



TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA

THURSDAY MAY 19, 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 April 21, 2022, TAC Regular Meeting Minutes and the May 6, 2022, TAC Special Virtual Meeting Minutes ☒

4. Discussion and Possible Action Items

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

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

5. Information Items

A. Member Agency Project and Program Updates

6. Regional Freight Topic

A. Texas Freight Mobility Plan: Texas Delivers 2050 | Regional Workshop Registration. ([WEBLINK](#))

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

8. Upcoming Meetings/Events:

A. Transportation Policy Committee:	Regular Meeting	June 2, 2022
B. Regional Traffic Safety Task Force:	Regular Meeting	June 2, 2022
C. Technical Advisory Committee:	Regular Meeting	June 16, 2022
D. Regional Traffic Safety Task Force Work Group:	Regular Meeting	June 16, 2022

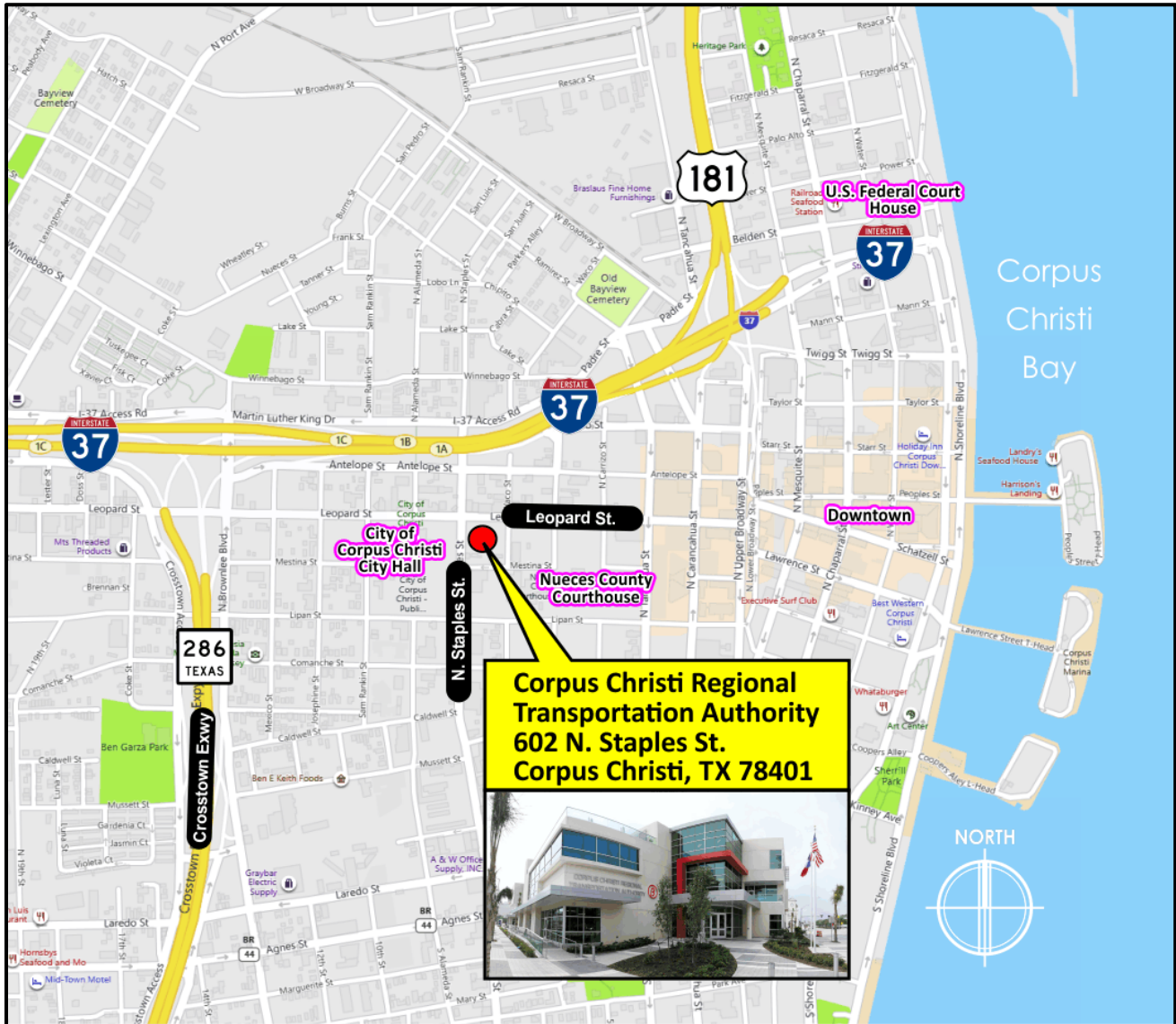
9. Adjourn

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

Public suggestions and comments may be provided before the meeting by emailing ccmpo@cctxmpo.us, by regular mail, or by 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 access 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, April 21, 2022

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

Chairperson Brian DeLatte called the meeting to order at 9:03 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)

Jeff Pollack, Port of Corpus Christi Authority

Dan McGinn, AICP, City of Corpus Christi

Emily Martinez, Coastal Bend Council of Government

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 MARCH 17, 2022 TAC REGULAR MEETING MINUTES

Mr. Gillespie made a motion to approve the March 17, 2022, TAC Meeting Minutes. Ms. Sales-Evans seconded; the motion passed unanimously.

