



TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA

TAC MEETING WILL BE CONVENED VIRTUALLY

Thursday, February 25, 2021 - 9:00 a.m.

***Due to the evolving COVID-19 situation and in consideration of the health and welfare of the community, this meeting will be held remotely via Microsoft TEAMS. The public is invited to participate in this TAC meeting virtually. To do so, please send an email request to ccmpo@cctxmpo.us, a TEAMS INVITE will be sent to your email address the morning of the meeting.
See Virtual Meeting Instructions on page 2 of this agenda.***

1. Call to Order, Roll Call, and Quorum Determination

2. Public Comments for Items not on the Agenda:

Opportunity for public comments for any items on OR not on the Agenda and within the TAC's jurisdiction (except in matters related to pending litigation).

Public Comments may also be provided in writing, limited to 1,000 characters, by emailing ccmpo@cctxmpo.us or by regular mail or hand-delivery to the Corpus Christi MPO offices at 602 N. Staples St., Suite 300, Corpus Christi, TX 78401, and MUST be submitted no later than 5 minutes after the start of a meeting in order to be provided for consideration and review at the meeting. All Public Comments submitted shall be placed into the record of the meeting.

THESE WRITTEN COMMENTS SHALL SERVE AS THE REQUIRED PUBLIC TESTIMONY PURSUANT TO TEXAS GOVERNMENT CODE 551.007 AND SHALL CONSTITUTE PUBLIC TESTIMONY FOR ANY OTHER PURPOSES UNDER LAW.

3. APPROVAL OF THE JANUARY 21, 2020 TAC REGULAR MEETING MINUTES ☒

4. DISCUSSION AND POSSIBLE ACTION ITEM

A. FY 2021-2024 Transportation Improvement Program (TIP) Amendment 1 ☒

Action: Review, Discuss and Recommend Approval to the Transportation Policy Committee

B. FY 2021-2024 Transportation Improvement Program (TIP) Amendment 2 ☒

Action: Review, Discuss and Recommend Release by the Transportation Policy Committee for the 30-day Public Comment Period

C. 2021 Safety Performance Measures (PM) 1 Targets ☒

Action: Review, Discuss and Recommend Approval of 2021 PM 1 Targets and Resolution to the Transportation Policy Committee

5. INFORMATION ONLY ITEM


A. TAC Member Updates to their FY 2021-2024 TIP Projects in Tables 13a and 13b ☒

B. Draft After-Action Report for the 2045 Metropolitan Transportation Plan, FY 2021-2024 Transportation Improvement Program and Congestion Management Process ☒

6. REGIONAL FREIGHT TOPIC

A. Texas Freight Advisory Committee Planning Studies Update ☒

7. **Member Agency Statements for Items of Community Interest: Upcoming events, holidays, or acknowledgements.**
8. **Upcoming Meetings:**
- | | | |
|--|-------------------------|-----------------------|
| A. Transportation Policy Committee: | Regular Meeting: | March 4, 2021 |
| B. Technical Advisory Committee: | Regular Meeting: | March 18, 2021 |
9. **Adjourn**

 - Indicates attachment(s) for the agenda item.

VIRTUAL MEETING INSTRUCTIONS

If you have been invited to the Corpus Christi MPO TAC Microsoft TEAMS meeting and don't have a TEAMS or Office 365 account, you can join easily join as a Guest. Here is how:

1. Check your email for the TEAMS Meeting invite and click the Join Microsoft TEAMS Meeting link.
2. Open TEAMS on the web or download the program.
3. Enter your name and choose your audio and video settings.
4. Click the Join Now button to be admitted into the meeting.

CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (MPO)
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING MINUTES
Thursday, January 21, 2021

1. Call to Order, Roll Call, and Quorum Determination

Mr. Brian DeLatte called the meeting to order at 9:00 A.M.

TAC Members Present:

Brian DeLatte, P.E., City of Portland
Gordon Robinson, AICP, Corpus Christi Regional Transportation Authority
Paula Sales-Evans, P.E., TxDOT – Corpus Christi District
Jeff Pollack, AICP, Port of Corpus Christi Authority
Juan Pimentel, P.E., Nueces County
Howard Gillespie, San Patricio County
Sara Munoz, P.E., City of Corpus Christi
Emily Martinez, Coastal Bend Council of Government

MPO Staff Present: Robert MacDonald, P.E.; Craig Casper, AICP; Daniel Carrizales; Victor Mendieta; and Yoshiko Boulan

2. Election of Officers for the Technical Advisory Committee

In accordance with the Corpus Christi MPO Bylaws, the Technical Advisory Committee shall elect a Chairperson and a Vice Chairperson from among its voting members during the first meeting of each calendar year.

Mr. Pollack made a motion to re-elect Mr. DeLatte for Chairperson, Mr. Gillespie seconded. Mr. Gillespie made a motion to re-elect Mr. Robinson for Vice Chairperson, Ms. Munoz seconded. Both motions passed unanimously.

3. Public Comments for Items not on the Agenda

None were offered.

4. APPROVAL OF THE NOVEMBER 19, 2020 TAC REGULAR MEETING MINUTES

Mr. Robinson made a motion to approve the November 19, 2020, TAC Meeting Minutes. Mr. Pimentel seconded; motion passed unanimously.

5. DISCUSSION AND POSSIBLE ACTION

A. FY 2021-2024 Transportation Improvement Program (TIP) Amendment 1

Mr. MacDonald provided the information on the proposed amendments to the FY 2021-2024 TIP. These changes are indicated in the current FY 2021-2024 TIP project table 13a and 13b (Agenda Item #5A - Attachment 1).

1. SH 358 Ramp Reversal Project (MPO-001): Fiscal year change from 2021 to 2024. Ms. Sales-Evans confirmed the correct year is 2024.
2. US 181 project (MPO-003) and US 181 Ramp Reversals project (MPO-004): TxDOT recommends to remove these projects due to the fact that these projects have been already let. The Corpus Christi MPO staff wants to keep these projects in FY 2021-2024 TIP for transparency and consistency with the Annual Project Listing (APL) reporting requirement.
3. SH 286 project (MPO-005): Remove and place in the 10-year plan.
4. FM 893 project (MPO-006): Fiscal year change from 2021 to 2023.
5. Harbor Bridge Hike and Bike – Connectivity project (MPO-007): Possible fiscal year change based on the TxDOT and City of Corpus Christi's discussion. No change for now.
6. US 181 Harbor Bridge Voluntary Relocation Program (MPO-008): TxDOT recommends to remove or treat as a grouped project for financial reporting purposes.
7. Harbor Bridge Park Improvements (MPO-009): Fiscal year change from 2021 to 2024.

8. Region-wide Bike Boulevard Wayfinding Initiative (MPO-012): Possible fiscal year change based on the project status. Ms. Munoz confirmed the project is to remain in 2021.
9. Portland Bicycle Lanes project (MPO-013): Possible fiscal year change based on the project status. Mr. DeLatte confirmed the project is to remain in 2021.
10. PR 22 project (MPO-016): Remove and place in the 10-year plan.
11. SH 361 project (MPO-017): Remove and place in the 10-year plan.
12. SH 35 project (MPO-018): Remove and place in the 10-year plan.
13. IH 37 project (TxDOT-002): Remove. This project is outside of the Corpus Christi MPO's boundary.
14. Portland Memorial Pkwy H/B project (MPO-065): Move from Table 13b. FY 2021-2024 TIP Roll Forward with Prior Funding Project List to Table 13a. FY 2021-2024 TIP Fiscally Constrained Project List.
15. Portland Bicycle Lanes (MPO-013): Duplicate. Remove from Table 13b. FY 2021-2024 TIP Roll Forward with Prior Funding Project List.

These suggested changes are based on the updated financial forecast and are needed to make the FY 2021-2024 TIP fiscally constrained as federally required. Mr. MacDonald reminded the TAC that today's discussion is on whether the TAC is recommending the Transportation Policy Committee (TPC) release the proposed amendment to the FY 2021-2024 TIP for 30-day public comment period. The final recommendation of changes can be made at the February TAC meeting, and the TPC will make the final decision at its March meeting.

Mr. Pollack made a motion to recommend the TPC to release the proposed amendments to the FY 2021-2024 TIP for the 30-day public comment period. Ms. Sales-Evans seconded; motion passed unanimously.

Mr. MacDonald will provide the updated project list based on today's discussion and will continue working closely with the TxDOT Transportation Planning and Programming (TPP) Division.

6. INFORMATION ONLY ITEM

A. MPO offices will be closed Monday, January 18, in observance of Martin Luther King Day.

7. REGIONAL FREIGHT TOPIC

A. Freight pages of Texas Transportation Plan (TTP) 2050

The TAC serves as a Freight Advisory Committee and various freight topics are discussed every month.

Mr. Casper provided the Freight section from the 2050 Texas Transportation Plan (TTP) for TAC members. Freight movement and Economic Vitality is one of the national goals in Transportation. Texas has an extended multi-modal freight network with highway, rail, waterway, ports, airports, and pipelines. The Corpus Christi MPO will work on its own freight plan. The Port of Corpus Christi, the third-largest port in the nation by tonnage, the Joe Fulton International Trade Corridor, the extensive crude oil pipeline infrastructure, and so forth make this region a critical part of the national freight network. The Corpus Christi MPO will closely work with the Port and other partner agencies for the freight plan.

8. Member Agency Statements for Items of Community Interest: Upcoming events, holidays, or acknowledgements

None offered.

9. Upcoming Meetings:

| | | |
|--|-------------------------|------------------------------|
| A. Transportation Policy Committee: | Regular Meeting: | February 4 or 5, 2021 |
| B. Technical Advisory Committee: | Regular Meeting: | February 18, 2021 |

Mr. MacDonald informed the TAC that the February TPC meeting may be rescheduled for February 5 due to the committee members' schedule, and once the date is determined, he would inform the TAC members.

10. Adjourn

The meeting adjourned at 9:54 A.M.



Date: February 12, 2021
To: Technical Advisory Committee (TAC)
From: Robert MacDonald, Transportation Planning Director
Subject: Item 4A: FY 2021-2024 Transportation Improvement Program (TIP)
Amendment 1
Action: Review, Discuss and Recommend Approval

Summary

The proposed Amendment 1 to the FY 2021-2024 TIP is presented during this 30-day public comment period for final review, discussion and recommendation from the TAC to the TPC. In order to maintain the required fiscal constraint, the FY 2021-2024 TIP Amendment 1 contains the following proposed changes:

- Technical corrections:
 - Updated fiscal years for
 - MPO-001 (FY 2024)
 - MPO-006 (FY 2023)
 - Move Project to revised Table 13a from original Table 13b
 - MPO-065: Portland Memorial Pkwy H/B – Construct Hike and Bike Trail (funded in 2018 dollars) on Memorial Pkwy from FM 2986 (Wildcat Dr.) to Billy G. Webb Dr.
 - Moved Projects to revised Table 13b from original Table 13a
 - MPO-008
 - MPO-030
 - Removed Project from original Table 13b
 - MPO-013
- Reschedule five projects totaling approximately \$159 million from the adopted FY 2021-2024 TIP to fiscal years 2025 and beyond:
 - MPO-005: SH 286 (Crosstown) – Extend 4-lane divided freeway by constructing main-lanes, overpass and frontage road from FM 43 (Weber Road) to south of FM 2444 (Staples Street) \$46.29 million. CAT 2.
 - MPO-016: PR 22 – Corridor upgrade for pedestrian and access management improvements without adding capacity. \$19.20 million. CAT 2.
 - MPO-017: SH 361 – Upgrade/add direct connectors at SH 35 Interchange to 0.6 miles Southeast on SH 361. \$46.20 million. CAT 2.
 - MPO-018: SH 35 – Upgrade/add direct connectors from FM 3284 to 0.23 miles North of SH 361. \$25.80 million. CAT 4U.
- Remove TxDOT-002: I-37 – Widen Freeway from the Nueces River to the IH 37/US 77 Interchange. \$22.0 million. CAT 2. This project is outside of the Corpus Christi MPO Boundary.
- Confirm listing two projects currently included in FY 2021 from the project list as these were let by TxDOT in November 2020:

- MPO-003: US 181 – Widen freeway by constructing 1 additional travel lane in each direction from North of FM 3239 (Buddy Ganem Drive) to FM 2986 (Wildcat Drive). \$14.0 million. CAT 2 and 4U.
- MPO-004: US 181 Ramp Reversals – Reverse entrance and exit ramps in Northbound direction from North of FM 3239 (Buddy Ganem Drive) to FM 2986 (Wildcat Drive). \$4.0 million. CAT 1 and 2.
- Insert the TxDOT formatted FY 2021-2024 STIP Project Information Pages into the Corpus Christi MPO FY 2021-2024 TIP Document on page 36. Insert the TxDOT Grouping Chart into the FY 2021-2024 TIP main document.
- Revise the funding Table 1 on page 16 to reflect current FY 2021-2024 TIP funding levels and the approved TxDOT 2021 UTP funding amounts.
- Group five TASA/CAT 9 Projects involving Bicycle and Pedestrian Projects to one line item in Table 13a of the FY 2021-2024 TIP. The five projects to be grouped are:
 - MPO-011: Schanen Ditch Hike and Bike Trail: Phase IV – Construct and design Hike and Bike Trail from Killarmet Drive to Holly Road. \$0.39 million. CAT 9.
 - MPO-012: Region-wide Bike Boulevard Wayfinding Initiative – Designation of bicycle boulevards with pavement markings and signage at various locations in Corpus and Portland. \$0.62 million. CAT 9.
 - MPO-013: Portland Bicycle Lanes – Construct one way cycle track and buffered bike lanes at various locations in Portland. \$0.36 million. CAT 9.
 - MPO-014: Dr. Hector P Garcia Park Hike & Bike Trail: Phase II – Construct & design Hike & Bike Trail from Garcia at Trojan to Horne Road. \$0.70 million. CAT 9.
 - MPO-065: Portland Memorial Pkwy H/B – Construct Hike & Bike Trail from FY 2986 (Wildcat Dr.) to Billy G. Webb Drive. \$0.40 million. CAT 9.
 - MPO-066 is the NEW project number for the grouped TASA/TAP/CAT 9 Projects. The list of individual projects is contained in the new FY 2021-2024 Appendix H as an information item. \$2.4 million. CAT 9. The statement in the revised FY 2021-2024 TIP Document identifies that the Corpus Christi MPO will use the grouping approach for the TASA/TAP/CAT 9 projects from the list of grouping categories identified in the TxDOT Grouping Chart now inserted in the main text of the amended FY 2021-2024 TIP.

These changes are included in the proposed FY 2021-2024 TIP Amendment 1 Fiscally Constrained Project Tables 13a and 13b as illustrated in Attachment 1. The DRAFT TxDOT FY 2021-2024 STIP project list for the Corpus Christi MPO is provided in the revised Corpus Christi MPO FY 2021-2024 TIP document linked [HERE](#) and on the Corpus Christi website (corpuschristi-mpo.org.) Attachment 2 presents the FY 2021-2024 STIP Projects information pages. Attachment 3 presents the TxDOT Grouping Chart as inserted into the Amended FY 2021-2024 TIP document.

