



TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA

Thursday March 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 suggestions and comments for any items not on the Agenda and within the TAC's jurisdiction (except in matters related to pending litigation). Proceedings are recorded. To make a public suggestion or comment at the meeting, please fill out the printed comment card available at the meeting and submit it to Corpus Christi MPO staff 10 minutes before the meeting starts. We ask that remarks be limited to three minutes, that you identify yourself, and give your address. Those persons addressing the TAC through a translator are given twice the amount of time, or six (6) minutes to provide their comments. All Public Comments submitted shall be placed into the record of the meeting.

3. APPROVAL OF THE FEBRUARY 17, 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 Approval by the Transportation Policy Committee

B. FY 2021 – 2024 Transportation Improvement Program (TIP) Amendment 5 ☒

Action: Review, Discuss and Recommend the TPC Release for One Month Public Comment

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

Action: Review, Discuss and Recommend the TPC Release for One Month Public Comment

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

Action: Review, Discuss and Recommend the TPC Release for One Month Public Comment

5. DISCUSSION ITEMS

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

6. INFORMATION ITEMS

A. 2022 STBG-SA/CAT 9 Call-for-Projects Update ☒

B. Member Agency Project and Program Updates

7. REGIONAL FREIGHT TOPIC

A. Port Authority Advisory Committee highlights ([WEBLINK](#))

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

9. Upcoming Meetings/Events:

A. Transportation Policy Committee:	Regular Meeting	April 14, 2022
B. Regional Traffic Safety Task Force:	Regular Meeting	April 14, 2022
C. Technical Advisory Committee:	Regular Meeting	April 21, 2022
D. Regional Traffic Safety Task Force Work Group:	Regular Meeting	April 21, 2022

10. Adjourn

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

Public suggestions and comments may be provided before the meeting by emailing ccmpo@cctxmpo.us, by regular aml or hand-delivery to the Corpus Christi MPO Office at 602 N. Staples St., Suite 300, Corpus Christi, TX 78401. Please limit written comments to 1,000 characters. Written comments should be provided at least 1 hour before the start of the TAC meeting.

All Corpus Christi 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 Corpus Christi 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, February 17, 2022

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

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

TAC Members Present:

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

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

Howard Gillespie, San Patricio County

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

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

Jeff Pollack, AICP, Port of Corpus Christi Authority

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

2. Public Comments for Items not on the Agenda

None were made or offered.

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

Ms. Munoz made a motion to approve the January 20, 2022, TAC Meeting Minutes. Ms. Sales-Evans seconded; the motion passed unanimously.

4. DISCUSSION AND POSSIBLE ACTION ITEMS

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

Mr. MacDonald provided the TxDOT 2023 Unified Transportation Program (UTP) Development PowerPoint presented in January Texas Transportation Commission meeting. We are now at the “Determine funding distribution by UTP category” stage in the UTP Development Process on Page 4. There is a comprehensive year-long Timeline that shows the UTP development schedule with key actions by month on page 5. TxDOT Headquarters would finalize statewide prioritization and scoring of mobility projects in February. The Item 4A memo provided the updated funding forecast provided by TxDOT Transportation Planning and Programming (TPP) Division on February 4, 2022. Based on their forecast, the Corpus Christi MPO will receive \$137 million Category 2 funding, \$68 million Category 4 funding, \$111 million Category 7 funding, and \$12 million Category 9 funding for FY 2023 through FY 2032, for a total of \$329.5 million. Category 1 funding is for TxDOT Corpus Christi (CRP) District that covers 10 counties and the District will determine how this funding is used, typically as supplemental funding for other Categories. Attachment 4 shows the projects TxDOT-CRP District submitted to TPP as the potential 2023 UTP projects, totaling \$241.5 million.

Mr. MacDonald stated that some of these proposed projects need further discussion: (1) FM 624 (CSJ#0989-02-057) is funded with Category 2, 4, and 7. Category 7 funding distribution will be discussed during the FY 2023 – 2026 Transportation Improvement Program (TIP) project selection, (2) SH 35 (CSJ#0180-06-118) and SH 361 (CSJ#0180-10-082) need to verify both projects are completely in the MPO boundary.

Ms. Sales-Evans stated that among these proposed projects, FM 624 (CSJ#0989-02-057) and PR 22 (CSJ#0617-02-073) need further discussion with the City of Corpus Christi regarding the project scope, intention, design, and related matters. Also, due to the newly requested SH 286 (CSJ#0326-03-103) project, SH 35 (CSJ#0180-06-118) and SH 361 (CSJ#0180-10-082) projects might be delayed a year or so based on the funding forecast and fiscally constrained requirement.

Mr. MacDonald requested that the TAC recommend to the Transportation Policy Committee (TPC) to release the proposed 2023 UTP projects for a one-month public comment period.

