



TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA

Thursday February 17, 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. Public Comments for Items not on the Agenda:

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

Public Comments may be provided in-person during the meeting or in writing, limited to 1,000 characters, by emailing ccmpo@cctxmpo.us or by regular mail or hand-delivery to the Corpus Christi MPO offices at 602 N. Staples St., Suite 300, Corpus Christi, TX 78401. All Public Comments submitted shall be placed into the record of the meeting.

3. APPROVAL OF THE JANUARY 20, 2022 TAC REGULAR MEETING MINUTES ☒

4. DISCUSSION AND POSSIBLE ACTION ITEMS

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

Action: Review, Discuss and Recommend Release by the Transportation Policy Committee

5. DISCUSSION ITEMS

A. FY 2023 – 2026 Transportation Improvement Program (TIP) Project Selection ☒

B. FY 2023 and FY 2024 DRAFT Unified Planning Work Program (UPWP) ☒

C. FY 2021 – FY 2022 Unified Planning Work Program (UPWP) Amendment 1 ☒

6. INFORMATION ITEMS

A. Federal IIJA/BIL Grant Opportunities Process Fact Sheet ☒

B. Member Agency Project and Program Updates

7. REGIONAL FREIGHT TOPIC

A. 2022 Port Performance Freight Statistics Program: Supply-Chain Feature January 2022 ([Link](#))

B. Driverless Trucks Set to Take Over Roads In Texas ([Link](#))

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

9. Upcoming Meetings/Events:

A. Surface Transportation Block Grant Set-Aside Program Call-for-Projects Workshop #2 February 17, 2022

B. STBG-SA (CAT 9) Project Applications Due **March 1, 2022**

C. Transportation Policy Committee: Regular Meeting **March 3, 2022**

D. Technical Advisory Committee: Regular Meeting **March 17, 2022**

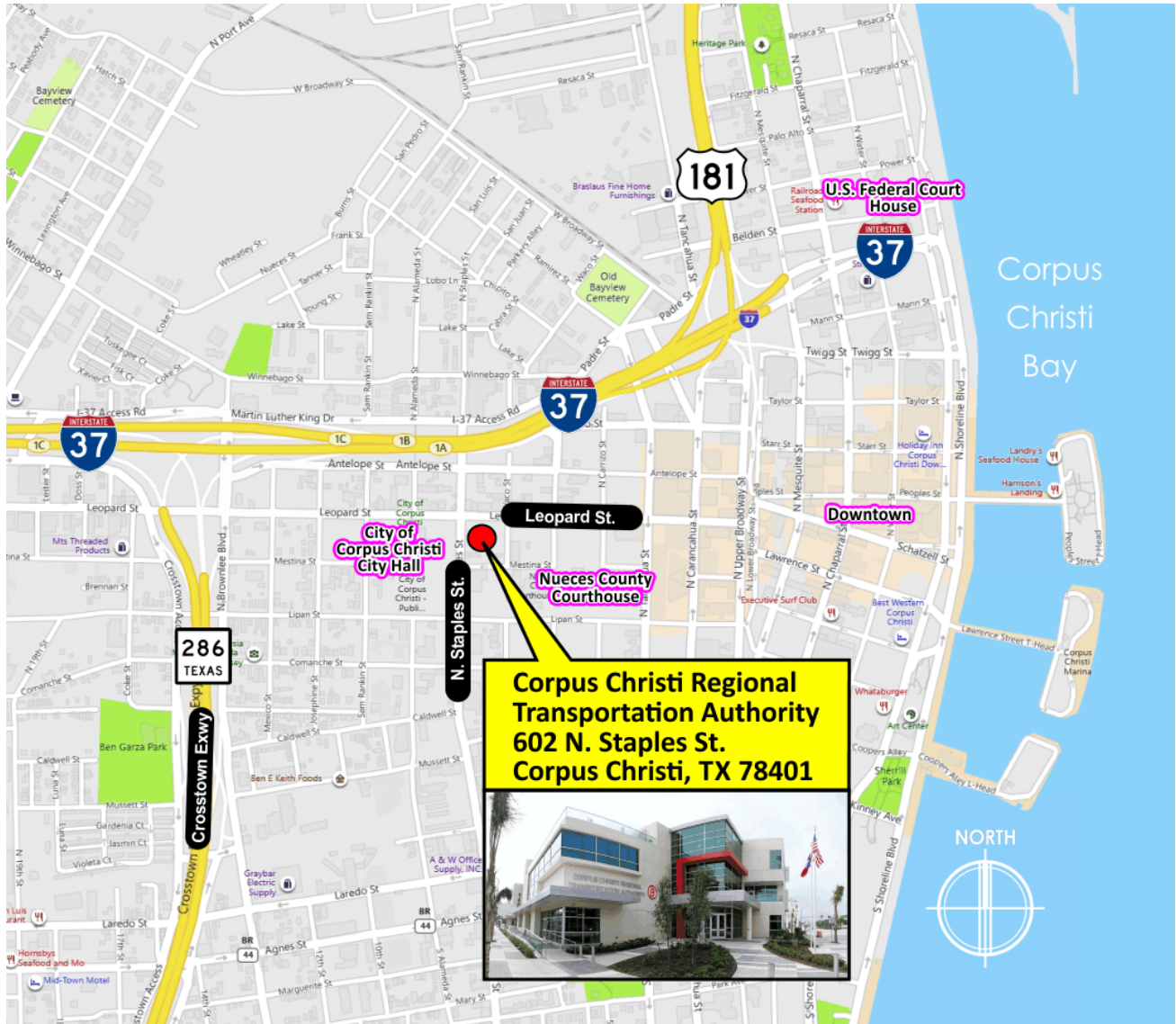
10. Adjourn

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

PUBLIC MEETING NOTIFICATION

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

MEETING LOCATION MAP



CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (CORPUS CHRISTI MPO)
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING MINUTES
Thursday, January 20, 2022

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

Chairperson Brian DeLatte called the meeting to order at 9:01 A.M.

TAC Members Present:

Chairperson Brian DeLatte, P.E., City of Portland

Vice Chairperson Gordon Robinson, AICP, Corpus Christi Regional Transportation Authority

Juan Pimentel, P.E., Nueces County

Howard Gillespie, San Patricio County

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

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

Dan McGinn, AICP, City of Corpus Christi (Alternate)

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

2. Election of Officers

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

Ms. Munoz made a motion to re-elect Chairperson DeLatte for Chairperson, Mr. Gillespie seconded. Chairperson DeLatte made a motion to re-elect Vice Chairperson Robinson for Vice Chairperson, Mr. Gillespie seconded. Both motions passed unanimously; Chairperson DeLatte is re-elected for the TAC Chairperson and Vice Chairperson Robinson is re-elected for the TAC Vice Chairperson for calendar year 2022.

3. Public Comments for Items not on the Agenda

None were made or offered.

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

Vice Chairperson Robinson made a motion to approve the December 16, 2021, TAC Meeting Minutes. Mr. Pimentel seconded; the motion passed unanimously.

5. ACTION ITEMS

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

This item and the next item, FY 2023-2026 Transportation Improvement Program (TIP) Project Selection Process, are closely related and were discussed during the December TAC meeting. The Corpus Christi MPO has been soliciting the TAC members' feedback and comments for the following suggested project selection process for both 2023 UTP and FY 2023-2026 TIP: (1) limiting the project selection from the 2020-2045 MTP Fiscally Constrained Project List as shown in Table 12 of the FY 2021-2024 Corpus Christi MPO TIP. The TAC evaluated, prioritized and recommended this list to the Transportation Policy Committee for approval as the region's priority project list, including the mid-range (10 years) and long-range (25 years) time frame two years ago, (2) the project sponsor entities will fill out the attached DRAFT CATEGORY 2, 4, AND 7 APPLICATION FORM for the most current information and status of each project.

Ms. Sales-Evans commented the following: (1) the projects selected for the first 4 years of the 2023 UTP are not automatically included in the FY 2023-2026 TIP, (2) combining Category 2, 4, and 7 into one application form is problematic due to the specific features for each funding category. The DRAFT CATEGORY 2, 4, AND 7 APPLICATION FORM seems to be still tailored for Category 9, and objectives for Category 2 and 4 such as connectivity and mobility are not fully reflected in this form, and the TxDOT Corpus Christi District typically uses Category 4 funding as supplemental funding for Category 2 projects,

(3) suggest for changing “local” in the Funding Summary on page 2 to other term for clarification purposes.

Mr. MacDonald explained that the primary purpose of this DRAFT CATEGORY 2, 4, AND 7 APPLICATION FORM as proof of concept for collecting more current and detailed information for each project to aid the evaluation process. The information currently included in the TIP and UTP descriptions such as the project sponsor, project purpose, expected benefits, cost estimate, the status of the environmental clearance, Right-of-Way acquisition, etc., is insufficient to use in project evaluation and scoring. Next years’ process will facilitate projects that are not already included in the fiscally-constrained project list and will also be more rigorous and use better tools and data. Mr. MacDonald further discussed that the color of the funding is secondary to prioritizing the most beneficial projects. He suggested that only after the “best” projects are prioritized should the color of funding be determined. He agreed with the change of the term “local” and proposed to use “non-federal.” The Corpus Christi MPO staff checked other MPOs in Texas such as Capital Area MPO (CAMPO), and they use one application form for all funding Categories with a supplementary sheet if necessary. Mr. MacDonald will send CAMPO’s application form to the TAC members for reference.

Ms. Sales-Evans made a motion to recommend to the TPC that they approve the general direction to nominate projects for the 2023 UTP as proposed by the Corpus Christi MPO with further discussion and modification to the application form. Mr. Gillespie seconded; the motion passed unanimously.

The suggested edits for the application form will be made, then finalized after further discussion by the TAC.

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

As mentioned in Item 5A above, because the schedule is very tight, the updated data and systematic project selection tools are not yet available. This includes the final Category 7 funding amount not being available until after February 2022. And so the Corpus Christi MPO staff recommends using the same process for both the 2023 UTP and FY 2023-2026 TIP: (1) limiting projects to those included in the FY 2021-2024 Corpus Christi MPO TIP Table 12, (2) using the same DRAFT CATEGORY 2, 4, AND 7 APPLICATION FORM for collecting the most current and accurate information on each project.

The estimated Category 7 funding is \$38 million, plus the Corpus Christi MPO is expecting additional carry-over so more than \$40 million will be available over the 4 years of the TIP for Category 7 projects.

Ms. Sales-Evans inquired how the Corpus Christi MPO allocates the \$40 million for the TIP (4-years) and UTP (10-years) timeframe. Mr. MacDonald stated that the Corpus Christi MPO would allocate all available funding amounts because (1) pooling fund is not allowed by TxDOT, (2) Category 7 Surface Transportation Block Grant funding is the most flexible and versatile among the federal funding categories, and (3) the Texas Transportation Commission launched the State-wide Safety Task Force and unused Category 5 and Category 7 funds may be used for this program. He also mentioned that these project selections can be changed at any time with TAC and TPC actions.