The public notice #21-1 related to the DRAFT FY 2021-2024 TIP Amendment 1 is provided for the TPC to review. (See Attachment 3). This original public notice has been modified through the memos and other document changes as part of the public process.

Recommendation

The MPO staff request that the TAC review the DRAFT FY 2021-2024 TIP Amendment 1 list of projects and recommend approval to the TPC of the FY 2021-2024 TIP Amendment 1. During the current 30-day public comment period, the TAC is being asked to review the revised TIP Amendment 1 based on the TPC comments and public input as possible changes for their recommendation to the TPC for final action on March 4, 2021.

Proposed Motion

Move to recommend approval of the FY 2021-2024 TIP Amendment 1 as presented to the TPC.

Prior Actions for FY 2021-2024 TIP

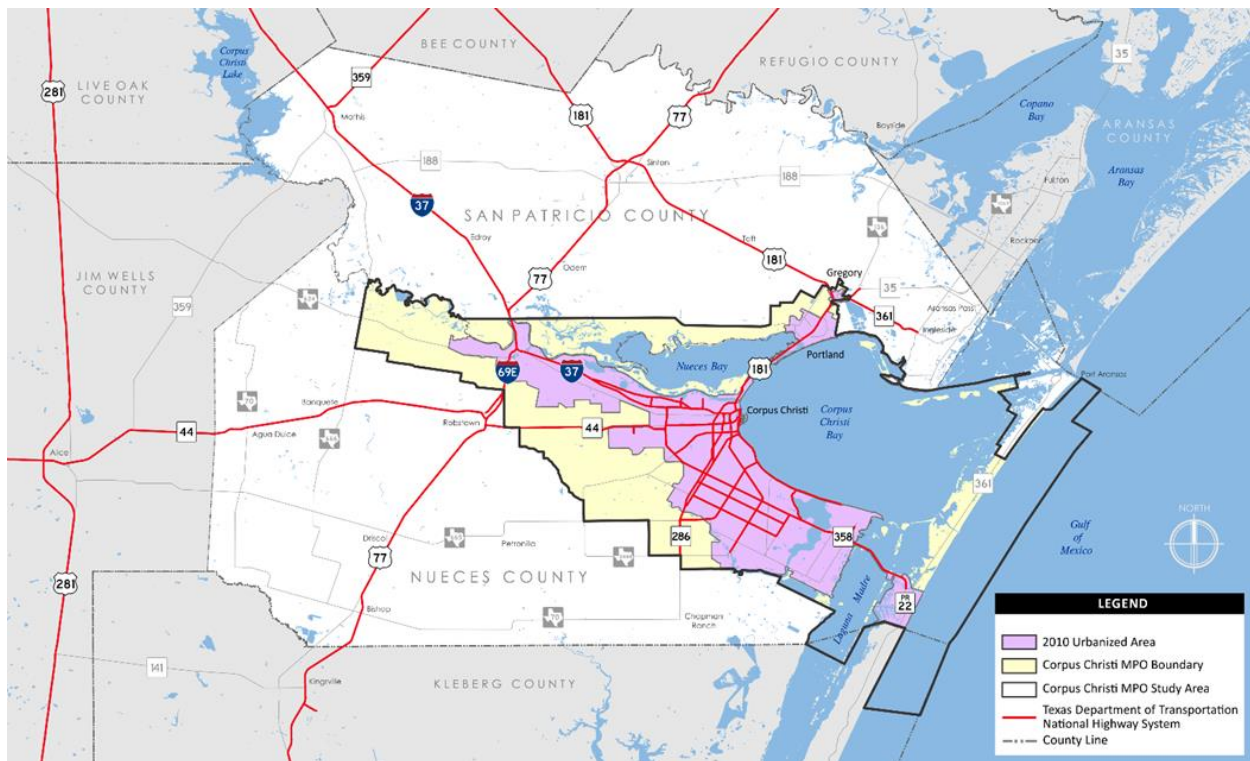
- February 5, 2021 the TPC Released the FY 2021-2024 TIP Amendment 1 for the 30-day public comment period.
- July 2, 2020: TPC approved the Corpus Christi FY 2021-2024 TIP

Background

The Transportation Improvement Program (TIP) is prepared in compliance with the Statewide Planning Metropolitan Planning Rules jointly issued by the Federal Highway Administration (FHWA) (23 CFR Part 450) and the Federal Transit Administration (FTA) (49 CFR Part 613). This document is a four-year, fiscally constrained short-range transportation capital improvement plan. Occasionally, amendments to this adopted document are necessary.

The completed documents, tables and appendices of the approved FY 2021-2024 TIP and amendments are available on the Corpus Christi MPO website (corpuschristi-mpo.org) for review. The area covered by the Corpus Christi MPO is illustrated below. The DRAFT FY 2021-2024 TIP Amendment 1 is also available on the Corpus Christi MPO website as is the public notice related to this amendment.

Exhibit 1: Map of the Corpus Christi Metropolitan Planning Organization Area



TIP FINANCIAL PLAN

The Fixing America's Surface Transportation (FAST) Act (23 CFR Part 450.326(j)), states that the Transportation Improvement Program (TIP):

"...shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs."

The TIP Financial Plan is also required to document, under 23 CFR §450.326(j), the ability of the MPO jurisdictions to fund any new projects while also continuing to fund necessary operations and maintenance (O&M) of the existing transportation system. The federal definition means that all roads classified as Local Collector and higher (not residential streets) must have local funds available to

“adequately” operate and maintain these non-state (TxDOT) roads. The Corpus Christi MPO TPC must include, in the TIP, assurances that there are sufficient revenues available to municipalities and counties to adequately operate and maintain both highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53) that can achieve the adopted performance goals.

Demonstrating financial constraint of the TIP first requires determining the amount of funds that can be reasonably expected to come to the Corpus Christi MPO, by type and by year, for each potential source. The funding allocations for each fiscal year were taken from the TxDOT apportionments outlined in the 2021 Unified Transportation Programs (UTP). Programming these federal/state funds to projects is guided by the performance measures approved during the 2020-2045 MTP as the long-range planning process. The FAST Act, which will expire before the FY 2021-2024 TIP took effect, included five years of funding authorizations (FY 2016-2020).

The revised financial plan of the FY 2021-2024 TIP through Amendment 1 was developed by the Corpus Christi MPO in cooperation with the Texas Department of Transportation (TxDOT), and the Corpus Christi Regional Transportation Authority (CCRTA). The CCRTA provided recent FTA apportionments and reasonably anticipated discretionary allocations. Local government entities provided preliminary draft budget estimates for FY 2021 and the MPO helped develop a reasonable forecast through year FY 2024. Each funding program is financially balanced against available funds for FY 2021, FY 2022, FY 2023, and FY 2024; shown in Tables 1-3 on pages 16-17 of the approved FY 2021-2024 TIP.

Federal regulations also require that both regional TIPs and the Statewide Transportation Improvement Program (STIP) demonstrate fiscal constraint by including sufficient financial information to confirm that the projects in those documents can be implemented with the revenues that are reasonably available. They must also provide reasonable assurances that the federally supported transportation system is adequately operated and maintained.

Attachments:

1. DRAFT FY 2021-2024 TIP Amendment 1 Fiscally Constrained Project List (Revised Tables 13a and 13b)
2. DRAFT TxDOT FY 2021-2024 STIP Project Listing with Corpus Christi MPO Amendment 1
3. TxDOT Chart: Definition of Grouped Projects for Use in the TIP/STIP
4. Public Notice #21-1

DRAFT FY 2021-2024 TIP Amendment 1
Fiscally Constrained Project List (Revised Tables 13a and 13b)

Table 13a. FY 2021-2024 TIP Fiscally Constrained Project List

February 11, 2021

| TIP Fiscal Year | CSJ | Project ID | Project Name | Project Phase | Description | From Limit | To Limit | Sponsor | TxDOT System | Funding Category | Construction Cost (\$, millions) | CAT2 | CAT4 | CAT7 | CAT9 | CAT12 | Local/Other | Prior Funding | Total Project Cost (\$, millions) |
|-----------------|-------------|------------|---|------------------------------------|---|--|---------------------------------------|------------------------|--------------|------------------|----------------------------------|---------|---------|--------|--------|---------|-------------|---------------|-----------------------------------|
| 2024 | 0617-01-177 | MPO-001 | SH 358 (SPID) Ramp Reversal | NEPA, ROW, Design, or Construction | Ramp reversal Phase II-B | Nile Drive | Staples Street | TxDOT-CRP | On | 2 | \$35.00 | \$35.00 | | | | | | | \$45.43 |
| 2021 | 0074-06-241 | MPO-002 | I-37 | NEPA, ROW, Design, or Construction | Widen freeway by constructing additional 2 travel lanes northbound and 1 additional travel lane southbound | Redbird Lane (Overpass) | Nueces River | TxDOT-CRP | On | 2 / 4U / 12 | \$60.00 | \$12.00 | \$15.00 | | | \$33.00 | | | \$77.88 |
| 2021 | 0101-04-120 | MPO-003 | US 181 | NEPA, ROW, Design, or Construction | Widen freeway by constructing 1 additional travel lane in each direction | North of FM 3296 (Buddy Ganem Drive) | FM 2986 (Wildcat Drive) | TxDOT-CRP | On | 2 / 4U | \$14.00 | \$2.00 | \$12.00 | | | | | | \$18.17 |
| 2021 | 0101-04-114 | MPO-004 | US 181 Ramp Reversals | NEPA, ROW, Design, or Construction | Reverse entrance and exit ramps in Northbound direction | FM 3296 (Buddy Ganem Drive) | FM 2986 (Wildcat Drive) | TxDOT-CRP | On | 2 | \$4.00 | \$4.00 | | | | | | | \$5.19 |
| 2023 | 1209-01-030 | MPO-006 | FM 893 (Moore Avenue) | NEPA, ROW, Design, or Construction | Upgrade from 2-lane roadway to 5-lane urban roadway by constructing additional 2 lanes and CLTL | CR 3685 (Stark Road) | 0.2 miles West of CR 79 (Gum Hollow) | TxDOT-CRP | On | 2 | \$7.00 | \$7.00 | | | | | | | \$9.09 |
| 2024 | 0916-35-195 | MPO-007 | Harbor Bridge Hike and Bike - Connectivity | NEPA, ROW, Design | Construct pedestrian and bike facilities | On various city streets from Coles High School | Williams Memorial Park | City of Corpus Christi | Off | 7 | \$1.42 | | | \$1.42 | | | | | \$1.84 |
| 2024 | 0916-35-196 | MPO-009 | Harbor Bridge Park Improvements | NEPA, ROW, Design | Park mitigation for Harbor Bridge | At various city parks including | Ben Garza, TC Ayers, and new location | City of Corpus Christi | Off | 7 | \$4.80 | | | \$1.30 | | | \$3.50 | | \$6.23 |
| 2021 | N/A | MPO-066 | Various TASA Projects | NEPA, ROW, Design, or Construction | Projects by various entities throughout the Corpus Christi MPO region eligible for the TASA program funded with CAT 9 and matching funds. | At various locations | N/A | Various | Off | 9 | \$2.41 | | | | \$2.41 | | | | \$2.41 |
| 2021 | N/A | CCRTA-036 | FY21 Bus Stop amenities | Transit Maintenance/Operations | Bus Stop amenities | N/A | N/A | Corpus Christi RTA | Off | FTA | \$0.86 | | | | | | \$0.86 | | \$0.86 |
| 2021 | N/A | CCRTA-037 | FY21 Bus Stop Improvements | Transit Maintenance/Operations | Bus Stop Improvements | N/A | N/A | Corpus Christi RTA | Off | FTA | \$1.00 | | | | | | \$1.00 | | \$1.00 |
| 2021 | N/A | CCRTA-038 | FY21 Support/Relief Vehicles | Capital | Support/Relief Vehicles | N/A | N/A | Corpus Christi RTA | Off | FTA | \$0.21 | | | | | | \$0.21 | | \$0.21 |
| 2021 | N/A | CCRTA-039 | FY21 Rolling Stock (All variety of rolling stock) | Capital | Rolling Stock (All variety of rolling stock) | N/A | N/A | Corpus Christi RTA | Off | FTA | \$7.37 | | | | | | \$7.37 | | \$7.37 |
| 2021 | N/A | CCRTA-040 | FY21 Bus Support Equipment and Facilities/Hardware/Software | Transit Maintenance/Operations | Bus Support Equipment and Facilities/Hardware/Software | N/A | N/A | Corpus Christi RTA | Off | FTA | \$0.21 | | | | | | \$0.21 | | \$0.21 |
| 2021 | N/A | CCRTA-041 | FY21 Engine Overhaul Program | Transit Maintenance/Operations | Engine Overhaul Program | N/A | N/A | Corpus Christi RTA | Off | FTA | \$0.64 | | | | | | \$0.64 | | \$0.64 |
| 2021 | N/A | CCRTA-042 | FY21 Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | Transit Maintenance/Operations | Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | N/A | N/A | Corpus Christi RTA | Off | FTA | \$0.05 | | | | | | \$0.05 | | \$0.05 |
| 2021 | N/A | CCRTA-043 | FY21 Bus Support Equipment and Facilities/Hardware/Software | Transit Maintenance/Operations | Bus Support Equipment and Facilities/Hardware/Software | N/A | N/A | Corpus Christi RTA | Off | FTA | \$1.21 | | | | | | \$1.21 | | \$1.21 |
| 2021 | N/A | CCRTA-044 | FY21 Bus Stop Amenities | Transit Maintenance/Operations | Bus Stop Amenities | N/A | N/A | Corpus Christi RTA | Off | FTA | \$0.85 | | | | | | \$0.85 | | \$0.85 |
| 2021 | N/A | CCRTA-045 | FY21 Bus Stop Improvements | Transit Maintenance/Operations | Bus Stop Improvements | N/A | N/A | Corpus Christi RTA | Off | FTA | \$1.00 | | | | | | \$1.00 | | \$1.00 |
| 2021 | N/A | CCRTA-046 | FY21 Mobile Bus Lift | Transit Maintenance/Operations | Mobile Bus Lift | N/A | N/A | Corpus Christi RTA | Off | FTA | \$0.05 | | | | | | \$0.05 | | \$0.05 |
| 2021 | N/A | CCRTA-047 | FY21 5310 Sub-recipient | Transit Maintenance/Operations | 5310 Sub-recipient | N/A | N/A | Corpus Christi RTA | Off | FTA | \$0.40 | | | | | | \$0.40 | | \$0.40 |
| 2021 | N/A | CCRTA-048 | FY21 Preventive Maintenance | Transit Maintenance/Operations | Preventive Maintenance | N/A | N/A | Corpus Christi RTA | Off | FTA | \$1.00 | | | | | | \$1.00 | | \$1.00 |
| 2022 | N/A | CCRTA-049 | FY22 5310 Sub-recipient | Transit Maintenance/Operations | 5310 Sub-recipient | N/A | N/A | Corpus Christi RTA | Off | FTA | \$0.40 | | | | | | \$0.40 | | \$0.40 |
| 2022 | N/A | CCRTA-050 | FY22 Westside Station near DMC West Campus | Capital | Westside Station near DMC West Campus | N/A | N/A | Corpus Christi RTA | Off | FTA | \$5.10 | | | | | | \$5.10 | | \$5.10 |
| 2022 | N/A | CCRTA-051 | FY22 Bus Stop Amenities | Transit Maintenance/Operations | Bus Stop Amenities | N/A | N/A | Corpus Christi RTA | Off | FTA | \$0.86 | | | | | | \$0.86 | | \$0.86 |
| 2022 | N/A | CCRTA-052 | FY22 Preventive Maintenance | Transit Maintenance/Operations | Preventive Maintenance | N/A | N/A | Corpus Christi RTA | Off | FTA | \$1.00 | | | | | | \$1.00 | | \$1.00 |
| 2022 | N/A | CCRTA-053 | FY22 Rolling Stock (All variety of rolling stock) | Capital | Rolling Stock (All variety of rolling stock) | N/A | N/A | Corpus Christi RTA | Off | FTA | \$6.58 | | | | | | \$6.58 | | \$6.58 |
| 2022 | N/A | CCRTA-054 | FY22 Support/Relief Vehicles | Capital | Support/Relief Vehicles | N/A | N/A | Corpus Christi RTA | Off | FTA | \$0.34 | | | | | | \$0.34 | | \$0.34 |
| 2022 | N/A | CCRTA-055 | FY22 Bus Stop Improvements | Transit Maintenance/Operations | Bus Stop Improvements | N/A | N/A | Corpus Christi RTA | Off | FTA | \$0.50 | | | | | | \$0.50 | | \$0.50 |

