

METROPOLITAN PLANNING ORGANIZATION

TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA

THURSDAY NOVEMBER 17, 2022 - 9:00 A.M.

Location: Corpus Christi Regional Transportation Authority (CCRTA) Building 602 N. Staples Street, Room 210, Corpus Christi, TX 78401

1. CALL TO ORDER, ROLL CALL, AND QUORUM DETERMINATION

2. PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA:

Opportunity for public suggestions and comments for any items <u>not</u> 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 OCTOBER 20, REGULAR MEETING MINUTES

4. DISCUSSION AND POSSIBLE ACTION ITEMS

- A. TxDOT 2024 Unified Transportation Program (UTP) Category 2 and 4U Project Selection Action: Review, Discuss and Recommend Approval by the Transportation Policy Committee
- **B.** Corpus Christi MPO Small Area Forecast Committee <u>Action</u>: Review, Discuss and Recommend Approval by the Transportation Policy Committee

5. INFORMATION ITEMS

- A. Texas State Demographer Population Forecasts Presentation on December 1, 2022 at TPC meeting 🖂
- B. TxDOT 2023 Transportation Alternatives (TA) Call for Projects open December 2, 2022
- C. Member Agency Project and Program Updates

6. <u>REGIONAL FREIGHT TOPIC</u>

A. Texas Freight Advisory Committee and Texas Freight Plan, Texas Delivers 2050 briefing 🖂

7. REGIONAL GRANT COORDINATION TOPIC

A. Corpus Christi MPO Regional Coordination Group for Federal Transportation Grants 🖂

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

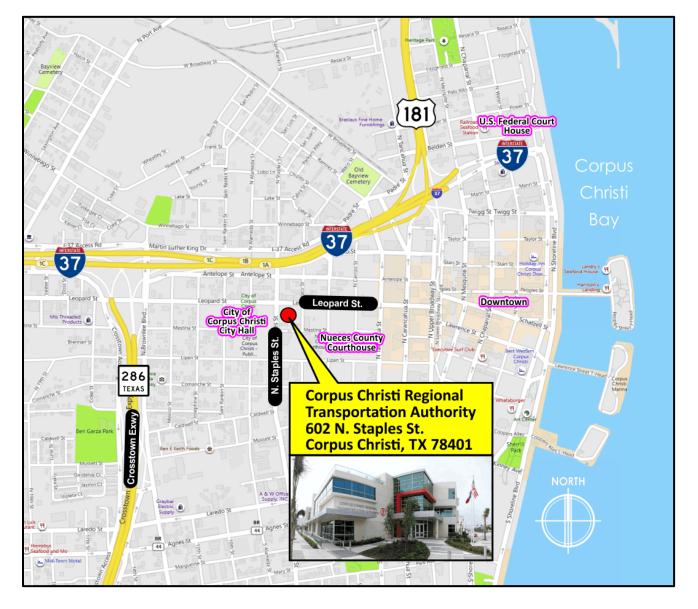
9. UPCOMING MEETINGS/EVENTS

Α.	2024 UTP Category 2/4U Project Sele	November 17, 2022	
В.	Transportation Policy Committee:	Regular Meeting	December 1, 2022
С.	Regional Traffic Safety Task Force:	Regular Meeting	December 1, 2022
D.	Technical Advisory Committee:	Regular Meeting	December 15, 2022

10. ADJOURN

Public suggestions and comments may be provided before the meeting by emailing <u>ccmpo@cctxmpo.us</u>, 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. <u>Written comments should be provided at least 1 hour before the start of the TAC meeting</u>.

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, October 20, 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) Howard Gillespie, San Patricio County Juan Pimentel, P.E., Nueces County Diego Leyva, P.E., City of Corpus Christi

Non-Voting Members Present:

Genevieve Bales, Federal Highway Administration Texas Division Sara Garza, TxDOT – Transportation Planning & Programming Division

<u>MPO Staff Present</u>: 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 September 15, 2022, TAC Regular Meeting Minutes

Mr. Robinson made a motion to approve the September 15, 2022, TAC Regular Meeting Minutes. Ms. Sales-Evans seconded; the motion passed unanimously.

4. Information Items

A. 2025 – 2050 Metropolitan Transportation Plan (MTP) Process Overview

Mr. Casper briefed on the 2025 – 2050 MTP development process and schedules. The 2025 – 2050 MTP is the Corpus Christi MPO's long-range transportation plan, and it is required to be adopted in February 2025, but the current schedule is aimed at November of 2024.

This plan consists of foundational components based on the federally required planning process such as achieving national goals, implementing performance-based planning and programming through data analysis, forecasting, scenario planning, and involving the public in the transportation decision-making throughout the development of the plan as described in the Corpus Christi MPO's Public Participation Plan (PPP) and Program for Addressing Discrimination (PAD) and newly implemented Executive Orders.

The initial critical steps for the 2025 -2050 MTP are (1) adopting socio-economic control totals, (2) Corpus Christi MPO Metropolitan Planning Area (MPA) boundary update based on the 2020 Census result, and (3) Functional Classification of Roads. These three steps are more data-driven and technical, therefore general public participation is not expected; however, the information will be provided.

Subplans are the components of 2025 – 2050 MTP to achieve the national and regional transportation goals that include the following:

- Coordinated Human Service Plan this plan is developed by the Coastal Bend Council of Government for coordinated transit services among 11 counties, the Corpus Christi MPO will participate in their discussion as a non-voting member.
- (2) Two Regional Safety Plans: Safety Action Plan and Safe System Plan the Corpus Christi MPO formed the Regional Traffic Safety Task Force and hired a consultant team to work on these plans. Safety Action Plan is not a requirement; however, development of the Safety Action Plan will provide opportunities for federal funds.

Agenda Item 3

- (3) Micro-mobility Plan the Corpus Christi MPO will develop a Micro-mobility Plan that encompasses pedestrians, small fully/partially human-powered vehicles (bikes, e-bikes, e-scooters, etc.) and specialized vehicles (wheelchairs, mobility-assistance devices, cargo bikes, etc.)
- (4) Regional Freight Plan the Texas Freight Mobility Plan, *Texas Delivers 2050*, is expected to be adopted within a couple of months. The Corpus Christi MPO will develop the regionally focused freight/delivery of goods review and analysis.
- (5) Congestion Management Process (CMP) the CMP is a continuous, systematic approach for achieving congestion reduction goals in the region. The development steps of CMP are listed in the Agenda Item 4A Attachment 1.

Other than these subplans, the 2025 – 2050 MTP must include:

- (1) Adopted Vision and Goals
- (2) Scenario Planning
- (3) Evaluation Criteria and Weighting for Performance-based Planning and Programming of Transportation Project selection
- (4) Regional Deficiencies
- (5) Interventions to address Regional Deficiencies
- (6) Project Scoring and Ranking
- (7) Financial Plan
- (8) Constrained Portfolios
- (9) Regionally preferred Portfolio Outcome Analysis and Mitigation Plan

After developing subplans and going through the above listed steps, the 2025 -2050 MTP will be adopted. Throughout the development of the 2025 – 2050 MTP, the public is welcomed and provided the opportunities to get involved. The Corpus Christi MPO is working with consultant teams on vigorous and meaningful public involvement, with special focuses on the underserved communities, limited English proficiency (LEP) populations, and other groups based on the federal regulations.

Even though the required adoption of the 2025 - 2050 MTP is February 2025, the development process requires considerable time and the Corpus Christi MPO staff would like to go through the development overview with the TAC as a preparation.

Ms. Sales-Evans asked if the delay of 2020 Census affects the MPA boundary update and may cause the delay of the 2025 – 2050 MTP adoption. Mr. MacDonald answered that he expected the MPA boundary update wouldn't be dramatic and the Corpus Christi MPO would be ready for multiple scenarios.

Ms. Sales-Evans suggested workshops for the 2025 – 2050 MTP due to the volume of this plan that the TAC must review and discuss. Mr. MacDonald agreed that the workshops are needed, possibly after each TAC meeting starting from the January 2023 TAC meeting. TAC members were agreeable to have the workshops

Ms. Sales-Evans inquired about the public involvement strategies, means and schedule. Mr. Casper answered that the consultant teams will work on the coherent and coordinated public involvement not only 2025-2050 MTP but all Corpus Christi MPO transportation plans and activities, and the initial plan and schedule will be shared with the TAC once it is developed. The Corpus Christi MPO is waiting for the approval of Non-Construction Advanced Funding Agreement (NCAFA) of Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), \$2 million, from TxDOT TPP Division for various consultant contracts including Public Outreach, and as soon as its approval, these necessary tools, data, and professional services could be started. Ms. Sales-Evans offered to follow up on the status of NCAFA with TPP Division.

B. TxDOT 2024 Unified Transportation Program (UTP) Process Overview

Mr. MacDonald briefed on the upcoming TxDOT's 2024 UTP process. The UTP is TxDOT's 10-year transportation plan, and the Texas Transportation Commission adopts the UTP every August. The Corpus Christi MPO will select Category 2 projects with TxDOT-CRP coordination and the TxDOT-CRP will select Category 4-Urban projects with the Corpus Christi MPO coordination for the 2024 UTP. As the TAC reviewed, discussed, and recommended Category 2 and 4 projects to the Transportation Policy

Committee (TPC) for the 2023 UTP, the Corpus Christi MPO expects the nomination of candidate projects around November. The selection of projects must be a performance-based scoring process as federally required.

The current 2023 UTP funding for Corpus Christi MPO is shown in the Item 4B memo. If there is any update on these funding, the Corpus Christi MPO will inform the TAC. Also, the 2023 UTP development schedule is provided as attachment 1 for reference. The Corpus Christi MPO staff expects there will not be much change in the schedule or process for the 2024 UTP development.

Ms. Sales-Evans informed the TAC and the Corpus Christi MPO staff that the submission of potential Category 2 and 4 projects to TPP are expected to happen in December. Also, she informed the TAC members that there are some changes with the projects currently included in the 2023 UTP: the SH-361/SH-35 project in Gregory may require a new scope and design to align with Spur 202, and the SH 358 Ramp Reversal project and SH 286 Extension project's estimated project costs may need to be increased due to inflation.

Mr. MacDonald suggested a workshop for 2024 UTP projects nomination in November. Detailed information will be provided once developed.

