



## **TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA**

**THURSDAY SEPTEMBER 15, 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 TAC MAY 19, REGULAR MEETING AND MAY 25, 2022, SPECIAL MEETING MINUTES** ☒

**4. INFORMATION ITEMS**

**A. Ad Hoc Committee for a Regional Coordination Group for Federal Transportation Grant Submittals** ☒

Action: Review, Discuss and Provide Comments

**B. 2050 Metropolitan Transportation Plan (MTP) Update and Process Review** ☒

Action: Review, Discuss and Provide Comments

**C. Performance Measures Update** ☒

Action: Review, Discuss and Provide Comments

**D. Member Agency Project and Program Updates** ☒

**5. REGIONAL FREIGHT TOPIC**

**A. Texas Delivers: 2050 Texas Freight Mobility Plan ([WEBLINK](#))**

**B. Port Authority Advisory Committee September 13, 2022 Meeting at Port of Corpus Christi** ☒

**6. TAC MEMBER STATEMENTS ON LOCAL AGENCY ACTIVITIES OR ITEMS OF INTEREST**

**7. UPCOMING MEETINGS/EVENTS**

<b>A. Transportation Policy Committee:</b>	<b>Regular Meeting</b>	<b>October 13, 2022</b>
<b>B. Technical Advisory Committee:</b>	<b>Regular Meeting</b>	<b>October 20, 2022</b>

**8. ADJOURN**

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

Public suggestions and comments may be provided before the meeting by emailing [ccmpo@cctxmpo.us](mailto: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, May 19, 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

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

Dan McGinn, AICP, City of Corpus Christi

MPO Staff Present: 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 April 21, 2022, TAC Regular Meeting Minutes and the May 6, 2022 TAC Special Virtual Meeting Minutes**

Ms. Sales-Evans provided a few minor corrections on the SH 358 Ramp Reversal Project and FM 624 Project status in the April 21, 2022 Meeting Minutes, Item 5B, Member Agency Project and Program Updates.

Ms. Sales-Evans made a motion to approve the April 21, 2022 TAC Regular Meeting Minutes with the corrections and the May 6, 2022 TAC Special Virtual Meeting Minutes as is. Mr. McGinn seconded; the motion passed unanimously. The Corpus Christi MPO will revise the April 21, 2022 TAC Regular Meeting Minutes with these corrections.

**4. Discussion and Possible Action Item**

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

The FY 2023-2026 TIP has been discussed for months and the TAC held a special meeting on May 6, 2022 for making the project selection recommendation before the May 12, 2022 Transportation Policy Committee (TPC) meeting. The TPC approved a release of DRAFT FY 2023-2026 TIP for a one month public comment period. The Corpus Christi MPO was expecting the TAC recommendation of FY 2023-2026 TIP at this May 19, 2022 meeting, the TPC approval on June 2, 2022, and the FY 2023-2026 TIP could be submitted to TxDOT by the deadline, June 10, 2022.

Ms. Sales-Evans informed the Corpus Christi MPO and the TAC members that TxDOT Head Quarters notified the TxDOT Corpus Christi District (TxDOT-CRP) that the funding forecast for FY 2023-2026 TIP must be from the 2022 Unified Transportation Program (UTP). The Corpus Christi MPO has been using the most current funding forecast, the 2023 UTP and roll over money, for the FY 2023-2026 TIP development per Federal Highway Administration's guidance "using the most current funding forecast for developing transportation plans and programs."

Mr. DeLatte inquired if other MPOs are using the 2022 UTP numbers. The TxDOT Head Quarter's TIP development guidance (attachment 1) stated all Districts, Divisions, and MPOs (in Texas) develop the FY 2023-2026 TIP by using 2022 UTP numbers. Ms. Sales-Evans explained that this is a State-wide practice. The FY 2023-2026 State Transportation Improvement Program (S/TIP) fiscal constraint is based on the officially approved 2022 UTP funding allocation numbers. The 2023 UTP funding allocation has not yet been approved by the Texas Transportation Commission, thus, the FY 2023-2026 S/TIP fiscal constraint would be impacted if the Corpus Christi MPO uses 2023 UTP numbers. Ms. Sales-Evans expressed her concern to recommend the DRAFT FY 2023-2026 TIP to TPC without resolving this issue. It is uncertain if there is any significant impact on the projects listed in the Corpus Christi MPO FY 2023-2026 Fiscally Constrained Project List, but these projects may need to be revisited with the 2022 UTP numbers and verified if these are fiscally constrained.

Due to the absence of Mr. MacDonald, the Corpus Christi MPO Transportation Planning Director, who is in Florida for the Association of MPO (AMPO) Symposium, Ms. Sales-Evans proposed a special TAC meeting before the June 2<sup>nd</sup> TPC meeting. The TAC members checked their schedule, and they are all available on May 25, 2022, 2:30 p.m.

Ms. Sales-Evans made a motion to convene a special TAC meeting virtually on May 25, 2022, 2:30 p.m. Mr. McGinn seconded; the motion passed unanimously.

The Corpus Christi MPO will discuss with TxDOT regarding the funding forecast and prepare for the 2022 UTP and 2023 UTP comparison by the May 25, 2022 TAC Special meeting.

## **5. Information Items**

### **A. Member Agency Project and Program Update**

Mr. DeLatte informed the public and TAC members that the City of Portland's Memorial Parkway Hike and Bike Trail Project Phase I is near completion.

Mr. Casper informed that the Corpus Christi MPO is working with TxDOT for the Advanced Funding Agreement (AFA) of \$2 million STBG/Category 7 fund to obtain necessary transportation planning tools and data.

## **6. Regional Freight Topics**

Mr. Casper informed the TAC that there will be regional workshops for Texas Freight Plan, *Texas Delivers 2050*. The link for the information and registration is provided and TAC members are encouraged to register.

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

Ms. Sales-Evans reported the 2022 Texas Planning Conference was informative, and many topics related to safety such as safety design were useful.

Mr. Casper informed that there is a discretionary grant opportunity, Safe Street for All Users (SS4A) and the information was sent to the TAC members electronically. This grant requires using the new safe system approach.

## **8. Upcoming Meetings/Events:**

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

Mr. DeLatte includes the Special Virtual TAC meeting on May 25, 2022 in the scheduled meeting.

Ms. Sales-Evans inquired what the difference between Regional Traffic Task Force meeting and Regional Traffic Safety Task Force Work Group meeting. Mr. Casper explained that the Corpus Christi MPO envisions to form work groups for specific safety issues, and if this is approved by the Regional Traffic Safety Task Force members, the meeting is planned to be held after the TAC meeting. Mr. Sales-Evans asked if there is an option to hold the meeting virtually. She thought if the meeting is held virtually, more people may participate in the discussion. Mr. Casper said the option will be considered and discussed.

## **9. Adjourn**

The meeting was adjourned at 9:33 a.m.

**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (CORPUS CHRISTI MPO)  
TECHNICAL ADVISORY COMMITTEE (TAC) VIRTUAL MEETING MINUTES  
WEDNESDAY, MAY 25, 2022**

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

Chairperson Brian DeLatte virtually called the meeting to order at 2:35 P.M.

TAC Members Present:

Chairperson Brian DeLatte, P.E., City of Portland  
Howard Gillespie, San Patricio County Commissioner  
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)  
Stephanie Christina, TxDOT

MPO Staff Present: Robert MacDonald, P.E.; 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 Items**

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

During the May 19 Regular TAC meeting, the Corpus Christi MPO staff was informed that the FY 2023 – 2026 Transportation Improvement Program was required to use the 2022 Unified Transportation Program (UTP) funding levels, not the 2023 UTP funding levels. The 2022 UTP funding estimate is \$48 million less than the 2023 UTP funding estimate and it impacts the Corpus Christi MPO's fiscally constrained project list for FY 2023 – 2026 TIP. The Corpus Christi MPO staff needs to develop another fiscally constrained project list with the 2022 UTP funding level.

The Corpus Christi MPO staff proposed the following for Category 9 and Category 7:

1. Adjust the Category 9 funding amount from the 2023 UTP funding estimate of \$8,530,000 to the 2022 UTP funding level of \$3,540,000. The Category 9 project is treated as a grouped project in the TIP and no need to identify individual projects. The Corpus Christi MPO will amend the FY 2023 – 2026 TIP with the 2023 UTP funding levels as soon as the 2023 UTP is approved by the Texas Transportation Commission in August. All seven awarded projects are encouraged to start the Advanced Funding Agreement (AFA) process, since the process takes time.
2. Scenario 1: Fully fund the City of Corpus Christi's Yorktown Blvd. project (MPO-024) with \$39,410,000 and adjust the Regional Traffic Operations improvements and Safety Countermeasures project (MPO-068) from \$20,390,000 to \$4,639,000.

Scenario 2: Fund the Yorktown Blvd. project with \$23,660,000 as phase 1, keep the Regional Traffic Operations improvements and Safety Countermeasures project (MPO-068) funded with the originally allocated \$20,390,000.

Ms. Sales-Evans commented that the first scenario of Category 7 fund is more reasonable because the Yorktown Blvd. project is more specific and the project scope is identified while the Regional Traffic Operations improvements and Safety Countermeasures project is more flexible and the project scope is not identified in detail.

Mr. McGinn agreed, and the City of Corpus Christi would like to fund the Yorktown Blvd. with \$39 million as proposed in scenario 1. He inquired if Category 7 funding can be amended as Category 9 funding is amended after the 2023 UTP is approved.

Mr. MacDonald explained that the TIP amendment occurs quarterly or on an as needed-basis and the first opportunity will be the November revision. Based on the TxDOT's tentative schedule, the amendment needs to be submitted by October 25, 2022. Thus, the Corpus Christi MPO staff will work on the amendment as

soon as the Texas Transportation Commission approves the 2023 UTP in August, then get TAC recommendation in September, and get TPC approval in October.

Ms. Sales-Evans made a motion to recommend the DRAFT FY 2023 – 2026 TIP with the Fiscally Constrained Project List (table 15) with the scenario 1 option. Mr. McGinn seconded; the motion passed unanimously. The Corpus Christi MPO will update the DRAFT FY 2023 - 2026 TIP and submit to the TPC on June 2, 2022.

Mr. McGinn asked about the traffic count status. Ms. Longoria would contact the TxDOT Transportation Planning and Programming (TPP) Division and let the Corpus Christi MPO staff know.

#### **4. Adjourn**

The meeting was adjourned at 2:53 P.M.





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**Date:** September 8, 2022  
**To:** Technical Advisory Committee (TAC)  
**From:** Robert MacDonald, Transportation Planning Director  
**Subject:** Item 4A: Proposed Ad Hoc Committee for a Regional Coordination Group for Federal Transportation Grant Submittals  
**Action:** Review, Discuss and Provide Comments

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### **Summary**

To better coordinate federal discretionary grant submittals offered through the 23 categories of the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) for our region, the Corpus Christi MPO staff proposed that the TPC discuss the creation of a Regional Coordination Group for Federal Transportation Grant Submittals as an ad hoc committee of the TPC. The TPC agreed to create this new ad hoc committee at their meeting on September 1<sup>st</sup>. The TAC is being asked to review the initial details of the Regional Coordination Group for Federal Transportation Grant Submittals and provide comments to staff as the committee membership and tasks are clarified.

The Corpus Christi MPO Bylaws excerpt (see attachment 1) allows for the TPC to create ad hoc committees as necessary. The proposed purpose of the group is to promote information-sharing, establish communications between agencies, coordinate transportation discretionary grant development and submission across the region's jurisdictions.

The current federal transportation law – the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) provides tens of billions of dollars in 23 discretionary grant programs for projects and programs in competition across the United States. A list of the transportation grants is provided as a links under attachment 2.

Potential membership includes local elected officials, or their designees from local governments and state transportation agencies, key staff from public and private sector partners, industry and non-profit organizations involved in transportation project and program development.

The preliminary tasks of the Regional Coordination Group for Federal Transportation Grant Submittals are:

1. Identify opportunities and recommend actions for leveraging and coordinating regional resources from various disciplines to maximize the successful application and award of grants for transportation projects and programs,
2. Recommend action for cooperation by local government and agency staff in the development of the Regional Transportation Projects or Programs to be submitted to the federal or state processes,
3. Promote implementation of priority projects and programs already identified in the regional Corpus Christi MPO's 25-year, 2020-2045 Regional Transportation Plan (2045 MTP),
4. Serve as a coordinating committee for all regional transportation project and program submissions to the federal and state processes,
5. Report the results of the various project and program submittals to the state and federal selection processes. As an example: neither of our regional two 2022 RAISE Grants nor the 2022 FTA's Low or

No Emission (Low-No) Grant Program were successful. Other discretionary grants are being contemplated by local governments and eligible agencies.

The Corpus Christi MPO staff is preparing a more detailed document of proposed members and ad hoc committee charges for this new committee. After TAC comments and additional staff research, the TPC will receive an update at their October 13th Regular meeting. As one example of a similar process, San Patricio County is developing a Grant Review subcommittee. Their subcommittee will provide project scoping for the Coastal Bend Council of Government MOD applications to the General Land Office and will include representatives from cities included in the County's allocation, Drainage District, Municipal Utility Districts, Emergency Management, Floodplain, and Precincts 1 and 3 Commissioners.