DRAFT FY 2021-2024 TIP Amendment 1
Fiscally Constrained Project List (Revised Tables 13a and 13b)

February 11, 2021

| TIP Fiscal Year | CSJ | Project ID | Project Name | Project Phase | Description | From Limit | To Limit | Sponsor | TxDOT System | Funding Category | Construction Cost (\$, millions) | CAT2 | CAT4 | CAT7 | CAT9 | CAT12 | Local/Other | Prior Funding | Total Project Cost (\$, millions) |
|-----------------|-----|------------|---|--------------------------------|--|------------|----------|--------------------|--------------|------------------|----------------------------------|------|------|------|------|-------|-------------|---------------|-----------------------------------|
| 2022 | N/A | CCRTA-056 | FY22 Bus Support Equipment and Facilities/Hardware/Software | Transit Maintenance/Operations | Bus Support Equipment and Facilities/Hardware/Software | N/A | N/A | Corpus Christi RTA | Off | FTA | \$1.09 | | | | | | \$1.09 | | \$1.09 |
| 2023 | N/A | CCRTA-057 | FY23 Rolling Stock (All variety of rolling stock) | Capital | Rolling Stock (All variety of rolling stock) | N/A | N/A | Corpus Christi RTA | Off | FTA | \$8.54 | | | | | | \$8.54 | | \$8.54 |
| 2023 | N/A | CCRTA-058 | FY23 Support/Relief Vehicles | Transit Maintenance/Operations | Support/Relief Vehicles | N/A | N/A | Corpus Christi RTA | Off | FTA | \$0.31 | | | | | | \$0.31 | | \$0.31 |
| 2023 | N/A | CCRTA-059 | FY23 Bus Stop Improvements | Transit Maintenance/Operations | Bus Stop Improvements | N/A | N/A | Corpus Christi RTA | Off | FTA | \$0.50 | | | | | | \$0.50 | | \$0.50 |
| 2023 | N/A | CCRTA-060 | FY23 Preventive Maintenance | Transit Maintenance/Operations | Preventive Maintenance | N/A | N/A | Corpus Christi RTA | Off | FTA | \$1.00 | | | | | | \$1.00 | | \$1.00 |
| 2023 | N/A | CCRTA-061 | FY23 Bus Stop amenities | Transit Maintenance/Operations | Bus Stop amenities | N/A | N/A | Corpus Christi RTA | Off | FTA | \$0.99 | | | | | | \$0.99 | | \$0.99 |
| 2023 | N/A | CCRTA-062 | FY23 Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | Transit Maintenance/Operations | Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | N/A | N/A | Corpus Christi RTA | Off | FTA | \$0.05 | | | | | | \$0.05 | | \$0.05 |
| 2023 | N/A | CCRTA-063 | FY23 Section 5310 Sub-recipients | Transit Maintenance/Operations | Section 5310 Sub-recipients | N/A | N/A | Corpus Christi RTA | Off | FTA | \$0.40 | | | | | | \$0.40 | | \$0.40 |
| 2024 | N/A | CCRTA-064 | FY24 (est. by MPO) Rolling Stock (All variety of rolling stock) | Capital | Rolling Stock (All variety of rolling stock) | N/A | N/A | Corpus Christi RTA | Off | FTA | \$8.54 | | | | | | \$8.54 | | \$8.54 |
| 2024 | N/A | CCRTA-065 | FY24 (est. by MPO) Support/Relief Vehicles | Capital | Support/Relief Vehicles | N/A | N/A | Corpus Christi RTA | Off | FTA | \$0.31 | | | | | | \$0.31 | | \$0.31 |
| 2024 | N/A | CCRTA-066 | FY24 (est. by MPO) Bus Stop Improvements | Transit Maintenance/Operations | Bus Stop Improvements | N/A | N/A | Corpus Christi RTA | Off | FTA | \$0.50 | | | | | | \$0.50 | | \$0.50 |
| 2024 | N/A | CCRTA-067 | FY24 (est. by MPO) Preventive Maintenance | Transit Maintenance/Operations | Preventive Maintenance | N/A | N/A | Corpus Christi RTA | Off | FTA | \$1.00 | | | | | | \$1.00 | | \$1.00 |
| 2024 | N/A | CCRTA-068 | FY24 (est. by MPO staff) Bus Stop amenities | Transit Maintenance/Operations | Bus Stop amenities | N/A | N/A | Corpus Christi RTA | Off | FTA | \$0.99 | | | | | | \$0.99 | | \$0.99 |
| 2024 | N/A | CCRTA-069 | Fy24 (est. by MPO staff) Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | Transit Maintenance/Operations | Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | N/A | N/A | Corpus Christi RTA | Off | FTA | \$0.05 | | | | | | \$0.05 | | \$0.05 |
| 2024 | N/A | CCRTA-070 | FY24 (est. by MPO staff) Section 5310 Sub-recipients | Transit Maintenance/Operations | Section 5310 Sub-recipients | N/A | N/A | Corpus Christi RTA | Off | FTA | \$0.40 | | | | | | \$0.40 | | \$0.40 |

Table 13b. FY 2021-2024 TIP Roll Forward with Prior Funding Project List

| TIP Fiscal Year | CSJ | Project ID | Project Name | Project Phase | Description | From Limit | To Limit | Sponsor | TxDOT System | Funding Category | Construction Cost (\$, millions) | CAT2 | CAT4 | CAT7 | CAT9 | CAT12 | Local/Other | Prior Funding | Total Project Cost (\$, millions) |
|-----------------|-------------|------------|---|------------------------------------|---|-----------------|----------------------------|-----------|--------------|------------------|----------------------------------|---------|------|---------|--------|----------|-------------|---------------|-----------------------------------|
| 2021 | 0101-06-095 | TxDOT-001 | Harbor Bridge | Design, or Construction | Construct New Bridge, Approaches, Interchanges, and Highway Improvement | North Beach Ave | Morgan Ave@Crosstown Expwy | TxDOT-CRP | On | 2M, 6, 7, 12 | \$807.80 | \$12.60 | | \$19.20 | | \$485.00 | | | \$807.80 |
| 2021 | 0101-06-111 | MPO-008 | US 181 Harbor Bridge Voluntary Relocation Program | NEPA, ROW, Design, or Construction | US 181 Harbor Bridge Voluntary Relocation Mitigation Program | N/A | N/A | MPO | Off | 7 / Local / ROW | \$57.30 | | | \$17.30 | | | \$20.00 | \$20.00 | \$57.30 |
| 2024 | N/A | MPO-030 | Future Category 9 Projects | NEPA, ROW, Design, or Construction | Projects selected through competitive process | N/A | N/A | TBD | On/Off | 9 | \$2.39 | | | | \$2.39 | | | | \$2.39 |



2021-2024 Statewide Transportation Improvement Program

Corpus Christi MPO

Highway Projects

**DRAFT TxDOT FY 2021-2024 STIP Project Listing
with Corpus Christi MPO Amendment 1**

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
CORPUS CHRISTI MPO - HIGHWAY PROJECTS
FY 2021

| 2021-2024 STIP | | | 07/2020 Revision: Revising | | | | | | |
|--|----------------|-------------------------|--------------------------------------|---------------|-------|----------|----------------|---------------|---------------|
| DISTRICT | MPO | COUNTY | CSJ | TIP FY | HWY | PHASE | CITY | YOE COST | |
| CORPUS CHRISTI | CORPUS CHRISTI | NUECES | 0101-06-111 | 2021 | VA | C | CORPUS CHRISTI | \$ 57,300,000 | |
| LIMITS FROM N/A | | | PROJECT SPONSOR MPO | | | | | | |
| LIMITS TO N/A | | | REVISION DATE 07/2020 | | | | | | |
| PROJECT US 181 Harbor Bridge Voluntary Relocation Mitigation Program | | | MPO PROJ NUM MPO-008 | | | | | | |
| DESCR | | | FUNDING CAT(S) 7 | | | | | | |
| REMARKS | | | PROJECT HISTORY | | | | | | |
| P7 | | | | | | | | | |
| TOTAL PROJECT COST INFORMATION | | | AUTHORIZED FUNDING BY CATEGORY/SHARE | | | | | | |
| PREL ENG \$ | 0 | COST OF APPROVED PHASES | CATEGORY | FEDERAL | STATE | REGIONAL | LOCAL | LC | TOTAL |
| ROW PURCH \$ | 0 | | 7 | \$ 17,300,000 | \$ 0 | \$ 0 | \$ 40,000,000 | \$ 0 | \$ 57,300,000 |
| CONSTR \$ | 57,300,000 | | TOTAL | \$ 17,300,000 | \$ 0 | \$ 0 | \$ 40,000,000 | \$ 0 | \$ 57,300,000 |
| CONST ENG \$ | 0 | | | | | | | | |
| CONTING \$ | 0 | | | | | | | | |
| INDIRECT \$ | 0 | | | | | | | | |
| BOND FIN \$ | 0 | | | | | | | | |
| PT CHG ORD \$ | 0 | | | | | | | | |
| TOTAL CST \$ | 57,300,000 | | | | | | | | |

| 2021-2024 STIP | | | 07/2020 Revision: Revising | | | | | | |
|---|----------------|-------------------------|--------------------------------------|--------------|------------|----------|----------|--------------|--------------|
| DISTRICT | MPO | COUNTY | CSJ | TIP FY | HWY | PHASE | CITY | YOE COST | |
| CORPUS CHRISTI | CORPUS CHRISTI | SAN PATRICIO | 0101-04-114 | 2021 | US 181 | C | PORTLAND | \$ 4,000,000 | |
| LIMITS FROM FM 3239 (Buddy Ganem Drive) | | | PROJECT SPONSOR TxDOT-CRP | | | | | | |
| LIMITS TO FM 2986 (Wildcat Drive) | | | REVISION DATE 07/2020 | | | | | | |
| PROJECT Reverse entrance and exit ramps in Northbound direction | | | MPO PROJ NUM MPO-004 | | | | | | |
| DESCR | | | FUNDING CAT(S) 2M | | | | | | |
| REMARKS | | | PROJECT HISTORY | | | | | | |
| P7 | | | | | | | | | |
| TOTAL PROJECT COST INFORMATION | | | AUTHORIZED FUNDING BY CATEGORY/SHARE | | | | | | |
| PREL ENG \$ | 58,800 | COST OF APPROVED PHASES | CATEGORY | FEDERAL | STATE | REGIONAL | LOCAL | LC | TOTAL |
| ROW PURCH \$ | 0 | | 2M | \$ 3,200,000 | \$ 800,000 | \$ 0 | \$ 0 | \$ 0 | \$ 4,000,000 |
| CONSTR \$ | 4,000,000 | | TOTAL | \$ 3,200,000 | \$ 800,000 | \$ 0 | \$ 0 | \$ 0 | \$ 4,000,000 |
| CONST ENG \$ | 48,120 | | | | | | | | |
| CONTING \$ | 17,040 | | | | | | | | |
| INDIRECT \$ | 0 | | | | | | | | |
| BOND FIN \$ | 0 | | | | | | | | |
| PT CHG ORD \$ | 46,920 | | | | | | | | |
| TOTAL CST \$ | 4,170,880 | | | | | | | | |

| 2021-2024 STIP | | | 07/2020 Revision: Revising | | | | | | |
|--|----------------|-------------------------|--------------------------------------|---------|---------------|----------|----------|---------------|---------------|
| DISTRICT | MPO | COUNTY | CSJ | TIP FY | HWY | PHASE | CITY | YOE COST | |
| CORPUS CHRISTI | CORPUS CHRISTI | SAN PATRICIO | 0101-04-120 | 2021 | US 181 | C | PORTLAND | \$ 14,000,000 | |
| LIMITS FROM North of FM 3239 (Buddy Ganem Drive) | | | PROJECT SPONSOR TxDOT-CRP | | | | | | |
| LIMITS TO FM 2986 (Wildcat Drive) | | | REVISION DATE 07/2020 | | | | | | |
| PROJECT The project will upgrade the existing 4-lane freeway to a 6-lane freeway by cons | | | MPO PROJ NUM MPO-003 | | | | | | |
| DESCR tructing 1 additional travel lane in each direction. | | | FUNDING CAT(S) 2M,4 | | | | | | |
| REMARKS | | | PROJECT HISTORY | | | | | | |
| P7 | | | | | | | | | |
| TOTAL PROJECT COST INFORMATION | | | AUTHORIZED FUNDING BY CATEGORY/SHARE | | | | | | |
| PREL ENG \$ | 1,002,000 | COST OF APPROVED PHASES | CATEGORY | FEDERAL | STATE | REGIONAL | LOCAL | LC | TOTAL |
| ROW PURCH \$ | 0 | | 2M | \$ 0 | \$ 4,800,000 | \$ 0 | \$ 0 | \$ 0 | \$ 4,800,000 |
| CONSTR \$ | 14,000,000 | | 4 | \$ 0 | \$ 9,200,000 | \$ 0 | \$ 0 | \$ 0 | \$ 9,200,000 |
| CONST ENG \$ | 979,400 | | TOTAL | \$ 0 | \$ 14,000,000 | \$ 0 | \$ 0 | \$ 0 | \$ 14,000,000 |
| CONTING \$ | 838,200 | | | | | | | | |
| INDIRECT \$ | 0 | | | | | | | | |
| BOND FIN \$ | 0 | | | | | | | | |
| PT CHG ORD \$ | 1,350,000 | | | | | | | | |
| TOTAL CST \$ | 18,169,600 | | | | | | | | |