C. Member Agency Project and Program Update

Ms. Sales-Evans introduced Mr. Marfil and Ms. Garza from the TxDOT-CRP District. Ms. Garza presented the Highway Safety Improvement (HSIP) 2022 System Program Call. This federally funded, state administered program is directed by Texas Strategic Highway Safety Plan, to achieve significant reduction in traffic fatalities and serious injuries on and off system public roads.

There are 11 emphasis areas in 2022 – 2027 Texas State Highway Safety Plan (SHSP):

- (1) Roadway & Lane Departure
- (2) Speed Related
- (3) Intersection Safety
- (4) Occupant Protection
- (5) Impaired Driving
- (6) Distracted Driving
- (7) Vulnerable Road Users (pedestrian)
- (8) Vulnerable Road Users (Pedal cyclist)
- (9) Post-Crash Care
- (10) Younger Drivers
- (11) Older Driver

Program funds cover 90% of project construction costs, State/Local Governments covers the remaining 10%. Advanced Funding Agreements between TxDOT and Local Governments are required. If Safety countermeasures are designated as eligible and TxDOT Traffic Safety Division approves, projects may be 100% federal funded.

During FY 2022 – 2024, the City of Corpus Christi (total \$719,381), Nueces County (\$106,023), and San Patricio County (\$29,343) were awarded through this program.

The funding is divided to Targeted (specific locations/hot spots) and Systemic (proactive, implement improvements correlated to specific crash types), and the following allocation is available:

FY 2	2023	FY 2	2024	FY 2	025	FY 2026			
Targeted	ed Systemic Targeted Systemic		Targeted	Systemic	Targeted	Systemic			
\$3,866,635	\$3,790,241	\$3,790,241 \$3,712,665		\$5,336,561	\$3,959,871	\$5,423,293	\$4,047,239		
\$7,656,876		\$7,58	6,881	\$9,29	6,432	\$9,29	0,532		

This is an annual program, usually the call for projects is open in September. Ms. Garza requested the TAC members and the Corpus Christi MPO to disseminate this opportunity to their departments, partner agencies, and encourage them to apply. The necessary data/information as well as help and support for applying to this program will be provided by TxDOT-CRP. The deadline for this program call is December 31, 2022. The Point of Contact is Ms. America Garza, District Traffic Engineer, TxDOT Corpus Christi District, <u>America.Garza@txdot.gov</u>.

Mr. Pimentel stated that the Nueces County applied for this program previously and the process was easy to follow.

Mr. MacDonald suggested to add this item to the next Regional Traffic Safety Task Force meeting held on November 3, 2022.

5. Regional Grant Coordination Topic

A. Corpus Christi MPO Regional Coordination Group for Federal Transportation Grants

As discussed in the September TAC meeting, this topic will be discussed monthly by the TAC and participants from interested entities. Mr. MacDonald provided the Summary Table of Regional IIJA Grant Submittals, Deadlines, and Awards that shows the grant programs, categories, application deadlines, applied entities, and awarded projects in Texas with available program URLs. Some programs were already closed and awarded, some programs are still open, and some programs are not yet open. The America's Marine Highway Program Grant that was closed on June 17 announced its winners and Houston Port Authority and Chambers County were awarded funding. The Bridge Investment Program which the City of Corpus Christi applied but not awarded - awarded the City of Waco \$800,000. Low/No Emission Bus Grant -which the Corpus Christi RTA applied but not awarded - awarded the City of Lubbock, Harris County Metro, City of El Paso, and City of Laredo. McAllen was awarded \$25,000,000 by the Nationally Significant Freight & Highway Projects (INFRA) grant. The Rebuilding American Infrastructure with Sustainability & Equity (RAISE) grant awarded the Port Arthur, TxDOT, City of Harlingen, North Central Texas Council of Government, and City of El Paso, but neither the Port of Corpus Christi nor the City of Corpus Christi were awarded funding. The City of Corpus Christi and the Port of Corpus Christi jointly submitted an application for the Reconnecting Communities Pilot Program that was closed on October 13, 2022, as the first regionally coordinated effort. The Corpus Christi MPO staff expects to increase these coordinated efforts for grant submittals.

This table is provided as a reference for the Regional Coordination Group to start discussions; what grant programs are open and if any entities are interested in applying. It also provides information on what projects are awarded in Texas to analyze for future local ideas to be developed. This summary table will be updated with the most current information and provided to the TAC. Mr. MacDonald solicited the TAC members comments, input, and feedback on the summary table and how the discussions should be organized.

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

Mr. MacDonald provided the TxDOT's Bicycle and pedestrian local and federal funding programs information that includes 2023 Transportation Alternatives Set-aside (TA) Call for Projects and asked interested entities get ready for applying.

7. Upcoming Meetings/Events:

A. Transportation Policy Committee:	
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- B. Regional Traffic Safety Task Force:
- C. Technical Advisory Committee:
- 8. Adjourn

The meeting was adjourned at 10:12 a.m.

Regular Meeting Regular Meeting Regular Meeting November 3, 2022 November 3, 2022 November 17, 2022



METROPOLITAN PLANNING ORGANIZATION

Date:	November 10, 2022
То:	Technical Advisory Committee (TAC)
From:	Robert MacDonald, Transportation Planning Director
Subject:	<u>Item 4A:</u> TxDOT 2024 Unified Transportation Program (UTP) Category 2 and 4U Project Selection
Action:	Review, Discuss and Recommend to the Transportation Policy Committee (TPC)

Summary

TxDOT and the Corpus Christi MPO update the 10-year Unified Transportation Program (UTP) each year on a similar schedule as the illustrated on the current 2024 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 TxDOT 2024 UTP Schedule illustrates that the call-for-projects occurred in October 2022 for projects to be considered in fiscal years 2024-2033. We are asking the TAC members to review the current set of approved 2023 UTP projects for possible changes: cost estimate revisions, delayed projects, "new projects" in advance of that 2024 UTP process. TxDOT headquarters is requesting the first 2024 UTP project list from the Districts on December 2, 2022. This requires the TAC to recommend to the TPC a list of projects for the TxDOT-CRP District to submit after the TPC approval on December 1st.

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

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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 schedule was released on Thursday October 27, 2022. 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: <u>The Category 1 funding totals are not included in the row nor column totals</u>. 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

Agenda Item 4A

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 initial projects on December 2, 2022 for review as part of the 2024 UTP process.

Recommendation

The Corpus Christi MPO Staff requests that the TAC members review, discuss and recommend that the TPC approve the DRAFT 2024 UTP project list for submittal to the TxDOT 2024 UTP Process. Any changes proposed by the TAC will be included in the DRAFT 2024 UTP List sent to the TPC as part of their public meeting to approve the list. A separate TAC Workshop is scheduled following the Regular TAC meeting to discuss the 2024 UTP projects.

Proposed Motion

Recommend that the TPC approve the DRAFT 2024 UTP Project List for submittal to the TxDOT 2024 UTP Process.

Attachments

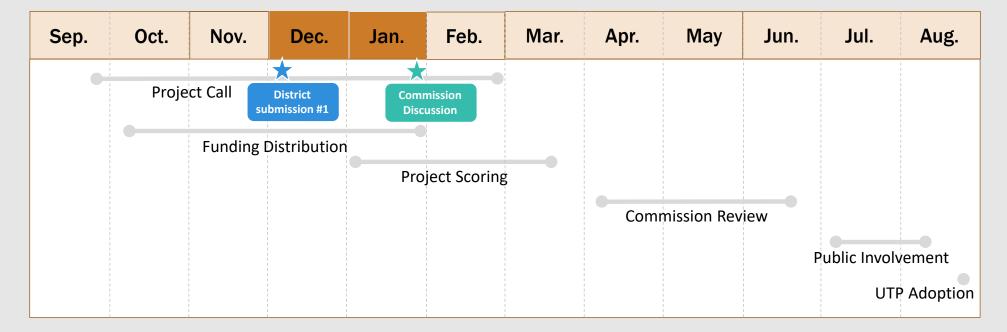
- 1. TxDOT 2024 UTP Development Schedule
- 2. TxDOT 2023 UTP Complete Category Funding Descriptions
- 3. Table 12: Project Eligible List for DRAFT 2024 UTP Selection (Excel Spreadsheet)
- 4. TxDOT-CRP District 2023 UTP Approved Project List (Excel Spreadsheet)

Sep. 2022 – Aug. 2023

Sep. Oct. Nov. Mar. Jul. Dec. Jan. Feb. Apr. May Jun. Aug. \star **Project Call UTP program** created in TxC 7.5 **Funding Distribution Planning Cash** Forecast **Project Scoring Commission Review** \star Public Involvement **UTP** Adoption

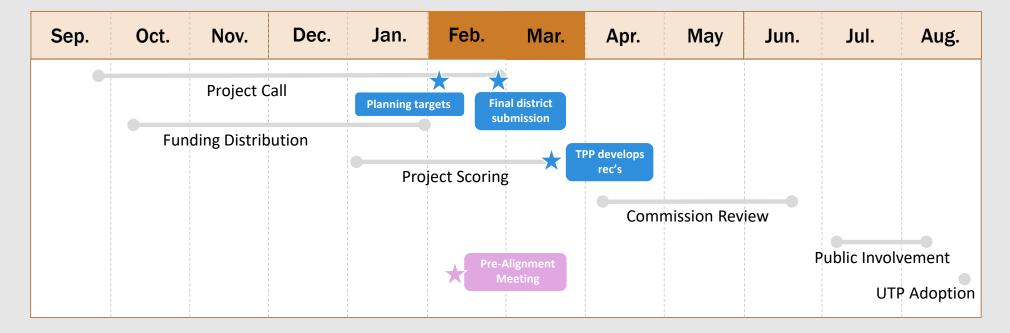
Q4, FY2022 Pre-Alignment Meeting

Sep. 2022 – Aug. 2023



Q4, FY2022 Pre-Alignment Meeting

Sep. 2022 – Aug. 2023



Q4, FY2022 Pre-Alignment Meeting

Sep. 2022 - Aug. 2023

Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	Мау	Jun.	Jul.	Aug.
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	•	Funding	Distribution	•	ject Scoring	•	TPP Pre to Ad Comi		view •		
									Alignment eeting	Public Involv UTI	vement P Adoption

Q4, FY2022 Pre-Alignment Meeting

Sep. 2022 – Aug. 2023

Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	Мау	Jun.	Jul.	Aug.
•			Project Cal	1							
	•	Funding	Distributior	1							
				Pro	ject Scorin	5	•	D	Commission iscusses Draft	Release Dr	aft
							Com	mission Rev		to Public	
									ſ		P Adoption

Q4, FY2022 Pre-Alignment Meeting

2023 UTP FUNDING CATEGORY DETAILS

FUNDING CATEGORY

Preventive Maintenance and Rehabilitation

DESCRIPTION

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.