#### **Recent Example of Two Local Competing Federal Grant Proposals**

As an example of a recent federal discretionary grant process in the region, two separate RAISE Grants were submitted into the same competitive 2022 process. One by the City of Corpus Christi for the Yorktown Road improvement project (see attachment 6) and the second, a Bulk Materials Terminal Export Facility Improvements project for the Port of Corpus Christi. With a national competition for this RAISE grant being highly competitive, states like Texas can typically expect to receive a few (3-4) grants of all those submitted. The awarded projects of the 2022 RAISE Grant national process are shown in attachment 3 and the Texas awards for the 2022 RAISE Grant is shown in attachment 4.

Nationally it has been observed over the many years of these competitive grants through FHWA and FTA, that few, if any city has received two grants in the same year. The long history of these types of grants indicate that the federal grant reviewers do not know how to select between two competing grant requests from the same region or in our case, the same city. Typically, neither of the same-city grants are moved forward in the federal competition. After the grant selection processes are concluded, the US DOT provides a debrief to the submitting local governments, therefore those that receive a debrief may confirm the dilemma facing project application reviews from the same city.

#### **Recommendation**

None. This is an information item for TAC members to provide comments to the MPO staff for inclusion in the next version of the documents for the Regional Coordination Group for Federal Transportation Grant Submittals. Other regional agencies will be asked for their comments to incorporate into the documents.

#### **Proposed Motion**

None. This an information item for comments by the TAC members.

#### **Background**

The information below provides the summary background of the RAISE Grant for 2022 and into the future processes in 2023 and beyond. As illustrated in the summary, states typically only receive 2-3 projects in the national competition.

#### **About RAISE Grants**

The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, Congress has dedicated nearly \$9.9 billion for thirteen rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.

In each competition, DOT receives hundreds of applications to build and repair critical pieces of our freight and passenger transportation networks. The RAISE program enables DOT to examine these projects on their merits to help ensure that taxpayers are getting the highest value for every dollar invested.

The eligibility requirements of RAISE allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT



programs. RAISE can fund port and freight rail projects, for example, which play a critical role in our ability to move freight but have limited sources of Federal funds. RAISE can provide capital funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional Federal programs which provide funding to very specific groups of applicants (mostly State DOTs and transit agencies). This flexibility allows RAISE and our traditional partners at the State and local levels to work directly with a host of entities that own, operate, and maintain much of our transportation infrastructure, but otherwise cannot turn to the Federal government for support.

### **RAISE Program Background**

This opportunity has allowed DOT to fund 51 innovative capital projects in TIGER I and an additional 42 capital projects in TIGER II. TIGER II also featured a new Planning Grant category through which 33 planning projects were also funded. In TIGER III, DOT awarded 46 capital projects in 33 states and Puerto Rico. In TIGER IV, DOT awarded 47 capital projects in 34 states and the District of Columbia. TIGER V saw 52 capital projects in 37 states, while TIGER VI awarded 41 capital projects and 31 planning projects in 46 states and the District of Columbia. TIGER VII awarded 39 capital projects in 33 states and TIGER VIII awarded 40 capital projects to 32 states and two U.S. territories. TIGER IX awarded 41 capital projects across 43 states. In 2018, BUILD awarded 91 capital projects across 49 states and the District of Columbia. In 2019, BUILD funded 55 capital projects across 35 states. In 2020, BUILD awarded 70 projects across 44 states. In 2021, RAISE awarded 90 projects across 47 states, the District of Columbia, and Guam.

Since 2009, the Program has awarded more than \$3.8 billion in Federal funding to 345 projects to support rural and tribal communities across the nation, leveraging an estimated \$6.8 billion in non-RAISE/BUILD/TIGER funding.

Overall, the Department of Transportation has received more than 10,400 applications requesting more than \$185 billion for transportation projects across the country.

The RAISE program enables DOT to use a rigorous merit-based process to select projects with exceptional benefits, explore ways to deliver projects faster and save on construction costs, and make needed investments in our Nation's infrastructure.

### **Attachments**

1. Excerpt from Current Corpus Christi MPO Bylaws
2. FHWA and USDOT Grant Programs from the IIJA/BIL
  - a. [Bipartisan Infrastructure Law Grant Programs](#)
  - b. [Competitive Grant Programs](#)
3. 2022 RAISE Grant Awards – National
4. 2022 RAISE Grant Awards – Texas
5. Port of Corpus Christi Authority 2022 RAISE Grant Summary
6. City of Corpus Christi 2022 RAISE Grant Summary

**Quorum:**

In order for business to be transacted, there must be a recognized quorum of voting members. Fifty-one percent (51%) or greater of the total committee voting membership shall constitute a quorum for the transaction of business at all meetings.

**Minutes:**

Minutes of all meetings shall be kept and recorded by the MPO Staff.

**Administrative Support:**

The MPO Staff shall provide administrative support to the Transportation Policy Committee.

**Committees:**

The Transportation Policy Committee may create ad hoc committees or other technical subcommittees on the advice of the Technical Advisory Committee.

**Conflict of Interest:**

The Transportation Policy Committee members will conduct business in compliance with Chapter 472 of the Texas Transportation Code and Chapter 171 of the Texas Local Government Code.

Pursuant to Section 472.033 of the Texas Transportation Code, a Transportation Policy Committee member is considered to be a local public official for purposes of Chapter 171 of the Texas Local Government Code.

1. Pursuant to Section 171.004 of the Texas Local Government Code, if the Transportation Policy Committee Member has a substantial interest in a business entity or in real property, the official shall file, before a vote or decision on any matter involving the business entity or the real property, an affidavit stating the nature and extent of the interest and shall abstain from further participation in the matter if: (1) in the case of substantial interest (interest of more than 10 % of his/her or his/her parent's, child's or spouse's gross income for the previous year or 10% of the stock or the fair market value (or \$15, 000 or more) of a business entity that has work, business or a contract with the MPO), the action on the matter will have a special economic effect on the business entity that is distinguishable from the effect on the public; or (2) in the case of substantial interest in real property (interest in property having a fair market value of \$2500 or more) it is reasonably foreseeable that the action will have a special economic effect on the value of the property distinguishable from its effect on the public. The affidavit must be filed with the Transportation Planning Director. A business entity means: sole proprietorship, partnership, firm, corporation, holding company, joint-stock company, receivership, trust, or any other entity recognized by law.
2. Pursuant to Section 472.034 of the Texas Transportation Code, a Transportation Policy committee member or employee of the MPO may not: (1) accept or solicit any gift, favor, or service that might reasonably tend to influence the member or employee in the discharge of official duties or that the member or employee knows or should know is being offered with the

## Bipartisan Infrastructure Law Grant Programs

The following list is five-year totals for all grant programs authorized under the Bipartisan Infrastructure Law for the Department of Transportation. This does not include programs that were authorized but are subject to appropriation. To view additional information and quickly sort programs funded under the law by fields like amount, eligible recipient, or program name, visit [Build.gov](https://www.build.gov). Applicants for funding should consult program-specific guidance. For additional information and to apply, visit [Grants.gov](https://www.grants.gov).

Program Name	Category	Five-year Funding Amount
Accelerated Implementation and Deployment of Advanced Digital Construction Management Systems (Set-aside)	Roads, Bridges and Major Projects	\$100,000,000
Accelerated Implementation and Deployment of Pavement Technologies(Set-aside)	Roads, Bridges and Major Projects	\$60,000,000
Advanced Transportation Technologies & Innovative Mobility	Roads, Bridges and Major Projects	\$300,000,000
<a href="#">Airport Infrastructure Grants</a>	Airports and Federal Aviation Administration Facilities	\$15,000,000,000
Airport Terminal Program	Airports and Federal Aviation Administration Facilities	\$5,000,000,000
All Stations Accessibility Program	Public Transportation	\$1,750,000,000
America's Marine Highway Program Grants	Ports and Waterways	\$25,000,000
Amtrak National Network Grants	Passenger and Freight Rail	\$15,750,000,000
Amtrak Northeast Corridor Grants	Passenger and Freight Rail	\$6,000,000,000
<a href="#">Appalachian Development Highway System</a>	Roads, Bridges and Major Projects	\$1,250,000,000
Appalachian Development Public Transportation Assistance Program	Public Transportation	\$137,437,828
Asset Concessions	Other	\$100,000,000
<a href="#">Bridge Formula Program</a>	Roads, Bridges and Major Projects	\$26,675,000,000
<a href="#">Bridge Investment Program</a>	Roads, Bridges and Major Projects	\$12,200,000,000
<a href="#">Bus and Bus Facilities Competitive Grants</a>	Public Transportation	\$1,966,392,169
<a href="#">Bus and Bus Facilities Formula Grants</a>	Public Transportation	\$3,161,294,400
<a href="#">Capital Investment Grants</a>	Public Transportation	\$8,000,000,000
<a href="#">Carbon Reduction Program</a>	Resilience	\$6,419,999,998
<a href="#">Charging &amp; Fueling Infrastructure Grants</a> (Corridor Charging)	Electric Vehicles, Buses and Ferries	\$1,250,000,000
<a href="#">Charging and Fueling Infrastructure Grants</a> (Community Charging)	Electric Vehicles, Buses and Ferries	\$1,250,000,000
Commercial Driver's License Implementation Program	Safety	\$297,500,000
Commercial Motor Vehicle Enforcement Training	Safety	\$25,000,000
Commercial Motor Vehicle Operators Grant Program	Safety	\$16,500,000
<a href="#">Congestion Mitigation &amp; Air Quality Improvement Program</a>	Roads, Bridges and Major Projects	\$13,200,000,000
Congestion Relief Program	Roads, Bridges and Major Projects	\$250,000,000

Program Name	Category	Five-year Funding Amount
<a href="#">Infrastructure and Safety Improvement Grants</a>	Passenger and Freight Rail	\$5,000,000,000
Construction of Ferry Boats and Ferry Terminal Facilities	Ports and Waterways	\$912,000,000
Crash Data	Safety	\$750,000,000
<a href="#">Disadvantaged Business Enterprises</a>	Roads, Bridges and Major Projects	\$50,000,000
<a href="#">Electric or Low-Emitting Ferry Program</a>	Electric Vehicles, Buses and Ferries	\$250,000,000
<a href="#">Emergency Preparedness Grants</a>	Resilience	\$234,125,000
<a href="#">Enhanced Mobility of Seniors and Individuals with Disabilities</a>	Public Transportation	\$2,193,105,343
<a href="#">Federal Lands Access Program</a>	Roads, Bridges and Major Projects	\$1,487,875,000
Federal Lands Transportation Program (For other Federal Land Management Agencies)	Roads, Bridges and Major Projects	\$153,637,750
<a href="#">Federal Lands Transportation Program</a> (Funding for U.S. Fish & Wildlife)	Roads, Bridges and Major Projects	\$180,000,000
<a href="#">Federal Lands Transportation Program</a> (Funding for U.S. Forest)	Roads, Bridges and Major Projects	\$130,000,000
<a href="#">Federal Lands Transportation Program</a> (Funds for National Park)	Roads, Bridges and Major Projects	\$1,731,187,250
Federal-State Partnership for Intercity Passenger Rail Grants	Passenger and Freight Rail	\$36,000,000,000
<a href="#">Ferry Service for Rural Communities</a>	Public Transportation	\$1,000,000,000
<a href="#">Formula Grants for Rural Areas</a>	Public Transportation	\$4,109,463,374
<a href="#">Bridge Investment Program - Grants for Planning, Feasibility Analysis, and Revenue Forecasting</a>	Roads, Bridges and Major Projects	\$100,000,000
<a href="#">Growing State Apportionments</a>	Other	\$2,055,665,467
Growing States and High-Density States Formula	Other	\$1,822,948,622
High Priority Activities Program	Safety	\$432,500,000
High-Visibility Enforcement	Safety	\$201,600,000
Highway Research & Development Program	Roads, Bridges and Major Projects	\$310,000,000
<a href="#">Highway Safety Improvement Program</a>	Safety	\$15,557,499,996
Highway Safety Programs	Safety	\$1,992,000,000
Highway Use Tax Evasion Projects	Roads, Bridges and Major Projects	\$20,000,000
<a href="#">Intelligent Transportation Systems Program</a>	Roads, Bridges and Major Projects	\$250,000,000
<a href="#">Local and Regional Project Assistance Grants</a> (RAISE)	Roads, Bridges and Major Projects	\$7,500,000,000
<a href="#">Low or No Emission (Bus) Grants (includes \$375 million Bus and Bus Facilities Competitive Grants set aside)</a>	Electric Vehicles, Buses and Ferries	\$5,624,550,890
Low or No Emission Vehicle Component Assessment Program	Electric Vehicles, Buses and Ferries	\$26,169,974
<a href="#">Metropolitan Planning</a>	Roads, Bridges and Major Projects	\$2,280,000,000
Metropolitan Transportation Program	Public Transportation	\$799,441,834

