



TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA

Thursday December 16, 2021 - 9:00 a.m.

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

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 not on the Agenda and within the TAC's jurisdiction (except in matters related to pending litigation).

Public Comments may be provided in-person during the meeting or 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. All Public Comments submitted shall be placed into the record of the meeting.

3. APPROVAL OF THE NOVEMBER 18, 2021 TAC REGULAR MEETING MINUTES ☒

4. ACTION ITEMS

A. Weighting the Relative Importance of the 8 Goals and 3 Non-Goal Scoring Criteria ☒

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

B. DRAFT Surface Transportation Block Grant Set-Aside (STBG-SA) Category 9 Funding Project Call-for-Projects ☒

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

C. 2022 Adoption of Safety (PM1) Performance Measures and Targets ☒

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

5. DISCUSSION ITEMS

A. TxDOT 2023 Unified Transportation Program (UTP) Project Selection Process ☒

B. FY 2023-2026 Transportation Improvement Program (TIP) Project Selection Process ☒

6. INFORMATION ITEMS

A. UPWP Partner Agency Planning Study Coordination and Update ☒

B. Member Agency Project and Program Updates

7. REGIONAL FREIGHT TOPIC

A. Pavement and Bridge Conditions (PM2) and System Performance and Freight (PM3) Progress Report Source Document. ([weblink](#))

8. TAC Member Statements on Local Agency Activities or Items of Interest

9. Upcoming Meetings:

A. Transportation Policy Committee:	Regular Meeting	January 6, 2022
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B. Technical Advisory Committee:	Regular Meeting & CAT 9 Workshop #1	January 20, 2022
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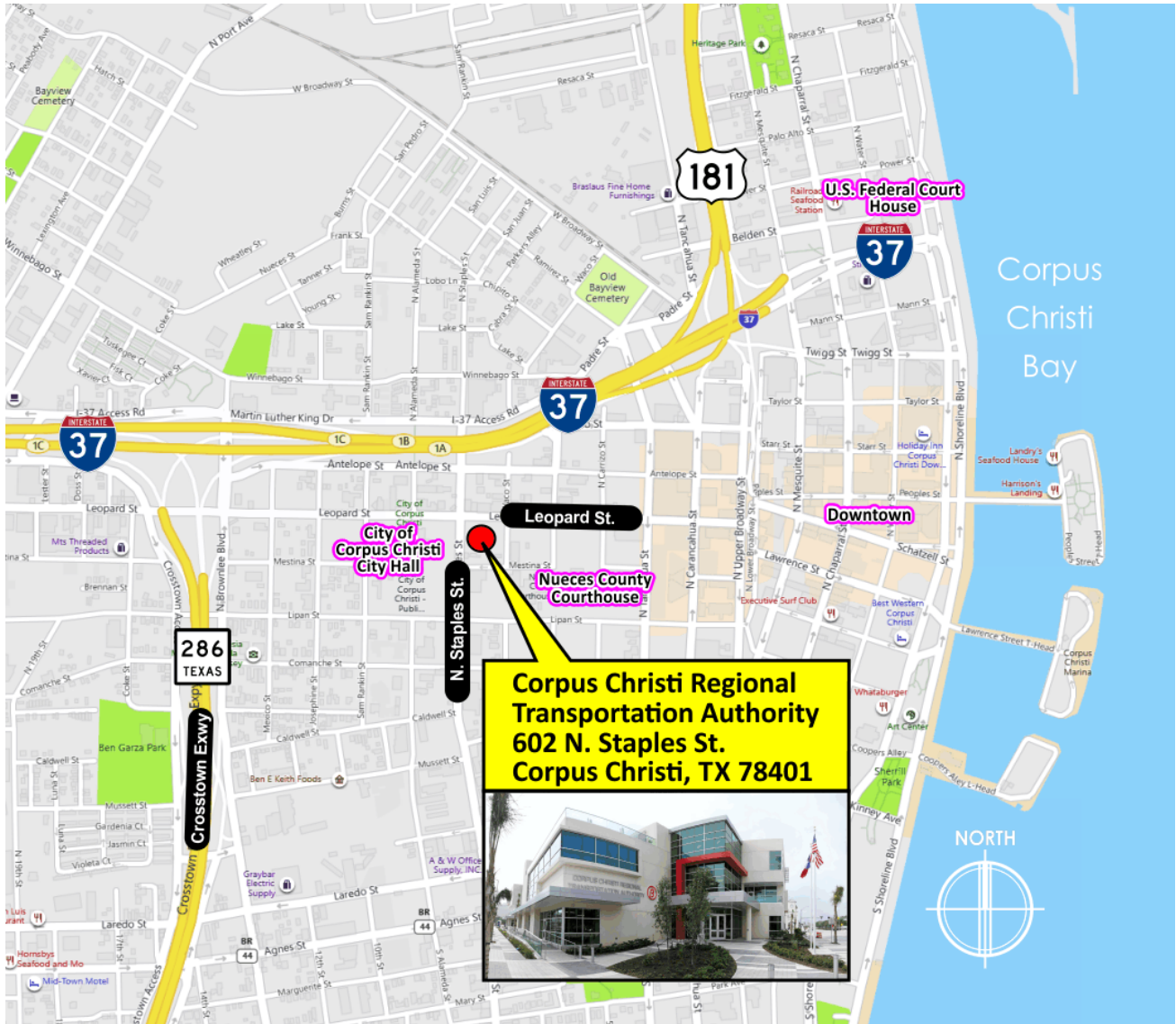
10. Adjourn

☒ - Indicates attachment(s) for the agenda item.

PUBLIC MEETING NOTIFICATION

All MPO Committee meetings are public meetings and open to the public subject to the COVID-19 policies of the building owner where the meeting is being held. Any persons with disabilities who plan to attend this meeting and who may need auxiliary aids or services are requested to contact the MPO at (361) 884-0687 at least 48 hours in advance so that appropriate arrangements can be made.

MEETING LOCATION MAP



**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (MPO)
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING MINUTES
Thursday, November 18, 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

Howard Gillespie, San Patricio County

Paula Sales-Evans, P.E., TxDOT – Corpus Christi District (CRP)

Sarah Munoz, P.E., City of Corpus Christi

Emily Martinez, Coastal Bend Council of Governments

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

2. Public Comments for Items not on the Agenda

None were made or offered.

3. APPROVAL OF THE OCTOBER 21, 2021 TAC REGULAR MEETING MINUTES

Ms. Sales-Evans made a motion to approve the October 21, 2021, TAC Meeting Minutes. Ms. Munoz seconded, Mr. Howard abstained; the motion passed unanimously.

4. ACTION ITEMS

A. FY 2021-2024 Transportation Improvement Program (TIP) Amendment 4 – Inclusion of Additional Transit Projects

Mr. Casper briefed on the Corpus Christi Regional Transportation Authority (CCRTA)'s selection of four additional projects, two projects for the Rural Economic Assistance League (REAL) and two projects for the Coastal Bend Center for Independent Living (CBCIL) through FTA 5310 Funds. These projects total of \$696,845. CCRTA also has three additional available sources of funding: Coronavirus Aid, Relief, and Economic Security Act (\$16,359,362), Coronavirus Response and Relief Supplemental Appropriations Act (\$6,857,205), and American Rescue Plan Act (\$17,644,591) to be included in the FY 2021-2024 TIP. These projects are placed in a pool for later use. CCRTA and the Corpus Christi MPO staff requested the TAC's recommendation to the Transportation Policy Committee (TPC) for approving the FY 2021-2024 TIP Amendment 4. No public comment has been received as of November 18, 2021.

Mr. Gillespie made a motion to recommend the TPC to approve the FY 2021-2024 TIP Amendment 4. Ms. Sales-Evans seconded; the motion passed unanimously.

B. DRAFT Surface Transportation Block Grant Set-Aside (STBG-SA) Category 9 Funding Project Call-for-Projects

As discussed in the October TAC meeting, the Corpus Christi MPO is expecting \$4.5 million in Category 9 funding for FY 2022 to FY 2025 and preparing for the Call-for-Projects for STBG-SA/CAT 9 program. The DRAFT STBG-SA Category 9 Funding Project Call-for-Projects Guidance and Procedures and the DRAFT Application Form were provided for soliciting the TAC members' comments and feedback for discussion in this November TAC meeting.

The Corpus Christi MPO received comments and suggested revisions to the DRAFT Application Form from Mr. Pollack who was absent from this meeting. Mr. Casper went through Mr. Pollack's comments and the Corpus Christi MPO's responses to his comments.

The application form was modified from the TxDOT's Rural STBG-SA Call-for-Projects and made suitable for the Corpus Christi MPO's use. The STBG-SA/CAT 9 program is federally funded, therefore the overall federal requirements and program guidelines cannot be changed, however; the following change was made:

- Remove "Applications in which Project Sponsors provide more than the minimum 20 percent local cash match will receive points as part of project scoring and evaluations." on Page 2, 7. Project Budget

Summary. The projects requesting more than 20% local match will be scored depending on the % of local funding as stated in the DRAFT Corpus Christi MPO Call-for-Project 2021, criterion 5. Efficiently operate, and invest in, the surface transportation system.

- Remove “*Sponsors are limited in their maximum local match.*” on pages 2, 7. Project Budget Summary.

Mr. Pollack suggested utilizing elements of the Corpus Christi MPO’s Strategic Plan for Active Mobility for project selection eligibility criteria. The Corpus Christi MPO must follow the federal guidelines for this program and apply the systematic scoring system to all eligible projects. The Corpus Christi MPO’s Strategic Plan for Active Mobility was not adopted by all member jurisdictions and since this SBGT-SA/Cat 9 program has a wide range of eligible categories and projects, the Corpus Christi MPO won’t use it as an eligibility criterion, however; if applied projects are in the Strategic Plan for Active Mobility, the project will receive points described in the Competitive Evaluation Criteria 1. TAC members agreed that the Strategic Plan for Active Mobility has not been updated since 2016 and limiting or precluding potentially eligible projects should be avoided.

TAC members expressed their concerns about the application deadline currently set on January 31, 2022, due to the coming holidays. There are also concerns that entities not familiar with federal grants and their requirements may have difficulties filling out the application form. Mr. MacDonald explained the current Call-for-Projects schedule has already been delayed from the original schedule due to the cancellation of TPC meetings. Additionally, the Corpus Christi MPO was notified by TxDOT to nominate the Category 2 (Metro/Urban Mobility) projects as a lead agency, and Category 4 (Statewide Urban Connectivity) projects as a cooperating agency for TxDOT’s 2023 Unified Transportation Program (UTP) by January 11, 2022. The FY 2023-2026 Transportation Improvement Program (TIP) development schedule also requires the Corpus Christi MPO to complete the project selection for Category 2, 7 (Metro Mobility/Rehabilitation) and Category 9 by March 2022 and go through public involvement in March to June 2022 as described in the Discussion Item 5B and 5C memos. Project selections for Category 2 and Category 7 are in total \$300 million and must be based on the federally required Performance-Based Planning Programming, thus a systematic project selection methodology including the project evaluation system needs to be established.

TAC Chairperson Mr. DeLatte suggested to (1) hold workshops in January and February and as-needed consultation by the Corpus Christi MPO staff for STBG-SA/Cat 9 Call-for-Projects, (2) postpone the Application deadline to March 1, 2022, select projects and recommend TPC on April 21, 2022, and obtain TPC’s approval for these projects on May 5, 2022.

Mr. Gillespie made a motion to move the STBG-SA/Cat 9 Call-for-Projects application deadline to March 1, 2022, and continue to work on the DRAFT Corpus Christi MPO Call-for-Project 2021 and the DRAFT Application Form in the next TAC meeting, select projects on April 21 and recommend to the TPC in May. Ms. Munoz seconded; the motion passed unanimously.

C. Regional Safety Task Force

The Corpus Christi MPO is planning to create a Regional Traffic Safety Task Force. The primary purpose of this Task Force is to address regional safety issues through a collaboration of multi-agencies and set regional goals, objectives, and actions. This idea was presented to the TPC during their November meeting and the Corpus Christi MPO received the consensus to move forward. The potential members serving on the Regional Traffic Safety Task Force and the proposed tasks are listed in the memo and the Corpus Christi MPO requested the TAC to provide comments and suggestions.

Ms. Munoz suggested removing the City of Corpus Christi Engineering Services, and instead, add the City of Corpus Christi Planning Department. Mr. Gillespie informed that San Patricio County has no EMT/Fire Department and suggested replacing the San Patricio County Road Maintenance with San Patricio County Engineer. Mr. Casper thanked the TAC members for the corrected information. During the discussion, Mr. Casper suggested adding towing companies to the list and the TAC members agreed.

Ms. Sales-Evans suggested removing “all” from Task 6. “*Serve as steering committee for all regional transportation safety campaigns and projects.*” She also inquired how this multi-agencies Task Force would work logistically. It is not easy to convene this multi-jurisdiction, agency, and department personnel. However, the Corpus Christi MPO would work with the members and establish logistics such as meeting schedules and procedures. There are various meeting platforms available such as Microsoft TEAMS, Zoom, etc., and the Corpus Christi MPO is confident it can accommodate the members’ busy schedules.

The Corpus Christi MPO will present this action item to the TPC in December and obtain their approval, then request the TPC Chairperson Judge Krebs to issue a letter for these potential member agencies.

Ms. Munoz made a motion to recommend the TPC to create a Regional Safety Task Force. Mr. Gillespie seconded; the motion passed unanimously.

Mr. MacDonald also informed the TAC that the Texas Transportation Commission also announced the creation of a statewide Safety Task Force comprised of the TxDOT and representatives from each MPO on August 31, 2021. There was a Texas MPO (TEMPO) meeting on November 16, 2021, and Mr. Michael Morris, the North Central Texas Council of Government, reported on the status of this Task Force. According to Mr. Morris, the Statewide Safety Task Force has been formed and seven MPO members were nominated and selected for the committee, not each MPOs as initially announced by TxDOT. Mr. MacDonald has been reaching out to TxDOT and TEMPO on how the Corpus Christi MPO can get involved in this Safety Task Force effort. Mr. MacDonald will keep the TAC and TPC posted on any updates on this matter.

5. DISCUSSION ITEMS

A. Weighting the Relative Importance of the 8 Goals and 3 Non-Goal Scoring Criteria

The Corpus Christi MPO requested the TAC members complete and submit the weighting exercise before the meeting. In September, the TAC members were asked to do a pair-wise comparison of eight 2045 MTP goals. The TPC members also did the pair-wise comparison, and the results are combined as the TPC directed. This exercise is for weighting relative importance to these prioritized or ranked eight goals based on the TAC and TPC's pair-wise comparison results by assigning a total of 100 points to each goal: more points for more important and less point for least important. Also, there are three additional Non-Goal criteria for the TAC and TPC to weight to determine regional priorities.

There were only two submissions from the TAC members and the intended outcome from the TAC meeting was unattainable. Mr. Casper will revise the weighting exercise table and distribute it before the next TAC meeting. Mr. DeLatte requested the TAC members to complete the exercise before the next TAC meeting.

B. TxDOT 2023 Unified Transportation Program (UTP) MPO Project Selection Process

As mentioned in Item 4B, the Corpus Christi MPO is required to nominate Category 2 projects for 2023 UTP by January 11, 2022. Mr. MacDonald provided the TAC members with an e-mail from TxDOT Transportation Planning and Programming (TPP) Division regarding the 2023 UTP Development, and the 2022 UTP development schedule as a reference. Based on the 2022 UTP development schedule and precedent pattern, the UTP is adopted by the Texas Transportation Commission every August. The UTP is a mid-range planning and programming document that connects TxDOT's long-range plan and State TIP or STIP. The Corpus Christi MPO is forecasting about \$130 million funding for Category 2 for the next 10-years from FY 2023 to FY 2032. The STBG-SA/CAT 9 project selection, 2023 UTP Category 2 project selection, and FY 2023-2026 TIP project selection will occur in a very short period of time through June 2022. The Corpus Christi MPO will bring this item back in the next meeting with more details.

Ms. Sales-Evans suggested adding a footnote for Category 1 funding forecast in *TxDOT 2023 UTP Funding Estimate for Corpus Christi MPO* that clarifies the amount is for 10 counties and the Corpus Christi MPO will receive approximately 10 to 15% of the total CAT 1 amount.

C. FY 2023-2026 Transportation Improvement Program (TIP) Development

Mr. MacDonald provided the FY 2023-2026 TIP Development schedule provided by TxDOT. As mentioned during items 4B and 5B, the Corpus Christi MPO needs to nominate Category 2 projects for 2023 UTP (10 years) by January 11, 2022, and program Category 2, Category 7 and Category 9 projects into FY 2023-2026 TIP by mid-March.

With the ongoing project selection for STBG-SA/CAT 9, the deadline for these Cat 2 and Cat 7 project submissions are very tight. The Corpus Christi MPO anticipates special meetings/workshops to make these deadlines.

Mr. MacDonald suggested as an option to utilize the 2045 MTP Table 12. 2020-2045 Fiscally Constrained Project List as a springboard for Cat 2 and Cat 7 project selection because the TAC members went through the project prioritization process in 2019 for the 2020-20245 MTP.

This item will be also brought back to the next TAC meeting.

6. INFORMATION ITEMS

A. Federal Certification Review Initial Observations and Comments

Mr. MacDonald informed the TAC on the Federal Certification Review (FCR) conducted virtually from October 26 through October 28, 2021. The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), TxDOT, and CCRTA representatives were present. Three TPC members were interviewed on the 3rd day, October 28, 2021.

The overall evaluation was very positive. The Corpus Christi MPO's Program for Addressing Discrimination (PAD) that compiles the Environmental Justice (EJ), Limited English Proficiency (LEP), Title VI, and Achieving Racial Equity (ARE) into one comprehensive document was commended highly by the FHWA's Public Outreach expert. The final FCR report will be delivered to the TPC Chair, typically in six to eight months.

B. Member Agency Project and Program Updates

No updates.

7. REGIONAL FREIGHT TOPIC

A. Freight Infrastructure Design Considerations April 2021 Executive Summary

Mr. MacDonald provided a link to TxDOT's *FREIGHT INFRASTRUCTURE DESIGN CONSIDERATIONS* published in April 2021 as reading material for the TAC members as an ad-hoc Freight Advisory Committee.

B. The Economic Role of Freight in Texas April 2021 Executive Summary

Mr. MacDonald also provided a link to TxDOT's *THE ECONOMIC ROLE OF FREIGHT IN TEXAS EXECUTIVE SUMMARY*. This is also published in April 2021. This is an executive summary of freight and Texas economy information for each TxDOT District and Texas overall.

C. The Economic Role of Freight in the Corpus Christi District April 2021

This is the excerpt of the TxDOT Corpus Christi District in *THE ECONOMIC ROLE OF FREIGHT IN TEXAS EXECUTIVE SUMMARY* shared in item 7B. It showed the economic impact of freight in the Corpus Christi District.

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

None were made or offered.

8. Upcoming Meetings:

A. Transportation Policy Committee:	Regular Meeting:	December 2, 2021
B. Technical Advisory Committee:	Regular Meeting:	December 16, 2021

The tentatively scheduled CAT 9 Workshop #1 on December 16, 2021, has been cancelled as discussed in item 4B.

9. Adjourn

The meeting adjourned at 10:57 A.M.



Date: December 10, 2021
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Subject: Item 4A: Weighting the Relative Importance of the 8 Goals and 3 Non-Goal Scoring Criteria
Action: Review, Discuss and Recommend to the TPC

Summary




Corpus Christi MPO staff requests that the TAC members complete the relative weighting spreadsheet exercise that was sent out last month and resent last week. As we have been discussing for the past several months, this effort is part of the scoring process for the STBG-SA Call for Projects. It is requested that your results are e-mailed to [Daniel Carrizales](#) no later than Tuesday December 14, 2021. If there are any questions during this exercise please contact [Craig Casper](#) either by email or phone call.

As a reminder, you are asked to distribute 100 points among 8 Goal areas adopted in the Metropolitan Transportation Plan. These goals are not equally important when deciding what projects to fund, but all are scoring criteria. This process will determine the relative importance of each goal against the others. For example, a goal with 20 points is twice as important as one with 10 points and is 5 times more important than one with 4 points. The process is easiest when starting with the goal you believe is least important and working your way up to the most important. Mathematically, the least important goal must be at least 1 point (and less than 12 points). Please use only whole numbers.

After the weight of each Goal criteria is determined please provide a weight for the three non-goal criteria listed below. You will then develop the weight of the non-goal scoring criteria using your previously developed weights of the Goal criteria as a reference. For example, if you believe that the Project Readiness criteria is equal in importance to the highest priority Goal criteria, please give it the same weighting as you gave for the most important goal. Or, if you believe that Project Readiness is half as important as the least important goal please assign half the value that was assigned to your lowest scoring goal (1 point minimum).

Scoring Criteria - Non-Goal	Assigned Weight
A. Consistency with local Planning Efforts (Criterion 1)	
B. Connectivity Enhancement (Criterion 10)	
C. Project Readiness and Deliverability (Criterion 11)	

As a point of information, the results of the combined TPC and TAC pairwise comparison are shown below. It is interesting to note that even with only 11 respondents, 6 of the 8 goals were considered most important, 6 of the 8 goals were considered least important, and 4 of the 8 goals were considered both most and least important by at least one person.

Items of Importance	A	B	C	D	E	F	G	H	I	J	K	TOTAL
Maintain Infrastructure in good condition	2	2	2	1	2	2	6	3	2	1	2	25
Efficiently invest in the surface transportation system	5	3	4	2	3	3	5	6	1	4	1	37
Reduce fatalities and serious Injuries	1	8	1	6	1	7	1	2	5	3	3	38
Reduce congestion on regional corridors	4	5	3	3	6	4	2	7	8	2	5	49
Provide an equitable transportation system regardless of age, ability, race, ethnicity, or income	6	6	5	5	5	1	3	4	3	8	4	50
Protect communities, the natural environment, and historic resources	3	1	7	8	4	5	7	5	7	6	6	59
Improve the regional economy	7	4	8	7	7	8	8	1	4	5	7	66
Improve freight facility performance	8	7	6	4	8	6	4	8	6	7	8	72
<p style="text-align: center;">Legend</p> <div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;">  <p>Yellow indicates the 1st priority by the respondent</p> </div> <div style="text-align: center;">  <p>Blue indicates the 2nd priority by the respondent</p> </div> <div style="text-align: center;">  <p>Green indicates the 3rd priority by the respondent</p> </div> </div>												

Attachment

Weighting the Relative Importance of the 8 Goals and 3 Non-Goal Scoring Criteria Worksheet.

Item 4A: Weighting the Relative Importance of the 8 Goals and 3 Non-Goal Scoring Criteria Worksheet

Scoring Criteria - Goals	Assigned Weight
Maintain Infrastructure in good condition	
Efficiently invest in the surface transportation system	
Reduce fatalities and serious Injuries	
Reduce congestion on regional corridors	
Provide an equitable transportation system regardless of age, ability, race, ethnicity, or income	
Protect communities, the natural environment, and historic resources	
Improve the regional economy	
Improve freight facility performance	

Total Points Allocated 0
Total Points Remaining 100

Scoring Criteria - Non-Goal	Assigned Weight
Consistency with the 2045 Corpus Christi MPO Metropolitan Transportation Plan	
Connectivity Enhancement	
Project Readiness and Deliverability	



Date: December 10, 2021
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planning
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4B: DRAFT Program Guidance and Procedures: Surface Transportation Block Grant Set-Aside (STBG-SA) Funding (Category 9) Call-For-Projects and Application Form
Action: Review, Discuss and Recommend Approval to the TPC

Summary

The federal Surface Transportation Block Grant Set-Aside (STBG-SA) program corresponds to the TxDOT Category 9 funding program, and was continued in the Infrastructure Investment and Jobs Act (IIJA, also known as the Bipartisan Infrastructure Law) signed by President Biden on November 15, 2021. This law will increase the funding available in fiscal years 2022-2026. The exact funding levels will not be known until after the project scoring process is completed. It may be that the \$4.5 million described in this project call will be fully available in fiscal years 2022-2024. This decision will be made by the Transportation Policy Committee at a later date.

The STBG-SA funding program allows all projects and activities that were previously eligible under the Transportation Alternatives Program, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat maintenance. Project eligibility will conform to current law, as described in the IIJA.

Several changes to the documents were suggested last month, some were included and others were considered. The changes that were suggested are shown below:

- Remove “*Applications in which Project Sponsors provide more than the minimum 20 percent local cash match will receive points as part of project scoring and evaluations.*” on Page 2, item 7. Project Budget Summary. This change was not made. The original language in the Application Form remains. The projects requesting more than 20% local match will be scored depending on the percent of local funding as stated in the DRAFT Corpus Christi MPO Call-for-Project 2021, Criterion 5. Efficiently operate, and invest in, the surface transportation system.
- Remove “*Sponsors are limited in their maximum local match.*” on page 2, 7. Project Budget Summary This change to remove the phrase was made to the Application Form since there is no limit.

The suggestion that staff does not believe is appropriate nor in accord with federal funding guidance is:

- Utilizing the Strategic Plan for Active Mobility as a project eligibility criteria. The Corpus Christi MPO must follow the federal guidelines for this program. The Corpus Christi MPO’s Strategic Plan for Active Mobility was not adopted by all member jurisdictions, only the City of Portland

and the City of Corpus Christi, and the SBTG-SA/Cat 9 program has a wide range of eligible project types. However; if applicant projects are listed in the Strategic Plan for Active Mobility, the project will receive points described in the Competitive Evaluation Criteria 1.

