



TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA

Thursday January 20, 2022 - 9:00 a.m.

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

- 1. Call to Order, Roll Call, and Quorum Determination**
- 2. Election of Officers**

The Corpus Christi MPO Bylaws and Operating Procedures (Chapter IV) indicate that the Technical Advisory Committee (TAC) shall elect a Chairperson and a Vice Chairperson from among its voting members during the first meeting of each calendar year. Such election shall be by a majority vote of that voting membership. ☒

- 3. 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.

- 4. APPROVAL OF THE DECEMBER 16, 2021 TAC REGULAR MEETING MINUTES** ☒

- 5. ACTION ITEMS**

- A. TxDOT 2023 Unified Transportation Program (UTP) Project Selection Process** ☒
Action: Review, Discuss and Recommend Approval to the Transportation Policy Committee
- B. FY 2023 – FY 2026 Transportation Improvement Program (TIP) Project Selection Process** ☒
Action: Review, Discuss and Recommend Approval to the Transportation Policy Committee

- 6. DISCUSSION ITEMS**

- A. FY 2021 – FY 2022 Unified Planning Work Program (UPWP) Amendment 1** ☒
- B. FY 2023 – FY 2024 Unified Planning Work Program (UPWP) Development** ☒

- 7. INFORMATION ITEMS**

- A. Member Agency Project and Program Updates** ☒

- 8. REGIONAL FREIGHT TOPIC**

- A. 2045 MTP Freight Chapter Review for Updates for the 2050 MTP** ([Link](#))

- 9. TAC Member Statements on Local Agency Activities or Items of Interest**

- 10. Upcoming Meetings:**

- A. Surface Transportation Block Grant Set-Aside Program Call-for-Projects Workshop #1** January 20, 2022
- B. Transportation Policy Committee: Regular Meeting** February 3, 2022
- C. Technical Advisory Committee: Regular Meeting & STBG-SA Workshop #2** February 17, 2022

- 11. 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



Chapter IV
BYLAWS AND OPERATING PROCEDURES OF THE
TECHNICAL ADVISORY COMMITTEE

Organization:

1. The Technical Advisory Committee shall elect a Chairperson and a Vice Chairperson from among its voting members. Such election shall be by a majority vote of that voting membership.
2. Elections shall take place on the first month of the calendar year.

Duties of the Chairperson:

1. The Chairperson shall preside at all meetings of the Technical Advisory Committee. During the absence of the Chairperson, the Vice Chairperson shall preside over meetings and shall exercise all the duties of the Chairperson.
2. The Chairperson shall authenticate, by signature, all resolutions adopted by the Technical Advisory Committee.
3. The Chairperson shall represent the committee at hearings, conferences, and other events as required or designate another member of the Committee to represent the Chairperson.
4. During the absence or disability of the Chairperson, or in the event that a vacancy occurs in the office of the Chairperson, the Vice Chairperson shall preside over meetings of the Committee and shall exercise all of the duties of the Chairperson.

**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (MPO)
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING MINUTES
Thursday, December 16, 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
Jeff Pollack, AICP, Port of Corpus Christi Authority
Juan Pimentel, P.E., Nueces County
Howard Gillespie, San Patricio County
Paula Sales-Evans, P.E., TxDOT – Corpus Christi District (CRP)
Dan McGinn, AICP, 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 NOVEMBER 18 2021 TAC REGULAR MEETING MINUTES

Mr. Gillespie made a motion to approve the November 18, 2021, TAC Meeting Minutes. Mr. Robinson seconded; the motion passed unanimously.

4. ACTION ITEMS

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

Mr. Casper briefed on the current status of the Weighting the Relative Importance of the 8 Goals and 3 Non-Goal Scoring Criteria. The Corpus Christi MPO received four responses from the TAC members and 85 responses from the public. The table in the Item 4A memo shows the considerable differences of the importance of these 8 goals among the Transportation Policy Committee (TPC) and the TAC members. The responses from the public also show the wide-spread results. Mr. Casper provided the data from the public responses:

Goals	Survey Results
Maintain infrastructure in good condition	17%
Protect communities, the natural environment, and historic resources	15%
Reduce congestion on regional corridors	14%
Provide an equitable transportation system regardless of age, ability, race, ethnicity, or income	13%
Reduce fatalities and serious injuries	13%
Efficiently invest in the surface transportation system	12%
Improve the regional economy	11%
Improve freight facility performance	6%

Ms. Sales-Evans asked if this exercise is only for Category 9 (CAT 9) or applicable for all categories, and if the public was asked the relative importance of these 8 Goals for CAT 9 projects only or all transportation projects. Mr. Casper stated that the exercise was intended for CAT 9 prioritization but the survey did not specify this was for CAT 9 only. Mr. Pollack commented that he thought this was for all transportation projects since the goals include “improve freight facility performance,” which is less relevant to the CAT 9 projects. Ms. Sales-Evans commented that each category has specific project eligibility and emphasis and it should be considered. Mr. MacDonald answered that all transportation

projects regardless the funding categories should be evaluated with these 8 Goals because: (1) these 8 Goals are stated in the Corpus Christi MPO's 2045 Metropolitan Transportation Plan (MTP) as regional goals in transportation planning and (2) the Corpus Christi MPO is required to do the performance-based planning and programming. The Corpus Christi MPO was notified the current CAT 9 funding of about \$1.2 million is on the clock of being lapsed; thus the selection of CAT 9 projects in a timely manner is crucial, and establishing the scoring criteria needs to be understood and accepted by the TAC as a part of the process. Since the weight for each goal recommended by the TAC and approved by the TPC will be used for multiplying the raw scores for the total scores, this exercise is one of the key factors in the process.

Mr. Pollack asked why a more simple, straightforward scoring system cannot be used for the project selection and if the current scoring system can be switched to it. Mr. Casper answered it is not appropriate because the current methodology was recommended by the TAC and approved by the TPC, and the public was already participating in the process.

There were some discussions on how this public input could be reflected in the weighting. The TAC, TPC and the public are in consensus of "Maintain infrastructure in good condition" as the most important and "Improve freight facility performance" as the least important, and other 6 Goals are closely ranked in importance. Based on these results, Mr. DeLatte proposed to apply 20, 20, 15, 15, 10, 10, 9 and 1 for these 8 Goals. Ms. Sales-Evans proposed to tweak these numbers to make these weights more relative and Mr. DeLatte proposed to apply 25, 20, 15, 10, 10, 10, 9 and 1.

Ms. Sales-Evans inquired how these 3 Non-Goal Scoring Criteria, Consistency with the 2045 Corpus Christi MPO MTP, Connectivity Enhancement, and Project Readiness and Deliverability can be applied. The DRAFT Corpus Christi MPO Call-for-Projects explains these criteria and points in detail on page 10, 13, and 14 respectively. Mr. DeLatte proposed to apply 20, 20, and 15 for the 3 Non-Goal Scoring Criteria.

Mr. DeLatte made a motion to recommend the TPC to approve the weighting the relative importance of the 8 Goals and 3 Non-Goal Scoring Criteria as discussed, apply 25, 20, 15, 10, 10, 10, 9 and 1 for the 8 Goals in the current order, and apply 20, 20, and 15 for the 3 Non-Goal Scoring Criteria. Ms. Sales-Evans seconded, Mr. Pollack abstained; the motion passed unanimously.

Scoring Criteria – 8 Goals	Assigned Weight
Maintain Infrastructure in good condition	25
Efficiently invest in the surface transportation system	20
Reduce fatalities and serious Injuries	15
Reduce congestion on regional corridors	10
Provide an equitable transportation system regardless of age, ability, race, ethnicity, or income	10
Protect communities, the natural environment, and historic resources	10
Improve the regional economy	9
Improve freight facility performance	1
Scoring Criteria – Non Goals	Assigned Weight
Consistency with the 2045 MTP	20
Connectivity Enhancement	20
Project Readiness and Deliverability	15

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

During the November TAC meeting, the Corpus Christi MPO reviewed Mr. Pollack's comments and the Corpus Christi MPO's responses to his comments on the DRAFT STBG-SA Category 9 Funding Project Call-for Projects Application Form and the following edits were proposed:

- 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.

The “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 remains because the scoring system gives extra points for these projects. “Sponsors are limited in their maximum local match.” on pages 2, 7. Project Budget Summary should be removed, but the attached application form still has this sentence. The Corpus Christi MPO will remove it and send the updated application form to the TAC members and post it on the Corpus Christi MPO website.

The discussion on the DRAFT STBG-SA Category 9 Funding Project Call-for-Projects Application Form was continued in this meeting. Mr. Pollack made the following suggestions:

- Eliminate 6. Project Description on Page 1
- Add “Dollar value” in front of Local Match and add “minimum” in front of 20%
- Remove “On Street” from Bicycle Facilities and use the names of facility types used in the Corpus Christi MPO’s Strategic Plan for Active Mobility
- Correct the application due date of Category 9 Process Timeline for 2022-2025 Funds in the DRAFT STBG-SA Category 9 Funding Project Call-for-Projects from January 31, 2022 to March 1, 2022.

Ms. Sales-Evans commented that the application form was based on the TxDOT’s Rural STBG-SA program, and it uses bike facility names used by credible organizations such as the American Association of State Highway and Transportation Officials (AASHTO) so it can remain as is. Mr. Pollack stated that the facility names used in the Corpus Christi MPO Strategic Plan for Active Mobility were from the bicycle experts, and assured the TAC that he has been serving the TxDOT’s Bicycle and Pedestrian Committee and these terms are used by them as the standards.

Ms. Sales-Evans commented that the local sponsors’ notion of environmental clearance and federal environmental requirements are different and she wanted to make sure it is addressed. She also commented on item 22. Project Timeline on Page 7, “Several activities should be accomplished concurrently (such as environmental documentation, PS&E development, railroad coordination, and property acquisition)” and pointed out that environmental documentation and property acquisition cannot occur at the same time. Mr. Casper explained that the new Bipartisan Infrastructure Law changed the requirement and it can be now done simultaneously. Ms. Sales-Evans suggested changing ‘should’ to ‘could’, removing the property acquisition and parenthesis in this sentence. She also pointed out that the last sentence in the second paragraph on Page 14 in the STBG-SA Guidance is repeated twice and should be removed. Mr. MacDonald assured her that all needed information including federal requirements are provided in the DRAFT STBG-SA Category 9 Funding Project Call-for-Projects.

Mr. Pollack made a motion to recommend the TPC the STBG-SA/Cat 9 Call-for-Projects Application Form with the revision listed above in the bullets. Ms. Sales-Evans seconded; the motion passed unanimously.

The Corpus Christi MPO will (1) correct the application due date in the Category 9 Process Timeline for 2022-2025 Funds, (2) remove the repeated sentence on Page 14, and (3) insert the Weighting Table result into 8 Goals and Non-Goal tables on Page 27 and send it to the TAC members.

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

The Corpus Christi MPO is required to adopt Safety (PM1) Performance Measures and Targets annually. The memo provided the TxDOT’s established Safety Measures and Targets for 2022 that the Corpus Christi MPO staff recommends to adopt. The memo also provides the Corpus Christi MPO’s Safety (PM1) Performance Measures and Targets that are State Targets modified to be relevant to the Corpus Christi MPO region for illustrative-purposes only. This Safety (PM1) Performance Measures and Targets, if recommended by the TAC, will be submitted to the TPC with Resolution for adoption. The Corpus Christi

MPO requested the TAC to review the Safety (PM1) Performance Measures and Targets and the draft Resolution 22-02.

Mr. Pimentel made a motion to recommend the TPC adopt the TxDOT 2022 Safety (PM1) Performance Measures and Targets. Ms. Sales-Evans seconded; the motion passed unanimously.

5. DISCUSSION ITEMS

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

The Corpus Christi MPO was requested by the TxDOT Transportation Planning & Programming (TPP) Division to nominate Category 2 projects as the lead agency and Category 4 projects as a supporting agency (the lead agency is TxDOT Corpus Christi District) for the 2023 UTP by January 11, 2022. The Corpus Christi MPO is also required to develop FY 2023-2026 Transportation Improvement Program (TIP) and select Category 7 and Category 9 projects.

The estimated funding for Category 2, 4, 7 and 9 are provided in the memo. The Corpus Christi MPO proposed the submission of attached Project Application Form, revised from the CAT 9 Project Application Form for other categories, for the projects currently listed in the 2045 MTP. The purpose of the submission of the Application Form is to enable the Corpus Christi MPO to obtain the project details and current status for project prioritization and selection process discussion.

Ms. Sales-Evans commented that each funding Category has specific definitions and requirements, thus requiring different Application Forms tailored by the Category specifics. Since the deadline is so close, she suggested holding workshops and sponsor agencies' revisits of projects for its cost estimate and project scope. Mr. MacDonald agreed and stated that the Corpus Christi MPO would schedule workshops and special meetings to discuss Category 2, 4, 7, and 9 projects selection and how to allocate funding.

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

As mentioned in Item 5A, the Corpus Christi MPO is required to develop a FY 2023-2026 TIP. This will be discussed in the individual meetings with partner agencies, workshops, and the upcoming TAC meetings. More details will be provided in the next TAC meeting and Workshop #1 scheduled on January 20, 2022. Mr. Casper informed the TAC that the Corpus Christi MPO is currently working with a consulting firm to establish a data-driven systematic project selection process that would be available in late Summer 2022 and possibly ready to use it for the 2023 project selection.

6. INFORMATION ITEMS

A. UPWP Partner Agency Planning Study Coordination and Update

Mr. Casper requested the TAC to bring all current and new transportation-related planning efforts anticipated in the region from 2022 to 2024 that the Corpus Christi MPO needs to list these efforts in the FY 2023-2024 Unified Planning Work Program (UPWP).

The *PARTNER AGENCY PLANNING STUDY COORDINATION* section excerpted from FY 2021-2022 UPWP was provided to the TAC for updates, status reports, and for 2022-2024 listing purposes.

B. Member Agency Project and Program Updates

The City of Portland will have a preconstruction meeting for the Memorial Parkway Hike and Bike Trail this week.

The Corpus Christi Regional Transportation Authority (CCRTA) has awarded a contract to Nelson/Nygaard Consulting Associates, Inc. for the Long-Range System Plan.

