



TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA

THURSDAY APRIL 21, 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 March 17, 2022 TAC Regular Meeting Minutes ☒

4. Discussion and Possible Action Items

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

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

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

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

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

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

D. Surface Transportation Block Grant Set-Aside (STBG-SA) CAT 9 Call-For-Projects Selection ☒

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

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

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

5. Information Items

A. Traffic Crash Analysis Update

B. Member Agency Project and Program Updates

6. Regional Freight Topic

A. FREIGHT TOPIC (TX Multimodal Freight Network) - [WEBLINK](#)

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

8. Upcoming Meetings/Events:

A. Transportation Policy Committee:	Regular Meeting	May 12, 2022
B. Regional Traffic Safety Task Force:	Regular Meeting	May 12, 2022
C. Technical Advisory Committee:	Regular Meeting	May 19, 2022
D. Regional Traffic Safety Task Force Work Group:	Regular Meeting	May 19, 2022

9. 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, March 17, 2022

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

Chairperson Brian DeLatte called the meeting to order at 9:02 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

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 FEBRUARY 17, 2022 TAC REGULAR MEETING MINUTES

Mr. Gillespie made a motion to approve the February 17, 2022, TAC Meeting Minutes. Ms. Munoz seconded; the motion passed unanimously.

4. DISCUSSION AND POSSIBLE ACTION ITEMS

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

This item was discussed in the February TAC meeting. The TAC recommended the TPC to release these 2023 UTP candidate projects submitted by TxDOT Corpus Christi District for a one-month public comment period. There was no change or update on the funding forecast or proposed projects and the Corpus Christi MPO has not received any comments as of March 17, 2022. If approved by the TPC, these projects are included in TxDOT 2023 UTP as regional priorities for the next ten years.

Mr. MacDonald identified projects that need further discussion:

Project	Required discussion	Participating Agencies
FM 624 (Northwest Blvd.)	Project Scope/Funding	City of Corpus Christi, TxDOT – CRP, Nueces County (and Corpus Christi MPO)
SH 35	Project Limit/ Funding	TxDOT – CRP and Corpus Christi MPO
SH 361	Project Limit/Funding	TxDOT – CRP and Corpus Christi MPO
PR 22	Project Scope/Funding	City of Corpus Christi, TxDOT – CRP (and Corpus Christi MPO)

FM 624 project is currently programmed as one of the long-range projects in the Corpus Christi MPO's 2045 Metropolitan Transportation Plan (MTP), therefore, if the project is moved up to short-range (FY 2021-2024), an amendment needs to be made in the 2045 MTP.

Mr. Gillespie made a motion to recommend to the TPC the 2023 UTP candidate projects. Ms. Sales-Evans seconded; the motion passed unanimously.

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

As previously discussed, the Corpus Christi MPO is anticipating an additional \$3.2 million Surface Transportation Block Grant (STBG) funding that is 100% federal fund and does not require the usual 20%

local match. The Corpus Christi MPO staff has requested \$2 million from the STBG funds to acquire the necessary tools, data, and projects for short and long-range transportation planning. The identified needs were listed in Item 4B memo. These transportation tools are for regional transportation planning and the Corpus Christi MPO will share the products with local partner agencies.

The additional \$2 million is identified as MPO-067, Implement enhanced tools and data analysis for use in short-range programming and long-range planning, in the attached Table 13a. This change should be included in the FY 2021 – 2024 TIP as Amendment 5 and released to the public for one-month public comment period based on the Corpus Christi MPO's Public Participation Plan (PPP).

Ms. Munoz inquired how the rest of the additional STBG funding would be spent and if it would still be 100% federal and not require local match.

Mr. Casper answered that the remaining fund is still 100% federal and will be used for other transportation planning purposes based on the TAC and TPC discussions.

Mr. Gillespie made a motion to recommend to the TPC to release the FY 2021 – 2024 TIP Amendment 5 for a one-month public comment period. Ms. Sales-Evans seconded; the motion passed unanimously.

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

This item is accompanied by the previous discussion/action item. The additional \$2 million for planning tools, data, and projects must be also reflected in the FY 2021 – FY 2022 Unified Planning Work Program (UPWP) as Amendment 1 and solicit public comment for one-month based on the Corpus Christi MPO's PPP. The changes are shown in the table in Item 4C memo; add \$2 million in UPWP Task 1.0 and remove \$40,000 from UPWP Task 4.0.

Mr. Gillespie made a motion to recommend to the TPC to release the FY 2021 – 2022 UPWP Amendment 1 for a one-month public comment period. Mr. Robinson seconded; the motion passed unanimously.

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

The Corpus Christi MPO is required to develop the UPWP laying out the planned transportation planning efforts and activities carried out by the Corpus Christi MPO staff for the subject fiscal years. The DRAFT 2023 and FY 2024 UPWP reflects the new requirements under the Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL) and Executive Orders, and Planning Emphasis Areas provided by FHWA/FTA. These requirements are listed in the Item 4D memo. The available funding for FY 2023 and FY 2024 has not yet been made available, therefore the DRAFT FY 2023 and FY 2024 UPWP is based on the FY 2021 funding amount. The funding allocation for UPWP Tasks is also in the Item 4D memo. If the finding amount is officially determined, the funding allocation for each UPWP tasks will be updated.

Mr. Gillespie made a motion to recommend to the TPC to release the DRAFT FY 2023 and FY 2024 UPWP for a one-month public comment period. Ms. Munoz seconded; the motion passed unanimously.

5. DISCUSSION ITEMS

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

This item has been discussed in previous meetings and will continue to be discussed until the project selection process is established. As provided in February TAC, the most current funding estimate for FY 2023 – 2026 Category 2, 4, 7, and 9 totals \$151 million. The Corpus Christi MPO is also anticipating receiving the rollover funding for Category 7 and Category 9.

The attached Table 12 shows the projects currently in the FY 2021 – 2024 TIP, mid-range (10 years), and long-range (more than 10 years) planning. As a first step for developing FY 2023 – 2026 TIP, these projects in the Table 12 need to be revisited. Projects in the current FY 2021 – 2024 TIP need to be updated with the most current status and should be removed from the table if it is already under construction or if it has some issue to move forward in the programmed year. For example, I-37 (MPO-002) project is already under construction, thus it should be removed from the table. Park Road 22 (MPO-016) project has been included in the FY 2021 – 2024 TIP but no additional scope of the project nor sponsoring agency is identified. If there is no update, this project should be removed from the table

as well. The sponsor agencies that listed their projects in Table 12 are requested to update the current status, cost estimate, readiness, and so forth of the projects for further discussion to select FY 2023 – 2026 TIP projects. Mr. MacDonald told the TAC that the Corpus Christi MPO staff is available for in-person meetings with each agency to discuss these projects and future projects as well.

Ms. Sales-Evans inquired if there is a call-for-projects for FY 2023 – 2026 TIP project selection. Mr. MacDonald answered that for meeting the TxDOT's FY 2023 – 2026 TIP deadline, the Corpus Christi MPO proposed not conducting call-for-projects for this TIP cycle. The Corpus Christi MPO hired a consultant to establish a performance-based planning and programming project selection process for Category 2, 4, 7, and 9 for the next call-for-projects. This process will be available within a couple of months and ready to be used for the next funding opportunity. Also, the expected funding levels for the CATs 2, 4, 7, and 9 are not yet officially available. Once the funding levels are finalized, the Corpus Christi MPO will conduct a call-for-projects with the new project selection tools.

Ms. Sales-Evans also inquired how the FY 2023 – 2026 TIP projects can be programmed without new projects. Mr. MacDonald answered that the brand new projects need a minimum of 3 years to complete the environmental clearances and other requirements to be programmed in a fiscally constrained plan. To allocate the funding for all Categories, the Corpus Christi MPO staff suggested programming the Safety, Maintenance, and Operation type projects such as traffic signal coordination for the region. Operations projects should be on the regionally significant corridors shown in the map in Attachment 6. Safety projects can be any roadways in the MPO boundary and these types of projects are usually approved quickly.

Ms. Sales-Evans requested information on how other MPOs are processing these types of projects, so TxDOT-CRP can incorporate these into their plan. Mr. Casper said that he has been discussing with Ms. Longoria at the CRP District regarding these potential projects.

Mr. MacDonald requested the TAC to provide their comments and feedback on these operation and safety projects.

6. INFORMATION ITEMS

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

Mr. Casper provided the initial scoring by the Corpus Christi MPO staff for the 2022 STBG-SA/CAT 9 Call-for-Projects. There are a total of 7 projects submitted; 5 projects by the City of Corpus Christi, and 2 projects by the City of Portland. The total federal fund requested amount is approximately \$6.4 million. The Corpus Christi MPO's Call-for-Projects was for at least \$4.5 million and some projects may not be selected during this call-for-projects due to funding limitations.

Ms. Munoz asked if the remaining STBG fund of \$3.2 million (approximately \$1.2 million) can be used for these unselected CAT 9 projects. Ms. MacDonald answered yes for the CAT 7 funds as these are the most flexible. Also, the Corpus Christi MPO needs to identify exactly how much funding for STBG/CAT 9 is available.

Mr. DeLatte stated his objection to the selection process that these unselected projects need to wait for the next opportunity and reapply. If additional funding is anticipated, consideration should be given to these unselected projects. Ms. Munoz also echoed the burden associated with this Call-for-Projects process such as the manpower and time for preparing these applications and obtaining approval from the City Council, and so forth.

Ms. Sales-Evans proposed to select all projects and adjust the shortage of funding later when the actual STBG/CAT 9 funding including the rollover and additional monies becomes available since the most of projects received the same points.

Mr. MacDonald reminded the TAC that the purpose of this information item is asking the TAC to review the initial scoring done by the Corpus Christi MPO staff and provide the feedback or comments, specifically if the scoring is relevant and compliant to the Application Guidelines and the Scoring Process that were recommended and approved by the TAC and the TPC with required public participation process. Mr. MacDonald encouraged the TAC members to discuss with the Corpus Christi MPO staff if

they have concerns or issues with the scoring. This item will be discussed in the next April TAC meeting as an action item. The Corpus Christi MPO will provide the most current information on the STBG/CAT 9 funding amount and the appropriate process for the extra funding monies.

Ms. Munoz asked Ms. Sales-Evans if the multiple STBG/CAT 9 projects can be combined for one Advanced Funding Agreement (AFA) for efficiency and cost-saving. Ms. Sales-Evans will check if it is attainable or not and inform the TAC and the Corpus Christi MPO staff.

B. Member Agency Project and Program Updates

Mr. DeLatte informed us that the City of Portland's Memorial Parkway Hike and Bike Project Phase 1 project has been moved forward and the construction will start within 3 or 4 weeks.

Mr. Robinson informed that the Corpus Christi Regional Transportation Authority is currently working on the Zero Emissions Fleet Plan.

7. REGIONAL FREIGHT TOPIC

A. Port Authority Advisory Committee highlights

Mr. MacDonald provided the March 8, 2022, Port Authority Advisory Committee Meeting Agenda. In this meeting, they discussed the 2024 – 2025 Texas Port Mission Plan and the 2023 Texas Freight Mobility Plan. The 2022 – 2023 Texas Port Mission Plan listed the 2022 – 2023 Port Capital Projects, Investment Report, Ship Channel Improvement, and Federal Apportionments for these projects. The Corpus Christi MPO staff is expecting the Port of Corpus Christi's report on these projects and their new projects for 2024 – 2025 that should be included in the FY 2023 – 2026 TIP.