Agenda Item 4A - Attachment 2

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
CORPUS CHRISTI MPO - HIGHWAY PROJECTS
FY 2021

| 2021-2024 STIP | | | 07/2020 Revision: Revising | | | | | | |
|--|----------------|-------------------------|--------------------------------------|---------------|---------------|----------|----------------|---------------|---------------|
| DISTRICT | MPO | COUNTY | CSJ | TIP FY | HWY | PHASE | CITY | YOE COST | |
| CORPUS CHRISTI | CORPUS CHRISTI | NUECES | 0074-06-241 | 2021 | IH 37 | C | CORPUS CHRISTI | \$ 60,000,000 | |
| LIMITS FROM Redbird Lane (Overpass) | | | PROJECT SPONSOR TxDOT-CRP | | | | | | |
| LIMITS TO Nueces River | | | REVISION DATE 07/2020 | | | | | | |
| PROJECT Widen freeway by constructing additional 2 travel lanes northbound and 1 additio | | | MPO PROJ NUM MPO-002 | | | | | | |
| DESCR nal travel lane sounthbound | | | FUNDING CAT(S) 2M,4,12 | | | | | | |
| REMARKS | | | PROJECT HISTORY | | | | | | |
| P7 | | | | | | | | | |
| TOTAL PROJECT COST INFORMATION | | | AUTHORIZED FUNDING BY CATEGORY/SHARE | | | | | | |
| PREL ENG \$ | 2,940,000 | COST OF APPROVED PHASES | CATEGORY | FEDERAL | STATE | REGIONAL | LOCAL | LC | TOTAL |
| ROW PURCH \$ | 0 | | 2M | \$ 9,600,000 | \$ 2,400,000 | \$ 0 | \$ 0 | \$ 0 | \$ 12,000,000 |
| CONSTR \$ | 60,000,000 | | 4 | \$ 12,000,000 | \$ 3,000,000 | \$ 0 | \$ 0 | \$ 0 | \$ 15,000,000 |
| CONST ENG \$ | 2,580,000 | | 12 | \$ 26,400,000 | \$ 6,600,000 | \$ 0 | \$ 0 | \$ 0 | \$ 33,000,000 |
| CONTING \$ | 108,000 | | TOTAL | \$ 48,000,000 | \$ 12,000,000 | \$ 0 | \$ 0 | \$ 0 | \$ 60,000,000 |
| INDIRECT \$ | 0 | | | | | | | | |
| BOND FIN \$ | 0 | | | | | | | | |
| PT CHG ORD \$ | 0 | | | | | | | | |
| TOTAL CST \$ | 65,628,000 | | | | | | | | |

Agenda Item 4A - Attachment 2

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
CORPUS CHRISTI MPO - HIGHWAY PROJECTS
FY 2022

| 2021-2024 STIP | | | 07/2020 Revision: Revising | | | | | | |
|--|----------------|-------------------------|--------------------------------------|-----------------|------------|--|----------------|--------------|--------------|
| DISTRICT | MPO | COUNTY | CSJ | TIP FY | HWY | PHASE | CITY | YOE COST | |
| CORPUS CHRISTI | CORPUS CHRISTI | NUECES | 0916-35-195 | 2022 | VA | C | CORPUS CHRISTI | \$ 1,420,000 | |
| LIMITS FROM On various city streets from Coles High School | | | | | | PROJECT SPONSOR City of Corpus Christi | | | |
| LIMITS TO Williams Memorial Park | | | | | | REVISION DATE 07/2020 | | | |
| PROJECT Construct pedestrian and bike facilities | | | | | | MPO PROJ NUM MPO-007 | | | |
| DESCR | | | | | | FUNDING CAT(S) 7 | | | |
| REMARKS | | | | PROJECT HISTORY | | | | | |
| P7 | | | | | | | | | |
| TOTAL PROJECT COST INFORMATION | | | AUTHORIZED FUNDING BY CATEGORY/SHARE | | | | | | |
| PREL ENG \$ | 58,800 | COST OF APPROVED PHASES | CATEGORY | FEDERAL | STATE | REGIONAL | LOCAL | LC | TOTAL |
| ROW PURCH \$ | 0 | | 7 | \$ 1,136,000 | \$ 284,000 | \$ 0 | \$ 0 | \$ 0 | \$ 1,420,000 |
| CONSTR \$ | 1,420,000 | | TOTAL | \$ 1,136,000 | \$ 284,000 | \$ 0 | \$ 0 | \$ 0 | \$ 1,420,000 |
| CONST ENG \$ | 48,120 | | | | | | | | |
| CONTING \$ | 17,040 | | | | | | | | |
| INDIRECT \$ | 0 | | | | | | | | |
| BOND FIN \$ | 0 | | | | | | | | |
| PT CHG ORD \$ | 46,920 | | | | | | | | |
| TOTAL CST \$ | 1,590,880 | | | | | | | | |

| 2021-2024 STIP | | | 07/2020 Revision: Revising | | | | | | |
|---|----------------|-------------------------|--------------------------------------|-----------------|------------|--|----------------|--------------|--------------|
| DISTRICT | MPO | COUNTY | CSJ | TIP FY | HWY | PHASE | CITY | YOE COST | |
| CORPUS CHRISTI | CORPUS CHRISTI | NUECES | 0916-35-196 | 2022 | N/A | C | CORPUS CHRISTI | \$ 4,800,000 | |
| LIMITS FROM N/A | | | | | | PROJECT SPONSOR City of Corpus Christi | | | |
| LIMITS TO N/A | | | | | | REVISION DATE 07/2020 | | | |
| PROJECT Park mitigation for Harbor Bridge | | | | | | MPO PROJ NUM MPO-009 | | | |
| DESCR | | | | | | FUNDING CAT(S) 7,3LC | | | |
| REMARKS | | | | PROJECT HISTORY | | | | | |
| P7 | | | | | | | | | |
| TOTAL PROJECT COST INFORMATION | | | AUTHORIZED FUNDING BY CATEGORY/SHARE | | | | | | |
| PREL ENG \$ | 23,520 | COST OF APPROVED PHASES | CATEGORY | FEDERAL | STATE | REGIONAL | LOCAL | LC | TOTAL |
| ROW PURCH \$ | 0 | | 7 | \$ 1,040,000 | \$ 260,000 | \$ 0 | \$ 0 | \$ 0 | \$ 1,300,000 |
| CONSTR \$ | 4,800,000 | | 3LC | \$ 0 | \$ 0 | \$ 0 | \$ 0 | \$ 3,500,000 | \$ 3,500,000 |
| CONST ENG \$ | 192,480 | | TOTAL | \$ 1,040,000 | \$ 260,000 | \$ 0 | \$ 0 | \$ 3,500,000 | \$ 4,800,000 |
| CONTING \$ | 68,160 | | | | | | | | |
| INDIRECT \$ | 0 | | | | | | | | |
| BOND FIN \$ | 0 | | | | | | | | |
| PT CHG ORD \$ | 187,680 | | | | | | | | |
| TOTAL CST \$ | 5,271,840 | | | | | | | | |

Agenda Item 4A - Attachment 2

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
CORPUS CHRISTI MPO - HIGHWAY PROJECTS
FY 2023

| 2021-2024 STIP | | | 07/2020 Revision: Revising | | | | | | |
|--|----------------|-------------------------|----------------------------|--------------------------------------|--------------|---------------------------|----------|--------------|--------------|
| DISTRICT | MPO | COUNTY | CSJ | TIP FY | HWY | PHASE | CITY | YOE COST | |
| CORPUS CHRISTI | CORPUS CHRISTI | SAN PATRICIO | 1209-01-030 | 2023 | FM 893 | C | PORTLAND | \$ 7,000,000 | |
| LIMITS FROM CR 3685 (Stark Road) | | | | | | PROJECT SPONSOR TxDOT-CRP | | | |
| LIMITS TO 0.2 miles West of CR 79 (Gum Hollow) | | | | | | REVISION DATE 07/2020 | | | |
| PROJECT Upgrade from 2-lane roadway to 5-lane urban roadway by constructing additional 2 | | | | | | MPO PROJ NUM MPO-006 | | | |
| DESCR lanes and CLTL | | | | | | FUNDING CAT(S) 2M | | | |
| REMARKS | | | | PROJECT HISTORY | | | | | |
| P7 | | | | | | | | | |
| TOTAL PROJECT COST INFORMATION | | | | AUTHORIZED FUNDING BY CATEGORY/SHARE | | | | | |
| PREL ENG \$ | 343,000 | COST OF APPROVED PHASES | CATEGORY | FEDERAL | STATE | REGIONAL | LOCAL | LC | TOTAL |
| ROW PURCH \$ | 0 | | 2M | \$ 5,600,000 | \$ 1,400,000 | \$ 0 | \$ 0 | \$ 0 | \$ 7,000,000 |
| CONSTR \$ | 7,000,000 | | TOTAL | \$ 5,600,000 | \$ 1,400,000 | \$ 0 | \$ 0 | \$ 0 | \$ 7,000,000 |
| CONST ENG \$ | 347,200 | | | | | | | | |
| CONTING \$ | 139,300 | | | | | | | | |
| INDIRECT \$ | 0 | | | | | | | | |
| BOND FIN \$ | 0 | | | | | | | | |
| PT CHG ORD \$ | 0 | | | | | | | | |
| TOTAL CST \$ | 7,829,500 | | | | | | | | |

Agenda Item 4A - Attachment 2

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
CORPUS CHRISTI MPO - HIGHWAY PROJECTS
FY 2024

| 2021-2024 STIP | | | 07/2020 Revision: Revising | | | | | | |
|----------------------------------|----------------|-------------------------|--------------------------------------|---------------|--------------|----------|----------------|---------------|---------------|
| DISTRICT | MPO | COUNTY | CSJ | TIP FY | HWY | PHASE | CITY | YOE COST | |
| CORPUS CHRISTI | CORPUS CHRISTI | NUECES | 0617-01-177 | 2024 | SH 358 | C | CORPUS CHRISTI | \$ 35,000,000 | |
| LIMITS FROM Nile Drive | | | PROJECT SPONSOR TxDOT-CRP | | | | | | |
| LIMITS TO Staples Street | | | REVISION DATE 07/2020 | | | | | | |
| PROJECT Ramp reversal Phase II-B | | | MPO PROJ NUM MPO-001 | | | | | | |
| DESCR | | | FUNDING CAT(S) 2M | | | | | | |
| REMARKS | | | PROJECT HISTORY | | | | | | |
| P7 | | | | | | | | | |
| TOTAL PROJECT COST INFORMATION | | | AUTHORIZED FUNDING BY CATEGORY/SHARE | | | | | | |
| PREL ENG \$ | 1,715,000 | COST OF APPROVED PHASES | CATEGORY | FEDERAL | STATE | REGIONAL | LOCAL | LC | TOTAL |
| ROW PURCH \$ | 0 | | 2M | \$ 28,000,000 | \$ 7,000,000 | \$ 0 | \$ 0 | \$ 0 | \$ 35,000,000 |
| CONSTR \$ | 35,000,000 | | TOTAL | \$ 28,000,000 | \$ 7,000,000 | \$ 0 | \$ 0 | \$ 0 | \$ 35,000,000 |
| CONST ENG \$ | 1,505,000 | | | | | | | | |
| CONTING \$ | 63,000 | | | | | | | | |
| INDIRECT \$ | 0 | | | | | | | | |
| BOND FIN \$ | 0 | | | | | | | | |
| PT CHG ORD \$ | 1,648,500 | | | | | | | | |
| TOTAL CST \$ | 39,931,500 | | | | | | | | |

Agenda Item 4A - Attachment 2

Definition of Grouped Projects for Use in the STIP



The Corpus Christi MPO has determined that the use of the TxDOT Grouped Projects Category for Bicycle and Pedestrian projects and programs is appropriate for our region. The following Table: Definition of Grouped Projects for Use in the TIP/STIP is provided for all categories, although the Corpus Christi MPO is only using this option for the Bicycle and Pedestrian category at this time.

| Proposed CSJ | Grouped Project by Category | Definition |
|---|---|--|
| 5000-00-950 | PE – Preliminary Engineering | Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed. |
| 5000-00-951 | Right of Way Acquisition | Right of Way acquisition for any project that is not added capacity in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying. |
| 5000-00-952 5000-00-957 5000-00-958 | Preventive Maintenance and Rehabilitation | Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation |
| 5000-00-953 | Bridge Replacement and Rehabilitation | Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges |
| 5000-00-954 | Railroad Grade Separations | Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity |
| 5800-00-950 | Safety | Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity. |
| 5000-00-956 | Landscaping | Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities. |
| 5800-00-915 | Intelligent Transportation Systems Deployment | Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs. |

Definition of Grouped Projects for Use in the STIP

| Proposed CSJ | Grouped Project by Category | Definition |
|--------------|--|--|
| 5000-00-916 | Bicycle and Pedestrian | Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities |
| 5000-00-917 | Safety Rest Areas and Truck Weigh Stations | Construction and improvement of rest areas, and truck weigh stations. |
| 5000-00-918 | Transit Improvements | Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet [See Note 3] |

Note 1: Projects funded with Transportation Alternatives Program (TAP), Transportation Enhancement, and Congestion Mitigation Air Quality funding required a Federal eligibility determination, and not approved to be grouped.

Note 2: Projects funded as part of the Recreational Trails Program (RTP) consistent with the revised grouped project category definitions may be grouped. RTP projects that are not consistent with the revised grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP).

Note 3: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.



PUBLIC NOTICE #21-1
January 15, 2021

The **Corpus Christi Metropolitan Planning Organization** (Corpus Christi MPO) is seeking public input and comments to amend the **FY 2021-2024 Transportation Improvement Program (TIP)**.

FY 2021-2024 TIP Amendment 1 – Project Removal:

| TIP Fiscal Year | Project | Project Description | Funding Category | Total Project Cost |
|-----------------|---|---|------------------|----------------------|
| 2021 | US 181 | Widen freeway by constructing 1 additional travel lane in each direction | Category 2 | \$18,170,880 |
| 2021 | US 181 Ramp Reversals | Reverse entrance and exit ramps in Northbound direction | Category 2 | \$5,191,680 |
| 2021 | SH 286 (FM 43 – FM 2444) | Extend 2 lane roadway to 4 lane divided freeway by constructing mainlanes, overpass, and frontage roads | Category 2 | \$51,920,000 |
| 2024 | SH 361 (At SH 35 Interchange – 0.6 miles Southeast on SH 361) | Upgrade/add direct connectors | Category 2 | \$46,200,000 |
| 2024 | SH 35 (FM 3284 – 0.23 North of SH 361) | Upgrade/add direct connectors | Category 4U | \$25,800,000 |
| 2024 | PR 22 (Aquarius St / Hwy 361 – Whitecap Blvd) | Corridor upgrade for pedestrian and access management improvements no added capacity | Category 2 | \$19,200,000 |
| 2021 | IH 37 | Widen freeway | Category 4 | \$22,000,000 |
| | | | Total | \$188,482,560 |

Public Comments may be provided in writing, limited to 1,000 characters, by emailing ccmpo@cctxmpo.us or by regular mail or hand-delivery to the Corpus Christi MPO offices at 602 N. Staples St., Suite 300, Corpus Christi, TX 78401, and **MUST** be submitted no later than 5 minutes after the start of a meeting in order to be provided for consideration and review at the meeting. All Public Comments submitted shall be placed into the record of the meeting.