ALLOCATION OR DISTRIBUTION

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

PROJECT SELECTION GUIDELINES

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.

	DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
PUNDING CATEGORY 2 Metropolitan and Urban Area Corridor Projects	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% Canterline miles traveled (on system) 4% Percentage of census population below the federal poverty level 8% Canterline miles traveled (on system) 4% Percentage of census population below the federal poverty level 8% Centerline 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.

	DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
4 Statewide Connectivity Corridor Projects	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.

	DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
FUNDING CATEGORY 6 Structures Replacement and Rehabilitation (Bridge)	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	ALLOCATION OR DISTRIBUTION Category 6 funding is allocated to TxDOT's Bridge Division, which selects projects statewide.	PROJECT SELECTION GUIDELINESTxDOT'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
	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.		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.

35

FUNDING CATEGORY	Y
8	
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Safety

DESCRIPTION

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.

FUNDING CATEGORY

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.

ALLOCATION OR DISTRIBUTION

Category 8 funding is allocated to TxDOT's Traffic Safety Division, which selects projects statewide.

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

HSIP

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.

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.

PROJECT SELECTION GUIDELINES

FUNDING CATEGORY

Supplemental Transportation Programs

DESCRIPTION

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 nonattainment 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.

ALLOCATION OR DISTRIBUTION

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.

PROJECT SELECTION GUIDELINES

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 nonattainment 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

District Discretionary

DESCRIPTION

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.

importance to the state, including those that improve:

- Efficiency of military deployment routes or retention

of military assets in response to the Federal Military

- The ability to respond to both man-made and natural

Common project types include roadway widening (both

freeway and non-freeway), interchange improvements,

Category 12 addresses projects with specific

Base Realignment and Closure Report

- Congestion and connectivity

- Border and port connectivity

- Economic opportunity

- Energy sector access

emergencies

and new-location roadways.

ALLOCATION OR DISTRIBUTION

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

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).

entry Number of incoming commercial trucks and railcars Number of incoming personal

- motor vehicles and buses
- Weight of incoming cargo by commercial trucks

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.

FUNDING CATEGORY

Strategic

Strategic Priority

PROJECT SELECTION GUIDELINES

TxDOT Districts select projects using

a performance-based prioritization

process that assesses district-wide

Commission allocates funds through

funds allocated to individual districts

Rider 11(b): Project selection criteria

- Number of land border ports of

a formula allocation program. The

Commission may supplement the

on a case-by-case basis to cover

project cost overruns, as well as

include, but are not limited to:

energy sector initiatives.

maintenance, safety, or mobility

The Texas Transportation

needs.

Table 12: Project Eligible List for DRAFT 2024 UTP Selection: 2020-2045 Metropolitan Transportation Plan (MTP) DRAFT Fiscally Constrained Project List for MPO Funding

TIP/STIP 1 1 TIP/STIP 1 2 TIP/STIP 1 3 TIP/STIP 1 4 TIP/STIP 1 6 TIP/STIP 1 7 TIP/STIP 2 10 TIP/STIP 2 11 TIP/STIP 2 11 TIP/STIP 2 12 TIP/STIP 3 13 TIP/STIP 4 14	000 01 01 02 03 02 09 09 09 09	0617-01-177 0074-06-241 0101-04-114 0101-04-114 01026-01-056 1209-01-030 0916-35-195 0916-35-196 0916-35-219 0916-35-219	MPO-002 MPO-003 MPO-004 MPO-005 MPO-006 MPO-007 MPO-008 MPO-009	Harbor Bridge Park Improvements	direction Reverse entrance and exit ramps in Northbound direction Extend 4-lane divided freeway by constructing mainlanes, overpasses, and frontage roads Upgrade from 2-lane roadway to 5-lane urban roadway by constructing additional 2 lanes and CLTL Construct pedestrian and bike facilities	Nile Drive Redbird Lane (Overpass) North of FM 3296 (Buddy Ganem Drive) FM 3296 (Buddy Ganem Drive) FM 43 (Weber Road) CR 3685 (Stark Road) On various city streets from Coles High School N/A	Staples Street Nueces River FM 2986 (Wildcat Drive) FM 2986 (Wildcat Drive) South of FM 2444 (Staples Street) 0.2 miles West of CR 79 (Gum Hollow) Williams Memorial Park	TXDOT-CRP On City of Corpus Or	2 2/4U/12 2/4U 2 2 2 2 2	\$35.00 \$60.00 \$14.00 \$4.00 \$40.00	\$35.00 \$60.00 \$14.00 \$4.00 \$4.00	\$35.00 \$12.00 \$2.00 \$4.00	\$15.00			\$33.00			\$45.43 \$77.88 \$18.17 \$5.19 \$51.92	Highway Highway Highway Highway Highway	Funding allocation matches 2020 UTP
TIP/STIP 1 3 TIP/STIP 1 4 TIP/STIP 1 6 TIP/STIP 1 7 TIP/STIP 2 10 TIP/STIP 2 11 TIP/STIP 2 12 TIP/STIP 3 13 TIP/STIP 4 14	01 03 03 12 09 09 09 09 09	0101-04-114 0326-01-056 1209-01-030 0916-35-195 0916-35-196 0916-00-068	MPO-003 MPO-004 MPO-005 MPO-006 MPO-007 MPO-008 MPO-009	US 181 US 181 Ramp Reversals SH 286 (Crosstown) FM 893 (Moore Avenue) Harbor Bridge Hike and Bike - Connectivity US 181 Harbor Bridge Voluntary Relocation Program Harbor Bridge Park Improvements	northbound and 1 additional travel lane southbound Widen freeway by constructing 1 additional travel lane in each direction Reverse entrance and exit ramps in Northbound direction Extend 4-lane divided freeway by constructing mainlanes, overpasses, and frontage roads Upgrade from 2-lane roadway to 5-lane urban roadway by constructing additional 2 lanes and CLTL Construct pedestrian and bike facilities n US 181 Harbor Bridge Voluntary Relocation Mitigation Program	North of FM 3296 (Buddy Ganem Drive) FM 3296 (Buddy Ganem Drive) FM 43 (Weber Road) CR 3685 (Stark Road) On various city streets from Coles High School	FM 2986 (Wildcat Drive) FM 2986 (Wildcat Drive) South of FM 2444 (Staples Street) 0.2 miles West of CR 79 (Gum Hollow)	TXDOT-CRP On TXDOT-CRP On TXDOT-CRP On TXDOT-CRP On TXDOT-CRP On City of Corpus	2/4U 2 2	\$14.00	\$14.00 \$4.00	\$2.00				\$33.00			\$18.17 \$5.19	Highway Highway	Funding allocation matches 2020 UTP
TIP/STIP 1 4 TIP/STIP 1 6 TIP/STIP 1 7 TIP/STIP 2 10 TIP/STIP 2 11 TIP/STIP 2 11 TIP/STIP 2 11 TIP/STIP 2 11 TIP/STIP 3 13 TIP/STIP 4 14	03 12 09 09 09 09	0326-01-056 1209-01-030 0916-35-195 0916-35-196 0916-00-068	MPO-004 MPO-005 MPO-006 MPO-007 MPO-008 MPO-009	US 181 Ramp Reversals SH 286 (Crosstown) FM 893 (Moore Avenue) Harbor Bridge Hike and Bike - Connectivity US 181 Harbor Bridge Voluntary Relocation Program Harbor Bridge Park Improvements	direction Reverse entrance and exit ramps in Northbound direction Extend 4-lane divided freeway by constructing mainlanes, overpasses, and frontage roads Upgrade from 2-lane roadway to 5-lane urban roadway by constructing additional 2 lanes and CLTL Construct pedestrian and bike facilities n US 181 Harbor Bridge Voluntary Relocation Mitigation Program	Drive) FM 3296 (Buddy Ganem Drive) FM 43 (Weber Road) CR 3685 (Stark Road) On various city streets from Coles High School	FM 2986 (Wildcat Drive) South of FM 2444 (Staples Street) 0.2 miles West of CR 79 (Gum Hollow)	TxDOT-CRP On TxDOT-CRP On TxDOT-CRP On City of Corpus	2 2	\$4.00	\$4.00		\$12.00						\$5.19	Highway	-
TIP/STIP 1 6 TIP/STIP 1 7 TIP/STIP 2 10 TIP/STIP 2 11 TIP/STIP 2 12 TIP/STIP 3 13 TIP/STIP 4 14	03 12 09 09 09 09	0326-01-056 1209-01-030 0916-35-195 0916-35-196 0916-00-068	MPO-005 MPO-006 MPO-007 MPO-008 MPO-009	SH 286 (Crosstown) FM 893 (Moore Avenue) Harbor Bridge Hike and Bike - Connectivity US 181 Harbor Bridge Voluntary Relocation Program Harbor Bridge Park Improvements	Extend 4-lane divided freeway by constructing mainlanes, overpasses, and frontage roads Upgrade from 2-lane roadway to 5-lane urban roadway by constructing additional 2 lanes and CLTL Construct pedestrian and bike facilities n US 181 Harbor Bridge Voluntary Relocation Mitigation Program	FM 43 (Weber Road) CR 3685 (Stark Road) On various city streets from Coles High School	South of FM 2444 (Staples Street) 0.2 miles West of CR 79 (Gum Hollow)	TxDOT-CRP On TxDOT-CRP On City of Corpus	2			\$4.00							\$5.19		Funding allocation matches 2020 UTP
TIP/STIP 1 7 TIP/STIP 2 10 TIP/STIP 2 11 TIP/STIP 2 11 TIP/STIP 2 12 TIP/STIP 3 13 TIP/STIP 4 14	09	1209-01-030 0916-35-195 0916-35-196 0916-00-068	MPO-006 MPO-007 MPO-008 MPO-009	FM 893 (Moore Avenue) Harbor Bridge Hike and Bike - Connectivity US 181 Harbor Bridge Voluntary Relocation Program Harbor Bridge Park Improvements	overpasses, and frontage roads Upgrade from 2-lane roadway to 5-lane urban roadway by constructing additional 2 lanes and CLTL Construct pedestrian and bike facilities n US 181 Harbor Bridge Voluntary Relocation Mitigation Program	CR 3685 (Stark Road) On various city streets from Coles High School	Street) 0.2 miles West of CR 79 (Gum Hollow)	TxDOT-CRP On		\$40.00	ć 40.00								\$51.92	Highway	
TIP/STIP 2 10 TIP/STIP 2 11 TIP/STIP 2 12 TIP/STIP 3 13 TIP/STIP 4 14	09	0916-35-195 0916-35-196 0916-00-068	MPO-007 MPO-008 MPO-009	Harbor Bridge Hike and Bike - Connectivity US 181 Harbor Bridge Voluntary Relocation Program Harbor Bridge Park Improvements	constructing additional 2 lanes and CLTL Construct pedestrian and bike facilities n US 181 Harbor Bridge Voluntary Relocation Mitigation Program	On various city streets from Coles High School	Hollow)	City of Corpus	2		\$40.00	\$40.00						1	452.52		Funding allocation matches 2020 UTP
TIP/STIP 2 11 TIP/STIP 2 12 TIP/STIP 3 13 TIP/STIP 4 14	09	0916-35-196	MPO-008 MPO-009	US 181 Harbor Bridge Voluntary Relocation Program Harbor Bridge Park Improvements	NUS 181 Harbor Bridge Voluntary Relocation Mitigation Program	High School	Williams Memorial Park	City of Corpus		\$7.00	\$7.00	\$7.00							\$9.09	Highway	Funding allocation matches 2020 UTP
TIP/STIP 2 12 TIP/STIP 3 13 TIP/STIP 4 14	09	0916-00-068	MPO-009	Harbor Bridge Park Improvements		N/A		Christi Off	7	\$1.42	\$1.42			\$1.42					\$1.84	Bike/Ped	I
TIP/STIP 3 13 TIP/STIP 4 14	09	0916-00-068			Park mitigation for Harbor Bridge		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 4 14			MPO-010			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	
	09	0916-35-219		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						ş	51.42	\$1.84	Bike/Ped	Utilizes prior funding. Verify if completed by September 2019.
TIP/STIP 4 15			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	
	09	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	06	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	01	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	01	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	09	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	l
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	L
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	L
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	1
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		Remaining Cat 9 funding to be allocated in the future based on a call for projects and ultimate selection.
Long Range 5 18	06	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	xereen on
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		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