Mr. MacDonald stated that although the Corpus Christi MPO staff expects to program all of these funds, the more rigorous and flexible 2024 UTP process will allow different projects to be included and prioritized against all of these funds. The Corpus Christi MPO must go through all required steps such as public involvement process and the Draft FY 2023-2026 TIP should be approved by the TPC in June, thus project selection needs to be moved forward. If some changes are needed, TIP can be amended monthly and the STIP is amended quarterly.

Ms. Sales-Evans reminded the TAC members that after projects are included in the TIP, they fall under federal regulations and requirements.

Ms. Sales-Evans made a motion to recommend the general direction to select projects for the FY 2023-2026 TIP as proposed by the Corpus Christi MPO with further discussion and modification to the application. Mr. Gillespie seconded; the motion passed unanimously.

6. DISCUSSION ITEMS

A. FY 2021 – FY 2022 Unified Planning Work Program (UPWP) Amendment 1

Mr. Casper explained that the FY 2021 – FY 2022 UPWP needs to be amended in order to (1) align staff time for expected work and products in FY 2022, (2) reflect the changes by 2020 Census data, (3) reflect new Infrastructure and Investment Jobs Act (IIJA), include the efforts necessitated by new Executive Orders and the new required Planning Emphasis Areas, (4) match actual federal PL 112 and FTA 5303 (TPF) funding levels, (5) incorporate the findings of both the Corpus Christi MPO After Action Report and the Quadrennial FHWA-FTA Certification.

Within the above items, the Corpus Christi MPO staff identified more needs than existing TPF funding levels would finance. Serendipitously, there are \$3.2 million in Covid relief Category 7 funds that are available to the MPO that are 100% federal. By not having the usual requirement for 20% of non-federal match the MPO can utilize these funds for a once in a decade update to tools and processes. The Corpus Christi MPO proposed to use between \$1.5 million and \$2 million for hiring consultants to develop and implement tools for the regional performance-based planning and programming process. The 6A memo listed the expected deliverables from these consultant services as follows:

- An enhanced regional Travel Demand Model
- Meso-level traffic model for corridor level analysis
- Detailed selected intersection analysis for Congestion Management Process
- Region-wide crash analysis
- Development of Regional Safety Plan
- Regional Pavement and Bridge Model
- UrbanSim Socio-economic Allocation Model
- Resiliency and Mitigation Planning Coordination
- Resiliency Plan/HAZUS Model
- Complete Streets Plan and Policy
- Active Transportation/Micro-mobility Plan
- Region-wide walkability and bikeability scoring
- TIP Project Selection Tool

Ms. Sales-Evans asked about the process to include the Category 7 funds into the UPWP or the TIP. The Corpus Christi MPO has looked at the other MPOs in Texas that do this and will bring more detailed information for the next TAC meeting.

B. FY 2023 – FY 2024 Unified Planning Work Program (UPWP) Development

As mentioned in Item 6A, the Corpus Christi MPO is required to develop a FY 2023 and FY 2024 UPWP. The new FY 2023 and FY 2024 UPWP needs to describe the Corpus Christi MPO's Performance-based Planning and Programming (PBPP) planning work reflecting with the changes required by 2020 Census data, reflect new Infrastructure and Investment Jobs Act (IIJA), include the efforts necessitated by new Executive Orders and the new required Planning Emphasis Areas, match actual federal PL 112 and FTA 5303 (TPF) funding levels, incorporate the findings of both the Corpus Christi MPO After Action Report and the Quadrennial FHWA-FTA Certification. Regional transportation-related studies and activities that are conducted by local and state agencies in the federal fiscal year 2023 and 2024 (October 1, 2022 – September 30, 2024) need to be included in the FY 2023 and FY 2024 UPWP, and the Corpus Christi MPO requested the TAC members to submit their entities' planning activities anticipated in this time period.

7. INFORMATION ITEMS

A. Member Agency Project and Program Updates

Chairperson DeLatte informed that the City of Portland's Memorial Parkway Hike & Bike Trail Project started construction two weeks ago.

8. REGIONAL FREIGHT TOPIC

A. 2045 MTP Freight Chapter Review for Updates for the 2050 MTP

The Corpus Christi MPO provided a link to the 2020 – 2045 Metropolitan Transportation Plan Freight Chapter for review and comments. The development of the 2025 – 2050 MTP is coming up and the Corpus Christi MPO needs any information related to Freight, Freight Planning, and Freight Projects in the region.

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

Ms. Sales-Evans informed the TAC that the Texas Transportation Forum will be held on February 6 through 8, 2022 and registration is open now.

10. Upcoming Meetings:

- | | |
|---|--------------------------|
| A. Transportation Policy Committee Regular Meeting: | February 3, 2022 |
| B. Technical Advisory Committee Regular Meeting & CAT 9 Workshop #2: | February 17, 2022 |

11. Adjourn

The meeting adjourned at 9:58 A.M.



Date: February 11, 2022
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4A: TxDOT 2023 Unified Transportation Program (UTP) Project Selection
Action: Review, Discuss and Recommend Release by the TPC for the one month public comment period

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 is provided within Attachment 1 and illustrates the approval process for TxDOT including 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 2023 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, the 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 the development of the current MTP and TIP in accordance with federal requirements. The MPO must also coordinate with TxDOT on the state's scoring and selecting of projects for funding Category 4-Urban (CAT 4U).

The projects selected for the first 4 years of the 2023 TxDOT UTP are likely to be included in the FY 2023-2026 TIP/STIP, however the 2023 UTP process does not guarantee the projects will be included in the FY 2023-2026 TIP/STIP that will be approved by the Corpus Christi MPO. Additionally, the projects selected for Categories 2 and 4 must also be eventually 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 current (February 2022) 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	\$622,371,753	\$137,206,153	\$68,210,451	\$111,201,289	\$12,894,153	\$329,512,042
2023	\$104,394,464	\$31,076,423	\$15,449,284	\$10,855,235	\$1,258,700	\$58,639,642
2024	\$53,100,668	\$11,480,367	\$5,707,332	\$11,072,354	\$1,283,876	\$29,543,929
2025	\$54,162,682	\$13,156,983	\$6,540,842	\$11,293,815	\$1,309,555	\$32,301,195
2026	\$55,245,935	\$12,098,277	\$6,014,518	\$11,519,706	\$1,335,748	\$30,968,249
2027	\$56,350,854	\$12,910,583	\$6,418,347	\$11,076,696	\$1,284,379	\$31,690,005
2028	\$57,477,871	\$11,959,505	\$5,945,529	\$11,076,696	\$1,284,379	\$30,266,109
2029	\$58,627,429	\$10,126,351	\$5,034,198	\$11,076,696	\$1,284,379	\$27,521,624
2030	\$59,799,977	\$12,773,509	\$6,350,202	\$11,076,696	\$1,284,379	\$31,484,786
2031	\$60,995,977	\$11,738,783	\$5,835,800	\$11,076,696	\$1,284,379	\$29,935,658
2032	\$62,215,896	\$9,885,372	\$4,914,398	\$11,076,696	\$1,284,379	\$27,160,845
<p><i>*Per TxDOT's 2023 Unified Transportation Program and Corresponding TIP/STIP Years of 2023-2026 (2/4/22)</i></p> <p>1 Note: <i>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></p>						

Current funding target/estimates were provided on February 4, 2022 and included in Attachment 1. There may also be some additional carryover funds from FY 2022 and prior years for some of the funding Categories (CATs). Once these estimates are known, we will add the amounts to the available funds in the Financial Plan for the FY 2023-2026 TIP so that projects can be selected using all anticipated funding. For the 2023 UTP, these funding estimates will be used to select projects within the fiscal limits of the February 2022 values. The current TxDOT description of all funding categories (CATs) is from the 2022 UTP and provided as Attachment 2. Any changes to the funding category descriptions will be provided to the TAC and TPC in future meetings.

Eligible Projects List

The fiscally constrained list of projects shown in the FY 2021-2024 TIP as Table 12 is provided as an attached and linked 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 used for the selection process for the MPO's 2023 UTP proposed projects with TxDOT recommendations using funding Categories 2, 4 and 7. This list of projects is also likely the source of prioritized projects for TxDOT to select in their process for CAT 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. The TAC is anticipated to recommend approval of the CAT 9 projects at their regular meeting in April 2022. The TPC is expected to approve the CAT 9 projects in May 2022.

The TxDOT-Corpus Christi District (CRP) proposed 2023 UTP projects are shown in Attachment 4. These projects are proposed for the TxDOT 2023 UTP. The TxDOT-CRP District has recently submitted these projects to TxDOT-TPP for review as part of the 2023 UTP process.

Project Scoring and Selection Process

The Corpus Christi MPO staff is using 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.

Project Sponsors Provide Updated Information

The Corpus Christi MPO originally proposed to use a project Application Form for this process based on the CAT 9 Application Form. The DRAFT Application Form presented last month to the TAC was discussed and the TAC believed there could be some enhancements made to the form. Given the timeline for approving projects for the 2023 UTP, MPO staff is asking project sponsors to provide updated information on the proposed projects to be prioritized for funding in CATs 2,4 and 7 if the CAT 7 funding is proposed for projects to be submitted as part of the 2023 UTP process.

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 future 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 2023 UTP process for performance-based planning for funding Category 4 (CAT 4). As the TxDOT-CRP District 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. The current 2023 UTP Projects List is provided for TAC review as Attachment 4.

Recommendation

The Corpus Christi MPO staff requests that the TAC members review, discuss and select 2023 UTP projects for the TPC to release for the one month public comment period. We will bring the 2023 UTP project spreadsheet, as provided by TxDOT to the TAC meeting for developing any changes to the DRAFT 2023 UTP project list as provided by TxDOT-CRP. A review of the project status in the 10-year and 4-year time periods will be the focus of the discussion.

Proposed Motion

TAC recommends that the TPC release the 2023 UTP Project Selections for the one-month public comment period.

Attachments

1. TxDOT 2023 UTP Development Presentation from the January 2022 Texas Transportation Commission
2. TxDOT 2022 UTP Complete Category Funding Descriptions
3. Table 12: Project Eligible List for 2023 UTP Selection ([Excel Spreadsheet](#))
4. TxDOT-CRP District 2023 DRAFT UTP Project List ([Excel Spreadsheet](#))



2023 Unified Transportation Program Development

TEXAS TRANSPORTATION COMMISSION

January 27, 2022

Jessica Butler

Director, Transportation Planning and Programming Division



“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.”

