at free-flow speeds. A value of 1.30, for example, indicates a 20 -minute free-flow trip requires 26 minutes during the peak period ( 20 minutes $\times 1.30=26$ minutes). |
|  | Truck Travel Time Index (TTTI) | 4.00\% | Truck Travel Time Index is the ratio of the peak-period truck travel time as compared to the free-flow truck travel time. This measure is computed for the AM peak period (6:00 a.m. to 9:00 a.m.) and PM peak period (4:00 p.m. to 7:00 p.m.) on weekdays. |
| Infrastructure Condition | National Highway Freight Network (NHFN) | 10.00\% | Is the project on the NHFN? |
|  | National Highway System (NHS) | 10.00\% | Is the project on the NHS? |
|  | International Roughness Index (IRI) / Pavement Condition Index (PCI) Rating | 8.00\% | IRI and PCI ratings were utilized to determine the overall condition of the corridor within the project limits: Poor, Fair, or Good. IRI was used for state maintained corridors. PCI was used for city maintained corridors. |
| Safety |  | 30.00\% | Description |
| Injuries and Fatalities | Number of Fatal Crashes | 3.33\% | Five year average of all fatal crashes within the project limits. |
|  | Number of Serious Injury Crashes | 3.33\% | Five year average of all serious injury crashes within the project limits. |
|  | Number of Non-motorized Fatal and Serious Injury Crashes | 3.33\% | Five year average of all non-motorized fatal and serious injury crashes within the project limits. |
| Crashes | Crash Rate | 10.01\% | Five year average of all crashes within the project limits. |
| Hurricane Evacuation Route (HER) |  | 10.01\% | Is the project on a hurricane evacuation route (HER)? |
| Multi-modal Use and Opportunity |  | 15.00\% | Description |
| Active Mobility | Bike Mobility Network | 7.94\% | Is the project on the Strategic Plan for Active Mobility's bike mobility network? |
| Transit | Transit System | 7.06\% | Is the project on the local transit system? |
| Stewardship |  | 15.00\% | Description |
| Equity / Accessibility | Numer of impacted Title VI / Environmental Justice population groups | 7.94\% | Number of population groups that the project runs through. There are nine total population groups. Title VI: Disability, Ethnic Minority, Female, Limited English Proficiency, National Origin, Over Age 65, Under Age 18 <br> Environmental Justice: Low Income, Minority |
|  | Direct access to major points of interest | 7.06\% | Number of major points of interest that the project has direct access to. There are eight major points of interest: Schools, Food Resources, Medical Resources, Civic Institutions, Low Income Housing, Place of Worship, Recreation/Tourism, Retail |