Ms. Sales-Evans inquired if the DRAFT Application Form is needed for the 2023 UTP Projects. Mr. MacDonald said that the Corpus Christi MPO would not require the Application Form for 2023 UTP projects nomination since (1) the timeline was very tight, (2) Development of the 2023 UTP is TxDOT-led process. The data-driven systematic scoring tools based on the Performance-Based Planning and Programming and other federal requirements will be available and the Corpus Christi MPO will use these tools and application form for 2024 UTP.

Mr. Robinson made a motion to recommend to the TPC to release the nominated projects for 2023 UTP for a one-month public comment period. Mr. Gillespie seconded; the motion passed unanimously.

5. DISCUSSION ITEMS

A. FY2023 – 2026 Transportation Improvement Program (TIP) Project Selection

Mr. Casper explained the FY 2023 – 2026 TIP Project Selection Process. As discussed in the previous TAC meetings, the Corpus Christi MPO proposed (1) no Call-for-Projects for FY 2023 – 2026 TIP but to use 2045 Metropolitan Transportation Plan (MTP) Project List for project selection, (2) requiring an application form for collecting the most current project information, (3) no new project added for FY 2023 – 2026 TIP at this time but prioritizing the existing projects in the 2045 MTP and FY 2021 - 2024 TIP. As mentioned in Item 4A, the new funding estimates became available and the table for Fiscal Year 2023 through 2026 has been updated and provided in the Item 5A cover memo. The Corpus Christi MPO is expecting approximately \$151 million for Category 2, 4, 7, and 9 for Fiscal Year 2023 through 2026. The total Category 7 funding is \$44.7 million, and this fund can be used for projects such as maintenance, operation, and safety at various locations on the Corpus Christi MPO's regionally significant corridor in the Congestion Management Process (Attachment 8) or supplemental funding for other Categories. The intent of the Corpus Christi MPO staff is to secure all Category 7 funding for the existing prioritized projects and possibly the safety, maintenance and operations TIP line item until updated or new CAT 7 projects are identified.

The Corpus Christi MPO provided the Alamo Area MPO's Application Form as a reference as requested in the January TAC meeting. The AAMPO's Application Form is also multi-category (Category 2, 4, 5, 7, and 9) and consists of "base" application sections and "supplemental" information sections that require much more detailed information depending on the type of project.

Ms. Sales-Evans expressed her concern that one application form would not fit all Categories, and it may be unable to capture Category specific criteria, features, and amenities, etc. Category 2 and 4 funding are specifically for State Highway System and addressing mobility and connectivity, while other Categories are for its own specific goals.

Mr. MacDonald requested that the TAC consider and provide their input for the appropriate Application Form for this process if they want an individualized application form for each Category, a multi-categories application form like the Corpus Christi MPO is proposing, or a "base" and "supplemental" information application format like the AAMPO's Form. Since the project selection for the FY 2023 – 2026 should be moved forward, and the new Infrastructure Bill (IIJA/BIL) will provide considerable funding opportunities, the decision on the application form is urgent.

Mr. Casper mentioned the Department of Transportation (DOT)'s RAISE Grants are accepting applications as the first discretionary funding program under IIJA/BIL with new requirements and criteria for the selection process.

Ms. Sales-Evans informed the Corpus Christi MPO staff and the TAC that TxDOT typically hires a consultant to analyze and implement agency-wide requirements and process when a new Transportation Bill is enacted.

Mr. MacDonald requested the TAC to review the DRAFT FY 2023 – 2026 TIP Document (weblink was provided) for the discussion in the next TAC meeting.

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

As mentioned in the January TAC meeting, 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 Programing (PBPP) planning work reflecting with the changes required by 2020 Census data, reflect new IIJA/BIL requirements, include the efforts necessitated by the new Executive Orders and the new required Planning Emphasis Areas, match actual federal PL 112 and FTA 5303 (TPF) funding levels, and incorporate the findings of both the Corpus Christi MPO After Action Report and the result of 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.

A joint letter from FHWA and FTA Regional Administrations that guides the Planning Emphasis Areas (PEAs) for MPOs and State DOT for planning and research programs was provided to the TAC. Mr. Casper briefly explained the major emphasis areas: (1) Climate Changes – greenhouse gas reduction, net-zero emissions, resiliency plans, alternative fuel vehicles, etc., (2) Equity and Justice 40 – support the underserved communities and disadvantaged populations, reduce public transportation fares, improve non-motorized transportation, safety plan for all road users, etc., two Executive Orders are issued that require 40% of Federal Investments goes to underserved communities., (3) Complete Streets – this concept is streets of network that all users, pedestrian, bicyclists, transit riders, ADA, freight-related, etc., feel safe, comfortable, and accessible, (4) Public Involvement – increase meaningful public involvement, specifically integrating Virtual Public Involvement to keep and increase the public participation, (5) Strategic Highway Network (STRAHNET) and US Department of Defense (DOD) Coordination – coordinate with DOD representatives for infrastructure and connectivity needs on STRAHNET, (6) Federal Land Management Agency (FLMA) Coordination – infrastructure and connectivity needs related to access routes to Federal lands, (7) Planning and Environmental Linkages (PEL) – implementation of PEL to consider environmental, community, and economic goals, (8) Transportation Planning Data – data sharing among the transportation planning agencies.