January 21, 2021, 9:00 a.m.*

MPO Technical Advisory Committee (TAC) Meeting (Virtual)

Corpus Christi Regional Transportation Authority
602 N. Staples Street, 2nd Floor Board Room
Corpus Christi, TX 78401

February 4 or 5, 2021, 2:00 p.m.*

MPO Transportation Policy Committee (TPC) Meeting

Corpus Christi City Hall - Council Chambers
1201 Leopard Street, Corpus Christi, TX 78401

February 18, 2021, 9:00 a.m.*

MPO Technical Advisory Committee (TAC) Meeting

Corpus Christi Regional Transportation Authority
602 N. Staples Street, 2nd Floor Board Room
Corpus Christi, TX 78401

March 4, 2021, 2:00 p.m.*

MPO Transportation Policy Committee (TPC) Meeting

Corpus Christi City Hall - Council Chambers
1201 Leopard Street, Corpus Christi, TX 78401

**Meeting location, time and format subject to change, check MPO website for final location.*

www.corpuschristi-mpo.org



CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY

602 N. Staples, Corpus Christi, Texas 78401 | p. 361-289-2712 | f. 361-903-3578 | www.cccta.org

Date: February 18, 2021
To: Technical Advisory Committee (TAC)
From: Alejandro Agustin, Budget Analyst
Subject: FY 2021-2024 Transportation Improvement Program (TIP)
Amendment #2 - Inclusion of Additional Transit Projects
Action: **Review, Discuss, and Approve TIP Amendments**

Summary

The Corpus Christi Regional Transportation Authority (CCRTA) requests the Corpus Christi MPO include additional funds for two existing FY 2021-2024 TIP project, change funding source for one existing FY2021-2024 project and add a total of 3 additional projects to the existing FY 2021-2024 TIP, and as identified in the tables below. Attachment #1 illustrates the proposed new/modified projects in **“red” font**.

Amending FY 2021 Projects:

| Program Year | Project Name/Description | Funding | Currently Approved Total Project Cost | Amended Total Project Cost | MPO Project Number |
|--------------|--|---------|---------------------------------------|----------------------------|--------------------|
| 2021 | Bus Support/Equipment and Facilities/Miscellaneous Shop & Garage Equipment | 5339 | \$45,000 | \$90,000 | CCRTA-042 |

Amending FY 2022 Projects:

| Program Year | Project Name/Description | Funding | Currently Approved Total Project Cost | Amended Total Project Cost | MPO Project Number |
|--------------|--------------------------|---------|---------------------------------------|----------------------------|--------------------|
| 2022 | Bus Stop Amenities | 5339 | \$862,645 | \$940,000 | CCRTA-051 |

Amending Funding Source FY 2021 Projects:

| Program Year | Project Name/Description | Current Funding | Currently Approved Total Project Cost | Amended Funding | MPO Project Number |
|--------------|--------------------------|-----------------|---------------------------------------|-----------------|--------------------|
| 2021 | Mobile Bus Lift | 5307 | \$45,000 | 5339 | CCRTA-046 |

Addition of 1 Project in FY 2021:

| Program Year | Project Name/Description | Funding | Total Project Cost |
|---------------------|--|----------------|---------------------------|
| 2021 | Bus Support/Equipment & Facilities/Hardware/Software | 5307 | \$1,034,923 |

Addition of 1 Project in FY 2022:

| Program Year | Project Name/Description | Funding | Total Project Cost |
|---------------------|---------------------------------|----------------|---------------------------|
| 2022 | Park and Ride - Land | 5307 | \$1,100,000 |

Addition of 1 Project in FY 2023:

| Program Year | Project Name/Description | Funding | Total Project Cost |
|---------------------|---------------------------------|----------------|---------------------------|
| 2023 | Park and Ride - Land | 5307 | \$900,000 |

CCRTA is adding these additional projects to TIP FY 2021-2024, due to the requirements set forth by the Federal Transit Administration (FTA). Adding these additional projects will allow CCRTA to apply for yearly formula funds granted the CCRTA.

Attachments:

1. CCRTA Project Updates for FY 2021-2024 TIP Amendment 2
2. Public Notice #21-2

CCRTA Project Updates for FY 2021-2024 TIP Amendment 2

| TIP FY | MPO PROJECT NUMBER | PROJECT DESCRIPTION | FTA FUNDING CATEGORY | FTA APPORTIONMENT YEAR | A | B | C | D | E | AMENDMENT DATE | AMENDMENT ACTION | REMARKS | FTA FUNDS | OTHER SOURCES | TOTAL PROJ COST |
|--------------------|--------------------|--|----------------------|------------------------|---|---|---|---|---|----------------|------------------|---------|--------------|---------------|-----------------|
| 2021 | CCRTA-036 | Bus Stop Amenities | 5307 | 2020 | Y | | | | | | | | \$678,702 | \$169,675 | \$848,377 |
| 2021 | CCRTA-037 | Bus Stop Improvements | 5307 | 2020 | Y | | | | | | | | \$800,000 | \$200,000 | \$1,000,000 |
| 2021 | CCRTA-046 | Mobile Bus Lift | 5339 | 2020 | Y | | | | | | | | \$36,000 | \$9,000 | \$45,000 |
| 2021 | CCRTA-047 | 5310 Sub-recipient | 5310 | 2020 | Y | | | | | | | | \$320,000 | \$80,000 | \$400,000 |
| 2021 | CCRTA-048 | Preventive Maintenance | 5307 | 2020 | | Y | | | | | | | \$800,000 | \$200,000 | \$1,000,000 |
| 2021 | CCRTA-044 | Bus Stop Amenities | 5307 | 2020 | Y | | | | | | | | \$690,160 | \$172,540 | \$862,700 |
| 2021 | CCRTA-045 | Bus Stop Improvements | 5307 | 2020 | Y | | | | | | | | \$800,000 | \$200,000 | \$1,000,000 |
| 2021 | CCRTA-038 | Support/Relief Vehicles | 5307 | 2020 | Y | | | | | | | | \$169,600 | \$42,400 | \$212,000 |
| 2021 | CCRTA-039 | Rolling Stock | 5307 | 2020 | Y | | | | | | | | \$6,263,650 | \$1,105,350 | \$7,369,000 |
| 2021 | CCRTA-040 | Bus Support/Equipment & Facilities/Hardware/Software | 5307 | 2020 | Y | | | | | | | | \$164,000 | \$41,000 | \$205,000 |
| 2021 | CCRTA-041 | Engine Overhaul Program | 5307 | 2020 | Y | | | | | | | | \$508,640 | \$127,160 | \$635,800 |
| 2021 | CCRTA-042 | Bus Support/Equipment and Facilities/Miscellaneous Shop & Garage Equipment | 5339 | 2020 | Y | | | | | | | | \$72,000 | \$18,000 | \$90,000 |
| 2021 | CCRTA-043 | Bus Support/Equipment & Facilities/Hardware/Software | 5339 | 2020 | Y | | | | | | | | \$968,000 | \$242,000 | \$1,210,000 |
| 2021 | | Bus Support/Equipment & Facilities/Hardware/Software | 5307 | 2020 | Y | | | | | | | | \$827,938 | \$206,985 | \$1,034,923 |
| FY 2021 Total | | | | | | | | | | | | | \$13,098,690 | \$2,814,110 | \$15,912,800 |
| 2022 | CCRTA-049 | 5310 Sub-recipient | 5310 | 2021 | Y | | | | | | | | \$320,000 | \$80,000 | \$400,000 |
| 2022 | CCRTA-050 | Westside Station near DMC West Campus | 5307 | 2021 | Y | | | | | | | | \$4,080,000 | \$1,020,000 | \$5,100,000 |
| 2022 | CCRTA-051 | Bus Stop Amenities | 5339 | 2021 | Y | | | | | | | | \$752,000 | \$188,000 | \$940,000 |
| 2022 | CCRTA-052 | Preventive Maintenance | 5307 | 2021 | | Y | | | | | | | \$800,000 | \$200,000 | \$1,000,000 |
| 2022 | CCRTA-053 | Rolling Stock | 5307 | 2021 | Y | | | | | | | | \$5,592,405 | \$986,895 | \$6,579,300 |
| 2022 | CCRTA-054 | Support/Relief Vehicles | 5307 | 2021 | Y | | | | | | | | \$275,600 | \$68,900 | \$344,500 |
| 2022 | CCRTA-055 | Bus Stop Improvements | 5307 | 2021 | Y | | | | | | | | \$400,000 | \$100,000 | \$500,000 |
| 2022 | CCRTA-056 | Bus Support/Equipment & Facilities/Hardware/Software | 5307 | 2021 | Y | | | | | | | | \$872,000 | \$218,000 | \$1,090,000 |
| 2022 | | Park and Ride - Land | 5307 | 2021 | Y | | | | | | | | \$880,000 | \$220,000 | \$1,100,000 |
| FY 2022 Total | | | | | | | | | | | | | \$13,972,005 | \$3,081,795 | \$17,053,800 |
| 2023 | CCRTA-057 | Rolling Stock (All variety of rolling stock) | 5307 | 2022 | Y | | | | | | | | \$7,261,975 | \$1,281,525 | \$8,543,500 |
| 2023 | CCRTA-058 | Support/Relief Vechicles | 5307 | 2022 | Y | | | | | | | | \$245,680 | \$61,420 | \$307,100 |
| 2023 | CCRTA-059 | Bus Stop Improvements | 5307 | 2022 | Y | | | | | | | | \$400,000 | \$100,000 | \$500,000 |
| 2023 | CCRTA-060 | Preventive Maintenance | 5307 | 2022 | Y | | | | | | | | \$800,000 | \$200,000 | \$1,000,000 |
| 2023 | CCRTA-061 | Bus Stop Amenities | 5339 | 2022 | Y | | | | | | | | \$789,600 | \$197,400 | \$987,000 |
| 2023 | CCRTA-062 | Bus Support/Equipment & Facilities/Miescllaneous Shop and Garage Equipment | 5339 | 2022 | Y | | | | | | | | \$43,200 | \$10,800 | \$54,000 |
| 2023 | CCRTA-063 | Section 5310 Sub-Recipients | 5310 | 2022 | Y | | | | | | | | \$320,000 | \$80,000 | \$400,000 |
| 2023 | | Park and Ride - Land | 5307 | 2022 | Y | | | | | | | | \$720,000 | \$180,000 | \$900,000 |
| FY 2023 Total | | | | | | | | | | | | | \$10,580,455 | \$2,111,145 | \$12,691,600 |
| 2024 | CCRTA-064 | Rolling Stock | 5307 | 2023 | Y | | | | | | | | \$5,613,054 | \$1,103,061 | \$6,716,115 |
| 2024 | CCRTA-065 | Support/Relief Vehicles | 5307 | 2023 | Y | | | | | | | | \$245,680 | \$61,420 | \$307,100 |
| 2024 | CCRTA-066 | Bus Stop Improvement | 5307 | 2023 | Y | | | | | | | | \$400,000 | \$100,000 | \$500,000 |
| 2024 | CCRTA-067 | Preventive Maintenance | 5307 | 2023 | Y | | | | | | | | \$800,000 | \$200,000 | \$1,000,000 |
| 2024 | CCRTA-068 | Bus Stop Amenities | 5339 | 2023 | Y | | | | | | | | \$789,600 | \$197,400 | \$987,000 |
| 2024 | CCRTA-069 | Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment | 5339 | 2023 | Y | | | | | | | | \$43,200 | \$10,800 | \$54,000 |
| 2024 | CCRTA-070 | Section 5310 Sub-recipients | 5310 | 2023 | Y | | | | | | | | \$320,000 | \$80,000 | \$400,000 |
| FY 2024 Total | | | | | | | | | | | | | \$8,211,534 | \$1,752,681 | \$9,964,215 |
| FY 2021-2024 Total | | | | | | | | | | | | | \$45,862,684 | \$9,759,731 | \$55,622,415 |



PUBLIC NOTICE #21-2

February 28, 2021

The **Corpus Christi Metropolitan Planning Organization (MPO)** hereby seeks public input on transit projects on behalf of the Corpus Christi Regional Transportation Authority (CCRTA) for purposes of amending the **FY 2021-2024 Transportation Improvement Program (TIP) as Amendment 2**.

| TIP FY | MPO PROJECT NUMBER | PROJECT DESCRIPTION | FTA FUNDING CATEGORY | FTA APPORTIONMENT YEAR | FTA FUNDS | OTHER SOURCES | TOTAL PROJECT COST |
|--------|--------------------|--|----------------------|------------------------|-----------|---------------|--------------------|
| 2021 | CCRTA-045 | Mobile Bus Lift | 5339 | 2020 | \$35,000 | \$9,000 | \$45,000 |
| 2021 | CCRTA-042 | Bus Support/Equipment and Facilities/Miscellaneous Shop & Garage Equipment | 5339 | 2020 | \$72,000 | \$18,000 | \$90,000 |
| 2021 | | Bus Support/Equipment & Facilities/Hardware/Software | 5307 | 2020 | \$827,938 | \$206,985 | \$1,034,923 |
| 2022 | CCRTA-051 | Bus Stop Amenities | 5339 | 2021 | \$752,000 | \$188,000 | \$940,000 |
| 2022 | | Park and Ride – Land | 5307 | 2021 | \$880,000 | \$220,000 | \$1,100,000 |
| 2023 | | Park and Ride – Land | 5307 | 2022 | \$720,000 | \$180,000 | \$900,000 |

Public input by telephone or in written form is invited through April 1, 2021. Public comment may be offered in person during the following meetings:

Thursday, February 25, 2021 - 9:00 AM

MPO Technical Advisory Committee Meeting
Corpus Christi Regional Transportation Authority
602 N. Staples Street, 2nd Floor Board Room
Corpus Christi, TX 78401

Thursday, March 4, 2021* - 2:00 PM

MPO Transportation Policy Committee Meeting
Corpus Christi City Hall – Council Chambers
1201 Leopard Street, Corpus Christi, TX 78401

Thursday, March 18, 2021 - 9:00 AM

MPO Technical Advisory Committee Meeting
Corpus Christi Regional Transportation Authority
602 N. Staples Street, 2nd Floor Board Room
Corpus Christi, TX 78401

Thursday, April 1, 2021* - 2:00 PM

MPO Transportation Policy Committee Meeting
Corpus Christi City Hall – Council Chambers
1201 Leopard Street, Corpus Christi, TX 78401

Discussion with possible action to amend the **FY 2021-2024 Transportation Improvement Program (TIP)** based on public input may take place at the **April 1, 2021** meeting of the Transportation Policy Committee (TPC).

(*Date subject to change; notice of TPC meeting is posted on the MPO website: http://www.corpuschristi-mpo.org/03_tpc_agenda.html).



CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY

The **Corpus Christi Regional Transportation Authority (CCRTA)** hereby gives notice that coordination actions with the Corpus Christi Metropolitan Planning Organization (MPO) have occurred to assure that the procedures established in the MPO's public participation plan, including public notice and times established for public review and comment on the TIP, satisfy the Requirement of public participation in the development of the program of projects and grant application requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307; and other formula funds. The public participation requirements of 49 U.S.C. Section 5307 (b) (1) through (b) (7) (as amended by MAP-21) are integrated into the MPO's adopted "Public Participation Plan".