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

Mr. DeLatte informed the TAC and the public that Mr. Gillespie, San Patricio County Commissioner Precinct 4 was reelected.

Mr. MacDonald informed the TAC and the public that he and Mr. Casper had a meeting with the American Council of Engineering Companies (ACEC) local chapter before the TAC meeting where they presented the Corpus Christi MPO's roles and projects.

9. Upcoming Meetings/Events:

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

Mr. MacDonald informed us that the TPC meeting would be held on April 14, 2022, instead of April 7, 2022. The Regional Traffic Safety Task Force meeting will be held right after the TPC meeting. The Corpus Christi MPO is considering establishing Regional Traffic Safety Task Force Work Groups for specific objectives and holding the meeting on the third Thursday after the TAC meeting.

Ms. Sales-Evans requested to send the calendar invite for the Regional Traffic Safety Task Force meeting.

10. Adjourn

The meeting was adjourned at 10:31 A.M.



Date: April 14, 2022
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4A: FY 2021-2024 Transportation Improvement Program (TIP) Amendment 5
Action: Review, Discuss and Recommend Approval to the Transportation Policy Committee

Summary

Amendment 5 to the FY 2021-2024 TIP is offered to the TAC for review, discussion, and recommendation for approval by the Transportation Policy Committee. The Public Notice #22-3 related to the DRAFT FY 2021-2024 TIP Amendment 5 is provided as Attachment 1. There have been no public comments to date.

In our on-going discussions about planning tools and processes necessary for a performance-based system, the Corpus Christi MPO team requested an additional \$2.0 million in funding from the Surface Transportation Block Grant (Category 7) in order to fully fund projects and tools either required by regulation, suggested in guidance, or were asked for during the After-Action Report. These specific STBG funds do not require a local match because they are COVID relief funds. The specific deliverables and an initial preliminary cost are:

DELIVERABLE OVERVIEW	PRELIMINARY BUDGET*
An enhanced regional Travel Demand Model that includes time of day, enhanced assignment, multiple modes of travel, some method of addressing truck traffic, and expanded boundaries,	*Scope Schedule and Budget subject to change. \$450,000 - \$550,000
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,	\$350,000- \$400,000
Updating the Congestion Management Process (CMP) using data provided by TxDOTs data license, detailed intersection analysis using INRIX IQ data and process, along with refining the regional Transportation System Management and Operations (TSMO) plan,	\$140,000 - \$150,000
Region-wide crash analysis with identified problem intersections and critical road corridors examined using the Vision Zero Suite crash tool, and develop a Regional Safety Action Plan in partnership with the Traffic Safety Task Force,	\$235,000-\$255,000
Completing a regional Active Transportation/Micromobility Plan, including Walkability and Bikeability scores at a sub-neighborhood level throughout the region	\$175,000 - \$250,000
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 balance the tradeoffs among the multiple goals and objectives.	\$50,000 - \$60,000
Application of TREDIS for analyzing transportation projects for economic impacts, benefit-cost and internal rate of return / net present value.	TBD
Customizing FHWA's open-source Highway Economic Resource System (HERS) regional pavement management model to determine future life-cycle maintenance costs of classified roads within the region,	TBD

Utilizing the UrbanSim Socio-economic Allocation Model for the Metropolitan Statistical Area using 2020 Census and updated population and jobs forecasts to 2050, and developing multiple future scenarios,	\$55,000 - \$75,000 plus subscription fee
Interactions with local experts for Resiliency and Mitigation Planning assistance to investigate potential water quality and runoff impacts from climate change and development and when stormwater systems may be compromised by coastal flooding,	TBD
Developing a Regional Resiliency Plan,	TBD
Developing a regional Complete Streets Plan/Policy,	\$65,000 - \$75,000
Developing a Community Impact Assessment Model/Process, TBD (SoundPLAN, Hot Spot in MOVES, Walk/Bike/Transit, Accessibility, etc)	TBD

These changes are included in the Amended 2021-2022 Unified Planning Work Program and 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). The excerpt from the FY 2021-2024 TIP with Amendment 5 illustrating the changes is provided in Attachment 2.

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 Corpus Christi MPO staff request that the TAC review the DRAFT FY 2021-2024 TIP with Amendment 5 and recommend that the TPC approve the FY 2021-2024 TIP with Amendment 5. Any changes proposed by the TAC will be included in the FY 2021-2024 TIP with Amendment 5 sent to the TPC as part of their public meeting to approve the Amendment.

Proposed Motion

Move to recommend the DRAFT FY 2021-2024 TIP with Amendment 5 to the TPC approval.

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 Amendment 5 for STBG/CAT 7 Deliverables (Tables 13a and 13b)
3. DRAFT FY 2021-2024 TIP with Amendment 5 [\[WEBLINK\]](#)



PUBLIC NOTICE #22-3

April 14, 2022

The **Corpus Christi Metropolitan Planning Organization** (Corpus Christi MPO) is seeking public input and comments on the:

- **FY 2021 – FY 2022 Unified Planning Work Program (UPWP) Amendment 1,**
- **FY 2021 – 2024 Transportation Improvement Program (TIP) Amendment 5, and**
- **DRAFT FY 2023 and FY 2024 Unified Planning Work Program (UPWP).**

The UPWP serves as the scope of work for the Corpus Christi MPO and documents transportation-related planning activities conducted in the Corpus Christi MPO Planning Area. The FY 2021 – 2024 TIP identifies how the region plans to invest in the transportation system during the Fiscal Years 2021 through 2024. In accordance with the Corpus Christi MPO Public Participation Plan, the MPO is seeking to inform those who are interested in or affected by transportation decisions with opportunities to provide input on the FY 2021 – FY 2022 UPWP Amendment 1, FY 2021 – 2024 TIP Amendment 5, and DRAFT FY 2023 and FY 2024 UPWP.

The **FY 2021 – FY 2022 UPWP Amendment 1, FY 2021 – 2024 TIP Amendment 5, DRAFT FY 2023 and FY 2024 UPWP** are being released to the public on April 14, 2022 and public input is invited through May 5, 2022 at the following public meetings:

Public Comments may be provided in writing, limited to 1,000 characters, by emailing ccmpo@cctxmpo.us or by regular mail or hand-delivery to the Corpus Christi MPO offices at 602 N. Staples St., Suite 300, Corpus Christi, TX 78401, and **MUST** be submitted at least 1 hour before the start of a meeting in order to be provided for consideration and review at the meeting. To make a public comment at the meeting, please fill out the comment card and submit it to Corpus Christi MPO staff 10 minutes before the meeting starts. All Public Comments submitted shall be placed into the record of the meeting.

April 14, 2022, 2:00 p.m.*

MPO Transportation Policy Committee

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

April 21, 2022, 9:00 a.m.*

MPO Technical Advisory Committee

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

May 5, 2022, 2:00 p.m.*

MPO Transportation Policy Committee

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

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

www.corpuschristi-mpo.org

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Table 13a. **DRAFT** FY 2021-2024 TIP Amendment 5 Fiscally Constrained Project List (For Illustration Purposes Only)

TIP Fiscal Year	CSJ	Project ID	Project Name	Project Phase / Status	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$, millions)	CAT2	CAT4	CAT7	CAT9	CAT12	Local/Other	Prior Funding	Total Project Cost (\$, millions)
2024	0617-01-177	MPO-001	SH 358 (SPID) Ramp Reversal	Construction / Design	Ramp reversal Phase II-B	Nile Drive	Staples Street	TxDOT-CRP	On	2	\$35.00	\$35.00							\$45.43
2021	0074-06-241	MPO-002	I-37	Construction	Widen freeway by constructing additional 2 travel lanes northbound and 1 additional travel lane southbound	Redbird Lane (Overpass)	Nueces River	TxDOT-CRP	On	2 / 4U / 12	\$60.00	\$12.00	\$15.00			\$33.00			\$77.88
2021	0101-04-120	MPO-003	US 181	Construction	Widen freeway by constructing 1 additional travel lane in each direction	North of FM 3296 (Buddy Ganem Drive)	FM 2986 (Wildcat Drive)	TxDOT-CRP	On	2 / 4U	\$14.00	\$2.00	\$12.00						\$18.17
2021	0101-04-114	MPO-004	US 181 Ramp Reversals	Construction	Reverse entrance and exit ramps in Northbound direction	FM 3296 (Buddy Ganem Drive)	FM 2986 (Wildcat Drive)	TxDOT-CRP	On	2	\$4.00	\$4.00							\$5.19
2023	1209-01-030	MPO-006	FM 893 (Moore Avenue)	Construction / Design	Upgrade from 2-lane roadway to 5-lane urban roadway by constructing additional 2 lanes and CLTL	CR 3685 (Stark Road)	0.2 miles West of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	\$7.00	\$7.00							\$9.09
2024	0916-35-195	MPO-007	Harbor Bridge Hike and Bike - Connectivity	Construction	Construct pedestrian and bike facilities	On various city streets from Coles High School	Williams Memorial Park	City of Corpus Christi	Off	7	\$1.42			\$1.42					\$1.84
2024	0916-35-196	MPO-009	Harbor Bridge Park Improvements	Construction	Park mitigation for Harbor Bridge	At various city parks including	Ben Garza, TC Ayers, and new location	City of Corpus Christi	Off	7	\$4.80			\$1.30			\$3.50		\$6.23
2021	N/A	MPO-066	Various TASA Projects	NEPA, ROW, Design, or Construction	Projects by various entities throughout the Corpus Christi MPO region eligible for the TASA program funded with CAT 9 and matching funds.	At various locations	N/A	Various	Off	9	\$2.41				\$2.41				\$2.41
2022	N/A	MPO-067	Implement enhanced tools and data analysis for use in short-range programming and long-range planning.	N/A	Implement enhanced tools and data analysis for use in short-range programming and long-range planning.	Travel Demand Model, Resiliency Model, Socio-Economic Allocation Model, Pavement Management Model,	Regional Safety Plan, Regional Active Transportation Plan, Regional Resiliency Plan, Regional Complete Streets Plan, Congestion Management Program	MPO	On	7				\$2.00					\$2.00
2021	N/A	CCRTA-036	FY21 Bus Stop amenities	Transit Maintenance/Operations	Bus Stop amenities	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.85						\$0.85		\$0.85
2021	N/A	CCRTA-037	FY21 Bus Stop Improvements	Transit Maintenance/Operations	Bus Stop Improvements	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.00						\$1.00		\$1.00
2021	N/A	CCRTA-038	FY21 Support/Relief Vehicles	Capital	Support/Relief Vehicles	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.21						\$0.21		\$0.21
2021	N/A	CCRTA-039	FY21 Rolling Stock (All variety of rolling stock)	Capital	Rolling Stock (All variety of rolling stock)	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$7.37						\$7.37		\$7.37
2021	N/A	CCRTA-040	FY21 Bus Support Equipment and Facilities/Hardware/Software	Transit Maintenance/Operations	Bus Support Equipment and Facilities/Hardware/Software	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.21						\$0.21		\$0.21
2021	N/A	CCRTA-041	FY21 Engine Overhaul Program	Transit Maintenance/Operations	Engine Overhaul Program	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.64						\$0.64		\$0.64
2021	N/A	CCRTA-042	FY21 Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	Transit Maintenance/Operations	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	N/A	N/A	Corpus Christi RTA	Off	FTA-5339	\$0.09						\$0.09		\$0.09
2021	N/A	CCRTA-043	FY21 Bus Support Equipment and Facilities/Hardware/Software	Transit Maintenance/Operations	Bus Support Equipment and Facilities/Hardware/Software	N/A	N/A	Corpus Christi RTA	Off	FTA-5339	\$1.21						\$1.21		\$1.21
2021	N/A	CCRTA-044	FY21 Bus Stop Amenities	Transit Maintenance/Operations	Bus Stop Amenities	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.86						\$0.86		\$0.86
2021	N/A	CCRTA-045	FY21 Bus Stop Improvements	Transit Maintenance/Operations	Bus Stop Improvements	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.00						\$1.00		\$1.00
2021	N/A	CCRTA-046	FY21 Mobile Bus Lift	Transit Maintenance/Operations	Mobile Bus Lift	N/A	N/A	Corpus Christi RTA	Off	FTA-5339	\$0.05						\$0.05		\$0.05
2021	N/A	CCRTA-047	FY21 5310 Sub-recipient	Transit Maintenance/Operations	5310 Sub-recipient	N/A	N/A	Corpus Christi RTA	Off	FTA-5310	\$0.40						\$0.40		\$0.40
2021	N/A	CCRTA-048	FY21 Preventive Maintenance	Transit Maintenance/Operations	Preventive Maintenance	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.00						\$1.00		\$1.00
2021	N/A	CCRTA-071	FY21 Bus Support/Equipment & Facilities/Hardware/Software	Transit Maintenance/Operations	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.03								\$1.03
2022	N/A	CCRTA-049	FY22 5310 Sub-recipient	Transit Maintenance/Operations	5310 Sub-recipient	N/A	N/A	Corpus Christi RTA	Off	FTA-5310	\$0.40						\$0.40		\$0.40
2022	N/A	CCRTA-050	FY22 Westside Station near DMC West Campus	Capital	Westside Station near DMC West Campus	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$5.10						\$5.10		\$5.10
2022	N/A	CCRTA-051	FY22 Bus Stop Amenities	Transit Maintenance/Operations	Bus Stop Amenities	N/A	N/A	Corpus Christi RTA	Off	FTA-5339	\$0.94						\$0.94		\$0.94
2022	N/A	CCRTA-052	FY22 Preventive Maintenance	Transit Maintenance/Operations	Preventive Maintenance	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.00						\$1.00		\$1.00