Our region has the Naval Air Station – Corpus Christi (NAS-CC), the Port of Corpus Christi, and the Padre Island National Seashore that all relate to emphasis area DOD Coordination and FLMA. For example, Waldron – Yorktown is a potential roadway for the STRAHNET and DOD linkage. The Corpus Christi MPO will discuss with TxDOT for data sharing, and acquire the necessary data for transportation planning.

Ms. Sales-Evans inquired when the Corpus Christi MPO will develop the Active Mobility Plan Phase 2 or a plan for pedestrians. The number of pedestrian fatalities is quite high in this region. Mr. Pollack said that the Corpus Christi's Active Mobility Plan should not be named Phase 1, since the plan is not only related to the bicyclists and bicycle network, but also includes pedestrian paths, ADA compliance, and specific locations on Safe Route To School, etc.

Mr. Casper stated that as soon as the funding becomes available, the Corpus Christi MPO will start the development of a micromobility plan for all users with the new Infrastructure Bill requirements.

Ms. Sales-Evans inquired how these disadvantaged communities can be linked to specific roadways. Mr. Casper answered that the Corpus Christi MPO is still studying Justice40 and how to implement it and its requirements and guidance. So far, the Corpus Christi MPO is identifying these underserved and disadvantaged communities geographically with data to make the connection for the next MTP project selection process.

There is a link to the DRAFT FY 2023 and FY 2024 UPWP in the memo Item 5B that Mr. MacDonald requested the TAC to read and review by the next TAC meeting and provide the comments for discussion.

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

As mentioned in the January TAC meeting, an amendment to the current FY 2021 – FY 2022 UPWP is needed to (1) reflect the new Infrastructure Bill (IIJA/BIL) requirements, changing in funding and regional priorities, and so forth, (2) realign staff time to subtasks based on the 2045 MTP After Action Report and these above-mentioned new changes, and (3) incorporate the identified needs for planning capabilities. Currently, the Corpus Christi MPO has \$3.2 million Surface Transportation Block Grant (STBG) funds and is planning to use approximately \$2 million for the necessary planning capability investments. The identified needs are listed in the Item 5C memo; the detailed scope of service and product costs will be presented to the TAC and TPC. The Corpus Christi MPO asks the TAC for their review and comments on

the proposed deliverables and the DRAFT FY 2021 – FY 2022 UPWP with Amendment 1 (link was provided). The regional transportation planning efforts by the partner agencies are also needed to be updated. The City of Corpus Christi provided the current status of these planning efforts. The Corpus Christi MPO will have separate meetings with other partner agencies. This item will be discussed in next TAC meeting and submitted to the TPC at their April meeting.

6. INFORMATION ITEMS

A. Federal IIJA/BIL Grant Opportunities Process Fact Sheet

Mr. MacDonald provided “BUILDING A BETTER AMERICA” FACT SHEET: Competitive Infrastructure Funding Opportunities for Local Government for the TAC members’ reference. There are 25 infrastructure funding opportunities including transportation, and TAC members are encouraged to explore the potential projects applicable for these grants.

B. Member Agency Project and Program Updates

Mr. Gordon reported that the Corpus Christi Regional Transportation Authority (CCRTA) hired Nelson Nygaard Consulting for their Long Range System Plan and closely working with the Corpus Christi MPO. Due to the pandemic, the ridership of CCRTA has drastically decreased and they are working on how to get the ridership back with this plan.

7. REGIONAL FREIGHT TOPIC

A. 2022 Port Performance Freight Statistics Program: Supply-Chain Feature

There is a provided link to the 2022 Port Performance Freight Statistics Program: Supply-Chain Feature published by the Bureau of Transportation Statistics in January 2022 as one of the Regional Freight Topics. The Port of Corpus Christi is included in the Top 25 Ports by Total Tonnage in 2020.

Mr. Pollack mentioned that the statistics provided in these reports are sometimes not accurate. If the number shown in this report is not correct, he will provide the correct number to the TAC.

B. Driverless Trucks Set to Take Over Roads in Texas

A link to Driverless Trucks tested in Texas article was provided as another Regional Freight Topic. Texas is the state that autonomous trucking businesses are interested in due to the number of truck drivers, weather, foreign trades with Mexico and Canada, and major freight hubs like Dallas and Houston.

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

Ms. Sales-Evans reported to the TAC that the Texas Transportation Forum had great presentations and found the robotic delivery vehicles to be especially interesting. She inquired as to how this technology can be implemented in the infrastructure and these newly required “Complete Street” concept.

Mr. MacDonald informed the TAC that the first Regional Safety Task Force meeting is planned for March 3, 2022, right after the TPC meeting.