TxDOT-CRP District 2023 UTP Approved Project List

						AUTH	IORIZED IN THE 20	022 UTP	2023 UTP	CANDIDATES REQ	UESTED AMOUNTS	
CSJ	COUNTY	HWY	PROJECT DESCRIPTION	LIMITS FROM	LIMITS TO	EST LET DATE RANGE		CONSTRUCTION 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		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.
			Construct additional two travel lanes to upgrade				CAT 2 METRO	\$9,280,000		CAT 2 METRO	\$9,280,000	
0989-02-057	Nueces	FM 624	existing four lane rural roadway to an urban six lane	CR 73	Wildcat Dr.	FY 2022-2025	CAT 4 URBAN	\$10,000,000	2025	CAT 4 URBAN	\$10,000,000	No change
			boulevard with raised median.				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.
		eces SH 286		SH 358 Horne Rd.	Horne Rd.					CAT 2 METRO	\$24,000,000	
0326-03-103	Nueces		Construct 1 additional travel lane northbound.						2027	CAT 4 URBAN	\$4,000,000	New request for funding
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



METROPOLITAN PLANNING ORGANIZATION

Date:	November 10, 2022
То:	Technical Advisory Committee (TAC)
From:	Craig Casper, Senior Transportation Planner
Through:	Robert MacDonald, Transportation Planning Director
Subject:	Item 4B: Corpus Christi MPO Small Area Task Force
Action:	Review, Discuss and Recommend Formation and Membership to the Transportation Policy Committee (TPC)

Summary

The Corpus Christi MPO prepares a socioeconomic forecast for each update of the Metropolitan Transportation Plan (MTP). Socioeconomic data are a vital component of Long-Range Transportation Planning and travel demand forecasting models. Development of a demographic forecast (i.e. the Small Area Forecast) is required by federal regulations to ensure that long-range Metropolitan Transportation Plans are based on *"the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity"* (23 CFR 450.324(e)). The proposed purpose of this new task force is to develop the Small Area Forecast process and help create future development scenarios. These scenarios will bracket some of the uncertainties and reduce the risk of making inefficient transportation investments by identifying future transportation needs based on several different allocations of population. The "control total" forecast for future years is produced for the entirety of each individual county: Nueces, San Patricio, and Aransas Counties. The UrbanSim allocation software allocates the demographic information into the Transportation Analysis Zones (TAZs). The proposed length of term for operations of the Corpus Christi MPO Small Area Forecast Task Force is eighteen months.

Members and Discussion Topics

Membership on the Small Area Forecast Task Force is open to all TAC members, and additional membership could include local development officials along with experts from local economic development organizations. Please provide feedback on whom should be invited to participate. Potential members are listed below:

City of Corpus Christi Planning Department	City of Portland Development Services
City of Corpus Christi Development Services	City of Portland Public Works
City of Corpus Christi Environmental Services Division	San Patricio County Public Works
City of Corpus Christi Utilities Department	San Patricio County Public Information Officer
City of Corpus Christi Neighborhood Services	City of Portland Utility Department
Corpus Christi Convention and Visitor's Bureau	San Patricio Economic Development Corporation
Corpus Christi Downtown Management District	Coastal Bend Economic Development District
Nueces County Public Works	City of Sinton Planning

Agenda Item 4B

Nueces County Governmental and Legislative Affairs	City of Ingleside Development Corporation
City of Robstown Improvement Development Corporation	Coastal Bend Home Builders Association
Corpus Christi Regional Economic Development Corporation (CCREDC)	Corpus Christi Association of Realtors
Coastal Bend Industry Association (CBIA), formerly known as Port Industries of Corpus Christ	Corpus Christi International Airport
Harte Research Institute Socio-Economics Group	CCISD and other ISDs
South Texas Economic Development Center	TAMU-CC Administration
Del Mar Center of Economic Development	Nueces County Development Commission
Del Mar College Administration	TIRZs Board of Directors
United Corpus Christi Chamber of Commerce	Portland Chamber of Commerce
Corpus Christi Hispanic Chamber of Commerce	Corpus Christi Black Chamber of Commerce
NAS/CCAD Representatives and/or South Texas Military Facilities Task Force	

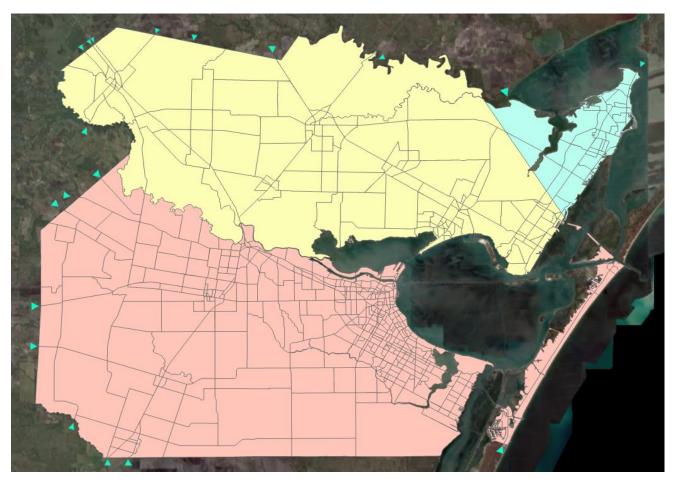
The Corpus Christi MPO staff proposes sending letters to request participation from the Corpus Christi MPO's TPC Chair. The proposed tasks of the Small Area Forecast Task Force are:

- 1. Advise the MPO staff, TAC and TPC on potential future socio-economic conditions and upon existing and future developments in the region,
- 2. Identify areas for additional detail and coordinate regional expertise from various disciplines to improve the forecast assumptions,
- 3. Serve as steering committee for the Corpus Christi MPO UrbanSim model,
- 4. Guide development of two additional future scenarios for input into the UrbanSim model,
- 5. Review outputs from the UrbanSim model and provide feedback to TAC, TPC, MPO staff and consultant teams.

Background

Under the direction of the State Demographer, the Texas Demographic Center's Texas Population Projections Program collects information to produce the population projections for the State of Texas as required by state law (Chapter 468 of Texas Government Code). The Texas Population Projections Program produces projections for the entire state of Texas and each individual county in the state by age, sex, and race/ethnicity. These projections use assumptions about future events that may or may not occur. The current forecast, released October 24, 2022, consists of the projections of the resident population of the State for each year from 2020 through 2060. This accommodates the 2050 planning horizon of the upcoming 2050 Corpus Christi MPO's Metropolitan Transportation Plan (2050 MTP) and satisfies the requirement of using the most recent information. One change from previous demographer's forecasts, there are now two scenarios of migration to better fit differences between fast growing urban areas and slower growing or shrinking rural or urban areas. There are 438 small geographic areas known as Traffic Analysis Zones (TAZs) in Nueces County, 151 in San Patricio County and 46 in Aransas County. The following maps illustrate the TAZs and county boundaries.

Agenda Item 4B



Recommendation

The Corpus Christi MPO staff recommends the TAC adjust the list of agencies in the table as members of the proposed Small Area Forecast Task Force and recommend formation of the Task Force.

Proposed Motion

The TAC recommends that the Corpus Christi TPC form a Small Area Forecast Task Force comprised of the TAC plus additional agencies listed in the table contained in this document.

Attachments

None



METROPOLITAN PLANNING ORGANIZATION

Date:	November 10, 2022
То:	Technical Advisory Committee (TAC)
From:	Craig Casper, Senior Transportation Planner
Through:	Robert MacDonald, Transportation Planning Director
Subject:	Item 5A: State Demographer Population Forecasts
Action:	Information on Population Forecasts and Presentation by the State Demography Office

Summary

During the December 1st Regular Transportation Policy Committee (TPC) Meeting, Dr. Helen You will present the Texas statewide demographic trends. The information will include some detail highlighting growing regions, stable regions, and shrinking areas. The 2020 Census undercount issues will also be discussed. There will be a focus on the two 2050 population forecast scenarios and the evolving components of change in Texas. Our regional forecasts will only use 2050 as the horizon year of the 2050 MTP. The State Demographic Center forecasts to 2060, ten years past our horizon year. Attendance, either virtual or in person, is highly recommended for participants in the Corpus Christi MPO's planning processes related to the 2050 MTP and associated Small Area Forecast efforts.