Program Name	Category	Five-year Funding Amount
Motor Carrier Safety Assistance Program	Safety	\$2,432,500,000
<a href="#">National Culvert Removal, Replacement, &amp; Restoration Grant</a>	Roads, Bridges and Major Projects	\$1,000,000,000
<a href="#">National Electric Vehicle Infrastructure Formula Program</a>	Electric Vehicles, Buses and Ferries	\$5,000,000,000
<a href="#">National Highway Freight Program</a>	Roads, Bridges and Major Projects	\$7,150,000,000
<a href="#">National Highway Performance Program</a>	Roads, Bridges and Major Projects	\$148,000,000,000
<a href="#">National Infrastructure Project Assistance</a> (Megaprojects)	Roads, Bridges and Major Projects	\$5,000,000,000
National Priority Safety Programs	Safety	\$1,874,500,000
National Rural Transportation Assistance Program	Public Transportation	\$13,743,783
<a href="#">Nationally Significant Federal Lands and Tribal Projects</a>	Roads, Bridges and Major Projects	\$275,000,000
<a href="#">Nationally Significant Freight &amp; Highway Projects</a> (INFRA)	Roads, Bridges and Major Projects	\$7,250,000,000
<a href="#">Natural Gas Distribution Infrastructure Safety and Modernization Grants</a>	Safety	\$1,000,000,000
On-the-Job Training Program	Roads, Bridges and Major Projects	\$50,000,000
Pilot Program for Enhanced Mobility	Public Transportation	\$24,102,620
<a href="#">Pilot Program for Transit Oriented Development</a>	Public Transportation	\$68,864,631
<a href="#">Port Infrastructure Development Program Grants</a>	Ports and Waterways	\$2,250,000,000
Prioritization Process Pilot Program	Other	\$50,000,000
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) - Discretionary	Resilience	\$1,400,000,000
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) - Formula	Resilience	\$7,299,999,998
Public Transportation on Indian Reservations Competitive	Public Transportation	\$45,812,610
Public Transportation on Indian Reservations Formula	Public Transportation	\$183,250,437
Public Transportation Technical Assistance and Workforce Development	Public Transportation	\$61,978,167
<a href="#">Puerto Rico Highway Program</a>	Roads, Bridges and Major Projects	\$900,995,000
<a href="#">Rail Vehicle Replacement Grants</a>	Public Transportation	\$1,500,000,000
Railroad Crossing Elimination Grants	Safety	\$3,000,000,000
<a href="#">Railway-Highway Crossings Program</a>	Safety	\$1,225,000,000
<a href="#">Reconnecting Communities Pilot Program</a>	Roads, Bridges and Major Projects	\$1,000,000,000
Reduction of Truck Emissions at Port Facilities	Ports and Waterways	\$400,000,000
Research, Development, Demonstration and Deployment Projects (Less Set-aside)	Public Transportation	\$132,218,677
<a href="#">Rural Surface Transportation Grant Program</a>	Roads, Bridges and Major Projects	\$2,000,000,000
Rural Transportation Assistance Program	Public Transportation	\$91,552,911

Program Name	Category	Five-year Funding Amount
<a href="#">Safe Streets and Roads for All</a>	Safety	\$5,000,000,000
Safety-Related Activities (Set-aside)	Safety	\$17,500,000
<a href="#">Nationally Significant Freight and Highway Projects - State Incentives Pilot Program Set-aside</a>	Roads, Bridges and Major Projects	\$750,000,000
<a href="#">State of Good Repair Grants</a>	Public Transportation	\$21,640,412,832
Statewide Transportation Planning	Public Transportation	\$167,001,389
<a href="#">Strengthening Mobility and Revolutionizing Transportation (SMART) Grants</a>	Public Transportation	\$500,000,000
Surface Transportation Block Grant Program	Roads, Bridges and Major Projects	\$72,000,000,000
<a href="#">Technical Assistance and Workforce Development Grants</a>	Other	\$27,545,852
Technology & Innovation Deployment Program	Other	\$90,000,000*
<a href="#">Territorial Highway Program</a>	Roads, Bridges and Major Projects	\$239,505,000
Training & Education	Other	\$127,500,000
Transit Cooperative Research Program	Public Transportation	\$34,432,315
Tribal Transportation Program - Tribal High Priority Projects Set-aside	Roads, Bridges and Major Projects	\$45,000,000
Bridge Investment Program - Tribal Transportation Facility Bridge	Roads, Bridges and Major Projects	\$200,000,000
Bridge Formula Program - Tribal Transportation Facility Bridges Set-aside	Roads, Bridges and Major Projects	\$825,000,000
<a href="#">Tribal Transportation Program</a>	Roads, Bridges and Major Projects	\$2,966,800,000
University Transportation Centers Program	Other	\$500,000,000
<a href="#">Urbanized Area Formula Grants</a>	Public Transportation	\$33,390,947,107
<a href="#">Urbanized Area Passenger Ferry Program</a>	Public Transportation	\$150,000,000
Wildlife Crossings Pilot Program	Safety	\$350,000,000

\* Sec. 13006(b)(9) and 23 U.S.C. 503 directs the Secretary set-aside \$60 million each fiscal year from some combination of the funding authorized for the Technology & Innovation Deployment Program, Intelligent Transportation Systems Program, and Highway Research & Development Program for ATTIMD. It does not direct a specific split between these programs, so in authorization sheets it is reflected as an up to \$60M set aside in each program or \$300 million over 5 years, since that is the maximum possible set aside authorized from each contributing program.

Last Update: Friday, August 12, 2022



BIPARTISAN INFRASTRUCTURE LAW COMPETITIVE GRANT PROGRAMS

Competitive Grant Funding Matrix

The United States Department of Transportation (USDOT) and FHWA have a variety of competitive grant programs used to fund various types of transportation projects and activities. The matrix illustrates these programs broadly, organized by applicant type. Potential applicants should refer to the applicable column in the matrix. The matrix lists grant programs (rows), which can be matched with the potential applicant (columns) the program can fund. Potential applicants should review program specific guidance to make informed decisions about each program.

The FHWA will continue to add additional programs/information to this page over the weeks, months, and years to come.

Grant Program	Program Description	State Highway agency	Metropolitan Planning Organization (MPO)	Local Government or agency	Federally-recognized Indian Tribe	Federal Lands Management Agency (FLMA)	Puerto Rico	Territories	Other*	Additional Information
<a href="#">Rebuilding American Infrastructure with Sustainability and Equity (RAISE)</a>	Provides grants for surface transportation infrastructure projects that will have a significant local or regional impact (aka Local and Regional Project Assistance).	Yes	Yes	Yes	Yes		Yes	Yes	Yes	
<a href="#">Nationally Significant Multimodal Freight and Highway Projects (INFRA)</a>	Provides grants for multimodal freight and highway projects of national or regional significance.	Yes	Yes (with a population over 200,000)	Yes	Yes	Yes	Yes		Yes	
<a href="#">National Infrastructure Project Assistance Program (MEGA)</a>	Provides grants to surface transportation infrastructure that are too large or complex for traditional funding programs that will have a significant national or regional impact.	Yes	Yes	Yes	Yes		Yes	Yes	Yes	
<a href="#">Rural Surface Transportation Grant Program</a>	Provides grants for projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.	Yes		Yes	Yes		Yes		Yes (Regional transportation planning organizations)	
<a href="#">Safe Streets and Roads for All</a>	Provides grants to support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives).		Yes	Yes	Yes				Yes	
<a href="#">Bridge Investment Program</a>	Provides grants for projects to improve the condition of bridges and culverts and the safety, efficiency, and reliability of the movement of people and freight over bridges.	Yes	Yes (with a population over 200,000)	Yes	Yes	Yes	Yes		Yes	
<a href="#">Reconnecting Communities Pilot Program</a> – Planning Grants	Provides grants for feasibility studies and other planning activities for projects to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.	Yes	Yes	Yes	Yes		Yes		Yes (non-profit organization)	
<a href="#">Reconnecting Communities Pilot Program</a> – Capital Construction Grants	Provides grants for projects to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.	Yes (The applicant must be the owner of the system. Others may partner with the owner.)	Yes (The applicant must be the owner of the system. Others may partner with the owner.)	Yes (The applicant must be the owner of the system. Others may partner with the owner.)	Yes (The applicant must be the owner of the system. Others may partner with the owner.)		Yes (The applicant must be the owner of the system. Others may partner with the owner.)		Yes (The applicant must be the owner of the system. Others may partner with the owner.)	

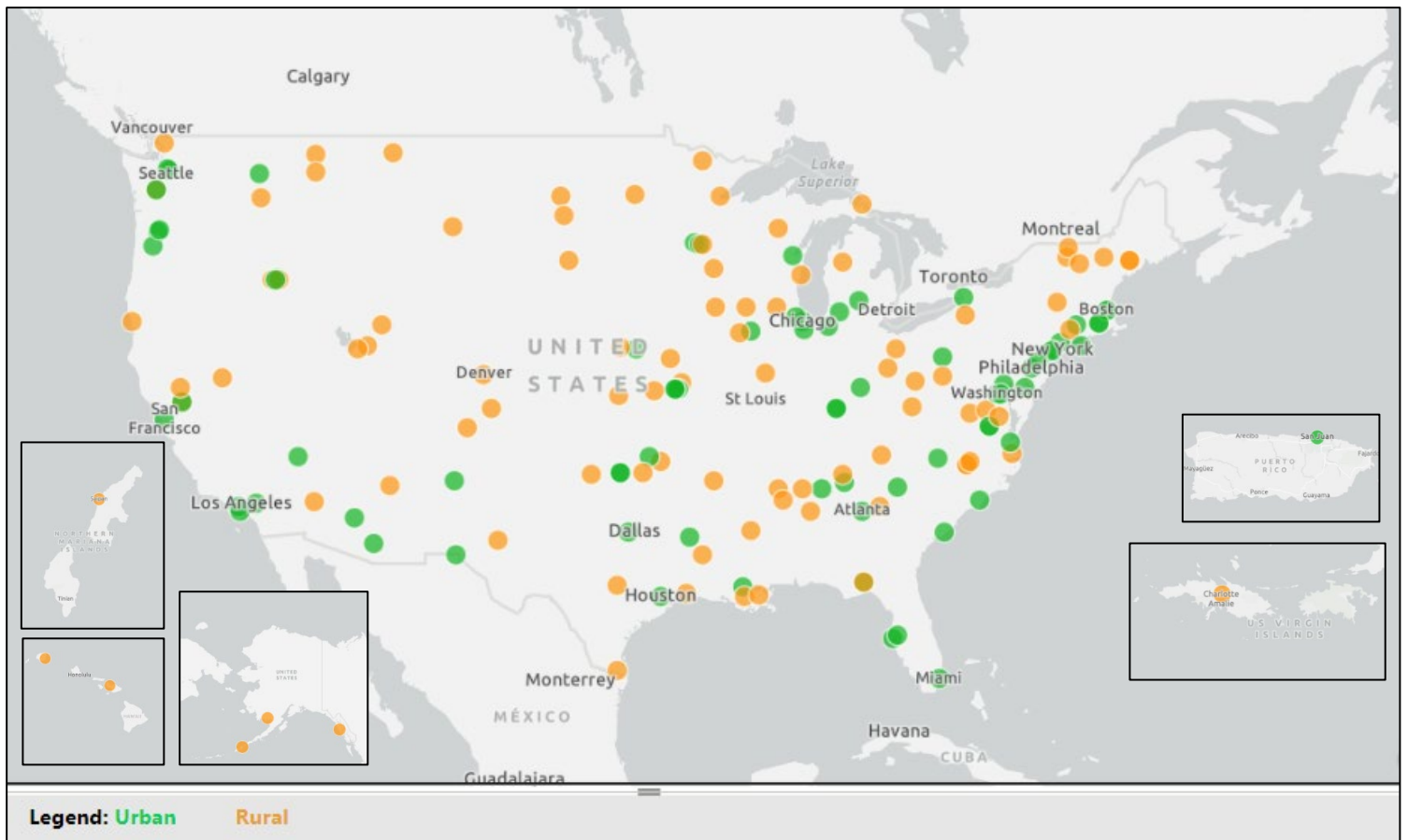
Grant Program	Program Description	State Highway agency	Metropolitan Planning Organization (MPO)	Local Government or agency	Federally-recognized Indian Tribe	Federal Lands Management Agency (FLMA)	Puerto Rico	Territories	Other*	Additional Information
<a href="#">Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Discretionary Grants</a>	Provides grants for activities that enable communities to address vulnerabilities to current and future weather events, natural disasters, and changing conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities.	Yes	Yes	Yes	Yes	Yes (when applying jointly with a State)	Yes	Yes (for at-risk coastal infrastructure grants only)	Yes	
<a href="#">Tribal High Priority Projects Program</a>	Provides grants to Indian Tribes or a governmental subdivision of an Indian Tribe whose annual allocation of funding received under the Tribal Transportation Program is insufficient to complete the highest priority project of the Tribe, or to any Tribe that has an emergency or disaster occur on a Tribal transportation facility that renders the facility impassible or unusable.				Yes					
National Electric Vehicle Infrastructure (NEVI) Set-aside Discretionary Grant	10 percent set-aside each fiscal year to provide grants to provide additional assistance to strategically deploy EV charging infrastructure.	Yes		Yes			Yes			
<a href="#">Charging and Fueling Infrastructure Grants Program</a> (Community Charging)	Provides grants for projects to develop electric vehicle charging and hydrogen, propane, and natural gas fueling infrastructure access along alternative fuel corridors throughout the country, including in rural areas, low- and moderate-income neighborhoods, and communities with a low ratio of private parking spaces to households or a high ratio of multiunit dwellings to single family homes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	
<a href="#">Charging and Fueling Infrastructure Grants Program</a> (Corridor Charging)	Deploys publicly accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated Alternative Fuel Corridors.	Yes	Yes	Yes	Yes		Yes	Yes	Yes	
<a href="#">Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program</a>	Provides grants to Tribes and Federal land management agencies to complete projects that will provide substantial benefits to their communities or parklands.	Yes (if sponsored by an FLMA or Tribe)	Yes (if sponsored by an FLMA or Tribe)	Yes (if sponsored by an FLMA or Tribe)	Yes	Yes	Yes (if sponsored by an FLMA or Tribe)		Yes (if sponsored by an FLMA or Tribe)	<a href="#">FY 2022 NOFO</a>
<a href="#">Congestion Relief Program</a>	Provides grants to advance innovative, integrated, and multimodal solutions to reduce congestion and the related economic and environmental costs in the most congested metropolitan areas with an urbanized area population of at least 1 million.	Yes	Yes	Yes (city or municipality)			Yes			
<a href="#">Wildlife Crossings Safety Pilot Program</a>	Provides grants to support projects that seek to reduce the number of wildlife-vehicle collisions, and in carrying out that purpose, improve habitat connectivity for terrestrial and aquatic species.	Yes	Yes	Yes	Yes	Yes	Yes		Yes	