9. Upcoming Meetings/Events:

A. STBG-SA (CAT 9) Call-for-Projects Workshop #2	February 17, 2022
B. STBG-SA (CAT 9) Project Application Due	March 1, 2022
C. Transportation Policy Committee Regular Meeting:	March 3, 2022
D. Technical Advisory Committee Regular Meeting & CAT 9 Workshop #2:	March 17, 2022

10. Adjourn

The meeting was adjourned at 10:01 A.M.



Date: March 15, 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 Approval to the Transportation Policy Committee

Summary

TxDOT and the Corpus Christi MPO are in the final phases of the development of the 10-year 2023 Unified Transportation Program (UTP). TxDOT updates their UTPs every year. 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. 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 203 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 the 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 (2022 UTP)

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 1¹	Category 2	Category 4	Category 7	Category 9	
Agency Lead*	TxDOT	MPO	TxDOT	MPO	MPO	
Coordinated Agency	MPO	TxDOT	MPO	TxDOT	TxDOT	Subtotal
10-Years	\$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
<i>*Per TxDOT's 2023 Unified Transportation Program and Corresponding TIP/STIP Years of 2023-2026 (2/4/22)</i>						
<i>1 Note: The Category 1 funding totals are not included in the row nor column totals. The CAT 1 funds are shown for the entire TxDOT-CRP District of 10 counties at this time. A portion of these funds will be allocated by TxDOT-CRP to the Corpus Christi MPO region based on TxDOT project and program prioritization.</i>						

Current funding targets/estimates were provided by TxDOT on February 4, 2022 and are included in the table above. 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.

DRAFT 2023 UTP Project List

The TxDOT-Corpus Christi District (CRP) proposed 2023 UTP projects are shown in Attachment 1. These projects are proposed for the TxDOT 2023 UTP and have a combined cost estimate of approximately \$241.5 million. The TxDOT-CRP District has submitted these projects to TxDOT-TPP for review as part of the 2023 UTP process. The Corpus Christi MPO has provided this list to the TAC and TPC as well as partner agencies and the public for review and comment over the last several months. To date, no comments have been received.

Recommendation

The Corpus Christi MPO Staff requests that the TAC members review, discuss and recommend that the TPC approve the DRAFT 2023 UTP project list for submittal to the TxDOT 2023 UTP Process. Any changes proposed by the TAC will be included in the DRAFT 2023 UTP List sent to the TPC as part of their public meeting to approve the list.

Proposed Motion

Recommend that the TPC approve the DRAFT 2023 UTP Project List for submittal to the TxDOT 2023 UTP Process.

Attachment

- TxDOT-CRP District DRAFT 2023 UTP Project List ([Excel Spreadsheet](#))



Date: March 15, 2022
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4B: FY 2021-2024 Transportation Improvement Program (TIP) Amendment 5
Action: Review, Discuss and Recommend to the TPC for Release for the One Month Public Comment Period

Summary

Amendment 5 to the FY 2021-2024 TIP is offered to the TAC for review, discussion and recommendation for release for the one month public comment period by the TPC. The Public Notice #22-3 related to the DRAFT FY 2021-2024 TIP Amendment 5 is provided as Attachment 1.

In our on-going discussions about planning tools and processes necessary for a performance-based system, the Corpus Christi MPO team has determined that an additional \$2.0 million in funding from the Surface Transportation Block Grant (Category 7) is needed in order to fully fund the projects and tools listed below. The specific deliverables would include:

- An enhanced regional Travel Demand Model *that includes Time of Day, enhanced assignment, multiple modes of travel,*
- Regional scale meso-level traffic model to allow traffic analyses at both the corridor level and at individual signalized and unsignalized intersections, under multiple future scenarios, using industry standard methodologies,
- Updating the Congestion Management Process (CMP) using the Inrix and Streetlight data provided by TxDOTs data license, detailed intersection analysis using INRIX IQ data and processes, and refining the regional Transportation System Management and Operations (TSMO) plan,
- 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 Traffic Safety Task Force,
- Creating a regionally calibrated tool for analyzing transportation projects for their economic impacts, benefit-cost and internal rate of return /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/ HAZUS Model,
- Developing a Regional Resiliency Plan,
- Calibrate NOAA's open-source tools to investigate potential water quality and runoff 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,
- Community Impact Assessment Model/Process,
- 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).

These changes are included in the revised Corpus Christi MPO FY 2021-2024 TIP with Amendment 5 document linked **HERE** and on the Corpus Christi website (www.corpuschristi-mpo.org). Excerpts from the FY 2021-2024 TIP with Amendment 5 illustrating the changes are provided in Attachment 2. The companion excerpted language for the FY 2021 – FY 2022 UPWP Amendment 1 document is provided in Attachment 3.