Table 13a. **DRAFT** FY 2021-2024 TIP Amendment 5 Fiscally Constrained Project List (For Illustration Purposes Only)

TIP Fiscal Year	CSJ	Project ID	Project Name	Project Phase / Status	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$, millions)	CAT2	CAT4	CAT7	CAT9	CAT12	Local/Other	Prior Funding	Total Project Cost (\$, millions)
2022	N/A	CCRTA-053	FY22 Rolling Stock (All variety of rolling stock)	Capital	Rolling Stock (All variety of rolling stock)	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.00						\$1.00		\$1.00
2022	N/A	CCRTA-054	FY22 Support/Relief Vehicles	Capital	Support/Relief Vehicles	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.34						\$0.34		\$0.34
2022	N/A	CCRTA-055	FY22 Bus Stop Improvements	Transit Maintenance/Operations	Bus Stop Improvements	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.50						\$0.50		\$0.50
2022	N/A	CCRTA-056	FY22 Bus Support Equipment and Facilities/Hardware/Software	Transit Maintenance/Operations	Bus Support Equipment and Facilities/Hardware/Software	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.09						\$1.09		\$1.09
2022	N/A	CCRTA-072	FY22 Park and Ride - Land	Capital	Land Acquisition	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.10						\$1.10		\$1.10
2023	N/A	CCRTA-057	FY23 Rolling Stock (All variety of rolling stock)	Capital	Rolling Stock (All variety of rolling stock)	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$8.54						\$8.54		\$8.54
2023	N/A	CCRTA-058	FY23 Support/Relief Vehicles	Transit Maintenance/Operations	Support/Relief Vehicles	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.31						\$0.31		\$0.31
2023	N/A	CCRTA-059	FY23 Bus Stop Improvements	Transit Maintenance/Operations	Bus Stop Improvements	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.50						\$0.50		\$0.50
2023	N/A	CCRTA-060	FY23 Preventive Maintenance	Transit Maintenance/Operations	Preventive Maintenance	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.00						\$1.00		\$1.00
2023	N/A	CCRTA-061	FY23 Bus Stop amenities	Transit Maintenance/Operations	Bus Stop amenities	N/A	N/A	Corpus Christi RTA	Off	FTA-5339	\$0.99						\$0.99		\$0.99
2023	N/A	CCRTA-062	FY23 Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	Transit Maintenance/Operations	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	N/A	N/A	Corpus Christi RTA	Off	FTA-5339	\$0.05						\$0.05		\$0.05
2023	N/A	CCRTA-063	FY23 Section 5310 Sub-recipients	Transit Maintenance/Operations	Section 5310 Sub-recipients	N/A	N/A	Corpus Christi RTA	Off	FTA-5310	\$0.40						\$0.40		\$0.40
2023	N/A	CCRTA-073	FY23 Park and Ride - Land	Capital	Land Acquisition	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.90						\$0.90		\$0.90
2024	N/A	CCRTA-064	FY24 (est. by MPO) Rolling Stock (All variety of rolling stock)	Capital	Rolling Stock (All variety of rolling stock)	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$6.72						\$6.72		\$6.72
2024	N/A	CCRTA-065	FY24 (est. by MPO) Support/Relief Vehicles	Capital	Support/Relief Vehicles	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.31						\$0.31		\$0.31
2024	N/A	CCRTA-066	FY24 (est. by MPO) Bus Stop Improvements	Transit Maintenance/Operations	Bus Stop Improvements	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.50						\$0.50		\$0.50
2024	N/A	CCRTA-067	FY24 (est. by MPO) Preventive Maintenance	Transit Maintenance/Operations	Preventive Maintenance	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.00						\$1.00		\$1.00
2024	N/A	CCRTA-068	FY24 (est. by MPO staff) Bus Stop amenities	Transit Maintenance/Operations	Bus Stop amenities	N/A	N/A	Corpus Christi RTA	Off	FTA-5339	\$0.99						\$0.99		\$0.99
2024	N/A	CCRTA-069	FY24 (est. by MPO staff) Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	Transit Maintenance/Operations	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	N/A	N/A	Corpus Christi RTA	Off	FTA-5339	\$0.05						\$0.05		\$0.05
2024	N/A	CCRTA-070	FY24 (est. by MPO staff) Section 5310 Sub-recipients	Transit Maintenance/Operations	Section 5310 Sub-recipients	N/A	N/A	Corpus Christi RTA	Off	FTA-5310	\$0.40						\$0.40		\$0.40

Table 13b. **DRAFT** FY 2021-2024 TIP Amendment 5 Fiscally Constrained Project List – Roll Forward with Prior Funding Project List (For Illustration Purposes Only)

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



Date: April 14, 2022
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4B: FY 2021 - FY 2022 Unified Planning Work Program (UPWP) Amendment 1
Action: Review, Discuss and Recommend Approval to the Transportation Policy Committee

Summary

The Corpus Christi MPO staff request the TAC review, discuss, and recommend the Transportation Policy Committee approve Amendment 1 to the 2021-2022 Unified Planning Work Program. This Amendment will add an additional \$2.0 million in STBG (Category 7) funding and both redistribute work effort and add several new subtasks per federal requirements or guidelines. There have been no public comments received to date.

The changes in the document realign staff hours to subtasks that reflect new federal guidance and other improvements based on the after-action report. Further, there is a need to address outdated planning tools and information that are needed to deliver better methods and processes 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 TPF ¹ Funds	Proposed 2022 TPF ¹ Funds	Additional Category 7 Funds	Proposed FY2022 Federal Funds
1.0	Administration-Management	\$655,000	\$612,300	\$2,000,000	\$2,612,300
2.0	Data Development and Maintenance	\$143,000	\$166,600	\$ 0	\$166,000
3.0	Short Range Planning	\$181,000	\$220,400	\$ 0	\$220,400
4.0	Metropolitan Transportation Planning	\$114,000	\$17,900	\$ 0	\$17,900
5.0 ²	Special Studies	\$40,000	\$26,600	\$0	\$26,600
TOTAL		\$1,133,000	\$1,043,800	\$2,000,000³	\$3,043,800

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 (Category 7) 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:

DELIVERABLE OVERVIEW	PRELIMINARY BUDGET*
An enhanced regional Travel Demand Model that includes time of day, enhanced assignment, multiple modes of travel, some method of addressing truck traffic, and expanded boundaries,	*Scope and Budget subject to change. \$450,000 - \$550,000
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,	\$350,000- \$400,000
Updated Congestion Management Process (CMP) using data provided by TxDOTs data license, detailed intersection analysis using INRIX IQ data and process, along with refining the regional Transportation System Management and Operations (TSMO) plan,	\$140,000 - \$150,000
Region-wide crash analysis with identified problem intersections and critical road corridors examined using the Vision Zero Suite crash tool, and develop a Regional Safety Action Plan in partnership with the Traffic Safety Task Force,	\$235,000-\$255,000
Completed regional Active Transportation/Micromobility Plan, including Walkability and Bikeability evaluation at a sub-neighborhood level throughout the region	\$175,000 - \$250,000
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 balance the tradeoffs among the multiple goals and objectives.	\$50,000 - \$60,000
Application of TREDIS for analyzing transportation projects for economic impacts, benefit-cost and internal rate of return / net present value.	TBD
Customizing FHWA's open-source Highway Economic Resource System (HERS) regional pavement management model to determine future life-cycle maintenance costs of classified roads within the region,	TBD
Utilizing the UrbanSim Socio-economic Allocation Model for the Metropolitan Statistical Area using 2020 Census and updated population and jobs forecasts to 2050, and developing multiple future scenarios,	\$55,000 - \$75,000 plus subscription fee
Interactions with local experts for Resiliency and Mitigation Planning assistance to investigate potential water quality and runoff impacts from climate change and development and when stormwater systems may be compromised by coastal flooding,	TBD
Developing a Regional Resiliency Plan,	TBD
Developing a regional Complete Streets Plan/Policy,	\$65,000 - \$75,000
Developing a Community Impact Assessment Model/Process, TBD (SoundPLAN, Hot Spot in MOVES, Walk/Bike/Transit, Accessibility, etc)	TBD

Additional Changes

Other reallocation of funding and addition of subtasks is proposed in order to more accurately reflect the needed effort in the regional transportation planning process and to include new federal guidelines. Specifically:

- Added Subtask 2.6 Community Impact Model Development
- Added Subtask 2.7 Environmental Resource Linkages Model Development
- Added Subtask 2.8 Resiliency Model Development
- Added Subtask 2.9 Economic Analyses Model Development
- Added Subtask 3.10 Develop Regional Resiliency Plan
- Added Subtask 3.11 Planning and Environmental Linkages
- Reduced all Subtasks in Task 4 to accommodate initial Planning Efforts.

Recommendation

The Corpus Christi MPO staff recommends that the Technical Advisory Committee (TAC) review and recommend the TPC approve the proposed changes to the FY 2021 - FY 2022 Unified Planning Work Program (UPWP) Amendment 1. Any additional changes proposed by the TAC will be included in the DRAFT FY 2021 - FY 2022 UPWP Amendment 1 presented to the TPC during their meeting to approve the DRAFT FY 2021 - FY 2022 UPWP Amendment 1.

Proposed Motion

Move to recommend the TPC approve the DRAFT FY 2021 - FY 2022 Unified Planning Work Program Amendment 1.