7. REGIONAL FREIGHT TOPIC

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

The Corpus Christi MPO provided a link to FHWA's *Transportation Performance Management State Biennial Performance Report for Performance Period 2018-2021, 2020 MID PERFORMANCE PERIOD*

(MPP) *PROGRESS REPORT* exported on November 18, 2020 as information. The Pavement and Bridge Conditions (PM2) and System Performance and Freight (PM3) Performance Measures and Targets will be discussed by the TAC in the January meeting.

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

None were made or offered.

9. Upcoming Meetings:

- | | |
|---|-------------------------|
| A. Transportation Policy Committee Regular Meeting: | January 6, 2022 |
| B. Technical Advisory Committee Regular Meeting & CAT 9 Workshop #1: | January 20, 2021 |

10. Adjourn

The meeting adjourned at 11:02 A.M.



Date: January 14, 2022
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)
Corpus Christi MPO Project Selection Process
Action: Review, Discuss and Recommend to the TPC

Summary

TxDOT and the Corpus Christi MPO continue to develop the next iteration of the 10-year Unified Transportation Program or UTP. The 2023 UTP schedule shown in Attachment 1 illustrates the approval process for TxDOT and includes the actions for the Corpus Christi MPO to perform. The 2023 UTP covers the 10-year time period of FY 2023 through FY 2032.

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. As part of the annual reevaluation of projects an MPO may reevaluate the status of project priorities and selection and provide a report of any changes to TxDOT in the UTP development process. The reevaluation must be consistent with criteria applicable to development of the current MTP and TIP in accordance with federal requirements. The MPO must also coordinate with TxDOT on their scoring and selecting of projects for Category 4 Urban.

The projects selected for the first 4 years of the 2023 TxDOT UTP are also in the FY 2023-2026 TIP. Additionally, the projects selected for Categories 2 and 4 must also be authorized by the Texas Transportation Commission. The development of the Corpus Christi MPO FY 2023-2026 TIP is a separate process that is linked to the project submittals, review, prioritization and selection for the 2023 UTP.

The current 2023 UTP development process proposes to rely on prior Corpus Christi MPO performance-based selection processes for Categories 2, 4 and 7. These processes were:

- The 2020-2045 Metropolitan Transportation Plan (2045 MTP)
- FY 2021-2024 Transportation Improvement Program (FY 2021-2024 TIP)
- 2022 Unified Transportation Program

TxDOT 2023 UTP Funding Estimates for Corpus Christi MPO

In order to select the prioritized projects, the process requires that the 2023 UTP be fiscally constrained. The preliminary estimate for 10 years of funding available for use in the Corpus Christi MPO area, by year, is:

	Category 1 ¹	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
<i>*Per TxDOT's 2022 Unified Transportation Program and Corresponding TIP/STIP Years of 2023-2026</i>						
<i>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.</i>						

As the 2023 UTP process continues, the funding targets will be developed by TxDOT and the MPO. Current funding target/estimates are expected in February 2022 and also will include the carryover funds from FY 2022 and prior years by funding Category. Once these estimates are known, we will add the amounts to the available funds in the Financial Plan for the FY 2023-2026 TIP and 2023 UTP so that projects can be selected using all anticipated funding. The TxDOT description of all Categories of funding are provided as Attachment 2.

Eligible Projects List

The list of projects shown in the FY 2021-2024 TIP as Table 12 is provided as an attached spreadsheet (see Attachment 3). This spreadsheet contains all the projects previously prioritized as part of the 2020-2045 Metropolitan Transportation Plan (2045 MTP) and the FY 2021-2024 TIP. Additionally, we have included a separate "tab" on the spreadsheet that lists the "Unfunded" Projects in the 2045 MTP, just in case there is a proposal to advance any of these projects in the 2023 UTP process or the FY 2023-2026 TIP process.

This spreadsheet list is the proposed source of projects to be use for the project selection process for the MPO 2023 UTP for Categories 2, 4 and 7. This list of projects is also likely the source of prioritized projects for TxDOT to selection in their process for Category 4U. Category 9 projects are to be selected in the separate Corpus Christi MPO's Call-for-Projects for the STBG-SA (CAT 9) program.

For reference, the TxDOT-Corpus Christi District (CRP) projects are shown in the 2022 TxDOT UTP (see Attachment 4). These were projects previously selected for the TxDOT 2022 UTP. TxDOT-CRP has recently submitted projects to TxDOT-TPP for review as part of the 2023 UTP process. This list of projects will be sent separately when available.

Project Scoring and Selection Process

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, 4 and 7. The Category 9 project selection process is a separate active process 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.

Complete Project Application Form to Provide Updated Information

The Corpus Christi MPO staff is proposing to use the DRAFT project Application Form (see Attachment 5) for the submittal of projects for consideration and prioritization for funding categories 2, 4 and 7. The Application Form was developed to enable the project sponsors to present their updated project details for creview by the TAC, TPC, other partner agencies and the general public. The DRAFT Application Form may also be considered for use for possible other federal funding sources such as those identified in the recently approved Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL).

Submit Candidate Projects from Table 12 from the 2045 MTP and FY 2021-2024 TIP (see Attachment 3)

We propose that the TAC use the existing Table 12 spreadsheet from the 2020-2045 MTP (2045 MTP) as the source of projects to prioritize for the TxDOT 2023 UTP in Categories 2, 4 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 plan (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 during this 2023 UTP selection process. This is for two reasons: the lack of current performance information and analysis tools with a resolution able to distinguish between projects, as well as the challenging 2023 UTP selection process schedule. However, the Corpus Christi MPO staff believe that these tools and information will be available for the 2024 UTP selection process. This will also allow applicants more time to assemble the information for the new projects and that is asked for in the application. It will also allow for more time to understand the new requirements found in the new transportation law, the IIJA/BIL.

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). As the TxDOT-CRP Ditricht develops and proposes projects in the 2023 UTP process, information will be shared with the Corpus Christi MPO staff, TAC and TPC to become part of the MPO's public process leading to approval of the selected projects for the 2023 UTP.

Recommendation

The Corpus Christi MPO staff requests that the TAC members discuss the proposed TxDOT 2023 UTP project selection process at their regular meeting on January 20, 2022. Additionally, please note that the 2023 UTP document will be updated from the current 2022 UTP with the most up-to-date information available. A draft of that new UTP document will be provided to the TAC for your Regular Meeting in February.

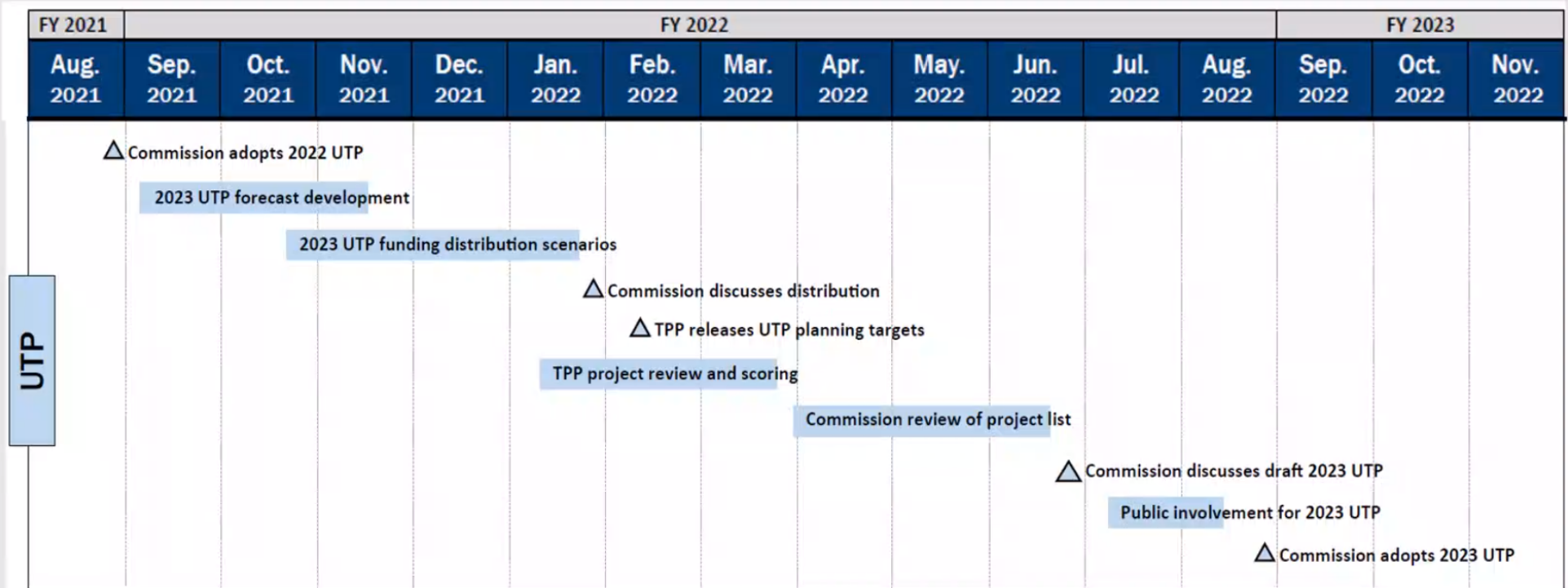
Proposed Motion

Recommend the FY 2023-2026 TIP/STIP Project Selection Process to the TPC for their consideration and approval.

Attachments

1. TxDOT 2023 UTP Development Timeline
2. TxDOT 2022 UTP Complete Category Funding Descriptions
3. Table 12: Project Eligible List for 2023 UTP Selection ([Excel Spreadsheet](#))
4. TxDOT 2022 UTP Corpus Christi District Project List and Map
5. DRAFT Corpus Christi MPO Project Application Form for Categories 2, 4 and 7

2023 UTP – Development Timeline



2022 UTP FUNDING CATEGORY DETAILS

FUNDING CATEGORY

1

Preventive Maintenance and Rehabilitation

Table note: The Texas Transportation Commission may supplement the funds allocated to individual districts in response to special initiatives, safety issues, or unforeseen environmental factors. Supplemental funding is not required to be allocated proportionately among the districts and is not required to be allocated according to the formulas specified above. In determining whether to allocate supplemental funds to a particular district, the Commission may consider safety issues, traffic volumes, pavement widths, pavement conditions, oil and gas production, well completion, or any other relevant factors.

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 1 addresses preventive maintenance and rehabilitation of the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets.</p> <p>Preventive Maintenance Defined as work to preserve, rather than improve, the structural integrity of a pavement or structure. Examples of preventive maintenance activities include asphalt concrete pavement (ACP) overlays (two-inch thick maximum), seal coats, cleaning and sealing joints and cracks, patching concrete pavement, milling or bituminous level-up, shoulder repair, micro-surfacing, scour countermeasures, restoring drainage systems, cleaning and painting steel members to include application of other coatings, cleaning and sealing bridge joints, bridge deck protection, cleaning and resetting bearings, cleaning rebar/strand, and patching structural concrete.</p> <p>Rehabilitation Funds are intended for the repair of existing main lanes, structures, and frontage roads. Rehabilitation of an existing two-lane highway to a Super 2 highway (with passing lanes) may be funded within this category. The installation, replacement, and/or rehabilitation of signs and their appurtenances, pavement markings, thermoplastic striping, 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.</p>	<p>Funding is allocated to each TxDOT district based on the following formulas:</p> <p>Preventive Maintenance A total allocation is calculated per district using the weighted criteria below. 98% is directed toward roadway preventive maintenance and 2% is directed toward bridge preventive maintenance.</p> <ul style="list-style-type: none"> 65% On-system lane miles 33% Pavement distress score factor 2% Square footage of on-system bridge deck area <p>Rehabilitation</p> <ul style="list-style-type: none"> 32.5% Three-year average lane miles of pavement with distress scores <70 20% Vehicle miles traveled per lane mile (on system) 32.5% Equivalent single-axle load miles (on and off system and interstate) 15% Pavement distress scores pace factor <p>See note at end of section</p>	<p>TxDOT districts select projects using a performance-based prioritization process that assesses district-wide maintenance and rehabilitation needs. The Texas Transportation Commission allocates Category 1 funds to each district using an allocation formula.</p>

FUNDING CATEGORY

2

Metropolitan and Urban Area Corridor Projects

DESCRIPTION

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. Projects must be located on the state highway system.

The Texas Transportation Commission allocates funds to each metropolitan planning organization (MPO) in the state, by formula. MPOs select and score projects for this category.

Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements.

ALLOCATION OR DISTRIBUTION

Each MPO shall receive an allocation of Category 2 based on the following formula:

Category 2 Metropolitan (2M)

Using the following formula, 87% of Category 2 funding is allocated to MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs).

- 30% Total vehicle miles traveled (on and off system)
- 17% Population
- 10% Lane miles (on system)
- 14% Truck vehicle miles traveled (on system)
- 7% Percentage of census population below the federal poverty level
- 15% Based on congestion
- 7% Fatal and incapacitating crashes

Category 2 Urban (2U)

Using the following formula, 13% of Category 2 funding is allocated to non-TMA MPOs (population less than 200,000).

Distribution Formula:

- 20% Total vehicle miles traveled (on and off system)
- 25% Population
- 8% Lane miles (on system)
- 15% Truck vehicle miles traveled (on system)
- 4% Percentage of census population below the federal poverty level
- 8% Centerline miles (on system)
- 10% Congestion
- 10% Fatal and incapacitating crashes

PROJECT SELECTION GUIDELINES

MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that assesses mobility needs within the MPO boundaries. Project funding must be authorized by the Texas Transportation Commission.

FUNDING CATEGORY

3

Non-Traditionally Funded Transportation Projects

Category 3 is for transportation projects that qualify for funding from sources not traditionally part of the State Highway Fund, including state bond financing (such as Proposition 12 and Proposition 14), the Texas Mobility Fund, pass-through financing, regional revenue and concession funds, and local funding. Category 3 also contains funding for the development costs of design-build projects. (Design-build construction costs are covered by other UTP categories)

Common project types include new-location roadways, roadway widening (both freeway and non-freeway), and interchange improvements.

Funding is determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments. Unlike other categories, the amount of funding in Category 3 is subject to change without Commission action. These funds are not part of the Planning Cash Forecast (see [pg. 28](#)), because they come from sources outside the regular scope of TxDOT funding. The UTP document reflects the Category 3 amount at the time of the annual UTP adoption.

Projects are determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments.