<https://www.txdot.gov/inside-txdot/division/transportation-planning/utp.html>

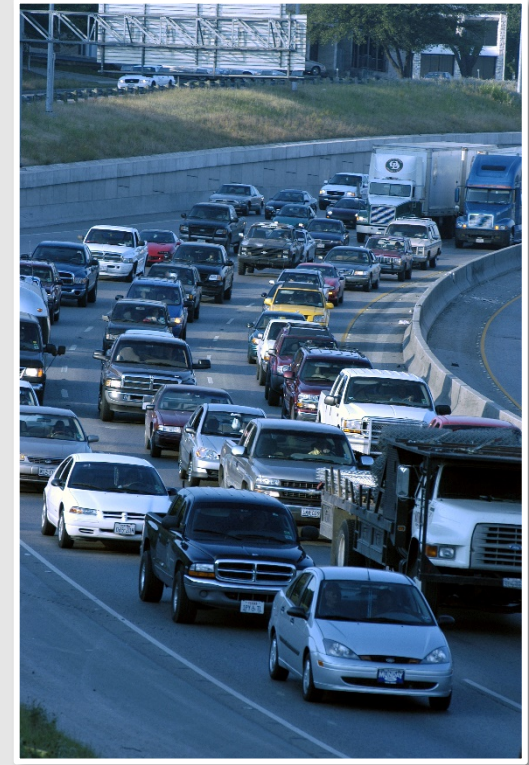
“The funding levels in the UTP are based on a forecast of potential transportation revenue that may be available over the next 10 years. Because funding levels may change in the future, the UTP does not serve as a budget or a guarantee that certain projects will be built. Instead, the plan authorizes TxDOT and local partnering agencies to prepare projects for construction based on a potential future cash flow scenario.”

2022 Unified Transportation Program (page 5)

What is the Unified Transportation Program?



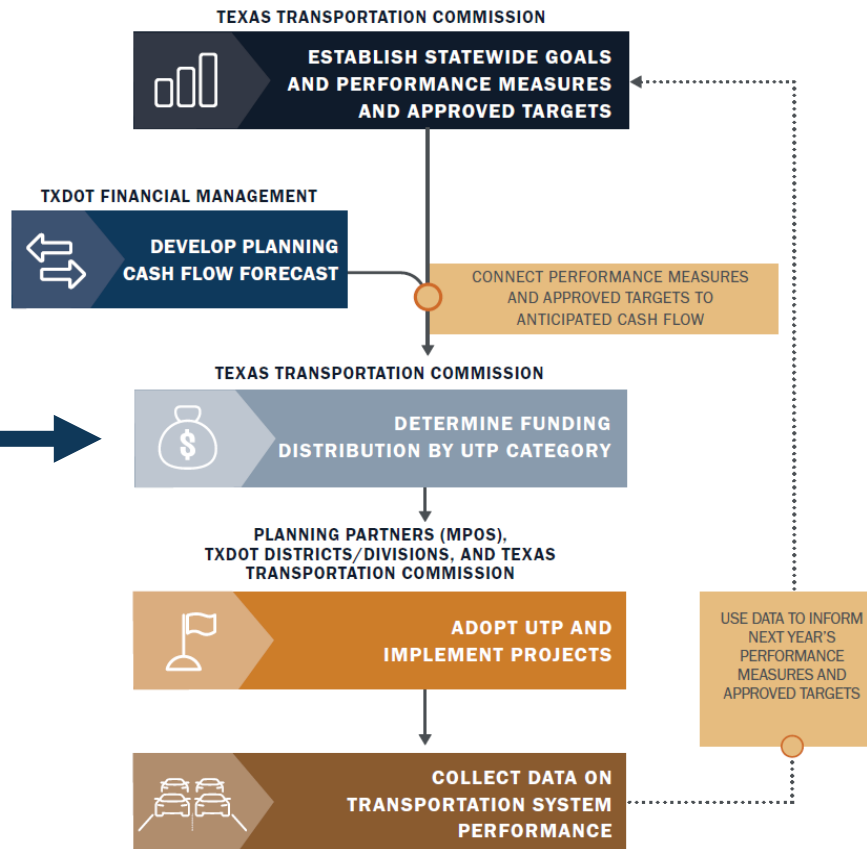
- TxDOT's 10-year plan that guides the development of transportation projects across the state
- Determines how much transportation funding the state expects to have over the next decade and how to distribute it
- Includes all transportation projects that TxDOT is developing for construction over the next 10 years
- Organized into 12 funding categories that focus on different highway project types or ranges of activities
- Required by state law and approved by the Texas Transportation Commission each year by August 31
- May be updated more frequently if necessary to authorize a major change to one or more funding allocations or project listings.



UTP Development Process



We are here

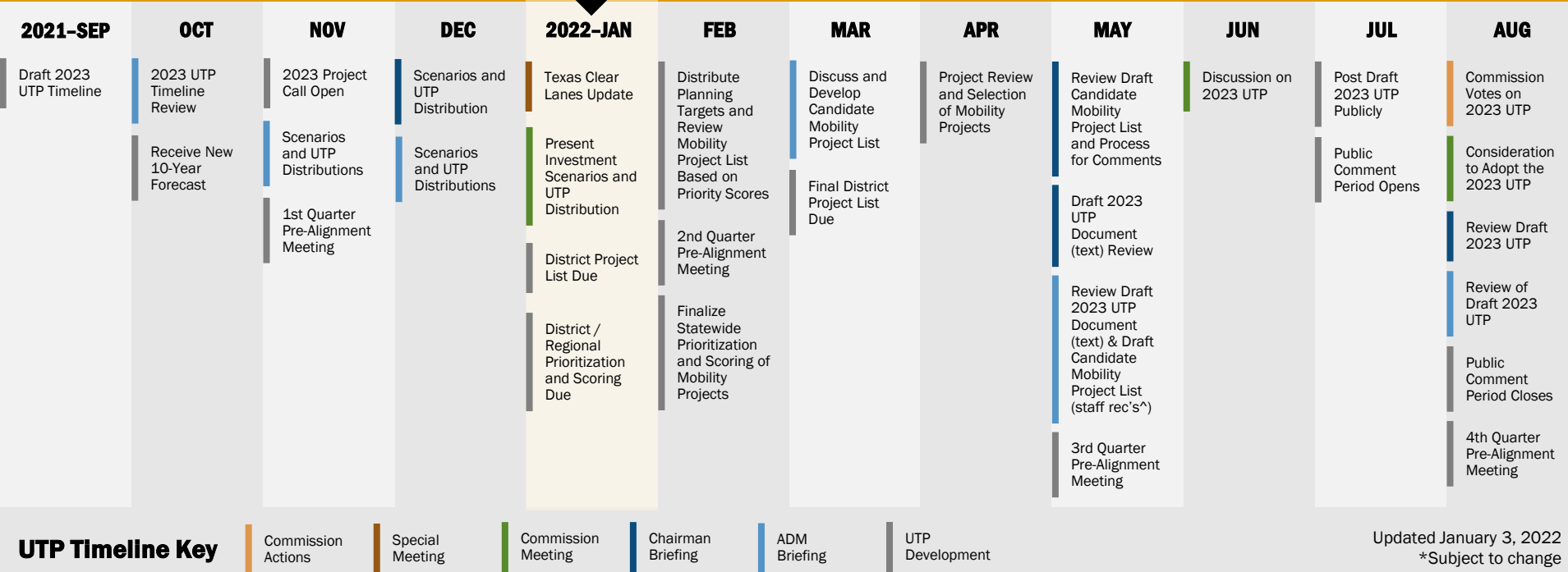


Unified Transportation Program: 2023 UTP Commission Timeline*



We are
here

Annual process involves many stakeholders and steps that include the forecast, funding distribution, scoring and selection of projects and public outreach.



Updated January 3, 2022

*Subject to change

^staff rec's – staff recommendations



Impacts of Financial Forecast on Proposed UTP Distribution

Changes to UTP Planning Forecast	2023 UTP 10 Year Impact (\$B)	Changes to UTP Funding	2022 UTP (\$B)	2023 UTP (\$B)	Diff (\$B)
FY 2032 Addition and FY 2022 Removal	\$(1.5)	UTP Funding Distributions	\$68.7	\$80.1	\$11.5
Federal Additions & Adjustments	\$8.0	Cat 3 Non-traditional Funding	\$5.8	TBD	TBD
State Motor Fuel Tax & Vehicle Reg. Fee Reductions	\$(0.7)				
Texas Emission Reduction Program (TERP) Transfer	\$1.1				
Texas Mobility Fund Bond Authority	\$2.0				
Prop 1: Oil & Natural Gas Severance Tax Increase	\$2.3				
Prop 7: Motor Vehicle Sales Tax Increase	\$3.1				
Prop 7: Bond Debt Service Funding Change	\$(2.8)				
Total Changes between 2022 & 2023 UTP Forecast	\$11.5				

Draft 2023 UTP Distribution Process



- 2023 Forecast includes the additional funds related to the Infrastructure Investment and Job Act (IIJA) and the State's Proposition 1 and 7 as well as Texas Mobility Bond Funds
- Estimated required minimums
 - Fund federal categories at estimated levels for IIJA (Cat. 6, 7, 8 & 9)
 - Fund federal Congestion Mitigation and Air Quality (Cat. 5) at FAST ACT levels
 - State riders and sub-programs (Cat. 10 & 11) – includes potential increases for the Ferry Program of \$15M/year and ADA program of \$5M/year.
 - Earmarks (Cat. 10)
- Increase to Commission Strategic Priority (Cat. 12) to align with the biennial budget
- Bridge & Safety supplemental increase (Cat. 6 & Cat 11 – District Safety)
- Additional funding to advance projects & address maintenance and preservation needs (Cat. 1 & 11)
- Remainder distributed to mobility and connectivity needs in Cat. 2 & 4

*Category = Cat.