Attachments

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



PUBLIC NOTICE #22-3

April 14, 2022

The **Corpus Christi Metropolitan Planning Organization** (Corpus Christi MPO) is seeking public input and comments on the:

- **FY 2021 – FY 2022 Unified Planning Work Program (UPWP) Amendment 1,**
- **FY 2021 – 2024 Transportation Improvement Program (TIP) Amendment 5, and**
- **DRAFT FY 2023 and FY 2024 Unified Planning Work Program (UPWP).**

The UPWP serves as the scope of work for the Corpus Christi MPO and documents transportation-related planning activities conducted in the Corpus Christi MPO Planning Area. The FY 2021 – 2024 TIP identifies how the region plans to invest in the transportation system during the Fiscal Years 2021 through 2024. In accordance with the Corpus Christi MPO Public Participation Plan, the MPO is seeking to inform those who are interested in or affected by transportation decisions with opportunities to provide input on the FY 2021 – FY 2022 UPWP Amendment 1, FY 2021 – 2024 TIP Amendment 5, and DRAFT FY 2023 and FY 2024 UPWP.

The **FY 2021 – FY 2022 UPWP Amendment 1, FY 2021 – 2024 TIP Amendment 5, DRAFT FY 2023 and FY 2024 UPWP** are being released to the public on April 14, 2022 and public input is invited through May 5, 2022 at the following public meetings:

Public Comments may be provided in writing, limited to 1,000 characters, by emailing ccmpo@cctxmpo.us or by regular mail or hand-delivery to the Corpus Christi MPO offices at 602 N. Staples St., Suite 300, Corpus Christi, TX 78401, and **MUST** be submitted at least 1 hour before the start of a meeting in order to be provided for consideration and review at the meeting. To make a public comment at the meeting, please fill out the comment card and submit it to Corpus Christi MPO staff 10 minutes before the meeting starts. All Public Comments submitted shall be placed into the record of the meeting.

April 14, 2022, 2:00 p.m.*

MPO Transportation Policy Committee

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

April 21, 2022, 9:00 a.m.*

MPO Technical Advisory Committee

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

May 5, 2022, 2:00 p.m.*

MPO Transportation Policy Committee

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

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

www.corpuschristi-mpo.org

All Corpus Christi MPO Committee meetings are public meetings and open to all. Any person 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.



Date: April 14, 2022
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4C: DRAFT FY 2023 and FY 2024 Unified Planning Work Program (UPWP)
Action: Review, Discuss and Recommend Approval by the TPC

Summary

As discussed last month, each Metropolitan Planning Organization (MPO) is required to develop a Unified Planning Work Program (UPWP). Key assumptions in this UPWP are that the total Transportation Planning Funding (TPF) amounts shown below are the same as from FY 2022 until the new amounts are received; and that \$1,750,000 of carryover funds from a proposed FY 2021 -2024 TIP Amendment 5 (see Agenda Item 4B) using STBG (Category 7) funding for a list of Metropolitan Planning tools and products. These items are proposed to be included as rollover in this proposed FY 2023 and FY 2024 UPWP. The Fiscal Years of the upcoming 2-year UPWP (FY 2023 and FY 2024) correspond to Years 2 and 3 of a standard 4-year cycle of the metropolitan transportation planning process. This timing is reflected in the subtask effort levels below. Additional changes may be made 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 amount of planning funds from both the Federal Highway Administration PL-112 and FTA 5303 planning funds from the Federal Transit Administration have not yet been determined, much of the necessary (from federal requirements) and desired (from the 2045 MTP After-Action Report) work tasks are known and listed below. The table below show funding amounts by Task that reflect both the level of effort and timing needed to complete the integrated subtasks. These subtasks are shown in Attachment 2 on pages 3-4 and described on pages 19-46. 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 Direct Expenses and Consultant Services)	\$2,214,100	\$527,900	\$ 1,750,000	\$50,000	\$4,542,000
2.0	Data Development and Maintenance	\$ 164,200	\$ 88,900	\$ 0	\$ 0	\$253,100
3.0	Short Range Planning	\$197,800	\$ 134,200	\$ 0	\$ 0	\$332,000
4.0	Metropolitan Transportation Plan	\$ 70,100	\$ 219,000	\$ 0	\$ 0	\$289,100
5.0	Special Studies	\$0	\$0	\$ 0	\$ 0	\$0
	TOTAL	\$ 2,646,200	\$ 970,000	\$ 1,750,000	\$ 50,000	\$ 5,416,200

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.

The following Staffing Costs Exhibit provides an overview of the allocation of staff effort, by Task, broken into Subtasks, for both FY 2023 and FY 2024. Additional information on the scope of each subtask is found in Attachment 2, Exhibit 2, which is on page 8 of the Draft FY 2023 and FY 2024 UPWP.

Recommendation

The Corpus Christi MPO staff recommends that the Technical Advisory Committee (TAC) review, comment and recommend to the TPC approve the FY 2023 and FY2024 Unified Planning Work Program.

Proposed Motion

Move to recommend the TPC approve the DRAFT FY 2023 and FY 2024 Unified Planning Work Program.

Attachments

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



PUBLIC NOTICE #22-3

April 14, 2022

The **Corpus Christi Metropolitan Planning Organization** (Corpus Christi MPO) is seeking public input and comments on the:

- **FY 2021 – FY 2022 Unified Planning Work Program (UPWP) Amendment 1,**
- **FY 2021 – 2024 Transportation Improvement Program (TIP) Amendment 5, and**
- **DRAFT FY 2023 and FY 2024 Unified Planning Work Program (UPWP).**

The UPWP serves as the scope of work for the Corpus Christi MPO and documents transportation-related planning activities conducted in the Corpus Christi MPO Planning Area. The FY 2021 – 2024 TIP identifies how the region plans to invest in the transportation system during the Fiscal Years 2021 through 2024. In accordance with the Corpus Christi MPO Public Participation Plan, the MPO is seeking to inform those who are interested in or affected by transportation decisions with opportunities to provide input on the FY 2021 – FY 2022 UPWP Amendment 1, FY 2021 – 2024 TIP Amendment 5, and DRAFT FY 2023 and FY 2024 UPWP.

The **FY 2021 – FY 2022 UPWP Amendment 1, FY 2021 – 2024 TIP Amendment 5, DRAFT FY 2023 and FY 2024 UPWP** are being released to the public on April 14, 2022 and public input is invited through May 5, 2022 at the following public meetings:

Public Comments may be provided in writing, limited to 1,000 characters, by emailing ccmpo@cctxmpo.us or by regular mail or hand-delivery to the Corpus Christi MPO offices at 602 N. Staples St., Suite 300, Corpus Christi, TX 78401, and **MUST** be submitted at least 1 hour before the start of a meeting in order to be provided for consideration and review at the meeting. To make a public comment at the meeting, please fill out the comment card and submit it to Corpus Christi MPO staff 10 minutes before the meeting starts. All Public Comments submitted shall be placed into the record of the meeting.

April 14, 2022, 2:00 p.m.*

MPO Transportation Policy Committee

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

April 21, 2022, 9:00 a.m.*

MPO Technical Advisory Committee

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

May 5, 2022, 2:00 p.m.*

MPO Transportation Policy Committee

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

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

www.corpuschristi-mpo.org

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Date: April 14, 2022
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planning
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4D: STBG-SA (Category 9) Call-For-Projects Selection
Action: Review, Discuss and Recommend Approval to the Transportation Policy Committee

Summary

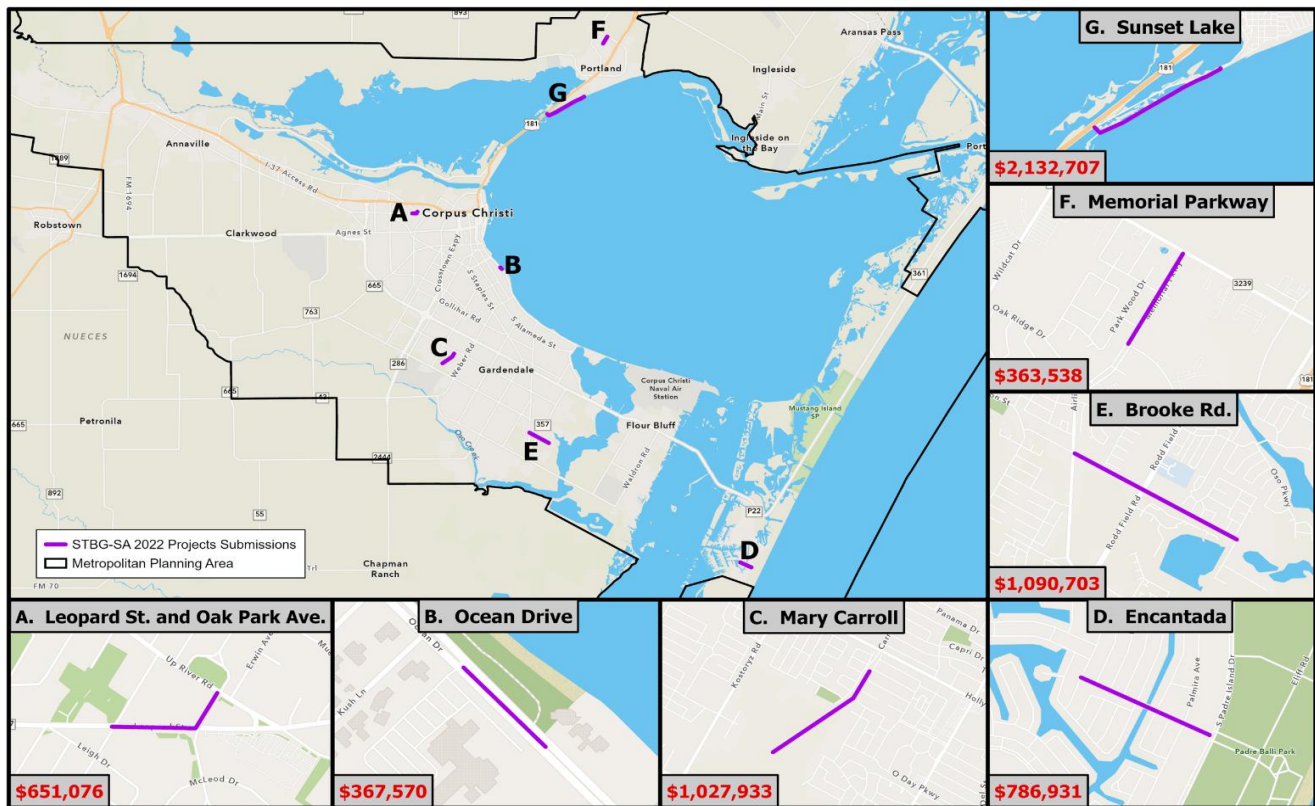
The Corpus Christi MPO completed the competitive evaluation process for the Federal Surface Transportation Block Grant Set-Aside program (STBG-SA). The STBG-SA program corresponds to the TxDOT Category 9 funding program and was continued in the newly approved Infrastructure Investment and Jobs Act / Bipartisan Infrastructure Law (IIJA/BIL). In addition to continuing the Set-Aside program, this law also increases the funding available in fiscal years 2022-2026. The exact funding levels are not yet confirmed, although it is known that the levels are significantly above the \$4,500,000 that was available when the call-for-projects began; and it is confirmed that there is enough funding to fully fund all projects that were submitted. There were seven projects submitted for federal funding, totaling \$6,420,500. Five were submitted by the City of Corpus Christi and two by the City of Portland.

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 following map illustrates the location of the seven proposed STBG-SA/CAT 9 projects, with the draft scores found in a table below the map.