Background

Dr. Helen You is the Associate Director at the Texas Demographic Center. She is the lead scientist for the Population Estimates and Projections program. She has almost 20 years of demographic research experience with a general interest in demography and public policy in Texas. Her works cover a wide range of topics including welfare, education, migration, health and health care in Texas. Some of her projects include the Population Projections for Texas, Population Estimates for Texas, and the Educational Attainment Projections of the Texas Labor Force.

Federal regulations require MPOs to use the most recent estimates and assumptions for population, land use, employment, and economic activity. The Texas State Demography offices' October 2022 population forecast is the most recent estimate that will be available from the Texas State Demography for the 2050 Metropolitan Transportation Plan. The Corpus Christi MPO has also subscribed to Woods and Poole Economic, Inc. Woods & Poole Economics produces long-term county economic data and demographic data projections for all U.S. counties for every year through 2060 providing more than 900 variables.

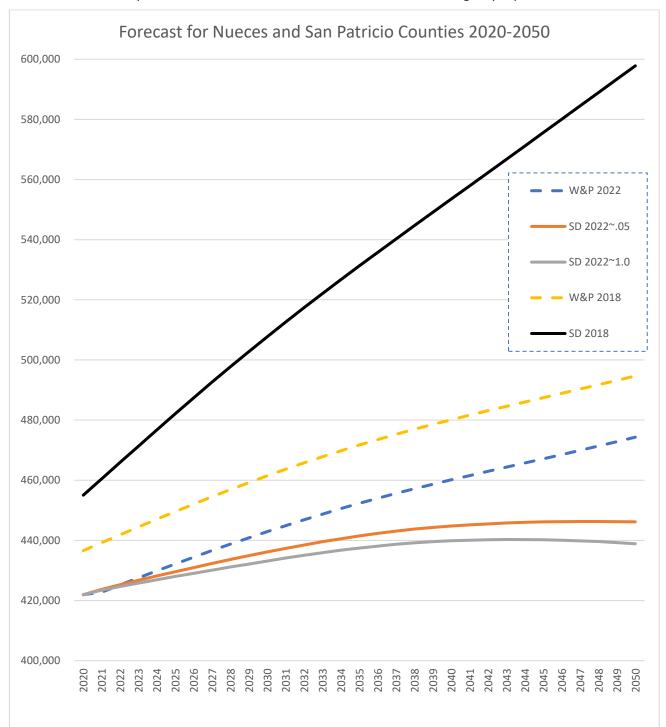
There have been significant decreases in the population forecasts for Nueces and San Patricio Counties between 2018 and 2022 for both the State Demography Office (SD) and the Woods and Poole (W&P). Please see the Exhibit on page 2. There have also been changes in types and locations of residential and employment development. Combined, these will produce changes in type, size, and location of transportation needs.

Recommendation

None yet. There will be a process to determine the Small Area Forecast.

Agenda Item 5A

Proposed Motion



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

	2020	2025	2030	2035	2040	2045	2050
W&P 2022	421,953	432,194	442 <i>,</i> 925	452 <i>,</i> 336	460,144	467,145	474,334
SD 2022~.05	421 <i>,</i> 953	429,602	436,166	441,166	444,788	446,154	446,154
SD 2022~1.0	421 <i>,</i> 953	428,012	433,135	437,477	439,872	440,197	438,871
W&P 2018	436,607	449,606	461,477	471,726	480,143	487,480	494,692
SD 2018	455,043	482,137	507,752	531,289	553,538	575,601	597,814
TSWD 2012	442,917		479,648		502,556		516,248

Agenda Item 5A



METROPOLITAN PLANNING ORGANIZATION

Date:	November 10, 2022
То:	Technical Advisory Committee (TAC)
From:	Craig Casper, Senior Transportation Planner
Through:	Robert MacDonald, Transportation Planning Director
Subject:	Item 5B: TxDOT 2023 Transportation Alternatives (TA) Call for Projects
Action:	Information on TxDOT \$250 million Call for TA (Category 9) Projects

Summary

TxDOT's Public Transportation Division administers federal funding programs, including Federal Highway Administration funds relating to TxDOT's Bicycle and Pedestrian Program. TxDOT's next Program call is targeted to open December 2, 2022. For this Statewide Call for Projects, new project categories expand eligibility to include <u>all population areas across Texas</u>; additionally, non-infrastructure projects (active transportation plans) are eligible for funding awards. While previous communications indicated the Call for Projects would open in October, the Call for Projects is now scheduled to open December 2, 2022.

Background

On December 2, 2022 TxDOT will announce its 2023 Transportation Alternatives (TA) Call for Projects. This Call for Projects provides funding for a variety of alternative transportation projects, including:

- 1. Bicycle infrastructure improvements
- 2. Shared use paths
- 3. Sidewalk improvements
- 4. Infrastructure-related projects to improve safety for non-motorized transportation Construction or installation projects to enhance bicycle and pedestrian infrastructure requiring little or no design
- 5. Development of Active Transportation Planning Documents

This Call for Projects features a two-step application process:

- Step 1 a preliminary application with high-level proposed project information to determine eligibility and identify potential project development issues and
- Step 2 a detailed application with more comprehensive project information. The table below summarizes the project categories and funding available.

TxDOT's 2023 TA Call for Projects program guide, preliminary application, and preliminary application instructions will be available by November 29 at <u>https://www.txdot.gov/business/grants-and-funding/bicycle-pedestrian-local-federalfunding-programs.html</u>. The detailed application and detailed application instructions will be available on TxDOT's website prior to Step 2.

Workshop Schedule

Workshops will be hosted throughout the state to provide information and guidance on TxDOT's 2023 TA Call for Projects. Potential project sponsors, consultants, and others interested in the program are invited to attend any scheduled workshop listed below.

Agenda Item 5B

November 29, 2022 (9:00AM – 12:00PM) Virtual Workshop <u>Click Here to Register</u> Coordinator: <u>Noah Heath (</u>316) 876-7184

November 30, 2022 (9:00AM – 12:00PM) League City Community Center, 400 South Kansas Avenue League City, Texas 77573 Coordinator: <u>Ana Ramirez Huerta</u> (281) 928-4156

December 6, 2022 (9:00AM – 12:00PM) North Central Texas Council of Governments Transportation Council Room 616 Six Flags Dr., Centerpoint Two Arlington, TX 76011 Coordinators: FTW Iftekhar Ali (817) 370-3565 DAL Rachael Twiggs, P.E. (214) 320-6699 December 7, 2022 (9:00AM – 12:00PM) TxDOT El Paso District Office, 13301 Gateway Blvd West El Paso, TX 79928 Coordinators: <u>Adriana Rodriguez</u> (915) 790-4221 Jose Bocanegra Jr. (915) 790-4365

December 15, 2022 (9:00AM – 12:00PM) TxDOT Laredo District Office, Large Meeting Room 1817 Bob Bullock Loop Laredo, TX 78043 Coordinator: Janece Marguez (956) 712-7438

December 16, 2022 (9:00AM – 12:00PM) Virtual Workshop <u>Click Here to Register</u> Coordinator: <u>Noah Heath</u> (316) 876-7184

Project Category	Eligible Activities	Eligible Population Areas	Local Match ¹	Project Funding
Large Scale Active Transportation Infrastructure	Preliminary Engineering & Construction			\$5 to \$25 million per project
Active Transportation Network Enhancements	Construction/installation projects to enhance bike/ped infrastructure with limited or no design and no ROW acquisition	Any Population Areas	20%	\$250,000 minimum for cities <200,000; \$1M min otherwise
Active Transportation Non- Infrastructure	Non-motorized planning documents (e.g., Pedestrian or Bike Safety Action Plans)			\$100,000 minimum

¹ Some project sponsors may be eligible for a reduction in local match. See TxDOT 2023 TA Program Guide.

Recommendation

None. This is an information item for the TxDOT 2023 Transportation Alternatives (TA) process.

Proposed Motion

None. This is currently an information item for the TAC members and local agency representatives that may apply.

Attachments

- 1. TxDOT 2023 Call for TA Projects
- 2. TxDOT 2023 TA Information
- 3. TxDOT 2023 TA FAQs



Bicycle and pedestrian local and federal funding programs

TxDOT's Public Transportation Division administers federal funding programs, including Federal Highway Administration funds relating to TxDOT's Bicycle and Pedestrian Program and <u>Federal Transit Administration</u> <u>funds</u> for transit in Texas. These funds are for specific purposes and have separate eligibility and funding requirements. The Public Transportation Division requests applications for specific funding sources through calls for projects.

Transportation Alternatives Set-aside (TA) Program

TxDOT administers TA funds for locally sponsored bicycle and pedestrian infrastructure projects in communities across the state. In large urbanized areas with populations over 200,000, TA funds are also distributed directly to Metropolitan Planning Organizations (MPO) to administer according to their needs. MPOs and TxDOT are responsible for selecting projects independent of one another.

TxDOT 2023 Transportation Alternatives Set-aside (TA) Call for projects

Attention potential project sponsors. TxDOT's next Program call is targeted to open December 2, 2022. For this year's Statewide Call for Projects, new project categories expand eligibility to include all population areas across Texas; additionally, non-infrastructure projects (active transportation plans) are eligible for funding awards.

To learn more, representatives of counties, cities, MPO's, and non-profits were encouraged to attend TxDOT's informational webinars about the upcoming TxDOT Transportation Alternatives 2023 Call for Projects from August 22 to September 7, 2022. While previous communications indicated the Call for Projects would open in October, the Call for Projects is now scheduled to open December 2, 2022. Each webinar presentation featured a Call for Projects overview and a section of content unique for each webinar as well as a Q&A session.