4. DISCUSSION AND POSSIBLE ACTION ITEMS

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

As discussed in the March TAC meeting, the Corpus Christi MPO requested \$2 million from an anticipated \$3.2 million in additional Surface Transportation Block Grant (STBG) funding that has no local match requirement. These funds will acquire or improve transportation planning tools and data using consulting services. The identified needs and deliverables, with preliminary cost estimates, are provided in the Item 4A memo. The Corpus Christi MPO TIP included a project to ‘implement enhanced tools and data analysis for use in short-range programming and long-range planning’ Project Number MPO-067 in *Table 13a, DRAFT FY 2021-2024 TIP Amendment 5 Fiscally Constrained Project List* (attachment 2). The remaining STBG funding (\$1.2 million) and the rollover Category 7 monies, approximately \$10 million, can be used for any transportation projects listed in the 2045 Metropolitan Transportation Plan (MTP), for safety projects, or to improve traffic operations, except for transit operations. The STBG fund is 100% federal, but the rollover Category 7 monies require a 20% local match.

This DRAFT FY 2021-2024 TIP with Amendment 5 has been released for the required one month public comment period by TPC and will be discussed in the May 12, 2022, TPC meeting. The Corpus Christi MPO has not received any comments as of April 21, 2022.

Ms. Sales-Evans inquired if all \$2 million will be spent on the planning-related, Unified Planning Work Program (UPWP) type products as listed in the memo. Mr. Casper answered that they would go to the deliverables listed in the table.

Mr. Robinson made a motion to recommend the TPC to approve FY 2021-2024 Transportation Improvement Program (TIP) Amendment 5. Mr. Gillespie seconded; the motion passed unanimously.

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

As mentioned in the previous discussion item, the Corpus Christi MPO is requesting \$2 million from the STBG funds to acquire the necessary tools, data, and projects for short and long-range transportation planning. This requires amending the current FY 2021 – FY 2022 UPWP; the table in the Item 4B memo

shows the requested \$2 million as the additional Category 7 funds in UPWP Task 1.0. Other changes made to the FY 2021 – FY 2022 UPWP are also listed in the memo, including additional subtasks based on the new federal guidelines and allocating staff hours from subtask 4.0 into these new subtasks. This item was also approved by the TPC for the one month public comment period. The Corpus Christi MPO has not yet received any comment as of April 21, 2022.

Mr. Robinson made a motion to recommend the TPC approval of the FY 2021 – 2022 UPWP Amendment 1. Mr. Pollack seconded; the motion passed unanimously.

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

The Corpus Christi MPO is required to develop the UPWP, a 2-year document laying out the Corpus Christi MPO's budget, scope, and planning efforts and activities conducted by the Corpus Christi MPO staff for the fiscal years 2023 and 2024. The tool development and data acquisition necessary for - transportation planning is the major activities in FY 2023, that is the reason for a noticeable budget allocation for UPWP Task 1.0. More regular, routine planning activities are expected in FY 2024.

As discussed in Item 4A and 4B, the Corpus Christi MPO requested \$2 million as additional Category 7 fund to be used for the identified planning needs but Corpus Christi MPO staff is estimating only \$250,000 is going to be spent in FY 2022. The remaining balance of \$1,750,000 will be rolled over to FY 2023. The table in Item 4C memo shows the rollover of \$1,750,000 as Category 7 funds in UPWP Task 1.0.

Mr. MacDonald informed the TAC that the Corpus Christi MPO is estimating to receive \$120,000 to \$150,000 more planning funds under the new IIJA/BIL. Once the additional fund is officially determined, the FY 2023 and FY 2024 UPWP will be amended as needed.

The DRAFT FY 2023 and FY 2024 UPWP also reflects the new requirements under the IIJA/BIL, Executive Orders, and Planning Emphasis Areas provided by FHWA/FTA. These requirements are listed in the Item 4C memo; some requirements are continued from the previous transportation laws but Tackling Climate Change, Equity, and Justice⁴⁰, and integrating virtual public involvement are all new. The Corpus Christi MPO needs to incorporate and reflect these new requirements in the FY 2023 and FY 2024 UPWP.

Ms. Sales-Evans suggested to distribute the rollover of \$1,750,000 Category 7 fund more evenly to FY 2023 and FY 2024 for flexibility. Mr. MacDonald answered that the TxDOT Finance Division advised to use the current funding level to develop a UPWP. The funding level and the progress of tool development and data acquisition in FY 2023 are still very uncertain and the Corpus Christi MPO is anticipating the changes and amendment(s) made to the FY 2023 and FY 2024 UPWP as these factors become more certain. The Corpus Christi MPO is hopeful that the necessary tools and data listed for the additional \$2 million will be delivered within 18 months, between FY 2022 and FY 2023, so that the Corpus Christi MPO can start the data-driven, systematic planning activities in FY 2024. Also, the Corpus Christi MPO is trying to secure and allocate the \$2 million 100% federal funding as soon as possible; however, the Corpus Christi MPO accepts the TAC's recommendation if the TAC considers splitting the \$1,750,000 more evenly as a better idea. The requested \$2 million requires a non-construction Advanced Finance Agreement (NCAFA), and the Corpus Christi MPO will have a meeting with TxDOT Finance and TPP Division on how to convert Category 7 money to PL fund on April 22, 2022.

Ms. Sales-Evans made a motion to recommend to the TPC to approve the DRAFT FY 2023 and FY 2024 UPWP with the modification to Category 7 Funds 2023; allocate \$1,250,000 in FY 2023 and \$500,000 in FY 2024. Mr. Gillespie seconded; the motion passed unanimously.