Projects Submitted for 2021 STBG-SA Selection Process



2021 STBG-SA (Category 9) Project Application Scoring/Ranking Table

Project	Project Cost	Goal											Points Earned	Weighted Score	RANK
		1	2	3	4	5	6	7	8	9	10	11			
Leopard St. and Oak Park Ave. Pedestrian Safety Improvements	\$651,076	4	4	0	3	0	0	5	0	4	4	4	28	4.21	1
		0.8	0.6	0	0.4	0	0	0.5	0	0.5	0.8	0.6			
Memorial Parkway Hike and Bike (Phase 2)	\$363,538	5	5	0	0	0	1	5	0	2	0	4	22	3.12	2
		1	0.8	0	0	0	0	0.5	0	0.3	0	0.6			
Mary Carroll Ditch Hike and Bike Trail Improvements	\$1,027,933	4	3	1	0	0	0	5	0	1	0	5	19	2.83	3
		0.8	0.5	0.2	0	0	0	0.5	0	0.1	0	0.8			
Brooke Rd. / Master Channel 27 Hike and Bike Trail Improvements	\$1,090,703	4	2	0	0	0	0	5	0	3	0	5	19	2.74	4
		0.8	0.3	0	0	0	0	0.5	0	0.4	0	0.8			
Sunset Lake Hike and Bike Trail	\$2,000,000	3	2	0	0	3	0	5	3	1	0	2	19	2.67	5
		0.6	0.3	0	0	0.5	0	0.5	0.4	0.1	0	0.3			
Encantada Avenue Pedestrian Safety Improvements	\$786,931	4	4	0	0	0	0	5	0	1	0	4	18	2.63	6
		0.8	0.6	0	0	0	0	0.5	0	0.1	0	0.6			
Ocean Drive Pedestrian Crossing	\$367,570	2	3	0	2	0	0	5	0	2	0	5	19	2.62	7
		0.4	0.5	0	0.3	0	0	0.5	0	0.3	0	0.8			
Total Project Cost	\$6,287,751	* The Sunset Lake Hike and Bike Trail was awarded the \$2 million maximum award. The request exceeded this amount.													
Total STBG-SA Funds Available	\$4,500,000														
Points Earned for each Goal															
Weighted Score for each Goal															

Recommendation

The Corpus Christi MPO staff recommends that the Technical Advisory Committee (TAC) review, comment and recommend to the TPC to release the award of the STBG-SA (CAT 9) projects as shown in the scoring/ranking table.

Proposed Motion

Move to recommend the TPC release the award of the STBG-SA (CAT 9) projects as shown in the scoring/ranking table.

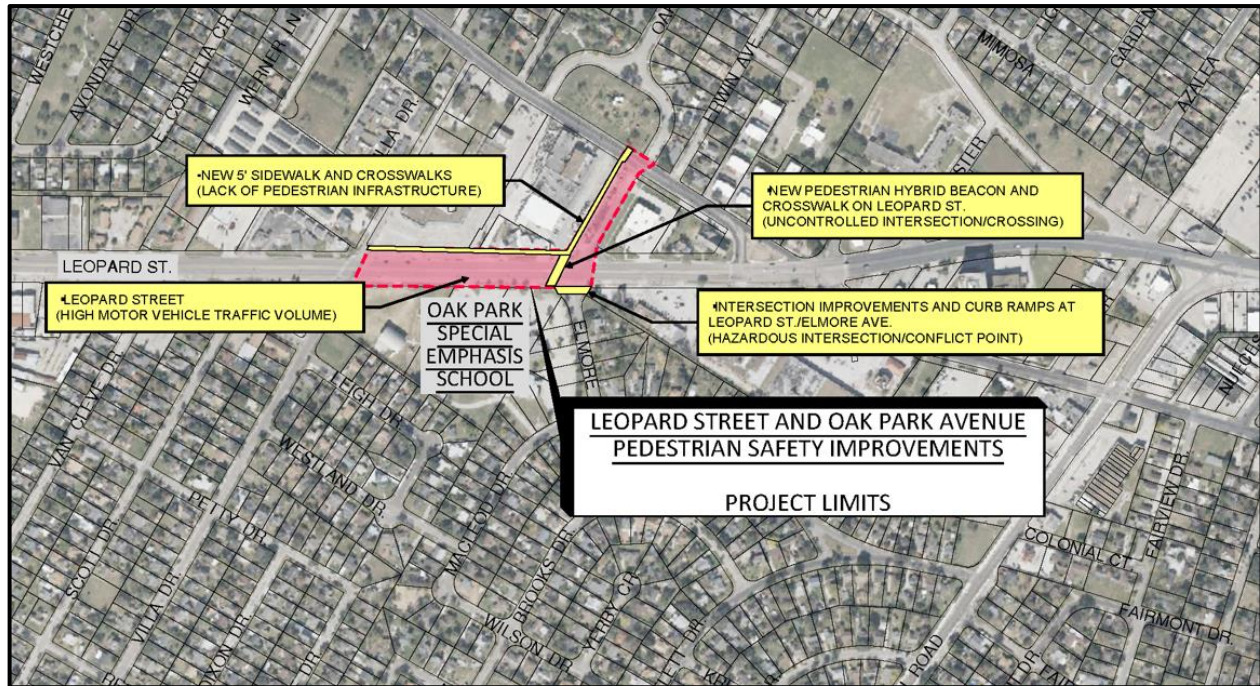
Attachment

1. Summary Project Descriptions and Maps from Applications

1. LEOPARD ST. AND OAK PARK AVE. PEDESTRIAN SAFETY IMPROVEMENTS

Proposed project will construct infrastructure to improve the ability to walk and bike to school. Improvements Proposed project will construct infrastructure to improve the ability to walk and bike to school. Improvements include a 5-foot sidewalk along the north side of Leopard St., between Villa Dr. and Oak Park Ave. and along Oak Park Ave. between Up River Rd. and Leopard St., crosswalks, pedestrian island(s), curb ramps, Pedestrian Hybrid Beacon.

The City has collaborated with the Corpus Christi Independent School District to improve the pedestrian crossing during school zone hours for Oak Park ES. In 2021, a midblock pedestrian crossing across Leopard Street was installed to assist students.



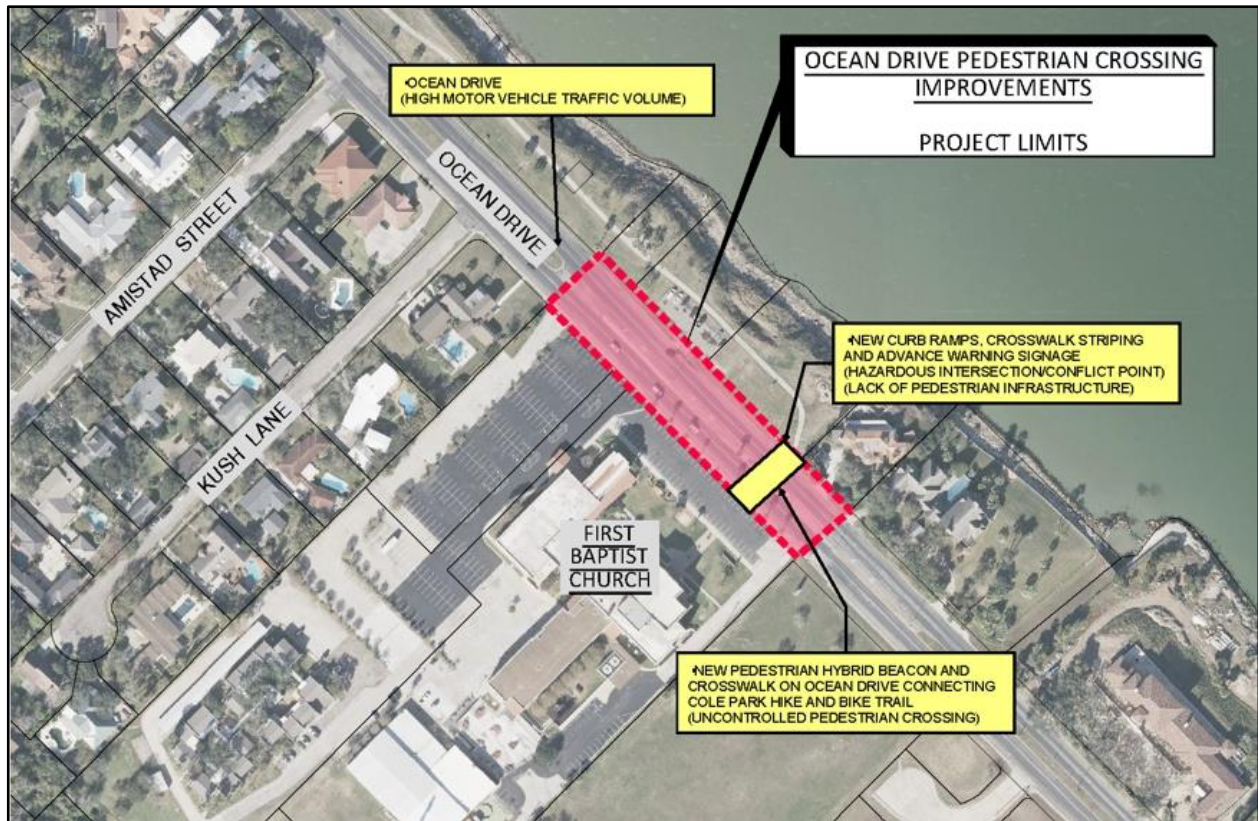
7. Project Budget Summary (See Guidance Criteria 2,3,6,9 and 11)

Total Itemized Construction Cost	1.	\$	739,858.75
TxDOT Administrative Expenses (10% of Box 1)	2.	\$	73,985.88
Total Project Cost (Boxes 1 & 2)	3.	\$	813,844.63
Local Match: The Project Sponsor will provide the local cash match. Applications in which Project Sponsors provide more than the minimum 20 percent local cash match will receive points as part of project scoring and evaluation.			
Enter the Percent Local Match (Minimum 20%)	4		20 %
Dollar Value Local Match (Minimum 20%)	5	\$	162,768.93
Additional Local Contribution	6	\$	0
Total Local Commitment (Boxes 5 & 6)	7	\$	162,768.93
Total Federal Funds Requested	8	\$	651,075.70
Total Project Cost	9	\$	813,844.63

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

2. OCEAN DRIVE PEDESTRIAN CROSSING IMPROVEMENTS

Proposed project will construct infrastructure to improve the ability to walk and bike across Ocean Drive to a major City park (Cole Park). Improvements include a Pedestrian Hybrid beacon, curb ramps, signs, and pavement markings (crosswalks).