FUNDING CATEGORY

4

Statewide Connectivity Corridor Projects

FUNDING CATEGORY

5

Congestion Mitigation and Air Quality Improvement

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 4 addresses mobility on major state highway system corridors, which provide connectivity between urban areas and other statewide corridors. Projects must be located on the designated highway connectivity network that includes:</p> <ul style="list-style-type: none"> – Texas Highway Trunk System – National Highway System (NHS) – Connections to major sea ports or border crossings – National Freight Network – Hurricane evacuation routes <p>The designated connectivity network was selected by the Texas Transportation Commission and includes three corridor types:</p> <ul style="list-style-type: none"> – Mobility corridors: High-traffic routes with potential need for additional roadway capacity – Connectivity corridors: Two-lane roadways requiring upgrade to four-lane divided – Strategic corridors: Routes that provide unique statewide connectivity, such as Ports-to-Plains 	<p>Category 4 Regional Connectivity Funds distributed to specific projects based on performance scoring thresholds and qualitative analysis.</p> <p>Category 4 Urban Connectivity Funds distributed using the same formula as Category 2</p>	<p>TxDOT districts select Category 4 Regional projects in consultation with TxDOT's Transportation Planning and Programming Division using a performance-based prioritization process that assesses mobility needs on designated connectivity corridors in the district. TxDOT districts select Category 4 Urban projects in consultation with MPOs using a similar prioritization process. All Category 4 funding must be authorized by the Texas Transportation Commission.</p>
<p>Category 5 addresses attainment of National Ambient Air Quality Standard in non-attainment areas (currently the Dallas-Fort Worth, Houston, San Antonio, and El Paso metro areas). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles.</p> <p>Common project types include interchange improvements, local transit operations, and bike and pedestrian infrastructure.</p>	<p>TxDOT distributes funding from the federal Congestion Mitigation and Air Quality Improvement (CMAQ) program to non-attainment areas by population and weighted by air quality severity. Non-attainment areas are designated by the federal Environmental Protection Agency (EPA).</p>	<p>MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that assesses mobility and air quality needs within the MPO boundaries.</p>

FUNDING CATEGORY

6

Structures Replacement and Rehabilitation (Bridge)

FUNDING CATEGORY

7

Metropolitan Mobility and Rehabilitation

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 6 addresses bridge improvements through the following sub-programs.</p> <p>Highway Bridge Program For replacement or rehabilitation of eligible bridges on and off the state highway system that are considered functionally obsolete or structurally deficient. Bridges with a sufficiency rating below 50 are eligible for replacement. Bridges with a sufficiency rating of 80 or less are eligible for rehabilitation. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges.</p> <p>Bridge Maintenance and Improvement Program For rehabilitation of eligible bridges on the state highway system.</p> <p>Bridge System Safety Program For elimination of at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitation or replacement of deficient railroad underpasses on the state highway system.</p> <p>For the elimination of higher risks on bridges such as deficient rails, documented scour, and narrow bridge decks.</p>	<p>Category 6 funding is allocated to TxDOT's Bridge Division, which selects projects statewide.</p>	<p>TxDOT's Bridge Division selects projects using a performance-based prioritization process.</p> <p>Highway Bridge projects are ranked first by condition categorization (e.g., Poor, Fair, Good) and then by sufficiency ratings.</p> <p>Bridge Maintenance and Improvement projects are selected statewide based on identified bridge maintenance/improvement needs.</p> <p>Bridge System Safety projects involving railroad grade separations are selected based on a cost-benefit analysis of factors such as vehicle and train traffic, accident rates, casualty costs, and delay costs for at-grade railroad crossings. Other system safety projects are selected on a cost-benefit analysis of the work needed to address the safety concern at bridges identified with higher risk features.</p>
<p>Category 7 addresses transportation needs within the boundaries of MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs). This funding can be used on any roadway with a functional classification greater than a local road or rural minor collector.</p> <p>Common project types include roadway widening (both freeway and non-freeway), new-location roadways, and interchange improvements.</p>	<p>TxDOT distributes federal funds through Category 7 to each TMA in the state. Distribution is based on the population of each TMA.</p>	<p>MPOs operating in TMAs select projects in consultation with TxDOT districts. The MPOs use a performance-based prioritization process that assesses mobility needs within the MPO boundaries.</p>

FUNDING CATEGORY

8

Safety

FUNDING CATEGORY

9

Transportation Alternatives Set-Aside Program

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 8 addresses highway safety improvements through the sub-programs listed below. Common Category 8 project types include medians, turn lanes, intersections, traffic signals, and rumble strips.</p> <p>Highway Safety Improvement Program (HSIP) Federal aid program administered by Traffic Safety Division (TRF) to fund safety projects on and off the state highway system, with the purpose to achieve significant reductions in traffic fatalities and serious injuries on all public roads. Traffic projects must align with the emphasis areas in the Texas Strategic Highway Safety Plan (SHSP) such as roadway and lane departures, intersections, older road users, and pedestrian safety. TRF provides districts with funding projections for on-system targeted, on-system systemic, and off-system projects, and districts submit project proposals for review and concurrence by TRF. The funding remains allocated to and supervised by TRF.</p> <p>Systemic Widening Program (SSW) Statewide program to fund the widening of high risk narrow highways on the state highway system.</p> <p>Road to Zero (RTZ) Program initiated by the Texas Transportation Commission in the 2020 UTP with \$600M commitment for the FY 2020–2021 biennium. Funding on the state highway system dedicated to target and reduce fatalities and suspected serious injuries in the three highest contributing categories: roadway and lane departure, intersection safety, and pedestrian safety.</p>	<p>Category 8 funding is allocated to TxDOT's Traffic Safety Division, which selects projects statewide.</p>	<p>HSIP Projects are evaluated, prioritized, and selected at the district level based on three years of crash data (targeted funds) or systemic approved projects as outlined in the HSIP guidance. SSW Projects are evaluated by roadway safety features for preventable severe crash types using total risk factor weights.</p> <p>Road to Zero Projects were evaluated by roadway safety factors, crash reduction factors, the safety improvement index, and time required to complete a candidate project. All evaluation factors were directly tied to the targeted top three contributing categories in fatalities and suspected serious injuries.</p>
<p>Category 9 handles the federal Transportation Alternatives (TA) Set-Aside Program. These funds may be awarded for the following activities:</p> <p>Construction of sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act.</p> <p>Construction of infrastructure-related projects that provide safe routes for non-drivers.</p>	<p>TxDOT distributes federal TA funds through Category 9 to MPOs and other areas of the state. 50% of these funds are designated for statewide flexible use, and the other 50% are distributed by population. TA project eligibility is determined by TxDOT and FHWA.</p> <p>Statewide TA Flex funding allocations and distribution are allocated at the discretion of the Texas Transportation Commission. A portion of these funds are used in the 2022 UTP for Safety Rest Area expansion to address truck parking needs.</p>	<p>For urbanized areas with populations over 200,000 (TMAs), MPOs select projects in consultation with TxDOT. Funds allocated to small urban areas and non-urban areas (with populations below 200,000) are administered by TxDOT's Public Transportation Division through a competitive process.</p>

FUNDING CATEGORY 10

Supplemental Transportation Programs

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 10 addresses a variety of transportation improvements through the following sub-programs:</p> <p>Coordinated Border Infrastructure (CBI) Addresses improvements to the safe movement of motor vehicles at or across the land border between the United States and Mexico.</p> <p>Supplemental Transportation Projects (Federal) Federal discretionary and congressional high-priority projects.</p> <p>Federal Lands Access Program (FLAP) Addresses transportation facilities located on, are adjacent to, or provide access to federal lands.</p> <p>Texas Parks and Wildlife Department (TPWD) Construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD.</p> <p>Green Ribbon Program Projects to plant trees and other landscaping to help mitigate the effects of air pollution in air quality non-attainment or near non-attainment counties.</p> <p>Americans with Disabilities Act (ADA) Addresses construction or replacement of curb ramps at on-system intersections to make the intersections more accessible to pedestrians with disabilities.</p> <p>Landscape Incentive Awards Allows TxDOT to execute joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community Achievement Awards Program.</p> <p>The awards recognize participating cities' or communities' efforts in litter control, quality of life issues, and beautification programs and projects.</p> <p>Railroad Grade Crossing and Replanking Program Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide).</p> <p>Railroad Signal Maintenance Program Financial contributions to each railroad company in the state for signal maintenance.</p>	<p>Coordinated Border Infrastructure: Allocation to TxDOT districts on the Mexico border using the following formula:</p> <ul style="list-style-type: none"> 20% Incoming commercial trucks 30% Incoming personal motor vehicles and buses 25% Weight of incoming cargo by commercial trucks 25% Number of land border ports of entry <p>Supplemental Transportation Projects (Federal) Directed by federal legislation</p> <p>Federal Lands Access Program Project applications are scored and ranked by the Programming Decision Committee (PDC), which includes representatives from FHWA, TxDOT, and a political subdivision of the state.</p> <p>Green Ribbon Program Allocations based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties.</p> <p>Americans with Disabilities Act (ADA) Projects are selected statewide based on conditions of curb ramps or location of intersections without ramps.</p> <p>Landscape Incentive Awards Funding is distributed to 10 locations in the state based on results of the Keep Texas Beautiful Awards Program</p> <p>Railroad Grade Crossing and Replanking Program Condition of crossing's riding surface and benefit to cost per vehicle using crossing.</p> <p>Railroad Signal Maintenance Program Based on number of crossings and type of automatic devices present at each.</p>	<p>CBI projects are selected by districts with FHWA review and approval. Discretionary funds are congressionally designated. All CBI funds have been allocated and projects are currently under development.</p> <p>For FLAP, project applications are scored and ranked by the Programming Decision Committee (PDC). Projects selected under FLAP are managed by TPP.</p> <p>The Texas Parks and Wildlife Department (TPWD) selects State Park Roads projects in coordination with TxDOT districts.</p> <p>Green Ribbon allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties and managed by the TxDOT Design Division.</p> <p>ADA projects are selected based on conditions of curb ramps or the location of intersections without ramps, and are managed by the Design Division.</p> <p>Landscape Incentive Awards are managed by the TxDOT Design Division.</p> <p>The TxDOT Rail Division in coordination with TxDOT districts selects Railroad Grade Crossing Replanking and Railroad Signal Maintenance projects.</p> <p>All projects are selected using a performance-based prioritization process.</p>

FUNDING CATEGORY

11

District Discretionary

FUNDING CATEGORY

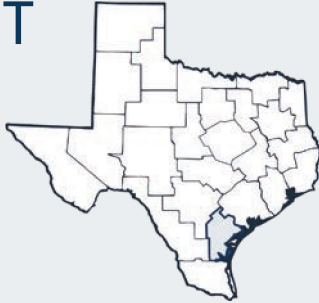
12

Strategic Priority

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 11 addresses TxDOT district transportation needs through the sub-programs listed below. Common Category 11 project types include roadway maintenance or rehabilitation, added passing lanes (Super 2), and roadway widening (non-freeway).</p> <p>District Discretionary Projects selected at the discretion of each TxDOT District. Most projects are on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right of way acquisition.</p> <p>Energy Sector Safety and maintenance work on state highways impacted by the energy sector.</p> <p>Border Infrastructure Rider 11(b) funding is distributed to the three TxDOT districts with international ports of entry (Pharr, Laredo, and El Paso Districts) for highway projects within 50 miles of a port of entry. Federal funds designated for border state infrastructure follow project selection guidelines outlined under the CBI program (see Category 10). Selection criteria include improvements that facilitate safe movement of motor vehicles at or across the land border between the United States and Mexico.</p>	<p>District Discretionary Minimum \$2.5 million allocation to each TxDOT district per legislative mandate. If additional funds are distributed, the formula below is used:</p> <ul style="list-style-type: none"> 70% On-system vehicle miles traveled 20% On-system lane miles 10% Annual truck vehicle miles traveled <p>The Texas Transportation Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns.</p> <p>Energy Sector Allocation formula based on the following weighted factors:</p> <ul style="list-style-type: none"> 40% Three-year average pavement condition score 25% Oil and gas production taxes collected 25% Number of well completions 10% Volume of oil and gas waste injected <p>Border Infrastructure Rider 11(b): Under a provision in the FAST Act, TxDOT may designate 5% of the state's federal Surface Transportation Block Grant (STBG) funds for border infrastructure projects. This funding is distributed to the three border districts with ports of entry: Pharr, Laredo, and El Paso Districts.</p> <p>See note at end of section.</p>	<p>TxDOT Districts select projects using a performance-based prioritization process that assesses district-wide maintenance, safety, or mobility needs.</p> <p>The Texas Transportation Commission allocates funds through a formula allocation program. The Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns, as well as energy sector initiatives.</p> <p>Rider 11(b): Project selection criteria include, but are not limited to:</p> <ul style="list-style-type: none"> – Number of land border ports of entry – Number of incoming commercial trucks and railcars – Number of incoming personal motor vehicles and buses – Weight of incoming cargo by commercial trucks
<p>Category 12 addresses projects with specific importance to the state, including those that improve:</p> <ul style="list-style-type: none"> – Congestion and connectivity – Economic opportunity – Energy sector access – Border and port connectivity – Efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report – The ability to respond to both man-made and natural emergencies <p>Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and new-location roadways.</p>	<p>Funding in Category 12 is awarded to specific projects at the discretion of the Texas Transportation Commission, which selects from candidate projects nominated by TxDOT districts and MPOs.</p> <p>Texas Clear Lanes This subset of Category 12 projects is prioritized in collaboration with the MPOs in the state's five largest metro areas (Dallas, Fort Worth, Houston, San Antonio, and Austin). Projects are intended to address the top 100 most-congested segments in the state (directly and indirectly).</p>	<p>The Texas Transportation Commission selects projects statewide using a performance-based prioritization process.</p> <p>Per state law, the Texas Transportation Commission may make discretionary funding decisions for no more than 10% of TxDOT's current biennial budget. The amount in Category 12 is calculated as 10% of the average of TxDOT's total budget for the current fiscal biennium.</p>

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

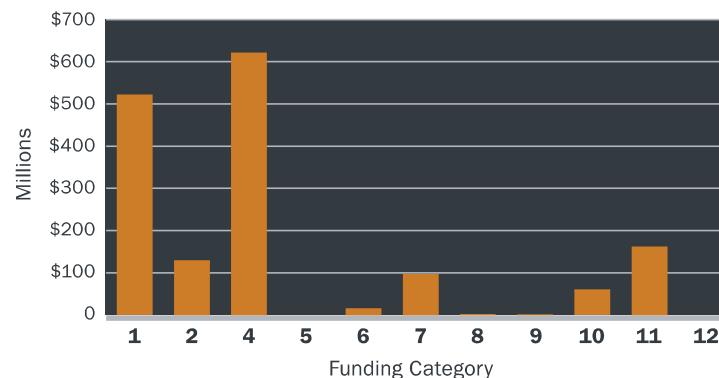
Short Term (four or fewer years)