The Program Guidance is provided (see Attachment 1) and describes the process, goals, and criteria that will be used by the Corpus Christi MPO to evaluate and select projects for Corpus Christi MPO's allocation of approximately \$4.5 million in federal funds for fiscal years 2022 through 2025 and includes carryover funds from prior fiscal years.

The Application Form is provided (see Attachment 2) as the mechanism for project sponsors to submit their projects and programs for consideration for Category 9 (CAT 9) funding. This application is derived from TxDOT's application for rural CAT 9 funding, with sections and questions not relevant to the Corpus Christi MPO urban setting having been removed from the initial Application Form.

The current schedule includes issuing the formal CAT 9 Call-For-Projects on December 2, 2021. The completed applications are required to be received no later than January 31, 2022. Final approval and inclusion in the Transportation Improvement Program by the TPC is scheduled to occur on May 5, 2022. Workshops to aid applicants are scheduled as part of the January and February Regular TAC Meetings.

Eligible applicants for these federal funds remain:

1. Local governments;
2. Regional transportation authorities;
3. Transit agencies;
4. Natural resource or public land agencies, including Federal agencies;
5. School districts, local education agencies, or schools;
6. Tribal governments;
7. Any nonprofit entity responsible for the administration of local transportation safety programs;
8. Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency) that the State determines to be eligible, consistent with the goals of subsection (c) of section 213 of Title 23.

The Corpus Christi MPO staff continue to reach out to eligible entities individually to make them aware of the process.

There are 11 general project categories eligible for funding in this Call-For-Projects:

1. Bicycle and Pedestrian Facilities
 2. Bicycle and Pedestrian Education (grades K-8 only)
 3. Conversion of Abandoned Railway Corridors to Trails
 4. Construction of Turnouts, Overlooks, and Viewing Areas
 5. Outdoor Advertising Management
 6. Historic Preservation and Rehab of Historic Transportation Facilities
 7. Vegetation Management
 8. Archaeological Activities
 9. Stormwater Management
 10. Wildlife Mitigation
 11. Safe Routes to School
1. To assist the project applicants in understanding the timing of the project implementation, we have provided the TxDOT Project Initiation Tasks and Timeline for Federal Funded Projects as Attachment 3. Once projects are awarded, the sponsors should be familiar with the process and timing associated with the implementation of their proposed projects. The DRAFT Program Guidance and Procedures: Surface Transportation Block Grant Set-Aside (STBG-SA) Funding (Category 9) Call For Projects provides much of this information for review including links to the TxDOT website.

Recommendation

The Corpus Christi MPO staff requests that the TAC members review the DRAFT Program Guidance and Procedures: Surface Transportation Block Grant Set-Aside (STBG-SA) Funding (Category 9) Call-For-Projects and its Project Application Form, and recommend the Transportation Policy Committee approve them and issue the formal Call for Projects.

Proposed Motion

Move that the TAC recommend the Transportation Policy Committee approve both the DRAFT Program Guidance and Procedures: Surface Transportation Block Grant Set-Aside (STBG-SA) Funding (Category 9) Call-For-Projects and the attached Project Application Form and issue a formal Call for Projects.

Attachments

1. DRAFT Program Guidance and Procedures: Surface Transportation Block Grant Set-Aside (STBG-SA) Funding (Category 9) Call For Projects ([WEBLINK](#))
2. DRAFT Surface Transportation Block Grant Set-Aside (STBG-SA) Funding (Category 9) Project Application Form
3. TxDOT TA (CAT 9) Project Initiation Tasks and Timeline for Federal Funded Projects

Additional program information can be found in the 2021 TxDOT TA Program Guide, link below.

<https://www.txdot.gov/inside-txdot/division/public-transportation/bicycle-pedestrian.html>

NOTE: All attachments must be submitted in letter-sized (8.5" x 11") format.

APPLICANT INFORMATION

1. Project Sponsor Name (Only one entity can act as project sponsor)

2. Type of Organization/Agency/Authority

(Select)

3. Project Sponsor Contact Information (Authorized representative)

Contact Person:	<input type="text"/>	Title:	<input type="text"/>
Mailing Address:	<input type="text"/>	Physical Address:	<input type="text"/>
Mailing City:	<input type="text"/>	Physical City:	<input type="text"/>
Zip Code:	<input type="text"/>	Zip Code:	<input type="text"/>
Contact's Phone:	<input type="text"/>	Entity's Main Phone:	<input type="text"/>
Email:	<input type="text"/>	Website:	<input type="text"/>

PROJECT DESCRIPTION

4. Project Name

5. Project Location Information

a. From/Beginning Point (if applicable):	<input type="text"/>
b. To/End Point (if applicable):	<input type="text"/>
c. Project Length in feet/miles or Area in acres (if applicable):	<input type="text"/>
d. Intersection(s) (if applicable):	<input type="text"/>

Provide a Google map link: (See [TxDOT TA Detailed Application Instructions](#), pg. 5, for guidance.)

*If project involves multiple locations, please provide project limits for the major segment in above blanks. Additionally, please create a complete list of all improvement locations using the descriptive limits and beginning and ending latitude/longitude and label this attachment as **A-Project Location Information** - No more than 2 pages.*

Project location in relation to roadways:

6. Project Description (See [TxDOT TA Detailed Application Instructions](#), pg. 4. Description must fit in the space provided.)

FUNDING OPPORTUNITIES

7. Project Budget Summary (See Guidance Criteria 2,3,6,9 and 11)

Total Itemized Construction Cost	1.	\$	<input type="text"/>
TxDOT Administrative Expenses (10% of Box 1)	2.	\$	<input type="text"/>
Total Project Cost (Boxes 1 & 2)	3.	\$	<input type="text"/>

Local Match: The Project Sponsor will provide the local cash match. Applications in which Project Sponsors provide more than the minimum 20 percent local cash match will receive points as part of project scoring and evaluation.

Enter the Percent Local Match (Minimum 20%)	4	<input type="text"/>	%
Local Match (20%)	5	\$	<input type="text"/>
Additional Local Contribution	6	\$	<input type="text"/>
Total Local Commitment (Boxes 5 & 6)	7	\$	<input type="text"/>
Total Federal Funds Requested	8	\$	<input type="text"/>
Total Project Cost	9	\$	<input type="text"/>

The minimum local match percentage is 20%. Sponsors are limited in their maximum local match. If awarded Federal funds, all cost overruns will be the responsibility of the Project Sponsor.

PROJECT DETAILS

8. Project Details (See Guidance Criteria 2,3,6,9 and 11)

Provide a project layout (required) at scale with clearly labeled streets, end points, and all construction locations as an attachment. Additional recommended attachments include typical sections and photographs that describe and provide details about the project. Attachments for this section should be labeled as **B-Project Details**. (No more than 15 pages)

If the project plans are 30% or more complete, include only example sheets as attachments and provide a weblink for plan review here:

The construction plans for this project are currently: (Select) % complete

Primary Facility Type:	<input type="text"/> (Select)	Secondary Facility Type:	<input type="text"/> (Select)
Total length:	<input type="text"/> (Select)	Total length:	<input type="text"/> (Select)
Facility width	<input type="text"/> feet	Facility width:	<input type="text"/> feet
Material depth:	<input type="text"/> inches	Material depth:	<input type="text"/> inches
Surface type/material:	<input type="text"/> (Select)	Surface type/material:	<input type="text"/> (Select)

Does the project propose lighting adjacent to a roadway? (Select)

The project includes the following facilities: (select all that apply)

<input type="checkbox"/> Sidewalks	<input type="text"/> %	New construction width:	<input type="text"/> feet
<input type="checkbox"/> Crosswalks			
<input type="checkbox"/> Curb Ramps	<input type="text"/> %	New construction quantity:	<input type="text"/>

- ☐ *On Street Bicycle Facilities
- ☐ Bicycle Lane Width: feet
 - ☐ Shared Lane Markings
 - ☐ Separated Bicycle Lane (Facility is offset from road >5 feet) Width: feet
 - ☐ Bicycle Boxes Quantity:
 - ☐ Colored Pavement for Bicycle Lanes
 - ☐ Protected Intersections (A road junction in which bicycle facilities are physically separated from motor vehicles)
 - ☐ *Shared-Use Path/Trail Width (minimum 10-14 feet): feet % New Construction
 - ☐ Pedestrian and Bicycle Signalization Quantity:
 - ☐ Bicycle Parking Quantity:
 - ☐ Pedestrian Improvements (Lighting, landscaping, etc.)
 - ☐ Traffic Calming Describe:
 - ☐ Crossing Safety Improvements (median pedestrian refuge island, curb extensions, etc.)
 - ☐ Signage
 - ☐ Bicycle and Pedestrian Traffic Count Equipment Quantity:
 - ☐ Other

**Projects that include a paved shared-use path (trail) and/or on-street bicycle facilities must a minimum comply with the guidelines set forth by the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities (2012, Fourth Edition). Applicants are also encouraged to consider the following guides as best practices: National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide (Second Edition), the Federal Highway Administration's (FHWA) Separated Bike Lane Planning and Design Guide (2015), and FHWA Bikeway Selection Guide (2019).*

Does this project include bridge improvements? Total # of proposed bridges:

Note: If more than one bridge is proposed, identify the bridge with the longest span length in the detailed application and identify additional bridges in **Attachment B**.

Structural Materials (Deck/Beams): Bridge construction:

Bridge length: feet Bridge width: feet Rail type:

SAFETY

9. Identified safety hazards and countermeasures (See Guidance Criteria 2,3,6,9 and 11)

Check all of the safety hazards located within the project limits. Next to each checked safety hazard, state the proposed countermeasure(s) addressing the hazard identified. Provide additional information about proposed countermeasures and photos of safety hazards as an attachment: **C-Safety Hazards and Countermeasures**. Clearly identify these features on **Map 1-Safety** and include in Attachment C.

Safety Hazards	Proposed Countermeasures
<input type="checkbox"/> High roadway speed (45 mph or greater)	<input type="text"/>
<input type="checkbox"/> Hazardous intersection/conflict point	<input type="text"/>
<input type="checkbox"/> Uncontrolled intersection/crossing	<input type="text"/>
<input type="checkbox"/> Lack of bike/ped infrastructure	<input type="text"/>


<input type="checkbox"/> High motor vehicle traffic volume	<input type="text"/>
<input type="checkbox"/> On-street parking	<input type="text"/>
<input type="checkbox"/> Wide roadway crossing (4 or more lanes)	<input type="text"/>
<input type="checkbox"/> Lack of lighting	<input type="text"/>
<input type="checkbox"/> Other <input type="text"/>	<input type="text"/>

10. Proposed infrastructure elements (See Guidance Criteria 2,3,6,9 and 11)

Which of the following features are part of the proposed project? Check all that apply. Clearly identify these features on **Map 1-Safety**. New bicycle/pedestrian infrastructure...

- | | |
|--|---|
| <input type="checkbox"/> closes a gap in bicycle or pedestrian network | <input type="checkbox"/> improves railroad/highway/water crossing |
| <input type="checkbox"/> features new traffic signalization* | <input type="checkbox"/> includes a vertical separation element (e.g. curb, flexible delineator, bollard) |

*Documentation of signal warrants MUST be included in Attachment C.

 The Corpus Christi MPO is interested in projects that respond to documented safety issues. The Corpus Christi MPO will analyze crash records to determine the documented bicycle and/or pedestrian crash count and rate in proximity to the proposed project.

CONNECTIVITY AND ACCESSIBILITY

11. Connectivity to destinations (See Guidance Criteria 2,3,6,9 and 11)

Does the project provide bicycle and pedestrian access to major destinations immediately surrounding the project area that are likely to attract bicycling or walking trips? Please check destinations below and clearly label on **Map 2-Connectivity** and include in attachment **D-Connectivity**.

- | | | |
|---------------------------------------|--|---|
| <input type="checkbox"/> School | <input type="checkbox"/> Major employer | <input type="checkbox"/> Fresh foods (grocery stores, farmers mkts) |
| <input type="checkbox"/> Park | <input type="checkbox"/> Central Business District | <input type="checkbox"/> Health facility (medical center, sports field) |
| <input type="checkbox"/> Neighborhood | <input type="checkbox"/> Commercial Center | <input type="checkbox"/> Community center |
| <input type="checkbox"/> Library | <input type="checkbox"/> High density residential | <input type="checkbox"/> Other special trip generator (label on map) |

12. Connectivity to multimodal transportation (See Guidance Criteria 2,3,6,9 and 11)

- a. Transit: Does the project support multi-modal transportation by providing access to a rail station, streetcar, and/or a bus stop? Please clearly label on **Map 2-Connectivity**. Project connections to transit infrastructure are:

(Select)

- b. Bike/ped: Does the project connect to existing or planned bicycle and pedestrian facilities? Please check the facilities to which this project would connect and clearly label on **Map 2-Connectivity**. Project connects to:

Bicycle facilities (Select)

Pedestrian facilities (Select)

13. Barrier Elimination (See Guidance Criteria 2,3,6,9 and 11)

Does the project eliminate an existing barrier to travel and provide safe crossing of that barrier by individuals with disabilities, pedestrians, bicyclists, and other non-drivers of all ages and abilities? Please clearly label on **Map 2-Connectivity** and enter the number of barriers below.

<input type="text"/> ADA barriers	<input type="text"/> Four lane or larger roadways	<input type="text"/> Waterbody(ies)	<input type="text"/> Railroad
<input type="text"/> Other	<input type="text"/>		



Projects that add new off-street bicycle or pedestrian facilities along independent rights-of-way, such as creeks, railroads, or utility corridors, may have different benefits or impacts than projects following the alignment of existing roadways. The Corpus Christi MPO will review the response to question 5 to determine whether the project is proposed on independent right-of-way.

Equity Considerations



The Corpus Christi MPO adopted policy on Equity and Environmental Justice and is interested in how the project improves access to everyday destinations for underserved communities. The Corpus Christi MPO will analyze census data to determine if the project will improve access for seniors, individuals with disabilities, racial or ethnic minorities, people without private vehicles, or low-income communities.

Demand



The Corpus Christi MPO is interested in projects that improve accessibility among higher density residential and/or employment centers. The Corpus Christi MPO will analyze US Census data to determine whether projects are located in areas with higher residential and employment density. This will be on the data found in the Program Addressing Discrimination, updated with the 2020 Census, if available.

COMMUNITY SUPPORT AND PLANNING

14. Project Sponsor Resolution on Financial Match and Schedule Adherence (See Guidance Criteria 2 and 11)

An adopted resolution from the project sponsor's governing board is a required attachment to the detailed application. This attachment should be labeled **E-Project Sponsor Resolution**.

15. Public Involvement and Support (See Guidance Criteria 2,3,6,9 and 11)

- Public outreach events in the last five years which engaged the public on this project should be summarized as a bulleted list or table, then attached with supporting documentation as **F-Public Outreach and Support**.
- List all collaborating partners and their role in developing/implementing the proposed project.

16. Maintenance and Operation (See Guidance Criteria 2,3,6,9 and 11)

Name the entity responsible for project maintenance and operation after construction. Attach a letter of commitment if maintenance and operation will be conducted by a third party and label it **G-Maintenance Documentation**.

17. Planning (See Guidance Criteria 2,3,6,9 and 11)

- a. Projects may be referenced in various planning documents, such as local Bicycle, Pedestrian, Safe Route to School, Corridor, Traffic Safety, Hazardous Routes List, or other Transportation Plan (if applicable).

Is the proposed project included in a local transportation plan? (Select)

If yes, include as an attachment ONLY the cover and pages of the plan referring to this project. Label attachment(s) as **H-Local Planning** - No more than 10 pages.

Insert transportation plan weblink:

- b. Transition Plan for ADA Compliance

Is the proposed project included in the project sponsor's Transition Plan for ADA compliance? (Select)

If yes, include as an attachment only the cover and pages from the plan relevant to this project. Label attachment(s) as **I-Local Planning** - No more than 10 pages.

PROJECT COMPLEXITY

18. Environmental Documentation (See Guidance Criteria 2,3,6,9 and 11)

- a. An environmental document is required for all federally funded transportation projects. Some site characteristics may require additional environmental evaluation. What are the environmental issues requiring coordination, permitting, or mitigation? See [TxDOT TA Detailed Application Instructions](#), pg. 19, for more details. (Select)

- b. Known historic sites are identified in the Texas Historic Sites Atlas (<https://atlas.thc.state.tx.us/>). After reviewing this resource, are there known historic properties near the proposed project requiring coordination? (Select)

- c. If there are known environmental or historic preservation issues, is there an approach to avoid delays in project development? (Select)
- If "Yes" is marked for either 19a, 19b, or 19c, then provide written description of potential coordination, mitigation, and/or permitting actions foreseen for the proposed project. Label attachment(s) as **J-Environmental Documentation** - No more than 10 pages.

19. Property Ownership and Acquisition Information (See Guidance Criteria 2,3,6,9 and 11)

All proposals must provide documentary evidence of the project sponsor's property rights by title of ownership, lease, or easement for all property within the project limits. Respond to a, b, & c below.

- a. Has the property needed for the project already been acquired? (Select)

If No - How many parcels will be acquired? Describe in the attachment how the property will be acquired. Include a commitment letter from current owner(s) demonstrating a willingness to transfer the property to project sponsor in accordance with state and federal laws.

- b. Are there any known encroachments? (utilities, fences, adjacent property improvements) (Select)

If Yes, identify known encroachments in an attachment.

- c. Was property acquired after 1971 in accordance with the Uniform Act? (Select)

Project property acquired after 1971 must have been acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act (Uniform Act). If No, describe briefly when and how the property was acquired in an attachment.

Include details as attachment(s) **K-Property Ownership/Acquisition**.

20. Requirements - Signals, Beacons, and School Zones (See Guidance Criteria 2,3,6,9 and 11)

Projects proposing new traffic control devices including flashing beacons (RRFBs and PHBs) and school zones MUST attach supporting documentation demonstrating these improvements meet warrant/conditions in accordance with the TMUTCD and TxDOT policy. Label attachment(s) **L-Signals, Beacons, and School Zones**.

21. Railroad (RR) Support/Right of Entry Letter (if applicable) (See Guidance Criteria 2,3,6,9 and 11)

- a. Does the project encroach (within 50') or cross RR right-of-way (ROW)? (Select)
- If yes, the project sponsor must include documentary evidence from the railroad in support of the project and, where appropriate, a willingness by the railroad to enter into an agreement/contract with the local government for project implementation and provisions for right-of-entry for project construction. Where applicable, a cost for railroad work must be included in the budget.
- b. If the project encroaches or crosses RR ROW, has coordination with the RR begun? (Select)
- c. Does this project include rail banked right-of-way? (Select)
- Label attachment(s) as **M-RR Support/Right-of-Entry Letter** - No more than 10 pages

22. Project Timeline (See Guidance Criteria 2,3,6,9 and 11)

Estimate the number of months it will take to complete this project (from planning through construction). Estimate the time required for each activity listed below. Several activities should be accomplished concurrently (such as environmental documentation, PS&E development, railroad coordination, and property acquisition); as a result, the **Total Projected Time Estimate** will be less than the total of the time estimated for each activity. Refer to the [TxDOT 2021 TA Program Guide](#) for additional guidance.

Label attachment(s) as **N-Project Timeline** - No more than 2 pages.

Months Activities

Programming Activities (minimum 6 months)

(Include the project in the STIP, execute Advance Funding Agreement (AFA) with the department, complete required local government training, assign local government and department roles and responsibilities, etc.)

Project Design and Plan Preparation (minimum 6 months)

(Solicit, select, negotiate, and execute contract(s) for engineering and environmental services. Develop construction Plans, Specifications, and Estimates (PS&E) to state and federal standards. Include time for review by TxDOT District and Division staff, a registered accessibility specialist, and other agencies as needed.)

Environmental Clearance (minimum 6 months)

(Complete the NEPA Scope Development Tool, environmental documentation, and appropriate resource studies; consider environmental mitigation, permits, and review by resource agencies). All documentation and exhibits must meet state and federal standards.

ROW Acquisition (acquisitions should occur after environmental clearance)

(Include time for surveying, appraisals, title transfer, etc. Only incidental utility adjustments may be eligible.)

Railroad coordination (1 to 2 years)

(Include time for railroad owner review of plan documents and execution of railroad agreement.)

Other- Describe briefly additional milestones not addressed elsewhere

(Include time for advertising, procurement of construction contractor, contract negotiations, site preparation, construction, inspection, project close-out, etc.)

Total Project Development Time Estimate

23. Has the project or a substantially similar project been submitted under a prior Corpus Christi MPO TASA Call for Projects? (See Guidance Criteria 2,3,6,9 and 11) Please select the latest program call submission.

(Select)

Reminder: All responses in this Application MUST be supported by the attachments. Proposed countermeasures and infrastructure elements MUST be specified in the Itemized Budget. Items missing supporting documentation will not be considered during project evaluation.

ITEMIZED BUDGET

24. Itemized Construction Cost Estimate (See Guidance Criteria 2,3,6,9 and 11)

Provide a detailed cost estimate of all construction costs - use appropriate units (SY, SF, LF, LS, EA, etc.).

Refer to [TxDOT's 2019 TA/SRTS Program Guide](#), under Past Calls for Projects – FHWA Funds, for guidance.

Click for [TxDOT's Average Low Bid Unit Prices](http://www.txdot.gov/business/letting-bids/average-low-bid-unit-prices.html) (or visit: <http://www.txdot.gov/business/letting-bids/average-low-bid-unit-prices.html>). If additional pages are needed, label this attachment as **O-Itemized Construction Cost Estimate**.

[illegible]

Itemized Construction Cost Estimate *(continued)*

[illegible]

25. Additional Construction-Related Costs (See Guidance Criteria 2,3,6,9 and 11)

Appropriate costs for this section might include: construction engineering and inspection, construction-phase project administration, contract administration, land survey for right of way demarcation, materials testing, permitting, or geotechnical work. Items ineligible for reimbursement include associated with right-of-way acquisition (e.g., appraisal, parcel survey, title transfer) or legal services.

Work Activities	Quantity	Unit	Unit Price	Amount
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
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		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
			TOTAL:	

Preliminary Engineering (PS&E and Environmental) Costs Eligibility

PE COSTS ARE NOT ELIGIBLE

Optional Eligible Preliminary Engineering Costs (typically 5% of construction cost)

BUDGET SUMMARY

26. Project Budget Summary (See Guidance Criteria 2,3,6,9 and 11)

Total Itemized Construction Cost Estimate <i>(topic 24 total, from page 8)</i>			1.	\$	
Total Additional Construction-Related Costs <i>(topic 25 total, from page 10)</i>			2.	\$	
Total Construction Cost Estimate <i>(line 1 + line 2)</i>			3.	\$	
TxDOT Direct State Costs for project oversight <i>(15% of line 3)</i>			4.	\$	
Total Project Cost Estimate <i>[line 3 + line 4]</i>			5.	\$	
Optional Local Match Increase**	20%	Of line 5		\$	

***TDCs:** If a project sponsor is found eligible to use TDCs, these credits will be applied to the project in lieu of the local match. See Cost Participation Summary on page 11.

****Local Match:** Project sponsors may increase the required Local Match above 20% by adjusting the Local Match percentage in the box above. If the project is eligible for a Transportation Development Credits (TDCs) or Economically Disadvantaged Counties Program (EDCP) reduction (amount shown in number 6 below), then the federal/local share will be fixed at 80% federal participation and 20% local match (refer to calculations below).

Economically Disadvantaged Counties Program (EDCP) Reduction (Must be authorized by TxDOT).

For EDCP guidance visit: <http://www.txdot.gov/inside-txdot/division/transportation-planning/disadvantaged-county.html>.

Allowable EDCP Adjustment	(Select, if applicable)
Additional EDCP Adjustment	(Select, if applicable)
Total EDCP Adjustment (95% max)	Total <input type="text"/> % 6. \$ <input type="text"/>

	Participation				
	Percent	Preliminary Engineering Cost	Construction Costs	Direct State Costs	Total Project Costs
Federal	<input type="text"/> %	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
State	<input type="text"/> %	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
Local	<input type="text"/> %	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
Total	<input type="text"/> %	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>

COST PARTICIPATION SUMMARY

Total Federal Participation	<input type="text"/> %	\$ <input type="text"/>
Total State Participation	<input type="text"/> -	<input type="text"/> -
Total Local Participation	<input type="text"/> %	\$ <input type="text"/>

PROJECT COMMITMENT

The applicant confirms understanding of the following requirements by checking boxes and signing below.

- ☐ This is a reimbursement program. If the project sponsor implements any stage of the project, then they must finance that phase until reimbursement funds are available. Invoices must be submitted with proper documentation on a regular basis (typically monthly, but no less than quarterly).
-
- ☐ If TxDOT implements any phase of the project on behalf of the project sponsor, then any local match would be due in full to TxDOT prior to commencement of each phase (i.e. preliminary engineering or construction). Project selection does not guarantee that TxDOT will implement a project on behalf of any recipient
-
- ☐ Until authorized by TxDOT with a notice to proceed, the project sponsor should not enter into a contract or incur costs for any aspect of the project for which the project sponsor is seeking federal participation. Otherwise, the project sponsor risks incurring costs that will not be reimbursed or credited.
-
- ☐ Project sponsors may manage elements of the project development process with written TxDOT approval. To receive approval, the project sponsor acknowledges that they must complete a Special Project Approval form in accordance with 43 TAC §15.52 and undergo a Risk Assessment.
-
- ☐ The project sponsor understands they are responsible for providing a local match to cover 20% of the total project cost (including TxDOT Direct State Costs). Depending on approved local match options, TxDOT will reimburse a portion of the total expenses on each invoice submitted with proper documentation of expenses.
-
- ☐ The project sponsor must be prepared to fund any project costs in excess of the amounts indicated in the budget entered into this detailed application and/or the amount awarded by the Transportation Policy Committee (i.e., project cost overruns).

