CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA

THURSDAY OCTOBER 20, 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 SEPTEMBER 15, REGULAR MEETING MINUTES** ✉
4. **INFORMATION ITEMS**
   - A. **2025 - 2050 Metropolitan Transportation Plan (MTP) Process Overview** ✉
     Action: Review and Discuss and Provide Comments
   - B. **TxDOT 2024 Unified Transportation Program (UTP) Process Overview** ✉
     Action: Review and Discuss
   - C. **Member Agency Project and Program Updates**
5. **REGIONAL GRANT COORDINATION TOPIC**
   - A. **Corpus Christi MPO Regional Coordination Group for Federal Transportation Grants** ✉
6. **TAC MEMBER STATEMENTS ON LOCAL AGENCY ACTIVITIES OR ITEMS OF INTEREST**
7. **UPCOMING MEETINGS/EVENTS**

A.	**Transportation Policy Committee:**	**Regular Meeting**	**November 3, 2022**
B.	**Regional Traffic Safety Task Force:**	**Regular Meeting**	**November 3, 2022**
C.	**Technical Advisory Committee:**	**Regular Meeting**	**November 17, 2022**

8. **ADJOURN**

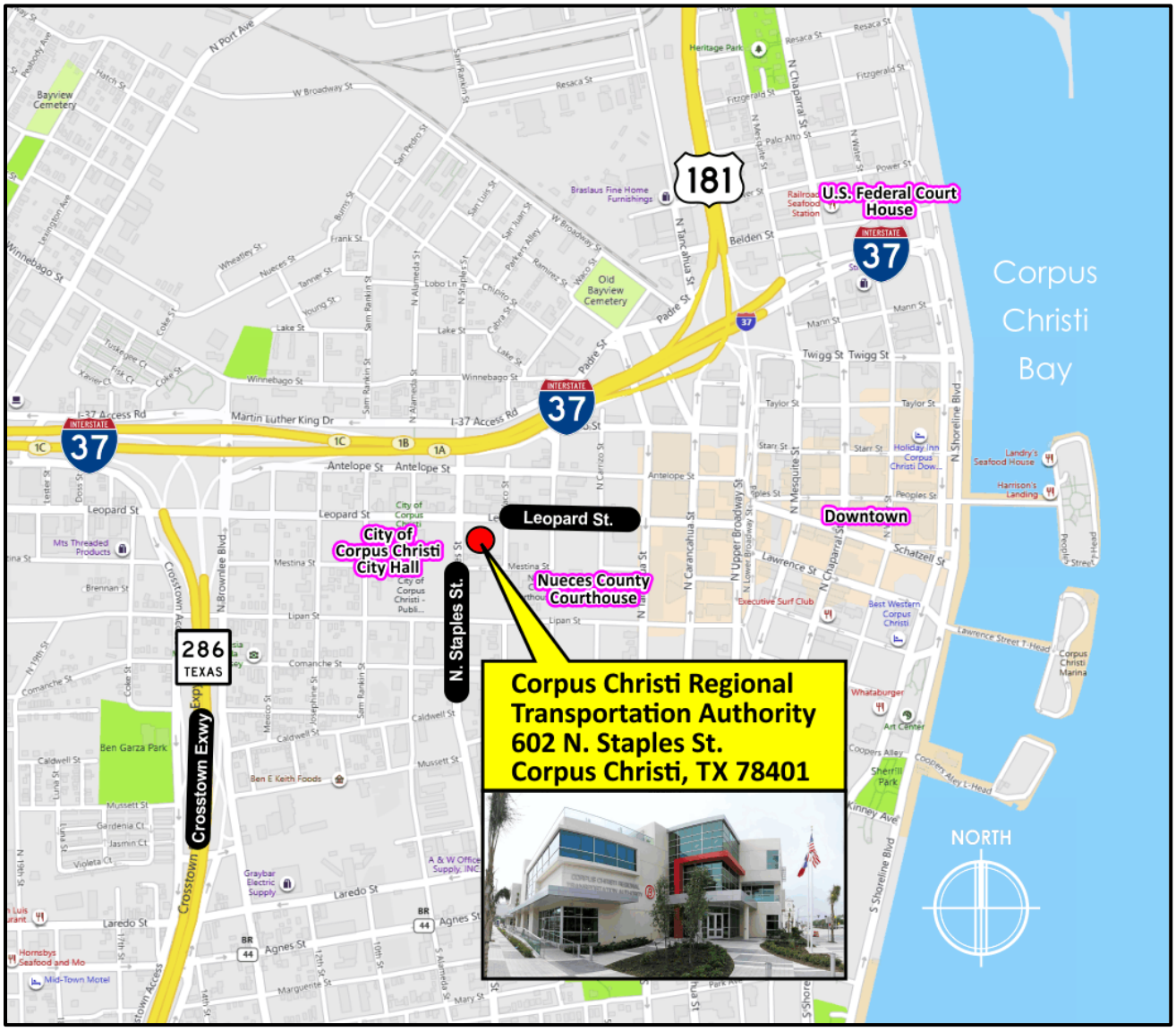
✉ - Indicates attachment(s) for the agenda item. 🔗 - Indicates a weblink for agenda item

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

All Corpus Christi MPO Committee meetings are public meetings and open to the public subject to the access policies of the building owner where the meeting is being held. Any persons with disabilities who plan to attend

this meeting and who may need auxiliary aids or services are requested to contact the Corpus Christi MPO at (361) 884-0687 at least 48 hours in advance so that appropriate arrangements can be made.

MEETING LOCATION MAP



CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (CORPUS CHRISTI MPO)
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING MINUTES
Thursday, September 15, 2022

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

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

   TAC Members Present:

   Chairperson Brian DeLatte, P.E., City of Portland
   Vice Chairperson Gordon Robinson, AICP, Corpus Christi Regional Transportation Authority
   Paula Sales-Evans, P.E., TxDOT – Corpus Christi District (CRP)
   Jeff Pollack, AICP, Port of Corpus Christi Authority
   Dan McGinn, AICP, City of Corpus Christi

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

2. **Public Comments for Items not on the Agenda**

   None were made or offered.

3. **Approval of the May 19, 2022, TAC Regular Meeting Minutes and the May 25, 2022, TAC Special Virtual Meeting Minutes**

   Mr. McGinn made a motion to approve the May 19, 2022, TAC Regular Meeting Minutes and the May 25, 2022, TAC Special Virtual Meeting Minutes. Mr. Robinson seconded; the motion passed unanimously.

4. **Discussion and Possible Action Items**

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

   This proposed Ad Hoc Committee for a Regional Coordination Group for Federal Transportation Grant Submittals was presented, discussed, and approved by Transportation Policy Committee (TPC) during their September 1st meeting.

   The primary purpose of this Ad Hoc Committee is for maximizing the chance of being awarded federal grants by sharing information and discussing possible collaborating efforts in the region.

   Mr. MacDonald explained the reason why the Ad Hoc Committee was proposed. Recently the Port of Corpus Christi Authority (the Port) and the City of Corpus Christi submitted applications to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. It is very rare for one city to be awarded multiple federal funds. Regionally collaborating projects tend to have more chance to be awarded. These federal discretional grants are fiercely competitive; there is competition within the state as well as inter-state. This Ad Hoc Committee would strategically discuss projects that can be applied for jointly. For example, if the Port, the City of Corpus Christi, and the Corpus Christi Regional Transportation Authority (CCRTA) apply jointly for the electric charging station grant, they would have a higher chance to be awarded than individually applying for the same grant.

   The Corpus Christi MPO staff is soliciting the TAC members' input and comments on this matter.

   Ms. Sales-Evans inquired if this Ad Hoc Committee determines the regional priority among the potential grant projects or provides the technical assistance to apply for these federal grants.

   Mr. MacDonald answered that the proposed Ad Hoc Committee is for the sharing of information, keeping regional dialogue, and coordinating the regional efforts to maximize the chance of being awarded federal grants.

   Ms. Sales-Evans informed the TAC that TxDOT hires consultants to apply for these grants and TxDOT Headquarters reviews and prioritizes the potential projects for these grants.

   Mr. Pollack said that the Port is actively looking for any grant opportunities, Federal, State, or other. The Port has many projects ready for when grant opportunities become available. The Port staff prepares for the application internally. Currently, the Port is working on the application for the Department of

Transportation's Reconnecting Communities Pilot Program. The deadline is October 13, 2022, and it will be discussed in October's Port Commission meeting. He agreed that forming an Ad Hoc Committee would be beneficial but expressed concerns on the relatively short period of these grants, from Notice of Funding Opportunity (NOFO) to closing, and some grants are specifically designated for the ports, airports, and so forth.

Mr. MacDonald agreed that not all grants are applicable for this Ad Hoc Committee, yet this would be still helpful for the region to inform each other. The Corpus Christi MPO also needs to discuss and include all regional transportation projects in the long-range and short-range transportation plans as a Clearinghouse for this region.

Mr. Pollack suggested to include this item in the TAC agenda so it would be discussed monthly and when the NOFO is issued, the Ad Hoc Committee with all interested entities can meet and discuss and the TAC members agreed.

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

Mr. Casper briefed on the upcoming 2050 MTP update process. The current 2045 MTP was adopted in February 2020. Since air-quality attainment MPOs are required to update the MTP every five years, the Corpus Christi MPO needs to develop the 2050 MTP within 819 days. The MTP must address the seven national goals but also additional goals such as resiliency, reliability, environmental mitigation, travel/tourism, and Tailpipe Greenhouse Gas emission as listed in memo 4-B. He provided a summary of the most current MTP requirements from Federal Regulations. There will be some impact of new requirements. For example, addressing the Tailpipe Greenhouse Gas emission, the potential solution is switching gasoline and diesel vehicles to low emission vehicles and electric vehicles. Since the transportation funding comes from the gas tax, it would possibly impact the funding.

Mr. Casper also explained that the 2050 MTP needs to include individual plans for these requirements. For example, a Regional Safety Action Plan is required for one of the seven national goals, safety. The Corpus Christi MPO hires consultants and works on the development of these required plans. Currently, the Communication Plan and Safety Action Plan are under development as shown in Item 4B: Proposed 2050 MTP Update Schedule. The Regional Safety Task Force has been formed, a consultant team is working on the crash data collection and analysis, and detailed scope for the plan has been discussed. The Corpus Christi MPO is expecting extensive public outreach efforts including public meetings and open houses with a PR firm except for Thanksgiving – Christmas timeframe.

Ms. Sales-Evans mentioned that the functional classification review is needed after the 2020 census data becomes available. Mr. Casper said the Corpus Christi MPO will use socio-economic demographic data from the State Demographer, Woods and Poole, and the Texas Water Board for determining the growth allocation and urban density and to help designate the new Corpus Christi MPO boundary that will be adopted by the TPC and submitted to the Texas Governor. After these two steps, the functional classification will be reviewed and discussed. Ms. Sales-Evans emphasized the importance of some flexibility for the National Highway System (NHS) designation and functional classification for achieving these required goals, performance measures and targets. Mr. MacDonald agreed and assured that the meetings and workshops with the partner agencies would be held for the Corpus Christi MPO boundary and network.

There were questions regarding if the Corpus Christi MPO boundary is changed, as it affects the current 2045 and future 2050 MTP projects. Mr. Casper emphasized that all projects would be selected and prioritized based on the performance-based planning and programming criteria as discussed in Item 4C.

The provided 2050 MTP Update Schedule is just an overview, and each task has an individual schedule. As the development of 2050 MTP progresses, the Corpus Christi MPO will provide these schedules in detail.

C. Performance Measures Update

Mr. Casper briefed on the Performance Measures Development Process Update. There are currently five Performance Measures: Safety, Pavement and Bridge Conditions, System Performance and Freight, Public Transportation Agency Safety Plan (PTASP), and Transit Asset Management (TAM) Plan. PTSAP

and TAM Plan are developed by the CCRTA in cooperation with the Corpus Christi MPO. The tentative schedule for these performance measure targets is provided in the Item 4C memo. After this agenda packet was distributed, the Federal Transit Agency changed the due dates for PTASP and TAM Plan from October 1, 2022, to December 1, 2022, with new requirements. PTASP needs to be updated annually, TAM Plan needs to be updated every four years with the submission of annual asset inventory data and narrative report. These Performance Measures and Targets are the basis for the project selection and prioritization for the MTP and 4-year Transportation Improvement Program (TIP).

The Corpus Christi MPO has been supporting and adopting the state targets. Currently, the Corpus Christi MPO is working on the data collection and tools for Performance-based Planning and Programming, but these are not yet available. Once these data and tools become available, the Corpus Christi MPO staff will inform the TAC and discuss if the Corpus Christi MPO would establish its own Performance Measures and Targets. As discussed in 4B, the designation of NHS is important in terms of Performance Measures and Targets since the Pavement and Bridge Conditions (PM2) and System Performance and Freight (PM3) Performance Measures and Targets are only applicable for NHS and the funding is provided only for projects on the current NHS.

Ms. Sales-Evans mentioned that the TxDOT's 2024 Unified Transportation Program (UTP) development has started and the District and the Corpus Christi MPO need to nominate Category 2 and Category 4 projects around October – November to the TxDOT Transportation Planning & Programming (TPP) Division. Mr. MacDonald mentioned that the steep inflation rate causes drastic project overruns and it is a challenge to fulfill fiscally constrained planning requirements. The Corpus Christi MPO staff needs to look at these first with the available funding forecast. Ms. Sales-Evans mentioned the nomination of projects would occur before the funding forecast information becomes available. She wanted to make sure there are no new projects added for 2024 UTP nomination. Mr. Casper proposed a traffic signal modernization project for 2024 UTP, because it is a needed investment for traffic congestion and operation, cost effective and safety and operations projects are incorporated as a group into the MTP. Mr. MacDonald reminded that adding new projects needs certain steps and an approval from the TPC. The Corpus Christi MPO is aware of the schedule and this 2024 UTP project discussion item will be brought to the TAC over the next couple of meetings.

D. Member Agency Project and Program Update

The Corpus Christi MPO staff provided FY 2023-2026 TIP Fiscally Constrained Highway Project List for sponsor agencies' updates on their projects.

The City of Portland's FM 893/Moore Avenue project (MPO-006): The consultant team met with TxDOT staff for finalizing the utility relocation (removal of gas pipe) 2 or 3 weeks ago, it should be completed by the summer of 2023.

The Corpus Christi MPO's Planning Tools and Studies (MPO-067): The Corpus Christi MPO is working on the Non-Construction Advanced Funding Agreement (NCAFA) with TxDOT for this $2 million project. The detailed documentation of each project scope, duration, and cost estimate is required and Mr. Casper is compiling this required information in the TxDOT format. Once NCAFA is completed and signed, the Corpus Christi MPO will inform the TAC and TPC.

The City of Corpus Christi's Harbor Bridge Hike and Bike Connectivity (MPO-007) and Harbor Bridge Park Improvement (MPO-009) are under design by the contractor phase and 70% complete. Ms. Sales-Evans requested to inform them once these projects are ready to move to construction for the Advanced Funding Agreement (AFA) process. Yorktown Boulevard Project (MPO-024) is under design development between Rodd Field to Mud Bridge.

Mr. Gordon informed us that the CCRTA would start GoPass Mobile Ticketing Application on October 1, 2022. This system is developed by the Dallas Area Rapid Transit (DART), using a phone app to pay the fare.

5. **Regional Freight Topic**

   A. **Texas Delivers: 2050 Texas Freight Mobility Plan**

   A weblink of the August 22, 2022, Texas Freight Advisory Committee meeting was provided. This presentation covers freight data, network, policies, and so forth with infographics that would be included in the Corpus Christi MPO's 2050 MTP Freight Chapter after the plan is finalized and approved on October 5, 2022.

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

   Mr. MacDonald informed that the Texas Port Authority Advisory Committee was held at the Port of Corpus Christi on September 13, 2022, and provided the agenda (attachment 5B). The Port of Corpus Christi has a couple of significant projects in the 2024-2025 Texas Port Mission Plan. This would be also included in our 2050 MTP. Mr. Pollack would present and inform the TAC about these projects.

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

   Ms. Sales-Evans introduced Mr. Mike Walsh, Deputy District Engineer, and Mr. Gabriel Longoria, Traffic Operation Project Development Engineer from TxDOT-CRP. The TAC member welcomed them.

7. **Upcoming Meetings/Events:**

A. Transportation Policy Committee:	**Regular Meeting**	**October 13, 2022**
B. Technical Advisory Committee:	**Regular Meeting**	**October 20, 2022**

8. **Adjourn**

   The meeting was adjourned at 10:17 a.m.

CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

Date:	October 13, 2022
To:	Technical Advisory Committee (TAC)
From:	Craig Casper, Senior Transportation Planner
Through:	Robert MacDonald, Transportation Planning Director
Subject:	Item 4A: 2025-2050 Metropolitan Transportation Plan (MTP) Process Overview
Action:	Review and Discuss

Summary

The Metropolitan Transportation planning and programming processes, by legislative definition, must be ***comprehensive*** (including all modes), ***cooperative*** (involving a broad array of stakeholders and other interested parties), and ***continuous*** (ever improving and evolving). The Metropolitan Transportation Plans (MTP) must address a broad set of planning factors outlined in Federal legislation that "…*lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods."* As described in Section VI *Planning and Programming Roadmap* from the Corpus Christi MPO Public Participation Program (PPP) adopted July 1, 2021 (Attachment 1), there are several precursor processes that must be completed prior to beginning the actual 2050 MTP process itself.

A foundational component of both the planning and programming processes that the Corpus Christi MPO undertakes is involving the various publics in the decision-making processes. As described in the *Corpus Christi MPO Responsibilities* section of the Program Addressing Discrimination (PAD) adopted on July 1, 2021 (Attachment 2), the Corpus Christi MPO "…*must ensure the full and fair participation by all potentially affected communities in the transportation decision-making process and verify that minority populations and low-income populations (*disadvantaged populations*) have not had benefits from federal investments denied, reduced, or delayed*."

An MTP contains the regional transportation policies, programs, and projects used to implement all federally-funded transportation projects within the MPO boundaries during the next 20+ year period. The MTP also addresses other goals and objectives adopted by the Corpus Christi MPO, such as desired community or environmental outcomes, along with transportation-related tourism, land development, or health issues. The existing long-range plan (2020-2045 MTP) is found here: https://www.corpuschristi-mpo.org/01_mtp.html.

The key work efforts that the Corpus Christi MPO team will use to update the 2050 Metropolitan Transportation Plan (2025-2050 MTP) and associated plans and processes are described in Subtasks 3.2 through 4.9 of the FY 2023 and FY 2024 Unified Planning Work Program (UPWP), adopted April 14, 2022 (Attachment 3). The process described in the UPWP generally follows that described in the FHWA *PlanWorks* Decision Guide. This guide is found here: https://fhwaapps.fhwa.dot.gov/planworks/DecisionGuide?phaseId=1. While this guide is not fully applicable to the Corpus Christi MPO (for example, the region is **not** in nonattainment for Air Quality issues) the overall processes and interconnections are appropriate as described.

The Corpus Christi 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 scheduled for November 7, 2024**. Attachment 4 depicts the proposed 2050 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 performance-based MTP that identifies the multi-modal transportation system including pedestrian, bicycle, public transit, motor vehicles, and freight. The MTP describes the locally-developed and adopted goals for the region, lists the locally-developed performance measures that will be used to evaluate potential projects, and specifies the interventions (both policies and projects) that will be implemented to achieve these goals. It also describes the formal process that will track the region's progress toward goal attainment 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, and incorporate:

> "*(i) The State asset management plan for the NHS, as defined in 23 U.S.C. 119(e) and the Transit Asset Management Plan, as discussed in 49 U.S.C. 5326;*
> *(ii) Applicable portions of the HSIP, including the SHSP, as specified in 23 U.S.C. 148;*
> *(iii) The Public Transportation Agency Safety Plan in 49 U.S.C. 5329(d);*
> *(iv) Other safety and security planning and review processes, plans, and programs, as appropriate;*
> *(v) The Congestion Mitigation and Air Quality Improvement Program performance plan in 23 U.S.C. 149(l), as applicable;*
> *(vi) Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118);*
> *(vii) The congestion management process, as defined in 23 CFR 450.322, if applicable; and*
> *(viii) Other State transportation plans and transportation processes required as part of a performance-based program.*"

The 2050 MTP must specifically address the seven national goals (23 U.S.C. §150)

(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.

The MTP must use a performance-based approach (23 CFR §450.306) and include the elements listed in 23 CFR §450.316 Metropolitan transportation planning process: Elements.