Grant Program	Program Description	State Highway agency	Metropolitan Planning Organization (MPO)	Local Government or agency	Federally-recognized Indian Tribe	Federal Lands Management Agency (FLMA)	Puerto Rico	Territories	Other*	Additional Information
<a href="#">National Culvert Removal, Replacement, and Restoration Grants</a>	Provides grants to fund projects for the replacement, removal, and repair of culvert or weirs that would meaningfully improve or restore fish passage for anadromous fish.	Yes		Yes	Yes					
<a href="#">Advanced Transportation Technologies and Innovative Mobility Deployment</a> (also known as Advanced Transportation Technology and Innovation (ATTAIN) Program)	Provides grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.	Yes	Yes	Yes			Yes		Yes	
<a href="#">Highway Use Tax Evasion Program (HUTE)</a>	Grants which aim to identify, reduce, and/or eliminate evasion of fuel taxes at the Federal and State level	Yes							Yes (Internal Revenue Service)	
<a href="#">Accelerated Innovation Deployment (AID) Demonstration Program</a>	Provides grants to support the pilot/demonstration of innovations on projects, in areas such as planning, financing, operations, pavements, structures, materials, environment, and construction.	Yes	Yes (population over 200,000 - must apply through the State DOT as a subrecipient)	Yes (must apply through the State DOT as a subrecipient)	Yes	Yes	Yes		Yes (must apply through the State DOT as a subrecipient)	
<a href="#">Tribal Transportation Program Safety Fund</a>	Prevent and reduce transportation-related injuries and fatalities on Tribal Lands.				Yes					
<a href="#">Strategic Innovation for Revenue Collection</a>	Provides funds to test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to help maintain the long-term solvency of the Highway Trust Fund.	Yes	Yes	Yes					Yes	
<a href="#">Prioritization Process Pilot Program</a>	Supports data-driven approaches to planning that can be evaluated for public benefit.	Yes	Yes (serving an urban area with a population over 200,000)							

\* "Other" may include: multi-jurisdictional groups of eligible applicants, regional transportation authority, special purpose district or public authority with a transportation function, transit agency, multistate corridor organizations, partnership between Amtrak and one or more other eligible entities, nonprofit organization, or public toll authority.



# RAISE 2022 FACT SHEETS





## MULTIMODAL LAYDOWN, TRANSPORTATION INFRASTRUCTURE FOSTERING COMMUNITY BASED JOB CREATION

RAISE AWARD AMOUNT: \$13,600,000

APPLICANT: PORT OF PORT ARTHUR NAVIGATION DISTRICT

STATE: TEXAS

RURAL

**Project Description:** The project will convert an abandoned railyard into a modern cargo storage and staging area. The project includes an approximate 25.5 acres of site stabilization and related lighting, fencing, fiber optic, stormwater management, relocation of utilities underground, and reconditioning of a two-story structure to mitigate flood risks.

**Project Benefits:** The project will decrease accidents by creating more space for the efficient and timely movement of goods and people. The project will reduce truck idling and emissions, improve freight mobility and multimodal transfer capabilities, improve access to jobs and local economic development, while addressing racial equity and improving transportation resiliency.





## TELEPHONE ROAD: MAIN STREET REVITALIZATION PROJECT

RAISE AWARD AMOUNT: \$20,960,000

APPLICANT: CITY OF HOUSTON

STATE: TEXAS

URBAN

**Project Description:** The project will deliver approximately 2.8 miles of multimodal improvements and connect two planned community-led projects at the north and south ends, creating one continuous corridor.

**Project Benefits:** The project will address hazards such as faded street markings, crumbling or non-existent sidewalks and bike lanes within the roadway that has led to numerous crashes. The project will improve safety and ADA accessibility by upgrading pedestrian and bicycle infrastructure and creating additional transportation options.





## TEXAS ACTIVE TRANSPORTATION NETWORK

RAISE AWARD AMOUNT: \$25,000,000

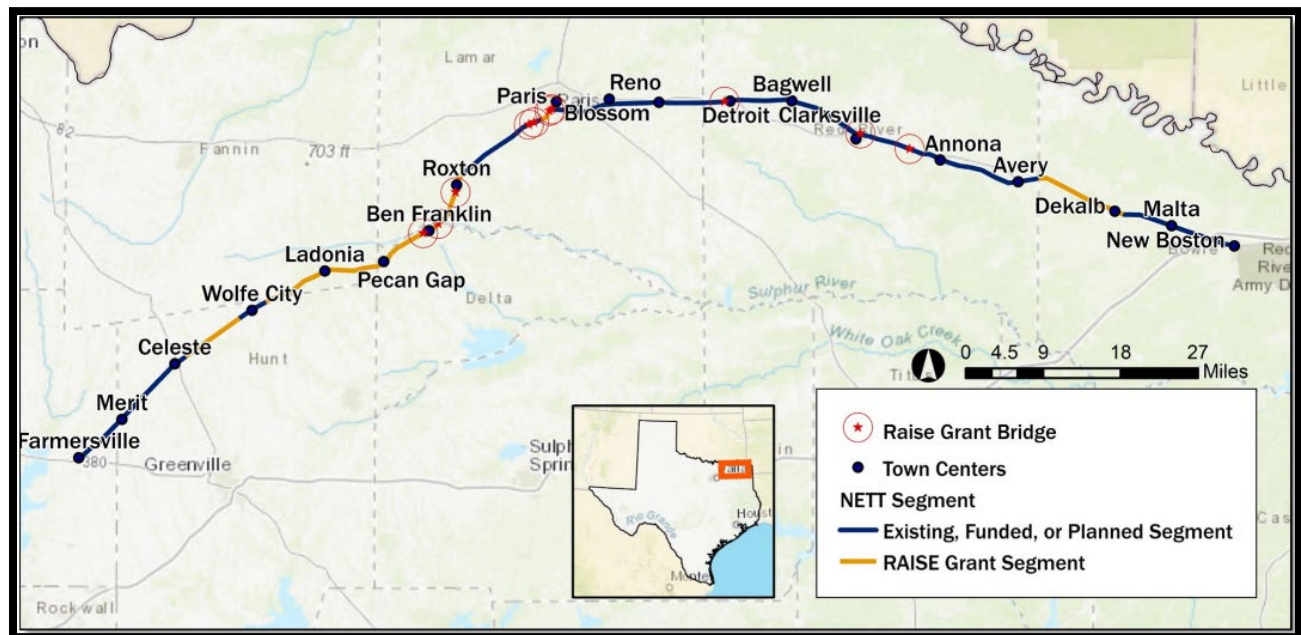
APPLICANT: TEXAS DEPARTMENT OF TRANSPORTATION

STATE: TEXAS

RURAL

**Project Description:** This project will complete two trails totaling approximately 50 miles, including approximately eight bridges, landscaping and trail amenities on the Northeast Texas Trail (NETT) and the Paso del Norte Trail (PDN) in the El Paso area.

**Project Benefits:** Upgrading eight bridges and dozens of miles of trail will provide underserved communities access to schools, jobs, recreation centers, grocery stores, and other essential services. The project will upgrade the condition of the bridges that will improve safety and promote active transportation to residents.



## COMMERCE STREET CORRIDOR REDESIGN

RAISE AWARD AMOUNT: \$5,020,730

APPLICANT: CITY OF HARLINGEN

STATE: TEXAS

RURAL

**Project Description:** This planning project will fund the redesign and preliminary engineering of the Commerce Street Corridor. The project will evaluate corridor transportation needs, establish a community-supported vision for the corridor, and develop a preferred design concept and associated preliminary engineering.

**Project Benefits:** The project will reduce crashes and protect non-motorized travelers along the corridor. It will also incorporate stormwater management to improve resiliency against flooding. The project will increase affordable and accessible transportation options by improving non-motorized facilities. The project includes broad collaboration with key stakeholders in an underserved community.



## IMPROVED BICYCLE/ PEDESTRIAN ROUTES TO RAIL & TRANSIT TECHNOLOGY UPGRADES

RAISE AWARD AMOUNT: \$25,000,000

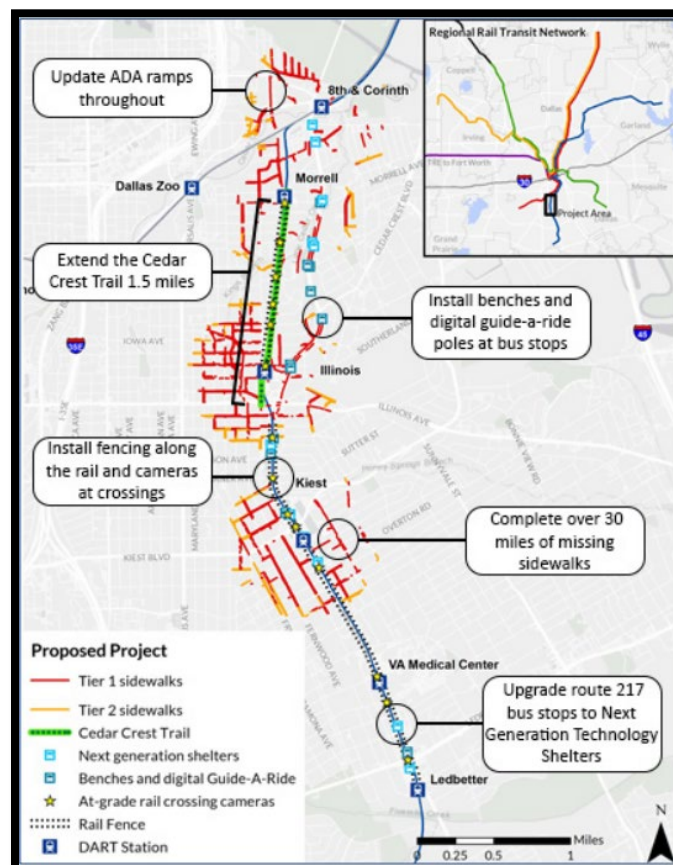
APPLICANT: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

STATE: TEXAS

URBAN

**Project Description:** The project will construct over 30 miles of sidewalk in the half-mile radius of DART's 8th & Corinth, Morrell, Illinois, and Kiest Stations. It will also extend the Cedar Crest Trail approximately 1.5 miles, and improve transit accommodations with upgrades and safety features at nearby bus stops on DART route 217 and Blue Line light rail stations including Kiest, VA Medical Center, and Morrell Stations.

**Project Benefits:** The project enhancements will address safety concerns caused by inadequate or missing sidewalks, and improve the safety of pedestrians and transit riders. The project will improve transit access in a community where 17% of the population lacks access to a personal vehicle. The project is the result of collaboration between NCTCOG, the City of Dallas and DART, and has included robust public engagement processes. It includes innovative technologies such as Next Generation SMART Shelters at the stations.





## YSLETA PORT OF ENTRY PEDESTRIAN AND SITE IMPROVEMENTS

RAISE AWARD AMOUNT: \$12,000,000

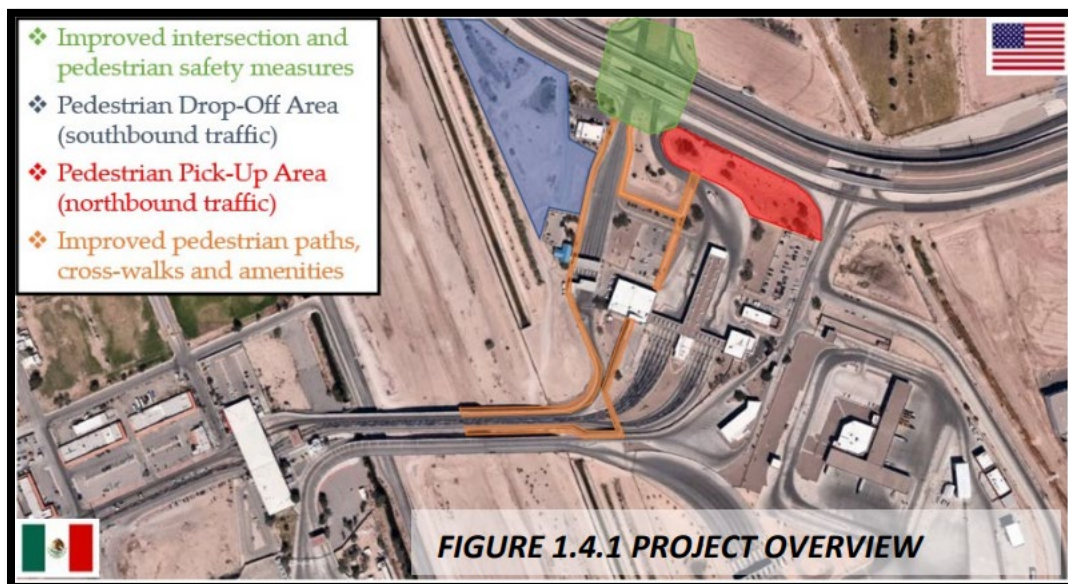
APPLICANT: CITY OF EL PASO

STATE: TEXAS

URBAN

**Project Description:** This project will fund design and construction of pedestrian and related site improvements on City of El Paso-owned property, the Ysleta Port of Entry.