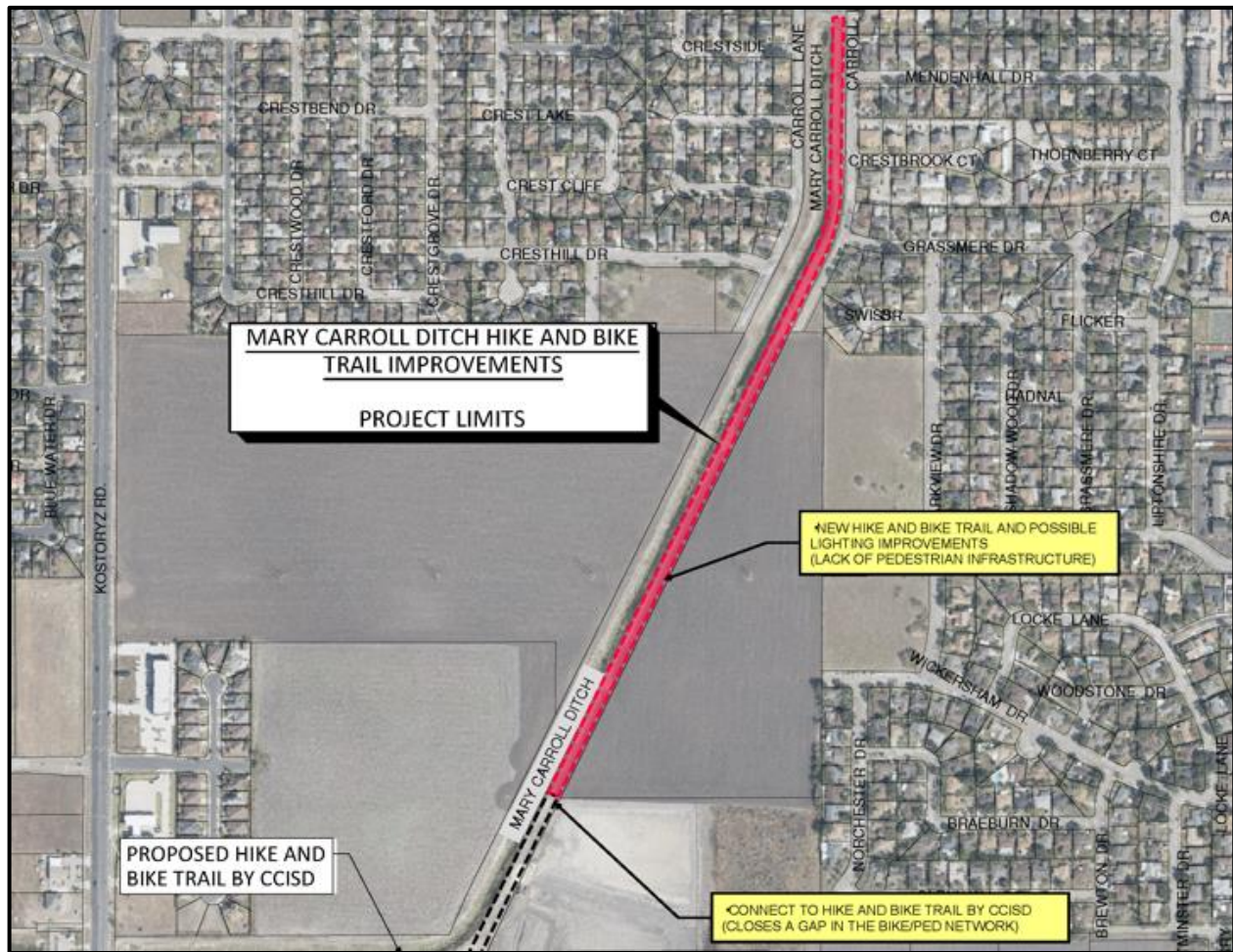
7. Project Budget Summary (See Guidance Criteria 2,3,6,9 and 11)

Total Itemized Construction Cost	1.	\$	417,693.54
TxDOT Administrative Expenses (10% of Box 1)	2.	\$	41,769.35
Total Project Cost (Boxes 1 & 2)	3.	\$	459,462.90
Local Match: The Project Sponsor will provide the local cash match. Applications in which Project Sponsors provide more than the minimum 20 percent local cash match will receive points as part of project scoring and evaluation.			
Enter the Percent Local Match (Minimum 20%)	4		20 %
Dollar Value Local Match (Minimum 20%)	5	\$	91,892.58
Additional Local Contribution	6	\$	0
Total Local Commitment (Boxes 5 & 6)	7	\$	91,892.58
Total Federal Funds Requested	8	\$	367,570.32
Total Project Cost	9	\$	459,462.90

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

2. MARY CARROLL DITCH HIKE AND BIKE TRAIL IMPROVEMENTS

Proposed project will construct infrastructure to improve the ability to walk and bike to the new Mary Carroll High School. Improvements include a new sidewalk/multi-use path, adjacent to the Mary Carroll Ditch, that will extend the existing pedestrian pathway and connect to proposed City improvements along Carroll Lane (Project No. 21054 - Holly Road to the Dead End).



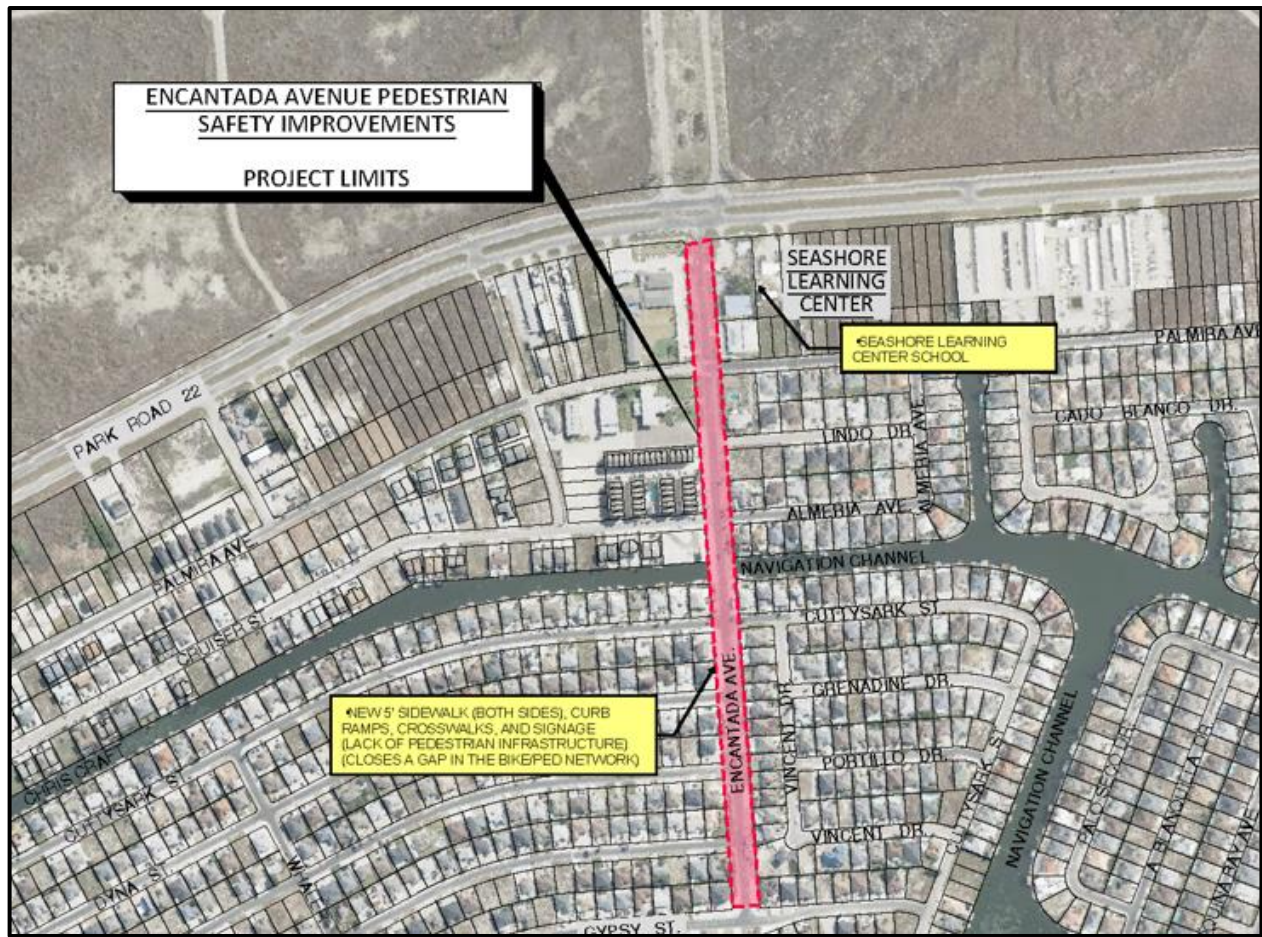
7. Project Budget Summary (See Guidance Criteria 2,3,6,9 and 11)

Total Itemized Construction Cost	1.	\$	1,168,105.45
TxDOT Administrative Expenses (10% of Box 1)	2.	\$	116,810.54
Total Project Cost (Boxes 1 & 2)	3.	\$	1,284,915.99
Local Match: The Project Sponsor will provide the local cash match. Applications in which Project Sponsors provide more than the minimum 20 percent local cash match will receive points as part of project scoring and evaluation.			
Enter the Percent Local Match (Minimum 20%)	4		20 %
Dollar Value Local Match (Minimum 20%)	5	\$	256,983.20
Additional Local Contribution	6	\$	0
Total Local Commitment (Boxes 5 & 6)	7	\$	256,983.20
Total Federal Funds Requested	8	\$	1,027,932.79
Total Project Cost	9	\$	1,284,915.99

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

3. ENCANTADA AVENUE PEDESTRIAN SAFETY IMPROVEMENTS

Proposed project will construct infrastructure to improve the ability to walk and bike to school. Improvements include a 5-foot sidewalk along Encantada Avenue, curb ramps, signage and pavement markings.



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

Total Itemized Construction Cost	1.	\$	849,240
TxDOT Administrative Expenses (10% of Box 1)	2.	\$	89,424
Total Project Cost (Boxes 1 & 2)	3.	\$	993,664

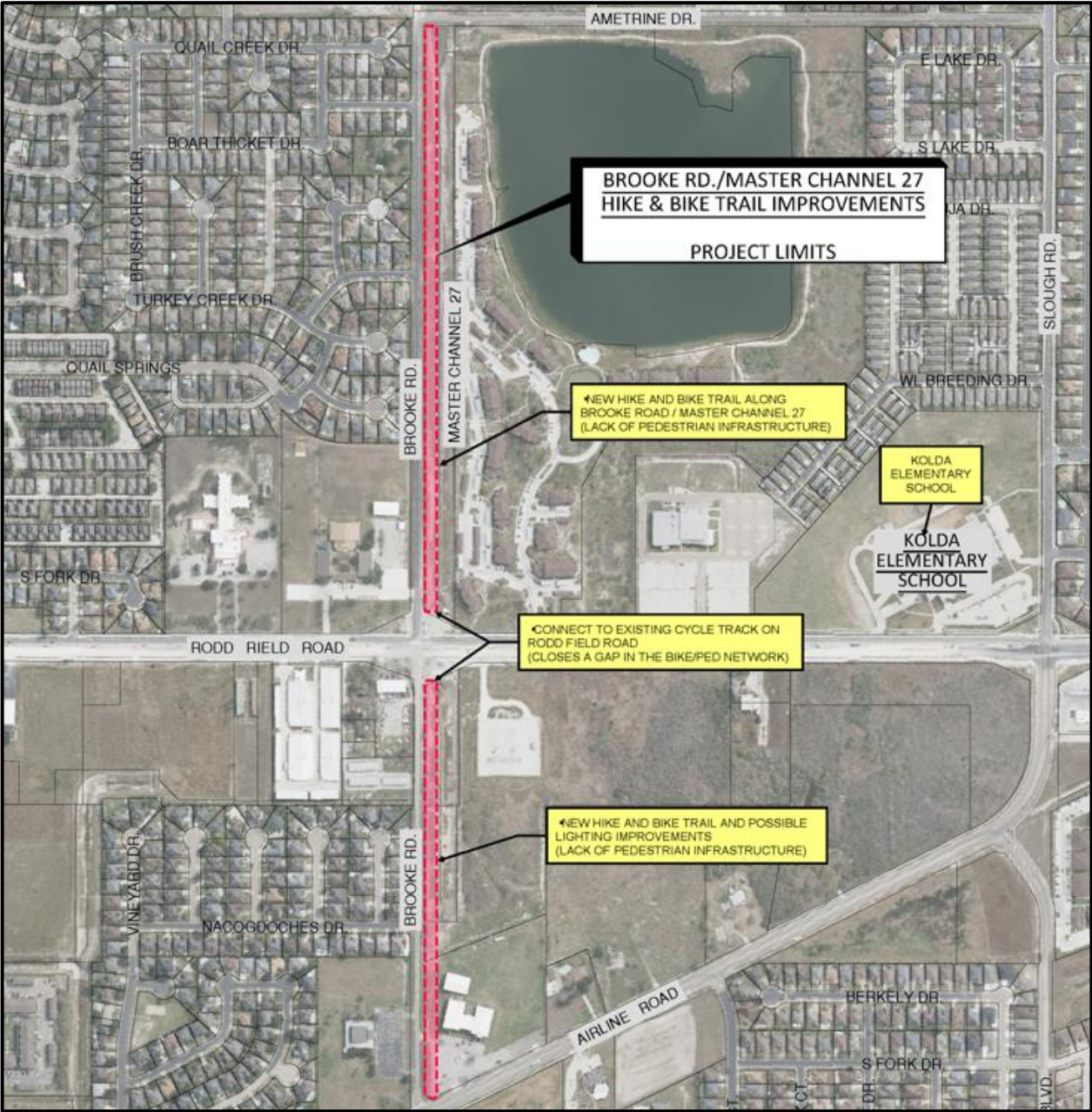
Local Match: The Project Sponsor will provide the local cash match. Applications in which Project Sponsors provide more than the minimum 20 percent local cash match will receive points as part of project scoring and evaluation.