- **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

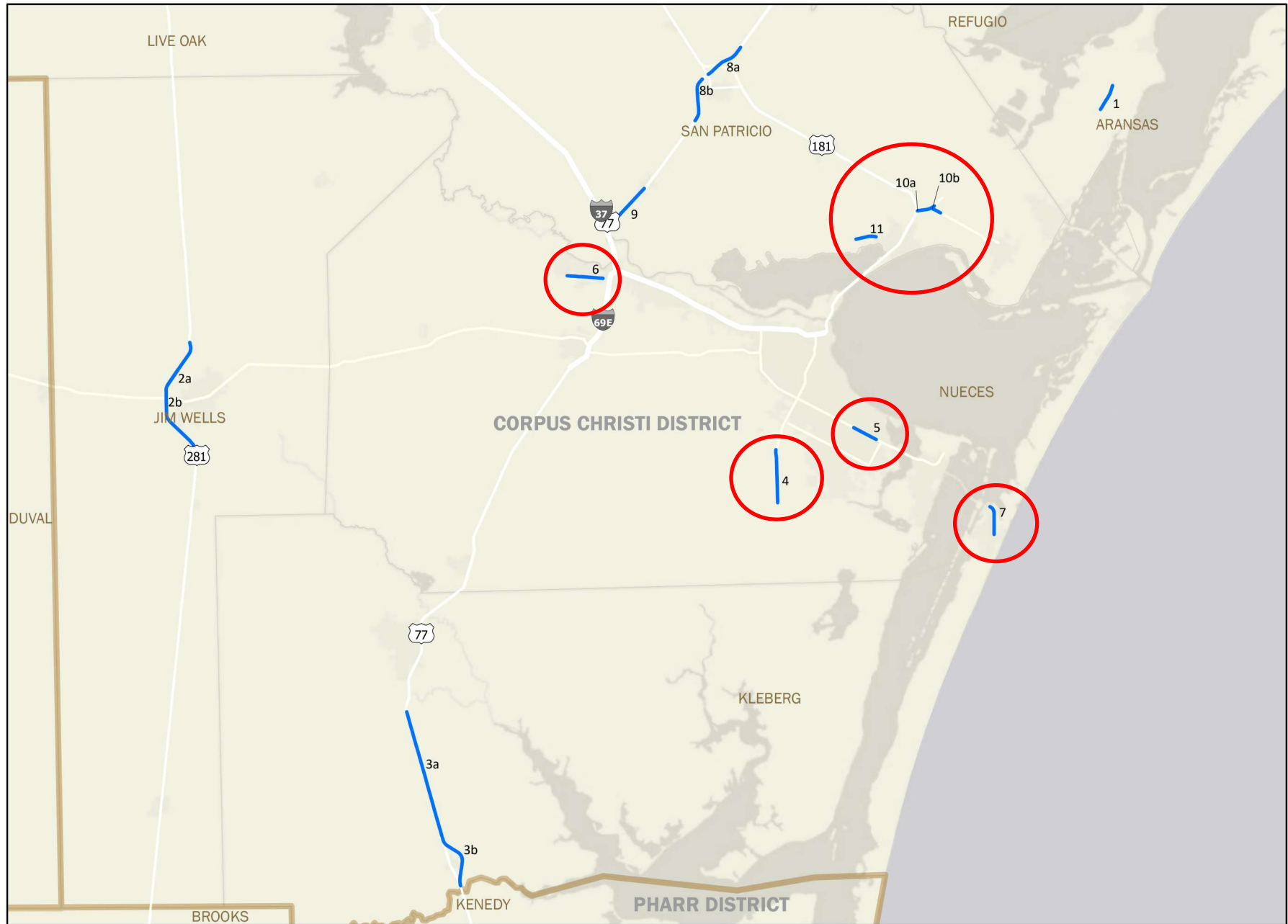
CORPUS CHRISTI DISTRICT 2022 PLANNING TARGETS BY CATEGORY



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**



— UTP listed project

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	\$16,328,000 \$16,328,000	1
									Cat. 4 increased \$1.3M		
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	\$26,000,000 \$26,000,000	1
									Cat. 4 increased \$1M		
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	\$92,000,000 \$92,000,000	1
									Cat. 4 increased \$2M		
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	\$118,000,000 \$118,000,000	1
									Cat. 4 increased \$3M		
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	\$118,800,000 \$118,800,000	1
									Cat. 4 increased \$8.8M		
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	\$41,580,000 \$41,580,000	2
									Cat. 2 increased \$1.5M		
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	\$39,960,000 \$39,960,000	1
									Cat. 2 increased \$4.9M		
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	\$9,280,000 \$10,000,000 \$2,000,000 \$21,280,000	1
									Cat. 2 increased \$3.2M		
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	\$17,920,000 \$17,920,000	2
									Cat. 2 increased \$1.9M		

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 \$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 \$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 \$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 \$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 \$7,904,000 Cat. 2 increased \$900K	3

DRAFT CATEGORY 2, 4, AND 7 APPLICATION FORM

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 [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.)

FUNDING SUMMARY

7. Project Budget Summary

Total Itemized Construction Cost	1.	\$	<input type="text"/>
Contingency Expenses (If applicable)	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. Please include Year of engineers estimate in order to aid inflation calculations.

PROJECT DETAILS

8. Project Features

Provide a project layout (required) 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)

☐ Sidewalks Feet new and repaired

Separated Path: feet

☐ Crosswalks / Curb Ramps

☐ Transit Stops #

Transit Routes Served:

☐ Improvements to CMP Corridor of Concern

<input type="checkbox"/> CMP Corridor of Note	TWLT: <input type="text"/>	feet
<input type="checkbox"/> Intersection Turn Lanes		
<input type="checkbox"/> Barrier Construction	Length: <input type="text"/>	feet
<input type="checkbox"/> ITS / Signal Improvements	Type: <input type="text"/>	
<input type="checkbox"/> Access Management		
<input type="checkbox"/> Other Intersection Upgrades (Describe)		
<input type="checkbox"/> Interconnected Coordinated Signals	Number: <input type="text"/>	<input type="text"/> Length
<input type="checkbox"/> Pedestrian and Bicycle Signalization	Quantity: <input type="text"/>	
<input type="checkbox"/> Wayfinding Traveler Information	Quantity: <input type="text"/>	
<input type="checkbox"/> Transit Signal Priority		
<input type="checkbox"/> Proven Countermeasures	List: <input type="text"/>	
<input type="checkbox"/> Drainage Improvements (Describe)		
<input type="checkbox"/> Complete Streets		
<input type="checkbox"/> Resurfaced Reconstructed Pavement		Lane feet: <input type="text"/>
<input type="checkbox"/> Other	<input type="text"/>	

**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 Street Design Guide, and the Corpus Christi Strategic Plan for Active Mobility.*

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): <input type="text" value="(Select)"/>	Bridge construction: <input type="text" value="(Select)"/>
Bridge length: <input type="text"/> feet	Bridge width: <input type="text"/> feet
	Rail type: <input type="text" value="(Select)"/>

SAFETY

9. Identified safety hazards and proven 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"/> Identified Safety Performance Measure A	<input type="text"/>
<input type="checkbox"/> Identified Safety Performance Measure B	<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 travel speed	<input type="text"/>
<input type="checkbox"/> On-street parking	<input type="text"/>


- ☐ Wide roadway crossing (4 or more lanes)
- ☐ Lack of lighting
- ☐ Other

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**.

- ☐ Additional Travel Lanes ☐ Improved railroad/highway/water crossing
- ☐ New traffic signalization* ☐ 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 project/program crash count and rate in proximity to the proposed project.

CONNECTIVITY AND ACCESSIBILITY

11. Connectivity to destinations

Does the project provide access to major destinations immediately surrounding the project area that are likely to attract 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 improve multi-modal transportation serving 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 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 18a, 18b, or 18c, 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

(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

(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

(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

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 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 [TxDOT's 2019 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)		
		(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)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(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

Additional EDCP Adjustment

Total EDCP Adjustment (95% max) **Total** % 6. \$

	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" value="-"/>			<input type="text" value="-"/>
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.



Date: January 14, 2022
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: Review, Discuss and Recommend Approval to the TPC

Summary

As part of the joint FY 2023-2026 TIP and State STIP (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, 7 and 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. The projects selected for the first four years of the 2023 TxDOT UTP are those that become part of the TxDOT FY 2023-2026 STIP. Additionally, the projects selected for Categories 2 and 4 must be eventually authorized by the Texas Transportation Commission.

The development of the TxDOT 2023 UTP with the Corpus Christi MPO is a separate process that is linked to the project submittals, review, prioritization and selection for the FY 2023-2026 TIP/STIP.

The current FY 2023-2026 TIP development process proposes to rely on prior Corpus Christi MPO performance-based selection processes for Categories 2, 4 and 7. These processes were:

- The 2020-2045 Metropolitan Transportation Plan (2045 MTP)
- FY 2021-2024 Transportation Improvement Program (FY 2021-2024 TIP/STIP)
- 2022 Unified Transportation Program

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

In order to select the prioritized projects, the process requires that the FY 2023-2026 TIP be fiscally constrained. The preliminary estimate for 4 years of funding available for use in the Corpus Christi MPO area, by year, is:

	Category 1 ¹	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>						

As the FY 2023-2026 TIP process continues, the funding targets will be developed by TxDOT and the Corpus Christi MPO. Current estimates are expected in February 2022 and also will include the carryover funds from FY 2022 and prior years by funding Category. After these estimates are received, the Corpus Christi MPO staff will include them in the available funds portion of the Financial Plan for the FY 2023-2026 TIP and 2023 UTP so that projects can be selected using all anticipated funds.

Eligible Projects List

The list of eligible projects are shown in Table 12 of the FY 2021-2024 TIP and provided as an attached spreadsheet (see Attachment 3). This spreadsheet contains all the projects previously prioritized as part of the 2020-2045 Metropolitan Transportation Plan (2045 MTP) and the FY 2021-2024 TIP/STIP. Additionally, a separate "tab" on the spreadsheet lists the "Unfunded" Projects from the 2045 MTP. This unfunded list provides a more complete picture of which projects were included in the 2045 MTP evaluation process. If an agency desires it, these projects can be included in next years' 2024 UTP competitive selection process and amended into the FY 2023-2026 TIP/STIP.

This spreadsheet list is the proposed source of projects to be use for the project selection process for the Corpus Christi MPO FY 2023-2026 TIP/STIP for Categories 2, 4 and 7. This list of projects is also likely the source of prioritized projects for TxDOT to selection in their process for Category 4U. Category 9 projects are to be selected in the separate Corpus Christi MPO's Call-for-Projects for the STBG-SA (CAT 9) program.

For reference, the TxDOT-Corpus Christi District (CRP) FY 2023-2026 TIP/STIP year projects are shown in the 2022 TxDOT UTP (see Attachment 4). These were projects previously selected for the TxDOT 2022 UTP and cover the fiscal years 2023-2026. TxDOT-CRP has recently submitted projects to TxDOT-TPP for review as part of the 2023 UTP process and will have updated projects and associated costs for the FY 2023-2026 TIP/STIP years. This list of projects will be sent separately when available.

Project Scoring and Selection Process

The Corpus Christi MPO staff proposes the following process to achieve the FY 2023-2026 TIP/STIP schedule for prioritized projects from the MPO for Categories 2, 4 and 7. The Category 9 project selection process is a separate active process 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.

Submit Candidate Projects from Table 12 from the 2045 MTP and FY 2021-2024 TIP (see Attachment 3)

We propose that the TAC use the existing Table 12 spreadsheet from the 2020-2045 MTP (2045 MTP) as the source of projects to prioritize for the TxDOT 2023 UTP in Categories 2, 4 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 plan (FY 2020-2029) of the 2045 MTP and finally part of the FY 2030-2045 final years of the 2045 MTP.

Complete Project Application Form to Provide Updated Information

The Corpus Christi MPO staff is proposing to use the DRAFT project Application Form (see Attachment 5) for the submittal of projects for consideration and prioritization for funding categories 2, 4 and 7. The Application Form was developed to enable the project sponsors to present their updated project details for review by the TAC, TPC, other partner agencies and the general public. The DRAFT Application Form may also be considered for use for possible other federal funding sources such as those identified in the recently approved Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL).

No New 2023-2026 TIP/STIP Projects

The Corpus Christi MPO staff proposes that no new projects be considered during this FY 2023-2026 TIP/STIP selection process. This is for two reasons: the lack of current performance information and analysis tools with a resolution able to distinguish between projects, as well as the challenging TIP/STIP selection process schedule. However, the Corpus Christi MPO staff believe that these tools and information will be available for the FY 2024-2027 TIP/STIP selection process. This will also allow applicants more time to assemble the information for the new projects and that is asked for in the application. It will also allow for more time to understand the new requirements found in the new transportation law, the IIJA/BIL.

TxDOT

The TxDOT Corpus Christi District Selection Process is expected to follow the TxDOT 2FY 2023-2026 TIP/STIP process for performance-based planning for funding Category 4 (CAT 4). The FY 2023-2026 TIP/STIP Process is provided as Attachment 1. As the TxDOT-CRP District proposes projects in the FY 2023-2026 TIP/STIP fiscal years as part of the 2023 UTP process, information will be shared with the Corpus Christi MPO staff, TAC and TPC to become part of the MPO's public process leading to approval of the selected projects for the FY 2023-2026 TIP/STIP.

Recommendation

The Corpus Christi MPO staff requests that the TAC members discuss the proposed FY 2023-2026 TIP/STIP project selection process at their regular meeting on January 20, 2022. 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. A draft of that new TIP document will be provided to the TAC for your Regular Meeting in February.