Signature

Print Name and Title

Date

Telephone Number

Please, refer to the Corpus Christi MPO [Program Guidance and Procedures – Application Process](#) (page 9) for submitting instructions.



TA funds lapse if not obligated within 3 years of authorization

Federally participating work cannot begin until:

- After TA funding award
- **After project is in a TIP/STIP** (either grouped or individually listed)
- After Local Government Risk Assessment (as needed)
- After Advance Funding Agreement (AFA) is executed
- After Federal Project Authorization & Agreement (FPAA)
- After TxDOT Notice to Proceed
- After TxDOT review and approval of contract documents
- After local government solicitation of bids
- After TxDOT concurrence of award

Even without
STIP delays,
this can take
over 1 year

Federally participating work may include:

- Preliminary engineering (PS&E and environmental documentation)
- In-kind contributions
- **Direct state costs** for TxDOT review of environmental documentation and engineering – even if the work itself is not reimbursed
- Construction and construction direct state costs

Project initiation can be reduced to 4 months for Grouped projects



TxDOT TA - PROJECT INITIATION TIMELINE

Task	Responsible Entity	Month										
		1	2	3	4	5	6	7	8	9	10	11
Project selection	TTC											
Projects added to TxDOT Connect	District											
Projects added to MPO/Rural TIP revision	District/MPO											
Projects added to STIP revision	District/TPP		X			X			X			X
STIP revision approval	FHWA											
LG Risk Assessments	District											
LG Special Project Approval	District/CSD											
Develop DRAFT AFA	District/PTN											
AFAs partially executed by Project Sponsors	Project Sponsor											
AFAs fully executed	CSS											
FPAA for PE	DIS/FIN											

X - STIP revisions



Date: December 10, 2021
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Subject: Item 4C: Resolution 22-02: 2022 Adoption of Safety (PM1) Performance Measures and Targets
Action: Review, Discuss and Recommend Approval to the TPC

Summary

Federal Regulations direct MPOs and state Departments of Transportation to establish both performance measures to track, and targets to work towards for the national performance measures for Safety (PM1). MPOs are not evaluated directly on achieving the targets, and so we have two options when setting targets for each measure: Establish our own Corpus Christi MPO numerical targets for each of the performance measures, or formally agree to support the TxDOT targets. The Corpus Christi MPO adopts a resolution as appropriate for the performance measure. The current Resolution is 22-02 (see attachment).

The Corpus Christi MPO formally supports the TxDOT Safety Targets.

Safety (PM1) includes the following performance measures and targets:

TxDOT Established Safety (PM1) Performance Measures and Targets						
Performance Measure	2018*	2019*	2020*	2021**	2022**	2022***
Number of Fatalities	3,648	3,615	3,896	3,384	3,272	3,563
Rate of Fatalities per 100 million VMT	1.29	1.25	1.33	1.24	1.23	1.27
Number of Serious Injuries	14,975	15,855	14,656	18,835	19,065	16,677
Rate of Serious Injuries per 100 million VMT	5.31	5.50	5.00	6.51	6.47	5.76
Number of Non-Motorized Fatalities and Serious Injuries	2,104	2,291	2,238	2,560	2,642	2,367

*Actual Data, **Target Data, ***Target as a 5-Year Average

Source: Texas FY 2022 Highway Safety Plan (HSP)

In the context of our the Corpus Christi MPO, the following data are shown for illustration purposes. As discussed in several TAC and TPC meetings, it is more relevant for our planning partners to identify where a crash occurs and to analyze these locations than it is to identify the total number of fatalities and serious injuries within the MPO region. Identifying where crashes occur and developing plans and strategies for locations with anomalous occurrences will inherently reduce total fatalities and serious injuries. The table below shows the proportionally relevant performance measures and safety targets the Corpus Christi MPO region.

Corpus Christi MPO Proportionally Relevant Safety Measures and Targets (For Illustration Purposes Only)						
Performance Measure	2018*	2019*	2020*	2021**	2022**	2022***
Number of Fatal Crashes	35	39	32	31	30	34
Rate of Fatal Crashes per 100 million VMT	1.10	1.22	1.10	1.06	1.03	1.10
Number of Serious Injury Crashes	124	106	123	119	115	117
Rate of Serious Injury Crashes per 100 million VMT	3.90	3.32	4.21	4.07	3.93	3.89
Number of Non-Motorized Fatal and Serious Injury Crashes	39	26	38	37	35	35

*Actual Data, **Target Data, ***Target as 5-Year Average

Sources: Crash Records Information System (C.R.I.S.), TxDOT Multi-Year Roadway Data Tables (08/16/21)

For the past several years the Corpus Christi MPO has supported the Texas, state performance measures and targets defined by TxDOT. By supporting the TxDOT state targets, the Corpus Christi MPO agrees to plan and program projects which contribute to achieving the TxDOT state targets and to report regional performance.

Recommendation

The MPO staff recommend that the TAC review the attached Resolution 22-02 which reports the regions performance and lists the performance measures and targets for Safety (PM1).

Proposed Motion

Move to recommend that the TPC approve Resolution 22-02 supporting the Texas Department of Transportation (TxDOT) Safety (PM1) performance measures and targets as presented.

Prior Actions

- February 2, 2018: TPC adopted the state PM1 measures and targets.
- February 7, 2019: TPC adopted the state PM1 measures and targets.
- February 6, 2020: TPC adopted the state PM1 measures and targets during the 2045 MTP.
- December 2, 2021: TPC adopted the FY 2021-2024 TIP with Amendment 4

Attachment:

Resolution 22-02: 2022 Adoption of Safety (PM1) Performance Measures and Targets.



CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (MPO)

RESOLUTION 22-02

2022 Adoption of Safety (PM1) Performance Measures and Targets

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 Infrastructure Investment and Jobs Act (IIJA) requires the Texas Department of Transportation to establish Safety (PM1) targets based on five year rolling averages for the following measures:

- Safety (PM1)
 - Number of Fatalities,
 - Rate of Fatalities per 100 million Vehicles Miles Traveled (VMT),
 - Number of Serious Injuries,
 - Rate of Serious Injuries per 100 million VMT,
 - Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries; and

WHEREAS, the IIJA also requires each MPO to either support the PM1 targets established by the state DOT (TxDOT) or adopt a separate set of targets no later than 180 days after TxDOT adoption; and

NOW, THEREFORE, BE IT RESOLVED that the Corpus Christi MPO Transportation Policy Committee hereby supports the TxDOT PM1 targets for the performance measures and adopts these within this Resolution; and

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 (PM1) Targets:

TxDOT Established Safety (PM1) Performance Measures and Targets						
Performance Measure	2018*	2019*	2020*	2021**	2022**	2022***
Number of Fatalities	3,648	3,615	3,896	3,384	3,272	3,563
Rate of Fatalities per 100 million VMT	1.29	1.25	1.33	1.24	1.23	1.27
Number of Serious Injuries	14,975	15,855	14,656	18,835	19,065	16,677
Rate of Serious Injuries per 100 million VMT	5.31	5.50	5.00	6.51	6.47	5.76
Number of Non-Motorized Fatalities and Serious Injuries	2,104	2,291	2,238	2,560	2,642	2,367

*Actual Data, **Target Data, ***Target as a 5-Year Average

Source: Texas FY 2022 Highway Safety Plan (HSP)

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 6th day of January 2022.

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: December 10, 2021
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5A: TxDOT 2023 Unified Transportation Program (UTP) MPO Project Selection Process
Action: Discuss Competitive Selection of Projects for the TxDOT 2023-2032 UTP

Summary

TxDOT has stated their process to develop the next iteration of the 10-year Unified Transportation Program or UTP (see Attachment 1). The typical schedule shown in Attachment 2 illustrates the approval process for TxDOT and includes the actions of the MPOs in the state. The 10-year time-period to be covered is FY 2023 through FY 2032.

The Unified Transportation Program (UTP) is TxDOT's 10-year plan that guides the development of transportation work across the state. Organized into 12 funding categories, with each one addressing a specific type of work, the UTP authorizes the distribution of construction dollars expected to be available over the next 10 years. Within the UTP framework, TxDOT works with elected officials, local planning organizations (MPOs), and the public to select and fund the state's highest priority transportation projects. In addition to highway projects, the UTP addresses public transportation, maritime, aviation, rail, and freight and international trade. The Texas Transportation Commission approves the UTP annually in accordance with Texas state law, and TxDOT publishes the approved UTP each year.

The UTP is part of a comprehensive planning and programming process flowing from TxDOT's agency mission to project-level implementation. That is, the UTP is an intermediate programming document linking the planning activities of the Statewide Long-Range Transportation Plan (SLRTP), the Metropolitan Transportation Plans, and Rural Transportation Plan to the detailed programming activities under the Statewide Transportation Improvement Program (STIP) and TxDOT's 24-month (2-year) Letting Schedule.

The outcome of the UTP process is a list of projects TxDOT intends to develop or begin constructing over the next 10 years, as well as information on the available funding associated with those projects. Project development includes activities such as preliminary engineering work, environmental analysis, right-of-way acquisition and design. Despite its importance to TxDOT as a planning and programming tool, the UTP is neither a budget nor a guarantee that projects will or can be built. However, it is a critical tool in guiding transportation project development within the long-term planning context. In addition, it serves as a communication tool for stakeholders and the public in understanding the project development commitments TxDOT is making.

As part of the joint 2023 UTP planning effort, the Corpus Christi MPO is responsible for conducting a performance-based scoring process and selecting transportation projects for TxDOT Category 2, Category 7, and Category 9 projects. The MPO must also coordinate with TxDOT on their scoring and selecting of projects for Category 4. The projects selected for the first 4 years of the 2023 TxDOT UTP are FY 2023-2026, and these correspond to the Corpus Christi's FY 2023-2026 Transportation Improvement Program

(TIP). Additionally, the projects selected for Categories 2 and 4 must be authorized by the Texas Transportation Commission in order to secure the local match required.

TxDOT 2023 UTP Funding Estimates for Corpus Christi MPO

The preliminary estimate for 10 years of funding available for use in the Corpus Christi MPO area, by year, is:

	Category 1¹	Category 2	Category 4	Category 7	Category 9	
Agency Lead*	TxDOT	MPO	TxDOT	MPO	MPO	
Coordinated Agency	MPO	TxDOT	MPO	TxDOT	TxDOT	Subtotal
10-Years	\$520,000,000	\$130,000,000	\$59,000,000	\$95,000,000	\$5,800,000	\$289,800,000
2023	\$ 51,600,000	\$12,500,000	\$5,750,000	\$9,500,000	\$580,000	\$28,330,000
2024	\$ 51,300,000	\$12,500,000	\$5,750,000	\$9,500,000	\$580,000	\$28,330,000
2025	\$ 45,400,000	\$9,000,000	\$4,500,000	\$9,500,000	\$580,000	\$23,580,000
2026	\$ 56,700,000	\$15,500,000	\$7,000,000	\$9,500,000	\$580,000	\$32,580,000
2027	\$ 53,600,000	\$15,000,000	\$6,500,000	\$9,500,000	\$580,000	\$31,580,000
2028	\$ 51,400,000	\$13,000,000	\$6,000,000	\$9,500,000	\$580,000	\$29,080,000
2029	\$ 52,500,000	\$13,500,000	\$6,000,000	\$9,500,000	\$580,000	\$29,580,000
2030	\$ 51,700,000	\$13,000,000	\$6,000,000	\$9,500,000	\$580,000	\$29,080,000
2031	\$ 50,800,000	\$13,000,000	\$5,750,000	\$9,500,000	\$580,000	\$28,830,000
2032	\$ 55,000,000	\$13,000,000	\$5,750,000	\$9,500,000	\$580,000	\$28,830,000
<p><i>*Per TxDOT's 2022 Unified Transportation Program and Corresponding TIP/STIP Years of 2023-2026</i></p> <p>1 Note: The Category 1 funding totals are not included in the row nor column totals. The CAT 1 funds are shown for the entire TxDOT-CRP District of 10 counties at this time. A portion of these funds will be allocated by TxDOT-CRP to the Corpus Christi MPO region based on TxDOT project and program prioritization.</p>						

Projects funded with Category 1, Maintenance, and Category 8, Safety, are selected by TxDOT. The purposes of the TxDOT funds are shown in Attachment 3. As a summary, selected categories are shown below:

- **Category 1** – This funding is for preventive maintenance and rehabilitation of the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets. The category can be used to supplement mobility project funding as an open funding line. Preventive Maintenance is defined as work to preserve, rather than improve, the structural integrity of a pavement or structure. Rehabilitation funds are intended for the repair of existing main lanes, structures, and frontage roads. The installation and replacement of signs and their appurtenances, traffic signals, and illumination systems, including minor roadway modifications to improve operations, are also allowed under this category. Funds can be used to install new traffic signals as well as modernize existing signals.
- **Category 2M** – These funds must be used on the state highway system to mitigate traffic congestion, improve traffic safety, and can also aid roadway maintenance or rehabilitation. Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements. The projects are selected by the MPOs, in consultation with the TxDOT district, using a performance-based prioritization process. Category 2 addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation. The Texas Transportation Commission allocates funds to each metropolitan planning organization (MPO) in the state, by formula.
- **Category 4** – These National Highway Performance Program funds must be used on: the National Highway System, the National Freight Network, designated Hurricane Evacuation Routes, the Texas Trunk System, or on connections to major seaports or border crossings. Projects are selected by the

TxDOT district based on the project score using criteria found in the Decision Lens Tool. TPP will also score these projects using the statewide performance criteria and provide this information to the Transportation Commission.

- **Category 7** - These Surface Transportation Block Grant (STBG) funds address transportation needs within the boundaries of MPOs with populations of 200,000 or greater known as transportation management areas (TMAs). This flexible funding cannot be used on local roads or rural minor collectors, unless: it is a bridge project; safety project; recreational trail, pedestrian and bicycle infrastructure, transit capital projects or a Safe Routes To School project. Generally, these funds are used to meet the goals established in the Metropolitan Transportation Plan.
- **Category 9** - These funds are for projects included in the federal Surface Transportation Block Grant Set-Aside (STBG-SA) Program. This call for projects has been discussed for several months.

Eligible Projects List

The list of projects shown in the FY 2021-2024 TIP as Table 12 (shown below and as Attachment 5) contains all the projects previously prioritized as part of the 2020-2045 Metropolitan Transportation Plan (2045 MTP). This list is the universe of projects proposed to be use for the project selection process for the MPO 2023 UTP for Categories 2 and 7. This list of projects is also likely the source of prioritized projects for TxDOT to selection in their process for Category 4. Category 9 projects are to be selected in the MPO's separate Call-for-Projects for the STBG-SA (CAT 9) program.

Additionally, the TxDOT-Corpus Christi District projects are shown in the 2022 TxDOT UTP (see Attachment 6). These were projects previously selected for the TxDOT 2022 UTP.

Table 12. 2020-2045 MTP DRAFT Fiscally Constrained Project List for MPO Funding

Plan Period	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Total Project Cost (\$, millions)
TIP / STIP	SH 358 (SPID) Ramp Reversal	Ramp reversal Phase II-B	Nile Drive	Staples Street	TxDOT-CRP	On	\$45.43
TIP / STIP	I-37	Widen freeway by constructing additional 2 travel lanes northbound and 1 additional travel lane southbound	Redbird Lane (Overpass)	Nueces River	TxDOT-CRP	On	\$77.88
TIP / STIP	US 181	Widen freeway by constructing 1 additional travel lane in each direction	North of FM 3296 (Buddy Ganem Drive)	FM 2986 (Wildcat Drive)	TxDOT-CRP	On	\$18.17
TIP / STIP	US 181 Ramp Reversals	Reverse entrance and exit ramps in Northbound direction	FM 3296 (Buddy Ganem Drive)	FM 2986 (Wildcat Drive)	TxDOT-CRP	On	\$5.19
TIP / STIP	SH 286 (Crosstown)	Extend 4-lane divided freeway by constructing mainlanes, overpasses, and frontage roads	FM 43 (Weber Road)	South of FM 2444 (Staples Street)	TxDOT-CRP	On	\$51.92
TIP / STIP	FM 893 (Moore Avenue)	Upgrade from 2-lane roadway to 5-lane urban roadway by constructing additional 2 lanes and CLTL	CR 3685 (Stark Road)	0.2 miles West of CR 79 (Gum Hollow)	TxDOT-CRP	On	\$9.09
TIP / STIP	Harbor Bridge Hike and Bike - Connectivity	Construct pedestrian and bike facilities	On various city streets from Coles High School	Williams Memorial Park	City of Corpus Christi	Off	\$1.84
TIP / STIP	US 181 Harbor Bridge Voluntary Relocation Program	US 181 Harbor Bridge Voluntary Relocation Mitigation Program	N/A	N/A	MPO	Off	\$92.15
TIP / STIP	Harbor Bridge Park Improvements	Park mitigation for Harbor Bridge	At various city parks including	Ben Garza, TC Ayers, and new location	City of Corpus Christi	Off	\$6.23
TIP / STIP	Pedestrian and Bike	Pedestrian and bike facility improvements	At Various Locations on Brewster Street	N/A	City of Corpus Christi	On	\$1.84
TIP / STIP	Schanen Ditch Hike and Bike Trail: Phase IV	Construct and design Hike and Bike Trail	Killarmet Drive	Holly Road	City of Corpus Christi	Off	\$0.39
TIP / STIP	Region-wide Bike Boulevard Wayfinding Initiative	Designation of bicycle boulevards with pavement markings and signage	Various Locations in Corpus Christi and Portland	N/A	City of Corpus Christi	Off	\$0.62
TIP / STIP	Portland Bicycle Lanes	Construct one way cycle track and buffered bike lanes	At Various Locations in Portland	N/A	City of Portland	On	\$0.36
TIP / STIP	Dr Hector P Garcia Park Hike & Bike Trail: Phase II	Construct & design Hike & Bike Trail	At Garcia on Trojan Dr	Horne Road	City of Corpus Christi	Off	\$0.70
TIP / STIP	PR 22	Feasibility study: intersection improvements	At SH 361/PR 22 intersection	Zahn Road	TBD	On	\$1.56
10-Year	PR 22	Corridor upgrade for pedestrian and access management improvements without adding capacity	Aquarius Street	Whitcap Boulevard	TxDOT-CRP	On	\$19.20
10-Year	SH 361	Upgrade/add direct connectors	At SH 35 interchange	0.6 miles Southeast on SH 361	TxDOT-CRP	On	\$46.20
10-Year	SH 35	Upgrade/add direct connectors	FM 3284	0.23 North of SH 361	TxDOT-CRP	On	\$25.80

Plan Period	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Total Project Cost (\$, millions)
10-Year	SS 544 (Agnes Street / Laredo Street)	Operational improvements without adding capacity	SH 286 (Crosstown)	Coopers Alley	City of Corpus Christi	Off	\$6.60
10-Year	Holly Road Travel Lanes	Construct Phase II by adding 2 additional travel lanes	SH 286	Greenwood Drive	City of Corpus Christi	Off	\$5.68
10-Year	Regional Parkway / Rodd Field Road Extension	NEPA Process for new location 4-lane roadway (Segment B) and Rodd Field Road	Yorktown Boulevard	SH 286 (Crosstown)	City of Corpus Christi	Off	\$2.27
10-Year	Regional Parkway	NEW Location: Construct Phase I consisting of 4-lane roadway (Segment B)	Rodd Field Road	SH 286 (Crosstown)	City of Corpus Christi	Off	\$54.00
10-Year	Rodd Field Road Extension	Construct Phase I consisting of 2-lane roadway with raised medians on new location	Yorktown Boulevard	Future Regional Parkway (South of Osco Creek)	City of Corpus Christi	Off	\$30.00
10-Year	Yorktown Boulevard	Construct 2 additional travel lanes with turn lanes. Elevate and widen bridge.	Rodd Field Road	Laguna Shores Road	City of Corpus Christi	Off	\$47.29
10-Year	Timon Boulevard / Surfside Boulevard	Rehabilitate without additional capacity, construct bicycle facilities	Beach Avenue	Burleson Street	City of Corpus Christi	Off	\$24.00
10-Year	Flour Bluff Drive	Upgrade to 5-lane urban roadway by constructing additional 2-lanes and CLTL	South of Don Patricio Road	Yorktown Boulevard	City of Corpus Christi	Off	\$20.40
10-Year	CR 72	Construct 2 additional travel lanes (CTWLT)	FM 2986 (Wildcat Drive)	CR 2032	City of Portland	Off	\$7.10
10-Year	Joe Fulton International Trade Corridor (JFITC) Realignment	Corridor improvements	0.5 miles west of Navigation Boulevard	0.5 miles east of Navigation Boulevard	Port of Corpus Christi	Off	\$6.00
10-Year	US 181 Companion Drainage Project	Construction of the companion drainage project across the TxDOT right-of-way	Sunset Road	FM 3239 (Buddy Ganem Drive)	TxDOT-CRP	On	\$8.40
10-Year	Future Category 9 Projects	Projects selected through competitive process	N/A	N/A	TBD	On/Off	\$12.43
Long Range	SH 358 (SPID) Ramp Reversal	Ramp Reversal Phase II-C (Braided ramps)	Airline Road	Everhart Road	TxDOT-CRP	On	\$42.00
Long Range	SH 286 (Crosstown)	Construct 1 additional northbound travel lane with ramp upgrades	SS 544 (Agnes Street / Laredo Street)	SH 358 (SPID)	TxDOT-CRP	On	\$96.00
Long Range	FM 624 (Northwest Boulevard)	Upgrade from 4-lane roadway to 6-lane roadway including raised medians	CR 69	FM 73	TxDOT-CRP	On	\$21.60
Long Range	I-37 / SH 358 Interchange	Reconstruct Interchange to provide 2-lane direct connectors from SB I-37 to EB SH 358 and WB SH 358 to NB I-37	At I-37/SH 358 interchange	N/A	TxDOT-CRP	On	\$120.00
Long Range	FM 43 (Weber Road)	Upgrade to 5-lane roadway by constructing additional 2 lanes and CLTL	SH 286 (Crosstown)	FM 665 (Old Brownsville Road)	TxDOT-CRP	On	\$48.00
Long Range	SH 286 (Crosstown) Braided Ramp	Construct braided ramps northbound from Holly to SH 358	South of Holly Road	SH 358 (SPID)	TxDOT-CRP	On	\$72.00

Project Scoring and Selection Process

Corpus Christi MPO

The Corpus Christi MPO staff proposes the following process to achieve the 2023 TxDOT UTP schedule for prioritized projects from the MPO for Categories 2 and 7. The Category 9 project selection process is separate and will lead to projects being inserted in the FY 2023-2026 TIP/STIP at the appropriate time for the FY 2023-2026 TIP/STIP process.

Complete Project Application Form

The Corpus Christi MPO staff is proposing to use a revised version of the recently developed CAT 9 project Application Form for the submittal of projects for consideration and prioritization for other funding categories. A new Application Form was developed to enable the project sponsors to present their complete project details for comprehensive future scoring by the MPO staff, the TAC and the TPC as well as to be evaluated by the partner agencies and the public. The Revised Project Application Form for use in all funding categories and possible other federal funding sources such as the Infrastructure Investment and Jobs Act (IIJA) specific grant programs is attached (see Attachment 7).

We propose that the TAC, TPC and the public use the existing Table 12 from the 2020-2045 MTP (2045 MTP) as the source of projects to prioritize for the TxDOT 2023-2026 TIP/STIP in Categories 2 and 7. The projects listed in Table 12 are those projects that have been:

- Approved by the Corpus Christi MPO through the Transportation Policy Committee (TPC)
- Part of the approved fiscally constrained project list of the 2045 MTP
- Projects were scored, ranked and ultimately selected to be the priority projects for the MPO for the 4-year (2021-2024 TIP), 10-year (FY 2020-2029) of the 2045 MTP and finally part of the FY 2030-2045 final years of the 2045 MTP.

Candidate Projects from 2045 MTP and FY 2021-2024 TIP with Amendment 4 (Table 12 from MTP above)

We propose that the TAC use the existing Table 12 from the 2020-2045 MTP (2045 MTP) as the source of projects to prioritize for the TxDOT 2023 UTP in Categories 2 and 7. The projects listed in Table 12 are those projects that have been:

- Approved by the Corpus Christi MPO through the Transportation Policy Committee (TPC)
- Part of the approved fiscally constrained project list of the 2045 MTP
- Projects were scored, ranked and ultimately selected to be the priority projects for the MPO for the 4-year (2021-2024 TIP), 10-year (FY 2020-2029) of the 2045 MTP and finally part of the FY 2030-2045 final years of the 2045 MTP.