D. Surface Transportation Block Grant Set-Aside (STBG-SA) CAT 9 Call-for-Projects Selections

The submitted projects and initial scoring for these projects were presented in the March TAC meeting for comments. As of April 21, 2022, the Corpus Christi MPO has not received any comments. The Corpus Christi MPO staff had a meeting with the Federal Highway Administration (FHWA) and TxDOT TPP Division and confirmed that all projects are eligible for STBG-SA/CAT 9 funding and all projects can be fully funded except for the Sunset Lake Hike and Bike Trail project because the project exceeds the \$2 million award limit. Thus, the Sunset Lake Hike and Bike Trail will be awarded the maximum of \$2

million. The Corpus Christi MPO staff recommends the TAC to recommend the TPC to award all projects with the \$2 million limit.

Mr. Pollack inquired if there are extra funds available for fully funding the Sunset Lake Hike and Bike Trail project. Mr. Casper answered that there is, however; since the \$2 million limit for the maximum awarding amount was stated in the guidance for this 2022 Call-for-Projects, FHWA and TxDOT ruled the limit stands even if there are extra Category 9 funds. The Corpus Christi MPO staff had a meeting with the City of Portland and discussed this issue. Since the Sunset Lake Hike and Bike Trail project needs one or two years to be moved forward, the Corpus Christi MPO staff thinks there would be future funding opportunities to support this project. The Corpus Christi MPO is anticipating additional funding under the new IJA/BIL and is preparing for a \$200 million Call-for-Projects for all categories of funding in the next year.

Mr. Pollack inquired Ms. Sales-Evans, TxDOT-CRP, if this \$2 million threshold causes the City of Portland to do the 2nd Advanced Financial Agreement (AFA) for the exceeded \$132,000. Ms. Sales-Evans answered it might be depending on what Category funding is used; it may be possible to amend the AFA and avoid the 2nd AFA but she was not certain. She is also concerned about the lapsing Category 9 funds. Mr. MacDonald informed the TAC the lapsing Category 9 funds is one of the topics of the Corpus Christi MPO staff and TxDOT Finance and TPP Divisions meeting on April 22, 2022. The Corpus Christi MPO has approximately \$1.4 - \$1.6 million in Category 9 funding that may lapse this fiscal year. However, TxDOT may be able to shift the lapsing money among Texas MPOs, for example, El Paso MPO has several Category 9 projects that are shovel-ready when additional funding becomes available. That way, these funds can avoid lapsing. Also, the Corpus Christi MPO is considering the Memorial Parkway Hike and Bike project Phase 2 for the possibly lapsing funds if the current AFA is amended. Ms. Sales-Evans commented that if the Memorial Parkway Hike and Bike project AFA can be amended, she believes the Sunset Lake Hike and Bike Trail AFA can be amended as well. However, if the Sunset Lake Hike and Bike Trail project has two different Call-for-Projects, different CSJ Numbers and so forth, it will be difficult to amend the AFA.

Mr. DeLatte explained to the TAC that the yellow line shown in Item 4D – Attachment 1 is the proposed construction of \$2.1 million that goes up the old railroad corridor to 4th Avenue and eventually connects in to the railroad Hike and Bike bridge the Corpus Christi MPO funded several years ago. Due to the environmental concern, the connecting point between the red existing trail and the new trail must be the exact spot as shown on the map and the construction cost cannot be trimmed less than \$2 million. The City of Portland does not want to go through three separate AFAs for this project. The completion of an AFA and environmental work needs some time, therefore; the City of Portland wants to place this project in the later years of the 4-years Transportation Improvement Plan (TIP) for additional funding and avoid any gaps between phases. Mr. Pollack inquired if there is any discretionary funding available for this \$132,000 shortfall. Mr. Casper answered that due to the competitive project selection process requirement by FHWA, it seems unlikely. Ms. Sales-Evans stated that the Category 9 fund is for construction only and while the City of Portland is working on the entire environmental work for this project, it would take at least one year to complete. Then a more accurate cost estimate can be done with one AFA to include the entire scope. Mr. DeLatte agreed that the environmental work should be all the way to Phase 4, and the City of Portland would look at it, but also the City of Portland hopes a simple administrative modification can be sought as a solution for this problem. Ms. Sales-Evans suggested no limit placed for the next Call-for-Projects. The Corpus Christi MPO staff agreed; no limit will be placed on Call-for-Projects in the future. Previous CAT 9 Calls-for-Projects were issued by fiscal year with around \$500,000 funding, thus it was only applicable for the small-scale projects. The Corpus Christi MPO bundled the funds this time so that bigger projects can be awarded for this Call-for-Project. The intention of the \$2 million limit was for distributing about half of the funding to 1 project so that there were funds for as many projects region-wide, not just one or two big projects. Mr. MacDonald assured the TAC that the Corpus Christi MPO staff will seek a solution for this shortfall and consult FHWA/TxDOT if the Category 7 monies or other funding can be used for this Sunset Lake Hike and Bike Trail project as supplemental funding.

Mr. DeLatte appreciated these comments from the TAC members, and Mr. Casper and Mr. MacDonald for their efforts to fund all projects by consulting FHWA and TxDOT.

Mr. Pollack suggested using the modular increments for the project scope and cost. For example, the Sunset Lake Hike and Bike Trail projects is a single segment, thus no smaller increments. If the smallest discrete segment is identified, the Corpus Christi MPO can be more flexible for awarding the funds. Mr. DeLatte agreed; the City of Portland's Memorial Parkway Hike and Bike Project was initially one segment, from all the way from Buddy Ganem to Wildcat Drive, but made it into two phases by independent utilities. This change allowed the City of Portland to move forward to the 2nd phase in a relatively short time. Mr. MacDonald said the suggestion is noted for the next Call-for-Projects guidance discussion.

Mr. Pollack made a motion to recommend the TPC approve the award for all seven projects. Mr. Gillespie seconded; the motion passed unanimously.

Mr. MacDonald congratulated the entities who submitted these awarded projects. This TAC recommendation will be brought to the TPC in their May 12, 2022 meeting for approval.