The CCRTA therefore is a participant with the MPO in the TIP process noticed on February 28, 2021.



CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (MPO)

RESOLUTION 21-02

2021 Adoption of Safety Targets-Performance Measures (PM1)

WHEREAS, the Corpus Christi Metropolitan Planning Organization (MPO) was established to identify and support the implementation of regionally significant transportation projects to address future mobility needs; and

WHEREAS, the Fixing America's Surface Transportation Act (FAST) requires the Texas Department of Transportation to establish safety targets based on five year rolling averages for the following measures:

1. Number of Fatalities,
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
3. Number of Serious Injuries,
4. Rate of Serious Injuries per 100 million VMT, and
5. Number of Non- Motorized Fatalities and Non-Motorized Serious Injuries, and

WHEREAS, the Texas Department of Transportation (TxDOT) has officially adopted the safety targets in the Highway Safety Improvement Program (HSIP).

WHEREAS, the FAST Act also requires each MPO to either support the safety targets established by the state DOT (TxDOT) or adopt a separate set of targets no later than 180 days after TxDOT adoption.

NOW, THEREFORE, BE IT RESOLVED that the Corpus Christi MPO Transportation Policy Committee hereby adopts the safety targets for the five safety performance measures provided within this Resolution.

BE IT FURTHER RESOLVED that the Corpus Christi MPO Transportation Policy Committee will plan and program projects that contribute to the accomplishment of the Safety Targets:

Corpus Christi MPO Adopted Safety Targets

| Annual Performance Measure | | | | | | Targets | |
|--|------|------|------|------|------|---------|------|
| | 2015 | 2016 | 2017 | 2018 | 2019 | 2035 | 2045 |
| Number of Fatal Crashes | 35 | 33 | 37 | 35 | 39 | 20 | 3 |
| Rate of Fatal Crashes | 1.18 | 1.05 | 1.18 | 1.10 | 1.22 | 0.55 | 0.13 |
| Number of Serious Injury Crashes | 112 | 132 | 11 | 124 | 106 | 53 | 10 |
| Rate of Serious Injury Crashes | 3.77 | 4.20 | 3.53 | 3.90 | 3.32 | 1.96 | 0.28 |
| Number of Non-motorized Fatal and Serious Injury Crashes | 32 | 30 | 30 | 39 | 34 | 17 | 3 |

That it is hereby officially found and determined that the meeting at which this resolution is passed is open to the public and that public notice of the time, place, and purpose of said meeting was given as required by law.

That all public participation requirements identified within the Corpus Christi MPO Public Participation Plan related to this action by the Transportation Policy Committee were met and completed.

ADOPTED AND PASSED this the 4th day of March 2021.

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

David R. Krebs

Print Name

ATTEST:

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



Date: February 12, 2021
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5B: Draft After-Action Report for the 2045 MTP, FY 2021-2024 TIP and CMP
Action: Review and Discuss the After-Action Report

Summary

This month, we are asking the TAC members to review and discuss the After-Action Report (AAR) for the 2045 Metropolitan Transportation Plan (2045 MTP), the FY 2021-2024 Transportation Improvement Program (TIP) and the Congestion Management Process (CMP). An AAR is a structured approach for assessing the performance by reflecting on the work of a group and identifying strengths, weaknesses, and areas for improvement from successes and failures. An AAR features an open and honest professional discussion from all participants. Using this approach to routinely review projects and programs will contribute to the Corpus Christi MPO's culture of continuous organizational learning and improvement.

This AAR effort used surveys of the TAC and TPC along with internal staff discussions to identify issues and strengths and use them to produce recommendations for process enhancements for both the 2050 MTP, the 2023-2027 TIP and CMP processes. While not explicitly reviewed during this process, the Public Participation Plan (PPP) is used throughout all products. It is currently being updated using the information garnered during this review process. TAC can expect the Draft PPP during their April meeting.

Strengths of the previous process include:

- Establishing a strong linkage between the TIP, MTP and CMP.
- Providing information to the public electronically for faster and more efficient way to share the information.
- Maintaining connections between the National and State performance measures and the regional performance measures.

Weaknesses include:

- Obtaining widespread participation from the public.
- Having technical tools and data to establish baselines and to estimate changes.
- Collaboration with other agencies.

Attachments

1. Draft After-Action Report



Corpus Christi MPO

Planning and Programming Process

AFTER-ACTION REPORT

DRAFT

This After-Action Report (AAR) aligns process performance objectives with planning regulations included in CFR 23 and CFR 49 along with all related Regulations, Executive Orders and Guidance. Process information required for reporting and analysis is included; participants are encouraged to add notes to support their own organizational needs.

Reviewing the Conduct and Development of the Corpus Christi MPO Metropolitan Transportation Plan, Congestion Management Process, and Transportation Improvement Program

OVERVIEW

| | |
|------------------------------------|--|
| Name | Evaluating the process for developing the Corpus Christi MPO Metropolitan Transportation Plan (MTP), Congestion Management Process (CMP), and Transportation Improvement Program (TIP) |
| Dates | October 1, 2018 - July 2, 2020 |
| Scope | This is a review of the 2045 MTP, 2020 CMP, the 2021-2024 TIP. |
| Purpose | Metropolitan planning organizations, in cooperation with the State and public transportation operators, shall develop long-range transportation plans and TIPs using a performance-driven, outcome-based approach. |
| Core Requirements | Federal Transportation Planning Process Requirements must be followed |
| Objectives | Evaluate and improve the processes used to develop the MTP, CMP, TIP, and PPP. |
| Product(s) | The MTP is a 25+ year plan for the Corpus Christi MPO region The TIP is a 4-year plan for the Corpus Christi MPO region The CMP is a continuous process to address congestion in the Corpus Christi MPO region |
| Scenario | Updating the MTP, CMP, TIP, |
| Sponsor | Texas Department of Transportation, Federal Highway Administration, Federal Transit Administration, |
| Participating Organizations | City of Corpus Christi, City of Portland, Nueces County, San Patricio County, Texas DOT, Corpus Christi Regional Transportation Authority, Port of Corpus Christi, Coastal Bend Council of Governments |
| Point of Contact | Robert MacDonald MPA, PE MPO Director Corpus Christi Metropolitan Planning Organization 602 N. Staples Street, Suite 300 Corpus Christi, Texas 78401 Phone: 361.884.0687 Ext. 105 |

Reviewing the Conduct and Development of the Corpus Christi MPO Metropolitan Transportation Plan, Congestion Management Process, and Transportation Improvement Program

The following is summary of the perceptions of outcomes related to each step based on the survey of members of the Technical Advisory Committee and the Transportation Policy Committee administered in late 2020 and early 2021. Also included are comments about each area from the survey if they were given. It is scored as follows:

- 1=Start completely over,
- 3=This needs improving,
- 5=Nothing tremendously wrong, improvements are expected,
- 7=Good, some tweaking is possible,
- 9=Perfect, do not change a thing.

RESULTS

1. Vision and Goal Setting – 6.4
2. Refine and Approve Performance and Evaluation Measures – 7.0
 - a. Comment “Not sure if truly getting details on positive and negative impacts on individual projects as well as possible overtures of cost.”
3. Identify needs and deficiency locations for goal areas by location – 6.1
 - a. Overall, this process is adequate. What is lacking is the ability of anticipate or realize large economic development projects that will significantly impact traffic flow and congestion.
4. Develop and Approve Financial Resource Assumptions – 7.8
 - a. I recommend moving toward a more strategic method to better define how potential funding partners are identified and what constitutes a “reasonable expectation for participation.”
5. Release a call for locally preferred projects that address identified deficiencies – 7.2
 - a. Why would projects be evaluated “against each other” to create a prioritized list? Shouldn’t projects be evaluated as they relate to the overall impact / improvement they would provide?
6. MPO team works with stakeholders and partner agencies = 7.7
 - a. Increase coordination with transportation agencies 33%
 - b. Increase coordination with land use agencies 83%
 - c. Increase coordination with environmental agencies 67%
 - d. Increase coordination with economic development agencies – 67%
 - e. Increase coordination with other types of agencies – 17%
 - f. Increase coordination with community health agencies – 33%
 - g. Increase communication with citizen organizations – 50%
 - h. Increase coordination with social service organizations – 33%
 - i. Increase coordination with historic preservation agencies – 17%
7. Identify impacts of approved investments and develop mitigation of negative social, community, and environmental impacts – 6.8
8. Seek public input during each step of the process – 6.8

9. Other suggestions?

- a. Additional public participation / feedback could possibly be generated by increasing the number of public notices in an oral/auditory format, i.e. television, radio, or even YouTube. This would also facilitate person with limited English proficiency (LEP).















The most commonly mentioned areas for improvements are:

- Outreach and communication with the public. With this in mind, the MPO has begun updating the Public Participation Plan that was last approved in 2018. There will be a focus on electronic communications and in-person communications where groups of stakeholders will already be gathered, such as neighborhood meetings.
- Collaborations with other agencies. The MPO has begun identifying agencies that make decisions that impact or are impacted by transportation investment decisions. These agencies will be reached out to in order to better understand their core missions and primary concerns. The MPO will also seek to acquire plans and data related to the agency concerns that may be impacted by transportation.
- Understanding specific locations of existing needs. Additional resources are being dedicated to gathering the data needed to understand existing conditions. This includes both directly acquiring information and reaching out to other agencies that may have the desired information or information that can substitute for the desired information. and to build the models that can forecast future conditions.
- Understanding possible future conditions with and without different interventions and understanding countervailing or reinforcing impacts from different sets of interventions.
- Understanding tradeoffs between different sets of interventions. There are many examples where making the best investment to achieving performance for one goal makes performance in another goal area worse. The MPO will work on understanding these causal chains in highlighting the tradeoffs that result from different portfolios of interventions.

MPO Staff Evaluation of Core Requirements

Aligning process objectives and core requirements provides consistent performance measurement to evaluate individual processes that support reporting and trend analysis. Table 1 through 4 includes the process objectives, associated core requirements, and performance ratings for each step as observed during the conduct of the MTP, TIP, CMP, and PPP.
















Table 1. Metropolitan Transportation Plan (MTP) Process Evaluation

|  |  |  |  |  | |
|---|---|---|---|---|---|
| Unacceptable | Inferior | Adequate | Exceptional | Outstanding | |
| Metropolitan transportation planning is a continuous, cooperative, and comprehensive process | | | | |  |
| The MTP is coordinated with the statewide transportation planning process as required by 23 U.S.C. 135 and 49 U.S.C. 5304. | | | | |  |
| The MTP establishes performance targets that address the national goals and performance measures established under 23 CFR part 490, 49 U.S.C. 5326(c), and 49 U.S.C. 5329(d) and uses them to track progress. | | | | |  |
| The MTP integrates performance measures and targets described in State transportation plans including: the State asset management plan for the NHS, the Transit Asset Management Plan, applicable portions of the HSIP, including the SHSP, the Public Transportation Agency Safety Plan, relevant portions of the State Freight Plan, and the statewide congestion management process. | | | | |  |
| The MTP coordinates performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) with public transportation providers. | | | | |  |
| The coordinated public transit-human services transportation plan, as required by 49 U.S.C. 5310, was coordinated and is consistent with the MTP. | | | | |  |
| Analysis of performance targets considers issues related to transportation system development, such as land use, employment, economic development, both the human and natural environments, and housing and community development. | | | | |  |
| The MTP was developed consistent with the regional intelligent transportation systems (ITS) architectures, as defined in 23 CFR part 940. | | | | |  |
| The MTP considers and implements projects, strategies, and services that increase the safety of the transportation system for motorized and non-motorized users. | | | | |  |













Reviewing the Conduct and Development of the Corpus Christi MPO Metropolitan Transportation Plan, Congestion Management Process, and Transportation Improvement Program

|  |  |  |  |  | |
|---|---|---|---|---|---|
| Unacceptable | Inferior | Adequate | Exceptional | Outstanding | |
| The MTP considers and implements projects, strategies, and services that emphasize the preservation of the existing transportation system. | | | | |  |
| The MTP considers and implements projects, strategies, and services that promote efficient system management and operation. | | | | |  |
| The MTP considers and implements projects, strategies, and services that support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency. | | | | |  |
| The MTP considers and implements projects, strategies, and services that increase the security of the transportation system for motorized and non-motorized users. | | | | |  |
| The MTP considers and implements projects, strategies, and services that increase accessibility and mobility of people and freight. | | | | |  |
| The MTP considers and implements projects, strategies, and services that protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns. | | | | |  |
| The MTP considers and implements projects, strategies, and services that enhance the integration and connectivity of the transportation system, across and between modes, for people and freight. | | | | |  |
| The MTP considers and implements projects, strategies, and services that improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation. | | | | |  |
| The MTP considers and implements projects, strategies, and services that enhance travel and tourism. | | | | |  |
| The MTP addresses a time-frame no less than a 20-year planning horizon as of the date of adoption by the MPO. | | | | |  |
| The MTP identifies both long-range and short-range strategies/actions that develop an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) and facilitate the safe and efficient movement of people and goods for current and future users. | | | | |  |

Reviewing the Conduct and Development of the Corpus Christi MPO Metropolitan Transportation Plan, Congestion Management Process, and Transportation Improvement Program

|  Unacceptable |  Inferior |  Adequate |  Exceptional |  Outstanding | |
|---|--|--|---|---|---|
| The MPO used the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO and the public transportation operator validated the data prior to input into the process. | | | | |  |
| The MTP includes the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan. | | | | |  |
| The MTP includes existing and proposed transportation facilities (major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, pedestrian walkways, bicycle facilities that function as an integrated metropolitan transportation system, with emphasis on the facilities that serve important national and regional transportation functions. | | | | |  |
| The MTP includes a report on the performance of the transportation system providing the condition and performance of the system compared to the performance targets, including progress achieved by the MPO in comparison with system performance recorded in previous reports, including baseline data. | | | | |  |
| The MTP includes transportation operational and management strategies that improve the performance of existing transportation facilities, relieve vehicular congestion and maximize the safety and mobility of people and goods. | | | | |  |
| The MTP assesses capital investment strategies that preserve the existing metropolitan transportation infrastructure and provide for projected future multimodal capacity increases based on regional priorities. | | | | |  |
| The MTP assesses capital investment strategies reduce the vulnerability of the existing transportation infrastructure to natural disasters. | | | | |  |
| The MTP considers projects and strategies that address corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system. | | | | |  |
| The MTP includes descriptions of all existing and proposed transportation facilities in sufficient detail to develop cost estimates. | | | | |  |
| The MTP includes transportation and transit enhancement activities that reduce congestion, pollution, and energy consumption in a cost-effective manner. | | | | |  |