> "*(a) Section 134(f) of title 23, U.S.C., and Federal Transit Act section 8(f) (49 U.S.C. app. 1607(f)) list 15 factors that must be considered as part of the planning process for all metropolitan areas. The following factors shall be explicitly considered, analyzed as appropriate, and reflected in the planning process products:*
> *(1) Preservation of existing transportation facilities and, where practical, ways to meet transportation needs by using existing transportation facilities more efficiently;*
> *(2) Consistency of transportation planning with applicable Federal, State, and local energy conservation programs, goals, and objectives;*
> *(3) The need to relieve congestion and prevent congestion from occurring where it does not yet occur including:*

(i) The consideration of congestion management strategies or actions which improve the mobility of people and goods in all phases of the planning process; and

(ii) In TMAs, a congestion management system that provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operation management strategies (e.g., various elements of IVHS) shall be developed in accordance with Sec. 450.320;

(4) The likely effect of transportation policy decisions on land use and development and the consistency of transportation plans and programs with the provisions of all applicable short- and long-term land use and development plans (the analysis should include projections of metropolitan planning area economic, demographic, environmental protection, growth management, and land use activities consistent with metropolitan and local/central city development goals (community, economic, housing, etc.), and projections of potential transportation demands based on the interrelated level of activity in these areas);

(5) Programming of expenditures for transportation enhancement activities as required under 23 U.S.C. 133;

(6) The effects of all transportation projects to be undertaken within the metropolitan planning area, without regard to the source of funding (the analysis shall consider the effectiveness, cost effectiveness, and financing of alternative investments in meeting transportation demand and supporting the overall efficiency and effectiveness of transportation system performance and related impacts on community/central city goals regarding social and economic development, housing, and employment);

(7) International border crossings and access to ports, airports, intermodal transportation facilities, major freight distribution routes, national parks, recreation areas, monuments and historic sites, and military installations (supporting technical efforts should provide an analysis of goods and services movement problem areas, as determined in cooperation with appropriate private sector involvement, including, but not limited to, addressing interconnected transportation access and service needs of intermodal facilities);

(8) Connectivity of roads within metropolitan planning areas with roads outside of those areas;

(9) Transportation needs identified through the use of the management systems required under 23 U.S.C. 303 (strategies identified under each management system will be analyzed during the development of the transportation plan, including its financial component, for possible inclusion in the metropolitan plan and TIP);

(10) Preservation of rights-of-way for construction of future transportation projects, including future transportation corridors;

(11) Enhancement of the efficient movement of freight;

(12) The use of life-cycle costs in the design and engineering of bridges, tunnels, or roads (operating and maintenance costs must be considered in analyzing transportation alternatives);

(13) The overall social, economic, energy, and environmental effects of transportation decisions (including consideration of the effects and impacts of the plan on the human, natural and man-made environment such as housing, employment and community development, consultation with appropriate resource and permit agencies to ensure early and continued coordination with environmental resource protection and management plans, and appropriate emphasis on transportation-related air quality problems in support of the requirements of 23 U.S.C. 109(h), and section 14 of the Federal Transit Act (49 U.S.C. 1610), section 4(f) of the DOT Act (49 U.S.C. 303) and section 174(b) of the Clean Air Act (42 U.S.C. 7504(b)));

(14) Expansion, enhancement, and increased use of transit services;

(15) Capital investments that would result in increased security in transit systems; and

(16) Recreational travel and tourism."

(https://www.fhwa.dot.gov/legsregs/directives/fapg/Cfr450c.htm)

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 potential grant opportunities 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*)

Recommendation

None. Discussion-only Item.

Proposed Motion

None. Discussion-only Item.

Attachments

1. Planning and Programming Roadmap from Section VI of the **Public Participation Program**
2. Corpus Christi MPO Responsibilities Section of the **Program Addressing Discrimination**
3. Subtasks 3.2 through 4.9 of the **2023-2024 Unified Planning Work Program**
4. Proposed 2050 MTP Schedule

Identify and Collaborate with Stakeholder Agencies: The Corpus Christi MPO shall make a good faith effort to consult with agencies responsible for other planning activities that are affected by transportation as well officials responsible for other planning activities. This shall include Federal, State and local agencies responsible for land use management, natural resources, conservation and historic preservation, emergency response, tourism, natural disaster risk reduction, environmental protection and other environmental issues. To accomplish this, the MPO shall maintain up to date contact information for the following:

- National Parks Service (Department of Interior)
- US Fish and Wildlife Service
- US Environmental Protection Agency
- US Geological Survey
- Bureau of Indian Affairs
- Bureau of Land Management
- Forest Service (US Department of Agriculture)
- National Marine Fisheries
- U.S. Coast Guard
- Homeland Security
- Texas Parks and Wildlife
- Texas Historical Commission
- General Land Office
- Texas Commission on Environmental Quality
- Local Emergency Planning Committee (Corpus Christi)
- Corpus Christi Convention & Visitors Bureau

PLANNING AND PROGRAMMING ROADMAP

In order for the Corpus Christi MPO to gain useful information from the various stakeholders, and in order for the public to provide the most impactful input, these potential participants must understand where and how they can best influence the decisions that they most care about, well before those decision-points are reached. Performance-based Planning and Programming (PBPP) is a decision-support process that has a predictable roadmap of key decisions. It is important to note that no roadmap is perfect, and the reality of on-going interactions among multiple groups with multiple competing and conflicting interests mean that the actual process will diverge from the initial roadmap as both foreseen and unexpected factors change. This means that for the planning and programming roadmap to be effective, it must be updated and edited as schedules and processes change. It also requires that the various publics are informed about these changes in a transparent and logical way. The following are the Key Decision Points, roughly in the order that they will occur, during the Corpus Christi MPO Planning and Programming Process. Any changes that diverge significantly from these steps will be noted and relevant documents updated.

Socio-economic Control Totals Adoption – One of the initial critical steps in developing a Metropolitan Transportation Plan is forecasting the amount, type and location of population and jobs for the time frame of the plan (Years 2025-2050). There are several sources for these forecasts and all of them will be wrong. However, understanding the strengths and weaknesses of each forecast will create a useful set of information that can bookend uncertainty and reduce inaccuracy. For example, the 2018 forecast to 2050 from the State Demographer projects Nueces County to have 511,454 people and 252,940 full-time equivalent jobs. Woods and Poole, the most sophisticated commercial socio-economic forecast agency, has the 2050 forecast for Nueces County at 494,692, with employment at 317,102 total jobs. However, the Coastal Bend Regional Water Plan forecast shows a 2050 population of approximately 425,000 in Nueces County. A task force of stakeholders in the region will be convened to help resolve data issues in this highly technical process. There is not opportunity for general public participation, although the information will be provided on the website.

The current schedule for the Texas State Demographer to update their forecast based on the 2020 Census is February of 2022. The Woods and Poole forecast is updated every October. The 2020 Census will be available in October 2021. A similar baseline dataset of employment will be acquired from commercial sources for the same time period as the Census (April 2020). Control totals for these forecasts should be agreed upon before the process begins. Additional what-if scenarios can be developed later to reduce uncertainty and create possible futures.

Metropolitan Planning Area Boundary Update – Growth in population and expansion of developed areas identified in the 2020 Census will lead to adjustment in the Census Designated Urban Area and may lead to adjusting the Corpus Christi Metropolitan Planning Boundary. It is within the Corpus Christi MPO boundary (approved by the Texas Governor) that the TPC will use performance to competitively select projects for the federal transportation funds allocated to the Corpus Christi MPO. By federal requirement, the boundaries of a metropolitan planning area (MPA) shall be determined by agreement between the MPO Transportation Policy Committee and the Governor of Texas. The MPA boundary shall encompass the entire designated urbanized area (provided by the Bureau of the Census) plus the contiguous area forecast by the Corpus Christi MPO using the adopted control totals, to achieve urban density by 2050. Adjacent areas not within this Metropolitan Planning Area are part of the rural, state-wide performance area for funds distributed by TxDOT. The total population within the Census Urban Area is part of the criteria used to determine the levels of federal funding in the Corpus Christi MPO. A task force of stakeholders in the region will be convened to help with this technical process. There is not opportunity for general public participation, although the information will be provided on the website.

Functional Classification of Roads – Following the 2020 Census, State DOTs are required to review the Functional Classification of the roadway system and make any necessary changes due to urban boundary changes, addition of new roadways or changes in the function of the roadways. The Federal Functional Classification process is a hierarchal system of classification that helps to ensure a comprehensive roadway system that provides logical connectivity and continuity across the entire network. The process groups roadways into classes (freeways, arterials, collectors, locals), based on the role they play in the overall roadway system. Roadway classes are determined based on the following factors:

- Connectivity
- Function
- Land use
- Trip length
- Spacing
- Service to Urban Activity Centers
- Traffic Volume
- VMT (vehicle miles of travel)
- Mileage ratio of each class

The process of classification determines which roads are eligible for federal funding such as the Federal Highway Administration's (FHWA's) emergency relief program. Also, performance goals are primarily directed at the National Highway System, so classification onto this system is needed to score well in achieving performance goals. Changes to a roadway's functional class can be submitted to the Federal Highway Administration (FHWA) for approval at any time. However, it is essential to provide required data that establish a roadway's eligibility for proposed reclassification.

The Corpus Christi MPO will create a Functional Class Working Group made up of City, County, and TxDOT staff to review the data and propose updates to the Regional Roadway Functional Classification System. This system will be released for public comment and the MPO Transportation Policy Committee will review Public Comments and hold a public hearing before approving submission of the proposed changes to FHWA. TxDOT will collect all

proposed changes from across the state and review them before creating a recommendation as part of the statewide system classification that is submitted to FHWA.

Coordinated Human Service Plan – The public outreach during creation of modal plans will mirror the overall outreach of the regional MTP. There will be opportunities for input available during each step. It is likely that one public outreach event will serve the purposes of more than one modal plan and also will likely include opportunities for input on the overall MTP. Any public transportation service or human service agency transportation program that focuses on transportation needs of people with a disability, seniors, low-income persons or veterans. This plan is, as of May 2, 2021, currently being updated. The expected adoption of this updated plan is October 2021. The steps used to develop the 11-county Coastal Bend Coordinated Plan, of which the Corpus Christi MPO CMP is a part, are:

1. Develop Goals and Objectives.
2. Inventory Existing Providers and Resources.
3. Assess unmet needs and Identify Gaps in Service.
4. Develop Strategies and Coordination to address Gaps.
5. Prioritize Strategies and Projects.
6. Draft Plan Implementation concept.
7. Use Performance Measures to Evaluate Effectiveness.
8. Approve Plan.

Regional Safety Plan – The public outreach during creation of modal plans will mirror the overall outreach of the regional MTP. There will be opportunities for input available during each step. It is likely that one public outreach event will serve the purposes of more than one modal plan and also will likely include opportunities for input on the overall MTP. The primary goal of regional safety planning is to reduce crashes, especially fatal and serious injury crashes, on all public roads. This result of this extremely technical analysis of data is a plan with little room for public input and participation. Stakeholder input is primarily from law enforcement agencies and local roadway or utility maintenance organizations. There is opportunity for school administrators to participate as part of the Safe Routes to School program. The following describes the safety planning approach utilized by the Corpus Christi MPO:

1. Analyze regional crash data to identify clusters of crashes exceeding expected crash rates or severity.
2. Investigate high accident locations using detailed crash data, roadway data and field examinations to identify potential solutions. Solutions may include engineering, education, and enforcement strategies.
3. Implement solutions through normal maintenance or operational activities or through a specific capital project.
4. Examine the effect of the project on safety.

Micro-mobility (Non-motorized / Active Mobility) Plan – The public outreach during creation of modal plans will mirror the overall outreach of the regional MTP. There will be opportunities for input available during each step. It is likely that one public outreach event will serve the purposes of more than one modal plan and also will likely include opportunities for input on the overall MTP. Micro-mobility services encompass all small fully or partially human-powered vehicles (both personal and shared-use fleets) such as bikes, e-bikes and e-scooters, as well as specialized vehicle types such as cargo bikes, mobility-assistance devices, wheelchairs, accessible bikes, skateboards and other vehicle types needed to move people over relatively short distances. This mode of travel is an excellent solution to address the first-mile / last-mile problem with transit. A Micro-mobility Transportation Plan is a comprehensive resource that documents existing conditions and guides the planning, design, implementation, and evaluation of programs, policies, guidelines, and infrastructure improvements. Collectively

dubbed micro-mobility, these services are unsuitable for sidewalks, which are the domain of pedestrians, wheelchairs, and certain very-low-speed vehicles. They are also unsuitable for using on vehicle-occupied roads dominated by cars and trucks capable of highway speeds. This plan may be developed concomitant with the MTP. The steps in micro-mobility planning are similar to the steps in an MTP, except focused on one type of travel:

1. Define the Scope
2. Engage the Community
3. Develop Vision and Goals
4. Assess Existing Conditions and Needs
5. Identify Proposed Networks and Amenities
6. Prioritize Proposed Projects
7. Estimate Project Costs
8. Identify Funding Sources
9. Develop and Evaluate Performance Measures
10. Create an Implementation Strategy

Regional Freight Plan – The public outreach during creation of modal plans will mirror the overall outreach of the regional MTP. There will be opportunities for input available during each step. It is likely that one public outreach event will serve the purposes of more than one modal plan and also will likely include opportunities for input on the overall MTP. The purpose of this effort is to identify the region's freight and trade-related transportation needs and opportunities impacting the Statewide Multimodal Freight Network and regional economic competitiveness.

1. Collect data from stakeholders
2. Review information
3. Analyze Freight System Conditions and Performance
4. Collect stakeholders feedback
5. Assess current and future needs
6. Collect Public Outreach

Congestion Management Process – The public outreach during creation of modal plans will mirror the overall outreach of the regional MTP. There will be opportunities for input available during each step. It is likely that one public outreach event will serve the purposes of more than one modal plan and also will likely include opportunities for input on the overall MTP. A Congestion Management Process (CMP) is a systematic and regionally accepted approach for achieving congestion reduction goals and provides accurate, up-to-date information on transportation system performance. All projects that physically add roadway capacity must resolve from the adopted CMP. This promotes efficient use of existing transportation infrastructure and allows limited funding to benefit a wider area. A CMP should be conducted concomitant with the MTP. The steps used to develop the Corpus Christi MPO CMP are:

1. Identify Regionally Significant Corridors. This is a subset of the National Highway System.
2. Define congestion for roadways and intersections.
3. Identify currently congested locations.
4. Determine the causes of recurring and nonrecurring congestion.
5. Develop a toolbox of policies and projects to manage the congestion.
6. Evaluate the potential of these policies and projects for each identified corridor.
7. List performance measures and adopt specific targets to assess the effectiveness of policies and projects against.
8. Establish a program for data collection to measure system performance; and
9. Set priorities among projects for both the 25-year Metropolitan Transportation Plan (MTP) and the 4-year Transportation Improvement Program (TIP).

Approve Process for Updating the MTP – This step will develop a common understanding about how and where the MTP process is conducted, with some specific discussions about the information relevant to transportation, community, and environmental decision-making. The outputs of an MTP process are the foundation that investment programming, corridor planning and environmental review processes must build upon. Systematically documenting the MTP processes and decisions, including the information used and the results of each step, is critical to conducting transparent public involvement and enabling the information and decisions made during long-range planning to be carried into the NEPA process. Proper documentation of both the technical and decision-making processes from long-range planning is the mechanism that ensures that this information is useful and useable in ensuing planning processes, and particularly during NEPA.

The proposed process steps, with detail beyond what is found in this document, will be released for 30-day public comment. In addition, stakeholder groups and disadvantaged communities will be solicited for suggestions on possible process enhancements.

Adopt Vision and Goals – During this Key Decision, significant outreach will target regional stakeholders and disadvantaged communities to provide their values to guide updating or refining the 2045 adopted Vision and Goals. This is the first opportunity for public stakeholders to inform the process or provide their input into the 2050 Metropolitan Transportation Plan (MTP). A visioning process actively involves the public, the business community, and elected officials on a broad scale, informing them about growth trends, current system performance, and trade-offs between investments. The vision often consists of a preferred future development and transportation network improvements. The vision is directly connected to the goals and objectives found in the metropolitan transportation plan. The vision and goals approved in the 2050 MTP will influence both which transportation projects are built and how they are built. For example, a goal may be to include off-road trails along all arterial roadways to enhance micro-mobility and/or autonomous retail package delivery.

Through this process, the Corpus Christi MPO will collect input regarding values and priorities and translate the input into desired future performance and evaluation criteria that can prioritize projects and also shape scenario themes. After the outreach to update the vision and goals there will be an additional 30-day outreach seeking comments on the proposed 2050 Vision and Goals prior to formal adoption.

Scenario Development – A defining characteristic of successful public sector scenario planning is actively involving the diverse publics, the business community, and elected officials. This rigorous outreach effort will inform them about growth in population and jobs, along with identifying trade-offs between performance and how some goals can reinforce other goals while some goals produce countervailing outcomes. Using scenario-based planning reduces uncertainty and risk by determining common transportation needs irrespective of the future locations of households and employment or identifying when one investment theme also aids other goals areas. Using a scenario planning process to identify and assess outcomes associated with adopted goals, the Corpus Christi MPO will incorporate the key issues that are most meaningful and relevant to participating interest groups or communities. Each scenario will possess a set of characteristics that exemplifies certain ideas revealed as desirable during the public involvement process. Scenarios each describe a future that planners, the public, and stakeholders use to prioritize different interventions (policy and investment options). Using scenarios is especially useful to introduce plausible possibilities that overcome natural human tendencies to:

- Give more weight to recent events,
- Deny evidence that does not support our views,
- Overestimate the probability of desirable events,
- Disregard futures that have aspects very different from what we have now,

- Underestimate uncertainties,
- Overestimate our ability to influence events beyond our control, and
- Be overconfident about our own knowledge and ability.

The types of scenarios that can be developed are:

- Transportation intervention philosophies — exploring different sets of transportation solutions, such as fixing infrastructure before adding new infrastructure, or making critical infrastructure "harder" to damage during disasters, or prioritizing safety projects, etc.
- Land use patterns — exploring different distributions of population and employment, often in combination with supporting public policies or private investments.
- External factors — exploring factors that are outside the control or influence of transportation and land use planning agencies (e.g. broad economic trends, such as pandemic accelerated work from home policies).
- Performance levels — exploring desired futures and what is required to achieve them, such as a scenario to outfit all regionally significant congestion corridors with Smart Technology, or to attain zero fatalities on public roads.
- Funding levels — exploring different scenarios based on levels of funding that might be available.
- Some scenario planning methods also help explore the potential opportunities and impacts associated with emerging technologies.

Some type of outreach, probably more than one type, will create a reasonable number of scenarios from a broad spectrum of the public to represent the interests and desires of different communities or stakeholders. A multi-criteria analysis approach will identify and compare the tradeoffs among scenarios and focus on performance relative to the adopted goals. This framework alerts decision-makers to tradeoffs and strengths, weaknesses, opportunities, and challenges from different philosophies of transportation system interventions. The most beneficial characteristics of the scenarios will be integrated into one Preferred Scenario that is identified as least undesirable, while still meeting federal and state requirements.

Approve Evaluation Criteria and Weighting – Evaluation criteria and performance measures are used to compare how well interventions attain the vision and goals. The criteria used in long-range planning will influence those used during the environmental (NEPA) review. The evaluation criteria, methods and measures are developed with input and data from the public, planning partners and stakeholders, and includes interagency consultation. Land use, environmental protection and economic development plans are also analyzed so that the Metropolitan Transportation Plan is consistent with these other plans. This is the decision point where the relative importance of the measures are discussed and approved. Weighting relative importance allows decision-makers to identify tradeoffs and to compare both individual projects and complete investment portfolios and how they attain the vision and goals.

A survey will allow individuals or groups to rank and rate each goal or performance measure against every other goal or performance measure. The results of this effort will appear on the website for future reference. The evaluation process used in long range transportation planning informs both corridor planning and environmental review in order to ensure consistency across the entire transportation decision-making process.

In cases where multiple criteria analysis (MCA) is used to prioritize projects, such as transportation planning and programming, confusion and suspicion can arise if a formal and well-structured decision-making process is not followed. Given the complexity of the transportation decision-making process, with more than 5 performance

measures, the ability to communicate and document how the decisions were reached is as important as the decisions themselves. MCA's ability to separate the decision elements and depict the decision-making process makes it ideally suited to communicate the basis of each decision. Specific strengths of MCA in transportation project assessment are:

- Facilitate understanding by each individual/participant on the importance of each measure to their interests.
- Assess the relative importance of individual measures to each other in order to select the set deemed most significant to the group.
- Aggregate all the scores to arrive at a defensible decision.

Approve Regional Deficiencies – This is a formal effort based on the needs identified both by other planning processes (land-use, environmental protection, economic development, historical preservation, etc.) plus those transportation needs identified for each scenario. It is likely that a customer survey for specific transportation issues and problem locations will be part of this effort, although it will begin closer to initial public outreach, possibly continuing through scenario development depending on the schedule for the other transportation mode planning, such as the micro-mobility plan, the freight plan, the safety plan, etc. During this decision stage the public and other planning agencies identify key locations that they either hope or are concerned will be changed by transportation interventions. There will be an additional 30-day outreach at the end of the step seeking comments on the list of identified deficiencies.