**Project Benefits:** The project will improve safety by constructing separate facilities for drop-offs and pick-ups, as well as pedestrian improvements such as designated raised crosswalks, warning signage, guardrails, canopies, and wayfinding signage. The project will reduce air pollution and emissions by supporting pedestrian infrastructure and transit bus stops. The project will help ease barriers to crossing the bridge on foot, bike, or reaching the border crossing by transit. The port of entry is the second busiest crossing in the U.S, with many people crossing between Juarez and El Paso to commute to jobs, school, shopping, and family. This project is a result of collaboration between the El Paso Bridges steering committee, which is comprised of 20 government agencies, non-profits, businesses, and other stakeholders both in the U.S. and Mexico.



**DATE:** March 15, 2022  
**TO:** Port Commission  
**FROM:** Leslie D. Ruta  
[leslie@pocca.com](mailto:leslie@pocca.com)  
(361) 885-6631

**Approval for staff to apply for \$14,720,000 through United State Department of Transportation (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program for PCCA Bulk Materials Terminal (BMT) Export Facility Improvements**

**SUMMARY:** Per a recommendation by the Long-range Planning Committee on March 3, 2022, Staff is seeking Commission approval to apply for **\$14,720,000** through the United States Department of Transportation (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program for **PCCA Bulk Materials Terminal (BMT) Export Facility Improvements**.

Activity Description	RAISE (60%)	PCCA (40%)	Total
Ship loading Equipment	\$9,600,000	\$2,400,000	\$12,000,000
Two (2) Rail Lines	\$2,720,000	\$680,000	\$3,400,000
Other Landside Improvements	\$2,400,000	\$600,000	\$3,000,000
Waterside Improvements	\$0	\$6,000,000	\$6,000,000
	<b>\$14,720,000</b>	<b>\$9,680,000</b>	<b>\$24,400,000</b>

This project aligns with RAISE 2022 award size and program selection criteria. RAISE 2022 awards will be between \$5M and \$25M to be awarded on a reimbursement basis for surface transportation projects; therefore, dredging near Bulk Dock 2 and other waterside improvements (breasting and mooring structures, etc.) will be the sole responsibility of PCCA.

**BACKGROUND:** Recent major improvements at BMT have been focused on the imports business and primarily located near Bulk Dock 1. This project addresses export capabilities at Bulk Dock 2 and has the potential to attract new and diverse customers and cargos to the region.

The project closely mirrors the grant-specific criteria that includes safety, improved mobility, and most importantly, enhances regional and national **economic competitiveness and opportunity**.

The BMT Export Facility Improvements project will expand the current capabilities of Bulk Dock 2 by:

1. Replacing the current 35+ year old ship loader to allow greater capacity and reach.
2. Adding two rail lines (more details: total car capacity, revenue potential, etc.)
3. Implementing other landside improvements, including (be specific)

Potential dredging near Bulk Dock 2 and other waterside improvements (breasting and mooring structures, etc.) will also be necessary but will be the sole responsibility of PCCA and will thus count as matching funds. USDOT requires a local match of 20%; total proposed project match is one of the criteria by which grant applications are evaluated, and thus our proposed 40% match will reflect favorably in the scoring system.

**ALTERNATIVES:** N/A

**CONFORMITY TO PORT POLICY:** This project conforms to Strategic Goal #5 (Fund Our Vision).

**EMERGENCY:** Time-sensitive, as grant applications must be submitted on **April 14, 2022**.

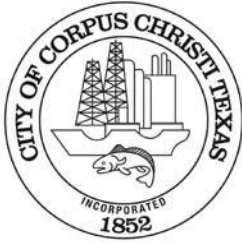
**FINANCIAL IMPACT:** Delivery of grant funds is on a reimbursement basis, necessitating temporary capital outlay of full project costs by PCCA in 2023, 2024, and into Q4-2025.

**STAFF RECOMMENDATION:** Staff recommends Commission approval to apply for \$14,720,000 through the United States Department of Transportation (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program for PCCA Bulk Materials Terminal (BMT) Export Facility Improvements.

**DEPARTMENTAL CLEARANCES:**

Originating Department	Planning
Reviewed & Approved	Jeffery Pollack
Legal Reviewed by	Dane Bruun
Executive Staff	Kent Britton
	Sean Strawbridge





## **AGENDA MEMORANDUM**

Action Item for the City Council Meeting March 8, 2022

**DATE:** March 8, 2022

**TO:** Peter Zaroni, City Manager

**FROM:** Sarah Munoz, Deputy Director of Public Works  
[SarahM3@cctexas.com](mailto:SarahM3@cctexas.com)  
(361) 826-3433

Josh Chronley, Assistant Director of Finance- Procurement  
[JoshC2@cctexas.com](mailto:JoshC2@cctexas.com)  
(361) 826-3169

### **Grant Support Services for Public Works**

#### **CAPTION:**

Resolution authorizing execution of a professional service agreement with WSP USA, Inc., of New York, with an office in San Antonio, for grant support services, on behalf of the Public Works Department, pursuant to a federal infrastructure grant program, in an amount not to exceed \$75,000.00, with FY 2022 funding available from the Street Maintenance and Storm Water Funds.

#### **SUMMARY:**

The resolution authorizes a four-month professional service agreement for federal infrastructure grant support services. This contract will be used by the Public Works Department to prepare all documentation and analyses needed to submit a nationally competitive application for federal infrastructure grant funding available through the USDOT's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant program.

#### **BACKGROUND AND FINDINGS:**

The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, allows the USDOT to invest in road, rail, transit, and port projects that to achieve a defined set of national objectives. These grants were previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment

## Generating Economic Recovery (TIGER) Discretionary Grants.

The eligibility requirements of RAISE allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional USDOT programs. RAISE can fund port and freight rail projects, for example, which play a critical role in the nation's ability to move freight but have limited sources of federal funds. RAISE can provide capital funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional Federal programs which provide funding to very specific groups of applicants (mostly state DOTs and transit agencies).

Due to the wide eligibility requirements for grantees, securing RAISE grant funding in any amount is highly competitive and rigorous. At this time, Public Works does not have the resources nor staff expertise needed to develop a winning grant application that would successfully secure capital funding under the RAISE discretionary grant program. To this end, Public Works is seeking a consultant with a track record of success in assisting clients win federal grant awards to provide contractual grant support services and has identified WSP USA, Inc. as the firm best firm to provide these services based on their proven track record for success.

### **PROCUREMENT DETAIL:**

This procurement falls under a statutory exception within Local Government Code 252.022(a)(4) as these services are for personal, professional and/or planning services.

WSP USA, Inc., of New York, with an office in San Antonio, is to provide Grant Support Consultant Services for Public Works. By way of this procurement, it is believed that WSP USA, Inc. is the best choice for this work.

### **ALTERNATIVES:**

Should Council not approve this professional services agreement with WSP USA, Inc., Public Works will not have the sufficient resources and expertise needed to develop a nationally competitive grant application for infrastructure grant funding available through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant program.

### **FISCAL IMPACT:**

The fiscal impact for Public Works in FY 2022 is \$75,000.00 for four months of work as described in the professional services agreement. FY 2022 funding in an amount not to exceed \$37,500.00 is available in both the Street Maintenance and Storm Water Funds, respectively, for a total of \$75,000.00.

### **FUNDING DETAIL:**

Fund:	1041- Street Maintenance Fund
Organization/Activity:	12400 – Streets Administration

Mission Element: 051 – Maintain Pavement & Associated Improvements  
Project # (CIP Only): N/A  
Account: 530000 – Professional Services  
Amount: \$37,500.00

Fund: 4300 – Storm Water Fund  
Organization/Activity: 32000 – Storm Water Administration  
Mission Element: 043 – Drainage infrastructure - Surface/Pipes  
Project # (CIP Only): N/A  
Account: 530000 – Professional Services  
Amount: \$37,500.00

**RECOMMENDATION:**

Staff recommends approval of the resolution authorizing this service agreement with WSP USA Inc. as presented.

**LIST OF SUPPORTING DOCUMENTS:**

Price Sheet  
Service Agreement



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**Date:** September 8, 2022  
**To:** Technical Advisory Committee (TAC)  
**From:** Craig Casper, Senior Transportation Planner  
**Through:** Robert MacDonald, Transportation Planning Director  
**Subject:** Item 4B: 2050 Metropolitan Transportation Plan (MTP) Update and Process Review  
**Action:** Review and Discuss

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### **Summary**

The Metropolitan Transportation Plan (MTP) contains the regional transportation policies, programs and projects used to implement all federally funded transportation projects through 2050. The MTP also addresses other goals and objectives adopted by the Corpus Christi MPO, such as socio-economic or environmental outcomes, along with transportation-related tourism, land-development, or health issues. The existing long-range plan (2045 MTP) is found here. [https://www.corpuschristi-mpo.org/01\\_mtp.html](https://www.corpuschristi-mpo.org/01_mtp.html)

The MTP must be updated at least every 5 years and was last adopted on February 6, 2020. An issue identified in the 2045 MTP After Action Report was that seeking public input between Thanksgiving and New Year's Day was less than ideal. With this in mind, the Corpus Christi MPO staff developed an updated schedule with final adoption occurring on November 7, 2024. Attachment 1 depicts the proposed 2050 Metropolitan Transportation Plan (MTP) Timeline with other associated efforts.

### **Background**

In accordance with 49 U.S.C. 5303 (i) and 23 CFR 450.300, the Corpus Christi MPO is required to develop a fiscally-constrained Metropolitan Transportation Plan (MTP) that identifies a multi-modal transportation system including pedestrian, bicycle, public transit, motor vehicles, and freight. The MTP describes the goals for the region and specifies the interventions (policies and projects) to help achieve these goals. It also develops formal performance measures for each goal in order to aid the competitive selection of interventions and to track the region's progress over time. The MTP must also be coordinated with the 20-year plans from the Texas Department of Transportation and the Corpus Christi Regional Transportation Authority.

The 2050 MTP will address the seven national goals (23 U.S.C. §150) using a performance-based approach (23 CFR §450.306):

- (1) Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- (2) Maintain the highway infrastructure asset system in a state of good repair.
- (3) Achieve a significant reduction in congestion on the National Highway System.
- (4) Improve the efficiency of the surface transportation system.
- (5) Improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- (6) Enhance the performance of the transportation system while protecting and enhancing the natural environment.

- (7) Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

It is also required that each Metropolitan Planning organization consult with agencies responsible for natural resources, environmental protection, conservation, historic preservation, planned growth, economic development, housing, tourism, natural disaster risk reduction, airport operations, and freight movements during the development of the long-range transportation plan. Specific additional goals from related regulations include:

1. Improve transportation system resiliency and reliability;
2. Reduce (or mitigate) the stormwater impacts of surface transportation;
3. Enhance travel and tourism;
4. Net Zero Tailpipe GHG emissions by 2050;

Although the 2050 MTP is itself a single, stand-alone document, it encompasses other plans, programs, and processes that are also necessary in order to fully access all federal transportation funding. These other efforts are synergistic amongst each other and interdependent with the 2050 MTP. They also directly support potential federal grant applications. The list of these is provided below.