TxDOT 2023 Transportation Alternatives (TA) Call for projects - Information session recordings

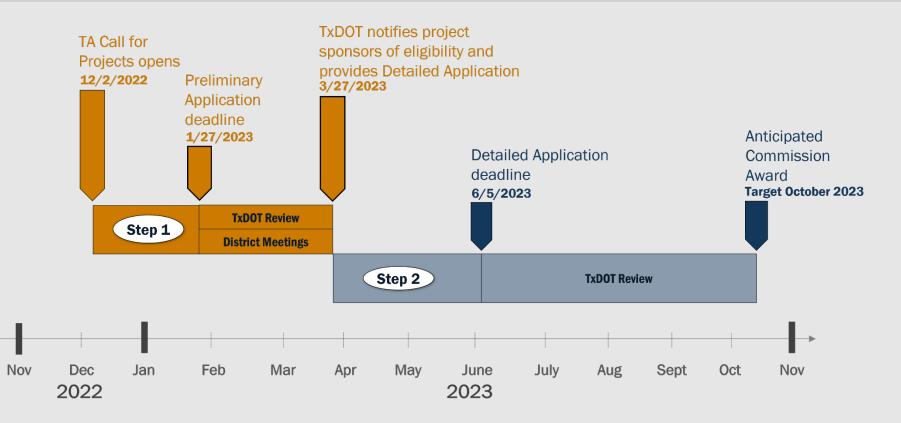
- TA Overview Informational Webinar TxDOT 2023 Transportation Alternatives (TA) Call for Projects
- Project Categories Informational Webinar 2023 Transportation Alternatives (TA) Call for Projects
- Eligibility Informational Webinar TxDOT 2023 Transportation Alternatives (TA) Call for Projects
- Project Selection & Grant Writing Tips Webinar 2023 Transportation Alternatives Call for Projects

URL: (<u>https://www.txdot.gov/content/txdotreimagine/us/en/home/business/grants-and-funding/bicycle-pedestrian-local-federal-funding-programs.html</u>)

TxDOT 2023 TA Call-for-Projects Overview

- Schedule Preliminary Application open 12/2/22 1/27/23; 10/23 award
- Available Funding \$250M through FY 2025 for all population areas
- TxDOT may apply <u>at the request</u> of an eligible project sponsor
- Four Project Categories community-based, large-scale, enhancements, and planning for bicycle and pedestrian infrastructure
- Selection Criteria safety, connectivity, readiness, equity, community support
- Match Options TDCs (economic criteria), state funds (district discretion)
- Outreach webinars (posted online), virtual/in-person workshops (Nov/Dec)

TxDOT 2023 TA Call for Projects Timeline : 2-Step Application Process



Planning for TxDOT's 2023 Call for Projects Funding

Funding Type	Population Size	TMA	Anticipated Program Funding for TxDOT TA 2023 Call for Projects
	Nonurban Areas (Less than 5,000)		\$31.5 million
Suballocated*	Small Urban Areas (5,000 to 49,999)	Outside	\$15 million
	Medium Urban Areas (50,000 to 200,000)		\$5 million
Any Area	Any Population Size	Inside or Outside	\$201 million



3

TxDOT FY 2023 TA Call for Projects ~\$250M to be made available (FY22 – FY25 funds)

Emphasis Areas

- Improve safety, access, or mobility for people of all ages and abilities, especially bicycle and pedestrian facilities along the state highway system exceeding minimum design requirements or extending beyond the scope of a major highway investment project area.
- Construct segments identified as part of Texas Bicycle Tourism Trails network* or implement a locally-preferred alternate route.
- Improve bicycling, wheelchair, and walking safety and access to or between existing bicycle and pedestrian facilities and public transportation. This may include mobility hubs that integrate multiple modes of transportation (such as transit stops, carsharing, bikesharing, micromobility, or other shared-mobility services) leveraging existing facilities and public transit to expand access for non-motorized users.
- Enhance bicycle and pedestrian access and safety to school-related destinations enabling and encouraging children, including those with disabilities, to walk and bicycle to school activities.

TxDOT 2023 TA Call for Projects: Project Categories

Project Category	Community-Based Infrastructure	Large Scale Active Transportation Infrastructure	Active Transportation Network Enhancements	Active Transportation Non- Infrastructure	
Eligible Areas	ible Areas Outside of TMAs & Population Areas < 200,000		Any Population Area		
Local Match		20	D% ¹		
Target Project			\$250,000 minimum for cities		
Funding	\$250,000 to \$5M per project	\$5M to \$25M per project	<200,000;	\$100,000 minimum ³	
Amounts			\$1M min otherwise ²		
Eligible Project	 Local governments 	 Transit agencies 	• TxDOT at the request of a sponsor		
Sponsors	 School districts 	•Small MPOs (<200k)	 Others (see Program Guide) 		
Eligible Preliminary engineering and con		nstruction for	Quick construction or installation	Planning documents to	
Activities	 Bicycle, SUP, Sidewalk infrastructu 	re improvements	activities	assist communities	
	 Infrastructure-related projects to improve safety for non-motorized 		 Support active transportation networks 	develop non-motorized	
	transportation		 Infrastructure projects with limited or no 	transportation networks	
	 Construction of boulevards located in ROW of highways that improve 		e design and no ROW acquisition activities		
	bicycle, pedestrian, and transit user	access (Large Scale only)	 Can be completed quickly after award 		

¹ Some communities may be eligible for TDCs which allow for 100% federal TA funds to be applied to the project in lieu of a local match

2 Target total award for all projects in this category ~\$10M-20M

3 Target total award for all projects in this category ~\$3M-5M

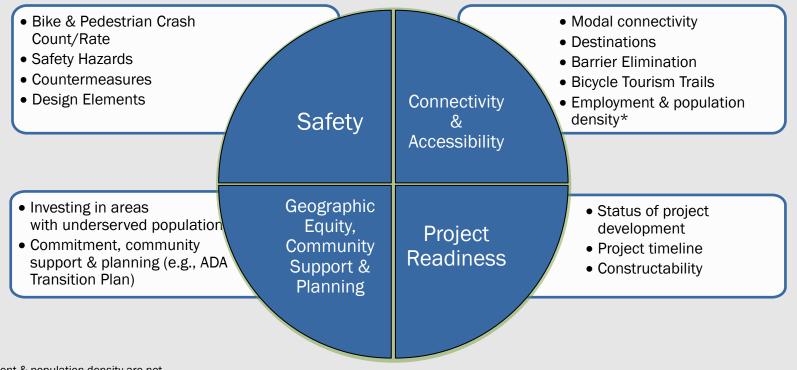
TxDOT 2023 TA Call for Projects: Examples of New Project Category Types

- Large Scale Active Transportation Infrastructure
 - High impact substantive improvements for mobility options
 - Bicycle Tourism Trails or U.S. Bicycle Routes
 - Comprehensive accessibility improvements
 - SUPs in rail or utility corridors
 - Bicycle/pedestrian bridges
 - Intermodal hubs
- Active Transportation Network Enhancements
 - Area-wide high visibility crosswalks and pedestrian signals
 - Area-wide bike/ped counters
 - Bike lane upgrades
 - Area-wide bike parking
 - Bikeshare expansion
 - Traffic calming
- Active Transportation Non-Infrastructure
 - SRTS plans, pedestrian plans, bike plans, safety action plan for pedestrian or bicyclists, ADA transition plans

All TA projects must be:

- Related to bicycle, pedestrian, and/or micromobility
- Principally for transportation rather than recreation
- Have a direct relationship to the surface transportation system
- Benefit the general public

TxDOT 2023 TA Call-for-Projects: Evaluation Criteria Details



*Employment & population density are not evaluated on nonurban or small urban projects.

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TxDOT 2023 TA Call-for-Projects: Evaluation Criteria Details cont'd



• Additional criterion for Large Scale Active Transportation Infrastructure projects

Additional Criterial Category	Criteria Description	Criteria Measures
Transformational Elements (Large Scale Active Transportation Infrastructure only)	 Eliminates significant barrier for peds and/or bikes Mitigates significant impacts to underserved communities Leverages and/or complements other existing projects in community Features significant economic development potential Features innovative partnerships Applies innovative technologies 	Professional judgment of narrative response

TxDOT 2023 TA Call-for-Projects: Local Match Assistance

- Transportation Development Credits (TDCs) are available if project is located:
 - Economically disadvantaged county or
 - Community less than 200,000 people and meets certain economic criteria
- Potential State funds for local match assistance at TxDOT District discretion for:
 - On-system projects
 - Fulfill ADA Transition Plan recommendations

TxDOT 2023 TA Call-for-Projects: Outreach

- Informational webinars for project sponsors (Aug.-Sept.) Complete, available online <u>TxDOT's Bicycle and Pedestrian Funding Page</u>
- After call opens PTN will host virtual and in person workshops (December)

November 29, 2022 (9:00AM – 12:00PM) Virtual Workshop Coordinator: <u>Noah Heath</u> (316) 876-7184

November 30, 2022 (9:00AM – 12:00PM) League City Community Center, 400 South Kansas Avenue League City, Texas 77573 Coordinator: <u>Ana Ramirez Huerta</u> (979) 864-8500

December 6, 2022 (9:00AM – 12:00PM) North Central Texas Council of Governments Transportation Council Meeting Room 616 Six Flags Dr., Centerpoint Two Arlington, TX 76011 Coordinators: FTW <u>Iftekhar Ali (</u>817) 370-3565 DAL <u>Rachael Twiggs, P.E.</u> (214) 320-6699 December 7, 2022 (9:00AM – 12:00PM) TxDOT El Paso District Office, 13301 Gateway Blvd West El Paso, TX 79928 Coordinators: <u>Adriana Rodriguez (915) 790-4221</u> Jose Bocanegra Jr. (915) 790-4365

December 15, 2022 (9:00AM – 12:00PM) TxDOT Laredo District Office, 1817 Bob Bullock Loop Laredo, TX 78043 Coordinator: Janece Marguez (956) 712-7438

December 16, 2022 (9:00AM – 12:00PM) Virtual Workshop Coordinator: <u>Noah Heath</u> (316) 876-7184



2023 TA Call for Projects Frequently Asked Questions following August/September 2022 Information Sessions

Below are frequently asked questions received during TxDOT's 2023 TA Call for Projects Pre-call Information Sessions. The Code of Federal Regulations (CFR) and Texas Administrative Code (TAC) have been cited in response to several questions using only the abbreviations CFR and TAC.

General Questions	1
Eligible Project Sponsors, Projects, and Reimbursable Activities	3
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Procurement/Hiring consultants	7

General Questions

1) Where can interested parties find out more information about TxDOT's 2023 Transportation Alternatives Call for Projects?

Answer:

All program call materials can be found at TxDOT's website

(https://www.txdot.gov/content/txdotreimagine/us/en/home/business/grants-and-funding/bicyclepedestrian-local-federal-funding-programs.html). Additional materials are made available periodically throughout the program call. When the Program Call opens materials will include Program Guide, Preliminary Application, Preliminary Application Instructions, and various supporting resources. At the beginning of Step 2, Detailed Application, Detailed Application Instructions, and additional supporting resources.