Draft 2023 UTP Distribution Comparisons



Category and Description		2022 UTP Distribution	Draft 2023 UTP Distribution	Difference (\$)
1	Preventive Maintenance & Rehabilitation	\$ 13,926,300,000	\$ 16,648,909,956	\$ 2,722,609,956
2	Metro and Urban Corridor Funding	\$ 10,012,237,582	\$ 10,751,683,174	\$ 739,445,592
4R	Statewide Connectivity (Rural)	\$ 5,406,608,295	\$ 6,885,499,478	\$ 1,478,891,183
4U	Statewide Connectivity (Urban)	\$ 4,605,629,288	\$ 5,345,074,880	\$ 739,445,592
5	Congestion Mitigation and Air Quality	\$ 2,322,790,000	\$ 2,322,790,000	\$ -
6	Bridge	\$ 3,586,560,000	\$ 4,178,006,000	\$ 591,446,000
7	Federal Metropolitan Mobility	\$ 5,038,158,388	\$ 5,740,408,284	\$ 702,249,896
8	Safety	\$ 3,431,750,000	\$ 3,739,951,654	\$ 308,201,654
9	Transportation Alternatives	\$ 910,500,000	\$ 1,716,889,577	\$ 806,389,577
10	Supplemental Transportation Projects	\$ 624,036,355	\$ 734,554,873	\$ 110,518,518
11	District Discretionary	\$ 1,096,500,000	\$ 1,400,000,000	\$ 303,500,000
11ES	Energy Sector	\$ 2,136,880,000	\$ 2,494,143,000	\$ 357,263,000
11S	District Safety	\$ -	\$ 496,638,346	\$ 496,638,346
12	Strategic Priority	\$ 10,556,223,482	\$ 12,677,859,790	\$ 2,121,636,308
12CL	Strategic Priority (Texas Clear Lanes)	\$ 5,000,000,000	\$ 5,000,000,000	\$ -
Sub-Total		\$ 68,654,173,390	\$ 80,132,409,011	\$ 11,478,235,621
3	Non-traditional (SUBJECT TO CHANGE)	\$ 5,772,892,508	\$ 5,000,000,000	\$ (772,892,508)
Total UTP		\$ 74,427,065,898	\$ 85,132,409,011	\$ 10,705,343,113

Draft distribution is for illustrative purposes and pending further guidance on apportionments and category distributions.




Safety Component of Each Category in Proposed 2023 UTP



		Estimated Safety Investment by Category		
Category and Description		2023 UTP Draft Distribution	Safety %	Effective Safety Investment
1	Preventive Maintenance & Rehabilitation	\$ 16,648,909,956	8%	\$ 1,331,912,796
2	Metro and Urban Corridor Funding	\$ 10,751,683,174	12%	\$ 1,290,201,981
3	Non-Traditional	\$ 5,000,000,000	9%	\$ 450,000,000
4R	Statewide Connectivity (Rural)	\$ 6,885,499,478	12%	\$ 826,259,937
4U	Statewide Connectivity (Urban)	\$ 5,345,074,880	12%	\$ 641,408,986
5	Congestion Mitigation and Air Quality Improvement	\$ 2,322,790,000	33%	\$ 766,520,700
6	Bridge	\$ 4,178,006,000	3%	\$ 125,340,180
7	Federal Metropolitan Mobility	\$ 5,740,408,284	11%	\$ 631,444,911
8	Safety	\$ 3,739,951,654	100%	\$ 3,739,951,654
9	Transportation Alternatives	\$ 1,716,889,577	66%	\$ 1,133,147,121
10	Supplemental Transportation Projects	\$ 734,554,873	19%	\$ 139,565,426
11	District Discretionary	\$ 1,400,000,000	21%	\$ 294,000,000
11ES	Energy Sector	\$ 2,494,143,000	12%	\$ 299,297,160
11S	District Safety	\$ 496,638,346	100%	\$ 496,638,346
12	Strategic Priority	\$ 12,677,859,790	11%	\$ 1,394,564,577
12CL	Strategic Priority (Texas Clear Lanes)	\$ 5,000,000,000	10%	\$ 500,000,000
	Total	\$ 85,132,409,011		\$ 14,060,253,775

Plan Performance Measures, DRAFT Targets and Current Conditions



PLAN GOAL	 PROMOTE SAFETY	 PRESERVE OUR ASSETS	 OPTIMIZE SYSTEM PERFORMANCE			
MEASURE	FATALITIES EACH YEAR	FATALITY RATE	PAVEMENT CONDITION	BRIDGE CONDITION	URBAN CONGESTION INDEX	RURAL RELIABILITY INDEX
2018 Actual*	3,654	1.30	87.9%	89.1	1.22	1.15
2019 Actual*	3,622	1.26	88.0 %	89.0	1.21	1.14
2020 Actual*	3,893	1.49	88.8%	88.9	1.09	1.13
2032 Target	2,143	0.70	90.0%	90.0	1.20	1.12
2032 Forecast	3,275	0.98	89.0%	88.5	1.40	1.16

*Source: TxDOT Performance Dashboard.



- February 2022: Distribute DRAFT planning targets to the districts and metropolitan planning partners
- February 2022: Begin statewide scoring for categories 2, 4 and 12 candidate projects
- February – May 2022: Brief Administration and Commission on progress of project selection and scoring
- June 2022: Present draft 2023 UTP to Commission
- July 2022: Begin public involvement
- August 2022: Request Commission consider adopting 2023 UTP



DISCUSSION

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

FUNDING CATEGORY

3

Non-Traditionally Funded Transportation Projects

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>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.</p> <p>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.</p> <p>Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements.</p>	<p>Each MPO shall receive an allocation of Category 2 based on the following formula:</p> <p>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).</p> <ul style="list-style-type: none"> 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 <p>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:</p> <ul style="list-style-type: none"> 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 	<p>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.</p>
<p>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)</p> <p>Common project types include new-location roadways, roadway widening (both freeway and non-freeway), and interchange improvements.</p>	<p>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.</p>	<p>Projects are determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments.</p>

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>



Date: February 11, 2022
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5A: FY 2023-2026 Transportation Improvement Program (TIP) Project Selection Process
Action: Review and Discussion

Summary

As part of the 3C planning process for the FY 2023-2026 Transportation Improvement Program (TIP) and State STIP (TIP/STIP), 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 Corpus Christi MPO TPC. The current TIP/STIP Schedule is provided as Attachment 1.

The Corpus Christi MPO must also coordinate with TxDOT on their scoring and selecting of projects for Category 4 funding. 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 by the Corpus Christi MPO and TxDOT for funding during the first four years of the 2023 TxDOT UTP likely become part of the Corpus Christi MPO FY 2023-2026 TIP, although selection for the 2023 UTP list of projects does not guarantee inclusion in the Corpus Christi MPO's FY 2023-2026 TIP. Additionally, the projects selected for Categories 2 and 4 funding must also be authorized by the Texas Transportation Commission before the funds can be obligated.

Although the development of the TxDOT 2023 UTP is occurring concurrent with the Corpus Christi MPO FY 2023-2026 TIP, it is a separate process that is linked because they use a coordinated performance-based programming process. The project submittals, reviews, prioritization and selection for the FY 2023-2026 TIP/STIP is a collaborative process with TxDOT's development of the 2023 UTP.

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. The UTP funding category descriptions are provided as Attachment 2. These prior selection 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 current estimates for the four 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	\$266,903,749	\$67,812,050	\$33,711,976	\$44,741,110	\$5,187,879	\$151,453,015
2023	\$104,394,464	\$31,076,423	\$15,449,284	\$10,855,235	\$1,258,700	\$58,639,642
2024	\$53,100,668	\$11,480,367	\$5,707,332	\$11,072,354	\$1,283,876	\$29,543,929
2025	\$54,162,682	\$13,156,983	\$6,540,842	\$11,293,815	\$1,309,555	\$32,301,195
2026	\$55,245,935	\$12,098,277	\$6,014,518	\$11,519,706	\$1,335,748	\$30,968,249
<p><i>*Per TxDOT's 2023 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 refined by TxDOT and the Corpus Christi MPO. Current estimates are from the February 4, 2022 distribution by TxDOT. These estimates have been included in the available funds portion of the Financial Plan for the FY 2023-2026 TIP so that projects can be selected using all anticipated funds.

Eligible Projects List

The list of eligible projects is contained in the current Fiscally Constrained Project List 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 and any other "new" projects can be included in next years' 2024 UTP competitive selection process and amended into the FY 2023-2026 TIP/STIP. Depending on the new project, an amendment to the current 2045 MTP may need to be initiated.

This spreadsheet list is the proposed source of projects 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 select during their process for Category 4U. Category 9 projects are selected during a separate Corpus Christi MPO's Call-for-Projects for the STBG-SA (CAT 9) program. These projects will be recommended by the TAC at your April 2022 meeting and approved by the TPC at their May Regular Meeting.

The TxDOT-Corpus Christi District (CRP) FY 2023-2026 TIP/STIP year projects are shown in the 2023 TxDOT UTP (see Attachment 4). These projects were previously selected during the TxDOT 2022 UTP process 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 have updated costs and scheduled implementation for the FY 2023-2026 TIP/STIP years.

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 2020-205 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.

Another possibility of funding for CAT 7 is the programmatic listing of a project for various locations for safety, operations, and maintenance projects. Projects of this type can use CAT 7 funds if there are not other CAT 7 projects ready to proceed for construction funds in the FY 2023-2026 TIP time period. Allocating these CAT 7 funds for this line item can secure the funds until CAT 7 projects are identified by the local governments for inclusion in a future TIP Amendment. Projects of this type need to be part of the Corpus Christi MPO Congestion Management Process (CMP). See Attachment 8 for the Map of Regionally Significant Corridors identified by the CMP.

Complete Project DRAFT Project Application Form to Provide Updated Information

The Corpus Christi MPO staff is proposing to use a single Project Application Form (to be refined, it is currently available in DRAFT form as Attachment 5) for the submittal of projects for consideration and prioritization for funding categories 2, 4 and 7. The DRAFT Project Application Form will enable the project sponsors to present their updated project details for review by the TAC, TPC, other partner agencies and the general public. The future Project Application Form will 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). Additionally, the TAC requested an example of a Project Application Form from another MPO in Texas. Attachment 6 provides the example form the AAMPO TIP Application Form completion process. Please review this example and come to the TAC with your comments to assist us in developing a Project Application Form(s) for TIP Projects.

No New 2023-2026 TIP/STIP Projects

The Corpus Christi MPO staff proposes that no new projects, beyond those on the fiscally constrained list, 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 that is asked for in the DRAFT Application Form. 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 FY 2023-2026 TIP/STIP process for performance-based planning for funding Category 4 (CAT 4). The FY 2023-2026 TIP/STIP Timeline is provided as Attachment 1. As the TxDOT-CRP District has proposed projects in the FY 2023-2026 TIP/STIP fiscal years as part of the 2023 UTP process. The DRAFT list of projects is provided as Attachment #. This list of projects will 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 review and discuss the proposed DRAFT FY 2023-2026 TIP/STIP document (see Attachment 7) including any comments on proposed projects from the TxDOT listed projects for CATs 2 and CAT 4. Also, please come prepared to discuss the proposed projects that would request CAT 7 funding through the TIP process.