## 2020-2045 MTP Project Prioritization Table

| $\begin{aligned} & 2019 \\ & \text { Rank } \end{aligned}$ | $\begin{array}{\|l\|l} 2019 \\ \text { Score } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Previous } \\ \text { MTP } \\ \text { Rank } \\ \hline \end{array}$ | Rank Change | Previous MTP | Project Name | Description | From Limit | To Limit | Sponsor | Funding Category |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | 0.80 | 5 | 4 | TIP | SH 358 (SPID) Ramp Reversal | Ramp reversal Phase II-A - south side only | Nile | Ayers | TxDOT-CRP | Cat 2 |
| 2 | 0.72 | 54 | 52 | Long <br> Range | SH 358 (SPID) Ramp Reversal | Ramp Reversal Phase II-C (Braided ramps) | Airline | Everhart | TxDOT-CRP | Anticipated Cat 7 |
| 3 | 0.66 | 53 | 50 | Long <br> Range | SH 358 | Upgrade ITS infrastructure | SH 286 | 1H 37 | Corpus Christi | Anticipated Cat 7 |
| 4 | 0.66 | 25 | 21 | 10 Year | SH 358 (SPID) Ramp Reversal | Ramp reversal Phase II-B | Nile | Staples | TxDOT-CRP | Cat 7 |
| 5 | 0.64 | 60 | 55 | Long Range | SH 286 (Crosstown) | Construct 1 additional northbound travel lane | SH 358 (SPID) | SS 544 | TxDOT-CRP | Anticipated Cat 2 |
| 6 | 0.64 | 78 | NEW | N/A | FM 624 | Upgrade from 2-lane roadway to 3-lane roadway | US 77 | FM 73 | TxDOT-CRP | TBD |
| 7 | 0.61 | 9 | 2 | TIP | Roadway Operation \& Maintenance | Upgrade/install traffic signals and add right turn lane at Islander Way | On Spur 3 (Ennis Joslin) from SH 358 | Sand Dollar Blvd. | TxDOT-CRP | Cat 7 |
| 8 | 0.58 | 19 | 11 | TIP | US 181 Ramp Reversals | Reverse entrance and exit ramps in Northbound direction | FM 3296 (Buddy Ganem Dr) | FM 2986 (Wildcat Dr) | TxDOT-CRP | Cat 2 |
| 9 | 0.58 | 31 | 22 | 10 Year | US 181 | Widen freeway by constructing 1 additional travel lane in each direction | N of FM 3296 (Buddy Ganem Dr) | FM 2986 (Wildcat Dr) | TxDOT-CRP | Cat 2 |
| 10 | 0.58 | 33 | 23 | 10 Year | SS 544 | Operational improvements without adding capacity | SH 286 | Coopers Alley | Corpus Christi | Cat 2 |
| 11 | 0.56 | 12 | 1 | TIP | US 181 Operational Improvements | Construct auxilary lanes and ramp reversals to existing 4-lane freeway | Sunset Rd | FM 3239 (Buddy Ganem <br> Dr) | TxDOT-CRP | Other (Prop 1) |
| 12 | 0.54 | 13 | 1 | TIP | SH 44 | Upgrade from 4-In divided hwy to 4-In freeway w/frontage rds by constructing 4 mainlanes, interchanges, and frontage roads | West of FM 3386 | East of FM 1694 | TxDOT-CRP | Cat 2 / Cat 4(3c) / Other (Cat 12) |
| 13 | 0.53 | 34 | 21 | 10 Year | PR 22 | Corridor upgrade for pedestrian and access management improvements without adding capacity | Aquarius | Whitecap | TxDOT-CRP | Anticipated Cat 2 |
| 14 | 0.52 | 23 | 9 | TIP | 137 | Widen freeway by constructing additional 2 travel lanes NB \& 1 additional travel lane SB | Redbird Ln (Overpass) | Nueces River | TxDOT-CRP | $\begin{aligned} & \hline \text { Cat2 / Cat4(3c) / } \\ & \text { Other (Cat12) } \\ & \hline \end{aligned}$ |