Prior Actions for FY 2021-2024 TIP

- July 2, 2020: TPC approved the Corpus Christi MPO FY 2021-2024 TIP
- Amendment 1 - Approved by the Transportation Policy Committee on Mar 4, 2021
- Amendment 2 - Approved by the Transportation Policy Committee on Apr 1, 2021
- Amendment 3 - Approved by the Transportation Policy Committee on Jul 1, 2021
- Amendment 4 - Approved by the Transportation Policy Committee on Dec 2, 2021

Recommendation

The MPO staff request that the TAC review the DRAFT FY 2021-2024 TIP with Amendment 5 and recommend that the TPC release the FY 2021-2024 TIP with Amendment 1 for the one month public comment period.

Proposed Motion

Move to recommend the DRAFT FY 2021-2024 TIP with Amendment 5 to the TPC for its release for the one month public comment period.

Financial Impact

The federal Consolidated Planning Grant (CPG) funding used by all MPOs is comprised of a combination of federal PL-112 planning funds from the Federal Highway Administration and FTA 5303 planning funds from the Federal Transit Administration. When MPOs need funding beyond this normal allocation, it is typical for an MPO to use a small portion of the federal Surface Transportation Block Grant (STBG) fund assigned to the MPO. In Texas, the federal STBG funding source is known as TxDOT Category 7 (CAT 7). The Corpus Christi MPO currently typically received approximately \$11 million of the CAT 7 funds each year with an 80/20 federal/state matching requirement. Though the federal budgeting process related to COVID relief efforts, the Corpus Christi MPO has been allocated an additional \$3,200,000 in CAT 7 funds that are available that are 100% federal funds. Therefore, these funds do not require the 20% state or local matching funds. The Corpus Christi MPO staff is proposing to use \$2.0 million of the \$3.2 million CAT 7 funding for acquiring data and consultant services that can develop and implement updated and new tools that will enhance the regional performance-based planning and programming process.

Attachments:

1. Public Notice #22-3
2. Excerpt of DRAFT FY 2021-2024 TIP for Additional STBG/CAT 7 Deliverables (Tables 13a and 13b)
3. DRAFT 2021-2024 TIP with Amendment 5 [[WEBLINK](#)]



Date: March 15, 2022
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4C: FY 2021– FY 2022 Unified Planning Work Program (UPWP) Amendment 1
Action: Release for One Month Public Comment Period

Summary

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 (UPWP).

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.

The following table identifies the revised funding levels with the 100% Federal Surface Transportation Block Grant (STBG) funds. These funds are referred to as Category (CAT 7) funds in the TxDOT systems.

UPWP Task	Description	Original 2022 TPF¹ Funds	Proposed 2022 TPF¹ Funds	Additional Category 7 Funds	Proposed FY2022 Total Funds
1.0	Administration-Management	\$655,000	\$675,000	\$2,000,000	\$2,675,000
2.0	Data Development and Maintenance	\$143,000	\$143,000	\$ 0	\$143,000
3.0	Short Range Planning	\$181,000	\$201,000	\$ 0	\$201,000
4.0	Metropolitan Transportation Planning	\$114,000	\$114,000	\$ 0	\$114,000
5.0 ²	Special Studies	\$40,000	\$0	\$0	\$0
TOTAL		\$1,133,000	\$1,133,000	\$2,000,000³	\$3,133,000

¹ TPF—This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

² Strategic Reserves funded special projects TBD by TPC. Estimated cost: \$50,000 annually for FY 2022 now included in Task 1.0

³ The \$2.0 million in STBG (Category 7) is allocated to subtask 1.9k, Consultant Services

Fiscal Impacts

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 \$3.2 million 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 \$2.0 million in 100% Federal 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.

Recommendation

The Corpus Christi MPO staff recommends that the Technical Advisory Committee (TAC) review and recommend the TPC release the DRAFT FY 2021-FY 2022 Unified Planning Work Program (UPWP) Amendment 1 for public comment during the April 17, 2022 TPC meeting. The adopted Corpus Christi MPO's Public Participation Plan (PPP) calls for a one month public comment period for the UPWP. This comment period ends at the May 5, 2022 TPC meeting.

Proposed Motion

Move to recommend the TPC release DRAFT FY 2021- FY 2022 Unified Planning Work Program Amendment 1 for the one month public comment.

Attachments

1. Public Notice #22-3 for the FY 2021 – FY 2022 UPWP Amendment 1
2. DRAFT FY 2021 and FY 2022 UPWP Amendment 1 (**WEBLINK**)



Date: March 15, 2022
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4D: DRAFT FY 2023 and FY 2024 Unified Planning Work Program (UPWP)
Action: Release for one month Public Comment

Summary

As discussed 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 after the new funding allocations from the IIJA are received. Also, TxDOT recently provided the Planning Emphasis Areas (PEAs) from FHWA that all MPOs are required to utilize in upcoming planning and programming efforts. These are included in the work program and the 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.