- MPO Regional Safety Action Plan (*IIJA Safe Streets for All Grant*)
- Regional Transportation System Management and Operations (TSMO) - Congestion Management Program (*IIJA SMART Grant*)
- Active Transportation, Complete Streets, Micro-Mobility Plan (*IIJA Reconnecting Communities Pilot or Carbon Reduction Program*)
- Multimodal Freight and Urban Goods Plan (*IIJA INFRA Grant*)
- Coordinated Public Transit – Human Services Transportation Plan
- MPO Safe System Plan (*IIJA RAISE Grant*)
- MPO Risk and Resiliency Plan (*IIJA PROTECT Grant*)

### **The Proposed 2050 MTP Update Process**

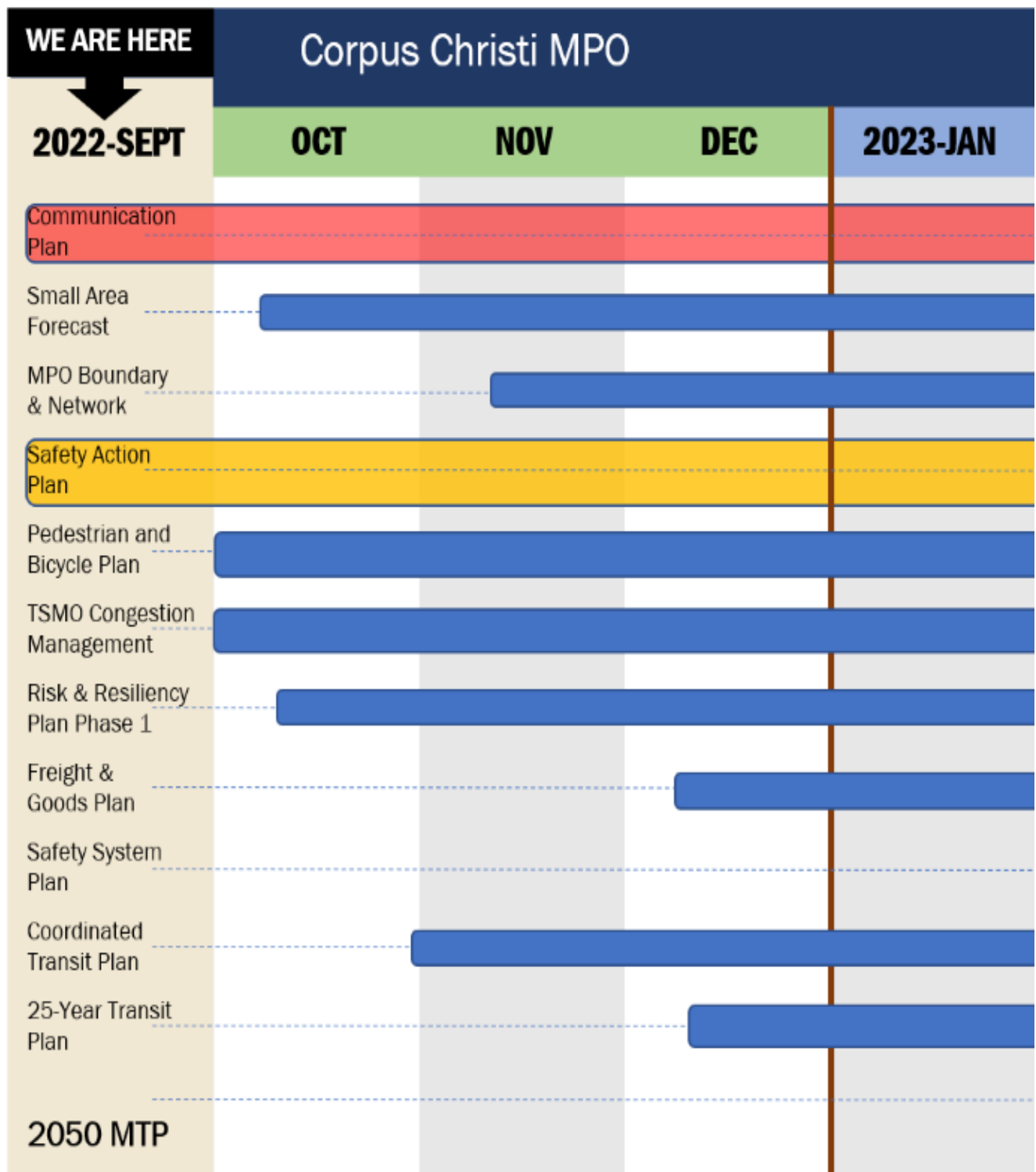
The Corpus Christi MPO staff continues to support use of the FHWA suggested Planworks process for Long Range Planning. The key points of this process as listed in the 2023-2024 Unified Planning Work Program are:

- Refine Vision and Goals
- Refine Performance Measures and Evaluation Criteria
- Identify Needs and Deficiency Locations using the goals and performance measures
- Develop a Financial Plan of Reasonably Available Funding
- Develop, Analyze, and Refine Interventions (Projects and Policies) and Investment Portfolios
- Document both the Plan and Processes used to develop both the MTP and TIP
- Evaluate Impacts and Develop Mitigation Strategies

### **Attachment**

Corpus Christi MPO - 2050 Metropolitan Transportation Plan (MTP) Timeline

## Item 4B - Attachment: Proposed 2050 MTP Update Schedule







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<b>Date:</b>	September 8, 2022
<b>To:</b>	Technical Advisory Committee (TAC)
<b>From:</b>	Craig Casper, Senior Transportation Planner
<b>Subject:</b>	<u>Item 4C:</u> Performance Measures Development Process Update Performance Measures and Targets for Safety (PM1), Pavement and Bridge Conditions (PM2), System Performance and Freight (PM3), CCRTA Public Transportation Agency Safety Plan (PTASP), Transit Asset Management (TAM) Plan and proposed Greenhouse Gas (CO <sub>2</sub> ) Emissions Measure
<b>Action:</b>	Information and Discussion

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### **Summary**

Federal Regulations direct MPOs and state Departments of Transportation to establish both performance measures to track, and targets to work towards, for the national performance measures:

- Safety (PM1),
- Pavement and Bridge Condition (PM2),
- System Performance and Freight (PM3),
- Public Transportation Agency Safety Plan (PTSAP),
- Transit Asset Management (TAM) Plan.

MPOs are not evaluated directly on achieving these targets. With the exception of performance measures related to traffic congestion, MPOs have two options when setting targets for each measure: Establish numerical targets for each of the performance measures ourselves, or agree to support the State DOT/Transit Agency targets. For performance measures related to traffic congestion, States and MPOs must collectively establish 2-year and 4-year targets. For the past several years the Corpus Christi MPO has supported the Texas state performance measures and targets developed by TxDOT. By supporting the State targets the Corpus Christi MPO agrees to plan and program projects which contribute to achieving the TxDOT state targets and to report regional performance. An important item to note is that both the National and TxDOT adopted performance measures for PM2 and PM3 only apply to the National Highway System (NHS). If the Corpus Christi MPO desires to fund projects on routes other than the NHS, then the performance measures should be adjusted accordingly.

### **Tentative Schedule of Performance Measure Target Updates:**

Performance Measure	Date
Safety (PM1)	February 27, 2023
Pavement and Bridge Condition (PM2)	Initial October 1, 2022, Mid-Year October 1, 2024
System Performance and Freight (PM3)	Initial October 1, 2022, Mid-Year October 1, 2024
Public Transportation Agency Safety Plan (PTSAP)	October 1, 2022
Transit Asset Management (TAM) Plan	October 1, 2022

The following are the current performance measures and targets that are available and will be updated when data becomes available.

**Safety (PM1) includes the following performance measures and targets:**

TxDOT Established Safety (PM1) Performance Measures and Targets						
Performance Measure	2018*	2019*	2020*	2021**	2022**	2022***
Number of Fatalities	3,648	3,615	3,896	3,384	3,272	3,563
Rate of Fatalities per 100 million VMT	1.29	1.25	1.33	1.24	1.23	1.27
Number of Serious Injuries	14,975	15,855	14,656	18,835	19,065	16,677
Rate of Serious Injuries per 100 million VMT	5.31	5.50	5.00	6.51	6.47	5.76
Number of Non-Motorized Fatalities and Serious Injuries	2,104	2,291	2,238	2,560	2,642	2,367

\*Actual Data, \*\*Target Data, \*\*\*Target as a 5-Year Average

Source: Texas FY 2022 Highway Safety Plan (HSP)

In the context of the Corpus Christi MPO, the following data are shown for illustration purposes. As discussed in several TAC and TPC meetings, it is more relevant for our planning partners to identify where a crash occurs and to analyze these locations than it is to identify the total number of fatalities and serious injuries within the MPO region. Identifying where crashes occur and developing plans and strategies for locations with anomalous occurrences will inherently reduce total fatalities and serious injuries. The table below shows the proportionally relevant performance measures and safety targets the Corpus Christi MPO region.

Corpus Christi MPO Proportionally Relevant Safety Measures and Targets (For Illustration Purposes Only)						
Performance Measure	2018*	2019*	2020*	2021**	2022**	2022***
Number of Fatal Crashes	35	39	32	31	30	34
Rate of Fatal Crashes per 100 million VMT	1.10	1.22	1.10	1.06	1.03	1.10
Number of Serious Injury Crashes	124	106	123	119	115	117
Rate of Serious Injury Crashes per 100 million VMT	3.90	3.32	4.21	4.07	3.93	3.89
Number of Non-Motorized Fatal and Serious Injury Crashes	39	26	38	37	35	35

\*Actual Data, \*\*Target Data, \*\*\*Target as 5-Year Average

Sources: Crash Records Information System (C.R.I.S.), TxDOT Multi-Year Roadway Data Table

**Pavement and Bridge Condition (PM2) includes the following performance measures and targets:**

TxDOT Established Pavement and Bridge Condition (PM2) Performance Measures and Targets				
Performance Measure	Baseline	2020 Target	2022 Target	2022 Adjustment Target
<b>Pavement Condition</b>				
Percentage of Pavements of the Interstate System in Good Condition	--	--	66.4%	66.5%
Percentage of Pavements of the Interstate System in Poor Condition	--	--	0.3%	0.2%
Percentage of Pavements of the Non-Interstate System in Good Condition	54.4%	52.0%	52.3%	54.1%
Percentage of Pavements of the Non-Interstate System in Poor Condition	14.0%	14.3%	14.3%	14.2%

Bridge Condition				
Percentage of NHS Bridges Classified in Good Condition	50.7%	50.6%	50.4%	--
Percentage of NHS Bridges Classified in Poor Condition	0.9%	0.8%	0.8%	1.5%

Source: Mid Performance Period Report (MPP) Progress Report, 11/18/2020

**System Performance and Freight (PM3) includes the following performance measures and targets:**

TxDOT Established System Performance and Freight (PM3) Performance Measures and Targets				
Performance Measure	Baseline	2020 Target	2022 Target	2022 Adjustment Target
<b>System Performance</b>				
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	79.5%	61.2%	56.6%	70.0%
Percent of the Person-Miles Traveled on the Non-Interstate That Are Reliable	--	--	55.0%	70.0%
<b>Freight</b>				
Truck Travel Time Reliability (TTTR) Index	1.40	1.70	1.79	1.76

Source: Mid Performance Period (MPP) Progress Report, 11/18/2020

**Public Transportation Agency Safety Plan (PTASP) includes the following performance measures and targets:**

CCRTA Public Transportation Agency Safety Plan Performance Measures and Targets						
Mode	Fixed Route (Bus)		Demand Response		Van Pool	
Measure	Baseline	Target	Baseline	Target	Baseline	Target
Fatalities	0	0	0	0	0	0
Rate of Fatalities*	0%	0%	0%	0%	0%	0%
Injuries	14.5	14.5	2	2	0	0
Rate of Injuries*	0.00039%	0.00039%	0.00015%	0.00015%	0%	0%
Safety Events	7.5	7.5	2	2	0	0
Rate of Safety Events*	0.00020%	0.00020%	0.00015%	0.00015%	0%	0%
Mean Distance Between Major Mechanical Failure	28,320	28,320	14,932	14,932	96,963	96,963

\*rate = total number for the year/total revenue vehicle miles traveled

Adopted: July 1, 2020

**Transit Asset Management (TAM) includes the following performance measures and targets:**

Asset Class	Performance Measures	FY 2019 Target
Non-Revenue Vehicles	Age	Target % should not exceed 6.82% or Useful Life Benchmark to maintain the SGR
Revenue Vehicles (Rolling Stock)	Mileage	Target % should not exceed 0.0 % or Useful Life Benchmark to maintain the SGR
Facilities	Condition	Target % should not exceed 15.38% or Useful Life Benchmark to maintain the SGR

SGR – State of Good Repair

### **New Greenhouse Gas Emission Performance Measures**

The Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL) sets combating climate change as one of the key objectives.

Pursuant to the IIJA/BIL, on July 15, 2022 the Federal Highway Administration (FHWA) announced a Notice of Proposed Rulemaking for states and MPOs to track and reduce GHG emissions and is soliciting public comment until October 13, 2022.

The new rule would:

- Establish a national framework for tracking state-by-state progress by adding a new GHG performance measure to the existing FHWA national performance measures to help states track performance and make more informed decisions;
- Create a flexible system under which States Department of Transportation (State DOTs) and MPOs would set their own declining targets for on-road GHG emissions from roadway travel on the National Highway System (NHS);
- Require State DOTs and MPOs to establish declining CO<sub>2</sub> emissions targets to reduce CO<sub>2</sub> emissions generated by on-road mobile sources;
- Require the State DOTs and MPOs to report biennially on their progress in meeting the targets.

This proposed GHG measure would be codified among the National Highway Performance Program (NHPP) performance measures.

The IIJA/BIL provides more than \$27 Billion in funding to reduce greenhouse gas (GHG) emissions through various programs over five years. Available programs for GHG emission reduction are:

- Transportation Alternatives Set-Aside (TASA) Program (\$7.2 billion)
- Carbon Reduction Program (\$6.4 billion)
- National Electric Vehicle Infrastructure (\$5 billion)
- Federal Transit Administration (FTA)'s Low or No Emission Vehicle Program (\$5 billion)
- Charging and Fueling Infrastructure (\$2.5 billion)
- Reduction of Truck Emissions at Port Facilities Program (\$400 million)
- Congestion Relief Program (\$250 million)
- FTA's Transit Oriented Development Program (\$69 million)

The Corpus Christi MPO will discuss GHG emission performance measures target with TAC, partner agencies, and the public after the FHWA's official rule is determined and bring the target to TPC.

### **Proposed Motion**

None. This is an information item only.