Enter the Percent Local Match (Minimum 20%)	4		20	%
Dollar Value Local Match (Minimum 20%)	5	\$	196,732.80	
Additional Local Contribution	6	\$	0	
Total Local Commitment (Boxes 5 & 6)	7	\$	196,732.80	
Total Federal Funds Requested	8	\$	786,931.20	
Total Project Cost	9	\$	983,664	

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

4. **BROOKE RD./MASTER CHANNEL 27 HIKE AND BIKE TRAIL IMPROVEMENTS**

Proposed project will construct infrastructure to improve the ability to walk and bike. Improvements include a new sidewalk/multi-use path, adjacent to Master Channel 27.



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

Total Itemized Construction Cost	1.	\$	1,239,435.48
TxDOT Administrative Expenses (10% of Box 1)	2.	\$	123,943.55
Total Project Cost (Boxes 1 & 2)	3.	\$	1,363,379.03
Local Match: The Project Sponsor will provide the local cash match. Applications in which Project Sponsors provide more than the minimum 20 percent local cash match will receive points as part of project scoring and evaluation.			
Enter the Percent Local Match (Minimum 20%)	4		20 %
Dollar Value Local Match (Minimum 20%)	5	\$	272,675.81
Additional Local Contribution	6	\$	0
Total Local Commitment (Boxes 5 & 6)	7	\$	272,675.81

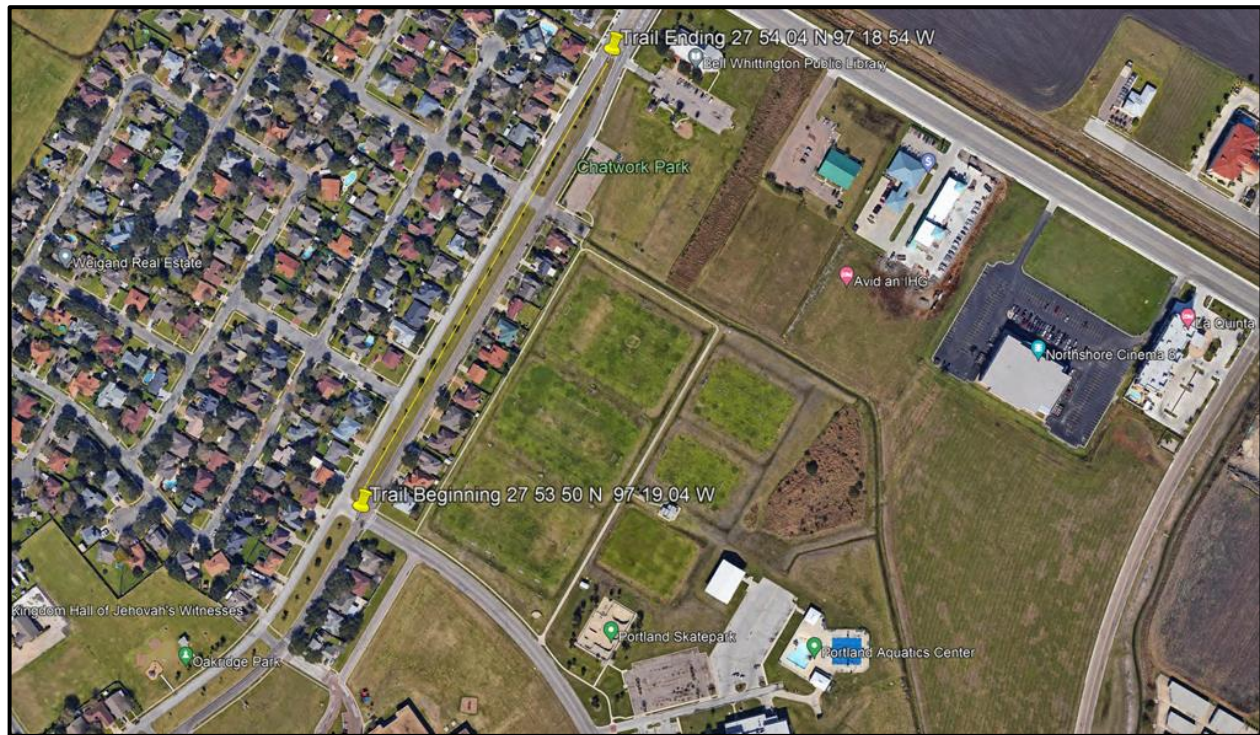
Total Federal Funds Requested	8	\$	1,090,703.23
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Total Project Cost	9	\$	1,363,379.03
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The minimum local match percentage is 20%. If awarded Federal funds, all cost overruns will be the responsibility of the Project Sponsor.

5. MEMORIAL PARKWAY HIKE AND BIKE (PHASE 2)

Proposed project completes the second phase of the MPO's Memorial Parkway Phase 1 project currently under construction. The 10-foot wide hike and bike trail links high density residential with schools, library, medical, commercial and retail establishments.



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

Total Itemized Construction Cost	1.	\$	395,150
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TxDOT Administrative Expenses (10% of Box 1)	2.	\$	59,272
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Total Project Cost (Boxes 1 & 2)	3.	\$	454,422
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Local Match: The Project Sponsor will provide the local cash match. Applications in which Project Sponsors provide more than the minimum 20 percent local cash match will receive points as part of project scoring and evaluation.

Enter the Percent Local Match (Minimum 20%)	4	20	%
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Dollar Value Local Match (Minimum 20%)	5	\$	90,884
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Additional Local Contribution	6	\$	
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Total Local Commitment (Boxes 5 & 6)	7	\$	90,884
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Total Federal Funds Requested	8	\$	363,538
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Total Project Cost	9	\$	454,422
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The minimum local match percentage is 20%. If awarded Federal funds, all cost overruns will be the responsibility of the Project Sponsor.

6. SUNSET LAKE PARK HIKE AND BIKE TRAIL

Proposed project will create a 12-foot wide concrete hike and bike trail that connects the regionally significant Indian Point Pier with Sunset Drive, thereby creating a hike and bike loop that connects residential, commercial, business, and educational uses with recreational, fitness, and environmental educational opportunities. The project repurposes an abandoned railroad right-of-way. The existing trail is shown in red, the proposed hike and bike trail is shown in yellow.



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

Total Itemized Construction Cost	1.	\$	3,094,424
TxDOT Administrative Expenses (10% of Box 1)	2.	\$	309,442
Total Project Cost (Boxes 1 & 2)	3.	\$	3,403,866

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

Enter the Percent Local Match (Minimum 20%)	4		30	%
Dollar Value Local Match (Minimum 20%)	5	\$	1,021,159	
Additional Local Contribution	6	\$	250,000	
Total Local Commitment (Boxes 5 & 6)	7	\$	1,271,159	
Total Federal Funds Requested	8	\$	2,132,707	
Total Project Cost	9	\$	3,403,866	

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



Date: April 14, 2022
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4E: FY 2023-2026 Transportation Improvement Program (TIP) Project Selection
Action: Review, Discuss and Recommend the Release of the DRAFT FY 2023-2026 TIP Document with Fiscally Constrained Project List for a one month public comment period

Summary

This item is requesting the release of the Draft FY 2023-2026 Transportation Improvement Program (TIP) for the one -month public comment period. This is necessary to meet the TxDOT scheduled adoption of the FY 2023-2026 Statewide Transportation Improvement Program (STIP). The revised FY 2023-2026 TIP/STIP Schedule is provided as Attachment 1. The TxDOT HQ must receive the final approved TIPs from all MPOs no later than June 10th, 2022. This means that the Corpus Christi MPO Draft TIP must be released by the TPC for public comment during their May 5th meeting and the final Corpus Christi MPO FY 2023-2026 TIP approved at the June 2nd meeting.

The development of the DRAFT FY 2023-2026 TIP has been an on-going for a few months as a discussion item. The Corpus Christi MPO is responsible for conducting a performance-based scoring process and selecting transportation projects for funding Categories (CAT) 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 Corpus Christi MPO must also coordinate with TxDOT on their scoring and selecting of projects for Category 4 funding. The Corpus Christi MPO, the Corpus Christi Regional Transportation Authority, 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 (see Attachment 2) are proposed to become part of the Corpus Christi MPO DRAFT 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 DRAFT FY 2023-2026 TIP, it is a separate process that is linked through the coordinated performance-based programming process. The project submittals, reviews, prioritization and selection for the DRAFT FY 2023-2026 TIP/STIP is a collaborative process with TxDOT's development of the 2023 UTP. The Corpus Christi MPO FY 2023-2026 TIP development process is framed by several previous efforts, including the 2045 MTP performance analyses, which was enhanced by the Corpus Christi Districts 2022 and 2023 UTP project selection processes. Other performance-based analyses that were considered during the 2023-2026 TIP process are the FY 2021-2024 Transportation Improvement Program (FY 2021-2024 TIP/STIP) and the 2021 STBG-SA/CAT 9 Call-for-Projects (projects pending TPC approval in May 2022). The UTP funding category descriptions are provided as Attachment 3 and in the TIP document beginning on page 19.

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

A major factor when prioritizing the projects is that the DRAFT FY 2023-2026 TIP be fiscally constrained. The current estimate 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	\$66,300,000 ²	\$8,530,000 ³	\$176,354,026 ⁴
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
*Per TxDOT's 2023 Unified Transportation Program and Corresponding TIP/STIP Years of 2023-2026						
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.						
^{2, 3 and 4} Note: Rollover funding from FY 2022 and prior years has been included in the total 4-Year total with the FY 2023-2026 estimates. The rollover funds will be allocated to a fiscal year in a future TIP Amendment.						