The Infrastructure Investment and Jobs Act (IIJA), aka Bipartisan Infrastructure Law (BIL), became law on November 15, 2021. The BIL includes 11 factors that the metropolitan planning process must explicitly consider and analyze. Specifically, and in alphabetical order as opposed to any implied priority, BIL compliant metropolitan (and statewide) planning processes must consider transportation projects and strategies that will:

- Emphasize the preservation of the existing transportation system.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Enhance travel and tourism
- Improve transportation system resiliency and reliability
- Increase accessibility and mobility of people and freight
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Promote efficient system management and operation
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Reduce (or mitigate) the stormwater impacts of surface transportation
- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency

The Planning Emphasis Areas listed in the December 30th 2021 joint letter from the Federal Highway Administration and the Federal Transit Administration require the following:

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement – Integrating Virtual Public Involvement
- Strategic Highway Network (STRAHNET) / US Department of Defense (DoD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

The following Budget Summary Table provides an overview of the funding allocation by major Task.

UPWP Task	Description	FY 2023 TPF ¹ Funds	FY 2024 TPF ¹ Funds	Category 7 ² Funds 2023	Other Funds in 2024	Total Funds
1.0	Administration-Management (with Consultant Services)	\$675,000	\$675,000	\$ 1,750,000	\$50,000	\$3,150,000
2.0	Data Development and Maintenance	\$ 143,000	\$ 143,000	\$ 0	\$ 0	\$286,000
3.0	Short Range Planning	\$201,000	\$ 201,000	\$ 0	\$ 0	\$402,000
4.0	Metropolitan Transportation Plan	\$ 114,000	\$ 114,000	\$ 0	\$ 0	\$228,000
5.0	Special Studies	\$0	\$0	\$ 0	\$ 50,000	\$50,000
	TOTAL	\$ 1,133,000	\$ 1,133,000	\$ 1,750,000	\$ 100,000	\$ 4,116,000

¹ TPF—This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

² STBG - if approved by the Transportation Policy Committee, the uncompleted deliverables and funding from Amendment 1 to the FY 2022 UPWP (Item 4C) will be rolled forward into this work program at the close of FY 2022.

Recommendation

The Corpus Christi MPO staff recommends that the Technical Advisory Committee (TAC) review, comment and offer suggestions for the DRAFT FY 2023 and FY 2024 Unified Planning Work Program (UPWP) and recommend the TPC release the document for public comment during the April 17, 2022 TPC meeting. The adopted Corpus Christi MPO's Public Participation Plan (PPP) calls for a one month public comment period for the UPWP. This comment period ends at the May 5, 2022 TPC meeting.

Proposed Motion

Move to recommend the TPC release the DRAFT Corpus Christi MPO FY 2023 and FY 2024 Unified Planning Work Program for one month public comment period.

Attachments

1. Public Notice #22-3 for the FY 2023 and FY 2024 UPWP
2. DRAFT FY 2023 and FY 2024 UPWP (**WEBLINK**)



Date: March 15, 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 Fiscally Constrained Project List (Table 12)

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>*Per TxDOT's 2023 Unified Transportation Program and Corresponding TIP/STIP Years of 2023-2026</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 has 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 no 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 6 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 in DRAFT form 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. An example from the Alamo Area MPO TIP Application Form completion process was provided to the TAC for their consideration.

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 STIP process for performance-based planning for funding Category 4 (CAT 4). The FY 2023-2026 STIP Timeline is provided as Attachment 1. As the TxDOT-CRP District has proposed 10-years of projects as part of the 2023 UTP process. The TxDOT-CRP District DRAFT 2023 UTP list of projects is provided as Attachment 4. A subset of this list of projects is likely to become a part of the MPO's public process leading to approval of the selected projects for the FY 2023-2026 TIP.

Recommendation

The Corpus Christi MPO staff requests that TAC members review and discuss the proposed DRAFT FY 2023-2026 TIP/STIP document (see Attachment 5) including any comments on proposed projects from the TxDOT listed projects (see Attachment 4) for CAT 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