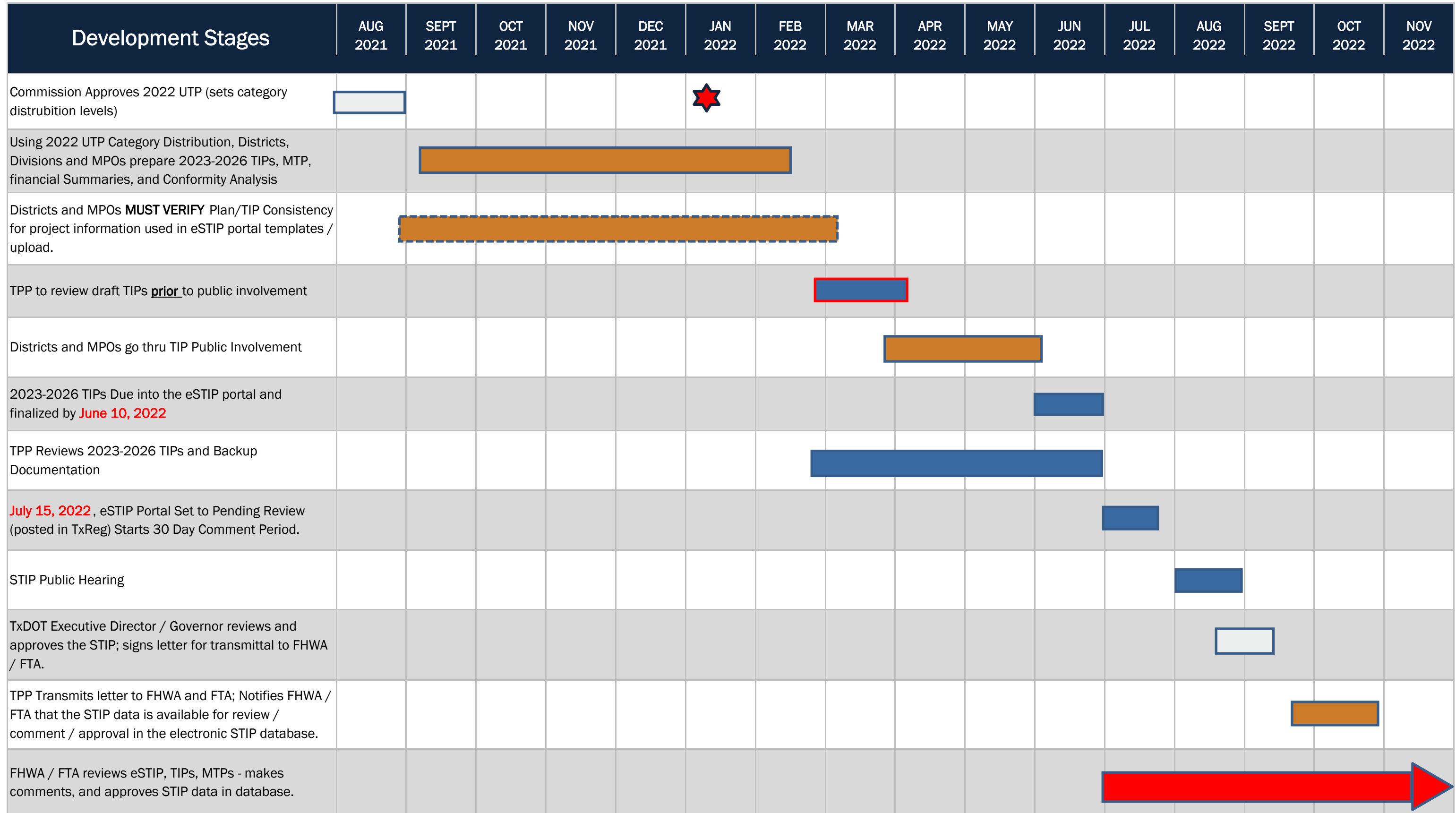
Proposed Motion

None, this is a review and discussion item.

Attachments

1. TxDOT 2023-2026 STIP/TIP Development Timeline
2. TxDOT 2022 UTP Complete Category Funding Descriptions
3. Table 12: Project Eligible List for 2023 UTP Selection
4. TxDOT 2023 UTP: Corpus Christi District DRAFT Project List
5. Corpus Christi MPO DRAFT Project Application Form
6. AAMPO (Alamo Area) Project Application Form Overview Presentation
7. DRAFT FY 2023-2026 TIP Document ([WEBLINK](#))
8. Map of Regionally Significant Corridors

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>

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

Plan Period	Rank	Rank Order	CSJ	MTP ID	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	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	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	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	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	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	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	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	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	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	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	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	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	Portland Bicycle Lanes	Construct one way cycle track and buffered bike lanes	At Variolius 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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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

TxDOT 2023 UTP: Corpus Christi District DRAFT Project List

						AUTHORIZED IN THE 2022 UTP			2023 UTP CANDIDATES REQUESTED AMOUNTS			COMMENTS
CSJ	COUNTY	HWY	PROJECT DESCRIPTION	LIMITS FROM	LIMITS TO	EST LET DATE RANGE	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY		PROPOSED FY*	FUNDING CATEGORY REQUESTED	REQUESTED CONSTRUCTION FUNDING	
1209-01-030	San Patricio	FM 893	UPGRADE TO 5-LANE URBAN ROADWAY BY CONSTRUCTING ADDTNL 2 LANES AND CLTL	CR 3685 (STARK RD)	.2 mi W of CR 79 (Gum Hollow)	FY 2022-2025	CAT 2 METRO	\$7,904,000	2023	CAT 2 METRO	\$7,904,000	No change
0617-01-177	Nueces	SH 358	RAMP REVERSAL PHASE II-B	NILE DRIVE	STAPLES STREET	FY 2022-2025	CAT 2 METRO	\$39,960,000	2024	CAT 2 METRO	\$39,960,000	No change
0326-01-056	Nueces	SH 286	CONSTRUCT PHASE I FREEWAY EXTENSION BY UPGRADING EXISTING 2- LN RDWY TO 4-LN DIVIDED HIGHWAY	FM 43	SOUTH OF FM 2444	FY 2022-2025	CAT 2 METRO	\$41,580,000	2024	CAT 2 METRO	\$52,000,000	Additional funding requested to address drainage issues and additional mainlane construction beyond originally estimated.
0989-02-057	Nueces	FM 624	Construct additional two travel lanes to upgrade existing four lane rural roadway to an urban six lane boulevard with raised median.	CR 73	Wildcat Dr.	FY 2022-2025	CAT 2 METRO	\$9,280,000	2025	CAT 2 METRO	\$9,280,000	No change
							CAT 4 URBAN	\$10,000,000		CAT 4 URBAN	\$10,000,000	
							CAT 7	\$2,000,000		CAT 7	\$2,000,000	
0180-06-118	San Patricio	SH 35	UPGRADE/ADD DIRECT CONNECTORS	FM 3284	.23 MI N OF SH 361	FY 2026-2031	CAT 4 URBAN	\$25,200,000	2026	CAT 4 URBAN	\$29,680,000	Additional funding requested for coordination and new costs associated with rail crossings.
0180-10-082	San Patricio	SH 361	UPGRADE/ADD DIRECT CONNECTORS	AT SH35 INTERCHANGE	.3 MI SE ON SH 361	FY 2026-2031	CAT 2 METRO	\$43,120,000	2026	CAT 2 METRO	\$44,800,000	Additional cost associated with railroad coordination for proposed improvements.
0326-03-103	Nueces	SH 286	Construct 1 additional travel lane northbound.	SH 358	Horne Rd.				2027	CAT 2 METRO	\$24,000,000	New request for funding
										CAT 4 URBAN	\$4,000,000	
0617-02-073	Nueces	PR 22	CORRIDOR UPGRADE FOR PEDESTRIAN AND ACCESS _MANAGEMENT IMPROVEMENTS WITHOUT ADDING CAPACITY	AQUARIUS ST.	WHITECAP BLVD.	FY 2026-2031	CAT 2 METRO	\$17,920,000	2027	CAT 2 METRO	\$17,920,000	No change

*Proposed FY subject to change based on fiscal constraint

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**.

[illegible]

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.



(THIS IS NOT THE FORM TO USE TO SUBMIT YOUR PROJECT)

Use this document to save your answers and copy and paste into the Official Form located here: <https://arcg.is/0yb4Lj0>

Project Submittal Form (Page 1)

Project Submittal Form

A banner image showing a highway with traffic. Overlaid on the image is the AAMPO logo (a red swoosh above the text 'AAMPO') and a dark blue horizontal bar with the text 'Call for Projects' in white.

**Alamo Area Metropolitan Planning Organization
FY 2023-2026 Transportation Improvement Program**

Eligible entities have an opportunity to apply for funding from three federal funding categories:
Surface Transportation Block Grant (STBG), Congestion Mitigation & Air Quality Improvement (CMAQ); and Transportation Alternatives (TA).

SUBMITTALS ARE DUE: APRIL 1, 2021

For more information on the process visit <http://alamoareampo.org/callforprojects/>

Note: Questions with " * " are required.

Next

Page 1 of 8

Powered by ArcGIS Survey123

Contact Information (Page 2)

Submitting Agency: * [answer](#)

Contact Person: * [answer](#)

Email: * [answer](#)

Phone: * (xxx-xxx-xxxx: format this way): [answer](#)

Contact name of staff who attended the Pre-Submittal Workshop? *

-Please Select One-

- [Same as above](#)
- [Other \(if other provide name\)](#)

Project delivery experience

List CSJs and/or MPO Project #s of completed projects since 2016: ([500-character limit](#))

[answer](#)

Project Information (Page 3)

Project/Roadway Name: * [answer](#)

Project Type * -Please Select One-

- [Added Capacity ->](#)
- [TSMO/Operational ->](#)
- [Transit ->](#)
- [Bicycle/Pedestrian ->](#)
- [Other CMAQ ->](#) ([This selection will open CMAQ Funding question below](#))

->**NOTE:** Based on your "Project Type" selection additional questions will appear on **Page 5**

Is this project located in Bexar County? *

-Please Select One-

- [Yes ->](#) [If "Yes" you will see the question below appear]
- [No](#)

->Would you like to be considered for CMAQ Funding?

[Click here](#) for CMAQ Program Guidance.

-Please Select One-

- [Yes](#)
- [No](#)

What other counties are located within the limits of your project?

-Please Select-

- [Guadalupe](#)
- [Comal](#)
- [Kendall](#)

Agency Overall Priority * [answer](#)

Agency Category Priority (if applicable):

Limit From: [answer](#)

Limit To: [answer](#)

Please provide a brief description of your project.*250 [answer](#)

Please elaborate on the purpose and need of your project.*1000 [answer](#)

Transportation Equity How does this project address transportation equity? [Click here](#) for information about transportation equity. [View a map](#) of transportation equity data for the Alamo Area. (Select "Transportation Equity Data" layer).1000 [answer](#)

Plan consistency

Provide link(s) to local or regional plan(s) referencing the project.

250 [answer](#)

Does your agency have an ADA Accessibility Transition Plan?*

- [Yes](#) -> [If "Yes" you will see the question below appear]
- [No](#)

-> Provide a link to the agency's Transition Plan.