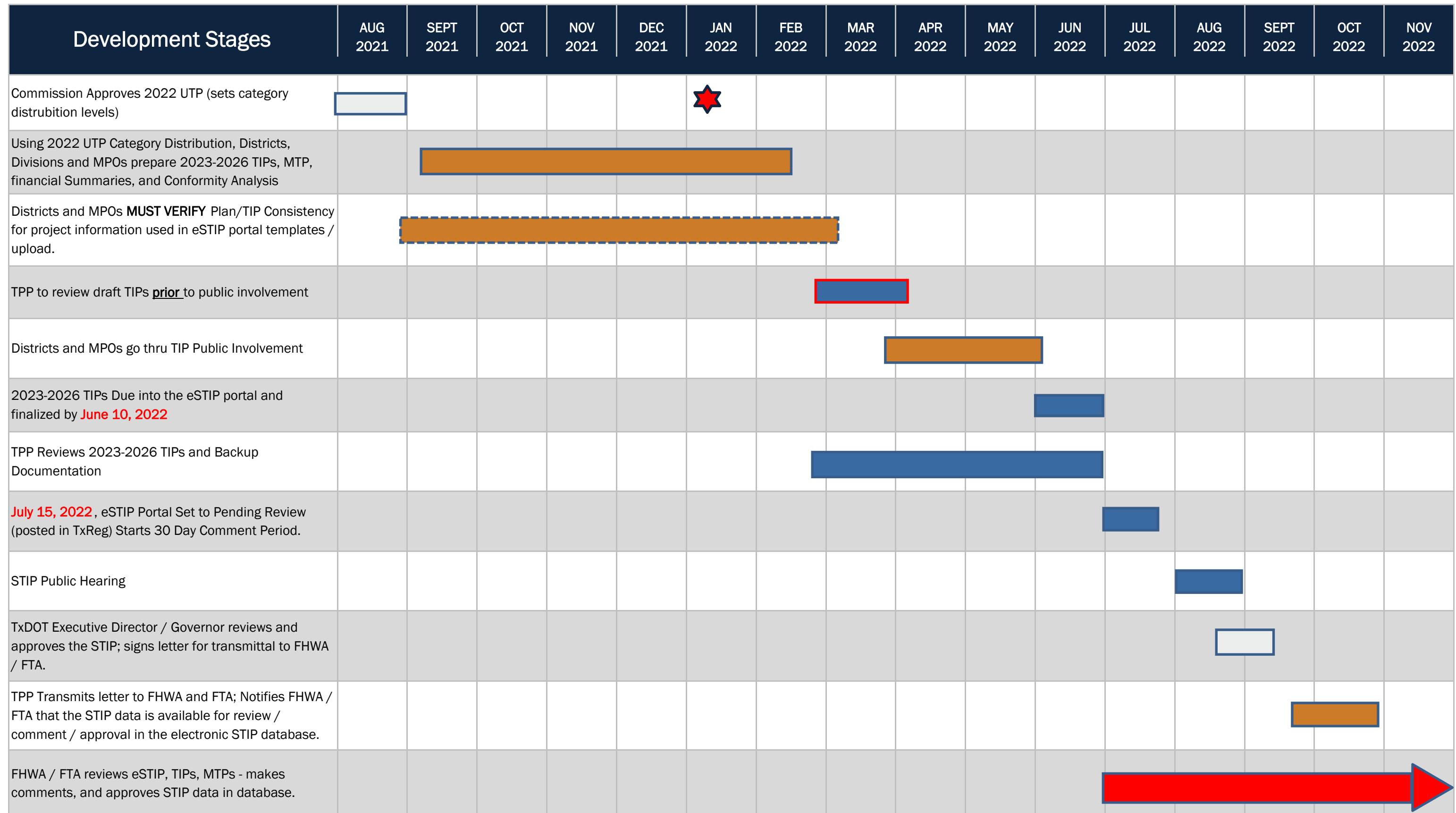
Proposed Motion

Recommend the FY 2023-2026 TIP/STIP Project Selection Process to the TPC for their consideration and approval.

Attachments

1. TxDOT 2023-2026 STIP Development Timeline
2. TxDOT 2022 UTP Complete Category Funding Descriptions
3. Table 12: Project Eligible List for 2023 UTP Selection ([Excel Spreadsheet](#))
4. TxDOT 2022 UTP: Corpus Christi District Project List and Map
5. DRAFT Corpus Christi MPO Project Application Form for Categories 2, 4 and 7.

2023 -2026 STIP TIMELINE



Public Comment Period Ends August 22,2022

2022 UTP FUNDING CATEGORY DETAILS

FUNDING CATEGORY

1

Preventive Maintenance and Rehabilitation

Table note: The Texas Transportation Commission may supplement the funds allocated to individual districts in response to special initiatives, safety issues, or unforeseen environmental factors. Supplemental funding is not required to be allocated proportionately among the districts and is not required to be allocated according to the formulas specified above. In determining whether to allocate supplemental funds to a particular district, the Commission may consider safety issues, traffic volumes, pavement widths, pavement conditions, oil and gas production, well completion, or any other relevant factors.

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 1 addresses preventive maintenance and rehabilitation of the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets.</p> <p>Preventive Maintenance Defined as work to preserve, rather than improve, the structural integrity of a pavement or structure. Examples of preventive maintenance activities include asphalt concrete pavement (ACP) overlays (two-inch thick maximum), seal coats, cleaning and sealing joints and cracks, patching concrete pavement, milling or bituminous level-up, shoulder repair, micro-surfacing, scour countermeasures, restoring drainage systems, cleaning and painting steel members to include application of other coatings, cleaning and sealing bridge joints, bridge deck protection, cleaning and resetting bearings, cleaning rebar/strand, and patching structural concrete.</p> <p>Rehabilitation Funds are intended for the repair of existing main lanes, structures, and frontage roads. Rehabilitation of an existing two-lane highway to a Super 2 highway (with passing lanes) may be funded within this category. The installation, replacement, and/or rehabilitation of signs and their appurtenances, pavement markings, thermoplastic striping, 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.</p>	<p>Funding is allocated to each TxDOT district based on the following formulas:</p> <p>Preventive Maintenance A total allocation is calculated per district using the weighted criteria below. 98% is directed toward roadway preventive maintenance and 2% is directed toward bridge preventive maintenance.</p> <ul style="list-style-type: none"> 65% On-system lane miles 33% Pavement distress score factor 2% Square footage of on-system bridge deck area <p>Rehabilitation</p> <ul style="list-style-type: none"> 32.5% Three-year average lane miles of pavement with distress scores <70 20% Vehicle miles traveled per lane mile (on system) 32.5% Equivalent single-axle load miles (on and off system and interstate) 15% Pavement distress scores pace factor <p>See note at end of section</p>	<p>TxDOT districts select projects using a performance-based prioritization process that assesses district-wide maintenance and rehabilitation needs. The Texas Transportation Commission allocates Category 1 funds to each district using an allocation formula.</p>

FUNDING CATEGORY

2

Metropolitan and Urban Area Corridor Projects

DESCRIPTION

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. Projects must be located on the state highway system.

The Texas Transportation Commission allocates funds to each metropolitan planning organization (MPO) in the state, by formula. MPOs select and score projects for this category.

Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements.

ALLOCATION OR DISTRIBUTION

Each MPO shall receive an allocation of Category 2 based on the following formula:

Category 2 Metropolitan (2M)

Using the following formula, 87% of Category 2 funding is allocated to MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs).

- 30% Total vehicle miles traveled (on and off system)
- 17% Population
- 10% Lane miles (on system)
- 14% Truck vehicle miles traveled (on system)
- 7% Percentage of census population below the federal poverty level
- 15% Based on congestion
- 7% Fatal and incapacitating crashes

Category 2 Urban (2U)

Using the following formula, 13% of Category 2 funding is allocated to non-TMA MPOs (population less than 200,000).

Distribution Formula:

- 20% Total vehicle miles traveled (on and off system)
- 25% Population
- 8% Lane miles (on system)
- 15% Truck vehicle miles traveled (on system)
- 4% Percentage of census population below the federal poverty level
- 8% Centerline miles (on system)
- 10% Congestion
- 10% Fatal and incapacitating crashes

PROJECT SELECTION GUIDELINES

MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that assesses mobility needs within the MPO boundaries. Project funding must be authorized by the Texas Transportation Commission.

FUNDING CATEGORY

3

Non-Traditionally Funded Transportation Projects

Category 3 is for transportation projects that qualify for funding from sources not traditionally part of the State Highway Fund, including state bond financing (such as Proposition 12 and Proposition 14), the Texas Mobility Fund, pass-through financing, regional revenue and concession funds, and local funding. Category 3 also contains funding for the development costs of design-build projects. (Design-build construction costs are covered by other UTP categories)

Common project types include new-location roadways, roadway widening (both freeway and non-freeway), and interchange improvements.

Funding is determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments. Unlike other categories, the amount of funding in Category 3 is subject to change without Commission action. These funds are not part of the Planning Cash Forecast (see [pg. 28](#)), because they come from sources outside the regular scope of TxDOT funding. The UTP document reflects the Category 3 amount at the time of the annual UTP adoption.

Projects are determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments.

FUNDING CATEGORY

4

Statewide Connectivity Corridor Projects

FUNDING CATEGORY

5

Congestion Mitigation and Air Quality Improvement

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 4 addresses mobility on major state highway system corridors, which provide connectivity between urban areas and other statewide corridors. Projects must be located on the designated highway connectivity network that includes:</p> <ul style="list-style-type: none"> – Texas Highway Trunk System – National Highway System (NHS) – Connections to major sea ports or border crossings – National Freight Network – Hurricane evacuation routes <p>The designated connectivity network was selected by the Texas Transportation Commission and includes three corridor types:</p> <ul style="list-style-type: none"> – Mobility corridors: High-traffic routes with potential need for additional roadway capacity – Connectivity corridors: Two-lane roadways requiring upgrade to four-lane divided – Strategic corridors: Routes that provide unique statewide connectivity, such as Ports-to-Plains 	<p>Category 4 Regional Connectivity Funds distributed to specific projects based on performance scoring thresholds and qualitative analysis.</p> <p>Category 4 Urban Connectivity Funds distributed using the same formula as Category 2</p>	<p>TxDOT districts select Category 4 Regional projects in consultation with TxDOT's Transportation Planning and Programming Division using a performance-based prioritization process that assesses mobility needs on designated connectivity corridors in the district. TxDOT districts select Category 4 Urban projects in consultation with MPOs using a similar prioritization process. All Category 4 funding must be authorized by the Texas Transportation Commission.</p>
<p>Category 5 addresses attainment of National Ambient Air Quality Standard in non-attainment areas (currently the Dallas-Fort Worth, Houston, San Antonio, and El Paso metro areas). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles.</p> <p>Common project types include interchange improvements, local transit operations, and bike and pedestrian infrastructure.</p>	<p>TxDOT distributes funding from the federal Congestion Mitigation and Air Quality Improvement (CMAQ) program to non-attainment areas by population and weighted by air quality severity. Non-attainment areas are designated by the federal Environmental Protection Agency (EPA).</p>	<p>MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that assesses mobility and air quality needs within the MPO boundaries.</p>

FUNDING CATEGORY

6

Structures Replacement and Rehabilitation (Bridge)

FUNDING CATEGORY

7

Metropolitan Mobility and Rehabilitation

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 6 addresses bridge improvements through the following sub-programs.</p> <p>Highway Bridge Program For replacement or rehabilitation of eligible bridges on and off the state highway system that are considered functionally obsolete or structurally deficient. Bridges with a sufficiency rating below 50 are eligible for replacement. Bridges with a sufficiency rating of 80 or less are eligible for rehabilitation. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges.</p> <p>Bridge Maintenance and Improvement Program For rehabilitation of eligible bridges on the state highway system.</p> <p>Bridge System Safety Program For elimination of at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitation or replacement of deficient railroad underpasses on the state highway system.</p> <p>For the elimination of higher risks on bridges such as deficient rails, documented scour, and narrow bridge decks.</p>	<p>Category 6 funding is allocated to TxDOT's Bridge Division, which selects projects statewide.</p>	<p>TxDOT's Bridge Division selects projects using a performance-based prioritization process.</p> <p>Highway Bridge projects are ranked first by condition categorization (e.g., Poor, Fair, Good) and then by sufficiency ratings.</p> <p>Bridge Maintenance and Improvement projects are selected statewide based on identified bridge maintenance/improvement needs.</p> <p>Bridge System Safety projects involving railroad grade separations are selected based on a cost-benefit analysis of factors such as vehicle and train traffic, accident rates, casualty costs, and delay costs for at-grade railroad crossings. Other system safety projects are selected on a cost-benefit analysis of the work needed to address the safety concern at bridges identified with higher risk features.</p>
<p>Category 7 addresses transportation needs within the boundaries of MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs). This funding can be used on any roadway with a functional classification greater than a local road or rural minor collector.</p> <p>Common project types include roadway widening (both freeway and non-freeway), new-location roadways, and interchange improvements.</p>	<p>TxDOT distributes federal funds through Category 7 to each TMA in the state. Distribution is based on the population of each TMA.</p>	<p>MPOs operating in TMAs select projects in consultation with TxDOT districts. The MPOs use a performance-based prioritization process that assesses mobility needs within the MPO boundaries.</p>

FUNDING CATEGORY

8

Safety

FUNDING CATEGORY

9

Transportation Alternatives Set-Aside Program

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 8 addresses highway safety improvements through the sub-programs listed below. Common Category 8 project types include medians, turn lanes, intersections, traffic signals, and rumble strips.</p> <p>Highway Safety Improvement Program (HSIP) Federal aid program administered by Traffic Safety Division (TRF) to fund safety projects on and off the state highway system, with the purpose to achieve significant reductions in traffic fatalities and serious injuries on all public roads. Traffic projects must align with the emphasis areas in the Texas Strategic Highway Safety Plan (SHSP) such as roadway and lane departures, intersections, older road users, and pedestrian safety. TRF provides districts with funding projections for on-system targeted, on-system systemic, and off-system projects, and districts submit project proposals for review and concurrence by TRF. The funding remains allocated to and supervised by TRF.</p> <p>Systemic Widening Program (SSW) Statewide program to fund the widening of high risk narrow highways on the state highway system.</p> <p>Road to Zero (RTZ) Program initiated by the Texas Transportation Commission in the 2020 UTP with \$600M commitment for the FY 2020–2021 biennium. Funding on the state highway system dedicated to target and reduce fatalities and suspected serious injuries in the three highest contributing categories: roadway and lane departure, intersection safety, and pedestrian safety.</p>	<p>Category 8 funding is allocated to TxDOT's Traffic Safety Division, which selects projects statewide.</p>	<p>HSIP Projects are evaluated, prioritized, and selected at the district level based on three years of crash data (targeted funds) or systemic approved projects as outlined in the HSIP guidance. SSW Projects are evaluated by roadway safety features for preventable severe crash types using total risk factor weights.</p> <p>Road to Zero Projects were evaluated by roadway safety factors, crash reduction factors, the safety improvement index, and time required to complete a candidate project. All evaluation factors were directly tied to the targeted top three contributing categories in fatalities and suspected serious injuries.</p>
<p>Category 9 handles the federal Transportation Alternatives (TA) Set-Aside Program. These funds may be awarded for the following activities:</p> <p>Construction of sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act.</p> <p>Construction of infrastructure-related projects that provide safe routes for non-drivers.</p>	<p>TxDOT distributes federal TA funds through Category 9 to MPOs and other areas of the state. 50% of these funds are designated for statewide flexible use, and the other 50% are distributed by population. TA project eligibility is determined by TxDOT and FHWA.</p> <p>Statewide TA Flex funding allocations and distribution are allocated at the discretion of the Texas Transportation Commission. A portion of these funds are used in the 2022 UTP for Safety Rest Area expansion to address truck parking needs.</p>	<p>For urbanized areas with populations over 200,000 (TMAs), MPOs select projects in consultation with TxDOT. Funds allocated to small urban areas and non-urban areas (with populations below 200,000) are administered by TxDOT's Public Transportation Division through a competitive process.</p>