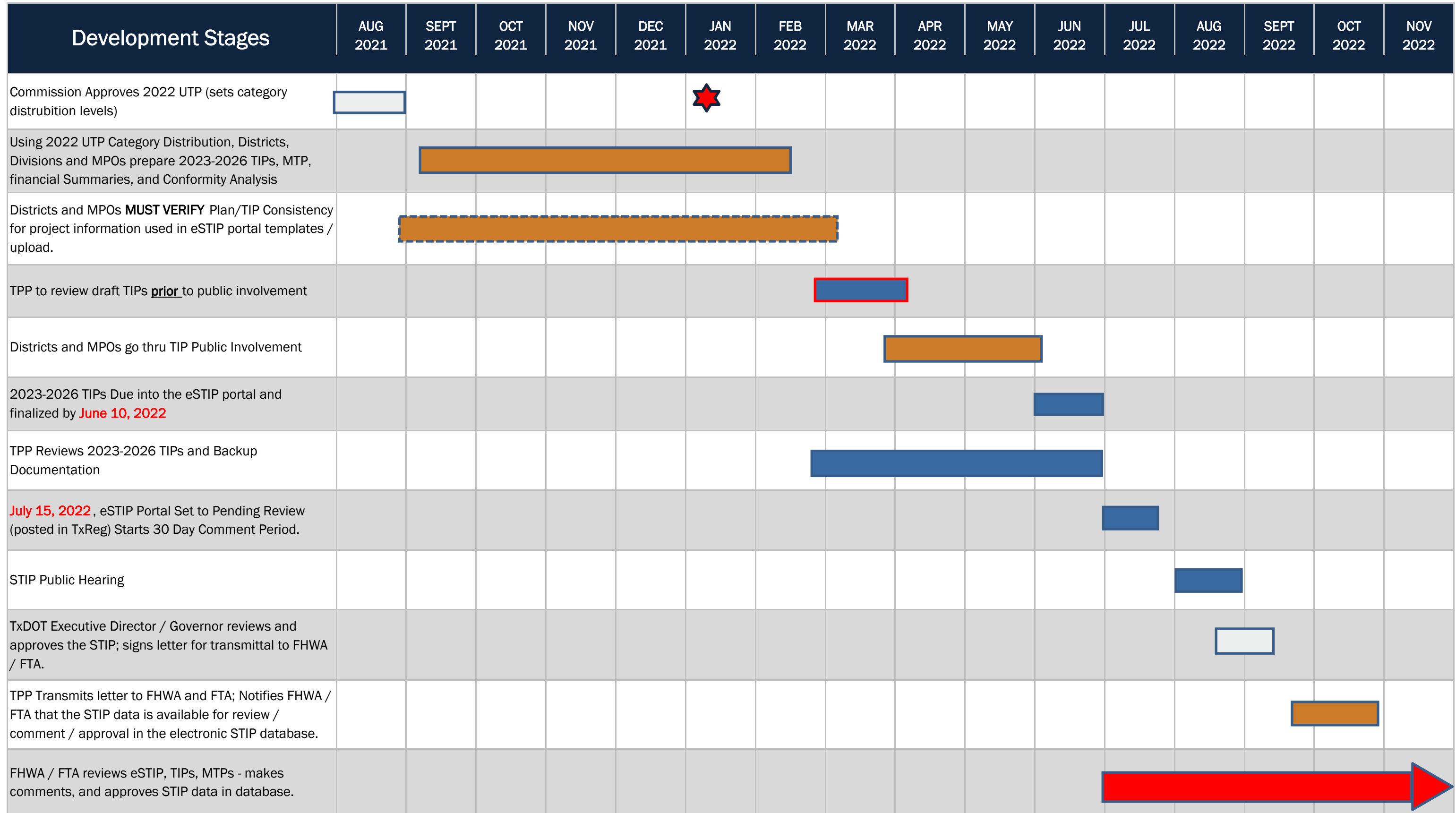
None. This is a review and discussion item.

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 ([Excel Spreadsheet](#))
4. TxDOT-CRP District DRAFT 2023 UTP Project List ([Excel Spreadsheet](#))
5. DRAFT FY 2023-2026 TIP Document (**WEBLINK**)
6. 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