No New 2023 UTP Projects

The Corpus Christi MPO staff proposes that no new projects be considered with this selection process given the lack of current performance measures tools and information as well as the timing for a project to be developed is challenging in the 2023 UTP selection process schedule. Additionally, Attachment 8 illustrates the generalized schedule to have a project complete the required approval processes before receiving a notice to proceed. The example is the CAT 9-type projects, and the timeline is similar for CAT 2 and 7. With the list of approved projects in Table 12 of the 2045 MTP, we believe there are a sufficient number of projects to be used in the allocation of the funding for CAT 2 and 7.

TxDOT

The TxDOT Corpus Christi District Selection Process is expected to follow the TxDOT 2023 UTP process for performance-based planning for funding Category 4 (CAT 4). The general UTP Process is provided within the linked TxDOT 2022 UTP document. The link is here: <https://ftp.txdot.gov/pub/txdot/tpp/utp/utp-2022.pdf>. A separate process for the TxDOT 2023 UTP process schedule and requirements will be provided to the TAC once it is available.

Attachments

1. TxDOT 2023 UTP Process Start Email
2. TxDOT 2023 UTP Development Timeline
3. TxDOT 2022 UTP Full Funding Category Descriptions from 2022 UTP [LINK](#)
4. TxDOT 2022 UTP Funding Tables for the Corpus Christi MPO (from FY 2021-2024 TIP)
5. FY 2021-2024 TIP with Amendment 3 Table 12: Project Eligible List for 2023 UTP Selection [LINK](#)
6. TxDOT 2022 UTP Corpus Christi District Project List and Map
7. DRAFT Corpus Christi MPO Project Application Form
8. TxDOT Project Initiation Tasks and Timeline for Federal Funded Projects

Robert MacDonald

Subject: FW: 2023 UTP Development: Mobility Project Call

From: Jessica Butler <Jessica.Butler@txdot.gov>

Sent: Wednesday, November 3, 2021 9:22 AM

To: ABL <elisa.smetana@abilenetx.com>; Alamo Area (San Antonio-Bexar County)* <IMartinez@alamoareampo.org>; AMA <Travis.Muno@amarillo.gov>; AUS-CAMPO <ashby.johnson@campotexas.org>; bmcbride@longviewtexas.gov; BMT-Port Arthur <bdickinson@setrpc.org>; Bryan College Station <drudge@bcsmmpo.org>; Corpus Christi MPO <ccmpo@cctxmpo.us>; DAL FTW <mmorris@nctcog.org>; ELP <ECalvo@ELPASOMPO.ORG>; Houston-Galveston* (<craig.raborn@h-gac.com> <craig.raborn@h-gac.com>; 'jmendive@ci.laredo.tx.us' <jmendive@ci.laredo.tx.us>; Killeen-Temple** <uryan.nelson@ctcog.org>; <djones@mail.ci.lubbock.tx.us>; Permian Basin (Midland-Odessa)*** <cwalker@permianbasinmpo.com>; Andrew Canon <acanon@rgvmmpo.org>; San Angelo <major.hofheins@cosatx.us>; Sherman-Denison <barnettc@co.grayson.tx.us>; Texarkana <ReaDonna.Jones@txkusa.org>; Tyler <hnick@tylertexas.com>; Victoria <mbergeron@victoriatx.org>; Waco (<ChelseaS@wacotx.gov> <ChelseaS@wacotx.gov>; Wichita Falls <lin.barnett@wichitafallstx.gov>

Cc: Brandye Hendrickson <Brandy.Hendrickson@txdot.gov>; Brian Barth <Brian.Barth@txdot.gov>; Bill Hale <Bill.Hale@txdot.gov>; Quincy Allen <Quincy.Allen@txdot.gov>; Peggy Thurin <Peggy.Thurin@txdot.gov>; Roger Beall <Roger.Beall@txdot.gov>; Mildred Litchfield <Mildred.Litchfield@txdot.gov>; #DE_DDE <#DE_DDE@txdot.gov>; #TPD DIRECTORS <#TPD#032#DIRECTORS@txdot.gov>; Stephen Stewart <Stephen.Stewart@txdot.gov>; Amanda Landry <Amanda.Landry@txdot.gov>

Subject: 2023 UTP Development: Mobility Project Call

All,

We are in the early stages of developing the 2023 Unified Transportation Program (UTP) and have opened the 2023 UTP Mobility Project Call associated with categories 2, 4 and 12. Continued coordination with the MPOs is critical as we work to ensure we identify and prioritize needs and resources towards our top priority projects. TxDOT's Financial Management Division released the annual Planning Cash Forecast, which is the foundation for the 2023 UTP (Fiscal Years 2023 – 2032). Between now and January, the Transportation Planning and Programming (TPP) Division, members of TxDOT's Administration and the Commission will evaluate various scenarios and decide on the recommended funding distribution across the 12 categories that drives allocations to districts, divisions and Metropolitan Planning Organizations.

As in previous years, our aim will be to address your highest priority requests. Given the healthy utilization of Construct Authority (FYs 2022-2026), the 2023 UTP Mobility Project Call associated with categories 2, 4 and 12 will direct new programming to FY 2027-2032. While the planning cash forecast is slightly higher, constraint will still be an area of focus. Because Construct Authority is over programmed, we currently do not anticipate needing to program additional Category 2, 4 or 12 projects in Construct Authority to utilize any potential additional funding that may be provided if/when a new federal bill is passed. Additionally, a process to level out fiscal years 2027-2032 to more closely align with the planning forecast and annual letting targets of \$1.5B in design-builds and \$6.5B in design-bid-builds is planned.

Our initial schedule provided to districts provides a goal to submit initial district programs by **Tuesday, January 11th**.

We look forward to our collaboration on developing the 2023 UTP and appreciate your support and partnership.

Thank you
Jessica



Jessica Butler, P.E.

Director

Transportation Planning and Programming Division

Texas Department of Transportation

Mailing Address: 125 E. 11th Street, Austin, TX 78701

Physical Address: 118 E. Riverside Dr., Austin, TX 78704

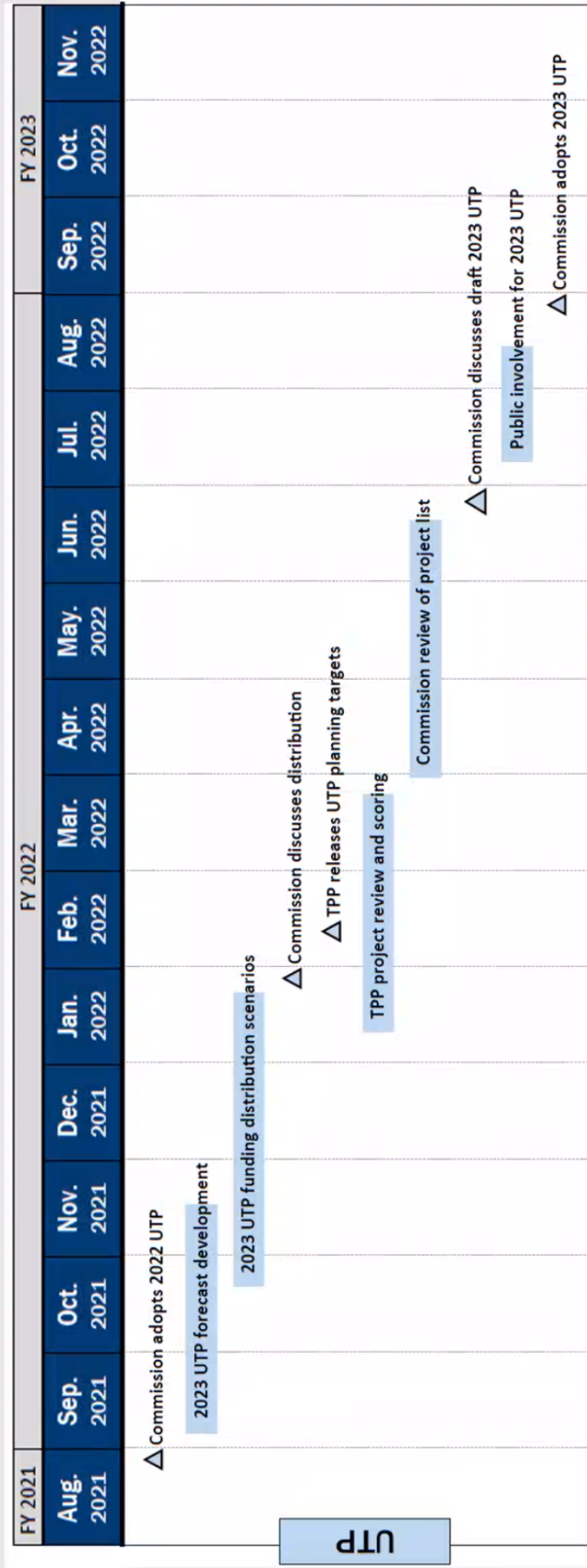
Cell (512) 221-7454

A Texas Department of Transportation message





2023 UTP – Development Timeline



FISCAL YEAR 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Revenue Projections

The following exhibits and text describe all reasonably available funding for transportation projects in the Corpus Christi MPO region over the FY 2021-2024 time period. These collective revenues will allow implementation of the fiscally- constrained project list identified in this TIP. There is an estimated \$240 million of available funding for all modes of transportation by our regional partners that were part of the development of the FY 2021-2024 TIP.

Table 1 and 2, below, depict the state and federal highway funds that are reasonably available for use within the Corpus Christi urbanized area for the FY 2021-2024 time period.

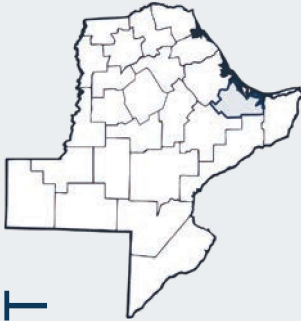
Table 1. Category Funding for the Corpus Christi MPO FY 2021-2024 Transportation Improvement Program

Funding Category	2020 UTP Statewide Funding Authorizations	2020 UTP TxDOT CRP District Funding	TxDOT-CRP District 25-Yr Projected Funding	2020 UTP 10-Yr CCMPO Funding	CCMPO 25-Yr MTP Projected Funding	FY 2021-2024 TIP
1. Preventive Maintenance and Rehabilitation	\$13,926,300,000	\$616,880,000	\$1,542,200,000	\$0	\$0	\$0
2. Metro and Urban Area Corridor Projects	\$11,481,710,000	\$0	\$0	\$150,990,000	\$377,475,000	\$72,600,000
3. Non-Traditionally Funded Transportation Projects	\$6,053,290,000	\$0	\$0	\$0	\$0	\$0
4. Statewide Urban Connectivity	\$5,018,580,000	\$0	\$0	\$66,000,000	\$165,000,000	\$27,000,000
4. Statewide Regional Connectivity Corridor	\$6,201,970,000	\$624,500,000				
5. Congestion Mitigation and Air Quality Improvement (CMAQ)	\$2,213,510,000	-	-	-	-	-
6. Structures Replacement and Rehabilitation (Bridges)	\$3,586,560,000	-	-	-	-	-
7. Metropolitan Mobility and Rehabilitation	\$4,588,130,000	-	-	\$88,880,000	\$222,200,000	\$39,220,000
8. Safety	\$4,031,750,000	-	-	-	-	-
9. Transportation Alternatives (Set-Aside)	\$910,500,000	-	-	\$5,800,000	\$14,500,000	\$2,407,959
10. Supplemental Transportation Projects	\$571,580,000	-	-	-	-	-
11. District Discretionary and Energy Sector Funding	\$3,233,380,000	\$168,640,000	\$94,125,000	-	-	-
12. Strategic Priority	\$15,740,000,000	\$33,000,000		\$33,000,000		\$33,000,000
TOTAL	\$77,557,260,000	\$1,443,020,000	\$1,636,325,000	\$344,670,000	\$779,175,000	\$174,227,959

Table 2. Statewide Funding Levels TxDOT 2020 Unified Transportation Program (UTP) (10-Yr)

Funding Category	2020 UTP Statewide Funding Authorizations
1. Preventive Maintenance and Rehabilitation	\$13,926,300,000
2. Metro and Urban Area Corridor Projects	\$11,481,710,000
3. Non-Traditionally Funded Transportation Projects	\$6,053,290,000
4. Statewide Urban Connectivity	\$5,018,580,000
4 Statewide Regional Connectivity Corridor	\$6,201,970,000
5. Congestion Mitigation and Air Quality Improvement (CMAQ)	\$2,213,510,000
6. Structures Replacement and Rehabilitation (Bridges)	\$3,586,560,000
7. Metropolitan Mobility and Rehabilitation	\$4,588,130,000
8. Safety	\$4,031,750,000
9. Transportation Alternatives (Set-Aside)	\$910,500,000
10. Supplemental Transportation Projects	\$571,580,000
11. District Discretionary and Energy Sector Funding	\$3,233,380,000
12. Strategic Priority	\$15,740,000,000
TOTAL UTP STATEWIDE FUNDING CATEGORIES 1-12	\$77,557,260,000

CORPUS CHRISTI DISTRICT 2022 UTP



DISTRICT FACTS

Population	602,000
Square Miles	7,800
Daily Vehicle Miles	16.3 million
Highway Lane Miles	7,300

REGIONAL PLANNING RESOURCES

Corpus Christi TxDOT District page

MPO: Corpus Christi Metropolitan Planning Organization

Contact:

rickey.dailey@txdot.gov

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Corpus Christi, TX 78416
(361) 808-2544

[@TxDOT_CRP](https://twitter.com/TxDOT_CRP)

Make sure to visit TxDOT's **Project Tracker website** to view up-to-date information on transportation projects.



DISTRICT HIGHLIGHTS AND PRIORITIES



The Corpus Christi District's planning reflects a big-picture perspective focused on statewide and regional mobility, as well as safety and maintenance of transportation facilities. The designation of US 77, US 281, and US 59 as future interstate highway corridors uniquely positions the district to plan and develop these corridors to add new interstate lane mileage to the transportation system. Improvements to both US 77 and US 281, including new overpasses, frontage roads, and several relief routes, are preparing these roadways to become I-69E and I-69C, respectively. Category 4 funding allows the district to continue work on these nationally significant projects, and funding levels demonstrate ambitious planning for the next decade.

Our Port Aransas Ferry is a unique part of TxDOT's transportation system. As energy-related ship traffic and coastal tourism surge, the district is committing \$60 million of Category 10 Ferry Program funding to upgrade infrastructure at the ferry landings.

Staff also routinely requests statewide Category 6 and Category 8 funds to address various bridge and safety needs throughout the district.

KEY PROJECTS

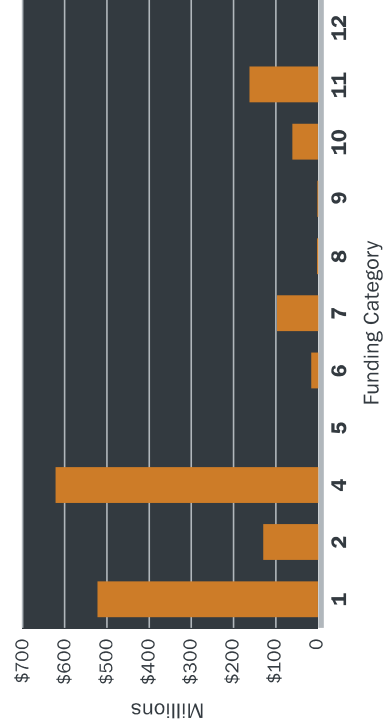
Short Term (four or fewer years)

- **US 77, Kleberg County:** upgrade to interstate standards from Kingsville to Riviera
- **US 281, Jim Wells County:** upgrade to interstate standards and construct grade separations at County Roads 116 and 117
- **SH 358, Nueces County:** operational improvements to enhance mobility and increase safety

Long Term (five or more years)

- **US 77, Kleberg County:** construct Riviera relief route to meet interstate standards
- **US 77, San Patricio County:** upgrade Sinton relief route to meet interstate standards
- **SH 35/SH 361, San Patricio County:** interchange improvements in Gregory to address industrial development

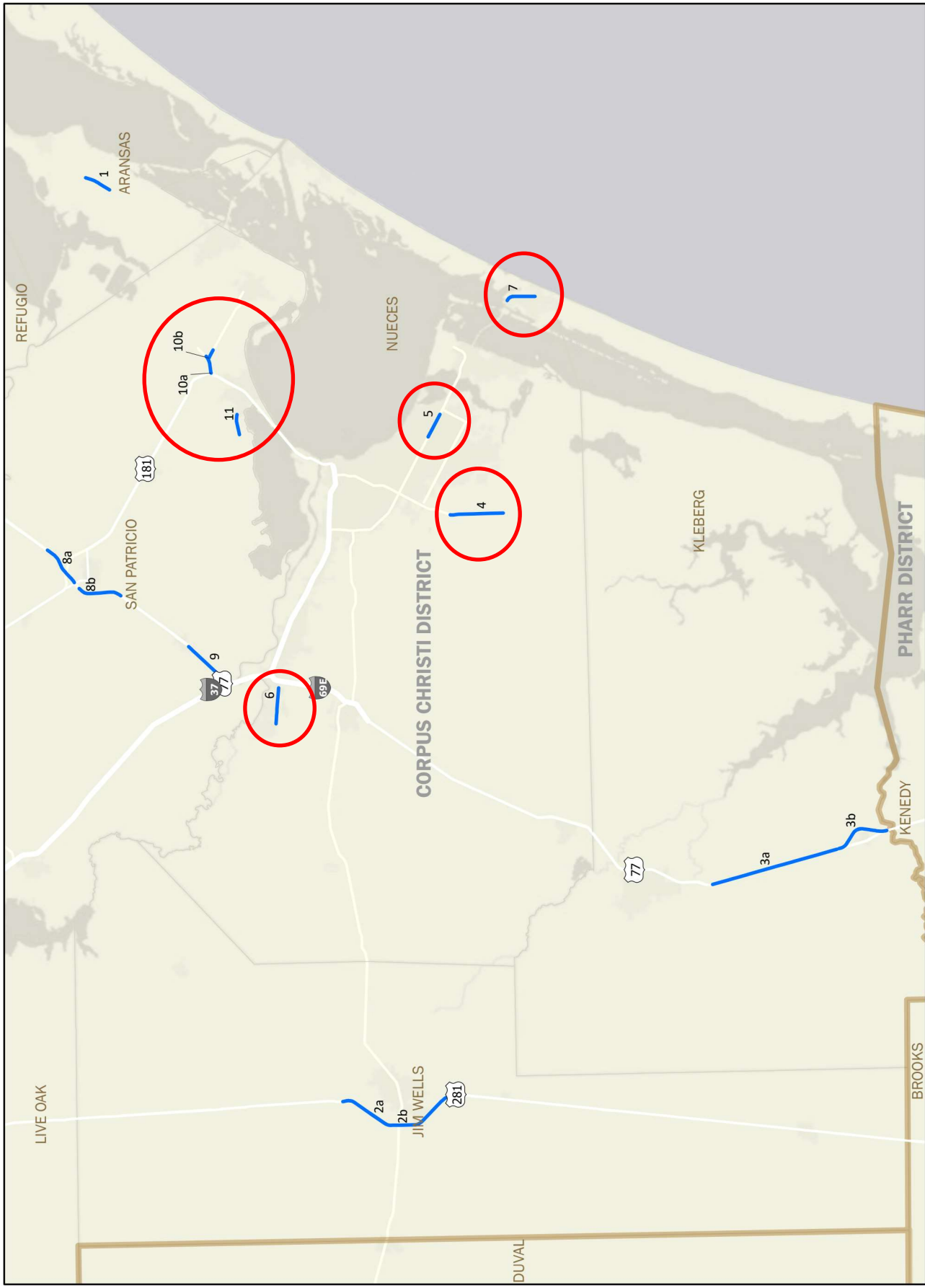
CORPUS CHRISTI DISTRICT 2022 PLANNING TARGETS BY CATEGORY



TxDOT funding categories:

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

CORPUS CHRISTI DISTRICT Listed Projects



CORPUS CHRISTI DISTRICT Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier
Aransas County										
1	SH 35	Grade Separation - Rockport 0180-04-120	ON SH35 AT CORPUS CHRISTI ST. INTER	.	FY 2022-2025	\$16,328,000	Funding Adjustment	No	Cat. 4 Regional TOTAL Cat. 4 increased \$1.3M	1
Jim Wells County										
2a	US 281	Upgrade to Freeway - Alice Relief Route 0254-07-008	US 281 AT CR 116 & 117 INTERSECTIONS	.	FY 2022-2025	\$26,000,000	Funding Adjustment	No	Cat. 4 Regional TOTAL Cat. 4 increased \$1M	1
2b	US 281	Upgrade to Freeway - Alice Relief Route 0254-07-010	BU 281R N OF ALICE	BU 281R S OF ALICE	FY 2022-2025	\$92,000,000	Funding Adjustment	No	Cat. 4 Regional TOTAL Cat. 4 increased \$2M	1
Kleberg County										
3a	US 77	Upgrade to Freeway - Ricardo 0102-04-097	CR 2130	1.5 MI. N. OF SH 285	FY 2022-2025	\$118,000,000	Funding Adjustment	No	Cat. 4 Regional TOTAL Cat. 4 increased \$3M	1
3b	US 77	Riviera Relief Route 0327-09-002	1.5 MI N. OF SH 285 INTERSECTION	KENEDY/KLEBERG COUNTY LINE	FY 2022-2025	\$118,800,000	Funding Adjustment	No	Cat. 4 Regional TOTAL Cat. 4 increased \$8.8M	1
Nueces County										
4	SH 286	Upgrade to Freeway (Crosstown Extension) - Corpus Christi 0326-01-056	FM 43	SOUTH OF FM 2444	FY 2022-2025	\$41,580,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor TOTAL Cat. 2 increased \$1.5M	2
5	SH 358	Freeway Ramps - Corpus Christi 0617-01-177	NILE DRIVE	STAPLES STREET	FY 2022-2025	\$39,960,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor TOTAL Cat. 2 increased \$4.9M	1
6	FM 624	Widen Non-Freeway - Corpus Christi 0989-02-057	CR 73	WILDCAT DR.	FY 2022-2025	\$21,280,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor Cat. 4 Urban Cat. 7 TOTAL Cat. 2 increased \$3.2M	1
7	PR 22	Safety & Operational Improvements - Corpus Christi 0617-02-073	AQUARIUS ST.	WHITECAP BLVD.	FY 2026-2031	\$17,920,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor TOTAL Cat. 2 increased \$1.9M	2

CORPUS CHRISTI DISTRICT Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier
San Patricio County										
8a	US 77	Upgrade to Freeway - Sinton Relief Route 0371-04-062	CHILTIPI CREEK BR (CONTROL BREAK)	BUSINESS NORTH (SINTON)	FY 2026-2031	\$31,360,000	Funding Adjustment	No	Cat. 4 Regional TOTAL \$31,360,000	1
8b	US 77	Upgrade to Freeway - Sinton Relief Route 0372-01-101	BUSINESS SOUTH (SINTON)	CHILTIPI CREEK BR (CONTROL BREAK)	FY 2026-2031	\$62,720,000	Funding Adjustment	No	Cat. 4 Regional TOTAL \$62,720,000	1
9	US 77	Upgrade to Freeway at IH 37 0372-01-106	IH 37 AND INTERCHANGE	SOUTH OF ODEM	FY 2026-2031	\$134,400,000	No Funding Change	No	Cat. 4 Increased \$22M Cat. 4 Regional —Remaining funding TBD— TOTAL \$127,500,000 \$6,900,000 \$134,400,000	1
10a	SH 35	SH 35 Interchange at SH 361 - Gregory 0180-06-118	FM 3284	.23 MI N OF SH 361	FY 2026-2031	\$25,200,000	Funding Adjustment	No	Cat. 4 Urban TOTAL \$25,200,000	1
10b	SH 361	SH 35 Interchange at SH 361 - Gregory 0180-10-082	AT SH35 INTERCHANGE	.6 MI SE ON SH 361	FY 2026-2031	\$43,120,000	Funding Adjustment	No	Cat. 4 Increased \$3.7M Cat. 2 Metro/Urban Corridor TOTAL \$43,120,000	1
11	FM 893	Widen Non-Freeway - Portland 1209-01-030	CR 3685 (STARK RD)	.2 MI W OF CR 79 (GUM HOLLOW)	FY 2022-2025	\$7,904,000	Funding Adjustment	No	Cat. 2 Increased \$4.6M Cat. 2 Metro/Urban Corridor TOTAL \$7,904,000	3
									Cat. 2 Increased \$900K	

Additional program information can be found in the Corpus Christi MPO Application Guide, link below.

<https://www.corpuschristi-mpo.org>

NOTE: All attachments must be submitted in letter-sized (8.5" x 11") format.

APPLICANT INFORMATION

1. Project Sponsor Name (Only one entity can act as project sponsor)

2. Type of Organization/Agency/Authority

(Select)

3. Project Sponsor Contact Information (Authorized representative)

Contact Person:	<input type="text"/>	Title:	<input type="text"/>
Mailing Address:	<input type="text"/>	Physical Address:	<input type="text"/>
Mailing City:	<input type="text"/>	Physical City:	<input type="text"/>
Zip Code:	<input type="text"/>	Zip Code:	<input type="text"/>
Contact's Phone:	<input type="text"/>	Entity's Main Phone:	<input type="text"/>
Email:	<input type="text"/>	Website:	<input type="text"/>

PROJECT DESCRIPTION

4. Project Name

5. Project Location Information

a. From/Beginning Point (if applicable):

b. To/End Point (if applicable):

c. Project Length in feet/miles or Area in acres (if applicable):

d. Intersection(s) (if applicable):

Provide a Google map link: (See [TxDOT TA Detailed Application Instructions](#), pg. 5, for guidance.)