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

The Corpus Christi MPO is required to develop and submit the FY 2023 – 2026 TIP after the required public involvement process to TxDOT by June 24, 2022, as shown in attachment 1, *2023 – 2026 STIP TIMETABLE*. To meet this deadline, this action item needs to go through the TAC discussion and recommendation, a one month public comment period, then be approved by the TPC in its June meeting. The Corpus Christi MPO staff is hoping that all available funds of Category 2, 4, 7, and 9, totalling \$176 million are allocated and programmed without delay. The estimated funding for Category 7 is \$66 million including the expected rollover funding of \$23 to \$26 million. The distribution of these funds over the next four years will be based on the project selection.

The Item 4E memo described how the Corpus Christi MPO staff developed the proposed *DRAFT FY 2023 – 2026 TIP Fiscally Constrained Project List*: (1) Use the existing 2020 – 2045 MTP Project List as a universal project list, (2) Incorporate the Category 2 and Category 4 projects submitted by TxDOT-CRP, attachment 2. The Corpus Christi MPO sent the TAC members the transit project list that would be included in this FY 2023 – 2026 TIP electronically before this meeting. The final FY 2023 – 2026 TIP submitted to TxDOT in June needs to include the required performance measures and targets and project list for both Highway and Transit in the TxDOT eSTIP format.

The 2020-2045 MTP DRAFT Fiscally Constrained Project List for MPO Funding shows the potential projects for FY 2023 – 2026 TIP with the estimated funding. Based on the previous discussions and TxDOT-CRP's 2023 UTP project list, the following projects are newly added or advanced: (1) MPO Planning Tools and Studies (MPO-067), (2) Regional Traffic Operations Improvement and Safety Countermeasures (MPO-068), (3) Yorktown Blvd. (MPO-024), (4) SH 286 from Agnes/Laredo to SH 358 (MPO-032), (5) Northwest Blvd. (MPO-033), and (5) newly awarded STBG-SA/CAT 9 projects. The STBG-SA/CAT 9 projects are treated as a group project so that the Corpus Christi MPO can be flexible for programming these projects in the four-year window without revision. This table is for illustrative-purpose and will be included in the Appendices section in the FY 2023 – 2026 TIP.

The Texas Transportation Commission launched a state-wide Safety Task Force and mentioned that unobligated Category 5, 7, and 8 funding will be used for this effort. The Corpus Christi MPO staff proposed to allocate \$5 million to the Regional Traffic Operations Improvement and Safety Countermeasures project as a placeholder to prevent losing the ability to select projects for the Category 7 funds. The Yorktown Blvd project was moved up due to the City of Corpus Christi's application for the RAISE grant. If this project is selected, the Corpus Christi MPO will amend the FY 2023 – 2026 TIP. Mr. McGinn commented that the project limit of the City of Corpus Christi applied for RAISE grant (Rodd Field to Mud Bridge) is different from the one on the list (Rodd Field to Laguna Shores). Mr. MacDonald acknowledged the discrepancies; the limit in the list was the original project and the City of Corpus Christi applied the RAISE grant for the segment of the original project. These details will be clarified and amended as the FY 2023 – 2026 TIP is developed.

Ms. Sales-Evans questioned that if the project list is fiscally constrained because some projects are lower in the cost estimate as well as the funding estimate is higher. Ms. Sales-Evans mentioned that traditionally the TIP is developed with the previous year's UTP funding levels due to the timeline for TIP development occurs from October to June and UTP approval in August. The funding estimate in 4E is based on the preliminary 2023 UTP that has more funding due to the new IJA/BIL and expected rollover monies.

Mr. MacDonald explained the allocation of Category 2 and 4 funds are based on the TxDOT-CRP's 2023 UTP project list. He reminded the TAC that the Corpus Christi MPO staff has been asking for the most current project status and cost estimate for allocating funding and programming these projects in the four-year window for several months for developing the FY 2023 - 2026 TIP, but there was no update from any entities. Thus *The 2020-2045 MTP DRAFT Fiscally Constrained Project List for MPO Funding* is a best estimate the Corpus Christi MPO staff made from available information.

Mr. Casper mentioned it is still possible to swap the projects based on the TxDOT-CRP's prioritization, for example, removing SH 358 Ramp Reversal (\$35 million) and programming SH 361 (\$38 million) and use Category 7 fund to fill the shortfall.

Ms. Sales-Evans stated that the Corpus Christi MPO staff considered these projects listed in the *2020-2045 MTP DRAFT Fiscally Constrained Project List for MPO Funding* are all programmable, while TxDOT-CRP considered some projects, such as SH 361 and SH 35 projects, are beyond this FY 2023 – 2026 TIP years. She requested holding a separate meeting with the Corpus Christi MPO staff to discuss this issue and/or holding a workshop as the TAC. Mr. MacDonald agreed, the Corpus Christi MPO needs the information from the sponsor agencies and will discuss the priorities with the TAC. Due to the deadline, this item must go to the TPC in the May 12, 2022 meeting. If the Corpus Christi MPO could not make the deadline, the first opportunity to receive the funding will be either October or November.

Mr. Casper reminded the TAC that a project must be in the fiscally constrained 2045 MTP project list in order to be included in the FY 2023 – 2026 TIP. The newly added projects, MPO Planning Tools and Studies (MPO-067) and Regional Traffic Operations Improvement and Safety Countermeasures (MPO-068) are considered as programs and not projects, and these programs are exempted from this requirement.