Reviewing the Conduct and Development of the Corpus Christi MPO Metropolitan Transportation Plan, Congestion Management Process, and Transportation Improvement Program

|  Unacceptable |  Inferior |  Adequate |  Exceptional |  Outstanding | |
|---|--|--|---|---|---|
| The MTP includes a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The MPO shall develop these discussions in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies. | | | | |  |
| The MTP contains a financial plan using system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53) and that demonstrates how expansions can be implemented. | | | | |  |
| The MTP financial plan was developed cooperatively by the MPO, public transportation operator, and State DOT as required under § 450.314(a). All financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified. | | | | |  |
| The MTP financial plan includes recommendations on additional financing strategies to fund projects and programs. Potential new funding sources, and strategies for ensuring availability, shall be identified. The financial plan may assess the appropriateness of innovative techniques (tolling, pricing, bonding, public private partnerships) as revenue sources for projects. | | | | |  |
| The MTP financial plan takes into account all projects and strategies proposed for funding using: title 23, title 49, other Federal funds; State assistance; local sources; and private participation. | | | | |  |
| The MTP financial plan uses revenue and cost estimates that use an inflation rate to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State, and public transportation operator. | | | | |  |
| The MTP includes pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g). | | | | |  |

Reviewing the Conduct and Development of the Corpus Christi MPO Metropolitan Transportation Plan, Congestion Management Process, and Transportation Improvement Program































|  Unacceptable |  Inferior |  Adequate |  Exceptional |  Outstanding | |
|---|--|--|---|---|---|
| During development of the MTP the MPO consulted with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. The consultation involved comparison of transportation plans to conservation plans or to inventories of natural or historic resources. | | | | |  |
| The MTP integrates the priorities, goals, countermeasures, strategies, or projects contained in the HSIP, including the SHSP required under 23 U.S.C. 148, and the Public Transportation Agency Safety Plan required under 49 U.S.C. 5329(d). | | | | |  |
| The MTP tracks and reports progress toward attainment of performance targets for the region. | | | | |  |

Table 2. Public Participation Plan (PPP) Process Evaluation

|  Unacceptable |  Inferior |  Adequate |  Exceptional |  Outstanding | |
|--|---|---|--|--|---|
| The MPO has a current documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool programs or telework programs), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process. | | | | |  |
| The MPO sought out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services. | | | | |  |

Reviewing the Conduct and Development of the Corpus Christi MPO Metropolitan Transportation Plan, Congestion Management Process, and Transportation Improvement Program

|  Unacceptable |  Inferior |  Adequate |  Exceptional |  Outstanding | |
|--|--|--|---|---|---|
| The MPO consulted with agencies and officials responsible for other planning activities that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) and coordinated its planning processes (to the maximum extent practicable) with such planning activities. | | | | |  |
| The MPO provided adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP. | | | | |  |
| The MPO provided timely notice and reasonable access to information about transportation issues and processes. | | | | |  |
| The MPO employed visualization techniques to describe metropolitan transportation plans and TIPs. | | | | |  |
| The MPO made public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web. | | | | |  |
| The MPO held public meetings at convenient and accessible locations and times. | | | | |  |
| The MPO demonstrated explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP. | | | | |  |
| The MPO provided additional opportunity for public comment, if the final metropolitan transportation plan or TIP differed significantly from the version that was made available for public comment by the MPO or raised new material issues that interested parties could not reasonably have foreseen from the public involvement efforts. | | | | |  |
| The MPO has a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, which may be included in the agreement(s) developed under § 450.314. | | | | |  |
| The MPO appropriately involved the Federal land management agencies in the development of the metropolitan transportation plan and the TIP. | | | | |  |

Reviewing the Conduct and Development of the Corpus Christi MPO Metropolitan Transportation Plan, Congestion Management Process, and Transportation Improvement Program





























|  Unacceptable |  Inferior |  Adequate |  Exceptional |  Outstanding | |
|---|--|--|---|---|---|
| The MPO appropriately involved recipients of assistance under title 49 U.S.C. Chapter 53 and agencies and non-profit organizations that receive Federal assistance from sources other than the U.S. Department of Transportation. | | | | |  |
| The MPO periodically reviews the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process. | | | | |  |

Table 3. Congestion Management Process (CMP) Process Evaluation

|  Unacceptable |  Inferior |  Adequate |  Exceptional |  Outstanding | |
|--|--|--|---|---|---|
| The congestion management process was developed and conducted as part of planning processes for both the MTP and the TIP and includes coordination with transportation system management and operations activities. | | | | |  |
| The congestion management process resulted in multimodal system performance measures and strategies that are included in the MTP and the TIP. | | | | |  |
| The CMP provides for safe and effective integrated management and operation of the multimodal transportation system, using cooperatively developed and implemented strategies for both new and existing transportation facilities eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53. | | | | |  |
| The CMP includes operational management strategies, job access projects, and travel demand reduction (including intercity bus operators, employer-based commuting programs such as a carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework programs). | | | | |  |
| The CMP discusses how to monitor and evaluate the performance of the multimodal transportation system, identifies the underlying causes of recurring and non-recurring congestion, identifies and evaluates alternative strategies, provides information supporting the implementation of actions, and evaluates the effectiveness of implemented actions. | | | | |  |

Reviewing the Conduct and Development of the Corpus Christi MPO Metropolitan Transportation Plan, Congestion Management Process, and Transportation Improvement Program

|  Unacceptable |  Inferior |  Adequate |  Exceptional |  Outstanding | |
|--|--|--|---|---|---|
| The CMP defines congestion for both the movement of people and goods and discusses congestion management objectives using appropriate performance measures. The program describes the extent of congestion and includes evaluation of the effectiveness of congestion reduction and mobility enhancement strategies. | | | | |  |
| The CMP establishes a coordinated program for data collection and performance monitoring. To the extent possible, this data collection program is coordinated with existing data collection (including archived operational/ITS data) and coordinated with agencies responsible for signal operations. | | | | |  |
| The CMP identifies and evaluates the anticipated performance and expected benefits of planned and programmed congestion management projects including improved safety of existing and future transportation systems using the established performance measures. | | | | |  |
| The CMP includes the following categories of strategies, or combinations of strategies: (i) Demand management measures, including growth management, and congestion pricing; (ii) Traffic operational improvements; (iii) Public transportation improvements; (iv) ITS technologies as related to the regional ITS architecture; and (v) Where necessary, additional system capacity. | | | | |  |
| The CMP provides an implementation schedule, lists implementation responsibilities and possible funding sources for each strategy (or combination of strategies). | | | | |  |
| Develop regional goals to reduce vehicle miles traveled during peak commuting hours and improve transportation connections between areas with high job concentration and areas with high concentrations of low-income households; | | | | |  |
| Identify existing public transportation services, employer-based commuter programs, and other existing transportation services that support access to jobs in the region. | | | | |  |
| Identify proposed projects and programs to reduce congestion and increase job access opportunities. | | | | |  |

Reviewing the Conduct and Development of the Corpus Christi MPO Metropolitan Transportation Plan, Congestion Management Process, and Transportation Improvement Program
































|  Unacceptable |  Inferior |  Adequate |  Exceptional |  Outstanding | |
|---|--|--|---|---|---|
| The MPO consulted with employers, private and nonprofit providers of public transportation, transportation management organizations, and organizations that provide job access reverse commute projects or job-related services to low-income individuals to develop the CMP. | | | | |  |
| The MPO has a process for periodically assessing the effectiveness of projects using the adopted performance measures. The results of this evaluation are provided to decision makers and the public and used to guide selection of future projects. | | | | |  |









Table 4. Transportation Improvement Program (TIP) Process Evaluation

|  Unacceptable |  Inferior |  Adequate |  Exceptional |  Outstanding | |
|---|--|--|---|---|---|
| The TIP reflects the investment priorities established in the MTP and covers a period of no less than 4 years. | | | | |  |
| The TIP contains project that, once implemented, make progress toward achieving the performance targets established under § 450.306(d). | | | | |  |
| The TIP includes a description of the anticipated effect of the TIP toward achieving the performance targets identified in the MTP and links investment priorities to those performance targets. | | | | |  |
| The TIP includes all capital and non-capital projects (or phases of projects) within the boundaries of the MPO proposed for funding under 23 U.S.C. and 49 U.S.C. (including transportation alternatives; associated transit improvements; Federal Lands Transportation Program, Federal Lands Access Program projects; HSIP projects; trails projects; accessible pedestrian walkways; and bicycle facilities. | | | | |  |
| The TIP contains all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are federally funded. The TIP includes all regionally significant projects proposed to be funded with funds other than those administered by the FHWA or the FTA. | | | | |  |

Reviewing the Conduct and Development of the Corpus Christi MPO Metropolitan Transportation Plan, Congestion Management Process, and Transportation Improvement Program

|  Unacceptable |  Inferior |  Adequate |  Exceptional |  Outstanding | |
|---|--|--|---|---|---|
| <p>The TIP includes, for each project or phase (preliminary engineering, environment/NEPA, right-of-way, design, or construction), the following:</p> <ul style="list-style-type: none"> (1) Sufficient descriptive material (type of work, termini, and length) to identify the project or phase; (2) Estimated total project cost, which may extend beyond the 4 years of the TIP; (3) The amount of Federal funds obligated during each program year for the project or phase. This includes the proposed category of Federal funds and source(s) of non-Federal funds. (4) Identification of the agencies responsible for carrying out the project or phase; (5) In areas with Americans with Disabilities Act required paratransit and key station plans, identification of those projects that will implement these plans. | | | | |  |
| Every project or project phase included in the TIP is consistent with the MTP. | | | | |  |
| The TIP includes a financial plan that shows how much funding is available from public and private sources that are reasonably expected to construct the projects. | | | | |  |
| The TIP financial plan was cooperatively developed by the MPO, State, and public transportation operator. | | | | |  |
| The TIP revenue and cost estimates use an inflation rate that reflects “year of expenditure” based on reasonable financial principles and information, developed cooperatively by the MPO, State, and public transportation operator. | | | | |  |
| The TIP only contains projects that have full funding available to complete that project or phase of project. | | | | |  |
| The TIP monitors progress in implementing the transportation plan. | | | | |  |
| The TIP identifies the criteria and process for prioritizing implementation of transportation plan elements (including multimodal trade-offs) for inclusion in the TIP and any change in priorities from previous TIPs. | | | | |  |
| The TIP lists major projects from the previous TIP that were implemented and identify any significant delays in the planned implementation of major projects. | | | | |  |

Reviewing the Conduct and Development of the Corpus Christi MPO Metropolitan Transportation Plan, Congestion Management Process, and Transportation Improvement Program

|  Unacceptable |  Inferior |  Adequate |  Exceptional |  Outstanding | |
|--|---|---|--|--|---|
| The MPO selected all 23 U.S.C. and 49 U.S.C. Chapter 53 funded projects (excluding projects on the NHS) in consultation with the State and public transportation operator in accordance with the adopted priorities. | | | | |  |
| The State selected projects on the NHS in cooperation with the MPO in accordance with the adopted priorities. | | | | |  |
| The TIP is incorporated into the STIP without modification. | | | | |  |

Upcoming Actions to Enhance the Planning and Programming Processes

It is important to form new or acknowledge existing relationships with partners in transportation decision-making and other decision-making processes such as land use, natural environment, human environment, capital improvement and safety and security before beginning the MTP Update. Prior to beginning the formal 2050 MTP Update, the MPO will reach out to past participants and desired future participants in order to relay broad transportation subjects related to data, decisions, and relationships that must or should be considered throughout the 2050 MTP Update process. Key Decision Points (KDP) will be identified to aid these participants in understanding how and why the transportation planning and programming process should matter to them. All activities will be conducted with the knowledge that the data and decisions can and should also inform other planning and programming processes such as corridor planning and environmental reviews. Specific questions that could be asked are:

- What are the emerging issues?
- What major changes have occurred since the last plan?
- What are the potential opportunities or challenges that might come up with respect to other plans/programs in progress?
- Who are transportation investment proponents and opponents?
- Is the existing public involvement plan sufficient to support full stakeholder engagement?
- Have potential funding partners been identified?
- What funding programs are available?
- Is there agreement in the planning region with respect to ecological assessment?
- Is the scope set up to consider bicycle and pedestrian network connectivity, barriers, connections to transit and other modes, accessibility for people with disabilities and linkages to jobs, schools, and community services?
- Are there federal, state, local or regional bicycle pedestrian or trail plans that can be incorporated?
- Are there local, regional, or State Americans with Disabilities Act (ADA) Transition Plans that can be incorporated?

Reviewing the Conduct and Development of the Corpus Christi MPO Metropolitan Transportation Plan, Congestion Management Process, and Transportation Improvement Program

- Which bicycle and pedestrian stakeholders should be at the table?
- Have capital improvement planners been informed of the long-range plan update and invited to participate?
- What information is available about capital improvement plans, including projects and available funding?
- Is there agreement in the planning region with respect to assessing economic impacts?
- Has a need for additional funding and revenue sources been identified in regional economic plans/policies?
- Have all sources of economic data and information on performance indicators been identified?
- Is the MTP process broad enough to consider inter and intra-regional goods and freight movement?
- Where is the region significantly impacted by goods and freight movement? If so, what corridors or subareas are most heavily impacted?
- Are there locations that are particularly problematic for freight movement?
- Is there an existing freight advisory group that can be re-engaged? If not, should this be initiated at this time?
- Which freight stakeholders should be involved in the planning process?
- How will the process integrate or interact with national and State freight planning processes?
- Do decision makers recognize public health as an important transportation issue? If not, will identifying benefits, strong community support, or other factors increase support?
- Have any existing plans, partnerships, or relationships that support integrating health been identified (e.g., Strategic Highway Safety Plan, Toward Zero Deaths, or Health in All Policies)?
- Are there any existing studies or assessments of the relationship between health and transportation in the region? If so, how can these studies be used as guides?
- Have all the potential health stakeholders been identified and invited, including those with relevant information and perspectives for assessing and addressing the community's health needs and priorities?
- Has a communication plan been developed with identified points in the planning process when it will be most beneficial to have the advice, expertise, and perspective of health stakeholders?
- In general, what transportation-related health issues identified at the outset are relevant in the region? Examples may include safety, air quality, physical activity, noise, equitable access to community resources and opportunities, health equity, or other issues identified by community and health stakeholders.
- How will the regional communities be represented and participate in the planning process?
- What do we know about low-income, disabled, and minority populations or other specific groups to engage?
- What information is available about the human environment, important features, and interests?
- Have the appropriate land use stakeholders been identified and invited to participate?
- Have land use patterns and growth forecasts been considered in defining the planning region for analysis?
- How will land use partnerships, political context, and land use planning constraints influence the scope?
- Is there political will to implement land use changes in the region?

Reviewing the Conduct and Development of the Corpus Christi MPO Metropolitan Transportation Plan, Congestion Management Process, and Transportation Improvement Program

- Are there local operational strategies in place that can be built upon to create a regional operational approach?
- Are there operational partners/stakeholders to include?
- Is there a regional concept of operations or an operations related plan?
- Is there a formal interagency conservation and transportation partnership agreement?
- What performance measures have been used in the past? Are they still appropriate?
- Are any agreements in place regarding regional support for state and National Goals?
- What data is readily available and what new data must be collected?
- How might planning partners assist in data or analysis?
- Is there public and political support for value capture, especially value capture by a private company, in the region?
- Is there existing legislation that supports the use of revenue generation strategies in a private concession or other P3 arrangement? If not, are decision makers considering such legislation?
- Is there a state or regional agency/department that assists with revenue generation projects to serve as a trusted advisor?
- Has prior experience with revenue generation strategies in the region (or in other regions) been considered?
- If there is no interest or ability to support revenue generation strategies such as value capture taxation during development of the 2050 MTP, has this been documented for potential consideration during project development?
- Have modal partners been identified and invited to participate? Are there modal stakeholders that should be included?
- What safety planning is available to inform development of the 2050 MTP?
- Have safety partners been notified of the plan update and invited to participate?