Transportation deficiencies are both where the current conditions are substandard and where the future system is forecast to be substandard relative to the adopted goals. The approved list of deficient locations is the basis for developing a universe of needed interventions (interventions can be either projects or policies). This effort, when combined with the Congestion Management Process, results in an approved toolbox of projects specific to each corridor, and other projects that are needed for non-CMP roads. The full range of deficiencies and opportunities within identified corridors and around the region are defined. Deficiencies and opportunities extend beyond transportation, and for this reason, the Key Decision is coordinated with other planning processes such as land use planning and natural environment planning. Fiscal constraint will prevent all deficiencies from having a funded intervention, but all should be listed as needs.

List Interventions to Address Regional Deficiencies – Interventions (both projects and policies) are developed to address the deficiencies identified earlier. These interventions can include transportation, community, and environmental projects or policies that impact roads or other aspects of the regional transportation system. It is likely that some of the interventions were proposed during other public outreach. These should all be collected and combined with interventions provided by local governments and planning partners. These interventions may change existing or future land use, or may add new transportation system capacity through technology or added pavement infrastructure. During this step Resource Agencies are consulted to develop a combined map of conservation priorities, economic development areas, land use development and project areas, if available. Identified projects will avoid impacting partner agency priority areas in order to maintain consistency with their planning efforts.

At this Key Decision, a full range of possible project alternatives that could meet the purpose of and need for a project are identified. Generally, the most expensive option should be included to ensure fiscal constraint requirements are met. Although care must be taken not to presuppose a specific alignment. However, **it is possible to document the alternatives that were eliminated from consideration**. This elimination can be carried forward if the analyses used to eliminate it was rigorous, outreach was sufficient, and all of this is well

documented. Otherwise, during future corridor or NEPA studies the range of options will be narrowed and eventually a preferred project will be selected. At all times the cost of the project listed in the plan must be sufficient to fully implement the desired action. In order to meet permitting requirements, the alternatives approved to be carried forward must include those that avoid and minimize impacts to natural resources to the greatest extent possible. This list of possible interventions is provided to the Transportation Policy Committee and maintained on the MTP website.

Approve Project Scoring and Ranking – The outcome of this Key Decision is a prioritized and sequenced list of projects that reflects the weighted goals. This project list should be developed in horizon years so that future phases and project sequencing is logical and transparent. The project scoring and ranking will be released for 30-day public comment that requests additional information that could be considered in scoring, both to raise and reduce individual project scores. It will also be noted that any new information that comes to light will be applied to ALL pertinent projects if rescoring is necessary. Significant changes to the list will result in an additional 30-day comment period.

This step is extremely important to ensure that the projects going into the MTP are selected using a competitive selection process with the performance of each project ranked against the performance of other projects seeking funding. It is necessary during this process to ensure that the prioritization process is inclusive and equitable, with both customized outreach and customized documentation describing the prioritization process appropriate for each of the disadvantaged populations. This includes sharing evaluation criteria, analysis methods and performance measures, along with relevant information from environmental and historic preservation, economic development, and land-use plans.

Financial Plan – A task force of transportation funding experts will be convened to help with this technical process. There is not opportunity for public input during the process, although discussions will be provided on the website. The Transportation Policy Committee will formally approve the financial plan after a 30-day public comment period. This Decision Point will result in a chapter of the MTP that lists information confirming Fiscal Constraint. A fiscally constrained plan only “spends” transportation funds that are reasonably expected to be available for use in the Metropolitan Planning area. A Financial Plan describes “reasonably available” funding from: federal sources, the Texas state government, regional and local sources, the private sector, and user charges. This includes federal funds for public transportation facilities (CCRTA), intercity bus facilities (Greyhound), multimodal (Corpus Christi Airport) and intermodal facilities (Port of Corpus Christi), and nonmotorized transportation facilities that function in an integrated metropolitan transportation system. Emphasis is on those facilities that serve important national and regional transportation functions such as both the Corpus Christi airport and Port of Corpus Christi.

The Corpus Christi MPO, the Corpus Christi Regional Transportation Authority, and the Texas Department of Transportation shall cooperatively develop estimates of funds that are reasonably available. These reasonably available funds are future funds derived from an existing source that was historically used for transportation purposes. For Federal funds, authorized and/or appropriated funds and the extrapolation of formula and discretionary funds at historic rates of increase are considered “reasonable.” A similar approach should be used for State, regional, local and private funds that are or were historically used for transportation purposes.

The Financial Plan must then balance the reasonable revenues for transportation using an inflation rate that reflects “year of expenditure dollars” (inflation per year, compounding). This inflation rate must be based on reasonable financial principles and developed cooperatively by the Corpus Christi MPO, the Texas Department of Transportation and the Corpus Christi Regional Transportation Authority. The MTP will include the costs to build,

operate, and maintain the transportation systems between Years 2025 and 2050. For information purposes, using a 4% inflation rate means that a project that costs $1 in 2025 will cost $2.67 in 2050. Using a 3% inflation rate, which may not be reasonable given recent rates of inflation, a $1 project in 2025 will cost $2.09 in 2050.

The MTP must also acknowledge the restrictions and requirements associated with each funding source prior to applying them to an expenditure. In order for the adopted MTP to meet the fiscal constraint requirement, this information must be approved by the Transportation Policy Committee as the basis for the MTP fiscal constraint. A financial plan shall include recommendations on additional financing strategies to fund needed projects and programs that are not included in the fiscally constrained list. This may include an assessment of the appropriateness of innovative finance techniques such as tolling, retroactive price indexing, bonding, public private partnerships, or other strategies.

Developing Constrained Portfolios – The base scenarios will be developed using extensive public outreach, with each successive set of refinements available on the web for comment. Corpus Christi MPO staff will also be available to present and discuss the tradeoffs and advantages and disadvantages of each generation of portfolio until the regionally least unacceptable portfolio is identified. A scenario comparison approach will identify and compare the tradeoffs between the performance of fiscally constrained portfolios of interventions against the adopted goals. Collaboration with partners from other planning processes is important at this stage as scenarios will likely involve strategies that encompass land use, economic development, community desires, and other components. Each scenario is developed using harmonious philosophies of growth and development policies and projects. The scenarios will reflect the broad interests of the region and be different enough to contrast performance and highlight tradeoffs using the evaluation criteria. This step begins the iterative process of refining scenarios in order maximize benefits and minimize negative outcomes.

During the initial development of scenarios, there will be a scenario designed to target each of the approved goals and address, as much as possible, the identified deficiencies. This is conducted to help reduce the public providing "failure to consider" comments. It also helps develop an understanding of the trade-off decisions that are specific to the Corpus Christi MPO region. Scenarios should be identified (named) in terms that can be easily understood by the public, decision-makers, planning partners, and other stakeholders; i.e. *Maintenance Only*, *Safety First*, etc.

Regionally Preferred Portfolio Outcome Analyses and Mitigation Plan – The product of this effort is the prioritized list of projects with associated costs, sequencing, and applicable revenue considerations for implementation as funds become available, over the 25 years of the MTP. In order to accommodate Year of Expenditure requirements, this project list will detail the first 10 individual years, with the final 15 years grouped into three 5-year periods, using the central year for inflationary calculations. The analyses will describe anticipated system performance and impacts. This includes both the performance that is attained and when the performance does not meet the goals. It also includes anticipated secondary and tertiary impacts on communities and the environment that will be mitigated and the concepts for mitigation to reduce the impacts. Finally, the documentation will also indicate consistency with, or any red flags against, partner agency plans that must be mitigated. This report will be shared with planning partners, placed on the website and presented to other interested stakeholders.

The purpose of mitigation is maintaining or enhancing both social communities and natural ecosystems while also accommodating growth and development. Federal regulations require a metropolitan transportation plan to discuss mitigation measures that protect, enhance, and restore social, economic, and ecological functions that are impaired as the unavoidable result of transportation projects (23 CFR 450:322). In the context of an MTP, a mitigation plan will discuss strategies, policies, programs, and actions that will avoid, minimize, mitigate, and

remediate impacts to the human and natural environments resulting from implementing the metropolitan transportation plan. The Corpus Christi MPO will create a task force of technical experts to review forecast impacts of the MTP interventions and create a Coordinated Regional Mitigation Plan that is consistent with other plans in the region. This plan will be circulated for a 30-day public comment period.

Accomplishing coordinated regional mitigation requires being as deliberate in developing and coordinating mitigation activities as we are in developing transportation projects. With this in mind, it is necessary to collaborate among local governments, non-profit organizations, and state and federal resource and regulatory agencies. This specifically includes diagonal collaboration among federal, state, and local levels along with collaboration between disciplines such as transportation, economic development, land development, and wildlife conservation efforts because the interventions from any individual entity will impact other individual interests. A desired outcome of regional diagonal collaboration is a metropolitan transportation plan that integrates and coordinates with land use, economic development, and natural resource planning and management.

Metropolitan Transportation Plan Adoption – The formal adoption of the MTP will include a Public Hearing and extensive availability of Corpus Christi MPO staff to present both the process and the outcome (fiscally constrained project list) to community organizations and interested stakeholder groups. There will be a 30-day public comment period prior to adoption. If there are comments that make significant changes to the MTP then there will be an additional 30-day comment period conducted.

TIP Development Approve Eligible Project List from MTP – This Key Decision establishes the universe of projects that are eligible to request funding in the TIP process. If local entities wish to fund projects that are not included in the federally funded and fiscally constrained project list of the 2045 MTP, then they must provide that information to the Corpus Christi MPO staff and 2045 MTP must be amended in order to make those projects eligible to request federal funding. This MTP amendment process must include performance analyses of the proposed project. Because the MTP must maintain fiscal constraint, this amendment process also entails removing a project(s) of similar cost and likely rescoring of projects performance if amending the list. Improvements to be funded with non-transportation revenue are not included in the funded project list. This project list is circulated for a 30-day public comment. The initial list is released as it exists in the adopted MTP, the opportunity for public input includes statements suggesting how additional projects could be considered. If projects are added to the MTP fiscally constrained list then the public outreach necessary to amend the MTP will begin.

TIP Development Verify Criteria Weighting – This is the step in the project evaluation process where the relative importance of evaluation measures are re-verified. This step allows decision-makers to update the MTP analyses to take into account any changed conditions and compare the individual projects against each other. Public outreach is extensive and arguably this point is when input is most influential. Surveys or other methods of obtaining relative importance of each evaluation criteria from the different stakeholders and communities should be performed. In order to ensure consistency across the entire transportation decision-making process the weighting should start with the weighting used during the MTP and be adjusted if some update in the ratios is needed. The Transportation Policy Committee should formally approve the weighting before projects are submitted by local municipalities.

TIP Development Project Scoring and Ranking – The outcome of this Key Decision is a prioritized list of projects that reflect the sequencing of projects listed in the MTP. The approved project list is prioritized using a methodology that maintains consistency between the MTP and the TIP. It will include costs for preconstruction and construction activities, mitigation costs, project phasing and sequencing, and other applicable revenue

considerations. This project list should be developed in horizon years so that future phases and project sequencing are considered. The project scoring and ranking will be released for 30-day public comment that requests additional information that could be considered in scoring, both to raise and reduce individual project scores. It will also be noted that any new information that comes to light will be applied to ALL pertinent projects if rescoring is necessary.

TIP Adoption and Outcome Estimation – After capital investment projects are assessed and the preferred portfolio of interventions assembled, both the process and the results are presented to the public for a one-month comment period. The process should be transparent and questions about selection addressed in the documentation provided.

Federal regulations require that the TIP "…shall include a description of the anticipated effect of the TIP toward achieving the performance targets identified by the MPO in the MTP." In a performance-based planning and programming system, where conditions are monitored and strategies evaluated, the anticipated effect is compared against actual existing conditions data to inform changes in later versions of plans and programs. For instance, strategies could be revisited or revised based on performance information, new performance measures may be selected to better reflect preferences of the public, or targets may be adjusted to reflect new financial realities, or other external factors that impact transportation.

- **FHWA Order 6640.23 (December 2, 1998)** – FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. It is FHWA's longstanding policy to actively ensure nondiscrimination in federally funded activities. Furthermore, it is FHWA's continuing policy to identify and prevent discriminatory effects by actively administering its programs, policies, and activities to ensure that social impacts to communities and people are recognized early and continually throughout the transportation decision-making process--from early planning through implementation. Should the potential for discrimination be discovered, action to eliminate the potential shall be taken. The FHWA will administer its governing statutes to identify and avoid discrimination and disproportionately high and adverse effects on minority populations and low-income populations by:

    1. identifying and evaluating environmental, public health, and interrelated social and economic effects of FHWA programs, policies, and activities.
    2. proposing measures to avoid, minimize, and/or mitigate disproportionately high and adverse environmental or public health effects and interrelated social and economic effects, and providing offsetting benefits and opportunities to enhance communities, neighborhoods, and individuals affected by FHWA programs, policies, and activities, where permitted by law and consistent with EO 12898.
    3. considering alternatives to proposed programs, policies, and activities where such alternatives would result in avoiding and/or minimizing disproportionately high and adverse human health or environmental impacts, where permitted by law and consistent with EO 12898; and
    4. providing public involvement opportunities and considering the results thereof, including providing meaningful access to public information concerning the human health or environmental impacts and soliciting input from affected minority populations and low-income populations in considering alternatives during the planning and development of alternatives and decisions.

- **FHWA/FTA Memorandum Implementing Title VI Requirements in Metropolitan and Statewide Planning:** This memorandum provides clarification for field officers on how to ensure that environmental justice is considered during current and future planning certification reviews. The intent of this memorandum was for planning officials to understand that environmental justice is equally as important during the planning stages as it is during the project development stages.

CORPUS CHRISTI MPO RESPONSIBILITIES

As a recipient of federal funds, the Corpus Christi MPO is subject to the federal anti-discrimination rules listed above. MPOs were created as the forum where local agencies, state DOTs, transit providers, and the public develop the transportation plans and programs that will address the metropolitan area's needs. In this role, MPOs must ensure the full and fair participation by all potentially affected communities in the transportation decision-making process and verify that minority populations and low-income populations (disadvantaged populations) have not had benefits from federal investments denied, reduced, or delayed. The Corpus Christi MPO strives to use proactive or collaborative engagement to reach disadvantaged or underserved communities when possible. To certify compliance with Title VI and to address environmental justice, the Corpus Christi MPO must:

a. Evaluate and improve the public involvement processes to eliminate participation barriers and engage disadvantaged populations in transportation decision-making.
b. Identify the residential and employment locations and transportation needs of disadvantaged communities.
c. Determine if the needs of the disadvantaged communities are addressed equitably and that the benefits and burdens of transportation investments are fairly distributed.

d. Perform analyses that ensure that the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) comply with federal discrimination laws and regulations.

Although it is recognized that much of the detailed evaluation of discrimination will occur at the project level (which is the responsibility of the project sponsor) rather than during regional transportation planning or programming, the Corpus Christi MPO can use a variety of techniques to identify discrimination caused by flaws in policy or decision processes and at a regional scale earlier in project development so that positive corrective actions can be taken and serve as a building block for subsequent interventions.

Metropolitan planning and programming emphasize enhanced public outreach and communication and an analysis of the programmatic distribution of benefits and impacts. Discrimination issues arise most frequently when:

a. Disadvantaged communities are less represented than others when policymaking bodies debate and decide what should be done with transportation resources, or
b. Some communities get more benefits of improved accessibility, faster trips, and congestion relief, while others experience fewer benefits, or
c. Disadvantaged communities suffer disproportionate negative impacts, such as noise, decreased safety or higher air pollution, or
d. Some communities pay regressive transportation taxes or fares for the services that they receive.

Equity in Public Outreach and Communication

In order to meet public communication requirements, the Corpus Christi MPO team will:

- Ensure that all communications and public participation efforts comply with nondiscrimination authorities.
- Develop and distribute information on nondiscrimination and Corpus Christi MPO programs to the general public.
- Provide services for individuals with special needs – Upon advance notice, deaf interpreters, translators, and Braille documents can be provided for public meetings. Notifications of opportunities for public participation will include contact information for people needing these or other special accommodations.
- Include confirmation of availability for people needing these or other special accommodations.
- Include the following statement in all of the Corpus Christi MPO public notices, press releases and on the Corpus Christi MPO website:
    - "The Corpus Christi MPO ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI of the Civil Rights Act of 1964. If you have questions or concerns about your civil rights in regard to this project or special assistance for persons with disabilities or limited English proficiency, please contact the Corpus Christi MPO. Sign language or non- English language interpreters will be provided if needed and requested in advance of this meeting. Please contact the Corpus Christi MPO at 361-884-0687 or ccmpo@cctxmpo.us to request an interpreter no later than *<enter date at least seven calendar days prior to meeting>*."

Procedures for Ensuring Equity in Service Provision

The Corpus Christi MPO is responsible for incorporating local long- and short-range transit, maintenance, and traffic operational plans and programs into the regional Metropolitan Transportation Plan to provide efficient and effective transportation services across the Corpus Christi region. This effort requires acquiring and evaluating various data, especially as they related to disadvantaged or underserved populations. The Corpus Christi MPO will solicit these communities for their transportation needs and conduct analyses to determine if there are disparities in benefits or impacts when compared against other communities. The Corpus Christi MPO coordinates with the

CCRTA, TxDOT, and the cities and counties in the region and provides technical support when needed. Corpus Christi MPO staff will:

- Prepare and update a demographic profile of the region using the most current and appropriate statistical information available on race, income, and other pertinent data.
- Make the document available to the public and member agencies on the Corpus Christi MPO website or in hard copy format, if requested.
- Continue to ensure that local agencies and providers makes concerted efforts to involve members of disadvantaged groups in project and policy development processes.
- Ensure that all aspects of the planning and programming process operation comply with nondiscrimination authorities.

Consultant Contracts

The Corpus Christi MPO may utilize consultant contracts. When this occurs the Corpus Christi MPO operates under Nueces County contract procedures complying with all relevant federal and state laws. Corpus Christi MPO staff is responsible for ensuring that all consultants verify their compliance with nondiscrimination authorities, procedures, and requirements. If a recipient or sub-recipient is found to be not in compliance with nondiscrimination authorities, the Title VI Coordinator and relevant staff will work with the recipient or sub-recipient to resolve the deficiency status and write a remedial action if necessary.

Education and Training

In an effort to continuously improve the Corpus Christi MPO's overall compliance posture, nondiscrimination training is coordinated with FHWA, TXDOT, and the CCRTA, and made available to Corpus Christi MPO staff to ensure up-to-date knowledge of Title VI and other nondiscrimination statues.

Responsibilities During the MTP

The Metropolitan Transportation Plan contains all federally funded projects along with significant projects from the state DOT, local governments and transit providers. In compiling these lists, the MPO should document and estimate total positive and negative impacts of transportation funding toward achieving the regionally adopted goals. As the agency responsible for coordinating the regional transportation process, the Corpus Christi MPO ensures that all segments of the population have been involved in the planning process and is responsible for evaluating the impact of proposed transportation investments on traditionally underserved or disadvantaged populations. During development of the Metropolitan Transportation Plan (MTP) the Corpus Christi MPO will:

- Ensure equitable public involvement by eliminating barriers to participation and using tools that actively seek out and engage minority and low-income populations in transportation decision-making,
- Disseminate information related to projects and processes to the public, with an emphasis on at-risk populations,
- Solicit and consider input from all groups and citizens concerned with, interested in, and/or affected by MPO transportation plans or programs, in particular the needs of traditionally underserved populations,
- Document the input from, and changes occurred as a result of, public involvement, highlighting the involvement of underserved or disadvantaged populations,
- Identify the locations and needs of at-risk populations and verify that both the benefits of interventions and impacts from interventions are equitably distributed,
- Include an environmental justice evaluation criterion when determining which projects to include in the MTP. Potential criteria could include impact on accessibility, impact on travel times to jobs, or transit service provision.
- Use appropriate analytical tools to assess levels and distribution of regional benefits and burdens of transportation system interventions,

- Ensure the MTP process conforms with Title VI and related regulations,
- Document compliance with Title VI and other anti-discrimination programs for certification and annual reviews,
- Develop and employ a process to resolve complaints from the public especially related to Title VI or other discrimination issues. Any individual may exercise the right to file a complaint with the MPO if a person believes that his or her rights have been exposed to unfair treatment or discrimination.