### **Attachment**

FY 2023 – 2026 Transportation Improvement Plan (TIP) Performance Measures

## V. PERFORMANCE-BASED PROGRAMMING

Performance-based planning and programming is a strategic approach to connect investment and policy decisions to performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which collected data is gauged. Federal law requires State DOTs, MPOs and transit agencies conduct performance-based planning by adopting performance measures, establishing a baseline, and tracking changes in performance against the adopted measures. The Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) adopted the State's performance targets for PM1, PM2, and PM3. This Corpus Christi MPO TIP was developed and is actively managed with cooperation with the TxDOT and the CCRTA. It reflects the investment priorities established in the Corpus Christi MPO's 2020-2045 MTP and documents local and federal funds used for Safety, based on state and regional priorities from previous years.

The FAST Act directed the U. S. Secretary of Transportation to promulgate rules to establish performance measures and standards for the National Highway System (NHS), the Highway Safety Improvement Program (HSIP), the Congestion Mitigation and Air Quality Program (CMAQ), and national freight movement on the Interstate System that requires the State Departments of Transportation to:

- Establish performance targets for the new National Performance Measure Rules (PMs) on Safety (PM1), Pavement/Bridge Conditions (PM2), and System Performance/Freight/CMAQ (PM3).
- Report on the condition and performance of the NHS.
- Show progress in achieving the performance targets.

Performance-based planning encourages the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to the seven national goals. Performance Measure Adoption Documentation for the Corpus Christi MPO is provided below and within the appendix of this document. For additional information on Performance Based Planning, please reference the following:

- FHWA Final Rule: <http://www.fhwa.dot.gov/tpm/rule.cfm>
- FTA Final Rule: <https://www.transit.dot.gov/tags/final-rule>
- Performance Based Planning and Programming Guidebook: [https://www.fhwa.dot.gov/planning/performance\\_based\\_planning/pbpp\\_guidebook/](https://www.fhwa.dot.gov/planning/performance_based_planning/pbpp_guidebook/)

The Corpus Christi MPO has a Memorandum of Understanding (MOU), adopted April 5, 2018 by the Corpus Christi MPO TPC, the TxDOT-CRP and the CCRTA, for cooperatively developing and sharing transportation performance data as well as the establishment and tracking of performance targets used to demonstrate progress toward attaining these critical regional outcomes.

The Corpus Christi MPO developed the 2020 – 2045 Metropolitan Transportation Plan (MTP) utilizing a performance-based planning process with an emphasis on project selection by incorporating specific performance measures pertaining to System Reliability (Preservation), Safety, Multi-modal Use & Opportunity, and Stewardship into the project ranking and prioritization process.

At the core of the Corpus Christi MPO's performance process are measurable metrics used to evaluate the effectiveness of specific functions of the regional transportation system. The Corpus Christi MPO performance measures were distilled from required state and federal measures, as listed in the Decision Lens tool provided by TxDOT. Performance measures must be:

- Quantifiable – Comparable to some standard of acceptability over time
- Easily understood – Explicable in simplified terms to both technical and nontechnical people
- Practical – Developed in a cost-effective manner, relying as much as possible on existing, readily available data sources.

**A. Safety (PM1): Adopted in January 2022**

Safety is the first national goal (PM1) identified in the FAST Act. In March of 2016, the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the Federal Register. The rule required MPOs to set targets for the following safety-related performance measures and report progress to the State DOT:

- Number of fatalities (The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year).
- Rate of fatalities per 100 million vehicle miles traveled (VMT) (The ratio of total number of fatalities to the number of vehicle miles traveled (VMT expressed in 100 Million VMT) in a calendar year).
- Number of serious injuries (The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year).
- Rate of serious injuries per 100 million VMT (The ratio of total number of serious injuries to the number of VMT (VMT expressed in 100 Million VMT) in a calendar year).
- Number of non-motorized fatalities and number of non-motorized serious injuries combined (The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year).

Safety is the highest priority in the Corpus Christi region and crashes are the single largest cause of non-recurring congestion in the Corpus Christi MPO region. Safety goals call for reducing both the number and rate of fatalities and serious injury crashes. In order to reduce non-recurring congestion, it is also necessary to reduce the number of Property Damage Only (PDO) crashes and the amount of time these crashes individually impact travel on the roads. Incident management is an essential component of congestion management. The general perception is that crash frequency increases with increasing congestion levels while injury severity decreases due to slower speeds. Generally, the most intense congestion occurs when crashes happen in locations that are congested on a recurring basis, (i.e. without a crash).

The 2020 Texas Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The Corpus Christi MPO supports the TxDOT Safety targets, agreeing to plan and program projects into this TIP that will, once implemented, make progress toward achieving the safety targets. TxDOT's 2019 adopted goal is to work towards reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050.

**Table 6. TxDOT Established Safety (PM1) Performance Measures and Targets**

Performance Measure	2018*	2019*	2020*	2021**	2022**	2022***
Number of Fatalities	3,648	3,615	3,896	3,384	3,272	3,563
Rate of Fatalities per 100 million VMT	1.29	1.25	1.33	1.24	1.23	1.27
Number of Serious Injuries	14,975	15,855	14,656	18,835	19,065	16,677
Rate of Serious Injuries per 100 million VMT	5.31	5.50	5.00	6.51	6.47	5.76
Number of Non-Motorized Fatalities and Serious Injuries	2,104	2,291	2,238	2,560	2,642	2,367

*\*Actual Data, \*\*Target Data, \*\*\*Target as a 5-Year Average*

*Source: Texas FY 2022 Highway Safety Plan (HSP)*



In the context of the Corpus Christi MPO, the following data are shown for illustration purposes. As discussed in several TAC and TPC meetings, it is more relevant for our planning partners to identify where a crash occurs and to analyze these locations than it is to identify the total number of fatalities and serious injuries within the MPO region. Identifying where crashes occur and developing plans and strategies for locations with anomalous occurrences will inherently reduce total fatalities and serious injuries. The table below shows the proportionally relevant performance measures and safety targets the Corpus Christi MPO region.

**Table 7. Corpus Christi MPO Safety Measures and Targets (For Illustration Purposes Only)**

Performance Measure	2018*	2019*	2020*	2021**	2022**	2022***
Number of Fatal Crashes	35	39	32	31	30	34
Rate of Fatal Crashes per 100 million VMT	1.10	1.22	1.10	1.06	1.03	1.10
Number of Serious Injury Crashes	124	106	123	119	115	117
Rate of Serious Injury Crashes per 100 million VMT	3.90	3.32	4.21	4.07	3.93	3.89
Number of Non-Motorized Fatal and Serious Injury Crashes	39	26	38	37	35	35

*\*Actual Data, \*\*Target Data, \*\*\*Target as 5-Year Average*

*Sources: Crash Records Information System (C.R.I.S.), TxDOT Multi-Year Roadway Data Tables (08/16/21)*

#### **B. Bridge/Pavement Condition (PM2): Adopted in November 2018**

In January 2017, USDOT published the Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 rule. Federal rules require TxDOT and the Corpus Christi MPO to set bridge and pavement performance targets and monitor progress towards achieving those targets. The Corpus Christi MPO must have four-year targets for all six measures, listed below. The Corpus Christi MPO agreed to support the TxDOT targets for the following six performance measures:

- Percent of Interstate pavements in good condition;
- Percent of Interstate pavements in poor condition;
- Percent of non-Interstate National Highway System (NHS) pavements in good condition;
- Percent of non-Interstate NHS pavements in poor condition;
- Percent of NHS bridges by deck area classified as in good condition; and
- Percent of NHS bridges by deck area classified as in poor condition.

For the pavement measures, five pavement metrics are used to assess condition:

1. International Roughness Index (IRI);
2. Cracking Percent;
3. Rutting;
4. Faulting; and
5. Present Serviceability Rating (PSR) for lower speed roads.

The condition of transportation assets impact congestion in several ways:

- Roads in poor condition generally lead to slower traffic as drivers seek to avoid potholes and other roadway impediments, and significant congestion and delays can be attributed to vehicles slowing down to avoid potholes or rough pavement.
- An increasing frequency of crashes also can be caused by unexpected changes in surface conditions because of reduction of road friction which affects the stopping ability and maneuverability of vehicles.

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- Scheduled and unscheduled maintenance of roads and utility infrastructure under or near roads is the second leading cause of non-recurring congestion, after crashes, in the Corpus Christi MPO area.
- Arterials in the Corpus Christi MPO area are more congested than similar travel in other small MPO areas in the country. The condition of the roads in the Corpus Christi MPO area may be worse than those other MPOs.
- The bridge measure assesses the condition of a bridge's deck, superstructure, substructure, and culverts. Good condition suggests that no major investment is needed, and poor condition suggests major reconstruction investment is needed. The Corpus Christi MPO supports the TxDOT Pavement and Bridge Condition targets, shown in the table below, thus agreeing to plan and program projects into this TIP that will, once implemented, make progress toward achieving the Pavement and Bridge Condition targets.

**Table 8. TxDOT Pavement and Bridge Condition (PM2) Performance Measures and Targets**

Performance Measure	Baseline	2020 Target	2022 Target	2022 Adjustment Target
<b>Pavement Condition</b>				
Percentage of Pavements of the Interstate System in Good Condition	-	-	66.4%	66.5%
Percentage of Pavements of the Interstate System in Poor Condition	-	-	0.3%	0.2%
Percentage of Pavements of the Non-Interstate System in Good Condition	54.4%	52.0%	52.3%	54.1%
Percentage of Pavements of the Non-Interstate System in Poor Condition	14.0%	14.3%	14.3%	14.2%
<b>Bridge Condition</b>				
Percentage of NHS Bridges Classified in Good Condition	50.7%	50.6%	50.4%	-
Percentage of NHS Bridges Classified in Poor Condition	0.9%	0.8%	0.8%	1.5%

*Source: Mid Performance Period Report (MPP) Progress Report, 11/18/2020*

### **C. System Performance and Freight (PM3): Adopted in November 2018**

The PM3 rule requires state DOTs and MPOs to establish two-year and/or four-year performance targets for each PM3 measure. For all targets, the current two-year and four-year targets represent expected performance at the end of calendar years 2019 and 2021, respectively. TxDOT established targets as follows:

- Percent of person-miles on the Interstate system that are reliable – two-year and four-year targets
- Percent of person-miles on the non-Interstate NHS that are reliable – four-year targets
- Truck Travel Time Reliability – two-year and four-year targets

A national goal adopted to improve air quality and improve economic development is to “...achieve a significant reduction in congestion on the National Highway System.” Although the Corpus Christi MPO does not and is not expected to have an air quality issue at current federal pollutant levels, there is concern about traffic congestion expressed by the public, economic development professionals, and the public. As such, this goal is also maintained as a goal in the Corpus Christi MPO area. There are two primary performance measures for this goal.

- (Reducing) Annual hours of peak-hour excessive delay per capita
- (Increasing) Percent of non-single-occupant vehicle travel

The Corpus Christi MPO supports the TxDOT Operational Performance and Congestion targets, shown below, thus agreeing to plan and program projects into this TIP that will, once implemented, make progress toward achieving the System Performance and Congestion targets.

**D. Reduce Congestion on Regionally Significant Corridors**

In January 2017, USDOT published the System Performance/Freight Performance Measures Final Rule to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS). The rule, which is referred to as the PM3 rule, requires the Corpus Christi MPO to set targets for the following performance measures:

- Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR);
- Percent of person-miles on the non-Interstate NHS that are reliable (LOTTR);
- Truck Travel Time Reliability index (TTTR).

In the Corpus Christi MPO, traffic congestion and travel time reliability metrics are, at a system-wide level, trending in a wrong direction. Two key metrics that are monitored are delay per capita and the duration of the congested period.

The Corpus Christi MPO adopted the following System Performance and Freight Performance Measures and Targets. The anticipated effects for 2026 are:

**Table 9. TxDOT System Performance and Freight (PM3) Performance Measures and Targets**

Performance Measure	Baseline	2020 Target	2022 Target	2022 Adjustment Target
<b>System Performance</b>				
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	79.5%	61.2%	56.6%	70.0%
Percent of the Person-Miles Traveled on the Non-Interstate That Are Reliable	-	-	55.0%	70.0%
<b>Freight</b>				
Truck Travel Time Reliability (TTTR) Index	1.40	1.70	1.79	1.76

Source: Mid Performance Period (MPP) Progress Report, 11/18/2020

**Table 10. Operational Performance and Congestion Targets**

Travel Time Reliability Index	2015 Measured	2016 Measured	2017 Measured	2020 Measured	2022 Measured	Anticipated Effects 2026
Travel Time Reliability (TTR)	100%	100%	98%	97%	95%	98%
Statewide TTR	79%	78%	79%	80%	67%	-
Corpus Christi MPO Non-Interstate TTR	95%	94%	97%	87%	85%	95%
Statewide Non-Interstate TTR	60%	59%	80%	71%	62%	-

TxDOT Multi-Year Roadway Data Tables

**E. Public Transportation Agency Safety Plan (PTASP)**

According to the Federal Transit Administration (FTA) website: on July 19, 2018, FTA published the [Public Transportation Agency Safety Plan \(PTASP\) Final Rule](#), which requires certain operators of public transportation systems that receive federal funds under FTA's [Urbanized Area Formula Grants](#) to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS).

- The PTASP rule became effective on July 19, 2019.

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- FTA published a Notice of Enforcement Discretion on April 22, 2020 effectively extending the PTASP compliance deadline from July 20, 2020 to December 31, 2020.
- FTA published a second Notice of Enforcement Discretion on December 11, 2020 effectively extending the PTASP compliance deadline to July 20, 2021.