*If project involves multiple locations, please provide project limits for the major segment in above blanks. Additionally, please create a complete list of all improvement locations using the descriptive limits and beginning and ending latitude/longitude and label this attachment as **A-Project Location Information** - No more than 2 pages.*

Project location in relation to roadways:

6. Project Description (See [Detailed Application Instructions](#), pg. 4. Description must fit in the space provided.)

FUNDING SUMMARY

7. Project Budget Summary

Total Itemized Construction Cost	1.	\$	<input type="text"/>
TxDOT Administrative Expenses (10% of Box 1)	2.	\$	<input type="text"/>
Total Project Cost (Boxes 1 & 2)	3.	\$	<input type="text"/>

Local Match: The Project Sponsor will provide the local cash match. Applications in which Project Sponsors provide more than the minimum 20 percent local cash match will receive points as part of project scoring and evaluation.

Enter the Percent Local Match (Typical 20%)	4	<input type="text"/>	%
Local Match Dollars	5	\$	<input type="text"/>
Additional Local Contribution	6	\$	<input type="text"/>
Total Local Commitment (Boxes 5 & 6)	7	\$	<input type="text"/>
Total Federal Funds Requested	8	\$	<input type="text"/>
Total Project Cost	9	\$	<input type="text"/>

All cost overruns are the responsibility of the Project Sponsor. Year of engineers estimate should be included in order to aid inflation calculations.

PROJECT DETAILS

8. Project Features

Provide a project layout (required) at scale with clearly labeled streets, end points, and all construction locations as an attachment. Additional recommended attachments include typical sections and photographs that describe and provide details about the project. Attachments for this section should be labeled as **B-Project Details**. (No more than 15 pages)

If the project plans are 30% or more complete, include only example sheets as attachments and provide a weblink for plan review here:

The construction plans for this project are currently: % complete

Primary Facility Type:	<input type="text" value="(Select)"/>	Secondary Facility Type:	<input type="text" value="(Select)"/>
Total length:	<input type="text"/> <input type="text" value="(Select)"/>	Total length:	<input type="text"/> <input type="text" value="(Select)"/>
Facility width:	<input type="text"/> feet	Facility width:	<input type="text"/> feet
Material depth:	<input type="text"/> inches	Material depth:	<input type="text"/> inches
Surface type/material:	<input type="text" value="(Select)"/>	Surface type/material:	<input type="text" value="(Select)"/>

Does the project propose lighting adjacent to a roadway?

The project includes the following facilities: *(select all that apply)*

<input type="checkbox"/> Sidewalks	<input type="text"/>	Feet repaired	New Sidewalk length:	<input type="text"/>	feet
<input type="checkbox"/> Bicycle Lanes		Feet Implemented			
<input type="checkbox"/> Transit Stops	<input type="text"/>	#	Transit Routes Served:	<input type="text"/>	

☐ *Operational Improvements

- ☐ Center Turn Lane Length: feet
- ☐ Intersection Turn Lanes
- ☐ Barrier Construction Length: feet
- ☐ ITS / Signal Improvements Type:
- ☐ New Signals
- ☐ Other Intersection Upgrades

- ☐ *Shared-Use Path/Trail Width (minimum 10-14 feet): feet Length
- ☐ Pedestrian and Bicycle Signalization Quantity:
- ☐ Bicycle Parking Quantity:
- ☐ Safety Improvements (Lighting, refuge islands, high friction pavement, etc.)
- ☐ Traffic Calming Describe:
- ☐ Drainage Improvements (Curb and Gutter, Culverts, etc.)
- ☐ Complete Streets
- ☐ Resurfaced Pavement Lane feet:
- ☐ Other

**Projects must be consistent with the current Congestion Management Program and the priority services identified in Corpus Christi Regional ITS Architecture. Applicants are also encouraged to consider the following guides: National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide (Second Edition), the Federal Highway Administration's (FHWA) Separated Bike Lane Planning and Design Guide (2015), and FHWA Bikeway Selection Guide (2019).*

Does this project include bridge improvements? (Select) Total # of proposed bridges:

Note: If more than one bridge is proposed, identify the bridge with the longest span length in the detailed application and identify additional bridges in **Attachment B**.

Structural Materials (Deck/Beams): (Select) Bridge construction: (Select)

Bridge length: feet Bridge width: feet Rail type: (Select)

SAFETY

9. Identified safety hazards and countermeasures

Check all of the safety hazards located within the project limits. Next to each checked safety hazard, state the proposed countermeasure(s) addressing the hazard identified. Provide additional information about proposed countermeasures and photos of safety hazards as an attachment: **C-Safety Hazards and Countermeasures**. Clearly identify these features on **Map 1-Safety** and include in Attachment C.

Safety Hazards

Proposed Countermeasures

- | | |
|---|----------------------|
| <input type="checkbox"/> High roadway speed (45 mph or greater) | <input type="text"/> |
| <input type="checkbox"/> Hazardous intersection/conflict point | <input type="text"/> |
| <input type="checkbox"/> Uncontrolled intersection/crossing | <input type="text"/> |
| <input type="checkbox"/> Lack of bike/ped infrastructure | <input type="text"/> |


<input type="checkbox"/> High motor vehicle traffic volume	<input type="text"/>
<input type="checkbox"/> On-street parking	<input type="text"/>
<input type="checkbox"/> Wide roadway crossing (4 or more lanes)	<input type="text"/>
<input type="checkbox"/> Lack of lighting	<input type="text"/>
<input type="checkbox"/> Other <input type="text"/>	<input type="text"/>

10. Proposed infrastructure elements

Which of the following features are part of the proposed project? Check all that apply. Clearly identify these features on **Map 1-Description**.

- | | |
|---|--|
| <input type="checkbox"/> Additional Travel Lanes | <input type="checkbox"/> Improves railroad/highway/water crossing |
| <input type="checkbox"/> New traffic signalization* | <input type="checkbox"/> Multi-modal (Transit, Pedestrian, Bicycle) Improvements |

*Documentation of signal warrants MUST be included in Attachment C.

 The Corpus Christi MPO is interested in projects that respond to documented safety issues. The Corpus Christi MPO will analyze crash records to determine the documented bicycle and/or pedestrian crash count and rate in proximity to the proposed project.

CONNECTIVITY AND ACCESSIBILITY

11. Connectivity to destinations

Does the project provide bicycle and pedestrian access to major destinations immediately surrounding the project area that are likely to attract bicycling or walking trips? Please check destinations below and clearly label on **Map 2-Connectivity** and include in attachment **D-Connectivity**.

- | | | |
|---------------------------------------|--|---|
| <input type="checkbox"/> School | <input type="checkbox"/> Major employer | <input type="checkbox"/> Fresh foods (grocery stores, farmers mkts) |
| <input type="checkbox"/> Park | <input type="checkbox"/> Central Business District | <input type="checkbox"/> Health facility (medical center, sports field) |
| <input type="checkbox"/> Neighborhood | <input type="checkbox"/> Commercial Center | <input type="checkbox"/> Community center |
| <input type="checkbox"/> Library | <input type="checkbox"/> High density residential | <input type="checkbox"/> Other special trip generator (label on map) |

12. Connectivity to multimodal transportation

- a. Transit: Does the project support multi-modal transportation by providing access to a ferry station, Park and Ride, and/or a bus stop? Please clearly label on **Map 2-Connectivity**. Project connections to transit infrastructure are:

(Select)

- b. Bike/ped: Does the project connect to existing or planned bicycle and pedestrian facilities? Please check the facilities to which this project would connect and clearly label on **Map 2-Connectivity**. Project connects to:

Bicycle facilities (Select)

Pedestrian facilities (Select)

13. Barrier Elimination

Does the project eliminate an existing barrier to travel and provide safe crossing of that barrier by individuals with disabilities, pedestrians, bicyclists, and other non-drivers of all ages and abilities? Please clearly label on **Map 2-Connectivity** and enter the number of barriers below.

<input type="text"/> ADA barriers	<input type="text"/> Four lane or larger roadways	<input type="text"/> Waterbody(ies)	<input type="text"/> Railroad
<input type="text"/> Other	<input type="text"/>		



Projects that add new off-street bicycle or pedestrian facilities along independent rights-of-way, such as creeks, railroads, or utility corridors, may have different benefits or impacts than projects following the alignment of existing roadways. The Corpus Christi MPO will review the response to question 5 to determine whether the project is proposed on independent right-of-way.

EQUITY CONSIDERATIONS



The Corpus Christi MPO adopted policy on Equity and Environmental Justice and is interested in how the project improves access to everyday destinations for underserved communities. The Corpus Christi MPO will analyze census data to determine if the project will improve access for seniors, individuals with disabilities, racial or ethnic minorities, people without private vehicles, or low-income communities.

CONGESTION MANAGEMENT PROCESS



The CMP provides a mechanism for identifying short, medium, and long-term strategies for addressing congestion on a system-wide, corridor-level, and site-specific basis. Alternatives to major capital investments are identified and may be more cost-effective in the short-term than larger capacity adding projects, or they could be integrated into capacity projects in order to enhance their effectiveness. The Corpus Christi MPO will review the CMP to ensure conformity with adopted solutions.

COMMUNITY OUTREACH AND PLANNING

14. Project Benefits and Equity Considerations

A description of outreach to, and anticipated benefits received by, disadvantaged communities is a required attachment to the detailed application. This attachment should be labeled **E-Disadvantaged Community Benefits**. This tool can help provide insight into the project area. <https://ejscreen.epa.gov/mapper/>

15. Public Involvement and Support

- a. Public outreach events in the last five years which engaged the public on this project should be summarized as a bulleted list or table, then attached with supporting documentation as **F-Public Outreach and Support**.
- b. List all collaborating partners and their role in developing/implementing the proposed project.

16. Maintenance and Operation

Name the entity responsible for project maintenance and operation after construction. Attach a letter of commitment if maintenance and operation will be conducted by a third party and label it **G-Maintenance Documentation**.

17. Planning

- a. Projects may be referenced in various planning documents, such as Area Development Plans, Bicycle, Pedestrian, Corridor, Traffic Safety, Mitigation Plans, Economic Development or other Transportation Plan (if applicable). The Corpus Christi MPO will review the

Is the proposed project included in a local transportation plan?

If yes, include as an attachment ONLY the cover and pages of the plan referring to this project. Label attachment(s) as **H-Local Planning** - No more than 10 pages.

Insert transportation plan weblink:

- b. Transition Plan for ADA Compliance

Is the proposed project included in the project sponsor's Transition Plan for ADA compliance?

If yes, include as an attachment only the cover and pages from the plan relevant to this project. Label attachment(s) as **I-Local Planning** - No more than 10 pages.

PROJECT COMPLEXITY

18. Environmental Documentation

- a. An environmental document is required for all federally funded transportation projects. Some site characteristics may require additional environmental evaluation. What are the environmental issues requiring coordination, permitting, or mitigation? [See Detailed Application Instructions](#), pg. 19, for more details.

- b. Known historic sites are identified in the Texas Historic Sites Atlas (<https://atlas.thc.state.tx.us/>). After reviewing this resource, are there known historic properties near the proposed project requiring coordination?

- c. If there are known environmental or historic preservation issues, is there an approach to avoid delays in project development? <https://nepassisttool.epa.gov/nepassist/nepamap.aspx>

If "Yes" is marked for either 19a, 19b, or 19c, then provide written description of potential coordination, mitigation, and/or permitting actions foreseen for the proposed project. Label attachment(s) as **J-Environmental Documentation** - No more than 10 pages.

19. Property Ownership and Acquisition Information

All proposals must provide documentary evidence of the project sponsor's property rights by title of ownership, lease, or easement for all property within the project limits. Respond to a, b, & c below.

- a. **Has the property needed for the project already been acquired?**

If No - How many parcels will be acquired? Describe in the attachment how the property will be acquired. Include a commitment letter from current owner(s) demonstrating a willingness to transfer the property to project sponsor in accordance with state and federal laws.

- b. **Are there any known encroachments?** (utilities, fences, adjacent property improvements)

If Yes, identify known encroachments in an attachment.

- c. **Was property acquired after 1971 in accordance with the Uniform Act?**

Project property acquired after 1971 must have been acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act (Uniform Act). If No, describe briefly when and how the property was acquired in an attachment.

Include details as attachment(s) **K-Property Ownership/Acquisition**.

20. Requirements – ITS, Signals, and School Zones

Projects proposing new or improved traffic control devices MUST attach supporting documentation demonstrating these improvements adhere to the adopted ITS master plan and meet warrant/conditions in accordance with the TMUTCD and TxDOT policy. Label attachment(s) **L-ITS, Signals, and School Zones**.

21. Railroad (RR) Support/Right of Entry Letter (if applicable)

- a. Does the project encroach (within 50') or cross RR right-of-way (ROW)? (Select)
If yes, the project sponsor must include documentary evidence from the railroad in support of the project and, where appropriate, a willingness by the railroad to enter into an agreement/contract with the local government for project implementation and provisions for right-of-entry for project construction. Where applicable, a cost for railroad work must be included in the budget.
- b. If the project encroaches or crosses RR ROW, has coordination with the RR begun? (Select)
- c. Does this project include rail banked right-of-way? (Select)

22. Project Timeline

Estimate the number of months it will take to complete this project (from planning through construction). Estimate the time required for each activity listed below. Several activities should be accomplished concurrently (such as environmental documentation, PS&E development, railroad coordination, and property acquisition); as a result, the **Total Projected Time Estimate** will be less than the total of the time estimated for each activity. Refer to the [2021 Program Guide](#) for additional guidance. Label attachment(s) as N-Project Timeline - No more than 2 pages.

Months Activities

Programming Activities (minimum 6 months)

(Include the project in the STIP, execute Advance Funding Agreement (AFA) with the department, complete required local government training, assign local government and department roles and responsibilities, etc.)

Project Design and Plan Preparation (minimum 6 months)

(Solicit, select, negotiate, and execute contract(s) for engineering and environmental services. Develop construction Plans, Specifications, and Estimates (PS&E) to state and federal standards. Include time for review by TxDOT, a registered accessibility specialist, and other agencies as needed.)

Environmental Clearance (minimum 6 months)

(Complete the NEPA Scope Development Tool, environmental documentation, and appropriate resource studies; consider environmental mitigation, permits, and review by resource agencies). All documentation and exhibits must meet state and federal standards.

ROW Acquisition (acquisitions should occur after environmental clearance)

(Include time for surveying, appraisals, title transfer, etc. Only incidental utility adjustments may be eligible.)

Railroad coordination (1 to 2 years)

Other- Describe briefly additional milestones not addressed elsewhere on the following page.

(Include time for advertising, procurement of construction contractor, contract negotiations, site preparation, construction, inspection, project close-out, etc.)

Total Project Development Time Estimate

23. Has the project or a substantially similar project been submitted under a prior Corpus Christi MPO TASA Call for Projects? Please select the latest program call submission.

(Select)

Reminder: All responses in this Application **MUST** be supported by the attachments. Proposed countermeasures and infrastructure elements **MUST** be specified in the Itemized Budget. Items missing supporting documentation will not be considered during project evaluation.

ITEMIZED BUDGET

24. Itemized Construction Cost Estimate

Provide a detailed cost estimate of all construction costs - use appropriate units (SY, SF, LF, LS, EA, etc.).

Refer to the [Program Guide](#), under Past Calls for Projects – FHWA Funds, for guidance.

Click for [TxDOT's Average Low Bid Unit Prices](http://www.txdot.gov/business/letting-bids/average-low-bid-unit-prices.html) (or visit: <http://www.txdot.gov/business/letting-bids/average-low-bid-unit-prices.html>). If additional pages are needed, label this attachment as **O-Itemized Construction Cost Estimate**.

Work Activities	Quantity	Unit	Unit Price	Amount
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
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		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
(continued next page)			SUBTOTAL:	

Itemized Construction Cost Estimate *(continued)*

[illegible]

25. Additional Construction-Related Costs

Appropriate costs for this section might include: construction engineering and inspection, construction-phase project administration, contract administration, land survey for right of way demarcation, materials testing, permitting, or geotechnical work. Items ineligible for reimbursement include associated with right-of-way acquisition (e.g., appraisal, parcel survey, title transfer) or legal services.

Work Activities	Quantity	Unit	Unit Price	Amount
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
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		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
			TOTAL:	

Preliminary Engineering (PS&E and Environmental) Costs Eligibility

Optional Eligible Preliminary Engineering Costs (typically 5% of construction cost)

BUDGET SUMMARY

26. Project Budget Summary

Total Itemized Construction Cost Estimate <i>(topic 24 total, from page 8)</i>			1.	\$	
Total Additional Construction-Related Costs <i>(topic 25 total, from page 10)</i>			2.	\$	
Total Construction Cost Estimate <i>(line 1 + line 2)</i>			3.	\$	
TxDOT Direct State Costs for project oversight <i>(15% of line 3)</i>			4.	\$	
Total Project Cost Estimate <i>[line 3 + line 4]</i>			5.	\$	
Optional Local Match Increase**	20%	Of line 5		\$	

***TDCs:** If a project sponsor is found eligible to use TDCs, these credits will be applied to the project in lieu of the local match. See Cost Participation Summary on page 11.

****Local Match:** Project sponsors may increase the required Local Match above 20% by adjusting the Local Match percentage in the box above. If the project is eligible for a Transportation Development Credits (TDCs) or Economically Disadvantaged Counties Program (EDCP) reduction (amount shown in number 6 below), then the federal/local share will be fixed at 80% federal participation and 20% local match (refer to calculations below).

Economically Disadvantaged Counties Program (EDCP) Reduction (Must be authorized by TxDOT).

For EDCP guidance visit: <http://www.txdot.gov/inside-txdot/division/transportation-planning/disadvantaged-county.html>.

Allowable EDCP Adjustment	(Select, if applicable)
Additional EDCP Adjustment	(Select, if applicable)
Total EDCP Adjustment (95% max)	Total <input type="text"/> % 6. \$ <input type="text"/>

	Participation				
	Percent	Preliminary Engineering Cost	Construction Costs	Direct State Costs	Total Project Costs
Federal	<input type="text"/> %	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
State	<input type="text"/> %	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
Local	<input type="text"/> %	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
Total	<input type="text"/> %	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>

COST PARTICIPATION SUMMARY

Total Federal Participation	<input type="text"/> %	\$ <input type="text"/>
Total State Participation	<input type="text"/> -	<input type="text"/> -
Total Local Participation	<input type="text"/> %	\$ <input type="text"/>

PROJECT COMMITMENT

The applicant confirms understanding of the following requirements by checking boxes and signing below.

- ☐ This is a reimbursement program. If the project sponsor implements any stage of the project, then they must finance that phase until reimbursement funds are available. Invoices must be submitted with proper documentation on a regular basis (typically monthly, but no less than quarterly).
- ☐ If TxDOT implements any phase of the project on behalf of the project sponsor, then any local match would be due in full to TxDOT prior to commencement of each phase (i.e. preliminary engineering or construction). Project selection does not guarantee that TxDOT will implement a project on behalf of any recipient
- ☐ Until authorized by TxDOT with a notice to proceed, the project sponsor should not enter into a contract or incur costs for any aspect of the project for which the project sponsor is seeking federal participation. Otherwise, the project sponsor risks incurring costs that will not be reimbursed or credited.
- ☐ Project sponsors may manage elements of the project development process with written TxDOT approval. To receive approval, the project sponsor acknowledges that they must complete a Special Project Approval form in accordance with 43 TAC §15.52 and undergo a Risk Assessment.
- ☐ The project sponsor understands they are responsible for providing a local match to cover 20% of the total project cost (including TxDOT Direct State Costs). Depending on approved local match options, TxDOT will reimburse a portion of the total expenses on each invoice submitted with proper documentation of expenses.
- ☐ The project sponsor must be prepared to fund any project costs in excess of the amounts indicated in the budget entered into this detailed application and/or the amount awarded by the Corpus Christi MPO Transportation Policy Committee (i.e., project cost overruns).

Signature

Print Name and Title

Date

Telephone Number

Please, refer to the Corpus Christi MPO [Program Guidance and Procedures – Application Process](#) (page 9) for submitting instructions.



TA funds lapse if not obligated within 3 years of authorization

Federally participating work cannot begin until:

- After TA funding award
- **After project is in a TIP/STIP** (either grouped or individually listed)
- After Local Government Risk Assessment (as needed)
- After Advance Funding Agreement (AFA) is executed
- After Federal Project Authorization & Agreement (FPAA)
- After TxDOT Notice to Proceed
- After TxDOT review and approval of contract documents
- After local government solicitation of bids
- After TxDOT concurrence of award

Even without
STIP delays,
this can take
over 1 year

Federally participating work may include:

- Preliminary engineering (PS&E and environmental documentation)
- In-kind contributions
- **Direct state costs** for TxDOT review of environmental documentation and engineering – even if the work itself is not reimbursed
- Construction and construction direct state costs

Agenda Item 5A -
Attachment 8



TxDOT TA - PROJECT INITIATION TIMELINE

Task	Responsible Entity	Month										
		1	2	3	4	5	6	7	8	9	10	11
Project selection	TTC											
Projects added to TxDOT Connect	District											
Projects added to MPO/Rural TIP revision	District/MPO											
Projects added to STIP revision	District/TPP		X			X			X			X
STIP revision approval	FHWA											
LG Risk Assessments	District											
LG Special Project Approval	District/CSD											
Develop DRAFT AFA	District/PTN											
AFAs partially executed by Project Sponsors	Project Sponsor											
AFAs fully executed	CSS											
FPAA for PE	DIS/FIN											

X - STIP revisions



Date: December 10, 2021
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5B: FY 2023-2026 Transportation Improvement Program (TIP)
Project Selection Process
Action: Discuss Competitive Selection of Projects for the FY 2023-2026 TIP

Summary

TxDOT has stated their process to develop the next iteration of the State Transportation Improvement Program (STIP), for the FY 2023-2036 time period. The Corpus Christi MPO is beginning our process to update the FY 2021-2024 TIP to the FY 2023-2026 TIP to align the STIP with the TIP documents. The current FY 2023-2026 TIP/STIP Timetable is provided as Attachment 1 and illustrates the process flow of activities leading to the FY 2023-2036 TIP/STIP approval. Attachment 2 shows the project timeline for the activities for the TIP/STIP. The Corpus Christi MPO staff will present a detailed local timeline for our FY 2023-2026 TIP process at the January TAC meeting. The Corpus Christi MPO's TIP timeline will coincide with both the TxDOT 2023 UTP and FY 2023-2026 STIP development processes as these companion efforts are being developed in unison.

As part of the joint TIP/STIP planning efforts, the Corpus Christi MPO is responsible for conducting a performance-based scoring process and selecting transportation projects for funding Categories 2, Category 7, and Category 9. TxDOT is an active participant in these three funding category selection processes eventually approved by the TPC.

The Corpus Christi MPO must also coordinate with TxDOT on their scoring and selecting of projects for Category 4. The Corpus Christi MPO and TxDOT Corpus Christi District also coordinate on other funding categories to ensure consistency of projects and any funding that contributes to the improvements of the regional transportation systems. As described in the TxDOT 2023 UTP TAC Agenda Item 5A, the projects selected for the first four years of the 2023 TxDOT UTP are those that likely become part of the TxDOT FY 2023-2026 STIP. These first four years of projects and programs correspond to the Corpus Christi's FY 2023-2026 TIP. Additionally, the projects selected for Categories 2 and 4 must be authorized by the Texas Transportation Commission in order to secure the local match required.

FY 2023-2026 TIP/STIP Funding Estimates for the Corpus Christi MPO

The preliminary estimate for funding available for use in the Corpus Christi MPO area, by year, is:

	Category 1¹	Category 2	Category 4	Category 7	Category 9	
Agency Lead*	TxDOT	MPO	TxDOT	MPO	MPO	
Coordinated Agency	MPO	TxDOT	MPO	TxDOT	TxDOT	Subtotal
4-Years	\$205,000,000	\$49,500,000	\$23,000,000	\$38,000,000	\$2,320,000	\$112,820,000
2023	\$ 51,600,000	\$12,500,000	\$5,750,000	\$9,500,000	\$580,000	\$28,330,000
2024	\$ 51,300,000	\$12,500,000	\$5,750,000	\$9,500,000	\$580,000	\$28,330,000
2025	\$ 45,400,000	\$9,000,000	\$4,500,000	\$9,500,000	\$580,000	\$23,580,000
2026	\$ 56,700,000	\$15,500,000	\$7,000,000	\$9,500,000	\$580,000	\$32,580,000
<p><i>*Per TxDOT's 2022 Unified Transportation Program and Corresponding TIP/STIP Years of 2023-2026</i></p> <p>1 Note: The Category 1 funding totals are not included in the row nor column totals. The CAT 1 funds are shown for the entire TxDOT-CRP District of 10 counties at this time. A portion of these funds will be allocated by TxDOT-CRP to the Corpus Christi MPO region based on TxDOT project and program prioritization.</p>						

Projects funded with Category 1, Maintenance, and Category 8, Safety and other funding categories are selected by TxDOT. The purposes of all the TxDOT funds are shown in Attachment 3. As a summary, selected categories are shown below:

- Category 1** – This funding is for preventive maintenance and rehabilitation of the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets. The category can be used to supplement mobility project funding as an open funding line. Preventive Maintenance is defined as work to preserve, rather than improve, the structural integrity of a pavement or structure. Rehabilitation funds are intended for the repair of existing main lanes, structures, and frontage roads. The installation and replacement of signs and their appurtenances, traffic signals, and illumination systems, including minor roadway modifications to improve operations, are also allowed under this category. Funds can be used to install new traffic signals as well as modernize existing signals.
- Category 2M** – These funds must be used on the state highway system to mitigate traffic congestion, improve traffic safety, and can also aid roadway maintenance or rehabilitation. Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements. The projects are selected by the MPOs, in consultation with the TxDOT district, using a performance-based prioritization process. Category 2 addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation. The Texas Transportation Commission allocates funds to each metropolitan planning organization (MPO) in the state, by formula.
- Category 4** – These National Highway Performance Program funds must be used on: the National Highway System, the National Freight Network, designated Hurricane Evacuation Routes, the Texas Trunk System, or on connections to major seaports or border crossings. Projects are selected by the TxDOT district based on the project score using criteria found in the Decision Lens Tool. TPP will also score these projects using the statewide performance criteria and provide this information to the Transportation Commission.
- Category 7** - These Surface Transportation Block Grant (STBG) funds address transportation needs within the boundaries of MPOs with populations of 200,000 or greater known as transportation management areas (TMAs). This flexible funding cannot be used on local roads or rural minor collectors, unless: it is a bridge project; safety project; recreational trail, pedestrian and bicycle

infrastructure, transit capital projects or a Safe Routes To School project. Generally, these funds are used to meet the goals established in the Metropolitan Transportation Plan.