Responsibilities During the TIP

During development of the Transportation Investment Program (TIP) the Corpus Christi MPO will:

- Ensure equitable public involvement by eliminating barriers to participation and using tools that actively seek out and engage minority and low-income populations in transportation decision-making,
- Disseminate information related to projects and processes to the public, with an emphasis on at-risk populations,
- Solicit and consider input from all groups and citizens concerned with, interested in, and/or affected by MPO transportation plans or programs, in particular the needs of traditionally underserved populations,
- Document the input from, and changes occurred as a result of, public involvement, highlighting the involvement of underserved or disadvantaged populations,
- Identify the locations and needs of at-risk populations and verify that both the benefits of interventions and impacts from interventions are equitably distributed,
- Include an environmental justice evaluation criterion when determining which projects to include in the TIP. Potential criteria could include impact on accessibility, impact on travel times to jobs, transit service provision, or....
- Use appropriate analytical tools to assess levels and distribution of regional benefits and burdens of transportation system interventions,
- Ensure the TIP process conforms with Title VI and related regulations,
- Document compliance with Title VI and other anti-discrimination programs for certification and annual reviews,
- Develop and employ a process to resolve complaints from the public especially related to Title VI or other discrimination issues. Any individual may exercise the right to file a complaint with the MPO if a person believes that his or her rights have been exposed to unfair treatment or discrimination.

SUBTASK 3.2 – CONGESTION MANAGEMENT PROGRAM (CMP)/ TRANSPORTATION SYSTEM MANAGEMENT and OPERATIONS (TSMO) / INTELLIGENT TRANSPORTATION SYSTEMS (ITS) ARCHITECTURE PLAN DEVELOPMENT

According to the Federal Highway Administration:

> *"Transportation is in the midst of disruptive change from new technologies; new institutions; and changing attitudes. Across the nation, transportation planners are under pressure to develop performance-oriented policies, plans, and investment decisions that consider an increasingly complex transportation landscape. In the process, planners need to consider, but cannot yet reliably predict, the potential impact of disruptive and transformational technologies on safety, vehicle ownership, road capacity, VMT, land-use, roadway design, future investment demands, and economic development, among others. While some forms of connected and autonomous vehicles are already being deployed across the United States, significant unknowns exist regarding the rate of technology adoption, which types of technologies will prevail in the marketplace, the interaction between CV/AV vehicles and various forms of shared mobility services, and the impacts of interim and widespread levels of CV/AV usage."*

Increasing traffic congestion is an issue in the region. Faced with growing travel demand and limited resources, the approved IIJA/BIL mandated that MPOs address travel demand and capacity constraints through alternatives to new highway capacity. The Corpus Christi MPO will continue to utilize the Congestion Management Process to develop strategies to improve the operation of the existing system without increasing the physical lane miles on the roads. Although major capital investments may be necessary to meet the forecast travel demand, operational management strategies can postpone the need for major capital investments until funding sources can be identified. The results are a more efficient and effective transportation system, increased mobility and leveraging of resources. The Corpus Christi MPO will update the Regional ITS Architecture and Deployment Plan and develop a regional Transportation System Management and Operations Plan.

The Corpus Christi MPO will update the previous CMP aimed at reducing highway congestion and the economic and environmental costs associated with that congestion, including transportation emissions. The program will optimize existing highway capacity and usage of highway and transit systems. After completion of the updated travel models, each Corridor of Concern shall be evaluated for short, medium and long-range planning horizons based on capacity and operations as compared to expected demand. Corridors of Note will be evaluated as appropriate.

Performance will be measured using appropriate goals and performance metrics. The process will result in a list of roadway segments that have deficiencies when evaluated using adopted metrics for both existing conditions and forecast future conditions, based on updated forecasts from models. A portfolio of projects to address the identified deficiencies will be developed by evaluating the reciprocal impact of individual projects on adjacent corridors. The effort will include evaluating recurring and non-recurring congestion as part of the overall evaluation of the regional transportation network. The Corpus Christi MPO staff will work with cognizant agencies to identify cost effective interventions, based on the adopted Congestion Management Program, to address these "deficiencies".

The CMP is a systematic process that provides information on transportation system performance and deployment and operation of an integrated congestion management strategies to alleviate congestion and enhance the safety and mobility of people and goods in the Corpus Christi Metropolitan Area. Modern roadway operations are driven primarily through advancements in technology, though proper planning and physical projects may play a role as well.

The Intelligent Transportation System (ITS) architecture plan will identify technologies to improve mobility, increase safety, and reduce delays. ITS improves the existing roadway system's operations in a cost-effective manner.

Incorporating Technology

Adopting and supporting innovative technologies and business practices may lead to great improvements in safety, transportation choices, and regional quality of life for our visitors and the local economy. Though there is a great deal of speculation and uncertainty of the potential impacts these technologies will have, MPOs need to determine how best to address the challenges and opportunities presented to them by ACES vehicles. There is a substantial level of interest in Automated/Connected/Electric/Shared-Use (ACES) Vehicles and the potential impacts of these technologies on the transportation system. There is also a great deal of speculation and uncertainty of the potential impacts from these technologies. ACES may lead to great changes in safety, transportation choices, and quality of life. The Corpus Christi MPO supports innovative technologies and business practices to address the challenges and opportunities presented by ACES vehicles. The Corpus Christi MPO will increasingly incorporate emerging technologies into the metropolitan planning process. Activities in FY 2023 and FY 2024 will plan for the arrival of these vehicles, focusing on the implications of automated vehicles on travel demand, land-use, and congestion. Planning tools, including travel forecasting models, will need to account for these emerging technologies in the system. Automated vehicles are also being discussed in the context of freight, transit, and people mover/shuttle systems.

SUBTASK 3.3 – COMPLETE STREETS, ACTIVE TRANSPORTATION, AND MICRO-MOBILTY PLANNING

An ongoing challenge facing planners and public officials is prioritizing safety improvements and speed management on the arterials that are also essential to creating complete travel networks for those without access to single-occupancy vehicles. Emerging micro-mobility modes, such as electric scooters, electric bikes, and powered skateboards look like they might become a measurable share of the urban transportation system. The transportation planners and decision-makers in the Corpus Christi MPO are trying to understand the impacts of micro-mobility and how to incorporate it into existing transportation systems. The Corpus Christi MPO will plan, develop, and fund projects that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The purpose is to provide an equitable and safe transportation network for travelers of all ages and abilities. This includes conducting a vulnerability assessment of the infrastructure in local communities that supports active transportation, including bicycling, walking, and personal mobility devices, with a particular focus on areas in local communities that lack sufficient active transportation infrastructure routes to public transportation.

The Corpus Christi MPO strives to reflect non-vehicular and micro-mobility modes of transportation in its transportation planning. This subtask will build on the work previously conducted to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles. The Corpus Christi MPO will develop a ‘‘Complete Streets policy” that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. This policy will complement a micro-mobility plan that create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails:

- Identify a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street;
- Create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and child care services, or other community activity centers;
- Integrate active transportation facilities with public transportation service or improve access to public transportation;

- Create multiuse active transportation infrastructure facilities, including bikeways or pedestrian and bicycle trails, that make connections within or between communities;
- Increase public transportation ridership; and to improve the safety of bicyclists and pedestrians;

SUBTASK 3.4 – REGIONAL MULTIMODAL FREIGHT AND URBAN GOODS PLANNING

Safe and efficient multi-modal freight mobility is a cornerstone of the regional economy. Expanding rail capacity, enhancing trucking safety, and bolstering the nexus between modes are Corpus Christi MPO priorities. The Corpus Christi MPO staff will work with TxDOT, the Port of Corpus Christi and other significant freight stakeholders to update the designation of national freight network routes in the region. The Corpus Christi MPO will also continue to collaborate with regional emergency management partners to explore strategies for mitigating risk associated with freight operations in the face of industrial growth.

Freight facilities and services are strongly linked to regional economic competitiveness and quality of life and, from a transportation perspective, freight shipments continue to grow steadily across all modes. Planning for freight is also an effective means of addressing safety, security, environmental, and air quality issues. An objective of the freight program is to initiate and sustain meaningful outreach to the local freight community and to build awareness and expertise among planners and the general public. One specific area of study will be the coordination with the railroads serving the MPO region to ensure the local governments are connected with the rail planning processes. The Technical Advisory Committee (TAC) also serves as the Corpus Christi MPO's Freight Advisory Committee will be the focal point of this effort.

SUBTASK 3.5 – EQUITY AND JUSTICE40 PLANNING

An equitable transportation system is one achieved using when the benefits and burdens created by projects, policies, and plans are shared so that no groups are unduly burdened by a lack of access to adequate transportation nor by the negative impacts resulting from proximity to transportation infrastructure. Key considerations to achieving Transportation Equity are:

1. Race, ethnicity, and income beyond traditional Environmental Justice analyses must be incorporated into planning and programming of transportation interventions.
2. Determining if there are significant disparities in the distribution of transportation benefits such as access to jobs, goods and services and opportunities for physical activity, healthy food, and health care. The availability of these benefits also varies greatly depending on whether a traveler has access to a car or is reliant on public transit.
3. Examining if there are significant disparities in exposure to transportation burdens, such as exposure to noise, air pollution or the risk of collision. The Corpus Christi MPO will conduce MOVES3 hotspot analyses at select intersections in areas with concentrations of disadvantaged or at-risk populations.
4. Balancing the distribution of benefits and burdens within the region and among the different populations. In addition to race, ethnicity, and income-related disparities, transportation analyses must also look for disparate impacts among other groups, such as transit-dependent and elderly populations.

The Corpus Christi MPO will implement the Program Addressing Discrimination by identifying those areas that contain higher than average concentrations of disadvantaged or underserved populations and analyzing investments for disparity for disadvantaged or underserved groups by comparing the estimated positive and negative impacts against other populations. The definition of Disparity is the amount of separation between a group identified as in need and the group identified as the most favored group. This is done using specific measures and expressed in terms of a rate, proportion, mean, or some other quantitative measure. Although it is recognized that much of the detailed evaluation of discrimination will occur at the project level (which is the responsibility of the project sponsor) rather than during regional transportation planning or programming, the Corpus Christi MPO can use a variety of techniques to identify discrimination earlier in project development so that positive corrective actions can be taken and serve as a building block for subsequent interventions. To certify compliance with Title VI and to address environmental justice, the Corpus Christi MPO must:

a. Evaluate and improve the public involvement processes to eliminate participation barriers and engage disadvantaged populations in transportation decision-making.
b. Identify the residential and employment locations and transportation needs of disadvantaged communities.
c. Determine if the needs of the disadvantaged communities are addressed equitably and that the benefits and burdens of transportation investments are fairly distributed.
d. Perform analyses that ensure that the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) comply with federal discrimination laws and regulations.

SUBTASK 3.6 – ECONOMIC ANALYSES OF PROJECTS AND PORTFOLIOS

The Corpus Christi MPO staff will work with consultants to develop appropriate econometric model(s) to complete analyses of potential economic impacts/benefits of both individual projects and portfolios of projects in the region. Planning and promoting economic development is important in developing and sustaining a strong and vibrant community. It is important for the Corpus Christi MPO to collaborate with agencies throughout the region to encourage economic growth, be responsive to the needs of the business community, and work to strengthen the region's position in attracting and retaining businesses. However, those efforts must be undertaken within the context of sustaining what the region already enjoys – a tight-knit community with a rich history and vibrant culture.

Investment decisions are typically based on analyses of benefit-cost analysis (BCA), and/or cost-effectiveness analysis (CEA), to appraise economic viability. Increasingly BCA or CEA are complemented by multicriteria analysis (MCA) to capture the multiple dimensions that affect decision-making – social, economic, environmental, and financial. For projects evaluated and financed by federal agencies, TxDOT, or the Corpus Christi MPO, guidelines are available for economic analysis of investment projects.

SUBTASK 3.7 – INFRASTRUCTURE LIFECYCLE ANALYSIS AND REPORTING

Traditionally, in an effort to construct the greatest number of new projects within limited capital budgets, high importance was placed on construction costs, with little attention given to future costs. As infrastructure ages it is apparent that improving long-term decision-making requires planners and policy-makers to think more strategically about how to operate and maintain the transportation network and manage related assets. Shifting the focus of funding toward system preservation requires greater use of analysis that looks at both upfront and long-term costs while considering the viability of future budgets and better management of vital infrastructure. Life-cycle Cost Analysis (LCCA) calculates up-front development, capital and financing costs, discounted operating and maintenance costs, and end-of-life costs associated with a specific asset or project. LCCA can also factor in uncertainty, risk, and other elements including environmental and equity considerations. When performed correctly, LCCA enables a more accurate and less biased comparison of differing life cycle costs between transportation projects and alternatives.

The need to maximize the benefits of limited funding and stabilize budgets is particularly acute for the preservation of infrastructure. TxDOT and local agencies are grappling with the fact that many critical bridges, roadways, and drainage networks need substantial repair or replacement. Maintenance, upgrades, and replacements are a growing need, and with limited resources it is even more important that decisionmakers prudently plan and spend current and future budgets. When the cost of a project is estimated only for design and construction, the long-term costs associated with maintenance, operation, and the reconstruction of a project are often overlooked. Similarly, comparing project design alternatives by their initial costs can lead to shortsighted decisions. Without careful examination of the full life cycle costs, investment decisions today could cost an agency even more in years ahead. Something as simple as a bridge replacement provides the opportunity to construct an asset, sometimes with higher upfront costs, in a way that reduces the needs for future revenues dedicated to that asset, often referred to as "sustaining capital." A poor choice today can be amplified in future decades as the inflexible and long-life nature of infrastructure can create unaffordable requirements in the future.

This subtask utilizes the HERS-ST model developed in Task 2.5 and other studies to begin approximating the lifecycle burden of the transportation infrastructure in the region, with a focus on the NHS. This will produce a description of the condition of the assets and the costs of operations and maintenance activities. Performance deficiencies will be identified, and lifecycle cost analysis can suggest potential investment strategies for local entities to undertake. In combination with the financial planning, this can encourage conversations about long-term goals, issues, opportunities, and revenue needs. Examples of questions that HERS-ST will answer are:

- How will a reduction (or increase) of x percent in maintenance investment levels affect the condition of the roadway system over the next 5, 10, or 25 years?
- What level of future investment is required in a roadway system to ensure that average pavement condition is maintained?
- What level of investment is required to make all economically beneficial improvements on the system (e.g., those projects where benefits exceed costs)?
- What are reasonable performance targets given forecast funding, policy, and customer satisfaction objectives?

SUBTASK 3.8 – CRASH ANALYSES AND REGIONAL SAFETY ACTION PLAN

Safety on the transportation system is a national, state, regional and local priority. Data collection, analysis, training, education, and enforcement are key aspects of improving transportation system safety. The Corpus Christi MPO will use available data, intense data analysis, and collaborate with stakeholders to improve safety on the region's roads. Locations and types of crashes to focus on are determined by the data, as well as characteristics such as the types of facilities and roadway conditions (e.g. wet weather, lighting). The FY 2023 and FY 2024 UPWP will allow the Corpus Christi MPO staff to acquire data and develop tools and processes to identify locations, projects and policies to reduce injuries and fatalities and speed up incident clearance times. This subtask comprises the rigorous analysis of the most recent 5-year data for crashes on all public roads in the region. The activities will include participation in multi-disciplinary safety initiatives at the local, state or national levels to address traffic safety in a holistic manner; research and analysis of crash data from TxDOT's Crash Record Information System (CRIS) and coordination of trainings and workshops on a safe system approach that emphasizes minimizing the risk of injury or fatality to road users by considering likelihood of human error and accommodating human injury tolerance by examining likely accident types and estimating both the impact forces and the ability of the human body to withstand these forces.

A complete regional study of fatal and serious injury crashes will be undertaken, documenting regional trends and influencing factors. This includes differentiating crash data for vulnerable road users, including bicyclists and pedestrians from all other road users. A quantitative analysis of fatalities and serious injuries that ''(i) includes data such as location, roadway functional classification, design speed, speed limit, and time of day; ''(ii) considers the demographics of the locations of fatalities and serious injuries, including race, ethnicity, income, and age; and ''(iii) based on the data, identifies areas as 'high risk' to vulnerable road users; and ''(B) a program of projects or strategies to reduce safety risks to vulnerable road users in areas identified as high risk.

The plan will include a goal and timeline for eliminating fatalities and serious injuries; an analysis of the location and severity crashes by corridor locality; an analysis of community input, gathered through public outreach and education; a data-driven approach to identify projects or strategies to prevent fatalities and serious injuries, education and community outreach projects, discussion on effective methods to enforce traffic laws and

Regulations, discussions of new vehicle or other transportation-related technologies, roadway planning and design; and mechanisms for evaluating the outcomes and effectiveness of the comprehensive safety action plan.

The Corpus Christi MPO will utilize the Regional Traffic Safety Task Force to explore strategies to address identified issues. This group will help inform local planning and programming efforts to improve transportation safety and achieve/exceed the region's roadway safety targets. demonstrates engagement with a variety of public

and private stakeholders; seeks to adopt innovative technologies or strategies to promote safety; employs low-cost, high-impact strategies that can improve safety over a wider geographical area; (E) ensures, or will ensure, equitable investment in the safety needs of underserved communities in preventing transportation-related fatalities and injuries; (F) includes evidence-based projects or strategies the development of safety countermeasures to minimize fatalities and serious injuries site-specific phase will explore various strategies to address locations with unusual characteristics. This effort will help inform local planning and programming efforts to improve transportation safety and achieve/exceed the region's roadway safety targets.

FHWA encourages the MPOs to consider Traffic Incident Management (TIM) activities as part of their UPWPs. TIM directly supports multiple planning factors related to safety, mobility freight movement, air quality and transportation system reliability. TIM addresses the non-recurring congestion which causes delay that impacts all travelers, including just in time freight haulers. TIM also improves safety by reducing the likelihood of a secondary crash and responders being struck. Furthermore, TIM impacts the economy by reducing delay that impacts consumers, and results in wasted fuel. The Corpus Christi MPO may:

- Propose TIM to elected officials
- Facilitate TIM Responder Training
- Facilitate working groups and activities
- Foster relationships with private haulers and Law Enforcement Agencies
- Facilitate After Action Reviews
- Fund ITS Projects
- Compile data for Performance Measures

SUBTASK 3.9 – COORDINATED PUBLIC TRANSIT - HUMAN SERVICES TRANSPORTATION PLAN

Multiple local, state, and federal programs from the United States Departments of: Agriculture, Education, Health and Human Services, Veterans Affairs fund or support transportation services for their clients. Many of these "human service transportation" funding programs are independent from the transportation funding and services provided by the U.S. Department of Transportation - Federal Transit Administration (FTA). Because of the variety of different missions, agency rules, federal regulations, and bureaucratic processes, human service and public transportation programs are not always mutually supportive or coordinated. The lack of coordination results in duplication of some systems and programs and overly complex, expensive, and difficult to understand rules for use. The goal of coordination planning is untangling the separate systems and encouraging agencies and programs to complement each other and work towards an accessible, easy to use system.

As a practice, mobility management emphasizes the coordination of transportation services to enhance the mobility and special needs of seniors and individuals with disabilities, older adults, and others with barriers to transportation. As stipulated in Federal Transit Administration (FTA) Circular 9070.1G the current Coordinated Public Transit - Human Services Transportation Plan (CPTHSTP) must identify the transportation needs of individuals with disabilities, seniors and people with low incomes; provide strategies for meeting those local needs; and prioritize transportation services and projects for funding and implementation. This plan serves two primary purposes: guide the programming process for FTA Section 5310 funding and provide guidance to enhanced mobility providers on how to best advance the mobility independence of older adults, individuals with disabilities, low-income populations and veterans in the Corpus Christi Urbanized Area. This effort will emphasize coordination among all the key players including public transit providers, private operators, and volunteer driver programs. It will also include the customers, staff, and stakeholders from human services and health care agencies.

The Corpus Christi MPO is working with the Coastal Bend Region (Region 20) to more fully incorporate mobility management into planning processes to help ensure that decisions on funding transportation projects can result in more equitable distribution of services, facilities and resources. The Corpus Christi MPO staff will fulfill requirements related to the 5310 Program: Enhanced Mobility of Seniors and Individuals with Disabilities, including participating in a regional rating and ranking committee for the program. The performance measures

included in the updated Coordinated Public Transit - Human Services Transportation Plan shall require the collection of quantitative and qualitative information, as available, concerning modifications to the geographic coverage of transportation service, the quality of transportation service, or service times that increase the availability of transportation services for seniors and individuals with disabilities; ridership; and accessibility improvements.

SUBTASK 3.10 – REGIONAL RESILIENCY IMPROVEMENT PLAN

The Corpus Christi Metropolitan Study Area is susceptible to a wide range of natural hazards, including floods, hurricanes and tropical storms, drought, extreme heat, lightning, coastal erosion, hailstorms, tornados, dam and levee failure, land subsidence, expansive soils, and wildfire. These life-threatening hazards can destroy property, disrupt the economy, and lower the overall quality of life for residence. The impact of hazards can be lessened in terms of their effect on people and property through effective hazard mitigation action planning and implementation. The MPO will participate more fully in Resiliency Planning and Evacuation activities. The focus of resiliency planning is to reduce future losses within the Study Area by identifying mitigation strategies based on a detailed hazard risk analysis, including both an assessment of regional hazards and vulnerability. The mitigation strategies will identify potential loss-reduction opportunities. The goal of this effort is to work towards more disaster-resistant and resilient communities.