The plan must include safety performance targets. Additional guidance on planning and target setting is found on FTA's [Performance-Based Planning](#) pages. Transit operators also must certify they have a safety plan in place meeting the requirements of the rule by July 20, 2021. The plan must be updated and certified by the transit agency annually.

The rule applies to all operators of public transportation systems that are recipients and sub-recipients of federal financial assistance under the Urbanized Area Formula Program (49 U.S.C. § 5307). However, FTA is deferring applicability of this requirement for operators that only receive funds through FTA's [Enhanced Mobility of Seniors and Individuals with Disabilities Formula Program](#) (Section 5310) and/or [Rural Area Formula Program](#) (Section 5311).

The Corpus Christi MPO accepted the PTASP and embedded safety targets on January 6, 2022.

**Table 11. PTASP Safety Performance Measures and Targets**

Mode	Fixed Route (Bus)		Demand Response		Van Pool	
Measure	Baseline	Target	Baseline	Target	Baseline	Target
Fatalities	0	0	0	0	0	0
Rate of Fatalities*	0%	0%	0%	0%	0%	0%
Injuries	14.5	14.5	2	2	0	0
Rate of Injuries*	0.00039%	0.00039%	0.00015%	0.00015%	0%	0%
Safety Events	7.5	7.5	2	2	0	0
Rate of Safety Events*	0.00020%	0.00020%	0.00015%	0.00015%	0%	0%
Mean Distance Between Major Mechanical Failure	28,320	28,320	14,932	14,932	96,963	96,963

*\*rate = total number for the year/total revenue vehicle miles traveled*

### F. Transit Asset Management Performance (TAM)

On July 26, 2016, FTA published the final Transit Asset Management rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair,” requires that public transportation providers develop and implement transit asset management (TAM) plans, and establishes state of good repair standards and performance measures for four asset categories: rolling stock, equipment, transit infrastructure, and facilities. The rule became effective on October 1, 2018. The table below identifies performance measures outlined in the final rule for transit asset management.

**Table 12. FTA Transit Asset Management (TAM) Final Rule Performance Measures**

Asset Category	Performance Measurement
Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
Infrastructure	Percentage of track segments with performance restrictions
Facilities	Percentage of facilities within an asset class rated below condition 3 on the TERM scale

**G. Transit Asset Management Plan (TAM) Targets**

As part of the FAST Act, performance measures were incorporated for transit agencies, primarily through the Transit Asset Management (TAM) assessment and planning requirements. The Corpus Christi Regional Transportation Authority (CCRTA) TAM plan was developed to meet the FTA's requirements. All assets owned by CCRTA were examined using the Federal Transit Administration (FTA) Transit Economic Requirements Model (TERM) which uses a scale of one to five to determine the quality of the asset. The scale is as follows:

- 1 = Poor; The asset is critically damaged or in need of immediate repair; well past useful life.
- 2 = Marginal Defective or deteriorated; in need of replacement; exceeded useful life.
- 3 = Adequate; Moderately deteriorated or defective; has not exceeded useful life.
- 4 = Good; Good condition, no longer new, may be slightly defective/deteriorated but is functional.
- 5 = Excellent; No visible defects, new or near new, may still be under warranty if applicable.

The CCRTA adopted the following performance targets, and it was approved by the Corpus Christi MPO Transportation Policy Committee in December 2018.

**Table 13. Corpus Christi Regional Transportation Authority (CCRTA) Adopted Performance Targets**

Asset Class	Performance Measures	FY 2019 Target
Non-Revenue Vehicles	Age	Target % should not exceed 6.82% or Useful Life Benchmark to maintain the SGR
Revenue Vehicles (Rolling Stock)	Mileage	Target % should not exceed 0.0 % or Useful Life Benchmark to maintain the SGR
Facilities	Condition	Target % should not exceed 15.38% or Useful Life Benchmark to maintain the SGR

*SGR – State of Good Repair*

The Corpus Christi MPO will cooperatively work with the CCRTA to select transit projects that achieve these performance targets.

**H. FY 2023-2026 TIP Fiscally Constrained Project List**

The development of the approved list of projects started with the 25-year long-range Transportation Plan, the 2020-2045 Metropolitan Transportation Plan (2020-2045 MTP) for the Corpus Christi MPO. The 2020-2045 MTP list of fiscally constrained projects in Chapter 7 of the approved document serves as the list of projects eligible for this FY 2023-2026 TIP. This list of projects is shown in **Table 12. 2020-2045 MTP Fiscally Constrained Project List (FY 2023-2026 TIP Eligible List)**. Using the performance measures, and allocating available funding as well as input from the public, technical staff and elected officials from the local governments and partner agencies, the following list of fiscally constrained projects was developed. **Table 13a. FY 2023-2026 TIP Fiscally Constrained Project List** presents the projects for the FY 2023-2026 TIP.

**I. Project Stages**

Projects progress through various stages of development prior to becoming operational. Transportation investments, particularly new facilities, typically take several years of planning before construction can begin. Prior to construction, transportation projects often require sponsors conduct feasibility studies, route studies, public hearings, environmental and social impact assessments, and purchase of right-of-way. The TxDOT current process is summarized below.

**J. TxDOT Project Development Process**

1. **Project Initiation:** This phase of the project includes all the steps between needs identification, through programming, up to the execution of the legal agreement (AFA) between the local government and TxDOT.

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

FY 2023-2026 TIP Fiscally Constrained Highway Project List (For Illustration Purposes) – June 2, 2022

TIP Fiscal Year	CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$, millions)	CAT2	CAT4	CAT7	CAT9	Local/Other	Prior Funding	Total Project Cost (\$, millions)
2023	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						\$10.26
2023	0916-35-195	MPO-007	Harbor Bridge Hike and Bike - Connectivity	Construct pedestrian and bike facilities	On various city streets from Coles High School	Williams Memorial Park	City of Corpus Christi	Off	7	\$1.20			\$1.20				\$1.56
2024	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			\$1.30		\$3.50		\$4.80
2023	0916-00-255	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				\$2.60
2024	0916-00-256	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	\$4.14			\$4.14				\$5.37
2023	5000-00-916	MPO-069	FY 2022 - FY 2025 STBG-SA/CAT 9 Awarded Projects	STBG-SA (CAT 9) Awarded Project in May 2022 by the TPC.	Various	Various	City of Portland City of Corpus Christi	Off	9	\$5.86				\$5.86			\$7.03
2024	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						\$51.86
2024	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	\$41.58	\$41.58						\$53.97
2025	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	\$9.28	\$10.00	\$2.00				\$25.54
2025	0916-35-252	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				\$47.29



Table 15b. FY 2023-2026 TIP Fiscally Constrained Public Transportation Project List (For Illustration Purposes) – June 2, 2022

TIP Fiscal Year	CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$, millions)	CAT2	CAT4	CAT7	CAT9	Local/Other	Prior Funding	Total Project Cost (\$, millions)
2023	N/A	CCRTA-057	FY23 Rolling Stock (All variety of rolling stock)	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	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	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	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 (includes funds from ARPA)	FY23 Bus Stop Amenities (includes funds from ARPA)	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.99					\$0.99		\$0.99
2023	N/A	CCRTA-062	FY23 Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	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	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 Purchase of Land	Purchase of Land	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.90					\$0.90		\$0.90
2023	N/A	CCRTRA-078	Coronavirus Aid, Relief, and Economic Security (CARES) Act	Coronavirus Aid, Relief, and Economic Security (CARES) Act	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$16.36					\$16.36		\$16.36
2023	N/A	CCRTA-079	Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)	Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$6.86					\$6.86		\$6.86
2023	N/A	CCRTA-96	FY23 Operating Expense from ARPA	FY23 Operating Expense from ARPA	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$10.06					\$10.06		\$10.06
2024	N/A	CCRTA-064	FY24 Rolling Stock (All variety of rolling stock)	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 Support/Relief Vehicles	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 Bus Stop Improvements	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 Preventive Maintenance	Preventive Maintenance	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.00					\$1.00		\$1.00
2024	N/A	CCRTA-068	FY24 Bus Stop Amenities	Bus Stop Amenities	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.99					\$0.99		\$0.99
2024	N/A	CCRTA-069	FY24 Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	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 Section 5310 Sub-recipients	Section 5310 Sub-recipients	N/A	N/A	Corpus Christi RTA	Off	FTA-5310	\$0.40					\$0.40		\$0.40
2025	N/A	CCRTA-081	FY25 Bus Stop Amenities	Bus Stop Amenities	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.10					\$1.10		\$1.10
2025	N/A	CCRTA-082	FY25 Bus Stop Improvements	Bus Stop Improvements	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.50					\$0.50		\$0.50
2025	N/A	CCRTA-083	FY25 Support/Relief Vehicles	Support/Relief Vehicles	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.33					\$0.33		\$0.33
2025	N/A	CCRTA-084	FY25 Rolling Stock (All variety of rolling stock)	Rolling Stock (All variety of rolling stock)	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$4.35					\$4.35		\$4.35
2025	N/A	CCRTA-085	FY25 Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.85					\$0.85		\$0.85
2025	N/A	CCRTA-086	FY25 Bus Support Equipment and Facilities/Hardware/Software	Bus Support Equipment and Facilities/Hardware/Software	N/A	N/A	Corpus Christi RTA	Off	FTA-5339	\$0.28					\$0.28		\$0.28
2025	N/A	CCRTA-087	FY25 Preventive Maintenance	Preventive Maintenance	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.00					\$1.00		\$1.00
2025	N/A	CCRTA-088	FY25 5310 Sub-recipient	5310 Sub-recipient	N/A	N/A	Corpus Christi RTA	Off	FTA-5310	\$0.40					\$0.40		\$0.40
2026	N/A	CCRTA-089	FY26 Bus Stop Amenities	Bus Stop Amenities	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.13					\$1.13		\$1.13
2026	N/A	CCRTA-090	FY26 Bus Stop Improvements	Bus Stop Improvements	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.50					\$0.50		\$0.50
2026	N/A	CCRTA-091	FY26 Rolling Stock (All variety of rolling stock)	Rolling Stock (All variety of rolling stock)	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$11.75					\$11.75		\$11.75
2026	N/A	CCRTA-092	FY26 Support/Relief Vehicles	Support/Relief Vehicles	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.03					\$0.03		\$0.03
2026	N/A	CCRTA-093	FY26 Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	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
2026	N/A	CCRTA-094	FY26 Preventive Maintenance	Preventive Maintenance	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.00					\$1.00		\$1.00
2026	N/A	CCRTA-095	FY26 5310 Sub-recipient	5310 Sub-recipient	N/A	N/A	Corpus Christi RTA	Off	FTA-5310	\$0.40					\$0.40		\$0.40

## Port Authority Advisory Committee

September 13, 2022

9:00 am – 12:00 pm

Solomon P. Ortiz International Building

402 Harbor Houston Ave,

Corpus Christi, Texas 78401

Virtual Option:

[https://teams.microsoft.com/l/meetup-join/19%3ameeting\\_ZDk2MDAyZjltYTQ3YS00YTUyLTg3MWQ0tZWVjYTZiZGRiMTc1%40thread.v2/0?context=%7b%22Tid%22%3a%2239dba476-5c09-4c63-91da-ce7a3ab5224d%22%2c%22Oid%22%3a%22bcc52e12-276d-4201-80bd-13a059be39e7%22%7d](https://teams.microsoft.com/l/meetup-join/19%3ameeting_ZDk2MDAyZjltYTQ3YS00YTUyLTg3MWQ0tZWVjYTZiZGRiMTc1%40thread.v2/0?context=%7b%22Tid%22%3a%2239dba476-5c09-4c63-91da-ce7a3ab5224d%22%2c%22Oid%22%3a%22bcc52e12-276d-4201-80bd-13a059be39e7%22%7d)

## Agenda

1. Call to order.
2. Introduction of committee members and TxDOT staff.
3. Opening remarks.
4. Approval of the June 21, 2022 meeting minutes. (Action)
5. Nomination and election of committee chairperson. (Action)
6. Approval of the 2024-2025 Texas Port Mission Plan. (Action)
7. Discussion on Port Capital Investment Report project evaluation methodology recommendations.
8. Discussion on Ship Channel Improvement Revolving Fund project evaluation methodology recommendations.
9. Presentation on the operations of the U.S. Army Corps of Engineers.
10. Update on the 2023 Texas Freight Mobility Plan.
11. Update on the operations of the U.S. Maritime Administration.
12. Update on federal programs and legislation from TxDOT Federal Affairs.
13. Discussion on the Ocean Shipping Reform Act of 2022 and the implications for Texas ports.
14. Discussion on the committee assisting in the development of policy recommendations regarding supply chains.
15. Public comment.

16. Adjourn.

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To request accommodations under the Americans with Disabilities Act, please contact the TxDOT Maritime Division at least three days prior to the meeting. The Maritime Division may be reached by phone at (512) 486-5600; by e-mail at [Carolyn.Leal@txdot.gov](mailto:Carolyn.Leal@txdot.gov), and by mail at 125 E. 11<sup>th</sup> Street, Austin, Texas 78701.

I certify that I have reviewed this document and that it conforms to all applicable Texas Register filing requirements.

CERTIFYING OFFICIAL: Becky Blewett, Deputy General Counsel, (512) 463-8630.