FUNDING CATEGORY
10

**Supplemental
Transportation
Programs**

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 10 addresses a variety of transportation improvements through the following sub-programs:</p> <p>Coordinated Border Infrastructure (CBI) Addresses improvements to the safe movement of motor vehicles at or across the land border between the United States and Mexico.</p> <p>Supplemental Transportation Projects (Federal) Federal discretionary and congressional high-priority projects.</p> <p>Federal Lands Access Program (FLAP) Addresses transportation facilities located on, are adjacent to, or provide access to federal lands.</p> <p>Texas Parks and Wildlife Department (TPWD) Construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD.</p> <p>Green Ribbon Program Projects to plant trees and other landscaping to help mitigate the effects of air pollution in air quality non-attainment or near non-attainment counties.</p> <p>Americans with Disabilities Act (ADA) Addresses construction or replacement of curb ramps at on-system intersections to make the intersections more accessible to pedestrians with disabilities.</p> <p>Landscape Incentive Awards Allows TxDOT to execute joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community Achievement Awards Program.</p> <p>The awards recognize participating cities' or communities' efforts in litter control, quality of life issues, and beautification programs and projects.</p> <p>Railroad Grade Crossing and Replanking Program Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide).</p> <p>Railroad Signal Maintenance Program Financial contributions to each railroad company in the state for signal maintenance.</p>	<p>Coordinated Border Infrastructure: Allocation to TxDOT districts on the Mexico border using the following formula:</p> <ul style="list-style-type: none"> 20% Incoming commercial trucks 30% Incoming personal motor vehicles and buses 25% Weight of incoming cargo by commercial trucks 25% Number of land border ports of entry <p>Supplemental Transportation Projects (Federal) Directed by federal legislation</p> <p>Federal Lands Access Program Project applications are scored and ranked by the Programming Decision Committee (PDC), which includes representatives from FHWA, TxDOT, and a political subdivision of the state.</p> <p>Green Ribbon Program Allocations based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties.</p> <p>Americans with Disabilities Act (ADA) Projects are selected statewide based on conditions of curb ramps or location of intersections without ramps.</p> <p>Landscape Incentive Awards Funding is distributed to 10 locations in the state based on results of the Keep Texas Beautiful Awards Program</p> <p>Railroad Grade Crossing and Replanking Program Condition of crossing's riding surface and benefit to cost per vehicle using crossing.</p> <p>Railroad Signal Maintenance Program Based on number of crossings and type of automatic devices present at each.</p>	<p>CBI projects are selected by districts with FHWA review and approval. Discretionary funds are congressionally designated. All CBI funds have been allocated and projects are currently under development.</p> <p>For FLAP, project applications are scored and ranked by the Programming Decision Committee (PDC). Projects selected under FLAP are managed by TPP.</p> <p>The Texas Parks and Wildlife Department (TPWD) selects State Park Roads projects in coordination with TxDOT districts.</p> <p>Green Ribbon allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties and managed by the TxDOT Design Division.</p> <p>ADA projects are selected based on conditions of curb ramps or the location of intersections without ramps, and are managed by the Design Division.</p> <p>Landscape Incentive Awards are managed by the TxDOT Design Division.</p> <p>The TxDOT Rail Division in coordination with TxDOT districts selects Railroad Grade Crossing Replanking and Railroad Signal Maintenance projects.</p> <p>All projects are selected using a performance-based prioritization process.</p>

FUNDING CATEGORY

11

District Discretionary

FUNDING CATEGORY

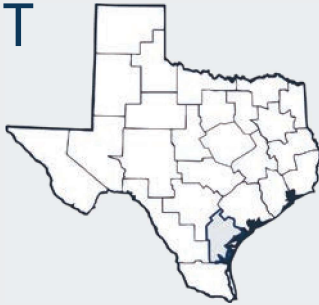
12

Strategic Priority

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 11 addresses TxDOT district transportation needs through the sub-programs listed below. Common Category 11 project types include roadway maintenance or rehabilitation, added passing lanes (Super 2), and roadway widening (non-freeway).</p> <p>District Discretionary Projects selected at the discretion of each TxDOT District. Most projects are on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right of way acquisition.</p> <p>Energy Sector Safety and maintenance work on state highways impacted by the energy sector.</p> <p>Border Infrastructure Rider 11(b) funding is distributed to the three TxDOT districts with international ports of entry (Pharr, Laredo, and El Paso Districts) for highway projects within 50 miles of a port of entry. Federal funds designated for border state infrastructure follow project selection guidelines outlined under the CBI program (see Category 10). Selection criteria include improvements that facilitate safe movement of motor vehicles at or across the land border between the United States and Mexico.</p>	<p>District Discretionary Minimum \$2.5 million allocation to each TxDOT district per legislative mandate. If additional funds are distributed, the formula below is used:</p> <ul style="list-style-type: none"> 70% On-system vehicle miles traveled 20% On-system lane miles 10% Annual truck vehicle miles traveled <p>The Texas Transportation Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns.</p> <p>Energy Sector Allocation formula based on the following weighted factors:</p> <ul style="list-style-type: none"> 40% Three-year average pavement condition score 25% Oil and gas production taxes collected 25% Number of well completions 10% Volume of oil and gas waste injected <p>Border Infrastructure Rider 11(b): Under a provision in the FAST Act, TxDOT may designate 5% of the state's federal Surface Transportation Block Grant (STBG) funds for border infrastructure projects. This funding is distributed to the three border districts with ports of entry: Pharr, Laredo, and El Paso Districts.</p> <p>See note at end of section.</p>	<p>TxDOT Districts select projects using a performance-based prioritization process that assesses district-wide maintenance, safety, or mobility needs.</p> <p>The Texas Transportation Commission allocates funds through a formula allocation program. The Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns, as well as energy sector initiatives.</p> <p>Rider 11(b): Project selection criteria include, but are not limited to:</p> <ul style="list-style-type: none"> – Number of land border ports of entry – Number of incoming commercial trucks and railcars – Number of incoming personal motor vehicles and buses – Weight of incoming cargo by commercial trucks
<p>Category 12 addresses projects with specific importance to the state, including those that improve:</p> <ul style="list-style-type: none"> – Congestion and connectivity – Economic opportunity – Energy sector access – Border and port connectivity – Efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report – The ability to respond to both man-made and natural emergencies <p>Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and new-location roadways.</p>	<p>Funding in Category 12 is awarded to specific projects at the discretion of the Texas Transportation Commission, which selects from candidate projects nominated by TxDOT districts and MPOs.</p> <p>Texas Clear Lanes This subset of Category 12 projects is prioritized in collaboration with the MPOs in the state's five largest metro areas (Dallas, Fort Worth, Houston, San Antonio, and Austin). Projects are intended to address the top 100 most-congested segments in the state (directly and indirectly).</p>	<p>The Texas Transportation Commission selects projects statewide using a performance-based prioritization process.</p> <p>Per state law, the Texas Transportation Commission may make discretionary funding decisions for no more than 10% of TxDOT's current biennial budget. The amount in Category 12 is calculated as 10% of the average of TxDOT's total budget for the current fiscal biennium.</p>

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

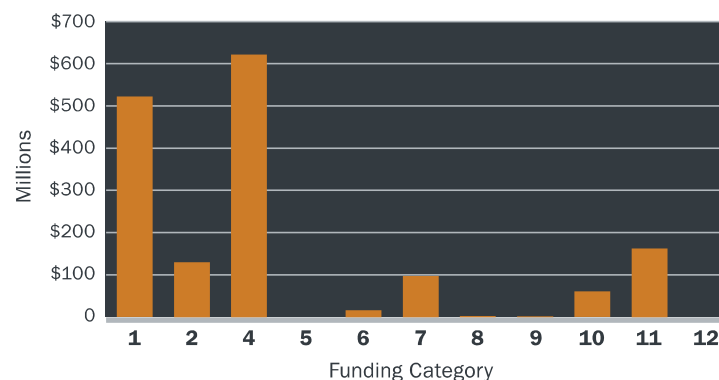
Short Term (four or fewer years)

- **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

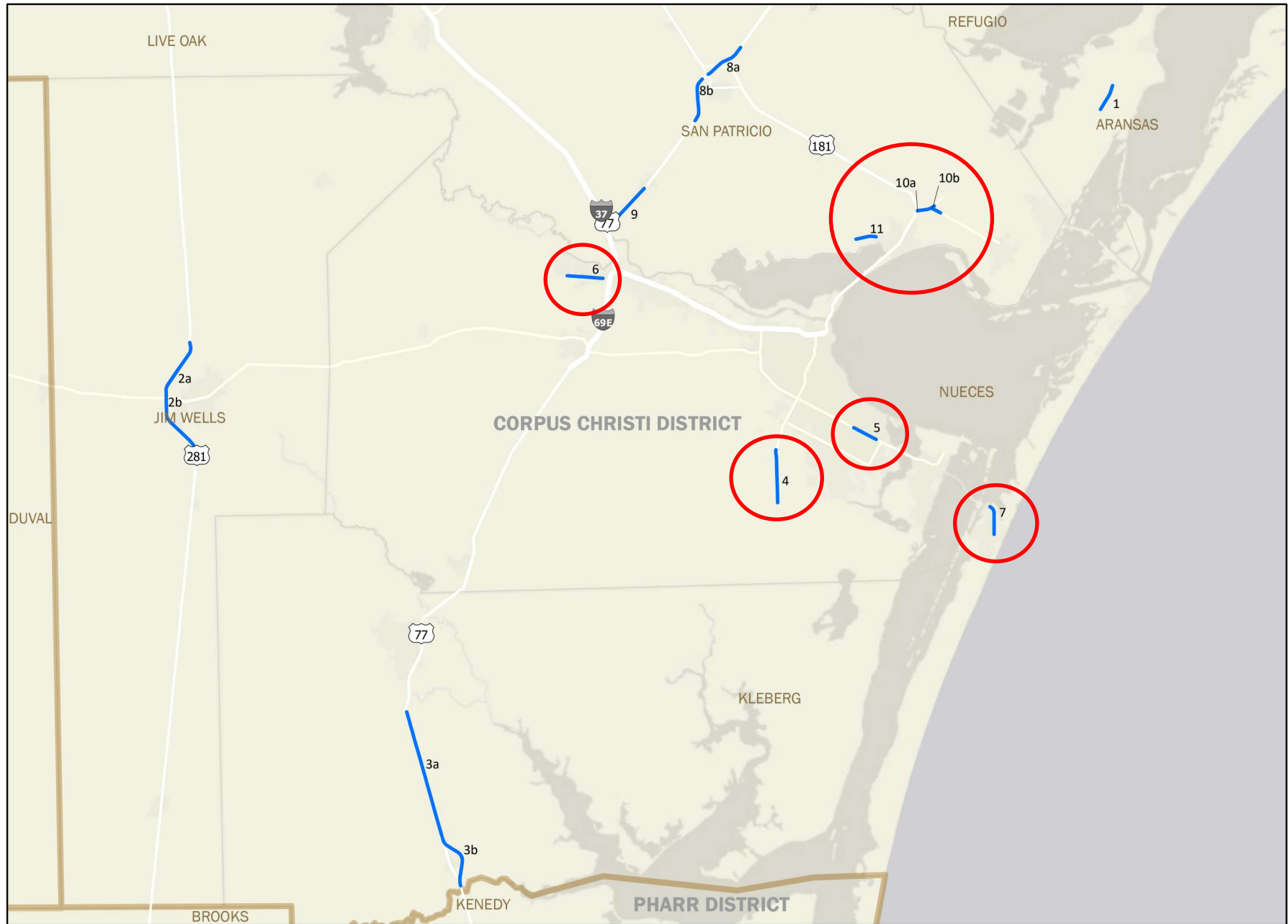
CORPUS CHRISTI DISTRICT 2022 PLANNING TARGETS BY CATEGORY



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**



— UTP listed project

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	\$16,328,000 \$16,328,000	1
									Cat. 4 increased \$1.3M		
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	\$26,000,000 \$26,000,000	1
									Cat. 4 increased \$1M		
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	\$92,000,000 \$92,000,000	1
									Cat. 4 increased \$2M		
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	\$118,000,000 \$118,000,000	1
									Cat. 4 increased \$3M		
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	\$118,800,000 \$118,800,000	1
									Cat. 4 increased \$8.8M		
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	\$41,580,000 \$41,580,000	2
									Cat. 2 increased \$1.5M		
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	\$39,960,000 \$39,960,000	1
									Cat. 2 increased \$4.9M		
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	\$9,280,000 \$10,000,000 \$2,000,000 \$21,280,000	1
									Cat. 2 increased \$3.2M		
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	\$17,920,000 \$17,920,000	2
									Cat. 2 increased \$1.9M		

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 \$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 \$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 \$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 \$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 \$7,904,000 Cat. 2 increased \$900K	3

DRAFT CATEGORY 2, 4, AND 7 APPLICATION FORM

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 [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.)

FUNDING SUMMARY

7. Project Budget Summary

Total Itemized Construction Cost	1.	\$	<input type="text"/>
Contingency Expenses (If applicable)	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. Please include Year of engineers estimate in order to aid inflation calculations.