[answer](#)

Map Your Project (Page 4)

You can use our mapping tool or upload a map in the Project Support Documents Section

Project Submittal Form

Spatial Project Location

Map your project.
Use the button on the top right to draw out the approximate location of your project. If your project is at various locations, please draw a box. You may be contacted by an AAMPO Staff members for more details. In addition you may upload a proposed project map in the **Project Support Documents** section at the end. Please see "Project location map showing adjacent land use" uploads.

Back

Next

Page 4 of 8

Tell us More about your project (Page 5)

Questions will appear based on your “Project Type” selection on **Page 3**

Added Capacity Questions:

Describe current issues impacting safety: (1000) [answer](#)

Describe current issues impacting operation: (1000) [answer](#)

Describe bicycle component: (1000) [answer](#)

Describe pedestrian component: (1000) [answer](#)

Describe any unique traffic scenarios affecting this project location: 1000
[answer](#)

TSMO Questions:

Describe current issues impacting safety: (1000) [answer](#)

Describe current issues impacting operation: (1000) [answer](#)

Describe any unique traffic scenarios affecting this project location:
(1000) [answer](#)

Transit Questions:

Current Ridership (2019): [answer](#)

Projected Ridership (2025): [answer](#)

Current Reliability (2019): [answer](#)

Projected Reliability (2025): [answer](#)

Current Service Capacity (2019): [answer](#)

Projected Service Capacity (2025): [answer](#)

Current Frequency of Transit Access (2019): [answer](#)

Projected Frequency (2025): [answer](#)

How does this project improve system connectivity: (1000) [answer](#)

Project justification related to reliability, ridership, and service capacity:
(1000) [answer](#)

How does this project address access for EJ populations? (255) [answer](#)

Bike/Ped Questions:

Describe current issues impacting safety: (1000) [answer](#)

List any crash modification factors the project proposes: (1000) [answer](#)

Describe how the project improves access for adjacent communities to destinations: (1000) [answer](#)

How does this project address access specifically for low-income and minority populations? (1000) [answer](#)

CMAQ Questions:

Note: Agencies should use the MOSERS tool to estimate daily emissions reduction. MOSERS is developed by the Texas A&M Transportation Institute (TTI). Some strategies are under development by TTI. If a particular strategy is not available at the time of project submission, please use the FHWA tool as an alternate.

CMAQ Project Type: [Managed Lanes](#) | [Dust Mitigation](#) | [Bicycle Pedestrian Improvements](#) | [Diesel Idle Reduction Technologies](#) | [Transit Bus Service and Fleet Expansion](#) | [Transit Bus Replacement](#) | [Transit Bus Retrofits](#) | [Carpooling](#) | [Vanpooling](#) | [On-Road Alternative Fuel Vehicle Fleet Purchase](#) | [Restricted Access Alternative Fuel Infrastructure](#) | [Unrestricted Access Alternative Fuel Infrastructure](#) | [On-Road Diesel Repower or Replacement](#) | [On-Road Diesel Retrofit](#) | [Intersection Improvements](#) | [Traffic Signal Synchronization](#) | [Roundabouts](#) | [Public Education & Outreach Activities](#) | [Other](#)

Nitrogen Oxides (NOx) Year 2025 Daily Total in lbs/day

Volatile Organic Compounds (VOC) Year 2025 Daily Total in lbs/day

Project Development Milestones: (Page 6)

Project readiness is considered during project selection. Providing accurate estimates assists reviewers during the project selection process.

Preliminary Engineering and Design Completion Rate

-Please Select- (25% | 50% | 75% | 90% | Complete)

Public Involvement Completion Rate

-Please Select- (25% | 50% | 75% | 90% | Complete)

Environmental Compliance Completion Rate

-Please Select- (25% | 50% | 75% | 90% | Complete)

Right-of-Way Acquisition Completion Rate

-Please Select- (25% | 50% | 75% | 90% | Complete)

Utility Relocation Completion Rate

-Please Select- (25% | 50% | 75% | 90% | Complete)

Financial Requirements Completion Rate

-Please Select- (25% | 50% | 75% | 90% | Complete)

Coordination and Agreements Completion Rate

-Please Select- (25% | 50% | 75% | 90% | Complete)

Construction/Activity Cost Information (Page 7)

Note: All project development costs and cost overruns are the implementing agency's responsibility.

Project construction/activity itemized cost estimate: *

Field accepts number only (no symbols: \$,)

[answer](#)

Overmatch contribution: *

A 20% local match towards the construction cost of a project/activity is required. If local contribution is equal to 20%, insert '0'. If local contribution is over 20% ('overmatch'), insert dollar value exceeding 20%. Field accepts number only (no symbols: \$,)

[answer](#)

Total Project cost: \$ and Additional Contribution: \$ Project construction/activity cost minus additional contribution:

[This field will be auto-filled](#)

Federal amount (80%):

[This field will be auto-filled.](#)

Local match:

Any overmatch is first subtracted from the construction/activity cost before the required 20% local match is calculated

[This field will be auto-filled](#)

(If applicable) Name of agency/organization contributing overmatch:
[answer](#)

Project Support Documents (Page 8)

Project Submittal Form

Project Support Documents

Project location map showing adjacent land use*

Please combine all documents into one file. (Max file size 10MB)

Select file (Support: pdf, doc, dot, docx, xls, xlt, xlsx, pptx, ppt, txt)

Detailed cost estimate*

Please combine all documents into one file. (Max file size 10MB)

Select file (Support: pdf, doc, dot, docx, xls, xlt, xlsx, pptx, ppt, txt)

Typical cross sections for the submitted project*

Please combine all documents into one file. (Max file size 10MB)

Select file (Support: pdf, doc, dot, docx, xls, xlt, xlsx, pptx, ppt, txt)

CMAQ Emissions Analysis (if project is considered for CMAQ funds)

Please combine all documents into one file. (Max file size 10MB)

Select file (Support: pdf, doc, dot, docx, xls, xlt, xlsx, pptx, ppt, txt)

Signed project understanding form*

Please combine all documents into one file. (Max file size 10MB)

[Download Form](#) right click and save as to download form.

Select file (Support: pdf, doc, dot, docx, xls, xlt, xlsx, pptx, ppt, txt)

Implementing agency resolution of support for the project and commitment of local match and if applicable overmatch.*

Please combine all documents into one file. (Max file size 10MB)

Select file (Support: pdf, doc, dot, docx, xls, xlt, xlsx, pptx, ppt, txt)

Additional resolutions or letters of support from implementing partners

Please combine all documents into one file. (Max file size 10MB)

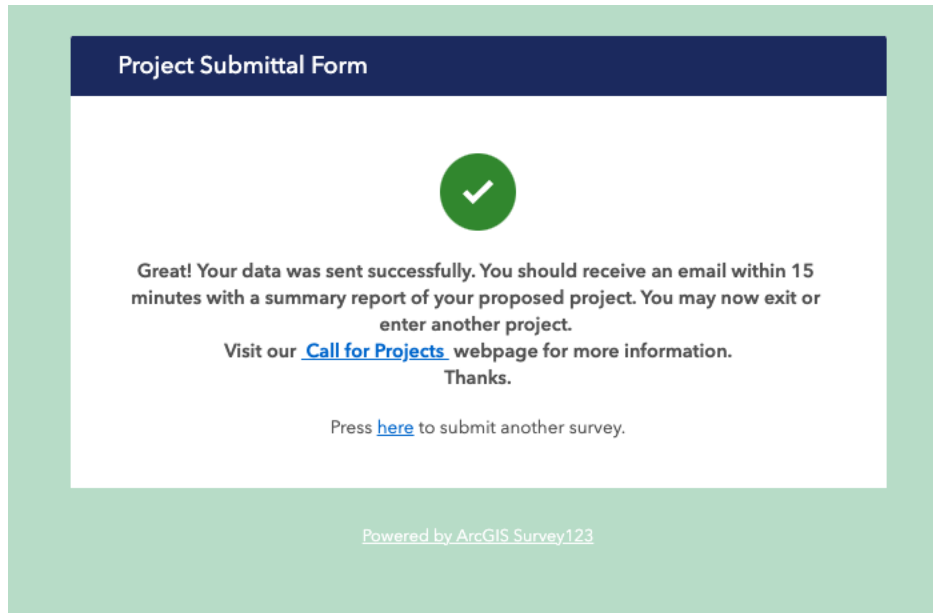
Select file (Support: pdf, doc, dot, docx, xls, xlt, xlsx, pptx, ppt, txt)

Back

Submit


Page 8 of 8

Once you submit you should see this dialog box.
Where you can submit another project or visit the Call for Projects webpage.



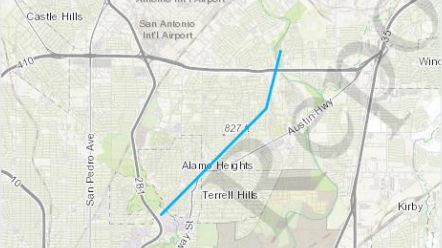
After you are done you should receive an email notification for each project submitted. The email should have links to your uploaded documents and attached a pdf copy of your submittal. If you used our mapping tool you will also get a copy of the map on your report.

Here is an example of the pdf document you should receive.