- **Category 9** - These funds are for projects included in the federal Surface Transportation Block Grant Set-Aside (STBG-SA) Program. This call for projects has been discussed for several months.

Eligible Projects List

The list of projects shown in the FY 2021-2024 TIP as reduced-detailed Table 12 (shown below). The fully detailed and original table 12 is provided as Attachment 5 and contains all the projects previously prioritized as part of the 2020-2045 Metropolitan Transportation Plan (2045 MTP). This list is the proposed universe of projects proposed to be used for the selection/prioritization process leading to inclusion in the Corpus Christi MPO's FY 2023-2026 TIP for Categories 2 and 7. This list of projects is also likely the source of prioritized projects for TxDOT to selection in their process for Category 4. Category 9 projects are to be selected in the Corpus Christi MPO's separate Call-for-Projects for the STBG-SA (CAT 9) program.

Additionally, the TxDOT-Corpus Christi District previously selected projects are shown in the 2022 TxDOT UTP (see Attachment 6). These were projects previously selected for the TxDOT 2022 UTP and are likely candidates for TxDOT sponsored projects in the FY 2023-2026 TIP/STIP development process.

Table 12. 2020-2045 MTP Fiscally Constrained Project List (FY 2023-2026 TIP/STIP Eligible List)

Plan Period	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Total Project Cost (\$, millions)
TIP / STIP	SH 358 (SPID) Ramp Reversal	Ramp reversal Phase II-B	Nile Drive	Staples Street	TxDOT-CRP	On	\$45.43
TIP / STIP	I-37	Widen freeway by constructing additional 2 travel lanes northbound and 1 additional travel lane southbound	Redbird Lane (Overpass)	Nueces River	TxDOT-CRP	On	\$77.88
TIP / STIP	US 181	Widen freeway by constructing 1 additional travel lane in each direction	North of FM 3296 (Buddy Ganem Drive)	FM 2986 (Wildcat Drive)	TxDOT-CRP	On	\$18.17
TIP / STIP	US 181 Ramp Reversals	Reverse entrance and exit ramps in Northbound direction	FM 3296 (Buddy Ganem Drive)	FM 2986 (Wildcat Drive)	TxDOT-CRP	On	\$5.19
TIP / STIP	SH 286 (Crosstown)	Extend 4-lane divided freeway by constructing mainlanes, overpasses, and frontage roads	FM 43 (Weber Road)	South of FM 2444 (Staples Street)	TxDOT-CRP	On	\$51.92
TIP / STIP	FM 893 (Moore Avenue)	Upgrade from 2-lane roadway to 5-lane urban roadway by constructing additional 2 lanes and CLTL	CR 3685 (Stark Road)	0.2 miles West of CR 79 (Gum Hollow)	TxDOT-CRP	On	\$9.09
TIP / STIP	Harbor Bridge Hike and Bike - Connectivity	Construct pedestrian and bike facilities	On various city streets from Coles High School	Williams Memorial Park	City of Corpus Christi	Off	\$1.84
TIP / STIP	US 181 Harbor Bridge Voluntary Relocation Program	US 181 Harbor Bridge Voluntary Relocation Mitigation Program	N/A	N/A	MPO	Off	\$92.15
TIP / STIP	Harbor Bridge Park Improvements	Park mitigation for Harbor Bridge	At various city parks including	Ben Garza, TC Ayers, and new location	City of Corpus Christi	Off	\$6.23
TIP / STIP	Pedestrian and Bike	Pedestrian and bike facility improvements	At Various Locations on Brewster Street	N/A	City of Corpus Christi	On	\$1.84
TIP / STIP	Schanen Ditch Hike and Bike Trail: Phase IV	Construct and design Hike and Bike Trail	Killarmet Drive	Holly Road	City of Corpus Christi	Off	\$0.39
TIP / STIP	Region-wide Bike Boulevard Wayfinding Initiative	Designation of bicycle boulevards with pavement markings and signage	Various Locations in Corpus Christi and Portland	N/A	City of Corpus Christi	Off	\$0.62
TIP / STIP	Portland Bicycle Lanes	Construct one way cycle track and buffered bike lanes	At Various Locations in Portland	N/A	City of Portland	On	\$0.36
TIP / STIP	Dr Hector P Garcia Park Hike & Bike Trail: Phase II	Construct & design Hike & Bike Trail	At Garcia on Trojan Dr	Horne Road	City of Corpus Christi	Off	\$0.70
TIP / STIP	PR 22	Feasibility study: intersection improvements	At SH 361/PR 22 intersection	Zahn Road	TBD	On	\$1.56
10-Year	PR 22	Corridor upgrade for pedestrian and access management improvements without adding capacity	Aquarius Street	Whitecap Boulevard	TxDOT-CRP	On	\$19.20
10-Year	SH 361	Upgrade/add direct connectors	At SH 35 interchange	0.6 miles Southeast on SH 361	TxDOT-CRP	On	\$46.20
10-Year	SH 35	Upgrade/add direct connectors	FM 3284	0.23 North of SH 361	TxDOT-CRP	On	\$25.80
10-Year	SS 544 (Agnes Street / Laredo Street)	Operational improvements without adding capacity	SH 286 (Crosstown)	Coopers Alley	City of Corpus Christi	Off	\$6.60
10-Year	Holly Road Travel Lanes	Construct Phase II by adding 2 additional travel lanes	SH 286	Greenwood Drive	City of Corpus Christi	Off	\$5.68
10-Year	Regional Parkway / Rodd Field Road Extension	NEPA Process for new location 4-lane roadway (Segment B) and Rodd Field Road	Yorktown Boulevard	SH 286 (Crosstown)	City of Corpus Christi	Off	\$2.27
10-Year	Regional Parkway	NEW Location: Construct Phase I consisting of 4-lane roadway (Segment B)	Rodd Field Road	SH 286 (Crosstown)	City of Corpus Christi	Off	\$54.00
10-Year	Rodd Field Road Extension	Construct Phase I consisting of 2-lane roadway with raised medians on new location	Yorktown Boulevard	Future Regional Parkway (South of Oso Creek)	City of Corpus Christi	Off	\$30.00

Plan Period	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Total Project Cost (\$, millions)
10-Year	Yorktown Boulevard	Construct 2 additional travel lanes with turn lanes. Elevate and widen bridge.	Rodd Field Road	Laguna Shores Road	City of Corpus Christi	Off	\$47.29
10-Year	Timon Boulevard / Surfside Boulevard	Rehabilitate without additional capacity, construct bicycle facilities	Beach Avenue	Burleson Street	City of Corpus Christi	Off	\$24.00
10-Year	Flour Bluff Drive	Upgrade to 5-lane urban roadway by constructing additional 2-lanes and CLTL	South of Don Patricio Road	Yorktown Boulevard	City of Corpus Christi	Off	\$20.40
10-Year	CR 72	Construct 2 additional travel lanes (CTWLTL)	FM 2986 (Wildcat Drive)	CR 2032	City of Portland	Off	\$7.10
10-Year	Joe Fulton International Trade Corridor (JFITC) Realignment	Corridor improvements	0.5 miles west of Navigation Boulevard	0.5 miles east of Navigation Boulevard	Port of Corpus Christi	Off	\$6.00
10-Year	US 181 Companion Drainage Project	Construction of the companion drainage project across the TxDOT right-of-way	Sunset Road	FM 3239 (Buddy Ganem Drive)	TxDOT-CRP	On	\$8.40
10-Year	Future Category 9 Projects	Projects selected through competitive process	N/A	N/A	TBD	On/Off	\$12.43
Long Range	SH 358 (SPID) Ramp Reversal	Ramp Reversal Phase II-C (Braided ramps)	Airline Road	Everhart Road	TxDOT-CRP	On	\$42.00
Long Range	SH 286 (Crosstown)	Construct 1 additional northbound travel lane with ramp upgrades	SS 544 (Agnes Street / Laredo Street)	SH 358 (SPID)	TxDOT-CRP	On	\$96.00
Long Range	FM 624 (Northwest Boulevard)	Upgrade from 4-lane roadway to 6-lane roadway including raised medians	CR 69	FM 73	TxDOT-CRP	On	\$21.60
Long Range	I-37 / SH 358 Interchange	Reconstruct Interchange to provide 2-lane direct connectors from SB I-37 to EB SH 358 and WB SH 358 to NB I-37	At I-37/SH 358 interchange	N/A	TxDOT-CRP	On	\$120.00
Long Range	FM 43 (Weber Road)	Upgrade to 5-lane roadway by constructing additional 2 lanes and CLTL	SH 286 (Crosstown)	FM 665 (Old Brownsville Road)	TxDOT-CRP	On	\$48.00
Long Range	SH 286 (Crosstown) Braided Ramp	Construct braided ramps northbound from Holly to SH 358	South of Holly Road	SH 358 (SPID)	TxDOT-CRP	On	\$72.00

Project Scoring and Selection Process

Corpus Christi MPO

The Corpus Christi MPO staff proposes the following process to achieve the 2023 TxDOT TIP/STIP schedule for prioritized projects for funding Categories 2 and 7. The Category 9 project selection process is separate and will lead to projects being inserted in the FY 2023-2026 TIP/STIP at the appropriate time for the FY 2023-2026 TIP/STIP process.

Complete Project Application Form

The Corpus Christi MPO staff is proposing to use a revised version of the recently developed CAT 9 project Application Form for the submittal of projects for consideration and prioritization for other funding categories. A new Application Form was developed to enable the project sponsors to present their complete project details for comprehensive future scoring by the MPO staff, the TAC and the TPC as well as to be evaluated by the partner agencies and the public. The Revised Project Application Form for use in all funding categories and possible other federal funding sources such as the IJA specific grant programs is attached (see Attachment 7).

We propose that the TAC, TPC and the public use the existing Table 12 from the 2020-2045 MTP (2045 MTP) as the source of projects to prioritize for the TxDOT 2023-2026 TIP/STIP in Categories 2 and 7. The projects listed in Table 12 are those projects that have been:

- Approved by the Corpus Christi MPO through the Transportation Policy Committee (TPC)
- Part of the approved fiscally constrained project list of the 2045 MTP
- Projects were scored, ranked and ultimately selected to be the priority projects for the MPO for the 4-year (2021-2024 TIP), 10-year (FY 2020-2029) of the 2045 MTP and finally part of the FY 2030-2045 final years of the 2045 MTP.

No New 2023-2026 TIP/STIP Projects

The Corpus Christi MPO staff proposes that no new projects be considered with this FY 2023-2026 TIP/STIP selection process given the lack of current performance measures tools and information. Additionally, the TIP/STIP schedule has a short duration and the timing for a project application to be developed is challenging in the FY 2023-2026 TIP/STIP selection process schedule. Attachment 8 illustrates the generalized schedule to have a project complete the required, post-award approval processes before receiving a notice to proceed. The example is the CAT 9-type projects, and the implementation timeline is similar for CAT 2 and 7. With the list of approved projects in Table 12 of the

2045 MTP, we believe there are a sufficient number of projects to be used in the allocation of the funding for CAT 2 and 7.

TxDOT

The TxDOT Corpus Christi District Selection Process is expected to follow the TxDOT STIP process for performance-based project selection for funding Category 4 (CAT 4). The current FY 2023-2026 STIP process is provided within the TxDOT 2023-2026 STIP Timetable and Timeline (Attachments 1 and 2).

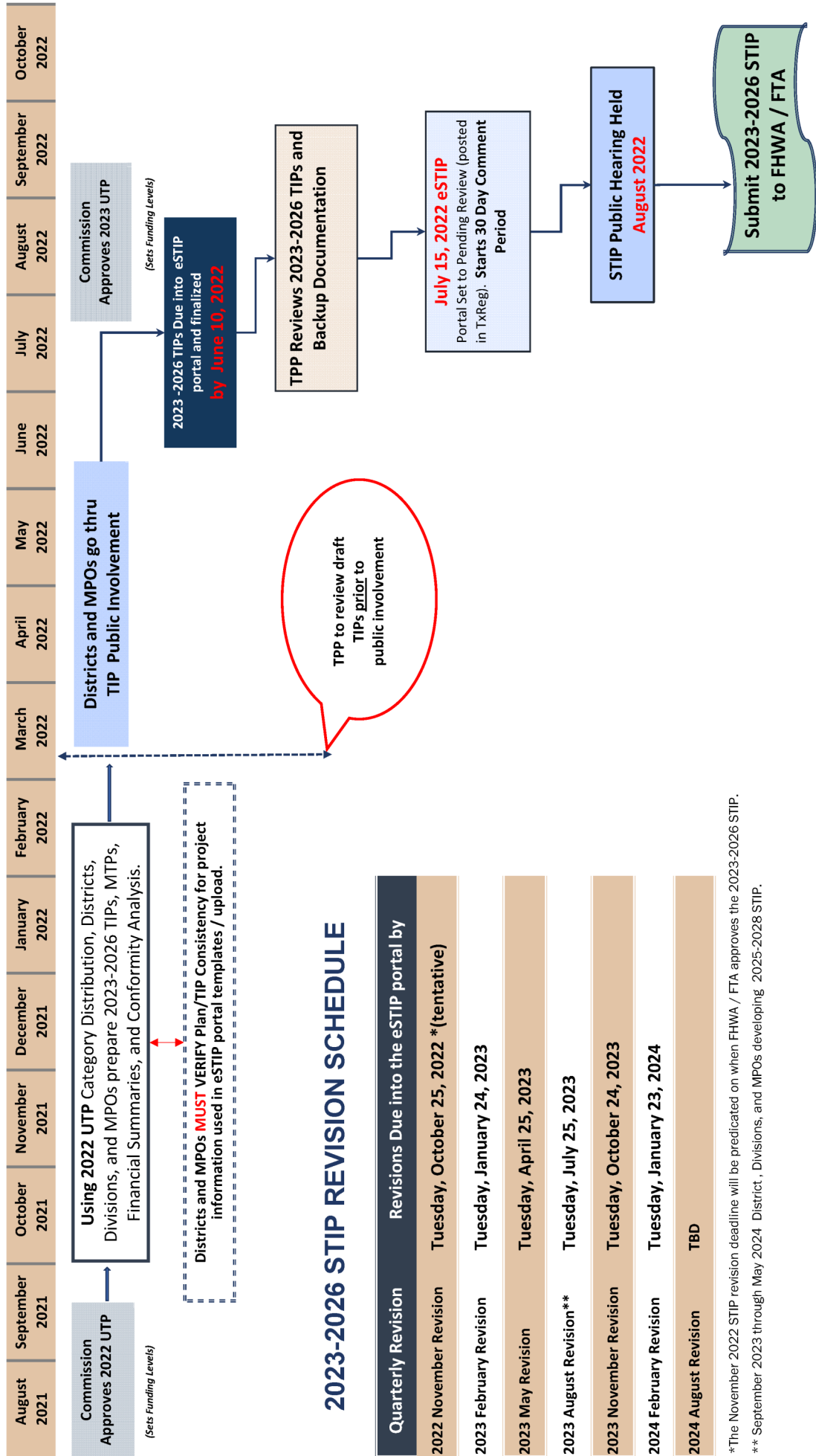
Recommendation

The Corpus Christi MPO staff requests that the TAC members be prepared to discuss the proposed FY 2023-2026 TIP/STIP selection process at their regular meeting on December 16, 2021. Additionally, please note that the FY 2023-2026 TIP document will be updated from the current FY 2021-2024 TIP with the most up-to-date information available.

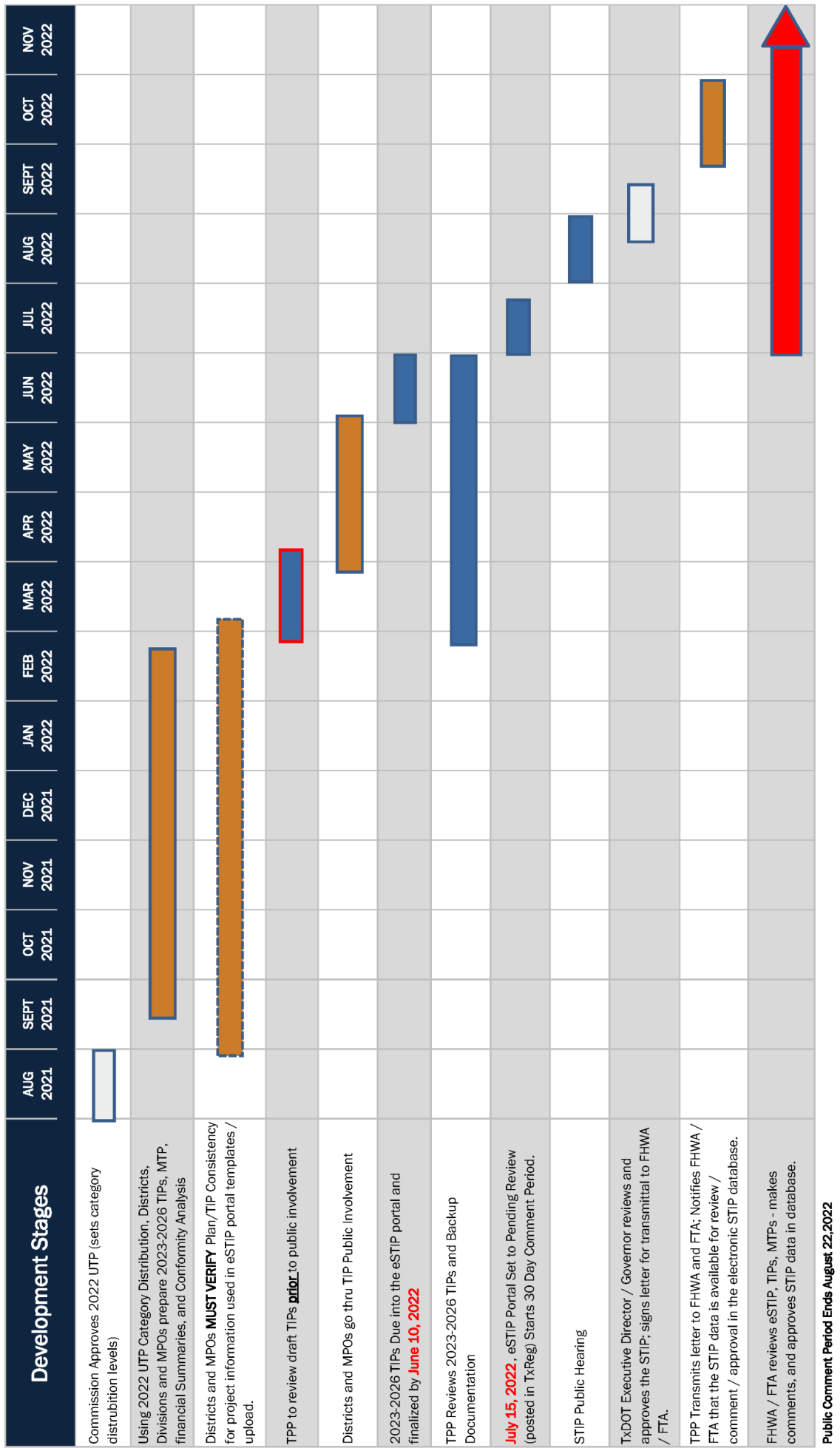
Attachments

1. TxDOT 2023-2026 STIP Timetable
2. TxDOT 2023-2026 STIP Timeline
3. TxDOT 2022 UTP Full Funding Category Descriptions from 2022 UTP [LINK](#)
4. TxDOT 2022 UTP Funding Tables for the Corpus Christi MPO (from FY 2021-2024 TIP)
5. FY 2021-2024 TIP with Amendment 3 Table 12: Project Eligible List for 2023-2026 TIP/STIP Selection [LINK](#)
6. TxDOT 2022 UTP: Corpus Christi District Project List and Map
7. DRAFT Corpus Christi MPO Project Application Form
8. TxDOT Project Initiation Tasks and Timeline for Federal Funded Projects

2023 – 2026 STIP TIMETABLE



2023-2026 STIP Development Timeline



FISCAL YEAR 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Revenue Projections

The following exhibits and text describe all reasonably available funding for transportation projects in the Corpus Christi MPO region over the FY 2021-2024 time period. These collective revenues will allow implementation of the fiscally- constrained project list identified in this TIP. There is an estimated \$240 million of available funding for all modes of transportation by our regional partners that were part of the development of the FY 2021-2024 TIP.

Table 1 and 2, below, depict the state and federal highway funds that are reasonably available for use within the Corpus Christi urbanized area for the FY 2021-2024 time period.

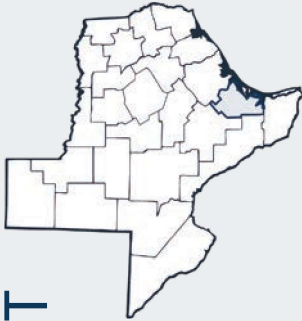
Table 1. Category Funding for the Corpus Christi MPO FY 2021-2024 Transportation Improvement Program

Funding Category	2020 UTP Statewide Funding Authorizations	2020 UTP TxDOT CRP District Funding	TxDOT-CRP District 25-Yr Projected Funding	2020 UTP 10-Yr CCMPO Funding	CCMPO 25-Yr MTP Projected Funding	FY 2021-2024 TIP
1. Preventive Maintenance and Rehabilitation	\$13,926,300,000	\$616,880,000	\$1,542,200,000	\$0	\$0	\$0
2. Metro and Urban Area Corridor Projects	\$11,481,710,000	\$0	\$0	\$150,990,000	\$377,475,000	\$72,600,000
3. Non-Traditionally Funded Transportation Projects	\$6,053,290,000	\$0	\$0	\$0	\$0	\$0
4. Statewide Urban Connectivity	\$5,018,580,000	\$0	\$0	\$66,000,000	\$165,000,000	\$27,000,000
4. Statewide Regional Connectivity Corridor	\$6,201,970,000	\$624,500,000				
5. Congestion Mitigation and Air Quality Improvement (CMAQ)	\$2,213,510,000	-	-	-	-	-
6. Structures Replacement and Rehabilitation (Bridges)	\$3,586,560,000	-	-	-	-	-
7. Metropolitan Mobility and Rehabilitation	\$4,588,130,000	-	-	\$88,880,000	\$222,200,000	\$39,220,000
8. Safety	\$4,031,750,000	-	-	-	-	-
9. Transportation Alternatives (Set-Aside)	\$910,500,000	-	-	\$5,800,000	\$14,500,000	\$2,407,959
10. Supplemental Transportation Projects	\$571,580,000	-	-	-	-	-
11. District Discretionary and Energy Sector Funding	\$3,233,380,000	\$168,640,000	\$94,125,000	-	-	-
12. Strategic Priority	\$15,740,000,000	\$33,000,000		\$33,000,000		\$33,000,000
TOTAL	\$77,557,260,000	\$1,443,020,000	\$1,636,325,000	\$344,670,000	\$779,175,000	\$174,227,959

Table 2. Statewide Funding Levels TxDOT 2020 Unified Transportation Program (UTP) (10-Yr)

Funding Category	2020 UTP Statewide Funding Authorizations
1. Preventive Maintenance and Rehabilitation	\$13,926,300,000
2. Metro and Urban Area Corridor Projects	\$11,481,710,000
3. Non-Traditionally Funded Transportation Projects	\$6,053,290,000
4. Statewide Urban Connectivity	\$5,018,580,000
4 Statewide Regional Connectivity Corridor	\$6,201,970,000
5. Congestion Mitigation and Air Quality Improvement (CMAQ)	\$2,213,510,000
6. Structures Replacement and Rehabilitation (Bridges)	\$3,586,560,000
7. Metropolitan Mobility and Rehabilitation	\$4,588,130,000
8. Safety	\$4,031,750,000
9. Transportation Alternatives (Set-Aside)	\$910,500,000
10. Supplemental Transportation Projects	\$571,580,000
11. District Discretionary and Energy Sector Funding	\$3,233,380,000
12. Strategic Priority	\$15,740,000,000
TOTAL UTP STATEWIDE FUNDING CATEGORIES 1-12	\$77,557,260,000

CORPUS CHRISTI DISTRICT 2022 UTP



DISTRICT FACTS

Population	602,000
Square Miles	7,800
Daily Vehicle Miles	16.3 million
Highway Lane Miles	7,300

REGIONAL PLANNING RESOURCES

Corpus Christi TxDOT District page

MPO: Corpus Christi Metropolitan Planning Organization

Contact:

rickey.dailey@txdot.gov
1701 S. Padre Island Drive
Corpus Christi, TX 78416
(361) 808-2544

@TxDOT_CRP

Make sure to visit TxDOT's Project Tracker website to view up-to-date information on transportation projects.