| 15 | 0.51 | 61 | 46 | Long <br> Range | 137 | Construct ramp improvements | FM 1694 | IH 69 Interchange | TxDOT-CRP | $\begin{aligned} & \text { Anticipated } \\ & \text { Cat } 4(3 C) \\ & \hline \end{aligned}$ |
| 16 | 0.50 | 15 | -1 | TIP | US 181 | Construct Grade Separation over Sunset Rd by building 4-In divided mainlanes at existing at-grade intersection | On US181 at SH35 intersection |  | TxDOT-CRP | $\begin{array}{\|c} \hline \text { Cat 4(3c) / Other (Cat } \\ 12 \& \text { Cat } 1) \\ \hline \end{array}$ |
| 17 | 0.50 | 26 | 9 | 10 Year | SH 286 (Crosstown) | Extend 4-lane divided freeway by constructing mainlanes, overpasses, and frontage roads | FM 43 (Weber Rd) | S of FM 2444 | TxDOT-CRP | Cat 7 |
| 18 | 0.50 | 62 | 44 | Long <br> Range | SH 286 Extension | Upgrade to 4-lane divided freeway by constructing mainlanes and interchanges | FM 43 (Weber Rd) | FM 2444 | TxDOT-CRP | Anticipated Cat 2 |
| 19 | 0.48 | 56 | 37 | Long Range | FM 43 | Upgrade to 5-lane roadway by constructing addtnl 2 lanes and CLTL | SH 286 | FM 665 (Old Brownsville Rd) | TxDOT-CRP | Anticipated Cat 7 |
| 20 | 0.45 | 79 | NEW | N/A | FM 43 | Install signalized traffic signal and left turn lane | At intersection of FM 43 and CR 33 |  | TxDOT-CRP | TBD |
| 21 | 0.45 | 14 | -7 | TIP | FM 2986 (Wildcat Dr) | Upgrade from 2-In rdwy to 5-In urban rdwy by constructing addtnl 2 lanes and CLTL | US 181 | FM 3239 (Buddy Ganem Dr) | TxDOT-CRP | Cat 2 / Other (Cat 1) |
| 22 | 0.43 | 70 | 48 | UNL | SH 361 | Construct additional 2 lanes for 4-lane divided section | Access Road 1 in Port Aransas | PR 22 | TxDOT-CRP | TBD |
| 23 | 0.42 | 27 | 4 | 10 Year | PR 22 | Feasibility study: intersection upgrade/flyover | At SH 361/PR 22 intersection | Zahn | TxDOT-CRP | Anticipated Cat 7 |
| 24 | 0.42 | 59 | 35 | Long <br> Range | PR 22 | Intersection upgrade/ flyover | At SH 361/PR 22 intersection | Zahn | TxDOT-CRP | $\begin{gathered} \hline \text { Anticipated } \\ \text { Cat } 7 \\ \hline \end{gathered}$ |
| 25 | 0.42 | 57 | 32 | Long Range | FM 624 | Install raised medians | River Hills Dr | East Riverview | TxDOT-CRP | Anticipated Cat 7 |
| 26 | 0.42 | 51 | 25 | Long <br> Range | Holly Rd | Upgrade 5-lane urban roadway by constructing addtnl 2 lanes and CLTL | On Holly Rd from Rodd Field Rd | Paul Jones Ave. | Corpus Christi | Cat 7 |
| 27 | 0.41 | 58 | 31 | Long <br> Range | FM 665 (Old Brownsville Rd) | Upgrade to 5-lane roadway by constructing addtnl 2 lanes and CLTL | SH 358 | SH 357 | TxDOT-CRP | Anticipated Cat 7 |
| 28 | 0.38 | 80 | NEW | N/A | FM 624 | Install signalized traffic signal | At intersectin of FM 624 and River Trail Dr |  | TxDOT-CRP | TBD |
| 29 | 0.36 | 30 | 1 | 10 Year | Holly Rd | Construct Phase I to include CLTL, shoulders, cycle track; no added capacity | On Holly Rd from SH 286 | Greenwood Dr. | Corpus Christi | Anticipated Cat 2 |