Mr. MacDonald reminded the TAC that the Corpus Christi MPO staff provided the Member Agency Project and Program Update during the TAC meeting for months and he requested the TAC to inform the staff during or after the meeting. Ms. Sales-Evans commented about the possible misunderstanding she had about what information was needed; she thought the TxDOT-CRP and the Corpus Christi MPO staff have been communicating well regarding the project status, the budget, and so forth. She requested the Corpus Christi MPO staff to identify what information is exactly needed. Mr. MacDonald explained that the information Corpus Christi MPO needed is sponsor agencies' input to allocate the funding with their priorities, project readiness, and project cost estimates in the 2045 MTP universal project list for FY 2023 – 2026 TIP.

Mr. Casper added that the status of each project such as under NEPA, design, ROW acquisition, etc., impacts the project priorities and it helps the Corpus Christi MPO's planning and programming of TIP. He inquired if creating a questionnaire to get the necessary information is helpful. This subject will be discussed later.

Mr. DeLatte inquired how other MPOs are dealing with this process. Mr. MacDonald answered that the other MPOs such as San Antonio, Houston, Austin, and Dallas/Fort Worth typically do Call-for-Projects and collect most updated information. The Corpus Christi MPO is currently hiring a consultant to create the application form and a systematic project selection tool and are hoping to start using these in the next funding opportunity.

Mr. McGinn inquired when the next opportunity is to look at the Fiscally Constrained Project List. Mr. McDonald answered that the development of the MTP, a 25-year Long-Range Plan, will start within two years with the mentioned tools and forms. Mr. McGinn informed us that the City of Corpus Christi needs to update the project list with the newly developed areas and the new Bond projects.

Mr. McGinn made a motion to table this item and hold a special meeting later date. Ms. Sales-Evans seconded; the motion passed unanimously.

Mr. MacDonald said the Corpus Christi MPO staff will hold a meeting with the sponsor agencies and rectify, then set up the date for the special TAC meeting.

5. INFORMATION ITEMS

A. Traffic Crash Analysis Update

This information item was deferred to the later TAC meeting with more information.

B. Member Agency Project and Program Updates

Mr. DeLatte informed that the City of Portland's Memorial Parkway Hike and Bike Project Phase 1 is halfway completed, and the City of Portland City Council authorized the Phase 2 design/engineering work on April 19, 2022.

Ms. Sales-Evans informed the TAC that FM 893 (Moore Ave.), TxDOT-CRP, and the consultant team discussed the project details with the City of Portland, approximately 60% is complete. Once all details are determined, the project will go to bid process. The SH 358 (SPID) Ramp Reversal project is approximately 30% complete, under the environmental clearance, there are some parcels TxDOT needs to revisit but consider it as a minor issue, once cleared, this project will go to bid in FY 2024. SH 286 (Crosstown Expressway) extension project is 40% complete, environmental clearance is done, currently in the process of ROW acquisition. FM 624 (Northwest Blvd.) is in the process of contract and an AFA will be prepared. As soon as the Consultant is on board, TxDOT will discuss with the City of Corpus Christi for the final scope of project and go through the public involvement. The Consultant will work on the design, environmental work, public involvement, ROW, and so forth, and this project should be ready for FY 2023 – 2026 TIP. Feasibility studies for SH 361 and SH 35 projects are done, next step is environmental clearance, verification if ROW acquisition is needed. These projects need more work to be done and the bidding timeline is FY 2027.

Mr. McGinn reported the City of Corpus Christi's Westside-area Development Plan is near completion, and the Bayside-area Development Plan will be started soon. Corridor evaluation on Alameda Street and Staples Street will be conducted. He mentioned that this information is available on the City of Corpus Christi's website.

6. REGIONAL FREIGHT TOPIC

A. FREIGHT TOPIC (TX Multimodal Freight Network)

Mr. Casper reported the three major topics discussed by the Texas Freight Advisory Committee held on April 6, 2022, as this month's freight topic: Critical Rural Freight Corridor, Safety Assessment of the Texas Freight Network, and Initial Needs Assessment. The first topic is identifying the critical rural freight corridor for designation. Second topic is regarding the safety on the Texas Highway Freight Network. Key data shows the overall fatality rate is increased by 15% in 2021 from 2020. Truck-involved fatalities decreased but the work-zone crash increased drastically. Third topic is the initial needs assessment of Texas Freight Network with six criteria. The link was provided for more information and Mr. Casper encouraged the TAC to check these interesting statistics and graphics.

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

Mr. Pollack reported the Port of Corpus Christi Authority's Strategic Plan update is two-thirds done; the Port is vigorously pursuing the Federal and State Grant opportunities for the facilities, infrastructure, and transportation including the rail. The Port will share the updated plan with the TAC.

8. Upcoming Meetings/Events:

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

Mr. MacDonald informed the TAC that the TPC meeting would be rescheduled for May 12, 2022, instead of May 5, 2022, due to the Hurricane Conference schedule conflict. The Regional Traffic Safety Task Force meeting and Regional Traffic Safety Task Force Work Groups meeting have been cancelled and the next meeting will be in June.

9. Adjourn

The meeting was adjourned at 10:43 A.M.

**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (CORPUS CHRISTI MPO)
TECHNICAL ADVISORY COMMITTEE (TAC) VIRTUAL MEETING MINUTES
Friday, May 6, 2022**

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

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

TAC Members Present:

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

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

Howard Gillespie, San Patricio County

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

Dan McGinn, AICP, City of Corpus Christi

Amanda Longoria, P.E., TxDOT – Corpus Christi District (CRP)

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. Discussion and Possible Action Item

A. FY 2023-2026 Transportation Improvement Program (TIP) and Project Selection

As proposed in the April 21, 2022, TAC meeting, the Corpus Christi MPO convened a special TAC virtual meeting to discuss the FY 2023-2026 TIP Project Selection. This FY 2023-2026 TIP Project Selection is a part of the DRAFT FY 2023-2026 TIP development that is due in June and needs to be released for a one month public comment period by the Transportation Policy Committee in their May 12 meeting.