The Corpus Christi MPO Resiliency Improvement Plan will complement State and local plans to reduce the magnitude and duration of impacts from weather events and disasters. The Corpus Christi MPO will include a risk-based assessment of the vulnerabilities of surface transportation assets and systems to current and future weather events and natural disasters, such as severe storms, flooding, drought, high winds, levee failures, wildfire, extreme weather, including extreme temperature, and sea level rise. This information will help local decision-makers anticipate, prepare for, and respond to disruptions in ways that allow for the continued operation or rapid recovery of the surface transportation system.

The Resiliency Plan will identify and prioritize resurfacing, restoration, rehabilitation, reconstruction, replacement, improvement, or realignment projects that have the absorptive and adaptive capacity to ensure that the surface transportation system can quickly recover and continue to serve critical local, regional, and national needs. This includes designating evacuation routes and strategies to access hospitals and other medical or emergency service facilities, major employers, critical manufacturing centers, ports and intermodal facilities, utilities, and Federal facilities. Identified projects should include the incorporation of manmade mitigation measures that strengthen systems and natural infrastructure that protects and enhances transportation assets while improving ecosystem conditions, including culverts that ensure adequate flows in rivers and estuarine systems.

SUBTASK 3.11 – PLANNING AND ENVIRONMENTAL LINKAGES

The Corpus Christi MPO aspires to being as deliberate in identifying environmental impacts and developing coordinated and collaborative mitigation activities as we are in identifying transportation needs and developing transportation projects. With this in mind, the Corpus Christi MPO collaborates with local governments, non-profit organizations, and state and federal resource and regulatory agencies to mitigate adverse impacts of transportation policies and projects. Collaboration among transportation planning, economic development, land development, and wildlife conservation efforts is critical because the impacts of transportation will cut across all these individual efforts. A desired outcome of the Corpus Christi MPO collaboration process is that transportation planning and decision making, including project selection (transportation and mitigation), integrates and coordinates land use, water quality, and natural resource planning and management. Identifying as many environmental concerns as possible will occur early in the transportation planning and project development process to help efficiently and effectively Avoid, Minimize, Mitigate, Enhance and Remediate impacts.

SECTION V. TASK 4.0 – METROPOLITAN TRANSPORTATION PLAN UPDATE

Task 4.0 reflects efforts in support of developing and maintaining the 25-year Metropolitan Transportation Plan (MTP). Key activities for FY 2023 and FY 2024 are listed below. Planning activities for the 2050 MTP will continue during this UPWP time-period. Development of the 2050 MTP has several subcomponents inherent in an update, including but not limited to:

- Demographic Forecasts/Small Area Forecast
- Congestion Management Process
- Regional ITS Plan
- Regional Freight Plan
- Transit Plan (in coordination with CCRTA)
- Specialized Transit Plan (in coordination with Coastal Bend COG and CCRTA)
- Regional Nonmotorized Plan
- Regionally Significant Corridor Studies
- Transportation System Reporting and Needs Identification Studies

A. FUNDING SUMMARY:

Exhibit 9. TASK 4.0: 2-YEAR FUNDING SUMMARY TABLE FY 2023 AND FY 2024

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]		FTA Sect. 5307	Local	Total		
		FY 2023	FY 2024			FY 2023	FY 2024	2-Year
4.1	MPO	$16,600	$5,500	$0	$0	$16,600	$5,500	**$22,100**
4.2	MPO	$15,000	$6,300	$0	$0	$15,000	$6,300	**$21,300**
4.3	MPO	$15,200	$9,800	$0	$0	$15,200	$9,800	**$25,000**
4.4	MPO	$0	$13,500	$0	$0	$0	$13,500	**$13,500**
4.5	MPO	$23,300	$73,800	$0	$0	$23,300	$73,800	**$97,100**
4.6	MPO	$0	$64,500	$0	$0	$0	$64,500	**$64,500**
4.7	MPO	$0	$24,500	$0	$0	$0	$24,500	**$24,500**
4.8	MPO	$0	$12,800	$0	$0	$0	$12,800	**$12,800**
4.9	MPO	$0	$8,300	$0	$0	$0	$8,300	**$8,300**
	TOTAL	**$70,100**	**$219,000**	$0	$0	**$70,100**	**$219,000**	**$289,100**

[1] TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds and is also known as the Consolidated Planning Grant (CPG). TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

B. OBJECTIVE – The Corpus Christi MPO will perform preparatory and early long-range and regional transportation planning activities to support developing, maintaining and implementing the metropolitan transportation plan; and participate in local and statewide transportation planning and coordination efforts

C. METHODOLOGY – Corpus Christi MPO staff will support implementation of the preferred strategies within the developing 2050 MTP. These activities will include:

- Non-motorized (bicycle and pedestrian) planning;
- Participation on transportation Subtask forces;

- Technical support and coordinating transportation plan development with ongoing local transportation planning activities;
- Pursuing innovative funding strategies to accelerate needed improvements;
- Participation in statewide and regional planning activities;
- Providing transit planning assistance to member entities;
- Continued coordination for implementation of the recommendations from the Specialized Transportation and Transit Plans;
- Continuing coordination with TSMO / ITS Subtasks;
- Preparing and processing amendments to the 2045 MTP, if necessary; and
- Preparing Metropolitan Systems Performance Report update.

D. EXPECTED PRODUCTS – A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain environmental functions in habitats throughout the region.

- Refined Vision and Goals
- Refined Performance Measures and Evaluation Criteria
- Updated Needs and Deficiencies
- Begin updating the Financial Plan
- Develop, Analyze, and Refine Scenarios for Analysis and Investment
- Update Document Plan and Processes
- Begin Collaboration for Mitigation
- Process Evaluation and Debrief Reports

E. SCHEDULE – CPG contract and financial reports prepared monthly; mid-year UPWP review each April; UPWP annual reports scheduled for completion each December; UPWP amendments as needed; adoption of FY 2025 & FY 2026 UPWP is scheduled for June 2025.

F. PREVIOUS WORK:

- Maintain an up-to-date fiscally reasonable 10-Year Unified Transportation Plan for period FY 2020-2030.
- Identify opportunities to partner and leverage public resources for projects.
- Participation in City of Corpus Christi Air Quality Committee and Technical Working Group on Mobile Sources.
- Coordination with the Pollution Prevention Partnership on federal reporting and regional outreach.
- Narrative and data contributions to annual Ozone Advance and other regional reporting Documents.
- Identification of segments that may merit intervention to address congestion.
- Assessment of feasibility of integrating ITS resources into the incident management strategies.
- Identification of opportunities to partner or leverage public resources into operations and maintenance projects.
- Identification of locally relevant performance measures amidst state and federal performance measures, when published, that will be integrated into the project selection process.
- Various interim data products in support of the planned update of the TDM using the 2012 base year for the forecast year 2055.
- Technical support to partners to facilitate effective use of the data generated by the updated model.
- The Corpus Christi MPO developed a compliant 2020-2045 MTP through extensive collaboration with member agencies and other stakeholders in the community. Widespread public outreach was implemented to assure that the 2020-2045 MTP reflected regional needs and is in compliance with regulatory requirements.
- Attended conferences and training sessions.

G. SUBTASKS – The subtasks and their objectives are listed in detail on the following pages.

Subtask 4.1 Refine Vision and Goals
Subtask 4.2 Refine Performance Measures and Evaluation Criteria
Subtask 4.3 Identify Needs and Deficiency Locations
Subtask 4.4 Develop a Financial Plan of Reasonable Available Funding
Subtask 4.5 Develop, Analyze, and Refine Scenarios for Analysis and Investment
Subtask 4.6 Document Plan and Processes
Subtask 4.7 Evaluate Impacts and Develop Mitigation
Subtask 4.8 Planning and Programming Process Evaluation and Debrief
Subtask 4.9 Process Documentation and Enhancement

The Corpus Christi MPO staff will, with the assistance of outside contractors as needed, perform the technical activities to accomplish the tasks listed in Exhibit 9, page 41.

SUBTASK 4.1 – REFINE VISION AND GOALS

While most transportation plans involve the public and stakeholders in defining a vision, a performance-based plan requires clear agreed-upon goals and objectives, since the strategic direction of goals and objectives are used to define performance measures. Consequently, it is critical for public involvement and stakeholder engagement to have a forum for rationally discussing priorities and trade-offs. These discussions will lead to developing and selecting achievable targets and in defining desired outcomes. In a performance-based plan, the public and stakeholders are involved in not just providing general concepts, but clearly defining or prioritizing goals and specific objectives, which leads to performance measures and achievable targets that are used in assessing plan options and/or selecting investments.

The Corpus Christi MPO staff will bring together stakeholders with in-depth knowledge of transportation and community related goal areas to refine the goals and objectives in the MTP. The goals and objectives of other agency plans will inform the development of the goals and objectives of the transportation plan. The process of developing the transportation plan encourages decision-makers and the public to explore goals and objective from different plans, identify potential conflicts and commonalities, and create a prioritization system.

SUBTASK 4.2 – REFINE PERFORMANCE MEASURES AND EVALUATION CRITERIA

Selecting performance measures in a performance-based plan is often thought of as a “data-driven” process. Actually, the public and stakeholders play a critical role in defining performance measures. It is important to work with the public and stakeholders to clearly define what is important and meaningful to them. Engaging participants helps define what is meant by different objectives and what metric is most appropriate. Goals associated with mobility, accessibility, and quality of life manifest themselves in different ways, and stakeholders have different views of what different terms mean. Working with stakeholders to define how to measure performance helps to clarify what is most critical to the public and guides the analysis of strategies in the plan. The materials produced will actively and continuously strive to use plain language and to ensure that measures used in the plan are understood by the stakeholder community.

The Corpus Christi MPO staff will report the specific criteria and analysis procedures that will compare portfolios and scenarios comprised of distinct projects and policies for progress toward achieving the regional, state, and national performance goals.

SUBTASK 4.3 – IDENTIFY NEEDS AND DEFICIENCY LOCATIONS

Use the performance goals and measured conditions to identify specific corridors, roads and areas which are deficient in one or more ways. This dataset is the basis for problems and opportunities that can be addressed by “projects or policies”. Using the adopted goals, metrics and baseline conditions; the Corpus Christi MPO TPC will establish list of needs for at least: pavement condition, bridge condition, crashes, and congestion.

Corpus Christi MPO staff will identify the location of transportation deficiencies where both the current and future system experience safety issues, unacceptable roadway condition, operational problems, lack of interconnectivity, congestion, or other issues.

SUBTASK 4.4 – DEVELOP A FINANCIAL PLAN OF REASONABLY AVAILABLE FUNDING

Transportation systems are challenged to accommodate many competing needs, and fiscal constraint is vital to prioritizing resources to address those needs. Fiscal constraint also helps clarify what is possible with existing funding sources and can inform debate about a need for new funding. Providing realistic funding and revenue forecasts from the outset supports decision-maker, stakeholder, and public trust by providing understanding of the limits of funding to support implementation of strategies.

The Corpus Christi MPO staff will, in cooperation with CCRTA, local municipalities and counties, and TxDOT, develop this financial plan. This effort will require forecasting reasonably foreseeable revenue resources using realistic and collaboratively developed assumptions about existing funding sources, potential funding sources, alternative financing strategies, and inflation rate. It will provide forecasts in both future year and current year dollar values.

The financial plan shall compare the estimated revenue from existing and proposed funding sources that can reasonably be expected to be available for transportation uses, and the estimated costs of constructing, maintaining and operating the total (existing plus planned) transportation system over the period of the plan. The estimated revenue by existing revenue source (local, State, and Federal and private) available for transportation projects shall be determined and any shortfalls identified. Proposed new revenues and/or revenue sources to cover shortfalls shall be identified, including strategies for ensuring their availability for proposed investments. Existing and proposed revenues shall cover all forecasted capital, operating, and maintenance costs. All cost and revenue projections shall be based on the data reflecting the existing situation and historical trends.

The effort will include a methodology for identifying costs of individual capital projects and on-going maintenance and operations programs, along with acknowledging restrictions and requirements associated with each funding source. Revenue forecasts, life-cycle costs, and inflationary assumptions for projects and programs will be developed for immediate (existing + committed), short-term (next 2024-2027 TIP) midterm (UTP years 2035) and long-term (2050) investments. Financial information and estimates of risk of shortfalls compared against the lifecycle expenses of the transportation will be available in one-year increments through year 2035 and five-year increments through year 2050.

Corpus Christi MPO staff will create an easily understood document that summarizes available revenues and likely costs of construction, operations, and maintenance of projects and programs, taking into account inflation and year of expenditure. This task establishes the revenue basis for fiscal constraint of both the MTP as well as the funding sources for the TIP. Using the same revenue projections for the long-range plan and the TIP ensures financial consistency between the plan and program.

SUBTASK 4.5 – DEVELOP, ANALYZE, AND REFINE SCENARIOS FOR ANALYSIS AND INVESTMENT

Scenario planning helps decision-makers prepare for an unknowable future by providing a framework for comparing and contrasting various forces. The FHWA Scenario Planning Guidebook provides assistance on using scenario planning. As part of scenario planning, stakeholders shape alternative descriptions or scenarios of what the future could look like. These alternative scenarios are then assessed using transportation models, sketch-planning tools, or other quantitative methods to estimate the differences between the alternative visions of the future on performance measures or indicators of desired outcomes. The Corpus Christi MPO staff will work with regional leaders and local economic groups to adopt unified data and methodologies for existing and future population for households and employment by type.

SUBTASK 4.6 – DOCUMENT PLAN AND PROCESSES

Transparency promotes accountability by providing the public with information about what the Corpus Christi MPO is doing. Corpus Christi MPO will inventory information currently available for download and foster the public's use of this information to increase public knowledge and promote public scrutiny of processes. The Corpus Christi MPO will increase agency accountability and responsiveness; improve public knowledge of the agency and its operations and respond to need and demand as identified through public consultation.

SUBTASK 4.7 – EVALUATE IMPACTS AND DEVELOP MITIGATION

Transportation planning requires examining the complex interactions among social, economic, environmental, and political factors and identifying tradeoffs, especially when different stakeholder groups have conflicting interests. The Corpus Christi MPO MTP is required to be consistent with local land-use development, historic preservation, and environmental protection plans in the region. The Corpus Christi MPO uses an 8-step collaborative mitigation planning. A consistent desire of the Corpus Christi MPO is to add value to other agencies' planning and mitigation efforts and reinforce their individual effectiveness. One crucial example is the Texas Parks and Wildlife Department's (TPWD) Texas Conservation Action Plan (TCAP) Gulf Coast Prairies and Marshes Ecoregion Handbook. This document includes a list of concerns and potential actions that could yield mutual benefit.

The Corpus Christi MPO staff will support of regional planning to address mitigation of environmental, historic preservation, stormwater and air quality impacts of transportation in alignment of environmentally related performance measures.

SUBTASK 4.8 – PLANNING AND PROGRAMMING PROCESS EVALUATION AND DEBRIEF

This effort will provide analysis for lessons learned, best practices and recommendations for future planning, training, and process development. As improvement actions are identified and addressed, it is important that any relevant plans, policies, and procedures are updated accordingly.

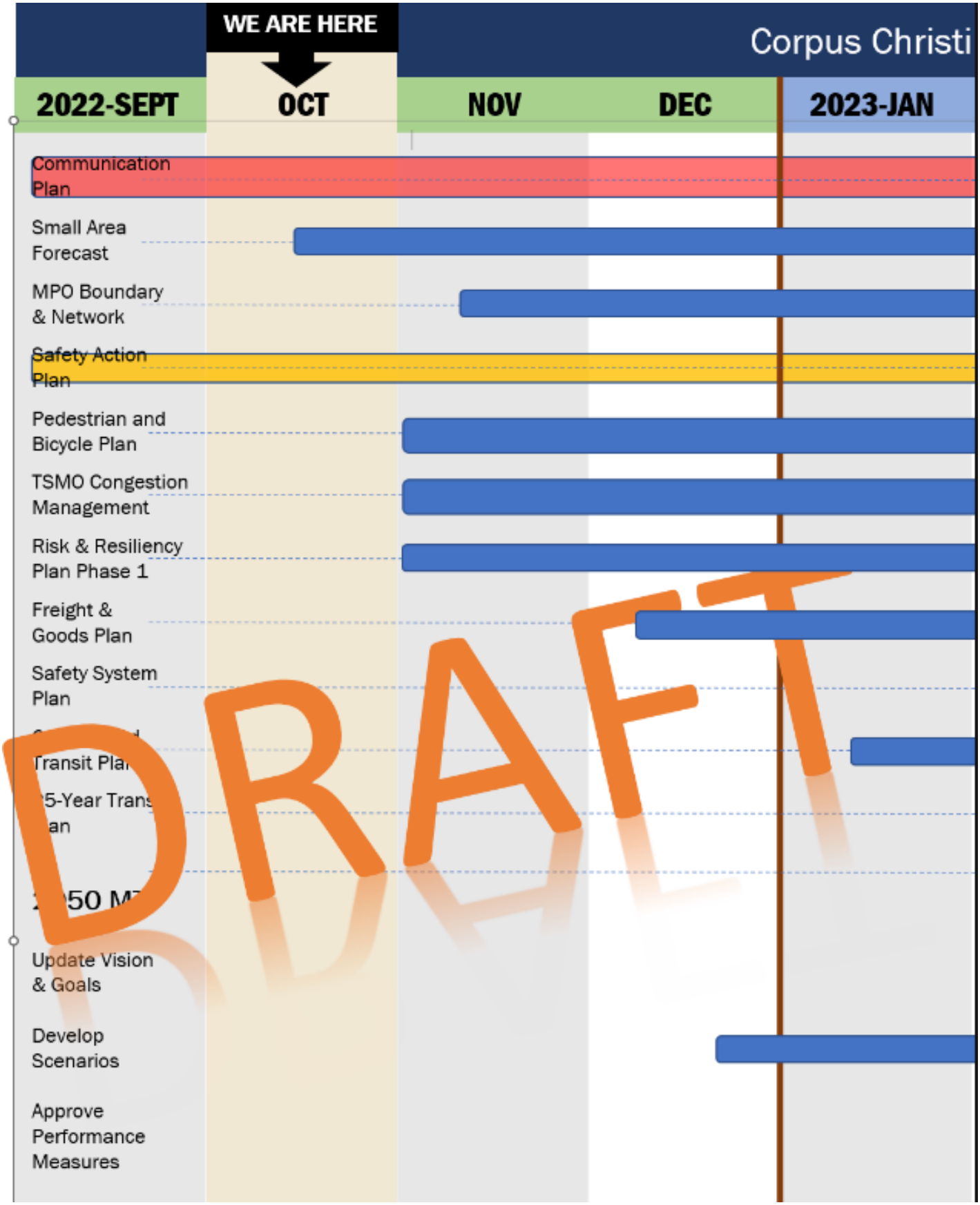
Corpus Christi MPO staff will develop an After-Action Report to identify strengths of planning and programming processes that should be maintained and built upon, as well as identifying potential areas of improvement. For each step in the MTP and TIP processes the following questions will be answered.

- What did we want to accomplish?
- How did this change as you progressed?
- What did we accomplish?
- Why was there a difference between what we wanted and what we did?
- What went well and why?
- What could have gone better?
- What advice would you give yourself if you were to go back to where you were at the start of the project?
- What should we have learned from this project a year from now?
- How do we adapt our processes for a better outcome OR how do we repeat our successes?

SUBTASK 4.9 – PROCESS DOCUMENTATION AND ENHANCEMENT

MPO staff will review efforts in support of regional transportation planning to address mitigation of storm water impacts and air quality impacts of transportation in alignment of environmentally related performance measures.

Proposed 2050 MTP Schedule



CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

Date: October 13, 2022
To: Technical Advisory Committee (TAC)
From: Robert MacDonald, Transportation Planning Director
Subject: Item 4B: TxDOT 2024 Unified Transportation Program (UTP) Process Overview
Action: Review and Discuss

Summary

TxDOT and the Corpus Christi MPO update the 10-year Unified Transportation Program (UTP) each year on a similar schedule as the 2023 UTP process (see Attachment 1). The approval process contains action milestones for both TxDOT and the Corpus Christi MPO to perform. The 2024 UTP will cover the 10-year time period of FY 2024 through FY 2033. The Corpus Christi MPO staff believe that TxDOT will issue the 2024 UTP call for projects in November 2022 for projects desired in fiscal years 2024-2033. We are asking the TAC members to start thinking about projects now in advance of that 2024 UTP process.