2) Is there a maximum or minimum award amount for the various TA project categories?

Answer:

- <u>Community Based Infrastructure</u> Target project funding award amounts between \$250,000 and \$5 million per project.
- <u>Large Scale Active Transportation Infrastructure</u> Target project funding award amounts between \$5 million and \$25 million per project.
- <u>Active Transportation Network Enhancements Infrastructure</u> Local governments under 200,000 people, minimum target project funding award amount \$250,000; Local governments over 200,000 people, minimum target project funding award amount \$1 million.

- <u>Active Transportation Non-Infrastructure</u> Minimum target project funding award amount \$100,000.
- Due to the need for obligating funds within the constraints of this federal program, TxDOT will maintain some flexibility in regard to total funding awarded in each project category. Project funding amounts listed are intended as targets. Depending on the number of applications received and amounts requested during the Call for Projects, TxDOT may award projects with costs that exceed these targets. Conversely, projects that exceed these targets should be developed with phasing in mind, with options for scaling the project back if TxDOT is not able to award the total amount requested.
- 3) Is my project eligible for funding?

Answer:

Please refer to Table 3 in the Program Guide for information about project sponsor eligibility, eligible project activities, and project examples. Feel free to email <u>bikeped@txdot.gov</u> with detailed inquiries.

4) Is there a target number of awards or maximum amount of funding that TxDOT is looking to fund for each of the project categories?

Answer:

TxDOT does not have a target number of awards. Table 3 identifies target amounts for certain project categories. Depending on the number of applications received and amounts requested during the Call for Projects, total awards by project category may vary from these targets.

5) Does TxDOT usually receive more TA applications for projects than they have funding for?

Answer:

Historically, TxDOT has received more project applications from larger project sponsors than the available funding. However, in the 2017 and 2019 TA call for projects, TxDOT received fewer applications for non-urban area projects than available funding. In response, TxDOT modified its TA Program rules with the intent to increase the number of project applications from smaller communities, resulting in an excess of applications from these areas.

6) How often will there be a Transportation Alternatives Call for Projects?

Answer:

TxDOT has hosted a TA Call for Projects every other year since 2015.

7) Which population numbers should a project sponsor use to determine which funding area they are eligible for? For which jurisdiction should we use population data: county, city, census designated place?

Answer:

All population figures used for TxDOT's 2023 TA Call for Projects should be based on the US Census Bureau's 2020 Decennial Census. See <u>https://data.census.gov/cedsci/</u>.

The jurisdiction used to determine population will vary by project. For a project located in a city or unincorporated area, you would use the population area for the city or "Census Designated Place". For a rural project, then you would use the surrounding Census tracts.

8) What resources are available to local governments to aid them in complying with federal and state requirements?

Answer:

TxDOT and FHWA have many resources available to local governments. The resources listed below are some of the most commonly used resources (accessible via the internet):

TxDOT

- TxDOT Local Government Projects website: <u>https://www.txdot.gov/government/programs/local-government-projects.html</u>
- Local Government Projects Online Toolkit: <u>https://www.txdot.gov/government/processes-procedures/lgp-toolkit.html</u>
- Training and Qualifications: <u>https://www.txdot.gov/government/programs/local-government-projects/training.html</u>
- Forms and Publications: <u>https://www.txdot.gov/inside-txdot/forms-publications/publications/local-government.html</u>
- Local Government Standards and Special Provisions: <u>https://www.txdot.gov/business/resources/txdot-specifications/local-government.html</u>

FHWA

- FHWA website: <u>https://www.fhwa.dot.gov/</u>
- Federal-aid Essentials for Local Public Agencies: Federal-aid Essentials offers a central online library of informational videos and resources, designed specifically for local public agencies.
 Each video addresses a single topic-condensing the complex regulations and requirements of the Federal-aid Highway Program into easy-to-understand concepts with illustrated examples. Visit FHWA's website at: https://www.fhwa.dot.gov/federal-aidessentials/

Eligible Project Sponsors, Projects, and Reimbursable Activities

9) If a project is awarded, does the project sponsor need to pay for the construction of the project out of pocket and then get reimbursed? Or can the project be initially paid by the grant?

Answer:

Project sponsors awarded infrastructure funding as part of TxDOT's TA program are reimbursed for eligible construction and design (if applicable) expenses. Project sponsors awarded non-infrastructure funding as part of TxDOT's TA program are reimbursed for eligible planning document expenses. After the project sponsor incurs eligible expenses and pays its contractors, the project sponsor will be reimbursed by TxDOT according to the Advanced Funding Agreement, signed before work begins. The TA program is not a grant program, but a federal reimbursement program for eligible activities.

Expenses incurred prior to an Advance Funding Agreement (including grant writing or development assistance) are not eligible for reimbursement.

10) Would proposed projects in larger cities in urbanized areas such as Houston or Dallas be eligible project sponsors under this call for Projects?

Answer:

Yes. Proposed projects located in large cities are eligible for TxDOT's 2023 TA Call for Projects. These project sponsors would be eligible to apply for the Large-scale infrastructure, Network Enhancements infrastructure, and Non-Infrastructure project categories.

11) Can an MPO be a project sponsor? If an MPO applies and is funded - how would "ownership" of a trail be transferred to a city(s)?

Answer:

New to the 2023 TA Call for Projects, metropolitan planning organizations (MPOs) that serve an area with a population of 200,000 or less are eligible as direct recipients for TA funds.

TxDOT encourages MPOs to partner with the local entities on the application and implementation since the local jurisdiction would likely be the owner of the ROW and resulting project and likely responsible for maintaining the investment.

12) Is the purchase of property for a bikeway or pedestrian facility eligible for reimbursement under this program?

Answer:

The department's TA funds are available for right-of-way acquisition on a case-by-case basis as approved by TxDOT. ROW acquisition must facilitate project execution within TA Program obligation requirements and be supported by affected property owners to ensure property acquisition does not delay project implementation.

13) If TxDOT is applying in collaboration with a local government, does that give that applicant an unfair advantage over those not getting assistance from TxDOT?

Answer:

Each project is competitively evaluated based on a variety of multidisciplinary criteria. Projects cosponsored by TxDOT will not be evaluated by the District who prepared the application.

Project sponsors interested in collaborating with their local TxDOT District staff on an application should contact their District TA Coordinator to discuss.

14) Are utility or water drainage costs eligible under any project category?

Answer:

Minor utility adjustments or stormwater & drainage work may be included in the budget if these activities are incidental to the bike/ped project. Minor utility adjustments or stormwater & drainage work would be eligible as long as these costs do not exceed 30% of the total project cost. Major utility relocations are not eligible.

Application and Evaluation Processes

15) There is a limit of three applications. Does this limit apply to preliminary applications (Step 1) or can a project sponsor submit more than three preliminary applications and then narrow the number of applications to three for the detailed application (Step 2)?

Answer:

Project sponsors may submit up to three preliminary applications. These projects may be submitted for any project category. Only projects found eligible based on the preliminary application can be submitted for Step 2, the detailed application phase.

16) Will applications submitted during previous TA Calls for Projects that were not awarded funding be considered in the FY 21-22 program without re-application?

Answer:

No, projects submitted during previous TxDOT TA Calls for Projects that were not awarded must be resubmitted using the 2023 preliminary and detailed applications to be considered for funding under TxDOT's 2023 TA Call for Projects.

17) Is there a benefit to/preference for proposing a project in TxDOT ROW?

Answer:

Projects that are on or adjacent to the TxDOT maintained roadway network will not receive a higher rank simply because the project is on-system. TxDOT's priority with this program call is to fund quality bicycle and pedestrian projects leveraging as much TA funding as possible. However, TxDOT reserves the right to use other federal and/or state resources to implement a project submitted under this program call that is located within TxDOT right-of-way and advances the department's ADA/pedestrian accessibility, safety, or mobility goals. Refer to pg. 5 of the Program Guide for more information about alternative funding sources.

18) Does the program have a preference between project types (i.e. sidewalks, multi-use paths, etc.)?

Answer:

All project types are welcome. Review Section C of the Program Guide for information about project evaluation and selection criteria to assist in identifying competitive projects.

19) Do all project elements have to connect? For example, is making sidewalk improvements at different locations considered one project or do the improvements need to connect?

Answer:

A project that fills in gaps in a non-motorized transportation network may be eligible, as long as the detailed application demonstrates how the proposed elements contribute to a single, interconnected project. Project sponsors may be asked to split a larger project into smaller segments if each element of the project makes more sense as a standalone project.

20) Are projects crossing RR ROW less likely to be recommended for the detailed application?

Answer:

No, projects that cross RR ROW are not less likely to be recommended for Step 2 (detailed applications). However, it is important to identify project complexities early in the project development process so that these complexities can be addressed to avoid delays in project implementation if the project is awarded funding. Advanced railroad coordination is strongly recommended and may be essential for funding consideration. Obtaining railroad approval can take several months and in some instances several years. The detailed application should document coordination to date with the affected railroad regarding the proposed project.

21) Does "project readiness" mean you need to have engineering complete and PS&E documents ready to go?

Answer:

No. Project readiness is dependent on a number of factors listed in Table 4 in the Program Guide and using information provided in the Detailed Application (Step 2). Shovel-ready projects demonstrate excellent project readiness; however, projects with few constructability concerns that are not shovel ready are still very competitive in TxDOT's calls for projects for TA funds.

22) If a project is selected for funding by the Texas Transportation Commission as part of TxDOT's 2023 TA Call for Projects, when will project sponsors (with funded projects) be required to pay their local match?

Answer:

The local funding match for the preliminary engineering phase, including TxDOT's direct state cost for review of project plans and environmental documentation, would be due to TxDOT within 30 days of the local government receiving the fully executed Advance Funding Agreement (AFA). The AFA should be executed between 6 months and one year after the date that the commission selected the project for funding. The remaining local match for construction (if a project is state let) and direct state costs for construction oversight would be due to TxDOT 60 days prior to TxDOT's construction letting of the project.

If the project sponsor is responsible for developing preliminary engineering documents for federal participation and/or a local letting is authorized, the local government would remit the local match for TxDOT's direct state costs at the beginning of each phase of work. The project sponsor would then pay its contractors up front and be reimbursed for 80% of the eligible construction costs, plus any local match adjustment.