Mr. MacDonald explained that the funding estimate table in the Item 3A memo and the Corpus Christi MPO DRAFT FY 2023-2026 TIP Fiscally Constrained Project List (attachment 4) were updated with the most current information provided by TxDOT-CRP. The funding estimate now reflects the carryover and carry-under monies, still showing there are enough funds to move forward for the fiscally constrained project selection process. There are fourteen projects in the table and the beginning balance for Category 2, 4, 7, and 9, and remaining funds with proposed allocation are shown at row 17 and 18 in the Corpus Christi MPO DRAFT FY 2023-2026 TIP Fiscally Constrained Project List. The Corpus Christi MPO proposed two additional Category 7 projects; one is for acquiring transportation data and planning tools with \$2 million, and the other is for a region-wide safety and operations program with \$20.39 million in FY 2023-2026 TIP. Based on the proposed allocation, Category 2 has a remaining balance of \$24.5 million, Category 4 has \$7.5 million, and Category 9 has \$2.2 million. All Category 7 funds are allocated and secured. The sponsor entities are expected to update their projects cost estimates, prioritize projects with their own scenarios, and provide comments.

Chairperson Mr. DeLatte asked if there were any comments. Mr. McGinn commented that the City of Corpus Christi has no specific recommendations for the safety and operations projects at this time, but he considers it is important having a clear explanation of how this \$20 million will be spent for the region, as well as the \$2 million.

Mr. MacDonald said that the potential projects would be identified based on the result of crash analysis and through the required processes - TAC discussion and recommendation, public involvement, and TPC approval. Mr. Casper added that this project shows there is a regional effort for safety and operational improvement, and it is listed in the Metropolitan Transportation Plan (MTP) and TIP. The specific projects will be identified by the Regional Traffic Safety Task Force and the TAC based on acquired data such as crash analysis, INRIX data analysis, and so forth. Safety and operation project is treated as grouped project so there is no need to identify individual projects unless the project involves construction for adding physical capacity.

Mr. MacDonald stated this action item is recommending the TPC release the DRAFT FY 2023-2026 TIP to the public for the required one month comment period. The TAC can make changes in the next TAC meeting if necessary.

Ms. Sales-Evans asked what is exactly released to the public, and if the exact Corpus Christi MPO DRAFT FY 2023-2026 TIP Fiscally Constrained Project List as Attachment 4 is released. Mr. MacDonald answered that the Corpus Christi MPO staff is requesting the TAC's recommendation to the TPC to release the whole DRAFT FY 2023-2026 TIP that includes the performance measures, highway projects, transit projects, and it includes the Corpus Christi MPO DRAFT FY 2023-2026 TIP Fiscally Constrained Project List. She had a concern that the total cost of all projects listed in the table exceeds the available funding and it may confuse the public without some clarification. Mr. MacDonald explained that the projects not selected for the FY 2023-2026 TIP would be removed from this table in the finalized FY 2023-2026 TIP.

Mr. Casper inquired to the TAC if the map for each project like the STBG-SA/CAT 9 projects attachment would be helpful. Ms. Sales-Evans answered it would help the public to identify the highway names they are not familiar with. But her concern is if projects such as SH 361, SH 35, and Yorktown Boulevard that are regionally important but not ready for the four-year window are included in the project list for FY 2023-2026 TIP, the public would be confused, thus she suggested to provide some clarification.

Mr. MacDonald stated that the projects without funding would be removed from the list. It would make the total number of projects 6 or 7, and a map of each project will be inserted. This version will be provided at the May 12, 2022, TPC meeting.

Mr. McGinn verified that the project list would include only projects funded in the next four years, and Mr. MacDonald confirmed.

Mr. McGinn made a motion to recommend the TPC to release DRAFT FY 2023-2026 Transportation Improvement Program (TIP) for a one month public comment period with the proposed map insertion for the projects funded from FY 2023 through FY 2026. Ms. Sales-Evans seconded.

Chairperson Mr. DeLatte stated that Mr. Robinson's vote needs to be verified and stated in the minutes. Mr. Robinson's votes were counted.

4. Adjourn

The meeting was adjourned at 9:26 A.M.



Date: May 13, 2022
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4A: DRAFT FY 2023-2026 Transportation Improvement Program (TIP)
Action: Review, Discuss and Recommend Approval to the TPC of the DRAFT FY 2023-2026 TIP Document with Fiscally Constrained Project List

Summary

The Draft FY 2023-2026 Transportation Improvement Program (TIP) is proposed for release for the required one month public comment period. The approval for release by the TPC in May is necessary to meet the TxDOT scheduled adoption of the FY 2023-2026 Statewide Transportation Improvement Program (STIP) in August 2022. The revised DRAFT 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 12th meeting and the final Corpus Christi MPO DRAFT FY 2023-2026 TIP approved at the June 2nd meeting.