The outcome of the 2024 UTP process is a list of projects TxDOT intends to develop or begin constructing over the next 10 years in the Corpus Christi MPO region as well as the full CRP District area. Project development includes activities such as preliminary engineering work, environmental analysis, right-of-way acquisition and design. Despite its importance to TxDOT as a planning and programming tool, the UTP is neither a budget nor a guarantee that projects will or can be built. However, it is a critical tool in guiding transportation project development within the long-term planning context. In addition, it serves as a communication tool for stakeholders and the public in understanding the project development commitments TxDOT is making.

As part of the joint 2024 UTP planning effort, the Corpus Christi MPO is responsible for conducting a performance-based scoring process and selecting transportation projects for TxDOT Category 2, Category 7, and Category 9 projects. As part of the annual reevaluation of projects, the Corpus Christi MPO may reevaluate the status of project priorities and selection and provide a report of any changes to TxDOT in the 2024 UTP development process. The reevaluation must be consistent with criteria applicable to the development of the current 2020-2045 Metropolitan Transportation Plan (2045 MTP) and FY 2023-2026 Transportation Improvement Program (FY 2023-2026 TIP) in accordance with federal requirements. The Corpus Christi MPO must also coordinate with TxDOT Corpus Christi District (TxDOT-CRP) on the state's scoring and selecting of projects for funding Category 4-Urban (CAT 4U).

The projects selected for the first 4 years of the 2024 TxDOT UTP are likely to be included in the amended FY 2023-2026 TIP/STIP, however, the 2024 UTP process does not guarantee the projects will be included in the amended FY 2023-2026 TIP/STIP that will be approved by the Corpus Christi MPO and then TxDOT and FHWA/FTA. Additionally, the projects selected for Categories 2 and 4 must also be eventually authorized by the Texas Transportation Commission. The development of the amended Corpus Christi MPO FY 2023-2026 TIP is a separate process that is linked to the project submittals, review, prioritization and selection for the 2024 UTP.

The current 2024 UTP development process is not published yet, however is expected to very similar to the FY 2023 process shown on Attachment 1. The project selection is likely to rely on prior Corpus Christi MPO performance-based selection processes for Categories 2, 4 and 7. These processes were:

- The 2020-2045 Metropolitan Transportation Plan (2045 MTP)
- FY 2023-2026 Transportation Improvement Program (FY 2023-2026 TIP)
- 2023 Unified Transportation Program

TxDOT 2023 UTP Funding for Corpus Christi MPO

In order to select the prioritized projects, the process requires that the 2024 UTP be fiscally constrained. The current estimate (2023 UTP) for 10 years of funding available for use in the Corpus Christi MPO area, by year, is:

	Category 1[1]	Category 2	Category 4	Category 7	Category 9	
Agency Lead*	TxDOT	MPO	TxDOT	MPO	MPO	
Coordinated Agency	MPO	TxDOT	MPO	TxDOT	TxDOT	**Subtotal**
10-Years	***$622,371,753***	***$137,206,153***	***$68,210,451***	***$111,201,289***	***$12,894,153***	***$329,512,042***
2023	$104,394,464	$31,076,423	$15,449,284	$10,855,235	$1,258,700	$58,639,642
2024	$53,100,668	$11,480,367	$5,707,332	$11,072,354	$1,283,876	$29,543,929
2025	$54,162,682	$13,156,983	$6,540,842	$11,293,815	$1,309,555	$32,301,195
2026	$55,245,935	$12,098,277	$6,014,518	$11,519,706	$1,335,748	$30,968,249
2027	$56,350,854	$12,910,583	$6,418,347	$11,076,696	$1,284,379	$31,690,005
2028	$57,477,871	$11,959,505	$5,945,529	$11,076,696	$1,284,379	$30,266,109
2029	$58,627,429	$10,126,351	$5,034,198	$11,076,696	$1,284,379	$27,521,624
2030	$59,799,977	$12,773,509	$6,350,202	$11,076,696	$1,284,379	$31,484,786
2031	$60,995,977	$11,738,783	$5,835,800	$11,076,696	$1,284,379	$29,935,658
2032	$62,215,896	$9,885,372	$4,914,398	$11,076,696	$1,284,379	$27,160,845

**Per TxDOT's 2023 Unified Transportation Program and Corresponding TIP/STIP Years of 2023-2026*

1 Note: The Category 1 funding totals are not included in the row nor column totals. The CAT 1 funds are shown for the entire TxDOT-CRP District of 10 counties at this time. A portion of these funds will be allocated by TxDOT-CRP to the Corpus Christi MPO region based on TxDOT project and program prioritization.

Current funding targets/estimates based on TxDOT 2023 UTP are included in the table above. TxDOT and the Corpus Christi MPO will develop the new funding estimates in a joint process for FY 2024 through FY 2033. There may also be some additional carryover funds from FY 2023 and prior years for some of the funding Categories (CATs). Once these estimates are known, we will add the amounts to the available funds in the Financial Plan for the Amended FY 2023-2026 TIP so that projects can be selected using all anticipated funding. For the 2024 UTP, these to-be-developed funding estimates will be used to select projects within the fiscal limits of the 2024 UTP. The current TxDOT description of all funding categories (CATs) is from the 2023 UTP and is provided as Attachment 2. Any changes to the funding category descriptions will be provided to the TAC and TPC in future meetings.

Eligible Projects List

The fiscally constrained list of projects shown in the FY 2023-2026 TIP as Table 12 is provided as an attached and linked spreadsheet (see Attachment 3). This spreadsheet contains all the projects previously prioritized as part of the 2045 MTP and the FY 2023-2026 TIP. Additionally, we have included a separate "tab" on the spreadsheet that lists the "Unfunded" Projects in the 2045 MTP, just in case, there is a proposal to advance any of these projects in the upcoming 2024 UTP process or the FY 2023-2026 TIP Amendment process in the Spring of 2023.

This spreadsheet list is the proposed source of projects to be used for the selection process for the MPO's 2024 UTP proposed projects with TxDOT recommendations using funding Categories 2, 4 and 7. This list of projects is also likely the source of prioritized projects for TxDOT to select in their process for CAT 4U.

Category 9 projects are to be selected in the separate Corpus Christi MPO's Call-for-Projects for the STBG-SA (CAT 9) program in the Spring of 2023. After this 2024 UTP process, the Corpus Christi MPO staff believes we will have new project analysis and selection tools for the future TIP and MTP development processes.

The TxDOT-Corpus Christi District (CRP) 2023 UTP projects are shown in Attachment 4. These projects were approved in the TxDOT 2023 UTP in August 2022 by the Texas Transportation Commission. The TxDOT-CRP District will be required by TxDOT-TPP in Austin to submit projects in January/February 2023 for review as part of the 2024 UTP process.

Recommendation

None. Discussion-only Item.

Proposed Motion

None. Discussion-only Item.

Attachments

1. TxDOT 2023 UTP Development Process Presentation for Texas Transportation Commission
2. TxDOT 2023 UTP Complete Category Funding Descriptions
3. Table 12: Project Eligible List for DRAFT 2024 UTP Selection (**Excel Spreadsheet**)
4. TxDOT-CRP District 2023 UTP Approved Project List (**Excel Spreadsheet**)

2023 Unified Transportation Program Development

TEXAS TRANSPORTATION COMMISSION

January 27, 2022

Jessica Butler
Director, Transportation Planning and Programming Division

Unified Transportation Program Purpose

"Despite its importance to TxDOT as a planning and programming tool, the UTP is neither a budget nor a guarantee that projects will or can be built. However, it is a critical tool in guiding transportation project development within the long-term planning context. In addition, it serves as a communication tool for stakeholders and the public in understanding the project development commitments TxDOT is making."

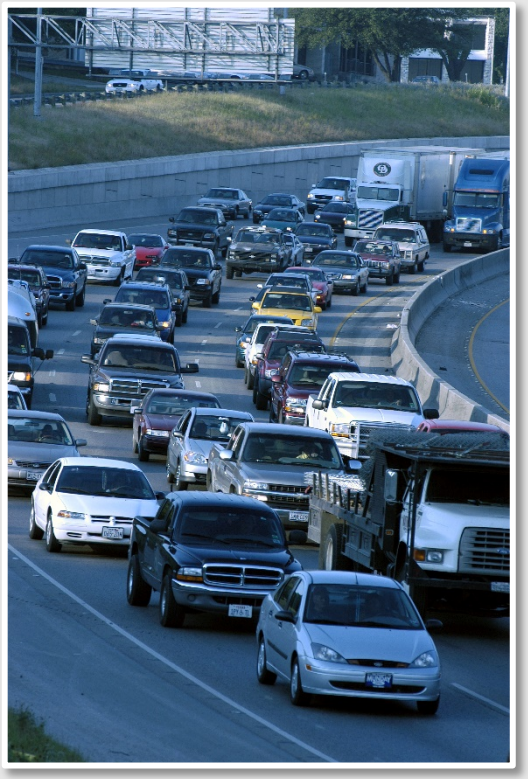
https://www.txdot.gov/inside-txdot/division/transportation-planning/utp.html

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

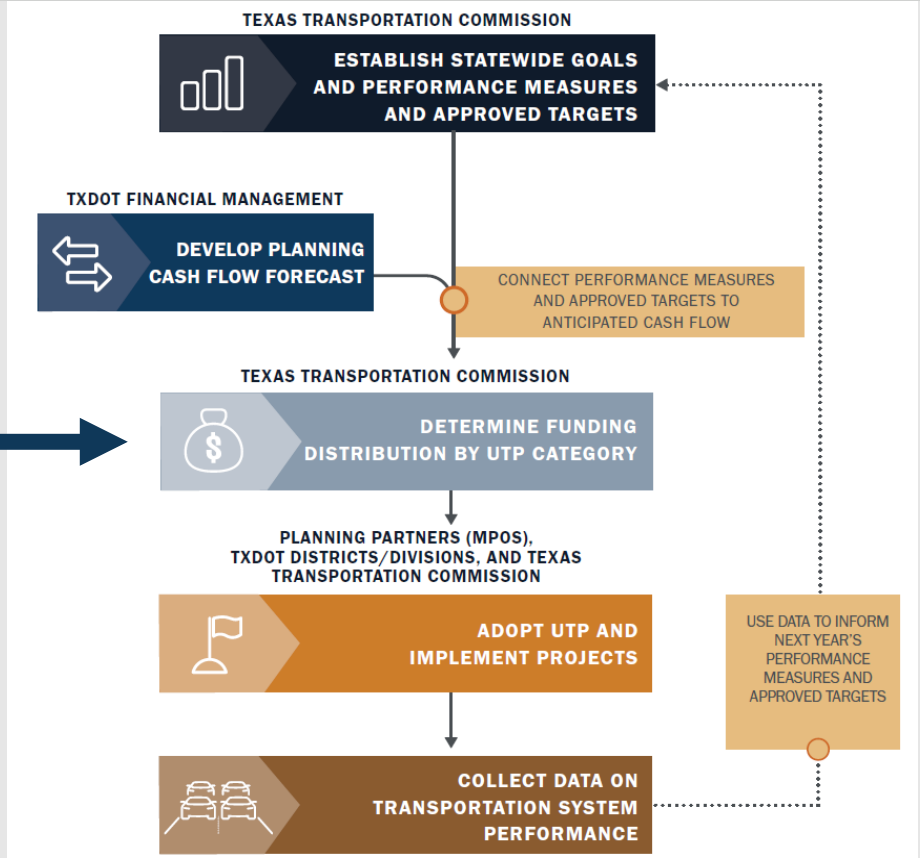
2022 Unified Transportation Program (page 5)

What is the Unified Transportation Program?

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



UTP Development Process



We are here

Unified Transportation Program: 2023 UTP Commission Timeline*

We are here

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

2021-SEP
- Draft 2023 UTP Timeline

OCT
- 2023 UTP Timeline Review
- Receive New 10-Year Forecast

NOV
- 2023 Project Call Open
- Scenarios and UTP Distributions
- 1st Quarter Pre-Alignment Meeting

DEC
- Scenarios and UTP Distribution
- Scenarios and UTP Distributions

2022-JAN
- Texas Clear Lanes Update
- Present Investment Scenarios and UTP Distribution
- District Project List Due
- District / Regional Prioritization and Scoring Due

FEB
- Distribute Planning Targets and Review Mobility Project List Based on Priority Scores
- 2nd Quarter Pre-Alignment Meeting
- Finalize Statewide Prioritization and Scoring of Mobility Projects

MAR
- Discuss and Develop Candidate Mobility Project List
- Final District Project List Due

APR
- Project Review and Selection of Mobility Projects

MAY
- Review Draft Candidate Mobility Project List and Process for Comments
- Draft 2023 UTP Document (text) Review
- Review Draft 2023 UTP Document (text) & Draft Candidate Mobility Project List (staff rec's^)
- 3rd Quarter Pre-Alignment Meeting

JUN
- Discussion on 2023 UTP

JUL
- Post Draft 2023 UTP Publicly
- Public Comment Period Opens

AUG
- Commission Votes on 2023 UTP
- Consideration to Adopt the 2023 UTP
- Review Draft 2023 UTP
- Review of Draft 2023 UTP
- Public Comment Period Closes
- 4th Quarter Pre-Alignment Meeting

UTP Timeline Key

Commission Actions | Special Meeting | Commission Meeting | Chairman Briefing | ADM Briefing | UTP Development

Updated January 3, 2022
*Subject to change
^staff rec's – staff recommendations

Impacts of Financial Forecast on Proposed UTP Distribution

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

Changes to UTP Funding	2022 UTP ($B)	2023 UTP ($B)	Diff ($B)
UTP Funding Distributions	**$68.7**	**$80.1**	**$11.5**
Cat 3 Non-traditional Funding	$5.8	TBD	TBD

Draft 2023 UTP Distribution Process

- 2023 Forecast includes the additional funds related to the Infrastructure Investment and Job Act (IIJA) and the State's Proposition 1 and 7 as well as Texas Mobility Bond Funds

- Estimated required minimums
  - Fund federal categories at estimated levels for IIJA (Cat. 6, 7, 8 & 9)
  - Fund federal Congestion Mitigation and Air Quality (Cat. 5) at FAST ACT levels
  - State riders and sub-programs (Cat. 10 & 11) – includes potential increases for the Ferry Program of $15M/year and ADA program of $5M/year.
  - Earmarks (Cat. 10)

- Increase to Commission Strategic Priority (Cat. 12) to align with the biennial budget

- Bridge & Safety supplemental increase (Cat. 6 & Cat 11 – District Safety)

- Additional funding to advance projects & address maintenance and preservation needs (Cat. 1 & 11)

- Remainder distributed to mobility and connectivity needs in Cat. 2 & 4

*Category = Cat.

Draft 2023 UTP Distribution Comparisons

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

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

Safety Component of Each Category in Proposed 2023 UTP

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

Plan Performance Measures, DRAFT Targets and Current Conditions

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

*Source: TxDOT Performance Dashboard.

Next Steps

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

DISCUSSION

2023 UTP FUNDING CATEGORY DETAILS

FUNDING CATEGORY 1

Preventive Maintenance and Rehabilitation

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 1 addresses preventive maintenance and rehabilitation of the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets. **Preventive Maintenance** Defined as work to preserve, rather than improve, the structural integrity of a pavement or structure. Examples of preventive maintenance activities include asphalt concrete pavement (ACP) overlays (two-inch thick maximum), seal coats, cleaning and sealing joints and cracks, patching concrete pavement, milling or bituminous level-up, shoulder repair, micro-surfacing, scour countermeasures, restoring drainage systems, cleaning and painting steel members to include application of other coatings, cleaning and sealing bridge joints, bridge deck protection, cleaning and resetting bearings, cleaning rebar/strand, and patching structural concrete. **Rehabilitation** Funds are intended for the repair of existing main lanes, structures, and frontage roads. Rehabilitation of an existing two-lane highway to a Super 2 highway (with passing lanes) may be funded within this category. The installation, replacement, and/or rehabilitation of signs and their appurtenances, pavement markings, thermoplastic striping, traffic signals, and illumination systems, including minor roadway modifications to improve operations, are also allowed under this category. Funds can be used to install new traffic signals as well as modernize existing signals.	Funding is allocated to each TxDOT district based on the following formulas: **Preventive Maintenance** A total allocation is calculated per district using the weighted criteria below. 98% is directed toward roadway preventive maintenance and 2% is directed toward bridge preventive maintenance. – 65% On-system lane miles 33% Pavement distress score factor 2% Square footage of on-system bridge deck area **Rehabilitation** 32.5% Three-year average lane miles of pavement with distress scores <70 20% Vehicle miles traveled per lane mile (on system) 32.5% Equivalent single-axle load miles (on and off system and interstate) 15% Pavement distress scores pace factor See note at end of section	TxDOT districts select projects using a performance-based prioritization process that assesses district-wide maintenance and rehabilitation needs. The Texas Transportation Commission allocates Category 1 funds to each district using an allocation formula.

Table note: The Texas Transportation Commission may supplement the funds allocated to individual districts in response to special initiatives, safety issues, or unforeseen environmental factors. Supplemental funding is not required to be allocated proportionately among the districts and is not required to be allocated according to the formulas specified above. In determining whether to allocate supplemental funds to a particular district, the Commission may consider safety issues, traffic volumes, pavement widths, pavement conditions, oil and gas production, well completion, or any other relevant factors.

FUNDING CATEGORY 2

Metropolitan and Urban Area Corridor Projects

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 2 addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation. Projects must be located on the state highway system. The Texas Transportation Commission allocates funds to each metropolitan planning organization (MPO) in the state, by formula. MPOs select and score projects for this category. Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements.	Each MPO shall receive an allocation of Category 2 based on the following formula: **Category 2 Metropolitan (2M)** Using the following formula, 87% of Category 2 funding is allocated to MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs). 30% Total vehicle miles traveled (on and off system) 17% Population 10% Lane miles (on system) 14% Truck vehicle miles traveled (on system) 7% Percentage of census population below the federal poverty level 15% Based on congestion 7% Fatal and incapacitating crashes **Category 2 Urban (2U)** Using the following formula, 13% of Category 2 funding is allocated to non-TMA MPOs (population less than 200,000). Distribution Formula: 20% Total vehicle miles traveled (on and off system) 25% Population 8% Lane miles (on system) 15% Truck vehicle miles traveled (on system) 4% Percentage of census population below the federal poverty level 8% Centerline miles (on system) 10% Congestion 10% Fatal and incapacitating crashes	MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that assesses mobility needs within the MPO boundaries. Project funding must be authorized by the Texas Transportation Commission.

FUNDING CATEGORY 3

Non-Traditionally Funded Transportation Projects

Category 3 is for transportation projects that qualify for funding from sources not traditionally part of the State Highway Fund, including state bond financing (such as Proposition 12 and Proposition 14), the Texas Mobility Fund, pass-through financing, regional revenue and concession funds, and local funding. Category 3 also contains funding for the development costs of design-build projects. (Design-build construction costs are covered by other UTP categories) Common project types include new-location roadways, roadway widening (both freeway and non-freeway), and interchange improvements.	Funding is determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments. Unlike other categories, the amount of funding in Category 3 is subject to change without Commission action. These funds are not part of the Planning Cash Forecast (see pg. 28), because they come from sources outside the regular scope of TxDOT funding. The UTP document reflects the Category 3 amount at the time of the annual UTP adoption.	Projects are determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments.

FUNDING CATEGORY 4

Statewide Connectivity Corridor Projects

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 4 addresses mobility on major state highway system corridors, which provide connectivity between urban areas and other statewide corridors. Projects must be located on the designated highway connectivity network that includes: – Texas Highway Trunk System – National Highway System (NHS) – Connections to major sea ports or border crossings – National Freight Network – Hurricane evacuation routes The designated connectivity network was selected by the Texas Transportation Commission and includes three corridor types: – Mobility corridors: High-traffic routes with potential need for additional roadway capacity – Connectivity corridors: Two-lane roadways requiring upgrade to four-lane divided – Strategic corridors: Routes that provide unique statewide connectivity, such as Ports-to-Plains	**Category 4 Rural Connectivity** Funds distributed to specific projects based on performance scoring thresholds and qualitative analysis. **Category 4 Urban Connectivity** Funds distributed using the same formula as Category 2	TxDOT districts select Category 4 Rural projects in consultation with TxDOT's Transportation Planning and Programming Division using a performance-based prioritization process that assesses mobility needs on designated connectivity corridors in the district. TxDOT districts select Category 4 Urban projects in consultation with MPOs using a similar prioritization process. All Category 4 funding must be authorized by the Texas Transportation Commission.

FUNDING CATEGORY 5

Congestion Mitigation and Air Quality Improvement

Category 5 addresses attainment of National Ambient Air Quality Standard in non-attainment areas (currently the Dallas-Fort Worth, Houston, San Antonio, and El Paso metro areas). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles. Common project types include interchange improvements, local transit operations, and bike and pedestrian infrastructure.	TxDOT distributes funding from the federal Congestion Mitigation and Air Quality Improvement (CMAQ) program to non-attainment areas by population and weighted by air quality severity. Non-attainment areas are designated by the federal Environmental Protection Agency (EPA).	MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that assesses mobility and air quality needs within the MPO boundaries.