## 2020-2045 MTP Project Prioritization Table

| $\begin{array}{\|l\|l} 2019 \\ \text { Rank } \end{array}$ | $\begin{array}{\|l\|l\|} \hline 2019 \\ \text { Score } \end{array}$ | $\begin{array}{\|c\|} \hline \text { Previous } \\ \text { MTP } \\ \text { Rank } \\ \hline \end{array}$ | Rank Change | Previous MTP | Project Name | Description | From Limit | To Limit | Sponsor | Funding Category |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 30 | 0.36 | 39 | 9 | 10 Year | Holly Rd Travel Lanes | Construct Phase Il by adding 2 additional travel lanes | On Holly Rd from SH 286 | Greenwood Dr. | Corpus Christi | Cat 7 / Other (Cat 3L) |
| 31 | 0.32 | 74 | 43 | UNL | Yorktown Blvd | Construct 2 additional travel lanes with turn lanes | On Yorktown from Waldron Rd | Laguna Shores Blvd | Corpus Christi | TBD |
| 32 | 0.32 | 72 | 40 | UNL | FM 2292 (Rand Morgan) | Rehabilitate \& widen to add CLTL | Leopard St | 1H-37 | TxDOT-CRP | TBD |
| 33 | 0.29 | 40 | 7 | Long <br> Range | Flour Bluff Dr | Upgrade to 5-lane urban roadway by constructing addtnl 2-lanes and CLTL | On 39:65Flour Bluff Dr frm S of Don Patricio | Yorktown Blvd | Corpus Christi | Cat 7 |
| 34 | 0.28 | 36 | 2 | 10 Year | Yorktown Blvd | Construct 2 additional travel lanes with turn lanes | On Yorktown from Rodd Field Rd | Mud Bridge - west end | Corpus Christi | Anticipated Cat 2 |
| 35 | 0.26 | 71 | 36 | UNL | Timon/Surfside | Rehabilitate without additional capacity, construct bicycle facilities | Beach Ave | Burleson St | Corpus Christi | TBD |
| 36 | 0.26 | 35 | -1 | 10 Year | Yorktown Blvd | Elevate \& widen bridge to add 2 additional travel lanes | On Yorktown from Mud Bridge - west end | Mud Bridge - east end | Corpus Christi | Cat 2 |
| 37 | 0.25 | 76 | 39 | UNL | Joe Fulton Int'I Trade Corridor Realignment | Corridor improvements | On JFITC from .5 west of Navigation | . 5 east of Navigation | Port of Corpus Christi | TBD |
| 38 | 0.25 | 38 | 0 | 10 Year | Yorktown Blvd | Construct 2 additional travel lanes with turn lanes | On Yorktown from Mud Bridge - east end | Flour Bluff Dr | Corpus Christi | Anticipated Cat 7 |
| 39 | 0.24 | 55 | 16 | $\begin{gathered} \text { Long } \\ \text { Range } \\ \hline \end{gathered}$ | SH 357 (Saratoga Blvd) | Construct 2 additional lanes with CLTL | FM 665 (Old Brownsville Rd) | Calle Cuernavaca | TxDOT-CRP | Anticipated Cat 7 |
| 40 | 0.23 | 73 | 33 | UNL | Yorktown Blvd | Construct 2 additional travel lanes with turn lanes | On Yorktown from Flour Bluff Dr | Waldron Rd | Corpus Christi | TBD |
| 41 | 0.23 | 48 | 7 | Long <br> Range | Akins Dr | Construct 2 additional travel lanes | On Akins Dr from Lang Rd | Wildcat | Portland | Anticipated Cat 7 |
| 42 | 0.22 | 37 | -5 | 10 Year | SH 361 | Upgrade/add direct connectors | At SH 35 interchange | . 6 MI SE on SH 361 | TxDOT-CRP | Cat 2 |