PROJECT DETAILS

8. Project Features

Provide a project layout (required) 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)

☐ Sidewalks Feet new and repaired

Separated Path: feet

☐ Crosswalks / Curb Ramps

☐ Transit Stops #

Transit Routes Served:

☐ Improvements to CMP Corridor of Concern

<input type="checkbox"/> CMP Corridor of Note	TWLT: <input type="text"/>	feet
<input type="checkbox"/> Intersection Turn Lanes		
<input type="checkbox"/> Barrier Construction	Length: <input type="text"/>	feet
<input type="checkbox"/> ITS / Signal Improvements	Type: <input type="text"/>	
<input type="checkbox"/> Access Management		
<input type="checkbox"/> Other Intersection Upgrades (Describe)		
<input type="checkbox"/> Interconnected Coordinated Signals	Number: <input type="text"/>	<input type="text"/> Length
<input type="checkbox"/> Pedestrian and Bicycle Signalization	Quantity: <input type="text"/>	
<input type="checkbox"/> Wayfinding Traveler Information	Quantity: <input type="text"/>	
<input type="checkbox"/> Transit Signal Priority		
<input type="checkbox"/> Proven Countermeasures	List: <input type="text"/>	
<input type="checkbox"/> Drainage Improvements (Describe)		
<input type="checkbox"/> Complete Streets		
<input type="checkbox"/> Resurfaced Reconstructed Pavement	Lane feet: <input type="text"/>	
<input type="checkbox"/> Other	<input type="text"/>	

**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 Street Design Guide, and the Corpus Christi Strategic Plan for Active Mobility.*

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): <input type="text" value="(Select)"/>	Bridge construction: <input type="text" value="(Select)"/>
Bridge length: <input type="text"/> feet	Bridge width: <input type="text"/> feet
	Rail type: <input type="text" value="(Select)"/>

SAFETY

9. Identified safety hazards and proven 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"/> Identified Safety Performance Measure A	<input type="text"/>
<input type="checkbox"/> Identified Safety Performance Measure B	<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 travel speed	<input type="text"/>
<input type="checkbox"/> On-street parking	<input type="text"/>


- ☐ Wide roadway crossing (4 or more lanes)
- ☐ Lack of lighting
- ☐ Other

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**.

- ☐ Additional Travel Lanes ☐ Improved railroad/highway/water crossing
- ☐ New traffic signalization* ☐ 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 project/program crash count and rate in proximity to the proposed project.

CONNECTIVITY AND ACCESSIBILITY

11. Connectivity to destinations

Does the project provide access to major destinations immediately surrounding the project area that are likely to attract 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 improve multi-modal transportation serving 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 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 18a, 18b, or 18c, 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

(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

(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

(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

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 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 [TxDOT's 2019 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)		
		(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)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(Select)		
		(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 <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

Additional EDCP Adjustment

Total EDCP Adjustment (95% max) **Total** % 6. \$

	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" value="-"/>			<input type="text" value="-"/>
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.



Date: January 14, 2022
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 6A: FY 2021- FY 2022 Unified Planning Work Program (UPWP) Amendment 1
Action: Review and Discussion

Summary

The Unified Planning Work Program (UPWP) describes transportation planning priorities and related activities to be performed during the year within the Corpus Christi MPO planning boundaries. The UPWP also details the funding for the operation and administration of the MPO and supports the work needed to maintain a current and compliant Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP), including the development of internal studies and external projects with member agencies.

Periodically, changing priorities within the MPO necessitate an amendment to the UPWP. These amendments are necessary if the variance from the initial budget for any Task will exceed 25%. After reviewing the results of the 2045 After Action report, along with the preliminary analysis of the Infrastructure Investment and Jobs Act (IIJA), and other federal actions, such as the Achieving Racial Equity Executive Order and the new Planning Emphasis Areas, it is necessary to amend several Tasks in Year 2022 of the FY2021 – 2022 Unified Planning Work Program.

The needed amendments are intended to realign staff hours to task areas that more closely align with the more appropriate work efforts for the MPO products and programs. Further, there is a need to address outdated planning tools and information that are needed to modernize the available resources to deliver state-of-the-art methods and process for our MPO's member governments. Fortunately, the current funding circumstances provide a unique opportunity for the MPO to acquire the necessary capabilities, tools and upgraded data for use in our programs. With the 2020 Census data coming available, the access to big data resource, new analytic tools, traffic counts, traffic and socioeconomic forecasting model capabilities, crash analysis methodologies and corridor congestion analysis tools, the time is right for this once in a decade opportunity to enhance the capabilities of the Corpus Christi MPO.

As we have identified the needs for the MPO staff and consultant teams to deliver the products and programs we believe are critical to our future capabilities, the additional funding is now available. Typically, funding beyond the usual allocation of planning funds that are a combination of federal PL-112 planning funds from the Federal Highway Administration and FTA 5303 planning funds from the Federal Transit Administration is difficult to acquire. In MPOs that are classified as Transportation Management Areas (TMAs) these additional funds commonly come from the Surface Transportation Block Grant (STBG) allocation. The Corpus Christi MPO currently has \$3,200,000 in STBG funds available that are 100% federal funds. That is, they do not require the 20% local funding match that is typical of these funds.

The Corpus Christi MPO staff is proposing to use between \$1.5 million and \$2.0 million in STBG funds to fund consultant services that can develop and implement tools that will enhance the regional performance-based planning and programming process. The specific deliverables include:

- An enhanced regional Travel Demand Model *that includes Time of Day, enhanced assignment, multiple modes of travel*
- Meso-level traffic model for corridor level analyses to allow traffic analyses for both corridors and individual signalized and unsignalized intersections under multiple future scenarios using industry standard methodologies
- Updated Congestion Management Program with select detailed intersection analysis using INRIX IQ data and processes
- Region-wide crash analysis of individual intersections using the Vision Zero Suite crash tool.
- Regional Safety Plan development to a more detailed level for the Traffic Safety Task Force
- A regional pavement and bridge model based on FHWA's Highway Economic Resource System (HERS)
- UrbanSim Socio-economic Allocation Model for the Metropolitan Statistical Area using 2020 Census and updated forecasts to 2050.
- Interactions with Harte Institute for Resiliency and Mitigation Planning help
- Resiliency Plan / HAZUS Model
- Development of a Complete Streets Plan/Policy
- Active Transportation / Micromobility Plan
- Walkability and Bikeability scores at a sub-neighborhood level throughout the region
- TIP Selection Tool to enhance project prioritization processes using a repeatable data-informed performance framework. Multiple Objective Decision Analysis (MODA) is the recommended framework to empower our policy makers to balance the tradeoffs among the multiple goals and objectives in the Corpus Christi MPO Metropolitan Transportation Plan (MTP).

As we move forward with the FY 2022 UPWP Amendment 1, we will provide more detailed scopes of service, product information and use and define the outcomes expect from these investments. For this TAC meeting, we are requesting the members review the proposal and provide guidance on the overall concept to be detailed in future meetings.

Attachment

Planning Emphasis Areas (PEAs) Letter from TxDOT



U.S. Department
of Transportation
**Federal Highway
Administration**

Office of the Administrator

1200 New Jersey Ave., SE
Washington, D.C. 20590

Federal Transit
Administration

December 30, 2021

Attention: FHWA Division Administrators
FTA Regional Administrators

Subject: 2021 Planning Emphasis Areas for use in the development of Metropolitan and
Statewide Planning and Research Work programs.

With continued focus on transportation planning the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning are jointly issuing updated Planning Emphasis Areas (PEAs). The PEAs are areas that FHWA and FTA field offices should emphasize when meeting with the metropolitan planning organizations, State departments of transportation, Public Transportation Agencies, and Federal Land Management Agency counterparts to identify and develop tasks associated with the Unified Planning Work Program and the Statewide Planning and Research Program. We recognize the variability of work program development and update cycles, so we encourage field offices to incorporate these PEAs as programs are updated.

Please note that this letter is intended only to provide clarity regarding existing requirements. It is not binding and does not have the force and effect of law. All relevant statutes and regulations still apply.

Sincerely,

Nuria Fernandez
Administrator
Federal Transit Administration

Stephanie Pollack
Acting Administrator
Federal Highway Administration

Enclosure

2021 Planning Emphasis Areas:

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation ; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA's [Sustainable Transportation](#) or FTA's [Transit and Sustainability](#) Webpages for more information.

(See [EO 14008](#) on “Tackling the Climate Crisis at Home and Abroad,” [EO 13990](#) on “Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis.” [EO 14030](#) on “Climate-Related Financial Risk,” See also [FHWA Order 5520](#) “Transportation System Preparedness and Resilience to Extreme Weather Events,” FTA’s “[Hazard Mitigation Cost Effectiveness Tool](#),” FTA’s “[Emergency Relief Manual](#),” and “[TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters](#)”)

Equity and Justice⁴⁰ in Transportation Planning

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

[Executive Order 13985](#) (*Advancing Racial Equity and Support for Underserved Communities*) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian

Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

Complete Streets

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decisionmaking process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decisionmaking processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The [64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) [studies](#). These can be a useful resource in the State and MPO areas covered by these route analyses.

Federal Land Management Agency (FLMA) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMA's in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMA's, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands

Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

Planning and Environment Linkages (PEL)

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decisionmaking that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decisionmaking at the State, MPO, regional, and local levels for all parties.



Date: January 14, 2022
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 6B: FY 2023- FY 2024 Unified Planning Work Program (UPWP)
Development Overview
Action: Review and Discussion

Summary

As mentioned last month, each metropolitan planning organization (MPO) is required to develop a Unified Planning Work Program (UPWP). The Fiscal Years of the upcoming 2-year program (2023 and 2024) correspond to Years 2 and 3 of a standard 4-year Metropolitan Transportation Planning Process. This timing will be reflected in the subtask effort levels. Also, last week TxDOT provided the Planning Emphasis Areas (PEAs) from FHWA that all MPOs are required to utilize in upcoming planning and programming efforts. This letter is provided as Attachment 1.

While the final level of PL-112 planning funds from the Federal Highway Administration and FTA 5303 planning funds from the Federal Transit Administration have not yet been determined, much of the required and desired work tasks are known. Several of these were discussed in TAC Agenda Item 6A, Amendment 1 to the FY 2021- FY 2022 UPWP. If approved by the Transportation Policy Committee, the uncompleted deliverables and funding from Amendment 1 to the FY 2022 UPWP will be rolled forward into this work program at the close of FY 2022.

The Corpus Christi MPO staff continues to develop the details of the FY 2023 - FY 2024 UPWP document that serves as the scope of work for the MPO. We are compiling a list of subtasks we have identified that should be conducted over the next several years. The proposed Draft Table of contents for the FY 2023 - FY 2024 Unified Planning Work Program is Attachment 2. We appreciate receiving any additional information on TAC member desires related to the MPO UPWP subtasks.

Also, last month the TAC members were asked to update information on any locally-conducted transportation-related planning efforts anticipated in the region between now and September 30, 2024. The current *Section VIII. Partner Agency Planning Study Coordination* listing these projects is provided as Attachment 3. This request will help the Corpus Christi MPO meet the requirements of a UPWP in describing all transportation planning efforts that will occur within the MPO Planning Area.

Attachments

1. Planning Emphasis Areas (PEAs) Letter from TxDOT
2. DRAFT UPWP Table of Contents
3. FY 2022 UPWP Section VIII. Partner Agency Planning Study Coordination



U.S. Department
of Transportation
**Federal Highway
Administration**

Office of the Administrator

1200 New Jersey Ave., SE
Washington, D.C. 20590

Federal Transit
Administration

December 30, 2021

Attention: FHWA Division Administrators
FTA Regional Administrators

Subject: 2021 Planning Emphasis Areas for use in the development of Metropolitan and
Statewide Planning and Research Work programs.

With continued focus on transportation planning the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning are jointly issuing updated Planning Emphasis Areas (PEAs). The PEAs are areas that FHWA and FTA field offices should emphasize when meeting with the metropolitan planning organizations, State departments of transportation, Public Transportation Agencies, and Federal Land Management Agency counterparts to identify and develop tasks associated with the Unified Planning Work Program and the Statewide Planning and Research Program. We recognize the variability of work program development and update cycles, so we encourage field offices to incorporate these PEAs as programs are updated.

Please note that this letter is intended only to provide clarity regarding existing requirements. It is not binding and does not have the force and effect of law. All relevant statutes and regulations still apply.

Sincerely,

Nuria Fernandez
Administrator
Federal Transit Administration

Stephanie Pollack
Acting Administrator
Federal Highway Administration

Enclosure

2021 Planning Emphasis Areas:

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation ; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA's [Sustainable Transportation](#) or FTA's [Transit and Sustainability](#) Webpages for more information.

(See [EO 14008](#) on “Tackling the Climate Crisis at Home and Abroad,” [EO 13990](#) on “Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis.” [EO 14030](#) on “Climate-Related Financial Risk,” See also [FHWA Order 5520](#) “Transportation System Preparedness and Resilience to Extreme Weather Events,” FTA’s “[Hazard Mitigation Cost Effectiveness Tool](#),” FTA’s “[Emergency Relief Manual](#),” and “[TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters](#)”)

Equity and Justice⁴⁰ in Transportation Planning

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

[Executive Order 13985](#) (*Advancing Racial Equity and Support for Underserved Communities*) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian

Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

Complete Streets

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decisionmaking process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decisionmaking processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The [64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) [studies](#). These can be a useful resource in the State and MPO areas covered by these route analyses.

Federal Land Management Agency (FLMA) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMA's in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMA's, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands

Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

Planning and Environment Linkages (PEL)

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decisionmaking that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decisionmaking at the State, MPO, regional, and local levels for all parties.