FUNDING CATEGORY 6

Structures Replacement and Rehabilitation (Bridge)

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 6 addresses bridge improvements through the following sub-programs. **Highway Bridge Program** For replacement or rehabilitation of eligible bridges on and off the state highway system that are considered functionally obsolete or structurally deficient. Bridges with a sufficiency rating below 50 are eligible for replacement. Bridges with a sufficiency rating of 80 or less are eligible for rehabilitation. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges. **Bridge Maintenance and Improvement Program** For rehabilitation of eligible bridges on the state highway system. **Bridge System Safety Program** For elimination of at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitation or replacement of deficient railroad underpasses on the state highway system. For the elimination of higher risks on bridges such as deficient rails, documented scour, and narrow bridge decks.	Category 6 funding is allocated to TxDOT's Bridge Division, which selects projects statewide.	**TxDOT's Bridge Division** selects projects using a performance-based prioritization process. **Highway Bridge** projects are ranked first by condition categorization (e.g., Poor, Fair, Good) and then by sufficiency ratings. **Bridge Maintenance and Improvement** projects are selected statewide based on identified bridge maintenance/ improvement needs. **Bridge System Safety** projects involving railroad grade separations are selected based on a cost-benefit analysis of factors such as vehicle and train traffic, accident rates, casualty costs, and delay costs for at-grade railroad crossings. Other system safety projects are selected on a cost-benefit analysis of the work needed to address the safety concern at bridges identified with higher risk features.

FUNDING CATEGORY 7

Metropolitan Mobility and Rehabilitation

Category 7 addresses transportation needs within the boundaries of MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs). This funding can be used on any roadway with a functional classification greater than a local road or rural minor collector. Common project types include roadway widening (both freeway and non-freeway), new-location roadways, and interchange improvements.	TxDOT distributes federal funds through Category 7 to each TMA in the state. Distribution is based on the population of each TMA.	MPOs operating in TMAs select projects in consultation with TxDOT districts. The MPOs use a performance-based prioritization process that assesses mobility needs within the MPO boundaries.

FUNDING CATEGORY 8

Safety

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 8 addresses highway safety improvements through the sub-programs listed below. Common Category 8 project types include medians, turn lanes, intersections, traffic signals, and rumble strips. **Highway Safety Improvement Program (HSIP)** Federal aid program administered by Traffic Safety Division (TRF) to fund safety projects on and off the state highway system, with the purpose to achieve significant reductions in traffic fatalities and serious injuries on all public roads. Traffic projects must align with the emphasis areas in the Texas Strategic Highway Safety Plan (SHSP) such as roadway and lane departures, intersections, older road users, and pedestrian safety. TRF provides districts with funding projections for on-system targeted, on-system systemic, and off-system projects, and districts submit project proposals for review and concurrence by TRF. The funding remains allocated to and supervised by TRF. **Systemic Widening Program (SSW)** Statewide program to fund the widening of high risk narrow highways on the state highway system. **Road to Zero (RTZ)** Program initiated by the Texas Transportation Commission in the 2020 UTP with $600M commitment for the FY 2020–2021 biennium. Funding on the state highway system dedicated to target and reduce fatalities and suspected serious injuries in the three highest contributing categories: roadway and lane departure, intersection safety, and pedestrian safety.	Category 8 funding is allocated to TxDOT's Traffic Safety Division, which selects projects statewide.	**HSIP** Projects are evaluated, prioritized, and selected at the district level based on three years of crash data (targeted funds) or systemic approved projects as outlined in the HSIP guidance. SSW Projects are evaluated by roadway safety features for preventable severe crash types using total risk factor weights. **Road to Zero** Projects were evaluated by roadway safety factors, crash reduction factors, the safety improvement index, and time required to complete a candidate project. All evaluation factors were directly tied to the targeted top three contributing categories in fatalities and suspected serious injuries.

FUNDING CATEGORY 9

Transportation Alternatives Set-Aside Program

Category 9 handles the federal Transportation Alternatives (TA) Set-Aside Program. These funds may be awarded for the following activities: Construction of sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act. Construction of infrastructure-related projects that provide safe routes for non-drivers.	TxDOT distributes federal TA funds through Category 9 to MPOs and other areas of the state. 50% of these funds are designated for statewide flexible use, and the other 50% are distributed by population. TA project eligibility is determined by TxDOT and FHWA. Statewide TA Flex funding allocations and distribution are allocated at the discretion of the Texas Transportation Commission. A portion of these funds are used in the 2023 UTP for Safety Rest Area expansion to address truck parking needs.	For urbanized areas with populations over 200,000 (TMAs), MPOs select projects in consultation with TxDOT. Funds allocated to small urban areas and non-urban areas (with populations below 200,000) are administered by TxDOT's Public Transportation Division through a competitive process.

FUNDING CATEGORY

10

Supplemental Transportation Programs

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 10 addresses a variety of transportation improvements through the following sub-programs: **Coordinated Border Infrastructure (CBI)** Addresses improvements to the safe movement of motor vehicles at or across the land border between the United States and Mexico. **Supplemental Transportation Projects (Federal)** Federal discretionary and congressional high-priority projects. **Federal Lands Access Program (FLAP)** Addresses transportation facilities located on, are adjacent to, or provide access to federal lands. **Texas Parks and Wildlife Department (TPWD)** Construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD. **Green Ribbon Program** Projects to plant trees and other landscaping to help mitigate the effects of air pollution in air quality non-attainment or near non-attainment counties. **Americans with Disabilities Act (ADA) Pedestrian Program** Addresses construction or replacement of on-system pedestrian facilities to make the system more accessible and safer for all pedestrians including those with disabilities. **Landscape Incentive Awards** Allows TxDOT to execute joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community Achievement Awards Program. The awards recognize participating cities' or communities' efforts in litter control, quality of life issues, and beautification programs and projects. **Railroad Grade Crossing and Replanking Program** Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide). **Railroad Signal Maintenance Program** Financial contributions to each railroad company in the state for signal maintenance.	Coordinated Border Infrastructure: Allocation to TxDOT districts on the Mexico border using the following formula: 20% Incoming commercial trucks 30% Incoming personal motor vehicles and buses 25% Weight of incoming cargo by commercial trucks 25% Number of land border ports of entry **Supplemental Transportation Projects (Federal)** Directed by federal legislation **Federal Lands Access Program** Project applications are scored and ranked by the Programming Decision Committee (PDC), which includes representatives from FHWA, TxDOT, and a political subdivision of the state. **Green Ribbon Program** Allocations based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties. **Americans with Disabilities Act (ADA)** Projects are selected statewide based on conditions of curb ramps or location of intersections without ramps. **Landscape Incentive Awards** Funding is distributed to 10 locations in the state based on results of the Keep Texas Beautiful Awards Program **Railroad Grade Crossing and Replanking Program** Condition of crossing's riding surface and benefit to cost per vehicle using crossing. **Railroad Signal Maintenance Program** Based on number of crossings and type of automatic devices present at each.	**CBI** projects are selected by districts with FHWA review and approval. Discretionary funds are congressionally designated. All CBI funds have been allocated and projects are currently under development. For **FLAP**, project applications are scored and ranked by the Programming Decision Committee (PDC). Projects selected under FLAP are managed by TPP. The Texas Parks and Wildlife Department **(TPWD)** selects State Park Roads projects in coordination with TxDOT districts. **Green Ribbon** allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties and managed by the TxDOT Design Division. **ADA** projects are selected based on conditions of curb ramps or the location of intersections without ramps, and are managed by the Design Division. **Landscape Incentive Awards** are managed by the TxDOT Design Division. The TxDOT Rail Division in coordination with TxDOT districts selects **Railroad Grade Crossing Replanking and Railroad Signal Maintenance projects.** All projects are selected using a performance-based prioritizationprocess.

FUNDING CATEGORY 11

District Discretionary

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
Category 11 addresses TxDOT district transportation needs through the sub-programs listed below. Common Category 11 project types include roadway maintenance or rehabilitation, added passing lanes (Super 2), and roadway widening (non-freeway). **District Discretionary** Projects selected at the discretion of each TxDOT District. Most projects are on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right of way acquisition. **Energy Sector** Safety and maintenance work on state highways impacted by the energy sector. **Border Infrastructure** Rider 11(b) funding is distributed to the three TxDOT districts with international ports of entry (Pharr, Laredo, and El Paso Districts) for highway projects within 50 miles of a port of entry. Federal funds designated for border state infrastructure follow project selection guidelines outlined under the CBI program (see Category 10). Selection criteria include improvements that facilitate safe movement of motor vehicles at or across the land border between the United States and Mexico. **District Safety** District discretionary funds for standalone safety projects that include proven engineering safety countermeasures. These countermeasures have been proven on a national or state level, and most have established crash modification factors.	**District Discretionary** Minimum $2.5 million allocation to each TxDOT district per legislative mandate. If additional funds are distributed, the formula below is used: 70% On-system vehicle miles traveled 20% On-system lane miles 10% Annual truck vehicle miles traveled The Texas Transportation Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns. **Energy Sector** Allocation formula based on the following weighted factors: 40% Three-year average pavement condition score 25% Oil and gas production taxes collected 25% Number of well completions 10% Volume of oil and gas waste injected **Border Infrastructure** Rider 11(b): Under a provision in the FAST Act, TxDOT may designate 5% of the state's federal Surface Transportation Block Grant (STBG) funds for border infrastructure projects. This funding is distributed to the three border districts with ports of entry: Pharr, Laredo, and El Paso Districts. **District Safety** 10% On-system daily vehicle miles traveled 10% On-system lane miles 2020 40% On-system fatal and incapacitating crashes 40% Fatal and incapacitating crash rate	**TxDOT Districts** select projects using a performance-based prioritization process that assesses district-wide maintenance, safety, or mobility needs. **The Texas Transportation Commission** allocates funds through a formula allocation program. The Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns, as well as energy sector initiatives. **Rider 11(b)**: Project selection criteria include, but are not limited to: – Number of land border ports of entry – Number of incoming commercial trucks and railcars – Number of incoming personal motor vehicles and buses – Weight of incoming cargo by commercial trucks

FUNDING CATEGORY 12

Strategic Priority

Category 12 addresses projects with specific importance to the state, including those that improve: – Congestion and connectivity – Economic opportunity – Energy sector access – Border and port connectivity – Efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report – The ability to respond to both man-made and natural emergencies Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and new-location roadways.	Funding in Category 12 is awarded to specific projects at the discretion of the Texas Transportation Commission, which selects from candidate projects nominated by TxDOT districts and MPOs. **Texas Clear Lanes** This subset of Category 12 projects is prioritized in collaboration with the MPOs in the state's five largest metro areas (Dallas, Fort Worth, Houston, San Antonio, and Austin). Projects are intended to address the top 100 most-congested segments in the state (directly and indirectly).	The Texas Transportation Commission selects projects statewide using a performance-based prioritization process. Per state law, the Texas Transportation Commission may make discretionary funding decisions for no more than 10% of TxDOT's current biennial budget. The amount in Category 12 is calculated as 10% of the average of TxDOT's total budget for the current fiscal biennium.

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

Plan Period	Rank	Rank Order	CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost ($, millions)	Funding (Check Field)	CAT1	CAT2	CAT4	CAT7	CAT9	CAT12	Local/Other	Prior Funding	Total Project Cost ($, millions)	Project Type	Notes
TIP/STIP	1	1	0617-01-177	MPO-001	SH 358 (SPID) Ramp Reversal	Ramp reversal Phase II-B	Nile Drive	Staples Street	TxDOT-CRP	On	2	$35.00	$35.00		$35.00							$45.43	Highway	Funding allocation matches 2020 UTP
TIP/STIP	1	2	0074-06-241	MPO-002	I-37	Widen freeway by constructing additional 2 travel lanes northbound and 1 additional travel lane southbound	Redbird Lane (Overpass)	Nueces River	TxDOT-CRP	On	2 / 4U / 12	$60.00	$60.00		$12.00	$15.00			$33.00			$77.88	Highway	Funding allocation matches 2020 UTP
TIP/STIP	1	3		MPO-003	US 181	Widen freeway by constructing 1 additional travel lane in each direction	North of FM 3296 (Buddy Ganem Drive)	FM 2986 (Wildcat Drive)	TxDOT-CRP	On	2 / 4U	$14.00	$14.00		$2.00	$12.00						$18.17	Highway	Funding allocation matches 2020 UTP
TIP/STIP	1	4	0101-04-114	MPO-004	US 181 Ramp Reversals	Reverse entrance and exit ramps in Northbound direction	FM 3296 (Buddy Ganem Drive)	FM 2986 (Wildcat Drive)	TxDOT-CRP	On	2	$4.00	$4.00		$4.00							$5.19	Highway	Funding allocation matches 2020 UTP
TIP/STIP	1	6	0326-01-056	MPO-005	SH 286 (Crosstown)	Extend 4-lane divided freeway by constructing mainlanes, overpasses, and frontage roads	FM 43 (Weber Road)	South of FM 2444 (Staples Street)	TxDOT-CRP	On	2	$40.00	$40.00		$40.00							$51.92	Highway	Funding allocation matches 2020 UTP
TIP/STIP	1	7	1209-01-030	MPO-006	FM 893 (Moore Avenue)	Upgrade from 2-lane roadway to 5-lane urban roadway by constructing additional 2 lanes and CLTL	CR 3685 (Stark Road)	0.2 miles West of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	$7.00	$7.00		$7.00							$9.09	Highway	Funding allocation matches 2020 UTP
TIP/STIP	2	10	0916-35-195	MPO-007	Harbor Bridge Hike and Bike - Connectivity	Construct pedestrian and bike facilities	On various city streets from Coles High School	Williams Memorial Park	City of Corpus Christi	Off	7	$1.42	$1.42				$1.42					$1.84	Bike/Ped	
TIP/STIP	2	11		MPO-008	US 181 Harbor Bridge Voluntary Relocation Program	US 181 Harbor Bridge Voluntary Relocation Mitigation Program	N/A	N/A	MPO	Off	7 / Local / ROW	$71.00	$71.00				$36.00			$20.00	$15.00	$92.15	Highway	Verify cost estimates.
TIP/STIP	2	12	0916-35-196	MPO-009	Harbor Bridge Park Improvements	Park mitigation for Harbor Bridge	At various city parks including	Ben Garza, TC Ayers, and new location	City of Corpus Christi	Off	7	$4.80	$4.80				$4.80					$6.23	Highway	
TIP/STIP	3	13	0916-00-068	MPO-010	Pedestrian and Bike	Pedestrian and bike facility improvements	At Various Locations on Brewster Street	N/A	City of Corpus Christi	On	7	$1.42	$1.42								$1.42	$1.84	Bike/Ped	Utilizes prior funding. Verify if completed by September 2019.
TIP/STIP	4	14	0916-35-219	MPO-011	Schanen Ditch Hike and Bike Trail: Phase IV	Construct and design Hike and Bike Trail	Killarmet Drive	Holly Road	City of Corpus Christi	Off	9	$0.39	$0.39					$0.39				$0.39	Bike/Ped	
TIP/STIP	4	15	0916-35-206	MPO-012	Region-wide Bike Boulevard Wayfinding Initiative	Designation of bicycle boulevards with pavement markings and signage	Various Locations in Corpus Christi and Portland	N/A	City of Corpus Christi	Off	9	$0.62	$0.62					$0.62				$0.62	Bike/Ped	AFA pending
TIP/STIP	4	16		MPO-013	Portland Bicycle Lanes	Construct one way cycle track and buffered bike lanes	At Various Locations in Portland	N/A	City of Portland	On	9	$0.36	$0.36					$0.36				$0.36	Bike/Ped	
TIP/STIP	4	17		MPO-014	Dr Hector P Garcia Park Hike & Bike Trail: Phase II	Construct & design Hike & Bike Trail	At Garcia on Trojan Dr	Horne Road	City of Corpus Christi	Off	9	$0.70	$0.70					$0.70				$0.70	Bike/Ped	
TIP/STIP	16	33		MPO-015	PR 22	Feasibility study: intersection improvements	At SH 361/PR 22 intersection	Zahn Road	TBD	On	7	$1.20	$1.20				$1.20					$1.56	Highway	Verify sponsor
10-Year	1	5	0617-02-073	MPO-016	PR 22	Corridor upgrade for pedestrian and access management improvements without adding capacity	Aquarius Street	Whitecap Boulevard	TxDOT-CRP	On	2	$16.00	$16.00		$16.00							$19.20	Highway	Funding allocation matches 2020 UTP
10-Year	1	8	0180-10-082	MPO-017	SH 361	Upgrade/add direct connectors	At SH 35 interchange	0.6 miles Southeast on SH 361	TxDOT-CRP	On	2	$38.50	$38.50		$38.50							$46.20	Highway	Funding allocation matches 2020 UTP
10-Year	1	9	0180-06-118	MPO-018	SH 35	Upgrade/add direct connectors	FM 3284	0.23 North of SH 361	TxDOT-CRP	On	4U	$21.50	$21.50			$21.50						$25.80	Highway	Funding allocation matches 2020 UTP
10-Year	9	22		MPO-019	SS 544 (Agnes Street / Laredo Street)	Operational improvements without adding capacity	SH 286 (Crosstown)	Coopers Alley	City of Corpus Christi	Off	7	$5.50	$5.50				$5.50					$6.60	Highway	
10-Year	12	27	0916-35-170	MPO-020	Holly Road Travel Lanes	Construct Phase II by adding 2 additional travel lanes	SH 286	Greenwood Drive	City of Corpus Christi	Off	7	$4.73	$4.73				$4.73					$5.68	Highway	
10-Year	13	28		MPO-021	Regional Parkway / Rodd Field Road Extension	NEPA Process for new location 4-lane roadway (Segment B) and Rodd Field Road	Yorktown Boulevard	SH 286 (Crosstown)	City of Corpus Christi	Off	7	$1.89	$1.89				$1.89					$2.27	Highway	
10-Year	13	29		MPO-022	Regional Parkway	NEW Location: Construct Phase I consisting of 4-lane roadway (Segment B)	Rodd Field Road	SH 286 (Crosstown)	City of Corpus Christi	Off	7	$45.00	$45.00				$45.00					$54.00	Highway	
10-Year	13	30		MPO-023	Rodd Field Road Extension	Construct Phase I consisting of 2-lane roadway with raised medians on new location	Yorktown Boulevard	Future Regional Parkway (South of Oso Creek)	City of Corpus Christi	Off	7	$25.00	$25.00				$25.00					$30.00	Highway	
10-Year	14	31		MPO-024	Yorktown Boulevard	Construct 2 additional travel lanes with turn lanes. Elevate and widen bridge.	Rodd Field Road	Laguna Shores Road	City of Corpus Christi	Off	7	$39.41	$39.41				$39.41					$47.29	Highway	
10-Year	15	32		MPO-025	Timon Boulevard / Surfside Boulevard	Rehabilitate without additional capacity, construct bicycle facilities	Beach Avenue	Burleson Street	City of Corpus Christi	Off	7	$20.00	$20.00				$20.00					$24.00	Bike/Ped	Consider North Beach plan impact. Possible use of remaining Category 7 funds.
10-Year	19	36		MPO-026	Flour Bluff Drive	Upgrade to 5-lane urban roadway by constructing additional 2-lanes and CLTL	South of Don Patricio Road	Yorktown Boulevard	City of Corpus Christi	Off	7	$17.00	$17.00				$17.00					$20.40	Highway	
10-Year	22	39		MPO-027	CR 72	Construct 2 additional travel lanes (CTWLTL)	FM 2986 (Wildcat Drive)	CR 2032	City of Portland	Off	7	$5.92	$5.92				$5.92					$7.10	Highway	
10-Year	23	40		MPO-028	Joe Fulton International Trade Corridor (JFITC) Realignment	Corridor improvements	0.5 miles west of Navigation Boulevard	0.5 miles east of Navigation Boulevard	Port of Corpus Christi	Off	7	$5.00	$5.00				$5.00					$6.00	Highway	
10-Year	32	49	TBD	MPO-029	US 181 Companion Drainage Project	Construction of the campanion drainage project across the TxDOT right-of-way	Sunset Road	FM 3239 (Buddy Ganem Drive)	TxDOT-CRP	On	2 / 7 / Local	$7.00	$7.00							$7.00		$8.40	Highway	
10-Year	35	52		MPO-030	Future Category 9 Projects	Projects selected through competitive process	N/A	N/A	TBD	On/Off	9	$12.43	$12.43					$12.43				$12.43	Bike/Ped	Remaining Cat 9 funding to be allocated in the future based on a call for projects and ultimate selection.
Long Range	5	18	0617-01-178	MPO-031	SH 358 (SPID) Ramp Reversal	Ramp Reversal Phase II-C (Braided ramps)	Airline Road	Everhart Road	TxDOT-CRP	On	2	$35.00	$35.00		$35.00							$42.00	Highway	
Long Range	6	19		MPO-032	SH 286 (Crosstown)	Construct 1 additional northbound travel lane with ramp upgrades	SS 544 (Agnes Street / Laredo Street)	SH 358 (SPID)	TxDOT-CRP	On	2	$80.00	$80.00		$80.00							$96.00	Highway	
Long Range	7	20		MPO-033	FM 624 (Northwest Boulevard)	Upgrade from 4-lane roadway to 6-lane roadway including raised medians	CR 69	FM 73	TxDOT-CRP	On	2 / 4U / 7	$18.00	$18.00		$6.00	$10.00	$2.00					$21.60	Highway	
Long Range	8	21		MPO-034	I-37 / SH 358 Interchange	Reconstruct Interchange to provide 2-lane direct connectors from SB I-37 to EB SH 358 and WB SH 358 to NB I-37	At I-37/SH 358 interchange	N/A	TxDOT-CRP	On	2 / 4U	$100.00	$100.00		$60.00	$40.00						$120.00	Highway	
Long Range	10	23		MPO-035	FM 43 (Weber Road)	Upgrade to 5-lane roadway by constructing additional 2 lanes and CLTL	SH 286 (Crosstown)	FM 665 (Old Brownsville Road)	TxDOT-CRP	On	2 / 4U	$40.00	$40.00		$15.00	$25.00					$48.00	Highway	
Long Range	11	24		MPO-036	SH 286 (Crosstown) Braided Ramp	Construct braided ramps northbound from Holly to SH 358	South of Holly Road	SH 358 (SPID)	TxDOT-CRP	On	2 / 4U	$60.00	$60.00		$25.00	$35.00					$72.00	Highway	
												$839.79	$0.00		$375.50	$158.50	$214.87	$14.50	$33.00	$27.00	$16.42	$1,028.34		

Agenda Item 4B - Attachment 3

TxDOT 2023 UTP: Corpus Christi District Adopted Project List

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

**Proposed FY subject to change based on fiscal constraint*

CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

Date:	October 13, 2022
To:	Technical Advisory Committee (TAC)
From:	Robert MacDonald, Transportation Planning Director
Subject:	Item 5A: Corpus Christi MPO Regional Coordination Group for Federal Transportation Grants
Action:	Review and Discuss Grant Proposals and Processes

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 and the TPC agreed to create this new ad hoc committee at their meeting on September 1st. The TAC, at their meeting on September 15th, suggested that an agenda item be developed at Regular TAC meetings to serve as the core of this new Regional Coordination Group. The TAC members and Corpus Christi MPO staff would invite other local staff members of the agencies related to transportation in our region to attend the TAC meeting to provide their input to the specific federal transportation grants being proposed and identified for future submittals over the estimated five years of these transportation grants.