The development of the DRAFT FY 2023-2026 TIP has been on-going for a few months. The Corpus Christi MPO is responsible for conducting a performance-based scoring process and selecting transportation projects for funding in 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 Transportation Policy Committee (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 (CCRTA), 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 listed by the Corpus Christi MPO and TxDOT for funding during the first four years of the 2023 TxDOT UTP (see Attachment 2) must be included in the fiscally constrained 2045 Metropolitan Transportation Plan and are proposed to be evaluated for inclusion in the Corpus Christi MPO DRAFT FY 2023-2026 TIP. It must be noted that selection onto 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 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 DRAFT FY 2023-2026 TIP development process is framed by several previous efforts, including the 2045 MTP performance analyses, which was enhanced by the TxDOT Corpus Christi Districts 2022 and 2023 UTP project selection processes. Other performance-based analyses that were considered during the DRAFT FY 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	\$133,644,135	\$17,489,982	\$66,300,000 ²	\$8,530,000 ³	\$225,964,117 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 (see page 17) 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 regarding the main document. Additional text updates accommodate the new federal Infrastructure Law, the IJA/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 Boulevard 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, only TxDOT has provided an update on projects on the prior list of projects. These changes are part of the current recommendation for project funding. With the information from TxDOT staff, the Corpus Christi MPO staff 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. 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 in requested projects for the industry. 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 approve the DRAFT FY 2023-2026 TIP/STIP document (see Attachment 6). 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

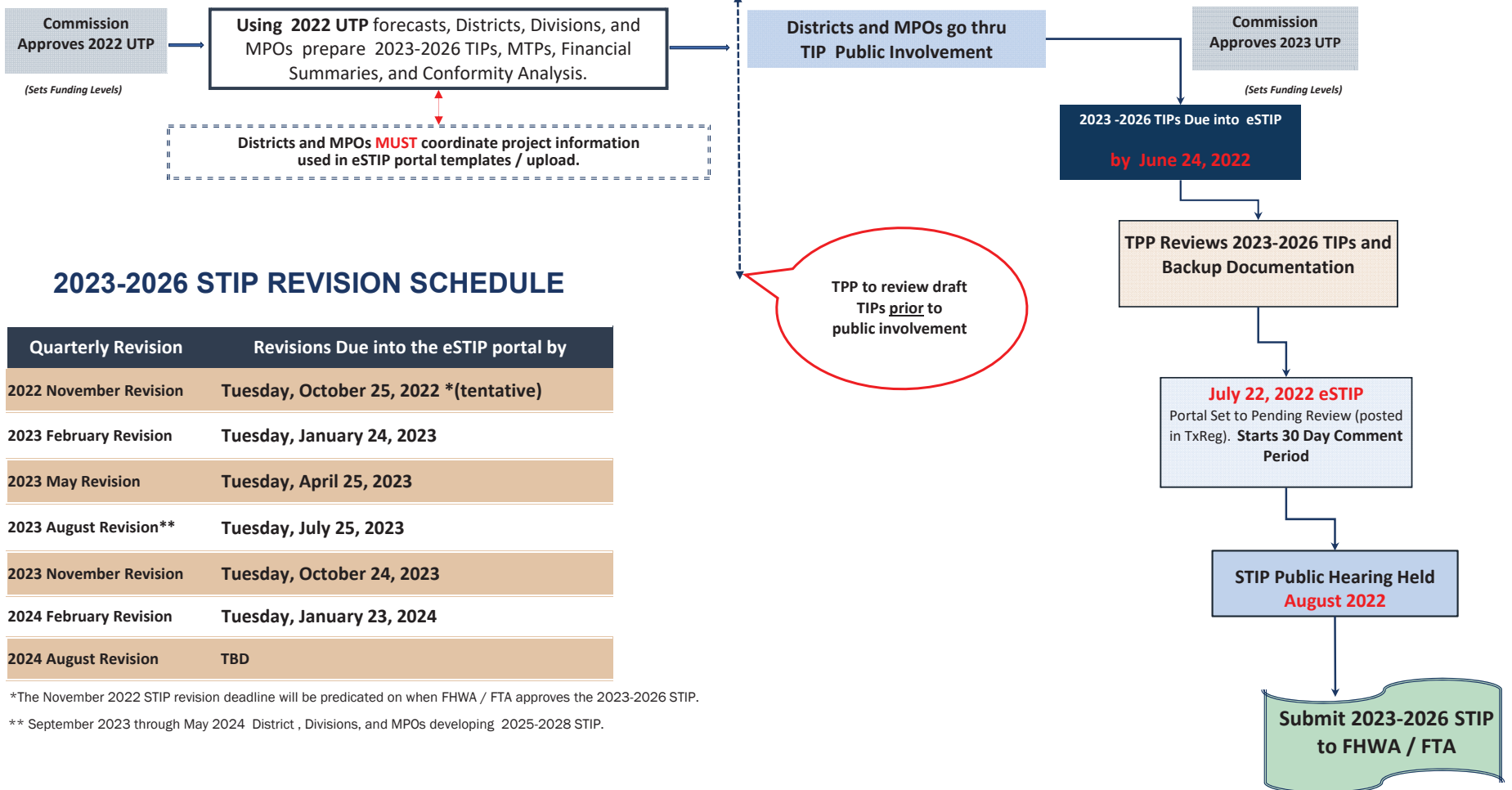
Move to recommend to the TPC that they approve the DRAFT FY 2023-2026 TIP/STIP document (see Attachment 6). The motion should include any comments on the proposed projects from the DRAFT FY 2023-2026 Fiscally Constrained Project List (see Attachment 4) for CATs 2, 4, 7 and 9.

Attachments

1. TxDOT 2023-2026 STIP/TIP Development Timeline (Updated)
2. TxDOT 2023 UTP Draft 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_20220506.xlsx))
https://www.corpuschristi-mpo.org/03_tac_agendas/2022/tac_attachment/DRAFT-FY2023-2026-Fiscally-Constrained-Project-List-Attachment-4_20220506.xlsx
Corpus Christi MPO DRAFT FY 2023-2026 Fiscally Constrained Project List
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. Reevalueate 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 Reevalueate 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.