As the DRAFT FY 2023-2026 TIP process is concluded, any funding targets that change will be identified by TxDOT and the Corpus Christi MPO and made known to the TPC and TAC as soon as possible during the final one month comment and approval process. If changes occur after approval by the TPC, TIP amendments can be processed to reflect ongoing changes. It should be noted that in a competitive performance-based selection process, after a project is programmed, the scope of work should not be reduced if costs escalate. The cost estimates that were developed are included in the available funds portion of the Financial Plan for the DRAFT FY 2023-2026 TIP so that projects can be selected using all anticipated funds.

Proposed DRAFT FY 2023 – 2026 TIP Fiscally Constrained Project List

In the last months, we have updated portions of the DRAFT FY 2023-2036 TIP document. We have updated the performance measures based on current information as well as the financial plan for the FY 2023-2026 TIP years. These changes have been provided to the TAC and the TPC as part of agenda items for the last few months. No comments have been received to date from any source. Additional text updates accommodate the new federal Infrastructure Law, the IIJA/BIL approved last year. The last portion of the DRAFT FY 2023-2026 TIP documents is the Fiscally Constrained Project List that applies the available funds to the prioritized regional projects.

For the Corpus Christi MPO staff proposal to the TAC, we started with the existing Fiscally Constrained Project List from the 2020-2045 MTP (2045 MTP) as the universe of projects. Next, we incorporated the list of projects proposed by the TxDOT-CRP District from the 2023 UTP using primarily CAT 2 and 4 with \$2.0 million in CAT 7 funding for the Northwest Blvd. project. The projects listed in prior Fiscally Constrained Project List were:

- 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 as 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. This includes the recent STBG-SA (CAT 9) call-for-projects for the anticipated list of projects in the DRAFT FY 2023-2026 TIP document appendix as well as listed as a grouped STBG-SA (CAT 9) project in the TIP Table 13a and 13b.

Corpus Christi MPO staff reviewed the programmed projects in the current FY 2021-2024 TIP Fiscally Constrained Project list and made assumptions about project status and relative readiness as a starting point for programming projects in FYs 2023-2026. In the last months of the TAC and TPC meetings, there have been no member agency updates to the projects on the prior list of projects. Based on this, the Corpus Christi MPO staff estimated the current status of projects on the list and developed Attachment 4, the initial proposed Fiscally Constrained Project List for the DRAFT FY 2023-2026 TIP. The MPO staff are requesting that the TAC review this list of projects, the current status and the listed cost estimate for each project, correcting any inflation (4.0 percent per year compounding since the year the project estimate was completed) to help finalize the fiscally constrained list of projects for the DRAFT FY 2023-2026 TIP document.

Additionally, we have added the line item for the in-process STBG-SA CAT 9 project awards to be finalized by the TAC in April and the TPC in May. Attachment 4 provides the MPO staff proposal for review and modifications. The Corpus Christi MPO staff does not have the projected years of letting for the projects, so the MPO staff added 4.0 percent per year for two years (2024) to **ALL** of the construction cost estimates to create an approximate limit of funding that is consistent with the FHWA recommendation to inflate projects by 4.0 percent per year for projects. This puts all projects at the inflationary midpoint of the 4-year DRAFT FY 2023-2026 TIP but the costs are still based on historic unit prices and not upon the (likely) inflated costs that will result from the IIJA/BIL surge. The MPO staff asks that project sponsors provide more current cost estimates based on recent bidding results during the comment period.

In order to be consistent with the City of Corpus Christi's recent federal RAISE Grant submittal for discretionary funds through the IIJA/BIL, the MPO staff listed the City's Yorktown Boulevard project and advanced the project from the 10-year plan to the 4-year TIP. Another proposed project included in the fiscally constrained list is a programmatic project that improves vital locations for safety and operations that will be identified in the Regional Safety Action Plan and in the Congestion Management Program. Projects of this type can use CAT 7 funds and are easier to get ready for construction funds. 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 or TIP Amendment. See Attachment 5 for the Map of Regionally Significant Corridors identified by the CMP. While Safety projects can be on any public road, the operational projects must be on the Regionally Significant Corridors. We anticipate the results of the MPO's upcoming crash analysis will identify low level of safety service locations and possible improvements that could be readily implemented on these corridors.

Recommendation

The Corpus Christi MPO staff requests that TAC members review, discuss and recommend the TPC release the proposed DRAFT FY 2023-2026 TIP/STIP document (see Attachment 6) for the one month public comment period. The recommendation should include any comments on proposed projects from the DRAFT FY 2023 – 2026 Fiscally Constrained Project List (see Attachment 4) for CATs 2, 4, 7 and 9.

Proposed Motion

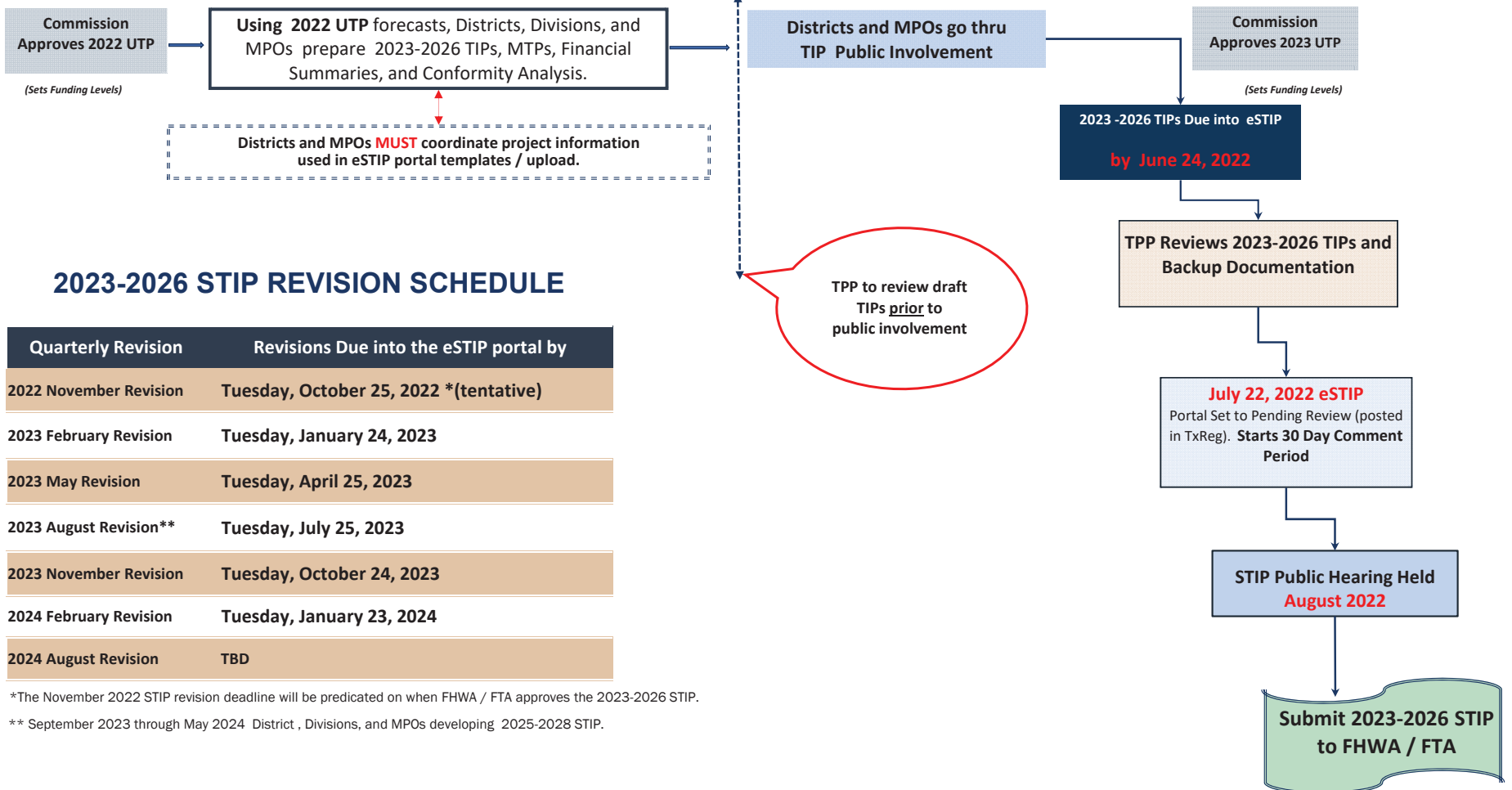
The Corpus Christi MPO staff requests that TAC members review, discuss and recommend the TPC release the proposed DRAFT FY 2023-2026 TIP/STIP document (see Attachment 6) for the one month public comment period. The motion should include any comments on the proposed projects from the DRAFT FY 2023-2026 Fiscally Constrained Project List (see Attachment 4) for CATs 2, 4, 7 and 9.

Attachments

1. TxDOT 2023-2026 STIP/TIP Development Timeline (Updated)
2. TxDOT 2023 UTP Project List from TxDOT-CRP District and Corpus Christi MPO
3. TxDOT 2022 UTP Funding Category (CAT) Descriptions
4. Corpus Christi MPO DRAFT FY 2023-2026 Fiscally Constrained Project List ([EXCEL SPREADSHEET](https://www.corpuschristi-mpo.org/03_tac_agendas/2022/tac_attachment/DRAFT-FY2023-2026-Fiscally-Constrained-Project-List-Attachment-4_20220414.xlsx))
https://www.corpuschristi-mpo.org/03_tac_agendas/2022/tac_attachment/DRAFT-FY2023-2026-Fiscally-Constrained-Project-List-Attachment-4_20220414.xlsx
5. Map of Regionally Significant Corridors
6. DRAFT FY 2023-2026 TIP Document ([WEBLINK](#))

2023 – 2026 STIP TIMETABLE *UPDATED*

August 2021	September 2021	October 2021	November 2021	December 2021	January 2022	February 2022	March 2022	April 2022	May 2022	June 2022	July 2022	August 2022	September 2022	October 2022
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2023-2026 STIP REVISION SCHEDULE

Quarterly Revision	Revisions Due into the eSTIP portal by
2022 November Revision	Tuesday, October 25, 2022 *(tentative)
2023 February Revision	Tuesday, January 24, 2023
2023 May Revision	Tuesday, April 25, 2023
2023 August Revision**	Tuesday, July 25, 2023
2023 November Revision	Tuesday, October 24, 2023
2024 February Revision	Tuesday, January 23, 2024
2024 August Revision	TBD

*The November 2022 STIP revision deadline will be predicated on when FHWA / FTA approves the 2023-2026 STIP.

** September 2023 through May 2024 District , Divisions, and MPOs developing 2025-2028 STIP.

TxDOT-CRP District DRAFT 2023 Unified Transportation Program (UTP) 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 (MOORE AVENUE)	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 Need response from drainage district and adjusted schedule. Reevalue cost estimate based on delay. What year is the engineers cost estimate?
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 Reevalue cost estimate based on delay. What year is the engineers cost estimate?
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 \$10.42 million 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 compare cost to 2045 MTP Verify if other projects need to be delayed and compare City project scope and cost CAT 7?
							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. Check right of way in the mpo and cost estimate changes (4% inflation/year) and CSJ number in TxDOT connect
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 compare cost to 2045 MTP Verify if other projects need to be delayed CAT 7?
										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 Needs a project sponsor to continue IF no sponsor, reallocate

*Proposed FY subject to change based on fiscal constraint

\$241,544,000

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.

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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>

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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>

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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