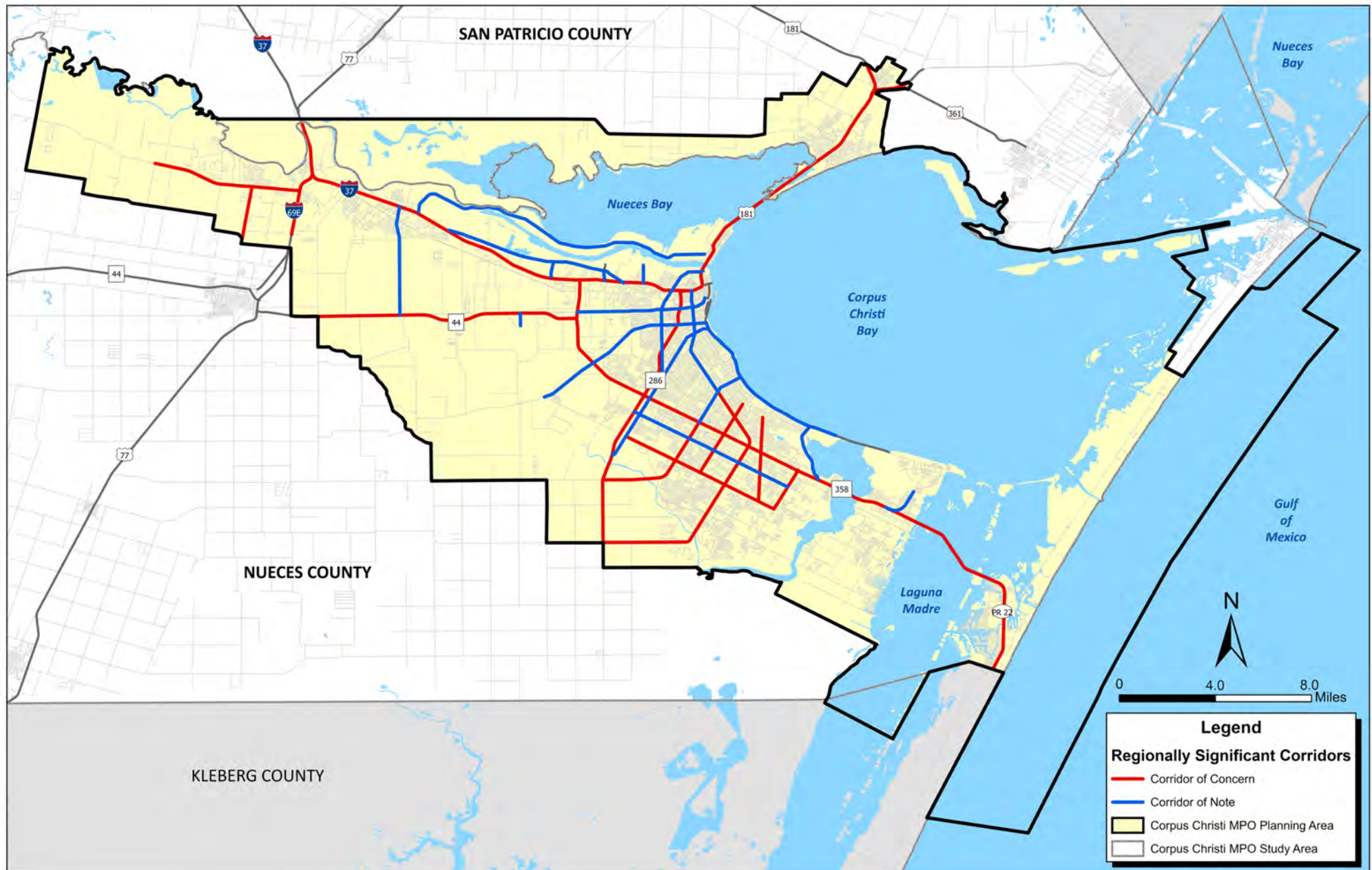
FUNDING CATEGORY

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>

Map of Regionally Significant Corridors





Date: March 15, 2022
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planning
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 6A: STBG-SA (Category 9) Call-For-Projects Selection Process Update
Action: Information Only

Summary

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

Table of Projects Submitted for 2022 STBG-SA Selection Process

SPONSOR AGENCY	PROJECT NAME	FEDERAL FUND REQUESTED
City of Corpus Christi	Leopard St. and Oak Park Ave. Pedestrian Safety Improvements	\$651,076
	Ocean Drive Pedestrian Crossing Improvements	\$367,570
	Mary Carroll Ditch Hike and Bike Trail Improvements	\$1,027,933
	Encantada Ave Pedestrian Safety Improvements	\$786,931
	Brooke Rd./Master Channel 27 Hike and Bike Trail Improvements	\$1,090,703
	City of Corpus Christi Total	\$3,924,213
City of Portland	Sunset Lake Hike and Bike Loop	\$2,132,707
	Memorial Parkway Hike and Bike Project Phase II	\$363,538
	City of Portland Total	\$2,496,245
TOTAL STBG-SA/CAT 9 FEDERAL FUNDS REQUESTED		\$6,420,500

The adopted schedule for the selection and award of projects is provided on the following page. During the TAC meeting, Corpus Christi MPO staff will provide its initial project scores and ranking for review and discussion by the TAC members.

CATEGORY 9 PROCESS TIMELINE FOR 2022 – 2025 FUNDS	
September 16, 2021	Program Guidance Review by TAC
October 7, 2021	Program Guidance Review by TPC
October 21, 2021	TAC Review of Category 9 Program and Application Form
November 4, 2021	TPC Review Category 9 Program Guidance and Procedure and Application Form
December 16, 2021	TAC Regular Meeting Review and Recommend DRAFT Corpus Christi MPO Call-for-Project 2021 and the DRAFT Application Form
January 6, 2022	TPC approve Category 9 Program Guidance and Procedure and Application Form and issue a formal Call for Projects
January 20, 2022	TAC Regular Meeting and Workshop No. 1
February 17, 2022	TAC Regular Meeting and Workshop No. 2
March 1, 2022	Project Applications Due
March 3, 2022	TPC receives update on CAT 9 Applications
March 17, 2022	TAC Review and Comment on Project Scores and Proposed List of Funded Projects
April 14, 2022	TPC Reviews Project Scores and Proposed List of Funded Projects
April 21, 2022	TAC Review and Recommend Scores, Ranking, and Funded Projects
May 5, 2022	TPC Review and Approve Scores, Ranking, and Funded Projects