| 43 | 0.19 | 22 | -21 | TIP | FM 893 (Moore Ave) | Upgrade from 2-In rdwy to 5-In urban rdwy by constructing addtnI 2 lanes and CLTL | CR 3685 (Stark Rd) | $\begin{aligned} & 0.2 \text { mi. W of CR } 79 \text { (Gum } \\ & \text { Hollow) } \end{aligned}$ | TxDOT-CRP | Cat 2 / Other (Cat 1) |
| 44 | 0.18 | 6 | -38 | TIP | Pedestrian \& Bike | Pedestrian and bike facility improvements | At Various Locations on Brewster St. |  | Corpus Christi | Cat 7 |
| 45 | 0.14 | 49 | 4 | Long <br> Range | CR 72 | Construct 2 additional travel lanes (CTWLTL) | On CR 72 from FM 2986 (Wildcat Dr) | CR 2032 | Portland | Cat 7 |
| 46 | 0.11 | 77 | 31 | UNL | Holly Rd Railroad Trestle | Rehabilitate Railroad Trestle to establish bike \& pedestrian bridge connections | East end of Oso wetland preserve | West shore of Flour Bluff | Corpus Christi | TBD |
| 47 | 0.04 | 47 | 0 | $\begin{aligned} & \text { Long } \\ & \text { Range } \end{aligned}$ | Rodd Field extension | Construct 4-lane roadway with raised medians on new location | On Rodd Field from Yorktown | Future Regional Parkway (South of Oso Creek) | Corpus Christi | Anticipated Cat 7 |
| 48 | 0.04 | 75 | 27 | UNL | Oso Pedestrian Connection | Construct pedestrian and bicycle bridge across Oso to Millenium Campus | On new location from Momentum Campus at Ennis Joslin | TAMUCC Campus | TAMUCC | TBD |
| 49 | 0.04 | 50 | 1 | Long <br> Range | Kay Bailey Hutchison Rd Extension | Construct 2-lane roadway on new location | On new location from US 181 | FM 2986 (Wildcat Dr) | Port of Corpus Christi | Cat 7 |
| 50 | 0.03 | 69 | 19 | UNL | Williams | Construct 4-lane roadway with TWTL \& drainage on new location | On Williams from Rodd Field | Ennis Joslin | Corpus Christi | TBD |
| 51 | 0.02 | 52 | 1 | Long <br> Range | N Staples Extension | Extend N Staples St by constructing 2-lane roadway with bicycle and pedestrian facilities on new location | On new location from W Broadway | N. Tancahua St. | Corpus Christi | Cat 2 |
| NR | 0.00 | 2 | NR | TIP | Dr Hector P Garcia Park Hike \& Bike Trail | Construct Hike and Bike Trail | At Garcia Park on Greenwood Dr |  | Corpus Christi | Cat 9 |
| NR | 0.00 | 3 | NR | TIP | Strategic Integration (TDM) Feasibility Study | Strategic Integration (Travel Demand Model) incorporating land use \& public transit mode split | Various Locations in Corpus Christi |  | Corpus Christi | Cat 7 |
| NR | 0.00 | 7 | NR | TIP | Region-wide Bike Blvd Wayfinding Initiative | Designation of bicycle boulevards with pavement markings and signage | Various Locations in Corpus Christi \& Portland |  | Corpus Christi | Cat 9 |
| NR | 0.00 | 8 | NR | TIP | Portland Bicycle Lanes | Construct one way cycle track and buffered bicycle lanes | At Various Locations in Portland |  | Portland | Cat 9 |