The following section provides an overview of the next MTP, TIP and CMP processes, acknowledging that changes are likely because there is no current federal transportation bill, and the Texas State Legislature is in session.

Metropolitan Transportation Plan Update

Describe the areas for improvement for each core requirement in this section.

Key Decision Points

1. Review, Revise, and Approve Vision, Goals, and Objectives

- a. This decision is the first opportunity for public stakeholders to inform the process or provide their input. Linkages are established with Transportation Improvement Programming, the Congestion Management Program and environmental review. In order to facilitate collaboration, partnerships with other planning processes and their goals may be taking into consideration during this Key Decision. The vision and goals approved at this Key Decision point influence which transportation projects are built.

2. Approve Performance Measures and Evaluation Criteria and Methods

- a. The evaluation criteria, methods and measures are developed with input and data from both partners of other planning processes and stakeholders, including interagency consultation on economic, community, and environmental analysis. The evaluation criteria, methods and measures used in long range transportation planning inform those used in both corridor planning and environmental review in order to ensure consistency across the entire transportation decision making process.
- b. The specific criteria, methods, and requirements that will be used to compare projects and strategies so that the adopted plan will make progress toward achieving the National and State goals.

3. Approve Map and list of Transportation Deficiencies

- a. Approve the list of specific corridors, roads and areas which are deficient during this Key Decision. Transportation deficiencies are where the current or future system is expected to experience congestion, safety issues, lack of interconnectivity, or other operational problems. This list of needs is created using all of the adopted goals and performance measures.

4. Approve Revenue and Cost Assumptions

- a. This is where information from the Programming process and Fiscal Constraint is introduced into the 2050 MTP process. This includes potential revenue sources, a methodology for identifying costs of individual projects, and acknowledgement of restrictions and requirements associated with each funding source. In order for the adopted 2050 MTP to meet the fiscal constraint requirement, this information must be approved by the Transportation Policy Committee as a core aspect of the 2050 MTP.
- b. There is information developed in other Key Decisions that informs this step especially information provided from TIP Financial Plan 1, below.

5. Approve Strategies

- a. This Decision Point can include approaches to suballocating funds for different purposes and approaches to non-construction projects, and supporting other policies such as land-use development, system operations, environmental mitigation and access management policies.

6. Approve Scenarios

- a. The scenarios are designed to address the identified deficiencies and are based on the approved strategies and evaluated using the performance measures. Collaboration with partners from other planning processes is important at this stage as scenarios will involve strategies that encompass land use, infrastructure, economic development, environmental mitigation or other components. This step begins an iterative process of refining scenarios in order to discover the preferred scenario.

7. Approve Preferred Scenario

- a. After the proposed scenarios have been evaluated and refined using the approved performance measures into a single scenario that can garner the informed consent of stakeholders this “locally preferred scenario” is specified. A summary of the components and the expected conditions after application of the interventions is developed and approved as the basis for comparison against other agencies plans and maps for consistency. This is then released as the Draft 2050 MTP for public comment.

8. Adopt MTP

- a. At this Key Decision the public comments on the Draft Plan are addressed and a final plan is adopted by the Transportation Policy Committee. The approved 2050 MTP includes the preferred scenario, fiscally constrained project list, the Congestion Management Program, the Regional Transit Plan, the Regional Coordination Plan, Regional Nonmotorized / Micro-mobility Plan, and regional concept for environmental mitigation.

Transportation Improvement Program

1. Approved Financial Plan

- a. This Key Decision establishes the revenue basis for fiscal constraint of both the 2050 MTP as well the corresponding TIP. It is typically initiated during an MTP update and continued through the TIP selection after adoption of the 2050 MTP. Using the same reasonably foreseeable revenues from federal, state, local and private sources for both the 2050 MTP and the TIP ensures financial consistency between the plan and program. Funding may require legislative approvals: for example, bonding or tolling authority.
- b. The effort also establishes a consistent methodology for estimating project costs for both the 2050 MTP and the TIP. It documents the specific requirements and restrictions associated with each funding source and establishes consistent project cost methodology and revenue suballocation.
- c. The Financial Plan must use Year of Expenditure dollars to more accurately account for inflation in project costs and the reduction in the value of money over time.

2. Approve Universe of Eligible Projects

- a. This step formalized the list of projects that are considered for funding in the next 4 years of the TIP. The projects are drawn primarily from the fiscally constrained project list in the 2050 MTP. Any projects not included in the fiscally constrained project list of the 2050 MTP must either be amended into the list, necessitating removal of some other project for fiscal constraint, or be consistent with the requirements of an MTP pool of funds that do not include specific projects, such as bridge maintenance or safety projects.

3. Approve Project Prioritization

- a. This Decision Point uses the performance measures contained in the 2050 MTP, possible modified if off-cycle to the 2050 MTP, to develop a list of projects prioritized by how well each improves the performance of the system. This includes associated project costs, sequencing, and applicable revenue considerations for immediate programming as funds become available.

4. Reach Consensus on Portfolio of Projects

- a. During this step the projects selected for funding from the prioritized list is produced based on funding restrictions and agreements, actual available revenue, and project complexity and readiness.

5. Adopt TIP

- a. Before the MPO can adopt the TIP, a draft must be circulated for comments, the comments on the draft TIP must be addressed, and a final TIP must be produced. By adopting the final TIP, the MPO and the partner agencies agree that the projects are prioritized appropriately according to the available revenue sources, funding restrictions and/or agreements, the schedule, and project readiness. The Texas DOT then incorporates the TIP into the State TIP without modification.

Steps to Update the Congestion Management Process

- 1. Identify regionally Significant Corridors that are on the National Highway System.**
- 2. Define when a road or intersection is Congested.**
- 3. Identify Congested Locations.**
- 4. Determine the causes of recurring and nonrecurring Congestion.**
- 5. Provide a toolbox of policies and projects.**
- 6. Evaluate the potential improvements of interventions in the toolbox for each individual corridor.**
- 7. List the performance measures and adopt targets to assess the effectiveness of the interventions.**
- 8. Establish a program for data collection and measure system performance.**
- 9. List the performance measures and adopt targets to assess the effectiveness of the interventions.**
- 10. Establish the priorities for inclusion in the 2050 MTP and TIP.**

Links to Federal Requirements:

<https://www.law.cornell.edu/cfr/text/23/part-450/subpart-C>

<https://www.law.cornell.edu/cfr/text/23/450.316>



Texas Freight Advisory Committee

November 5, 2020

Thank you for attending!

Meeting starts at 8:10 AM with Committee roll call shortly after.

Help make this is successful webinar:

- Ensure your phone and computer microphone are muted.
- Familiarize yourself with the chat box and participant list.
- If not speaking, periodically check your devices to ensure they are muted.

If you have unmuted your device and are trying to speak but no one is hearing you, touch *6 or send your message to the chat box. If you're still having difficulty, text Kale Driemeier at 512-649-6825.

Texas Freight Advisory Committee – November 5, 2020



Agenda

Meeting Overview and Introductions

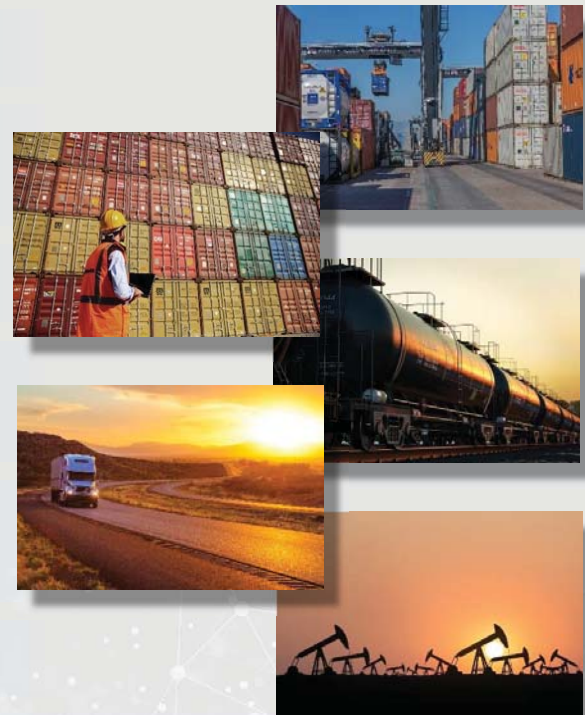
Review of September 3, 2020 TxFAC Meeting
and Ongoing Freight Planning Activities

Freight Network Technology and Operations Plan

Freight Transportation Technology Panel:
Connecting Texas Freight

Project Updates: Freight Planning Tools, Economic Role of
Freight in Texas, Impacts of the Panama Canal Expansion

Next Steps and Wrap Up



Meeting Recap – September 3, 2020



Planning for Freight and Energy Sector Transportation in the Permian Basin

- TxFAC and TX Freight Mobility Plan Recommendation
- State/National data sources do not reflect local activity

Economic Impact of the Permian Basin

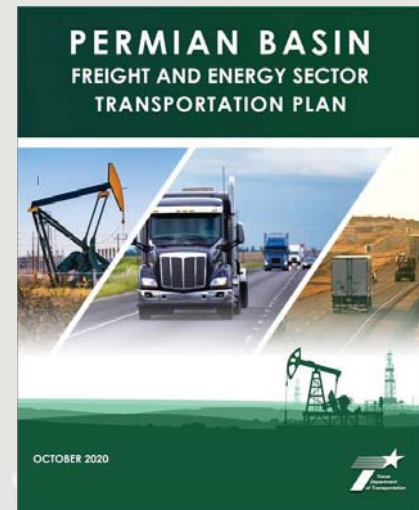
- Larger than the economies of 12 states
- 2008-2019 GRP increased 78% (TX 46%)
- 2019 Freight related jobs: over 290,000
- 2019 State/Local taxes and royalties paid: over \$4.5B

Freight Network Challenges, Conditions and Opportunities

- 2016-2018 Permian Basin truck-involved crashes increased over 120%
- Fracing (sand and water) accounts for over 105,000 daily truck trips in the PB
- Over 410 million tons of sand and water transported in the PB in 2018

Permian Basin Freight Plan Implementation

- Policy (13), Program (14), Project (954), and Operations (9) strategy recommendations



TxDOT Freight Planning and Studies



Rio Grande Valley Freight and Trade Transportation Plan (Dec 2020)

- Cross-Border Trade, Distribution, Warehousing

Freight Planning Tools (April 2021)

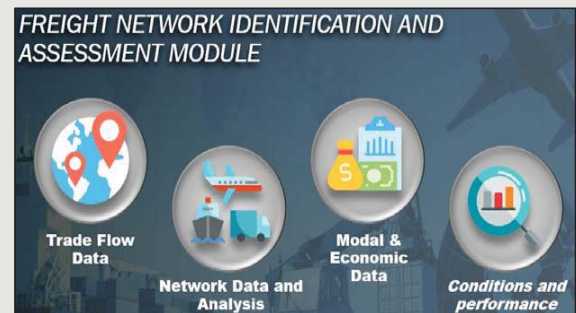
- Stakeholder Database and Engagement Module
- Freight Flow Forecasting and Scenario Planning
- Freight Data Collection/Management and Dashboards

Freight Infrastructure Design Considerations (April 2021)

- Developing Preliminary Minimal and Optimal Design Standards
- Working with Design Division to coordinate on the updated Design Manual

Economic Role of Freight in Texas (April 2021)

- Assessment of impacts (jobs, income, contribution to GSP/GDP, etc.)
- By mode, commodity, corridor, region, state



TxDOT Freight Planning and Studies



Truck Parking Study Implementation

- Underway in early 2021
- Develop strategies to address truck parking needs identified in the Truck Parking Study
- Corridor and region-based plans

I-10 Truck Parking Availability System (TPAS) (2023)

- USDOT ATCMTD grant award to design and install TPAS for 37 public facilities along I-10 from CA to TX
- Monitor truck parking, availability and provide real-time information to truck drivers



TxDOT Freight Planning and Studies

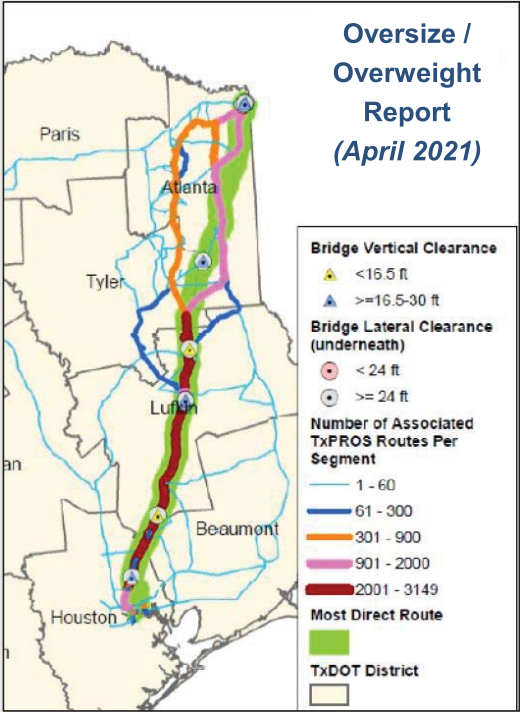
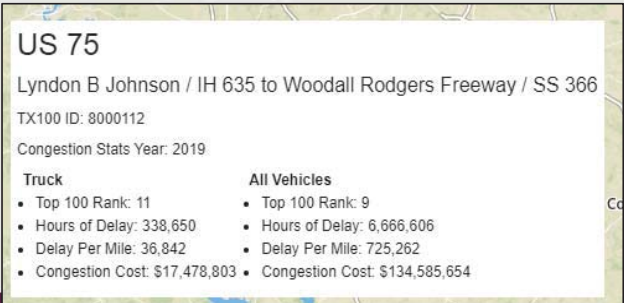


WIM / Vehicle Classification Strategic Plan (Summer 2021)

- Data uses (Planning, Maintenance, etc.)
- Needs Assessment
- Identification of Strategies
- Implementation Plan



Texas Congestion Analysis Tool (Ongoing)



Other TxDOT Efforts of Interest

TX-MX Border Transportation Master Plan (December 2020)

- Texas border with Mexico extends for 1,255 miles, or 64 percent of the total U.S.-Mexico border
- Assess border crossings and multimodal corridor conditions, performance, challenges, needs
- Identify economic impact and sphere of influence
- Strategies (policies, programs, projects) to address regional freight transportation needs

Ports to Plains Interstate 27 Feasibility Study (December 2020)

- Legislatively mandated study
- Study upgrading corridor to interstate standards

Impacts of the Panama Canal Expansion (February 2021)

- Impacts on Texas Ports (LNG, Plastics, Containers, Ag, etc.)
- Impacts on the Texas Multimodal Network