Call for Projects

**PROJECT SUMMARY FOR PROPOSED ADDED CAPACITY PROJECT:
ID 4 , TEST 12 BY AAMPO TEST 15**



BCAD, Texas Parks & Wildlife, Esri, HERE, Garmin, USGS, NGA, ... Powered by Esri

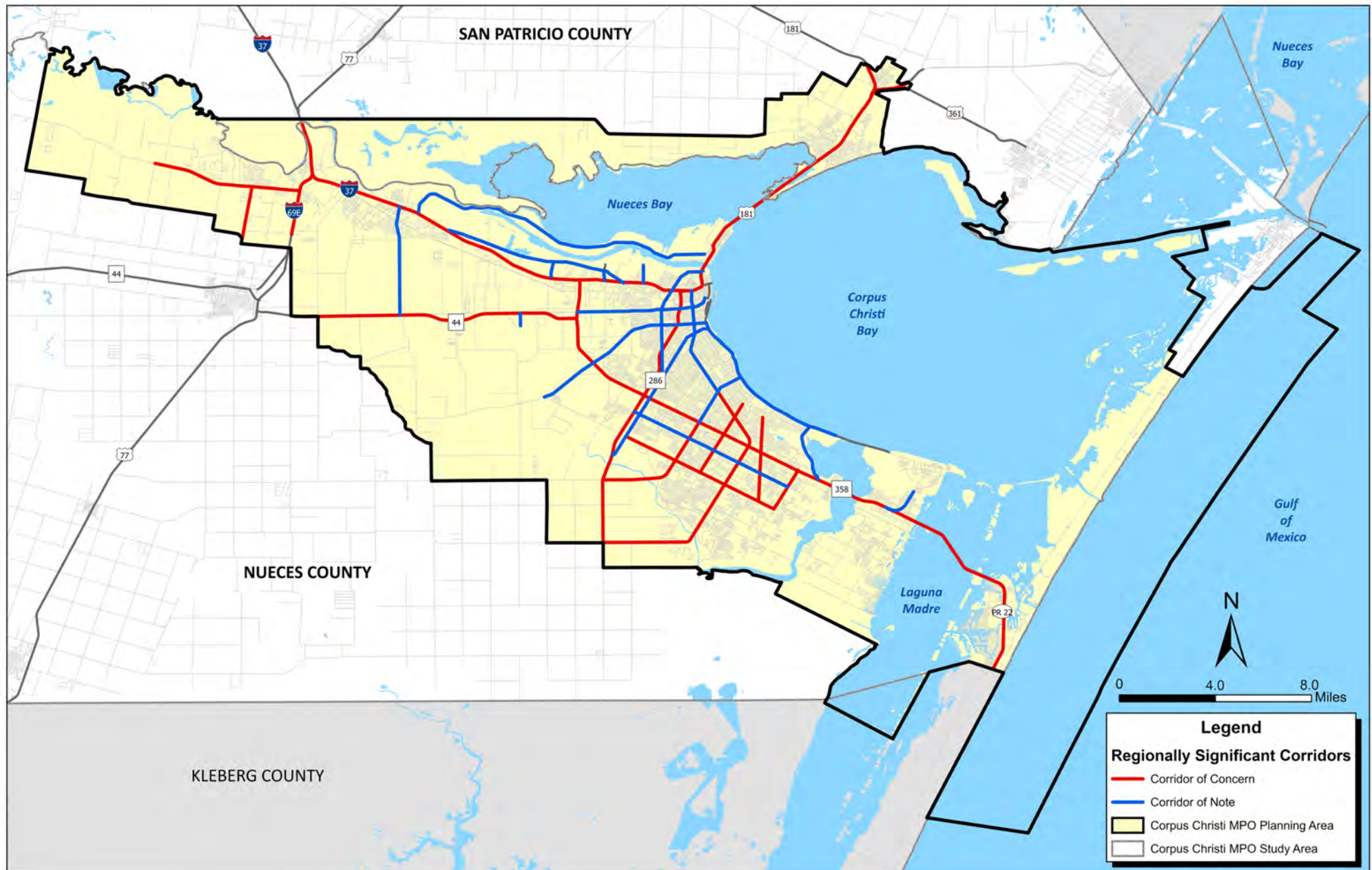
Limit From:	Main	Limit to:	Basse
Description:	What is Lorem Ipsum? Lorem Ipsum is simply dummy text of the printing and typesetting industry. Lorem Ipsum has been the industry's standard dummy text ever since the 1500s, when an unknown printer took a galley of type and scrambled it to make a type specimen book. It has survived not only five centuries, but also the leap into electronic typesetting, remaining essentially unchanged. It was popularised in the 1960s with the release of Letraset sheets containing Lorem Ipsum passages, and more as		
Purpose of Project:	What is Lorem Ipsum? Lorem Ipsum is simply dummy text of the printing and typesetting industry. Lorem Ipsum has been the industry's standard dummy text ever since the 1500s, when an unknown printer took a galley of type and scrambled it to make a type specimen book. It has survived not only five centuries, but also the leap into electronic typesetting, remaining essentially unchanged. It was popularised in the 1960s with the release of Letraset sheets containing Lorem Ipsum passages, and more as		

Date Submitted	Prepared by	Email
2021-02-01	Cecilio Martinez, AAMPO Test 15	martinez@alamoareampo.org
Phone	Workshop Attendee	
1-210-230-6905	Same as above	
Project Delivery Experience	What is Lorem Ipsum? Lorem Ipsum is simply dummy text of the printing and typesetting industry. Lorem Ipsum has been the industry's standard dummy text ever since the 1500s, when an unknown printer took a galley of type and scrambled it to make a type specimen book. It has survived not only five centuries, but also the leap into electronic typesetting, remaining essentially unchanged. It was popularised in the 1960s with the release of Letraset sheets containing Lorem Ipsum passages, and more as	

Thanks! If you have any questions, feel free to contact:

Clifton Hall
 Regional Transportation Planner
 (210) 230-6929
hall@alamoareampo.org

Map of Regionally Significant Corridors





Date: February 11, 2022
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5B: DRAFT FY 2023 and FY 2024 Unified Planning Work Program (UPWP)
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 (FY 2023 and FY 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, TxDOT recently 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 during last month's agenda item about 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 and 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 and FY 2024 Unified Planning Work Program is Attachment 2. We appreciate receiving any additional information on TPC member desires related to the Corpus Christi 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 FY 2023 and FY 2024 UPWP ([WEBLINK](#))
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.

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

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

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.



Date: February 11, 2022
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5C: 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, and/or changing requirements at the federal level, along with new transportation planning efforts within the region, may necessitate a formal amendment to the UPWP. Amendments to the funding levels of each Task 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 Fiscal Year (FY) 2022 of the FY 2021 – FY 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 Corpus Christi 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 resources, 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 Corpus Christi 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 \$1.8 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,
- Updating the Congestion Management Program using the INRIX and Streetlight data provided by TxDOT's data license, supplemented with select detailed intersection analysis using INRIX IQ data and processes,
- Region-wide crash analysis of individual intersections and critical road corridors using the Vision Zero Suite crash tool,
- Creating a Regional Safety Plan in partnership with the Corpus Christi MPO's Traffic Safety Task Force,
- Creating a regionally calibrated tool for analyzing transportation projects for their economic impacts, benefit-cost, internal rate of return and net present value,
- Customizing FHWA's open-source Highway Economic Resource System (HERS) regional pavement management model,
- Utilizing the UrbanSim Socio-economic Allocation Model for the Metropolitan Statistical Area using 2020 Census and updated population and jobs forecasts to 2050,
- Interactions with local experts and agencies for Resiliency and Mitigation Planning assistance,
- A Regional Resiliency Plan / HAZUS Model,
- Calibrate NOAA's open-source tools to investigate potential water quality impacts from climate change and development and when stormwater systems may be compromised by coastal flooding,
- Development of a regional Complete Streets Plan/Policy,
- Completion of an 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),
- Help with distributional equity analyses.

As we move forward with the FY 2021– FY 2022 UPWP Amendment 1, we will continue to refine the 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.

Attachments

1. Planning Emphasis Areas (PEAs) Letter from TxDOT
2. DRAFT Resolution to Amend Fiscal Year 2021 – 2022 Unified Planning Work Program
3. DRAFT FY 2021 – FY 2022 UPWP with Amendment 1 ([WEBLINK](#))



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.



DRAFT RESOLUTION 22-03

AMENDMENT 1 TO THE FISCAL YEAR 2021 – 2022 UNIFIED PLANNING WORK PROGRAM (UPWP)

WHEREAS, the Corpus Christi Metropolitan Planning Organization (MPO) has and will continue to have a representative role in the development of plans for multimodal transportation within the urbanized portions of Nueces and San Patricio counties; and,

WHEREAS, the UPWP describes transportation planning priorities and related activities to be performed during the year by the MPO and partner entities; and,

WHEREAS, the UPWP provides 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); and,

WHEREAS, the MPO Transportation Policy Committee is a forum for collaborative decisions about regional transportation priorities;

NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:

The following FY 2021 – FY 2022 UPWP changes to are approved:

- Realign staff hours to task areas with the more appropriate work efforts for the MPO products and programs
- Acquire necessary capabilities, tools, and upgraded data for the including but not limit to big data resources, new analytic tools, traffic counts, traffic and socio-economic forecasting model, crash analysis methodologies and corridor congestion analysis tools

Submitted by:

I hereby certify this resolution was adopted by
the TPC of the MPO on April 7, 2022:

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

The Honorable Judge David Krebs, TPC Chairman
Corpus Christi Metropolitan Planning Organization

PRESIDENT JOE BIDEN

BUILDING A BETTER AMERICA

BUILD.GOV

FACT SHEET:
Competitive Infrastructure Funding Opportunities for Local Governments

The Bipartisan Infrastructure Law includes billions of dollars in competitive funding available to cities, towns, and municipalities across dozens of new and existing programs. As local governments begin to rebuild and reinvest in their communities, the Biden-Harris Administration stands ready to support local leaders as they combine funding streams, organize around their priorities, and build local support for long overdue infrastructure projects.

At the U.S. Conference of Mayors Winter Meeting, White House Infrastructure Implementation Coordinator and former New Orleans Mayor Mitch Landrieu will highlight 25 already available or soon-to-be-available sources of funding that local governments – particularly cities – can compete or apply for directly. Listed below is the latest available information on these key programs, including links to agency websites, application timing, and descriptions. Highlighted programs were selected based on their size and cross-cutting objectives. Using these available sources of funds, cities can begin to plan to build in-line with President Biden's economic, equity, climate and resilience, Made in America, and labor goals. The White House will also be releasing a comprehensive guidebook of all available funding from the Bipartisan Infrastructure Law in the coming weeks.

The federal government cannot build a better America alone – it needs state and local leadership to act as coordinators and help prepare communities to benefit from transformative infrastructure funding. Outlined below is a short overview of how cities and towns can begin to prepare, as well as contact information for relevant federal agencies. The support of mayors is essential to fulfilling the Biden-Harris **Administration's goal of** equitably rebuilding America on time, on task, and on budget. Building back better is going to be a multi-year effort, and we need the help of all local leaders to start building the foundation for years to come.

Program information as of January 20th, 2022

25 Competitive Infrastructure Funding Opportunities for Local Governments¹

Transportation

1. [Rebuilding American Infrastructure Sustainably and Equitably \(RAISE\) Grants](#) – This existing competitive grant program at the Department of Transportation provides \$7.5 billion with an additional \$7.5 billion subject to Congressional approval in funding for road, rail, transit, and other surface transportation of local and/or regional significance. Selection criteria safety, sustainability, equity, economic competitiveness, mobility, and community connectivity. Applications will open in the first quarter of 2022.
2. [Port Infrastructure Development Program Grants](#) – This existing \$2 billion Department of Transportation program funds investment in the modernization and expansion of U.S. ports to remove supply chain bottlenecks, ensure long-term competitiveness, resilience, and sustainability while reducing impacts to the environment and neighboring communities. The infrastructure law **expanded the program's eligibilities to include projects that** improve goods movement, as well as port electrification projects, idling reduction solutions, equipment charging infrastructure and related worker training initiatives. The Department of Transportation expects to open applications in February 2022.
3. [Bus & Bus Facilities Competitive Grants](#) – This existing \$2 billion program at the Department of Transportation provides capital funding to replace, rehabilitate, purchase, or lease buses and bus related equipment and to rehabilitate, purchase, construct, or lease bus-related facilities – as well as capital funding for low or no emissions bus projects. Fiscal Year 2021 grant selections will be announced soon. Applications are expected to open for the Fiscal Year 2022 grant program in the first quarter of 2022.
4. National Infrastructure Project Assistance (also known as **“Megaprojects” or MEGA**) – This \$5 billion competitive grant program supports multi-modal, multi-jurisdictional projects of regional or national significance. Communities are eligible to apply for funding to complete critical large projects that would otherwise be unachievable without assistance. Selection criteria for the program will be posted on the [Department of Transportation](#) website in February 2022.
5. [Infrastructure for Rebuilding America \(INFRA\) Grants](#) – This **Department of Transportation** program supports highway and rail projects of regional and economic significance. Applications will open in the first quarter of 2022. Learn more about how to apply [here](#).