DISTRICT HIGHLIGHTS AND PRIORITIES



The Corpus Christi District's planning reflects a big-picture perspective focused on statewide and regional mobility, as well as safety and maintenance of transportation facilities. The designation of US 77, US 281, and US 59 as future interstate highway corridors uniquely positions the district to plan and develop these corridors to add new interstate lane mileage to the transportation system. Improvements to both US 77 and US 281, including new overpasses, frontage roads, and several relief routes, are preparing these roadways to become I-69E and I-69C, respectively. Category 4 funding allows the district to continue work on these nationally significant projects, and funding levels demonstrate ambitious planning for the next decade.

Our Port Aransas Ferry is a unique part of TxDOT's transportation system. As energy-related ship traffic and coastal tourism surge, the district is committing \$60 million of Category 10 Ferry Program funding to upgrade infrastructure at the ferry landings.

Staff also routinely requests statewide Category 6 and Category 8 funds to address various bridge and safety needs throughout the district.

KEY PROJECTS

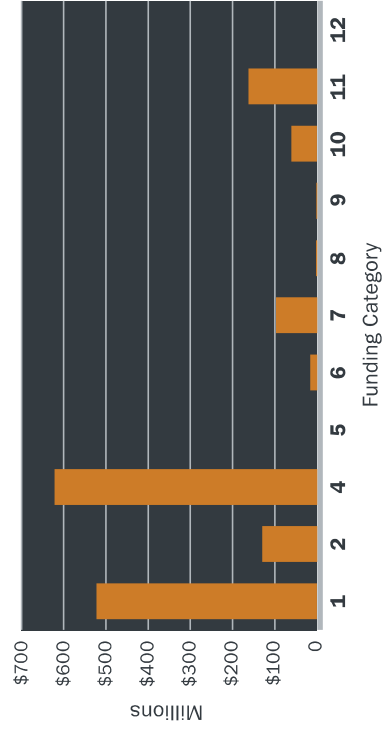
Short Term (four or fewer years)

- **US 77, Kleberg County:** upgrade to interstate standards from Kingsville to Riviera
- **US 281, Jim Wells County:** upgrade to interstate standards and construct grade separations at County Roads 116 and 117
- **SH 358, Nueces County:** operational improvements to enhance mobility and increase safety

Long Term (five or more years)

- **US 77, Kleberg County:** construct Riviera relief route to meet interstate standards
- **US 77, San Patricio County:** upgrade Sinton relief route to meet interstate standards
- **SH 35/SH 361, San Patricio County:** interchange improvements in Gregory to address industrial development

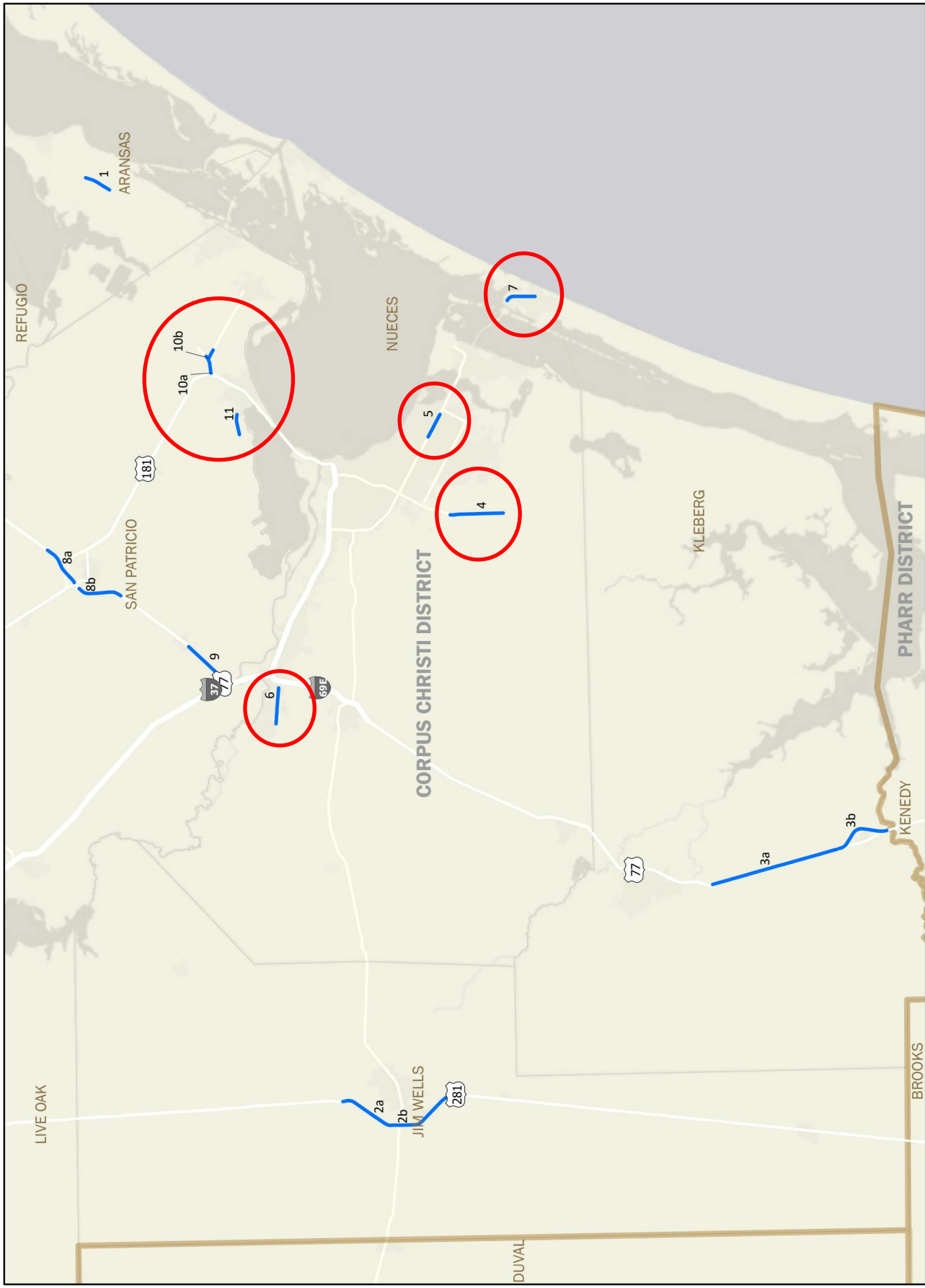
CORPUS CHRISTI DISTRICT 2022 PLANNING TARGETS BY CATEGORY



TxDOT funding categories:

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

CORPUS CHRISTI DISTRICT Listed Projects



CORPUS CHRISTI DISTRICT Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier
Aransas County										
1	SH 35	Grade Separation - Rockport 0180-04-120	ON SH35 AT CORPUS CHRISTI ST. INTER	.	FY 2022-2025	\$16,328,000	Funding Adjustment	No	Cat. 4 Regional TOTAL Cat. 4 increased \$1.3M	1
Jim Wells County										
2a	US 281	Upgrade to Freeway - Alice Relief Route 0254-07-008	US 281 AT CR 116 & 117 INTERSECTIONS	.	FY 2022-2025	\$26,000,000	Funding Adjustment	No	Cat. 4 Regional TOTAL Cat. 4 increased \$1M	1
2b	US 281	Upgrade to Freeway - Alice Relief Route 0254-07-010	BU 281R N OF ALICE	BU 281R S OF ALICE	FY 2022-2025	\$92,000,000	Funding Adjustment	No	Cat. 4 Regional TOTAL Cat. 4 increased \$2M	1
Kleberg County										
3a	US 77	Upgrade to Freeway - Ricardo 0102-04-097	CR 2130	1.5 MI. N. OF SH 285	FY 2022-2025	\$118,000,000	Funding Adjustment	No	Cat. 4 Regional TOTAL Cat. 4 increased \$3M	1
3b	US 77	Riviera Relief Route 0327-09-002	1.5 MI N. OF SH 285 INTERSECTION	KENEDY/KLEBERG COUNTY LINE	FY 2022-2025	\$118,800,000	Funding Adjustment	No	Cat. 4 Regional TOTAL Cat. 4 increased \$8.8M	1
Nueces County										
4	SH 286	Upgrade to Freeway (Crosstown Extension) - Corpus Christi 0326-01-056	FM 43	SOUTH OF FM 2444	FY 2022-2025	\$41,580,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor TOTAL Cat. 2 increased \$1.5M	2
5	SH 358	Freeway Ramps - Corpus Christi 0617-01-177	NILE DRIVE	STAPLES STREET	FY 2022-2025	\$39,960,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor TOTAL Cat. 2 increased \$4.9M	1
6	FM 624	Widen Non-Freeway - Corpus Christi 0989-02-057	CR 73	WILDCAT DR.	FY 2022-2025	\$21,280,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor Cat. 4 Urban Cat. 7 TOTAL Cat. 2 increased \$3.2M	1
7	PR 22	Safety & Operational Improvements - Corpus Christi 0617-02-073	AQUARIUS ST.	WHITECAP BLVD.	FY 2026-2031	\$17,920,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor TOTAL Cat. 2 increased \$1.9M	2

CORPUS CHRISTI DISTRICT Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier
San Patricio County										
8a	US 77	Upgrade to Freeway - Sinton Relief Route 0371-04-062	CHILTIPI CREEK BR (CONTROL BREAK)	BUSINESS NORTH (SINTON)	FY 2026-2031	\$31,360,000	Funding Adjustment	No	Cat. 4 Regional TOTAL \$31,360,000	1
8b	US 77	Upgrade to Freeway - Sinton Relief Route 0372-01-101	BUSINESS SOUTH (SINTON)	CHILTIPI CREEK BR (CONTROL BREAK)	FY 2026-2031	\$62,720,000	Funding Adjustment	No	Cat. 4 Regional TOTAL \$62,720,000 Cat. 4 increased \$22M	1
9	US 77	Upgrade to Freeway at IH 37 0372-01-106	IH 37 AND INTERCHANGE	SOUTH OF ODEM	FY 2026-2031	\$134,400,000	No Funding Change	No	Cat. 4 Regional —Remaining funding TBD— TOTAL \$127,500,000 \$6,900,000 \$134,400,000	1
10a	SH 35	SH 35 Interchange at SH 361 - Gregory 0180-06-118	FM 3284	.23 MI N OF SH 361	FY 2026-2031	\$25,200,000	Funding Adjustment	No	Cat. 4 Urban TOTAL \$25,200,000 Cat. 4 increased \$3.7M	1
10b	SH 361	SH 35 Interchange at SH 361 - Gregory 0180-10-082	AT SH35 INTERCHANGE	.6 MI SE ON SH 361	FY 2026-2031	\$43,120,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor TOTAL \$43,120,000 Cat. 2 increased \$4.6M	1
11	FM 893	Widen Non-Freeway - Portland 1209-01-030	CR 3685 (STARK RD)	.2 MI W OF CR 79 (GUM HOLLOW)	FY 2022-2025	\$7,904,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor TOTAL \$7,904,000 Cat. 2 increased \$900K	3

Additional program information can be found in the Corpus Christi MPO Application Guide, link below.

<https://www.corpuschristi-mpo.org>

NOTE: All attachments must be submitted in letter-sized (8.5" x 11") format.

APPLICANT INFORMATION

1. Project Sponsor Name (Only one entity can act as project sponsor)

2. Type of Organization/Agency/Authority

(Select)

3. Project Sponsor Contact Information (Authorized representative)

Contact Person:	<input type="text"/>	Title:	<input type="text"/>
Mailing Address:	<input type="text"/>	Physical Address:	<input type="text"/>
Mailing City:	<input type="text"/>	Physical City:	<input type="text"/>
Zip Code:	<input type="text"/>	Zip Code:	<input type="text"/>
Contact's Phone:	<input type="text"/>	Entity's Main Phone:	<input type="text"/>
Email:	<input type="text"/>	Website:	<input type="text"/>

PROJECT DESCRIPTION

4. Project Name

5. Project Location Information

a. From/Beginning Point (if applicable):	<input type="text"/>
b. To/End Point (if applicable):	<input type="text"/>
c. Project Length in feet/miles or Area in acres (if applicable):	<input type="text"/>
d. Intersection(s) (if applicable):	<input type="text"/>

Provide a Google map link: (See [TxDOT TA Detailed Application Instructions](#), pg. 5, for guidance.)

*If project involves multiple locations, please provide project limits for the major segment in above blanks. Additionally, please create a complete list of all improvement locations using the descriptive limits and beginning and ending latitude/longitude and label this attachment as **A-Project Location Information** - No more than 2 pages.*

Project location in relation to roadways:

6. Project Description (See [Detailed Application Instructions](#), pg. 4. Description must fit in the space provided.)

FUNDING SUMMARY

7. Project Budget Summary

Total Itemized Construction Cost	1.	\$	<input type="text"/>
TxDOT Administrative Expenses (10% of Box 1)	2.	\$	<input type="text"/>
Total Project Cost (Boxes 1 & 2)	3.	\$	<input type="text"/>

Local Match: The Project Sponsor will provide the local cash match. Applications in which Project Sponsors provide more than the minimum 20 percent local cash match will receive points as part of project scoring and evaluation.

Enter the Percent Local Match (Typical 20%)	4	<input type="text"/>	%
Local Match Dollars	5	\$	<input type="text"/>
Additional Local Contribution	6	\$	<input type="text"/>
Total Local Commitment (Boxes 5 & 6)	7	\$	<input type="text"/>
Total Federal Funds Requested	8	\$	<input type="text"/>
Total Project Cost	9	\$	<input type="text"/>

All cost overruns are the responsibility of the Project Sponsor. Year of engineers estimate should be included in order to aid inflation calculations.

PROJECT DETAILS

8. Project Features

Provide a project layout (required) at scale with clearly labeled streets, end points, and all construction locations as an attachment. Additional recommended attachments include typical sections and photographs that describe and provide details about the project. Attachments for this section should be labeled as **B-Project Details**. (No more than 15 pages)

If the project plans are 30% or more complete, include only example sheets as attachments and provide a weblink for plan review here:

The construction plans for this project are currently: (Select) % complete

Primary Facility Type: (Select)

Secondary Facility Type: (Select)

Total length: (Select)

Total length: (Select)

Facility width: feet

Facility width: feet

Material depth: inches

Material depth: inches

Surface type/material: (Select)

Surface type/material: (Select)

Does the project propose lighting adjacent to a roadway? (Select)

The project includes the following facilities: (select all that apply)

- | | | | | | |
|--|----------------------|------------------|------------------------|----------------------|------|
| <input type="checkbox"/> Sidewalks | <input type="text"/> | Feet repaired | New Sidewalk length: | <input type="text"/> | feet |
| <input type="checkbox"/> Bicycle Lanes | | Feet Implemented | | | |
| <input type="checkbox"/> Transit Stops | <input type="text"/> | # | Transit Routes Served: | <input type="text"/> | |

☐ *Operational Improvements

- ☐ Center Turn Lane Length: feet
- ☐ Intersection Turn Lanes
- ☐ Barrier Construction Length: feet
- ☐ ITS / Signal Improvements Type:
- ☐ New Signals
- ☐ Other Intersection Upgrades

- ☐ *Shared-Use Path/Trail Width (minimum 10-14 feet): feet Length
- ☐ Pedestrian and Bicycle Signalization Quantity:
- ☐ Bicycle Parking Quantity:
- ☐ Safety Improvements (Lighting, refuge islands, high friction pavement, etc.)
- ☐ Traffic Calming Describe:
- ☐ Drainage Improvements (Curb and Gutter, Culverts, etc.)
- ☐ Complete Streets
- ☐ Resurfaced Pavement Lane feet:
- ☐ Other

**Projects must be consistent with the current Congestion Management Program and the priority services identified in Corpus Christi Regional ITS Architecture. Applicants are also encouraged to consider the following guides: National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide (Second Edition), the Federal Highway Administration's (FHWA) Separated Bike Lane Planning and Design Guide (2015), and FHWA Bikeway Selection Guide (2019).*

Does this project include bridge improvements? (Select) Total # of proposed bridges:

Note: If more than one bridge is proposed, identify the bridge with the longest span length in the detailed application and identify additional bridges in **Attachment B**.

Structural Materials (Deck/Beams): (Select) Bridge construction: (Select)

Bridge length: feet Bridge width: feet Rail type: (Select)

SAFETY

9. Identified safety hazards and countermeasures

Check all of the safety hazards located within the project limits. Next to each checked safety hazard, state the proposed countermeasure(s) addressing the hazard identified. Provide additional information about proposed countermeasures and photos of safety hazards as an attachment: **C-Safety Hazards and Countermeasures**. Clearly identify these features on **Map 1-Safety** and include in Attachment C.

Safety Hazards

Proposed Countermeasures

- | | |
|---|----------------------|
| <input type="checkbox"/> High roadway speed (45 mph or greater) | <input type="text"/> |
| <input type="checkbox"/> Hazardous intersection/conflict point | <input type="text"/> |
| <input type="checkbox"/> Uncontrolled intersection/crossing | <input type="text"/> |
| <input type="checkbox"/> Lack of bike/ped infrastructure | <input type="text"/> |


<input type="checkbox"/> High motor vehicle traffic volume	<input type="text"/>
<input type="checkbox"/> On-street parking	<input type="text"/>
<input type="checkbox"/> Wide roadway crossing (4 or more lanes)	<input type="text"/>
<input type="checkbox"/> Lack of lighting	<input type="text"/>
<input type="checkbox"/> Other <input type="text"/>	<input type="text"/>

10. Proposed infrastructure elements

Which of the following features are part of the proposed project? Check all that apply. Clearly identify these features on **Map 1-Description**.

- | | |
|---|--|
| <input type="checkbox"/> Additional Travel Lanes | <input type="checkbox"/> Improves railroad/highway/water crossing |
| <input type="checkbox"/> New traffic signalization* | <input type="checkbox"/> Multi-modal (Transit, Pedestrian, Bicycle) Improvements |

*Documentation of signal warrants MUST be included in Attachment C.

 The Corpus Christi MPO is interested in projects that respond to documented safety issues. The Corpus Christi MPO will analyze crash records to determine the documented bicycle and/or pedestrian crash count and rate in proximity to the proposed project.

CONNECTIVITY AND ACCESSIBILITY

11. Connectivity to destinations

Does the project provide bicycle and pedestrian access to major destinations immediately surrounding the project area that are likely to attract bicycling or walking trips? Please check destinations below and clearly label on **Map 2-Connectivity** and include in attachment **D-Connectivity**.

- | | | |
|---------------------------------------|--|---|
| <input type="checkbox"/> School | <input type="checkbox"/> Major employer | <input type="checkbox"/> Fresh foods (grocery stores, farmers mkts) |
| <input type="checkbox"/> Park | <input type="checkbox"/> Central Business District | <input type="checkbox"/> Health facility (medical center, sports field) |
| <input type="checkbox"/> Neighborhood | <input type="checkbox"/> Commercial Center | <input type="checkbox"/> Community center |
| <input type="checkbox"/> Library | <input type="checkbox"/> High density residential | <input type="checkbox"/> Other special trip generator (label on map) |

12. Connectivity to multimodal transportation

- a. Transit: Does the project support multi-modal transportation by providing access to a ferry station, Park and Ride, and/or a bus stop? Please clearly label on **Map 2-Connectivity**. Project connections to transit infrastructure are:

(Select)

- b. Bike/ped: Does the project connect to existing or planned bicycle and pedestrian facilities? Please check the facilities to which this project would connect and clearly label on **Map 2-Connectivity**. Project connects to:

Bicycle facilities (Select)

Pedestrian facilities (Select)

13. Barrier Elimination

Does the project eliminate an existing barrier to travel and provide safe crossing of that barrier by individuals with disabilities, pedestrians, bicyclists, and other non-drivers of all ages and abilities? Please clearly label on **Map 2-Connectivity** and enter the number of barriers below.

<input type="text"/> ADA barriers	<input type="text"/> Four lane or larger roadways	<input type="text"/> Waterbody(ies)	<input type="text"/> Railroad
<input type="text"/> Other	<input type="text"/>		



Projects that add new off-street bicycle or pedestrian facilities along independent rights-of-way, such as creeks, railroads, or utility corridors, may have different benefits or impacts than projects following the alignment of existing roadways. The Corpus Christi MPO will review the response to question 5 to determine whether the project is proposed on independent right-of-way.

EQUITY CONSIDERATIONS



The Corpus Christi MPO adopted policy on Equity and Environmental Justice and is interested in how the project improves access to everyday destinations for underserved communities. The Corpus Christi MPO will analyze census data to determine if the project will improve access for seniors, individuals with disabilities, racial or ethnic minorities, people without private vehicles, or low-income communities.

CONGESTION MANAGEMENT PROCESS



The CMP provides a mechanism for identifying short, medium, and long-term strategies for addressing congestion on a system-wide, corridor-level, and site-specific basis. Alternatives to major capital investments are identified and may be more cost-effective in the short-term than larger capacity adding projects, or they could be integrated into capacity projects in order to enhance their effectiveness. The Corpus Christi MPO will review the CMP to ensure conformity with adopted solutions.

COMMUNITY OUTREACH AND PLANNING

14. Project Benefits and Equity Considerations

A description of outreach to, and anticipated benefits received by, disadvantaged communities is a required attachment to the detailed application. This attachment should be labeled **E-Disadvantaged Community Benefits**. This tool can help provide insight into the project area. <https://ejscreen.epa.gov/mapper/>

15. Public Involvement and Support

- Public outreach events in the last five years which engaged the public on this project should be summarized as a bulleted list or table, then attached with supporting documentation as **F-Public Outreach and Support**.
- List all collaborating partners and their role in developing/implementing the proposed project.

16. Maintenance and Operation

Name the entity responsible for project maintenance and operation after construction. Attach a letter of commitment if maintenance and operation will be conducted by a third party and label it **G-Maintenance Documentation**.

17. Planning

- a. Projects may be referenced in various planning documents, such as Area Development Plans, Bicycle, Pedestrian, Corridor, Traffic Safety, Mitigation Plans, Economic Development or other Transportation Plan (if applicable). The Corpus Christi MPO will review the

Is the proposed project included in a local transportation plan?

If yes, include as an attachment ONLY the cover and pages of the plan referring to this project. Label attachment(s) as **H-Local Planning** - No more than 10 pages.

Insert transportation plan weblink:

- b. Transition Plan for ADA Compliance

Is the proposed project included in the project sponsor's Transition Plan for ADA compliance?

If yes, include as an attachment only the cover and pages from the plan relevant to this project. Label attachment(s) as **I-Local Planning** - No more than 10 pages.

PROJECT COMPLEXITY

18. Environmental Documentation

- a. An environmental document is required for all federally funded transportation projects. Some site characteristics may require additional environmental evaluation. What are the environmental issues requiring coordination, permitting, or mitigation? [See Detailed Application Instructions](#), pg. 19, for more details.

- b. Known historic sites are identified in the Texas Historic Sites Atlas (<https://atlas.thc.state.tx.us/>). After reviewing this resource, are there known historic properties near the proposed project requiring coordination?

- c. If there are known environmental or historic preservation issues, is there an approach to avoid delays in project development? <https://nepassisttool.epa.gov/nepassist/nepamap.aspx>

If "Yes" is marked for either 19a, 19b, or 19c, then provide written description of potential coordination, mitigation, and/or permitting actions foreseen for the proposed project. Label attachment(s) as **J-Environmental Documentation** - No more than 10 pages.

19. Property Ownership and Acquisition Information

All proposals must provide documentary evidence of the project sponsor's property rights by title of ownership, lease, or easement for all property within the project limits. Respond to a, b, & c below.

- a. **Has the property needed for the project already been acquired?**

If No - How many parcels will be acquired? Describe in the attachment how the property will be acquired. Include a commitment letter from current owner(s) demonstrating a willingness to transfer the property to project sponsor in accordance with state and federal laws.

- b. **Are there any known encroachments?** (utilities, fences, adjacent property improvements)

If Yes, identify known encroachments in an attachment.

- c. **Was property acquired after 1971 in accordance with the Uniform Act?**

Project property acquired after 1971 must have been acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act (Uniform Act). If No, describe briefly when and how the property was acquired in an attachment.

Include details as attachment(s) **K-Property Ownership/Acquisition**.

20. Requirements – ITS, Signals, and School Zones

Projects proposing new or improved traffic control devices MUST attach supporting documentation demonstrating these improvements adhere to the adopted ITS master plan and meet warrant/conditions in accordance with the TMUTCD and TxDOT policy. Label attachment(s) **L-ITS, Signals, and School Zones**.