## 2020-2045 MTP Project Prioritization Table

| $\begin{array}{\|l\|l} 2019 \\ \text { Rank } \end{array}$ | $\begin{aligned} & 2019 \\ & \text { Score } \end{aligned}$ | Previous <br> MTP <br> Rank | Rank Change | Previous MTP | Project Name | Description | From Limit | To Limit | Sponsor | Funding Category |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| NR | 0.00 | 16 | NR | TIP | US 181 Harbor Bridge Voluntary Relocation Program | US 181 Harbor Bridge Voluntary Relocation Mitigation Program Backstop - Initial Installment | NA | NA | MPO | $\begin{gathered} \hline \text { Cat } 7 \text { / Other (3L \& } \\ \text { ROW) } \end{gathered}$ |
| NR | 0.00 | 17 | NR | TIP | Dr Hector P Garcia Park Hike \& Bike Trail: Phase II | Construct \& design Hike \& Bike Trail | At Garcia Park on Trojan Dr | Horne Road | Corpus Christi | Cat 9 |
| NR | 0.00 | 18 | NR | TIP | Schanen Ditch Hike \& Bike Traile: Phase IV | Construct \& design Hike \& Bike Trail | Along Schanen Ditch Killarmet Dr | Holly Road | Corpus Christi | Cat 9 |
| NR | 0.00 | 20 | NR | TIP | Harbor Bridge Park Improvements | Park mitigation for Harbor Bridge | At various city parks including | Ben Garza, TC Ayers, \& new location | Corpus Christi | Cat 7 / Other (Cat 3L) |
| NR | 0.00 | 21 | NR | TIP | Harbor Bridge Hike \& Bike - Connectivity | Construct pedestrian and bike facilities | On various city st. from Coles HS | Williams Memorial Park | Corpus Christi | Cat 7 |
| NR | 0.00 | 24 | NR | 10 Year | US 181 Harbor Bridge Voluntary Relocation Program | US 181 Harbor Bridge Voluntary Relocation Mitigation Program Backstop - Second Installment | NA | NA | MPO | Cat 7 |
| NR | 0.00 | 28 | NR | 10 Year | Regional Parkway | NEPA Process for new location 4-In roadway (SEGMENT A) | On new location from PR 22 | Rodd Field Rd | Corpus Christi | Anticipated Cat 7 |
| NR | 0.00 | 29 | NR | 10 Year | Regional Parkway | NEPA Process for new location 4-In roadway (SEGMENT B) | On new location from Rodd Field | SH 286 | Corpus Christi | Anticipated Cat 7 |
| NR | 0.00 | 32 | NR | 10 Year | Intelligent Transportation Systems | Integrated Corridor Management - ITS improvements | Various Locations possible including | $\begin{aligned} & \text { IH 37, SH 358, US 181, SH } \\ & 286, \text { PR 22, SH } 361 \end{aligned}$ | Corpus Christi | Cat 7 |
| NR | 0.00 | 41 | NR | Long <br> Range | Regional Parkway | NEPA Process for new location 4-In roadway (SEGMENT C) | On new location from SH 286 | CR 57 | Corpus Christi | Cat 2 |
| NR | 0.00 | 42 | NR | Long Range | Regional Parkway | NEPA Process for new location 4-In roadway (SEGMENT D) | On new location from CR 57 | US 77 | Corpus Christi | Anticipated Cat 2 |
| NR | 0.00 | 43 | NR | Long Range | Regional Parkway | NEPA Process for new location 4-In roadway (SEGMENT E) | On new location from US 77 | SH 44 | Corpus Christi | Anticipated Cat 2 |
| NR | 0.00 | 44 | NR | Long <br> Range | Regional Parkway | NEPA Process for new location 4-In roadway (SEGMENT F) | On new location from SH 44 | FM 624 | Corpus Christi | Anticipated Cat 2 |
| NR | 0.00 | 45 | NR | Long Range | Regional Parkway | NEPA Process for new location 4-In roadway (SEGMENT G) | On new location from FM 624 | 1H 37 | Corpus Christi | Cat 2 |
| NR | 0.00 | 46 | NR | Long Range | Regional Parkway | Construct new location 4-In roadway (SEGMENT B) | On new location from Rodd Field | SH 286 | Corpus Christi | Anticipated Cat 2 |
| NR | 0.00 | 63 | NR | UNL | Regional Parkway | NEW Location: Construct segment of independent utility-SEG A | On new location from PR 22 | Rodd Field Rd | Corpus Christi | TBD |
| NR | 0.00 | 64 | NR | UNL | Regional Parkway | NEW Location: Construct segment of independent utility-SEG C | On new location from SH 286 | CR 57 | Corpus Christi | TBD |
| NR | 0.00 | 65 | NR | UNL | Regional Parkway | NEW Location: Construct segment of independent utility-SEG D | On new location from CR 57 | US 77 | Corpus Christi | TBD |
| NR | 0.00 | 66 | NR | UNL | Regional Parkway | NEW Location: Construct segment of independent utility-SEG E | On new location from US 77 | SH 44 | Corpus Christi | TBD |
| NR | 0.00 | 67 | NR | UNL | Regional Parkway | NEW Location: Construct segment of independent utility-SEG F | On new location from SH 44 | FM 624 | Corpus Christi | TBD |
| NR | 0.00 | 68 | NR | UNL | Regional Parkway | NEW Location: Construct segment of independent utility-SEG G | On new location from FM 624 | 1H 37 | Corpus Christi | TBD |
| NR | 0.00 | 11 | NR | TIP | Memorial Pkwy Hike \& Bike: Phase II | Construct Hike \& Bike Trail | On Memorial Prkwy from 2986 (Wildcat Dr) | Billy G. Webb Dr | Portland | Cat 9 |
| NR | 0.00 | 10 | NR | TIP | Safe Shelter and Crossing Program | Hawk signal at Ocean Dr and Del Mar | On Ocean Dr | At Del Mar Blvd | Corpus Christi | Cat 9 |
| NR | 0.00 | 4 | NR | TIP | Akins Dr Pedestrian \& Bike Facility | Construct Hike \& Bike Trail | On Akins Dr from Lang Rd. | Wildcat | Portland | Cat 9 |
| NR | 0.00 | 1 | NR | TIP | Schanen Ditch Hike \& Bike Trail | Construct Hike and Bike Trail | Along Schanen Ditch Saratoga Blvd | Killarmet | Corpus Christi | Cat 9 |