¹ Funding amounts includes programs' contract authority, advanced appropriations and mandatory appropriations. Funding subject to appropriations not included.

6. Safe Streets and Roads for All – This new \$5 billion competitive grant program at the Department of Transportation will provide funding directly to and **exclusively for local governments to support their efforts to advance “vision zero”** plans and other complete street improvements to reduce crashes and fatalities, especially for cyclists and pedestrians. Applications are expected to open in May 2022.
7. Charging and Fueling Infrastructure Grants – In addition to the \$5 billion formula program distributed to states, this \$2.5 billion discretionary grant program at the Department of Transportation will fund the strategic deployment of publicly accessible electric vehicle charging infrastructure, as well as hydrogen, propane, and natural gas fueling infrastructure, along designated alternative fuel corridors and in communities. The Department is seeking comments on program design by January 28th [here](#), and after January 28th [here](#).
8. Clean School Bus Program – This new \$5 billion competitive grant program at the Environmental Protection Agency (EPA) will provide funding to replace existing school buses with low- or zero-emission school buses. Applications for funding will be made available [here later this spring](#).
9. Reconnecting Communities – The Bipartisan Infrastructure Law creates a first-ever \$1 billion program at the Department of Transportation to reconnect communities divided by transportation infrastructure – particularly historically disadvantaged communities too often nearly destroyed or cut in half by a highway. This new competitive program will provide dedicated funding to state, local, metropolitan planning organizations, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure to address these legacy impacts. Applications will open in the second quarter of 2022.
10. Rural Surface Transportation Grant - This new \$2 billion competitive grant program at the Department of Transportation will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth. This amount includes specific set asides for small projects (\$200 million), rural roadway lane departure improvements (\$300 million), and the Appalachian Development Highway System (\$500 million). Applications will open in the first quarter of 2022.

Climate, Energy & Environment

1. [Building Resilient Infrastructure and Communities Program](#) – This existing Federal Emergency Management Agency (FEMA) program will distribute \$1 billion to support communities undertaking hazard mitigation projects to reduce the risks they face from disasters and other natural hazards. FY21 applications are open until January 28th, 2022 and hundreds of millions of dollars in funding remains available. Communities will apply as sub-applicants

under their states. Applications for FY22 are expected to open no later than September 30th, 2022.

2. [Flood Mitigation Assistance](#) – \$3.5 billion from this existing FEMA program can be used for projects that reduce or eliminate the risk of repetitive flood damage to buildings insured by the [National Flood Insurance Program](#). FY21 applications are open until January 28th, 2022. Communities will apply as sub-applicants under their states. Applications for FY22 are expected to open no later than September 30th, 2022.
3. [Brownfields Remediation Program](#) – This existing EPA program will provide \$1.2 billion in grants and technical assistance to communities to assess and safely clean-up contaminated properties and offer job training programs. Communities are currently able to request funding for Targeted Brownfields Assessments through their regional EPA office. Additional competitive funding opportunities will be announced this spring.
4. [Energy Efficiency and Conservation Block Grants](#) – This Department of Energy block grant program will provide \$550 million to states, local governments, and tribes for projects that reduce energy use, increase energy efficiency, and cut pollution. The first funding opportunity is expected for release in the Fall of 2022.
5. Grants for Energy Efficiency and Renewable Energy Improvements in Schools – This new Department of Energy Program will provide \$500 million for local government education agencies and nonprofit partners to make energy efficiency, renewable energy, and clean vehicle upgrades and improvements at public schools. The opportunity to apply for funding is expected to be open in the Fall of 2022.
6. Energy Improvement in Rural or Remote Areas – This new Department of Energy program will provide \$1 billion to entities in rural or remote areas (defined as cities, towns, or unincorporated areas with fewer than 10,000 inhabitants) to increase environmental protection from the impacts of energy use and improve resilience, reliability, safety, and availability of energy. Applications for funding are expected to be open in the Fall of 2022.
7. Grants for Energy Efficiency and Resilience Code Adoption – This Department of Energy program will provide \$225 million to state energy agencies, in partnership with local building code agencies, codes and standards developers, utilities, and other entities, to enable sustained, cost-effective implementation of updated building energy codes to save customers money on their energy bills. Applications for funding are expected to be open by the end of 2022.

8. Regional Clean Hydrogen Hubs – This new Department of Energy program will provide \$8 billion to support the development of at least four regional clean hydrogen hubs to improve clean hydrogen production, processing, delivery, storage, and end use. Applications for funding will open in the Summer of 2022.
9. Community Wildfire Defense Grant Program – This new \$1 billion program at the Department of Agriculture will provide grants to communities at risk from wildfire to develop or revise their community wildfire protection plans and carry out projects described within those plans. It will include a mix of formula and competitive funds. Applications are expected to open early in 2023.

Broadband, Cyber, and Other Programs

1. [ReConnect Program](#) – This existing Department of Agriculture program will provide almost \$2 billion in loans and grants for projects that provide broadband in rural areas. Applications will likely open in the 3rd quarter of 2022 (and towns in rural areas can apply to the current \$1.15B in loans and grant funding, application deadline: February 22, 2022).
2. Middle Mile Grants Program – This new \$1 billion program at the Department of Commerce provides grants for the construction, improvement or acquisition of middle mile broadband infrastructure. Applications will likely open during the second quarter of 2022.
3. State and Local Cybersecurity Grant Program – This new \$1 billion program at the Department of Homeland Security makes available federal funds to state, local, and tribal governments to address cybersecurity risks and cybersecurity threats to information systems that they own or operate. Applications will likely open during the third quarter of 2022.
4. Smart Grid Investment Grant Program and Energy Sector Operational Support For Cyber Resilience Program – These two Department of Energy programs will provide \$3 billion and \$50 million, respectively, for electric utilities, including municipal and co-operative utilities, to modernize the electricity grid and increase resilience to cybersecurity threats. Applications for the Smart Grid program are expected to be open by the end of 2022, and applications for the Cyber Resilience program are expected to be open in the Summer of 2022.
5. Water & Groundwater Storage and Conveyance – This existing \$1 billion program at the Department of Interior provides funding for water storage projects with capacity between 2,000 and 30,000 acre-feet – as well as projects

convey water to or from surface water or groundwater storage. The Department will hold its final stakeholder sessions this month and open applications later this spring.

6. [Emergency Watershed Protection Program](#) – This existing Department of Agriculture program will provide \$300 million in technical and financial assistance to project sponsors for the design and construction of measures to help repair damages from a recent disaster. Applications open in February.

Other Opportunities

The law further significantly increased the amount of non-competitive formula funding that will flow first to states and then on to cities and local governments. Examples include funding available through Surface Transportation Block Grant sub-allocations for local governments, which now include significantly expanded the flexibilities for cities to determine how these funds can be used, **as well as increases for states’** [Clean Water](#) and [Drinking Water](#) State Revolving Funds. We encourage cities to reach out to the **state or regional offices for various federal agencies, as well as state governments’** infrastructure coordinators, to better understand forthcoming increases in formula funding.

Getting Ready to Apply for and Receive Federal Infrastructure Funds

Building a better America is a shared endeavor no one can do alone, and investing federal infrastructure dollars will require significant coordination between cities, states, Tribal governments, community stakeholders, and other key partners.

Earlier this month, the White House Infrastructure Implementation Coordinator [sent a letter to Governors](#) recommending a series of preparatory actions, including appointing infrastructure coordinators to manage the flow of funds to their states. Cities can also begin to coordinate across their departments and with metropolitan planning organizations (MPO) to:

1. **Prioritize your community’s capital needs and develop a project pipeline** – taking time to think about the projects previously considered impossible due to lack of funding or regional coordination. This is a once-in-a-generation funding opportunity that will require bold, inclusive thinking.
2. Use the forthcoming Bipartisan Infrastructure Law Guidebook to identify federal funding streams to target.
3. Ensure all transit, railway, road, highway, and bridge projects are a part of your **MPO’s Transportation Improvement Plan**.
4. Begin mapping sites for electric vehicle and alternative fuel charging stations.
5. Inventory and map the lead pipes in your city. Read through the Biden-Harris Lead Pipe and Paint Action Plan [here](#) for additional federal resources for this effort.
6. **Work with your state’s broadband agency to ensure your city or region’s needs** are appropriately mapped and inventoried.

7. Establish relationships with the regional offices for key federal agencies, who can help direct you to resources and provide technical assistance.

The American Rescue Plan also provided over \$350 billion in critical resources to every state, county, city, and unit of local government to support their response to the COVID-19 public health emergency, including in making the investments needed to ensure a durable and equitable economic recovery. Cities should look to leverage those resources to help prepare for the transformative investments included in the Bipartisan Infrastructure Law including training the workers needed to build high quality infrastructure; hiring back the public sector workers needed to help manage potential federal investments; and getting a jump start on water, sewer, and broadband projects that could complement investments from the infrastructure law.

We recognize local capacity may be strained due to the pandemic, historic underinvestment, or just the challenges of day-to-day **governance**. **A city's lack of** capacity to apply for federal funds can create significant inequities – and for many communities, this will be their first time applying for funds from a suite of federal agencies. While many funding streams in the Bipartisan Infrastructure Law specifically set aside funds for disadvantaged communities, the White House Infrastructure Implementation Team will be engaging states, Tribal governments, territories, federal agencies, philanthropies, and others to leverage all available resources to quickly deliver the necessary technical assistance and capacity to underserved communities.

Agency Contact Information

Environmental Protection Agency: State&Local@epa.gov
Department of Transportation: intergov@dot.gov
Department of Interior: OIEA@ios.doi.gov
Department of Commerce: CommercelGA@doc.gov
Department of Energy: DL-RegionalSpecialists@hq.doe.gov
Department of Agriculture: EIA@usda.gov
Department of Homeland Security: dhs.iga@hq.dhs.gov

###