21. Railroad (RR) Support/Right of Entry Letter (if applicable)

- a. Does the project encroach (within 50') or cross RR right-of-way (ROW)? (Select)
If yes, the project sponsor must include documentary evidence from the railroad in support of the project and, where appropriate, a willingness by the railroad to enter into an agreement/contract with the local government for project implementation and provisions for right-of-entry for project construction. Where applicable, a cost for railroad work must be included in the budget.
- b. If the project encroaches or crosses RR ROW, has coordination with the RR begun? (Select)
- c. Does this project include rail banked right-of-way? (Select)

22. Project Timeline

Estimate the number of months it will take to complete this project (from planning through construction). Estimate the time required for each activity listed below. Several activities should be accomplished concurrently (such as environmental documentation, PS&E development, railroad coordination, and property acquisition); as a result, the **Total Projected Time Estimate** will be less than the total of the time estimated for each activity. *Refer to the [2021 Program Guide](#) for additional guidance.* Label attachment(s) as N-Project Timeline - No more than 2 pages.

Months Activities

Programming Activities (minimum 6 months)

(Include the project in the STIP, execute Advance Funding Agreement (AFA) with the department, complete required local government training, assign local government and department roles and responsibilities, etc.)

Project Design and Plan Preparation (minimum 6 months)

(Solicit, select, negotiate, and execute contract(s) for engineering and environmental services. Develop construction Plans, Specifications, and Estimates (PS&E) to state and federal standards. Include time for review by TxDOT, a registered accessibility specialist, and other agencies as needed.)

Environmental Clearance (minimum 6 months)

(Complete the NEPA Scope Development Tool, environmental documentation, and appropriate resource studies; consider environmental mitigation, permits, and review by resource agencies). All documentation and exhibits must meet state and federal standards.

ROW Acquisition (acquisitions should occur after environmental clearance)

(Include time for surveying, appraisals, title transfer, etc. Only incidental utility adjustments may be eligible.)

Railroad coordination (1 to 2 years)

Other- Describe briefly additional milestones not addressed elsewhere on the following page.

(Include time for advertising, procurement of construction contractor, contract negotiations, site preparation, construction, inspection, project close-out, etc.)

Total Project Development Time Estimate

23. Has the project or a substantially similar project been submitted under a prior Corpus Christi MPO TASA Call for Projects? Please select the latest program call submission.

(Select)

Reminder: All responses in this Application MUST be supported by the attachments. Proposed countermeasures and infrastructure elements MUST be specified in the Itemized Budget. Items missing supporting documentation will not be considered during project evaluation.

ITEMIZED BUDGET

24. Itemized Construction Cost Estimate

Provide a detailed cost estimate of all construction costs - use appropriate units (SY, SF, LF, LS, EA, etc.).

Refer to the [Program Guide](#), under Past Calls for Projects – FHWA Funds, for guidance.

Click for [TxDOT's Average Low Bid Unit Prices](http://www.txdot.gov/business/letting-bids/average-low-bid-unit-prices.html) (or visit: <http://www.txdot.gov/business/letting-bids/average-low-bid-unit-prices.html>). If additional pages are needed, label this attachment as **O-Itemized Construction Cost Estimate**.

Work Activities	Quantity	Unit	Unit Price	Amount
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
<i>(continued next page)</i>			SUBTOTAL:	

Itemized Construction Cost Estimate *(continued)*

[illegible]

25. Additional Construction-Related Costs

Appropriate costs for this section might include: construction engineering and inspection, construction-phase project administration, contract administration, land survey for right of way demarcation, materials testing, permitting, or geotechnical work. Items ineligible for reimbursement include associated with right-of-way acquisition (e.g., appraisal, parcel survey, title transfer) or legal services.

Work Activities	Quantity	Unit	Unit Price	Amount
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
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		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
			TOTAL:	

Preliminary Engineering (PS&E and Environmental) Costs Eligibility

Optional Eligible Preliminary Engineering Costs (typically 5% of construction cost)

BUDGET SUMMARY

26. Project Budget Summary

Total Itemized Construction Cost Estimate (topic 24 total, from page 8)			1.	\$	
Total Additional Construction-Related Costs (topic 25 total, from page 10)			2.	\$	
Total Construction Cost Estimate (line 1 + line 2)			3.	\$	
TxDOT Direct State Costs for project oversight (15% of line 3)			4.	\$	
Total Project Cost Estimate [line 3 + line 4]			5.	\$	
Optional Local Match Increase**	20%	Of line 5		\$	

***TDCs:** If a project sponsor is found eligible to use TDCs, these credits will be applied to the project in lieu of the local match. See Cost Participation Summary on page 11.

****Local Match:** Project sponsors may increase the required Local Match above 20% by adjusting the Local Match percentage in the box above. If the project is eligible for a Transportation Development Credits (TDCs) or Economically Disadvantaged Counties Program (EDCP) reduction (amount shown in number 6 below), then the federal/local share will be fixed at 80% federal participation and 20% local match (refer to calculations below).

Economically Disadvantaged Counties Program (EDCP) Reduction (Must be authorized by TxDOT).

For EDCP guidance visit: <http://www.txdot.gov/inside-txdot/division/transportation-planning/disadvantaged-county.html>.

Allowable EDCP Adjustment	(Select, if applicable)
Additional EDCP Adjustment	(Select, if applicable)
Total EDCP Adjustment (95% max)	Total <input type="text"/> % 6. \$ <input type="text"/>

	Participation				
	Percent	Preliminary Engineering Cost	Construction Costs	Direct State Costs	Total Project Costs
Federal	<input type="text"/> %	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
State	<input type="text"/> %	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
Local	<input type="text"/> %	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
Total	<input type="text"/> %	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>

COST PARTICIPATION SUMMARY

Total Federal Participation	<input type="text"/> %	\$ <input type="text"/>
Total State Participation	<input type="text"/> -	<input type="text"/> -
Total Local Participation	<input type="text"/> %	\$ <input type="text"/>

PROJECT COMMITMENT

The applicant confirms understanding of the following requirements by checking boxes and signing below.

- ☐ This is a reimbursement program. If the project sponsor implements any stage of the project, then they must finance that phase until reimbursement funds are available. Invoices must be submitted with proper documentation on a regular basis (typically monthly, but no less than quarterly).
-
- ☐ If TxDOT implements any phase of the project on behalf of the project sponsor, then any local match would be due in full to TxDOT prior to commencement of each phase (i.e. preliminary engineering or construction). Project selection does not guarantee that TxDOT will implement a project on behalf of any recipient
-
- ☐ Until authorized by TxDOT with a notice to proceed, the project sponsor should not enter into a contract or incur costs for any aspect of the project for which the project sponsor is seeking federal participation. Otherwise, the project sponsor risks incurring costs that will not be reimbursed or credited.
-
- ☐ Project sponsors may manage elements of the project development process with written TxDOT approval. To receive approval, the project sponsor acknowledges that they must complete a Special Project Approval form in accordance with 43 TAC §15.52 and undergo a Risk Assessment.
-
- ☐ The project sponsor understands they are responsible for providing a local match to cover 20% of the total project cost (including TxDOT Direct State Costs). Depending on approved local match options, TxDOT will reimburse a portion of the total expenses on each invoice submitted with proper documentation of expenses.
-
- ☐ The project sponsor must be prepared to fund any project costs in excess of the amounts indicated in the budget entered into this detailed application and/or the amount awarded by the Corpus Christi MPO Transportation Policy Committee (i.e., project cost overruns).

Signature

Print Name and Title

Date

Telephone Number

Please, refer to the Corpus Christi MPO [Program Guidance and Procedures – Application Process](#) (page 9) for submitting instructions.



TA funds lapse if not obligated within 3 years of authorization

Federally participating work cannot begin until:

- After TA funding award
- **After project is in a TIP/STIP** (either grouped or individually listed)
- After Local Government Risk Assessment (as needed)
- After Advance Funding Agreement (AFA) is executed
- After Federal Project Authorization & Agreement (FPAA)
- After TxDOT Notice to Proceed
- After TxDOT review and approval of contract documents
- After local government solicitation of bids
- After TxDOT concurrence of award

Even without
STIP delays,
this can take
over 1 year

Federally participating work may include:

- Preliminary engineering (PS&E and environmental documentation)
- In-kind contributions
- **Direct state costs** for TxDOT review of environmental documentation and engineering – even if the work itself is not reimbursed
- Construction and construction direct state costs



TxDOT TA - PROJECT INITIATION TIMELINE

Task	Responsible Entity	Month										
		1	2	3	4	5	6	7	8	9	10	11
Project selection	TTC											
Projects added to TxDOT Connect	District											
Projects added to MPO/Rural TIP revision	District/MPO											
Projects added to STIP revision	District/TPP		X			X			X			X
STIP revision approval	FHWA											
LG Risk Assessments	District											
LG Special Project Approval	District/CSD											
Develop DRAFT AFA	District/PTN											
AFAs partially executed by Project Sponsors	Project Sponsor											
AFAs fully executed	CSS											
FPAA for PE	DIS/FIN											

X - STIP revisions



Date: December 10, 2021
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 6A: FY 2023 - FY 2024 Unified Planning Work Program (UPWP)
Action: Provide updated and new information on transportation studies

Summary

This month, we are asking the TAC members to bring to the January 19th meeting any updates, details, fact sheets, scopes of service or project descriptions for all transportation-related planning efforts anticipated in the region between now and September 2024. The current listing of these planning efforts were presented in the adopted FY 2021 - FY 2022 UPWP. Completing this request will allow the Corpus Christi MPO to meet the requirements for the FY 2023 - FY 2024 Unified Planning Work Program (UPWP) to describe all transportation planning efforts that will occur within the MPO Planning Area during the two-fiscal year period (FY 2023 - FY 2024) covered by the next UPWP. These projects are included in the UPWP regardless of who is conducting the work or what type of funds (local, state, federal) are used to fund the effort.

We have attached the list of projects from the FY 2021 - FY2022 UPWP for your convenience as a starting point (see attachment 1). If a project is completed, please provide this information. We appreciate receiving any additional information on these projects as well as others that will be undertaken between now and September 30, 2024. This specifically includes feasibility and corridor studies on any road classified as collector or above. It also includes any environmental review or design projects that are being prepared for federal construction funding. Finally, all stormwater projects that may impact classified roads or any environmental mitigation for impacts caused by transportation projects should also be included. For example, the 3-county drainage study in Nueces, Jim Wells, and Kleberg County should be listed.

The effective date of each UPWP is October 1 of each year or the FHWA/FTA date of approval, whichever occurs later. Upon the effective date, the UPWP constitutes a new federal program and supersedes the previous UPWP. After October 1 of each year, TxDOT Transportation Planning and Programming (TPP) Division issues a letter of authorization establishing the effective date of work and the funds authorized to the MPO.

In order to meet TxDOTs review schedule, approval of the FY 2023 - FY 2024 UPWP must be recommended by the TAC no later than March 17, 2022.

Background

Each metropolitan planning organization (MPO) is required, under 23 CFR Sec. 450.314, and in cooperation with the State and operators of publicly owned transit, to develop a Unified Planning Work Program (UPWP) that meets the requirements of 23 CFR Part 420, subpart A. This part prescribes the Federal Highway Administration (FHWA) policies and procedures for administering activities undertaken

by State departments of transportation (State DOTs) and their subrecipients, including metropolitan planning organizations (MPOs), with FHWA planning and research funds. The UPWP will:

“(1) Discuss the planning priorities facing the metropolitan planning area and describe all metropolitan transportation planning activities (including the corridor and subarea studies discussed in Sec. 450.318) anticipated within the area during the next one or two year period, regardless of funding sources or agencies conducting activities, in sufficient detail to indicate who will perform the work, the schedule for completing it and the products that will be produced;

(2) Document planning activities to be performed with funds provided under title 23, U.S.C., and the Federal Transit Act.”

If the FHWA determines that planning activities and the requirements of 23 U.S.C. 134, 135, 303, and 505 are being adequately addressed, the FHWA will allow State DOTs and MPOs:

- (1) Maximum possible flexibility in the use of FHWA planning and research funds to meet highway and local public transportation planning and RD&T needs at the national, state, and local levels while ensuring legal use of such funds and avoiding unnecessary duplication of efforts; and
- (2) To determine which eligible planning and Research, Development and Technology (RD&T) activities they desire to support with FHWA planning and research funds and at what funding level.

The above description does not remove the FHWA's responsibility and authority to determine which activities are eligible for funding. Activities proposed to be funded with FHWA planning and research funds by the State DOTs and MPOs shall be documented and submitted for FHWA approval and authorization as prescribed in §§420.111 and 420.113.

The State DOTs shall make all PL funds authorized by 23 U.S.C. 104(f) available to the MPOs in accordance with a formula developed by the State DOT, in consultation with the MPOs, and approved by the FHWA Division Administrator. The formula may allow for a portion of the PL funds to be used by the State DOT, or other agency agreed to by the State DOT and the MPOs, for activities that benefit all MPOs in the State, but State DOTs shall not use any PL funds for grant or subgrant administration. The formula may also provide for a portion of the funds to be made available for discretionary grants to MPOs to supplement their annual amount received under the distribution formula.

The State DOTs shall inform the MPOs and the FHWA Division Office of the amounts allocated to each MPO as soon as possible after PL funds have been apportioned by the FHWA to the State DOTs.

Proposed use of FHWA planning and research funds must be documented by the State DOTs and MPOs in a work program, or other document that describes the work to be accomplished and is acceptable to the FHWA Division Administrator. Statewide, metropolitan, other transportation planning activities may be documented in separate programs, paired in various combinations, or brought together as a single work program. A work program(s) for transportation planning activities must include a description of work to be accomplished and cost estimates by activity or task. In addition, each work program must include a summary that shows:

- (i) Federal share by type of fund;
- (ii) Matching rate by type of fund;
- (iii) State and/or local matching share; and
- (iv) All other State or local funds.

The State DOTs and MPOs also are encouraged to include cost estimates for transportation planning and technology transfer related activities funded with other Federal or State and/or local funds; particularly for producing the FHWA-required data specified in paragraph (b) of §420.105, for planning for other transportation modes. The MPOs designated as TMAs must include this information in their work

programs. (The information collection requirements in §§420.111 have been approved by the OMB and assigned control numbers 2125-0039 for States and 2132-0529 for MPOs.)

The MPO's policy board must approve the MPO's proposed UPWP. After receiving the policy board's approval, the MPO submits the approved draft simultaneously to the district, TPP, and TxDOT's Public Transportation Division (PTN). The three departmental offices coordinate, review, and comment on the MPO's draft UPWP. The department sends suggestions to the MPO.

TPP coordinates the federal approval process of the UPWP with FHWA/FTA. After receiving the federal approvals, the UPWP is incorporated by reference into the existing planning contract (Article 7.1). This incorporation occurs when the approved UPWP refers to the existing, executed planning contract.

Attachment

Section VIII: Partner Agency Planning Study Coordination listed in the FY 2021 - FY 2022 UPWP

SECTION VIII. PARTNER AGENCY PLANNING STUDY COORDINATION

Other Regionally Significant Transportation-Related Planning Activities

In addition to the tasks previously outlined in this UPWP for Corpus Christi MPO staff, other transportation transportation-related activities will be conducted by various transportation planning and implementation agencies. The FAST Act requires that the UPWP include a description of all metropolitan transportation planning activities anticipated within the next two-year period, regardless of funding source or agencies conducting the activities. The following information summarizes the efforts that were submitted to Corpus Christi MPO for inclusion in this document. Note: Project descriptions are provided by the respective government entity staff.

TxDOT – Corpus Christi District Office Planning Efforts

- Regional TSMO / Regional ITS Update Planning Effort
- Household Travel Survey
- Regional Crash Analysis
- District Traffic Count Program
- Pavement Condition Gathering Program
- Smart Mobility Study

Portland	FM 893	Proposed improvements to FM 893 (Moore Ave) from CR 3685 (Stark Road) to 0.2 miles west of CR 79 (Gum Hollow).
Gregory, Portland and Ingleside	SH 361	A feasibility study is to identify opportunities to better connect US 181 and SH 361 while also improving safety and mobility.
Nueces County	FM 70	Proposed improvements to FM 70 from the SH 286/FM 70 intersection to US 77 and on SH 286 from south of FM 244 to FM 70.
Corpus Christi	I-37	Proposed upgrades to I-37 from Redbird Lane to US 77.
Corpus Christi	SH 358	Construction of improvements to enhance safety and increase mobility.
Corpus Christi	SH 286	Proposed improvements to SH 286 from FM 43 to FM 2444.
Woodsboro/Refugio	US 77	Corridor study to review potential route options and environmental constraints for developing I-69.
South Texas	US 77 Upgrade	Upgrade between Corpus Christi and Harlingen to meet interstate highway standards.

- Resiliency
- Evacuation
- Freight Corridor
- Performance Attainment

City of Corpus Christi Planning Efforts

- Pavement Condition Data gathering and Asset Management Study
- Traffic Signal and Intelligent Traffic Systems Study

Northwest Boulevard Corridor Study – The City of Corpus Christi is working with urban planning consultants from Asakura Robinson to create a plan that will guide future development in the area and identify opportunities to improve Northwest Boulevard. The plan will include conceptual drawings and implementation strategies to bring the ideas in the plan to reality. The community’s input is needed to create the plan, and the community will have several opportunities to participate, including online surveys and two public meetings. The nearly three-mile study area comprises a 500-foot buffer to the north and south of Northwest Boulevard from Interstate 69 to Wright Moravek Road (County Road 73).

The City of Corpus Christi anticipates additional residential and commercial development, as well as a new elementary school, in the Northwest Boulevard (FM 624) Corridor. Plans to build a new steel factory in nearby Sinton, Texas, could drive additional demand for new housing and commerce in Calallen.

While new development creates new opportunities for people to live, work and do business in Calallen, it can also bring new challenges, such as more auto traffic, and more demands on critical infrastructure. This planning study represents the City of Corpus Christi's effort to proactively plan for orderly, attractive and sustainable growth and development consistent with the community's vision.

Schedule:

May 2020: Visioning

June 2020: Selection of Preferred Development Alternative

September 2020: Public Hearings/Plan Adoption

Flour Bluff Area Redevelopment Plan Update – The City of Corpus Christi is currently working with the Freese and Nichols planning team to create a new Flour Bluff Area Development Plan. This plan will give guidance for future development in the area and identify opportunities to improve existing facilities.

The plan will include conceptual drawings and implementation strategies to bring the ideas in the plan to reality. The community's input is needed to create the plan and the community will have several opportunities to participate, including an online survey and public meetings.

Westside Area Development Plan Update – The City of Corpus Christi is currently working with the Freese and Nichols planning team to create a new Westside Area Development Plan. This plan will give guidance for future development in the area and identify opportunities to improve existing facilities.

The plan will include conceptual drawings and implementation strategies to bring the ideas in the plan to reality. The community's input is needed to create the plan and the community will have several opportunities to participate, including an online survey and public meetings.

Padre Mustang Island Area Development Plan Update – The City of Corpus Christi is currently working with the Freese and Nichols planning team to create a new Padre/Mustang Area Development Plan. This plan will give guidance for future development in the area and identify opportunities to improve existing facilities.

The plan will include conceptual drawings and implementation strategies to bring the ideas in the plan to reality. The community's input is needed to create the plan and the community will have several opportunities to participate, including an online survey and public meetings.

Downtown Gateways Vision Plan – The City of Corpus Christi is working with urban planning consultants from Asakura Robinson, in addition to community members, residents, organizations, and other stakeholders to develop a vision plan for former and current highway infrastructure, key entryways, and the surrounding public areas in the downtown area. A variety of new projects are changing the public realm, most notably the new Harbor Bridge project and associated changes to Interstate 37. This project will engage stakeholders and the public to take advantage of this key opportunity in Downtown's evolution, push forth implementation efforts from existing plans, and creatively improve the public experience for those living in and visiting Downtown Corpus Christi.

Vision Zero Process for the City of Corpus Christi – Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, equitable, mobility for all. It was first implemented in the 1990's in Sweden and has been gaining momentum in major American Cities.

Vision Zero starts with the ethical belief that everyone has the right to move safely in their communities, and that system designers and policy makers share the responsibility to ensure safe systems for travel. Working together, we will take equitable and data driven actions that will eliminate deaths and serious injuries for all who share Corpus Christi streets and waterways by 2040. The City is committed to decreasing crash statistics by endorsing Vision Zero and increasing safe, healthy, equitable mobility for cities, commuters and tourists who live, work and play here. Corpus Christi is a leader in becoming the fourth city in the State to pursue these efforts along with San Antonio, Austin, and Laredo.

Crossgate Trail Hike and Bike Study

Schanen Hike and Bike Trail Study

Oso Creek Trail Study

FM 43 Corridor Study (likely joint venture with TxDOT)

FM 2444 Corridor Study (likely joint venture with TxDOT)

Nueces County Planning Efforts

- Operation Code Blue: Reviving South Texas' Coastal Economy
- CIP Transportation Projects – Corridor Plans
- County Airport Facilities/Master Plan

City of Portland Planning Efforts

Plan Portland 2040 – The City of Portland is beginning a 12-month process to update its 2012 Comprehensive Plan. The Plan serves as a roadmap for the next 10 to 20 years, which will help guide decisions related to land uses, transportation, housing, parks, community image, and public facilities. Over the next year, the City will host two Community Open House meetings, an online survey, and several steering committee meetings that will be open to the public. Future work will be occurring in the following areas:

- Chapter 1 Baseline Analysis ([Draft 209.03.25](#))
- Chapter 2 Vision
- Chapter 3 Transportation
- Chapter 4 Parks & Open Space
- Chapter 5 Housing
- Chapter 6 Public Facilities
- Chapter 7 Future Land Use
- Chapter 8 Community Image
- Chapter 9 Implementation

San Patricio County Planning Efforts

- Countywide Industrial Master Plan

Corpus Christi Regional Transportation Authority Planning Efforts

- On-board Rider Survey
- Specialized Transit Plan Update

Port of Corpus Christi Authority Planning Efforts

Joe Fulton Corridor, Rincon Industrial Complex Improvements – The Port of Corpus Christi was awarded a grant by the Texas Department of Transportation (TxDOT) under the 2019-2020 Port Access Program for safety improvements to the Joe Fulton International Trade Corridor and Rincon Road leading to the Rincon Industrial Complex. The Port Access Program is funded by the Texas Mobility Fund and is designed to improve safety and fluidity of roads around Texas seaports. The Mobility Fund is underwritten through vehicle title fees, driver record fees, driver's license fees and vehicle inspections.

The significant growth in recent years along the Corpus Christi Ship Channel Inner Harbor, including additional rail infrastructure, necessitates a new frontage road south of the rail corridor that parallels the Joe Fulton Corridor to maintain vehicle safety and mobility.

The Rincon Industrial Complex is one of the newest facilities targeting breakbulk cargo such as wind energy components, military cargo and steel pipe. The Port of Corpus Christi has made significant capital investments on Rincon in the past two years, including the construction of 40 acres of flexible cargo storage space and roughly 12,000 linear feet of rail to accommodate liquid transloading and processing of breakbulk cargo. Additional congestion from the construction of the new Harbor Bridge has increased the traffic burden on Rincon Road. The

TxDOT-funded improvements will enhance truck mobility, highway connectivity and safety, including the addition of intelligent transportation system (ITS) components.

Joe Fulton International Trade Corridor – Corridor Mobility Plan

The project is a three-part corridor mobility plan (assessment, modeling, and concept design) for the Joe Fulton International Trade Corridor. Part I of the plan will evaluate current conditions; Part II will develop scenario-based projections (five- and ten-year time horizons) of travel demand based on pending commercial agreements for development of the last remaining greenfield sites along the Inner Harbor; Part III will yield a prioritized list of/concept design for iterative interventions that include both engineering and traffic management solutions.

First Phase of Avery Point Terminal Redevelopment – The Port of Corpus Christi has received a federal grant of more than \$17 million from the U.S. Department of Transportation – Maritime Administration to expand Oil Dock 3 as the first of four phases in the redevelopment of the Avery Point Terminal (Avery Point).

Located on the Corpus Christi Ship Channel's Inner Harbor, Avery Point is one of the Port of Corpus Christi's most productive public oil terminals, currently operating at over 84% capacity. The four ship docks, however, are more than 55 years old and require major rehabilitation or reconstruction to safely and efficiently accommodate today's modern vessel fleet. This high utilization prohibits the decommissioning and redevelopment without the creation of new berth capacity nearby to accommodate existing (and growing) demand during the reconstruction.

The \$17.6 million grant will double barge berthing capacity at Oil Dock 3 (OD3), located on the easternmost edge of the terminal, to accommodate 90 percent of barge traffic currently calling on the other three Avery Point docks (Docks 4, 7 and 11). This will create enough surplus capacity at the other three docks to allow phased decommissioning and redevelopment of each without any disruption of operations. The Port is committed to maintaining close coordination with all users of the Avery Point Terminal throughout the process to ensure continuity of operations. Total project cost is estimated at \$22 million, with \$17.6 million coming from the Port Infrastructure Development Grant and the remaining balance coming from the Port of Corpus Christi.

Corpus Christi International Airport Planning Efforts

- Master Plan Update

Coastal Bend Council of Governments Planning Efforts

- Specialized Transit Plan Update

Coastal Bend Air Quality Partnership

Continue to participate in the studies and analysis of this group focused on air quality impacts and emerging trends related to air quality in the MPO region.

Military Installation Coordination

Future projects to be identified.