To provide a summary of federal transportation grants that have been submitted from our region or are open for future submittals, the Corpus Christi MPO staff has developed a summary table for your review and comment. Additionally, awards to projects in our region or in Texas will be listed for review by this Regional Coordination Group. Attachment 1 provides the initial draft of the Summary Table. Please review the format, structure, and content of this table for enhancements for the TAC to use in their future grant discussions.

Members and Discussion Topics

The TAC members represent the MPO's local governments and agencies and are proposed to serve as the core membership of the Regional Coordination Group for Federal Transportation Grants. Other targeted participants would be local government and agency staff members with expertise in the specific transportation grant or in coordination activities between local entities. Additional staff from private sector partners, industry, and non-profit organizations involved in transportation project and program development may also be invited for specific grant discussions.

The anticipated focus areas of the discussions are:

- 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,
- 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,
- Promote the implementation of priority projects and programs already identified in the regional Corpus Christi MPO's 25-year, 2020-2045 Metropolitan Transportation Plan (2045 MTP),

- Share information on regional transportation project and program submissions to the federal and state processes,
- Report the results of the various project and program submittals to the state and federal selection processes.

The Corpus Christi MPO staff will monitor the processes of other regional coordinating groups such as the San Patricio County Grant Review Subcommittee. That Subcommittee is intended to provide project scoping for the County's 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. Although not directly focused on transportation projects, their process may provide some assistance to the new processes of the MPO's Regional Coordination Group for Federal Transportation Grants. For TAC members, their identification of similar local processes of this type is welcome to be shared during this agenda item in the future.

Background

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 link under Attachment 2.

Recommendation

None. This is an information item for discussion by the TAC members and local agency representatives.

Proposed Motion

None. This is an information item for discussion by the TAC members and local agency representatives.

Attachments

1. Summary Table of Regional IIJA Grant Submittals, Deadlines, and Awards
2. FHWA and USDOT Grant Programs from the IIJA/BIL
    a. Bipartisan Infrastructure Law Grant Programs
    b. Competitive Grant Programs

Summary Table of Regional IIJA Grant Submittals, Deadlines, and Awards

Program Name	Category	Application Deadline	Regional Applications	Awarded Projects in Texas	URL
Accelerated Implementation and Deploymnet of Advanced Digital Construction Management Systems (Set-Aside)	Roads, Bridges and Major Projects		N/A		
Accelerated Implementation and Deploymnet of Pavement Technologies (Set-Aside)	Roads, Bridges and Major Projects		N/A		
Advanced Transportation Technologies & Innovative Mobility	**Roads, Bridges and Major Projects**	**11/18/2022**	N/A		
Airport Infrastructure Grants	Airports and FAA Facilities		N/A		
Airport Terminal Program	**Airports and FAA Facilities**	**10/24/2022**	N/A		
All Station Accessibility Program	**Public Transportation**	**10/7/2022**	N/A		
America's Marine Highway Program Grants	**Ports and Waterways**	**6/17/2022**	N/A	**Houston Port Authority: Houston Gateway & Gulf Container On-Barge Central Node ($180,000), Chambers County Texas Improvement District #1 ($3,000,000)**	**https://www.maritime.dot.gov/grants-finances/marine-highways/grants**
~~**Bridge Formula Program**~~	~~**Roads, Bridges and Major Projects**~~		N/A	**Cancelled on 4/8/2022**	**https://www.fhwa.dot.gov/legsregs/directives/notices/n4510861.cfm**
Bridge Investment Program	**Roads, Bridges and Major Projects**	**9/8/2022**	N/A	**City of Waco Primrose Creek Bridges Planning ($800,000)**	**https://www.fhwa.dot.gov/bridge/bip/planninggrants2022/FY_2022_BIP_Planning_Grant_Award_Fact_Sheets.pdf**
Bus and Bus Facilities Competitive Grants	Public Transportation		N/A		
Bus and Bus Facilities Formula Grants	Public Transportation		N/A		
Capital Investment Grants	Public Transportation		N/A		
Carbon Reduction Program	Resilience		N/A		
Charging & Fueling Infrastructure Grants (Corridor Charging)	Electric Vehicles, Buses and Ferries		N/A		
Charging & Fueling Infrastructure Grants (Community Charging)	Electric Vehicles, Buses and Ferries		N/A		
Commercial Driver's License Implementation Program	Safety		N/A		
Commercial Motor Vehicle Enforcement Training	Safety		N/A		
Commercial Motor Vehicle Operators Grant Program	Safety		N/A		
Congestion Relief Program	Roads, Bridges and Major Projects		N/A		
Consolidated Rail Infrastructure & Safety Improvement Program	**Safety/Rail Infrastructure**	**12/1/2022**	N/A		
Construction of Ferry Boats and Ferry Terminal Facilities	Ports and Waterways		N/A		
Crash Data	Safety		N/A		
Disadvantaged Business Enterprize	Roads, Bridges and Major Projects		N/A		
Electric or Low-Emitting Ferry Program	**Electric Vehicles, Buses and Ferries**	**9/6/2022**	N/A		

Summary Table of Regional IIJA Grant Submittals, Deadlines, and Awards

Program Name	Category	Application Deadline	Regional Applications	Awarded Projects in Texas	URL
Emergency Preparedness Grants	Resilience		N/A		
Enhanced Mobility of Seniors and Indivisuals with Disabilities	Public Transportation		N/A		
Federal Lands Access Program	Roads, Bridges and Major Projects		N/A		
Federal Lands Transportation Program	Roads, Bridges and Major Projects		N/A		
Federal Lands Transportation Program (Finding for U.S. Fish and Wildlife)	Roads, Bridges and Major Projects		N/A		
Federal Lands Transportation Program (Finding for U.S. Forest)	Roads, Bridges and Major Projects		N/A		
Federal-State Partnership for Intercity Passenger Rail Grants	Passenger and Freight Rail		N/A		
Growing State Apportionments	Other		N/A		
Growing States and High-Density States Formula	Other		N/A		
High Priority Activities Program	Safety		N/A		
High-Visibility Enforcement	Safety		N/A		
Highway Research & Development Program	Roads, Bridges and Major Projects		N/A		
Highway Safety Improvement Program	Safety		N/A		
Highway Safety Programs	Safety		N/A		
Intelligent Transportation Systems Program	Roads, Bridges and Major Projects		N/A		
Local and Regional Project Assistance Grants (RAISE)	Roads, Bridges and Major Projects		N/A		
Low or No Emission (Bus) Grants (includes $374M Bus & Bus Facilities Competitive Grant Set-aside)	**Electric Vehicles, Buses and Ferries**	**5/31/2022**	**Corpus Christi Regional Transportation Authority**	**City of Lubbok Citibus ($39,600,000), Harris County METRO ($21,586,913), CapMETRO ($20,000,000), City of El Maso Mass Transit Dept., Sun Metro ($8,876,712), City of Laredo and Laredo Transit Management ($7,430,385)**	**https://www.transit.dot.gov/funding/grants/fy22-fta-bus-and-low-and-no-emission-grant-awards#:~:text=FTA's%20FY22%20Low%2D%20and%20No,in%20bus%20fleets%20and%20facilities.**
Low or No Emission Vehicle Component Assessment Program	Electric Vehicles, Buses and Ferries		N/A		
Metropolitan Planning	Roads, Bridges and Major Projects		N/A		
Metropolitan Transportation Program	Public Transportation		N/A		
Motor Carrier Safety Assistance Program	Safety		N/A		
National Culvert Removal, Replacement & Restoration Grant	**Roads, Bridges and Major Projects**	**2/6/2023**	N/A		
National Electric Vehicle Infrastructure Formula Program (NEVI)	Electric Vehicles, Buses and Ferries		N/A		
National Highway Freight Program	Roads, Bridges and Major Projects		N/A		
National Highway Performance Program	Roads, Bridges and Major Projects		N/A		

Summary Table of Regional IIJA Grant Submittals, Deadlines, and Awards

Program Name	Category	Application Deadline	Regional Applications	Awarded Projects in Texas	URL
National Infrastructure Project Assistance (MEGA)	Roads, Bridges and Major Projects		N/A		
National Priority Safety Programs	Safety		N/A		
Nationally Significant Federal Lands and Tribal Projects	**Roads, Bridges and Major Projects**	**10/24/2022**	N/A		
Nationally Significant Freight & Highway Projects (INFRA)	**Roads, Bridges and Major Projects**	**5/23/2022**	N/A	**Anzalduas Bridge Expansion Project - McAllen ($25,000,000)**	**https://www.transportation.gov/sites/dot.gov/files/2022-09/INFRA%202022%20Fact%20Sheets%20%281%29.pdf**
Nationally Significant Freight & Highway Projects State Incentives Pilot Program Set-aside	Roads, Bridges and Major Projects		N/A		
Natural Gas Distribution Infrastructure Safety and Modernization Grants	**Safety**	**8/8/2022**	N/A		
On-the-Job Training Program	Roads, Bridges and Major Projects		N/A		
Pilot Program for Enhanced Mobility	Public Transportation		N/A		
Pilot Program for Transit Oriented Development	**Public Transportation**	**7/25/2022**	N/A		
Port Infrastructure Development Program Grants	Ports and Waterways		N/A		
Prioritization Process Pilot Program	Other		N/A		
Promoting Resilient Operatsions for Transormative, Efficient, and Cost-Saving Transportation (PROTECT) - Formula	Resilience		N/A		
Public Transportation Technical Assistance and Workforce Development	Public Transportation		N/A		
Rail Vehicle Replacement Grants	Public Transportation		N/A		
Railroad Crossing Elimination Grants	**Safety**	**10/4/2022**	N/A		
Rebuilding American Infrastructure with Sustainability & Equity (RAISE)	**Roads, Bridges and Major Projects**	**4/14/2022**	**City of Corpus Christi - Yorktown Port of Corpus Christi - Oil Dock**	**Port of Port Arthur Navigation District ($13,600,000), City of Houston ($20,960,000), TxDOT ($25,000,000), City of Harlingen ($5,020,730), NCTCOG ($25,000,000), City of El Paso ($12,000,000)**	**https://www.transportation.gov/sites/dot.gov/files/2022-09/RAISE%202022%20Award%20Fact%20Sheets_1.pdf**
Reconnecting Communities Pilot Program	**Roads, Bridges and Major Projects**	**10/13/2022**	**City of Corpus Christi - Lead Port of Corpus Christi - Partner**		
Reduction of Truck Emissions at Port Facilities	Ports and Waterways		N/A		
Research, Development, Demonstration and Deployment Projects (less Set-aside)	Public Transportation		N/A		
Safe Streets and Roads for All	**Safety**	**9/15/2022**	N/A		
Safety-Related Activities (Set-aside)	Safety		N/A		
State of Good Repair Grants	Public Transportation		N/A		

Summary Table of Regional IIJA Grant Submittals, Deadlines, and Awards

Program Name	Category	Application Deadline	Regional Applications	Awarded Projects in Texas	URL
Statewide Transportation Planning	Public Transportation		N/A		
Strategic Innovation for Revenue Collection	N/A		N/A		
Strengthening Mobility and Revoluytionizing Transportation (SMART) Grants	**Public Transportation**	**11/18/2022**	N/A		
Surface Transportation Block Grant Program	Roads, Bridges and Major Projects		N/A		
Technical Assistance and Workforce Development Grants	Other		N/A		
Technology & Innovation Deployment Program	Other		N/A		
Thriving Communities	**Other**	**11/22/2022**	N/A		
Training & Education	Other		N/A		
Transit Cooperative Research Program	Public Transportation		N/A		
Urbanized Area Formula Grants	Public Transportation		N/A		
Urbanized Area Passenger Ferry Program	Public Transportation		N/A		
Wildlife Crossing Pilog Program	Safety		N/A		
FY 2021 Small Community Air Service Development Program (Non-IIJA/BIL)	**Airports**	**3/15/2022**	**Corpus Christi International Airport**	**Corpus Christi ($750,000), Laredo ($250,000), McAllen ($750,000)**	https://www.transportation.gov/sites/dot.gov/files/2022-08/DOT-OST-2022-0003-0163_Order.2022-8-5.FY21SCASDP.pdf

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. Applicants for funding should consult program-specific guidance. For additional information and to apply, visit 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
Airport Infrastructure Grants	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
Appalachian Development Highway System	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
Bridge Formula Program	Roads, Bridges and Major Projects	$26,675,000,000
Bridge Investment Program	Roads, Bridges and Major Projects	$12,200,000,000
Bus and Bus Facilities Competitive Grants	Public Transportation	$1,966,392,169
Bus and Bus Facilities Formula Grants	Public Transportation	$3,161,294,400
Capital Investment Grants	Public Transportation	$8,000,000,000
Carbon Reduction Program	Resilience	$6,419,999,998
Charging & Fueling Infrastructure Grants (Corridor Charging)	Electric Vehicles, Buses and Ferries	$1,250,000,000
Charging and Fueling Infrastructure Grants (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
Congestion Mitigation & Air Quality Improvement Program	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
Infrastructure and Safety Improvement Grants	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
Disadvantaged Business Enterprises	Roads, Bridges and Major Projects	$50,000,000
Electric or Low-Emitting Ferry Program	Electric Vehicles, Buses and Ferries	$250,000,000
Emergency Preparedness Grants	Resilience	$234,125,000
Enhanced Mobility of Seniors and Individuals with Disabilities	Public Transportation	$2,193,105,343
Federal Lands Access Program	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
Federal Lands Transportation Program (Funding for U.S. Fish & Wildlife)	Roads, Bridges and Major Projects	$180,000,000
Federal Lands Transportation Program (Funding for U.S. Forest)	Roads, Bridges and Major Projects	$130,000,000
Federal Lands Transportation Program (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
Ferry Service for Rural Communities	Public Transportation	$1,000,000,000
Formula Grants for Rural Areas	Public Transportation	$4,109,463,374
Bridge Investment Program - Grants for Planning, Feasibility Analysis, and Revenue Forecasting	Roads, Bridges and Major Projects	$100,000,000
Growing State Apportionments	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
Highway Safety Improvement Program	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
Intelligent Transportation Systems Program	Roads, Bridges and Major Projects	$250,000,000
Local and Regional Project Assistance Grants (RAISE)	Roads, Bridges and Major Projects	$7,500,000,000
Low or No Emission (Bus) Grants (includes $375 million Bus and Bus Facilities Competitive Grants set aside)	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
Metropolitan Planning	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
National Culvert Removal, Replacement, & Restoration Grant	Roads, Bridges and Major Projects	$1,000,000,000
National Electric Vehicle Infrastructure Formula Program	Electric Vehicles, Buses and Ferries	$5,000,000,000
National Highway Freight Program	Roads, Bridges and Major Projects	$7,150,000,000
National Highway Performance Program	Roads, Bridges and Major Projects	$148,000,000,000
National Infrastructure Project Assistance (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
Nationally Significant Federal Lands and Tribal Projects	Roads, Bridges and Major Projects	$275,000,000
Nationally Significant Freight & Highway Projects (INFRA)	Roads, Bridges and Major Projects	$7,250,000,000
Natural Gas Distribution Infrastructure Safety and Modernization Grants	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
Pilot Program for Transit Oriented Development	Public Transportation	$68,864,631
Port Infrastructure Development Program Grants	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
Puerto Rico Highway Program	Roads, Bridges and Major Projects	$900,995,000
Rail Vehicle Replacement Grants	Public Transportation	$1,500,000,000
Railroad Crossing Elimination Grants	Safety	$3,000,000,000
Railway-Highway Crossings Program	Safety	$1,225,000,000
Reconnecting Communities Pilot Program	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
Rural Surface Transportation Grant Program	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
Safe Streets and Roads for All	Safety	$5,000,000,000
Safety-Related Activities (Set-aside)	Safety	$17,500,000
Nationally Significant Freight and Highway Projects - State Incentives Pilot Program Set-aside	Roads, Bridges and Major Projects	$750,000,000
State of Good Repair Grants	Public Transportation	$21,640,412,832
Statewide Transportation Planning	Public Transportation	$167,001,389
Strengthening Mobility and Revolutionizing Transportation (SMART) Grants	Public Transportation	$500,000,000
Surface Transportation Block Grant Program	Roads, Bridges and Major Projects	$72,000,000,000
Technical Assistance and Workforce Development Grants	Other	$27,545,852
Technology & Innovation Deployment Program	Other	$90,000,000*
Territorial Highway Program	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
Tribal Transportation Program	Roads, Bridges and Major Projects	$2,966,800,000
University Transportation Centers Program	Other	$500,000,000
Urbanized Area Formula Grants	Public Transportation	$33,390,947,107
Urbanized Area Passenger Ferry Program	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
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	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	
Nationally Significant Multimodal Freight and Highway Projects (INFRA)	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	
National Infrastructure Project Assistance Program (MEGA)	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	
Rural Surface Transportation Grant Program	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)	
Safe Streets and Roads for All	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	
Bridge Investment Program	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	
Reconnecting Communities Pilot Program — 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)	
Reconnecting Communities Pilot Program — 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.)	

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Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Discretionary Grants	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	
Tribal High Priority Projects Program	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			
Charging and Fueling Infrastructure Grants Program (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	
Charging and Fueling Infrastructure Grants Program (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	
Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program	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)	FY 2022 NOFO
Congestion Relief Program	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			
Wildlife Crossings Safety Pilot Program	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	

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National Culvert Removal, Replacement, and Restoration Grants	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					
Advanced Transportation Technologies and Innovative Mobility Deployment (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	
Highway Use Tax Evasion Program (HUTE)	Grants which aim to identify, reduce, and/or eliminate evasion of fuel taxes at the Federal and State level	Yes							Yes (Internal Revenue Service)	
Accelerated Innovation Deployment (AID) Demonstration Program	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)	
Tribal Transportation Program Safety Fund	Prevent and reduce transportation-related injuries and fatalities on Tribal Lands.				Yes					
Strategic Innovation for Revenue Collection	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	
Prioritization Process Pilot Program	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.

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