Corpus Christi MPO Table of Contents

EXECUTIVE SUMMARY	#
I. INTRODUCTION	
A. Purpose	#
B. Definition of Area	#
C. Organization	#
D. Private Sector Involvement	#
E. Planning Issues and Emphasis	#
F. Corpus Christi MPO Agreements.....	#
G. Status of Corpus Christi MPO Planning Documents.....	#
II. TASK 1.0 – ADMINISTRATION AND MANAGEMENT	
A. Objective	#
B. Expected Products	#
C. Previous Work	#
D. Subtask 1.1: <i>Program Coordination and Direction</i>	#
E. Subtask 1.2: <i>Unified Planning Work Program Maintenance and Development</i>	#
F. Subtask 1.3: <i>Monthly Billing and Financial Management</i>	#
G. Subtask 1.4: <i>Staff Training and Education</i>	#
H. Subtask 1.5: <i>Local, State, and Federal Agency Collaboration Activities</i>	#
I. Subtask 1.6: <i>Computer Maintenance and Website Management</i>	#
J. Subtask 1.7: <i>Outreach and Public Involvement</i>	#
K. Subtask 1.8: <i>Program Evaluation</i>	#
L. Subtask 1.9a: <i>Direct Expenses Summary</i>	#
M. Subtask 1.9b: <i>Consultant Services Summary</i>	#
N. Task 1.0: Funding Summary Table	#
III. TASK 2.0 – DATA DEVELOPMENT AND MAINTENANCE	
A. Objective	#
B. Expected Products	#
C. Previous Work	#
D. Subtask 2.1: <i>Geographic Information System Database Management</i>	#
E. Subtask 2.2: <i>Travel Demand and Corridor Model Development and Update</i>	#
F. Subtask 2.3: <i>Growth Scenario / Land-Use Model Update and Calibration</i>	#
G. Subtask 2.4: <i>Crash Data Acquisition and Crash Model Update</i>	#
H. Subtask 2.5: <i>Infrastructure Condition Data Aggregation and Analysis Models</i>	#
I. Subtask 2.6: <i>Community/Noise Model Development and Implementation</i>	#
J. Subtask 2.7: <i>Environmental Resource / Linkages Model Development and Implementation</i>	#
K. Subtask 2.8: <i>HAZUS / Resiliency Model Development and Implementation</i>	#
L. Subtask 2.9: <i>Economic Analyses Model Development and Implementation</i>	#
M. Task 2.0: Funding Summary Table	#
IV. TASK 3.0 – SHORT RANGE PLANNING	
A. Objective	#
B. Expected Products	#

C. Previous Work	#
D. Subtask 3.1: <i>Transportation Improvement Program Update</i>	#
E. Subtask 3.2: <i>CMP/TSMO/ITS Architecture Plan</i>	#
F. Subtask 3.3: <i>Complete Streets, Active Transportation and Micro-mobility Planning</i>	#
G. Subtask 3.4: <i>Regional Multimodal Freight and Urban Goods Planning</i>	#
H. Subtask 3.5: <i>Equity and Justice40 Planning</i>	#
I. Subtask 3.6: <i>Economic Analyses of Projects and Portfolios</i>	#
J. Subtask 3.7: <i>Infrastructure Lifecycle Analysis and Reporting</i>	#
K. Subtask 3.8: <i>Crash Analyses and Regional Safety Action Plan</i>	#
L. Subtask 3.9: <i>Region 20 Coordinated Transit Plan Refinement</i>	#
M. Subtask 3.10: <i>Regional Resiliency and Climate Crisis Planning</i>	#
N. Subtask 3.11: <i>Planning and Environmental Linkages</i>	#
O. Task 3.0: Funding Summary Table	#

V. TASK 4.0 – METROPOLITAN TRANSPORTATION PLAN

A. Objective	#
B. Expected Products	#
C. Previous Work	#
D. Subtask 4.1: <i>Refine Vision and Goals</i>	#
E. Subtask 4.2: <i>Refine Performance Measures and Evaluation Criteria</i>	#
F. Subtask 4.3: <i>Identify Needs and Deficiency Locations</i>	#
G. Subtask 4.4: <i>Develop a Financial Plan of Reasonably Available Funding</i>	#
H. Subtask 4.5: <i>Develop, Analyze, and Refine Scenarios for Analysis and Investment</i>	#
I. Subtask 4.6: <i>Document Plan and Processes</i>	#
J. Subtask 4.7: <i>Evaluate Impacts and Develop Mitigation</i>	#
K. Subtask 4.8: <i>Planning and Programming Process Evaluation and Debrief</i>	#
L. Subtask 4.9: <i>Process Documentation and Enhancement</i>	#
M. Task 4.0: Funding Summary Table	#

VI. TASK 5.0 – SPECIAL STUDIES

A. Objective	#
B. Expected Products	#
C. Previous Work	#
D. Subtask 5.1: <i>Lead Agency for Region 20 Coordinated Transit Plan</i>	#
E. Subtask 5.2: <i>Name the Subtask</i>	#
F. Subtask 5.3: <i>Name the Subtask</i>	#
G. Subtask 5.4: <i>Name the Subtask</i>	#
H. Task 5.0: Funding Summary Table	#

VII. BUDGET SUMMARY

A. Budget Summary Table	#
-------------------------------	---

APPENDICES:

- A. Transportation Policy Committee Membership, Technical Advisory Committee Membership, MPO Staff
- B. Metropolitan Area Boundary Map (*Governor or Governor’s Designee Approved*)
- C. Debarment Certification (*Negotiated Contracts*)
- D. Lobbying Certification (*Certifications for Contracts, Grants, Loans and Cooperative Agreements*)
- E. Certification of Compliance

SECTION VIII. PARTNER AGENCY PLANNING STUDY COORDINATION

Other Transportation-Related Planning Activities in the Corpus Christi MPO

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 transportation planning activities anticipated within the metropolitan area during 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.

FY 2021 – FY 2022 UNIFIED PLANNING WORK PROGRAM (UPWP)

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

FY 2021 – FY 2022 UNIFIED PLANNING WORK PROGRAM (UPWP)

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.

2020-2045 Metropolitan Transportation Plan (MTP)
DRAFT Fiscally Constrained Project List for MPO Funding

Plan Period	Rank	Rank Order	CSJ	MTP ID	MTP Order	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$, millions)	Funding (Check Field)	CAT1	CAT2	CAT4	CAT7	CAT9	CAT12	Local/Other	Prior Funding	Total Project Cost (\$, millions)	Project Type	Notes
TIP/STIP	1	1	0617-01-177	MPO-001	1	SH 358 (SPID) Ramp Reversal	Ramp reversal Phase II-B	Nile Drive	Staples Street	TxDOT-CRP	On	2	\$35.00	\$35.00		\$35.00							\$45.43	Highway	Funding allocation matches 2020 UTP
TIP/STIP	1	2	0074-06-241	MPO-002	2	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	2 / 4U / 12	\$60.00	\$60.00		\$12.00	\$15.00			\$33.00			\$77.88	Highway	Funding allocation matches 2020 UTP
TIP/STIP	1	3		MPO-003	3	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	2 / 4U	\$14.00	\$14.00		\$2.00	\$12.00						\$18.17	Highway	Funding allocation matches 2020 UTP
TIP/STIP	1	4	0101-04-114	MPO-004	4	US 181 Ramp Reversals	Reverse entrance and exit ramps in Northbound direction	FM 3296 (Buddy Ganem Drive)	FM 2986 (Wildcat Drive)	TxDOT-CRP	On	2	\$4.00	\$4.00		\$4.00							\$5.19	Highway	Funding allocation matches 2020 UTP
TIP/STIP	1	6	0326-01-056	MPO-005	5	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	2	\$40.00	\$40.00		\$40.00							\$51.92	Highway	Funding allocation matches 2020 UTP
TIP/STIP	1	7	1209-01-030	MPO-006	6	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	2	\$7.00	\$7.00		\$7.00							\$9.09	Highway	Funding allocation matches 2020 UTP
TIP/STIP	2	10	0916-35-195	MPO-007	7	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	7	\$1.42	\$1.42				\$1.42					\$1.84	Bike/Ped	
TIP/STIP	2	11		MPO-008	8	US 181 Harbor Bridge Voluntary Relocation Program	US 181 Harbor Bridge Voluntary Relocation Mitigation Program	N/A	N/A	MPO	Off	7 / Local / ROW	\$71.00	\$71.00				\$36.00			\$20.00	\$15.00	\$92.15	Highway	Verify cost estimates.
TIP/STIP	2	12	0916-35-196	MPO-009	9	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	7	\$4.80	\$4.80				\$4.80					\$6.23	Highway	
TIP/STIP	3	13	0916-00-068	MPO-010	10	Pedestrian and Bike	Pedestrian and bike facility improvements	At Various Locations on Brewster Street	N/A	City of Corpus Christi	On	7	\$1.42	\$1.42							\$1.42		\$1.84	Bike/Ped	Utilizes prior funding. Verify if completed by September 2019.
TIP/STIP	4	14	0916-35-219	MPO-011	11	Schanen Ditch Hike and Bike Trail: Phase IV	Construct and design Hike and Bike Trail	Killarmet Drive	Holly Road	City of Corpus Christi	Off	9	\$0.39	\$0.39					\$0.39				\$0.39	Bike/Ped	
TIP/STIP	4	15	0916-35-206	MPO-012	12	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	9	\$0.62	\$0.62					\$0.62				\$0.62	Bike/Ped	AFA pending
TIP/STIP	4	16		MPO-013	13	Portland Bicycle Lanes	Construct one way cycle track and buffered bike lanes	At Varioius Locations in Portland	N/A	City of Portland	On	9	\$0.36	\$0.36					\$0.36				\$0.36	Bike/Ped	
TIP/STIP	4	17		MPO-014	14	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	9	\$0.70	\$0.70					\$0.70				\$0.70	Bike/Ped	
TIP/STIP	16	33		MPO-015	15	PR 22	Feasibility study: intersection improvements	At SH 361/PR 22 intersection	Zahn Road	TBD	On	7	\$1.20	\$1.20				\$1.20					\$1.56	Highway	Verify sponsor
10-Year	1	5	0617-02-073	MPO-016	16	PR 22	Corridor upgrade for pedestrian and access management improvements without adding capacity	Aquarius Street	Whitecap Boulevard	TxDOT-CRP	On	2	\$16.00	\$16.00		\$16.00							\$19.20	Highway	Funding allocation matches 2020 UTP
10-Year	1	8	0180-10-082	MPO-017	17	SH 361	Upgrade/add direct connectors	At SH 35 interchange	0.6 miles Southeast on SH 361	TxDOT-CRP	On	2	\$38.50	\$38.50		\$38.50							\$46.20	Highway	Funding allocation matches 2020 UTP
10-Year	1	9	0180-06-118	MPO-018	18	SH 35	Upgrade/add direct connectors	FM 3284	0.23 North of SH 361	TxDOT-CRP	On	4U	\$21.50	\$21.50			\$21.50						\$25.80	Highway	Funding allocation matches 2020 UTP
10-Year	9	22		MPO-019	19	SS 544 (Agnes Street / Laredo Street)	Operational improvements without adding capacity	SH 286 (Crosstown)	Coopers Alley	City of Corpus Christi	Off	7	\$5.50	\$5.50				\$5.50					\$6.60	Highway	
10-Year	12	27	0916-35-170	MPO-020	20	Holly Road Travel Lanes	Construct Phase II by adding 2 additional travel lanes	SH 286	Greenwood Drive	City of Corpus Christi	Off	7	\$4.73	\$4.73				\$4.73					\$5.68	Highway	
10-Year	13	28		MPO-021	21	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	7	\$1.89	\$1.89				\$1.89					\$2.27	Highway	
10-Year	13	29		MPO-022	22	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	7	\$45.00	\$45.00				\$45.00					\$54.00	Highway	
10-Year	13	30		MPO-023	23	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	7	\$25.00	\$25.00				\$25.00					\$30.00	Highway	
10-Year	14	31		MPO-024	24	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	7	\$39.41	\$39.41				\$39.41					\$47.29	Highway	
10-Year	15	32		MPO-025	25	Timon Boulevard / Surfside Boulevard	Rehabilitate without additional capacity, construct bicycle facilities	Beach Avenue	Burleson Street	City of Corpus Christi	Off	7	\$20.00	\$20.00				\$20.00					\$24.00	Bike/Ped	Consider North Beach plan impact. Possible use of remaining Category 7 funds.
10-Year	19	36		MPO-026	26	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	7	\$17.00	\$17.00				\$17.00					\$20.40	Highway	
10-Year	22	39		MPO-027	27	CR 72	Construct 2 additional travel lanes (CTWLTL)	FM 2986 (Wildcat Drive)	CR 2032	City of Portland	Off	7	\$5.92	\$5.92				\$5.92					\$7.10	Highway	
10-Year	23	40		MPO-028	28	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	7	\$5.00	\$5.00				\$5.00					\$6.00	Highway	
10-Year	32	49	TBD	MPO-029	29	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	2 / 7 / Local	\$7.00	\$7.00							\$7.00		\$8.40	Highway	
10-Year	35	52		MPO-030	30	Future Category 9 Projects	Projects selected through competitive process	N/A	N/A	TBD	On/Off	9	\$12.43	\$12.43					\$12.43				\$12.43	Bike/Ped	Remaining Cat 9 funding to be allocated in the future based on a call for projects and ultimate selection.
Long Range	5	18	0617-01-178	MPO-031	31	SH 358 (SPID) Ramp Reversal	Ramp Reversal Phase II-C (Braided ramps)	Airline Road	Everhart Road	TxDOT-CRP	On	2	\$35.00	\$35.00		\$35.00							\$42.00	Highway	
Long Range	6	19		MPO-032	32	SH 286 (Crosstown)	Construct 1 additional northbound travel lane with ramp upgrades	SS 544 (Agnes Street / Laredo Street)	SH 358 (SPID)	TxDOT-CRP	On	2	\$80.00	\$80.00		\$80.00							\$96.00	Highway	
Long Range	7	20		MPO-033	33	FM 624 (Northwest Boulevard)	Upgrade from 4-lane roadway to 6-lane roadway including raised medians	CR 69	FM 73	TxDOT-CRP	On	2 / 4U / 7	\$18.00	\$18.00		\$6.00	\$10.00	\$2.00					\$21.60	Highway	
Long Range	8	21		MPO-034	34	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	2 / 4U	\$100.00	\$100.00		\$60.00	\$40.00						\$120.00	Highway	
Long Range	10	23		MPO-035	35	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	2 / 4U	\$40.00	\$40.00		\$15.00	\$25.00						\$48.00	Highway	
Long Range	11	24		MPO-036	36	SH 286 (Crosstown) Braided Ramp	Construct braided ramps northbound from Holly to SH 358	South of Holly Road	SH 358 (SPID)	TxDOT-CRP	On	2 / 4U	\$60.00	\$60.00		\$25.00	\$35.00						\$72.00	Highway	
														\$839.79	\$0.00	\$375.50	\$158.50	\$214.87	\$14.50	\$33.00	\$27.00	\$16.42	\$1,028.34		