Agenda Item 4A - Attachment 3

FUNDING CATEGORY

4

Statewide Connectivity Corridor Projects

FUNDING CATEGORY

5

Congestion Mitigation and Air Quality Improvement

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

FUNDING CATEGORY

6

Structures Replacement and Rehabilitation (Bridge)

FUNDING CATEGORY

7

Metropolitan Mobility and Rehabilitation

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

FUNDING CATEGORY

8

Safety

FUNDING CATEGORY

9

Transportation Alternatives Set-Aside Program

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

FUNDING CATEGORY

10

Supplemental Transportation Programs

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

Agenda Item 4A - Attachment 3

FUNDING CATEGORY

11

District Discretionary

FUNDING CATEGORY

12

Strategic Priority

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

Corpus Christi MPO **DRAFT** FY 2023 - 2026 Transportation Improvement Program (TIP) Fiscally Constrained Projects

Plan Period	CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$, millions)	Funding (Check Field)	CAT2	CAT4	CAT7	CAT9	Local/Other	Prior Funding	Total Project Cost (\$, millions)
TIP/STIP	0617-01-177	MPO-001	SH 358 (SPID) Ramp Reversal	Ramp reversal Phase II-B. Reconstruct eastbound entrance and exit ramps. Widen and construct new auxiliary lanes. Improve lighting and reconstruct existing merge lane. Construct new sidewalks to improve safety and access for bicyclists and pedestrians.	Nile Drive	Staples Street	TxDOT-CRP	On	2	\$39.96	\$39.96	\$39.96						\$51.86
TIP/STIP	0326-01-056	MPO-005	SH 286 (Crosstown)	The proposed project would improve SH 286 within the project limits from a two-lane undivided highway to a controlled access four-lane freeway with two 12-foot main lanes in each direction, the main lanes having four-foot inside shoulders and 10-foot outside shoulders, two 12-foot frontage road lanes in each direction with a 12-foot outside shoulder, entrance and exit ramps, and five-foot sidewalks outside the frontage road shoulders. The proposed improvements would include grade separations at CR 20A, CR 22, and FM 2444.	FM 43 (Weber Road)	South of FM 2444 (Staples Street)	TxDOT-CRP	On	2	\$52.00	\$52.00	\$52.00						\$67.49
TIP/STIP	1209-01-030	MPO-006	FM 893 (Moore Avenue)	Upgrade the roadway from two 12-ft travel lanes with 3-ft shoulders to a five lane section with curb and gutter including two 12-ft travel lanes in each direction, a 14-ft continuous center turn lane, and pedestrian facilities on either side of the roadway. Pedestrian facilities would include a 10-ft shared use path on the north side of the roadway and sections of 5-ft sidewalk connected to sections of 10-ft shared use path on the south side of the roadway.	CR 3685 (Stark Road)	0.2 miles West of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	\$7.90	\$7.90	\$7.90						\$10.26
TIP/STIP	0916-35-195	MPO-007	Harbor Bridge Hike and Bike - Connectivity	Construct pedestrian and bike facilities	On various city streets from Coles High	Williams Memorial Park	City of Corpus Christi	Off	7	\$1.20	\$1.20			\$1.20				\$1.56
TIP/STIP	0916-35-196	MPO-009	Harbor Bridge Park Improvements	Park mitigation for Harbor Bridge. +\$3.5 million local funding from Bond 2014. Former Washington Elementary School site, TC Ayers Park, Ben Garza Park, Dr. HJ Williams Memorial Park (Hill Crest Park). Construct hike and bike trail connections, and develop park to appropriate level of service based on community input.	At various city parks including	Ben Garza, TC Ayers, Hill Crest Park, and new location	City of Corpus Christi	Off	7	\$4.80	\$4.80			\$1.30		\$3.50		\$4.80
TIP/STIP	TBD	MPO-067	MPO Planning Tools and Studies	Implement enhanced tools and data analysis for use in short-range programming and long-range planning. Models: Travel Demand, Resiliency, Socio-Economic Allocation, Pavement Management, etc... Plans/Programs: Regional Safety, Regional Active Transportation, Resiliency, Regional Complete Streets, Congestion Management Program.	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	MPO	On	7	\$2.00	\$2.00			\$2.00				\$2.60
TIP/STIP	TBD	MPO-068	Regional Traffic Operations Improvements and Safety Countermeasures	Traffic operations improvements and safety countermeasures including but not limited to the following: 1. Crash reduction on all public roads by targeting locations identified as most statistically anomalous by Vision Zero Suite. 2. Construct the prioritized list of countermeasures that best optimize resources and have the greatest impact on improving safety. 3. Implement TSMO strategies on Regionally Significant Corridors without adding capacity.	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	Various	On	7	\$20.39	\$20.39			\$20.39				\$26.46
TIP/STIP	TBD	MPO-024	Yorktown Boulevard	Construct 2 additional travel lanes with turn lanes. Elevate and widen bridge.	Rodd Field Road	Laguna Shores Road	City of Corpus Christi	Off	7	\$39.41	\$39.41			\$39.41				\$47.29
TIP/STIP	0989-02-057	MPO-033	FM 624 (Northwest Boulevard)	Construct additional two travel lanes to upgrade existing four lane rural roadway to an urban six lane boulevard with raised median.	CR 69	FM 73	TxDOT-CRP	On	2 / 4U / 7	\$21.28	\$21.28	\$9.28	\$10.00	\$2.00				\$25.54
TIP/STIP	TBD	MPO-069	FY 2022 - FY 2025 STBG-SA/CAT 9 Awarded Projects	STBG-SA (CAT 9) Awarded Project in May 2022 by the TPC. Appendix # for details.	Various	Various	City of Portland City of Corpus Christi	Off	9	\$6.29	\$6.29				\$6.29			\$7.55

Map of Regionally Significant Corridors