## ATTACHMENT ITEM \#5A

News Release - The U. S. Department of Transportation (DOT) announced a \$900 Million Infrastructure Grant availability

## BUILD Grants

Better Utilizing investments to Leverage Development Transportation Discretionary Grants Program


## U.S. Transportation Secretary Elaine L. Chao Announces Availability of \$900 Million in Infrastructure Grant Funds

WASHINGTON - The U.S. Department of Transportation (DOT) has formally announced a Notice of Funding Opportunity (NOFO) to apply for $\$ 900$ million in discretionary grant funding through the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program.
"These BUILD Transportation grants will provide needed infrastructure investment to better connect rural and urban communities around our nation," said U.S. Secretary of Transportation Elaine L. Chao.

Fiscal Year 2019 BUILD Transportation grants are for investments in surface transportation infrastructure and will be awarded on a competitive basis to projects that will have a significant local or regional impact. BUILD funding can support roads, bridges, transit, rail, ports or intermodal transportation.

To reflect the Administration's ongoing effort to rebalance past under-investment in rural America, DOT intends to award up to $50 \%$ of BUILD Transportation grant funding to projects located in rural areas that align well with the selection criteria. The FY 2019 BUILD program's selection criteria gives special consideration to projects that emphasize improved access to reliable, safe, and affordable transportation for communities in rural areas. This includes projects that improve infrastructure condition, address public health and safety, promote regional connectivity, facilitate economic growth or competitiveness, deploy broadband as part of an eligible transportation project, or promote energy independence.

Selection criteria encompass safety, economic competitiveness, quality of life, state of good repair, innovation and partnerships with a broad range of stakeholders.

The Consolidated Appropriations Act of 2019 made available $\$ 900$ million for National Infrastructure Investments, otherwise known as BUILD grants. For this round of BUILD grants, the maximum grant award is $\$ 25$ million, and no more than $\$ 90$ million can be awarded to a single State.

To provide technical assistance to a broad array of stakeholders, DOT is hosting a series of webinars during the FY 2019 BUILD grant application process. Details and registration information regarding these webinars will be made available at https://www.transportation.gov/BUILDgrants/outreach.

The deadline to submit an application for the FY 2019 BUILD Transportation Discretionary Grants program is July 15, 2019, 7 p.m. CST.

To view the Notice of Funding Opportunity, click here.
Updated: Tuesday, April 23, 2019

## ATTACHMENT ITEM \#6

Member Agency Project Updates

Member Agency Project Updates


Corpus Christi MPO Project Tracker: http:///arcg.is/1K4Wn00
Project Status Options
Construction Underway (CU)
Construction Begins within 4 Years (CB4) Construction Begins in 5 to 10 Years (CB510) Construction in $10+$ Years (C10)