If TxDOT implements a project on behalf of the project sponsor, then the project sponsor would be responsible for paying its entire local match for each phase of work prior to initiation of that phase.

23) Are local government costs toward preparing the detailed application package eligible for reimbursement?

Answer:

No. Any costs incurred prior to the project being selected for funding, being identified in the local Transportation Improvement Program (TIP) and Statewide TIP (if individually listed), execution of the Advance Funding Agreement, federal authorization of the project, and authorization from TxDOT to proceed are not eligible for reimbursement.

24) If a proposed project includes a project sponsor overmatch (project sponsor proposes to contribute a cash match greater than 20% of the total construction cost), does this make a project more competitive?

Answer:

The presence of a project sponsor overmatch is not an evaluation criterion. However, an overmatch is an indication of strong local/community support which is an evaluation criterion.

25) Are in-kind local matches acceptable for this funding program

Answer:

The Transportation Alternatives program no longer accepts in-kind contributions in lieu of local cash matches.

MPOs, TMAs, and Jurisdictional Questions

26) If a TA project was not awarded funding following an MPO Call for Projects, can the project sponsor submit the project to TxDOT?

Answer:

Yes. The same project already submitted to the MPO's Call for Projects can be submitted to TxDOT's Call for Projects as long as the project is not submitted to MPO and TxDOT calls for projects concurrently. The project sponsor must fill out TxDOT's TA applications.

27) If part of our jurisdiction is in a TMA and part is outside, are we eligible to submit a project located in our jurisdiction but outside of the TMA boundary?

Answer:

Yes, TA funding eligibility is determined by project location. If the project is located inside of the TMA, it is not eligible for Community Based TA funding. Please see Table 3 and Figure 3 to determine for which project category a proposed project may be eligible.

Transportation Development Credits (TDC), Economically Disadvantaged Counties Program (EDCP), and local match requirements

28) Which projects are eligible under provisions of the Transportation Development Credits (TDCs)?

Answer:

<u>Under TxDOT's 2023 TA Call for Projects, eligibility for TDCs is as follows:</u>

- 1. The project is located in an economically disadvantaged county certified by the commission for FY 2023, or
- 2. The project is located in a city/Census Designated Place (CDP) that meets all of the following criteria:
 - Population less than 200,000
 - Below state average per capita taxable property value¹

¹ Texas Comptroller of Public Accounts; 2020 City Rates and Levies, Total Property Market Value and U.S. Census Bureau; 2020 5-Year American Community Survey, Table DP05, Total Population

- Below state average per capita income², and
- Above state average unemployment³

The Program Guide <u>identifies cities and CDPs that are eligible for TDCs in a table format. For a map of cities and</u> CDPs <u>eligible to use TDCs for local match please use this link:</u> (https://txdot.maps.arcgis.com/apps/webappviewer/index.html?id=01fa15525e9e4be68a43c06dc06ce2e6).

For rural projects located outside jurisdictional boundaries or CDPs not identified on the map, contact TxDOT-PTN for guidance.

29) If a proposed project location extends across the county boundary between two counties where one county is eligible for TDCs and one county is not, how does TxDOT determine TDC eligibility?

Answer:

If a project extends into two counties and one county is eligible for TDCs and one does not, then TxDOT will prorate the reduction percentage according to the proportion of the project located in the TDC eligible area.

NOTE: These are rare situations and will be handled on a case-by-case basis. If a project sponsor believes this situation applies, please notify TxDOT-PTN at BikePed@txdot.gov for assistance in accommodating these reductions on the submitted detailed application.

30) If my community is eligible for TDCs, is there a limit to the amount of credit or is it automatically no cash match?

Answer:

TDCs allow for 100% federal TA funds to be applied to the project in lieu of a local match, so eligible projects will require no cash match.

Procurement/Hiring consultants

31) Can the project sponsor hire a consultant to help with its application?

Answer:

Yes. Project sponsors should be aware that any work done prior to the state's letter of authority is not reimbursable with TA funds. Work to develop the application is not reimbursable with TA program funds.

32) Once the project sponsor incurs federally reimbursable costs, how long will it take for project sponsors to receive reimbursement from TxDOT?

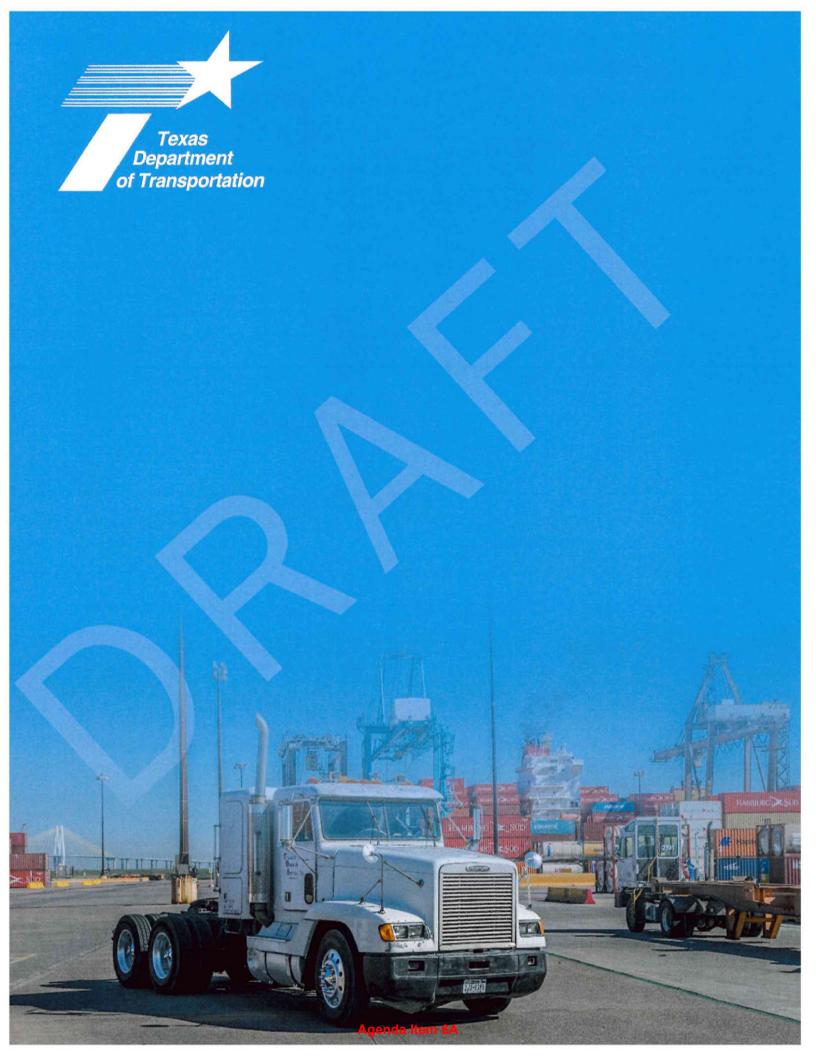
Answer:

Following district review and acceptance of a complete invoice, TxDOT is required to provide reimbursement to the project sponsor within 30 days.

² U.S. Census Bureau; 2020 5-Year Community Survey, Table DP03, Per Capita Income

³ U.S. Census Bureau; 2020 5-Year Community Survey, Table DP03, Civilian Unemployment Rate

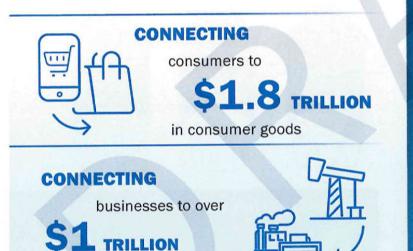






TEXAS HAS THE SECOND LARGEST ECONOMY IN THE UNITED STATES AND NINTH LARGEST IN THE WORLD.

Integral to the state's robust economy is ensuring efficient, reliable supply chains through the transport and distribution of freight, including raw materials, intermediate, and final goods to, from, and within the state. Without reliable supply chains, the economy would come to a stop. **Texas Delvers 2050** is Texas' blueprint for:



in inputs

BILLION

in imports

CONNECTING Texas

S294

to global trade markets for





Texas Delivers 2050 Goals:



Safety I Improve the safety, efficiency, and performance of the Texas Multimodal Freight Network (TMFN)



Economic Competitiveness | Improve the performance of the TMFN to enhance the contribution of transportation infrastructure to economic competitiveness, productivity, and development throughout the state



Asset Preservation and Modernization | Maintain, preserve, and modernize assets on the TMFN to support multimodal movement of goods and people



Mobility and Reliability | Reduce congestion and improve system efficiency and performance on the TMFN



Connectivity I Improve urban and rural system connectivity between all freight modes and all industry sectors to regional, statewide, national, and international markets



Resiliency and Security | Develop and maintain a resilient and secure multimodal system that can withstand and respond to various sources of disruption



Equity | Encourage equitable distribution of the positive and negative impacts of freight movement across all Texans



Stewardship | Manage environmental and agency resources responsibly and foster accountability and transparency in decision-making.



Sustainable Funding | Identify sustainable funding sources for all freight transportation modes

Texas Delivers 2050 is a data-driven and stakeholder-informed plan that meets federal requirements and aligns with the Texas Department of Transportation's (TxDOT) goods mobility vision.

This plan has been developed in conformance with federal requirements, including those recently included in the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL).

TEXAS DELIVERS 2050

The Texas Economy and Goods Movement by the Numbers

Texas Economy at a Glance, **2019**

Texas continues to lead the nation in economic growth and remains one of the strongest and most diverse economies in the nation. Along with a growing population comes a growing demand for goods and an increased need for a seamless multimodal freight network.

#1 global exports in U.S.#1 in cross border trade with Mexico

#2 economy in U.S.

Agenda Iter

#9 economy in world
3rd fastest growing state in U.S.
#1 port in U.S. based on tonnage (Port Houston)

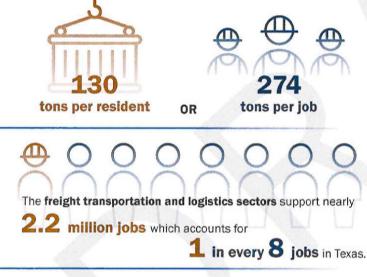
In 2019, the volume of goods moving into, out of and within Texas equated to:

29 MILLION people

12.6 MILLION jobs

\$1.9 TRILLION in

Gross State Product



Total Economic Impact of Freight Transportation and Logistics in Texas



As the population and economy grow in Texas, so does the volume of goods being transported.



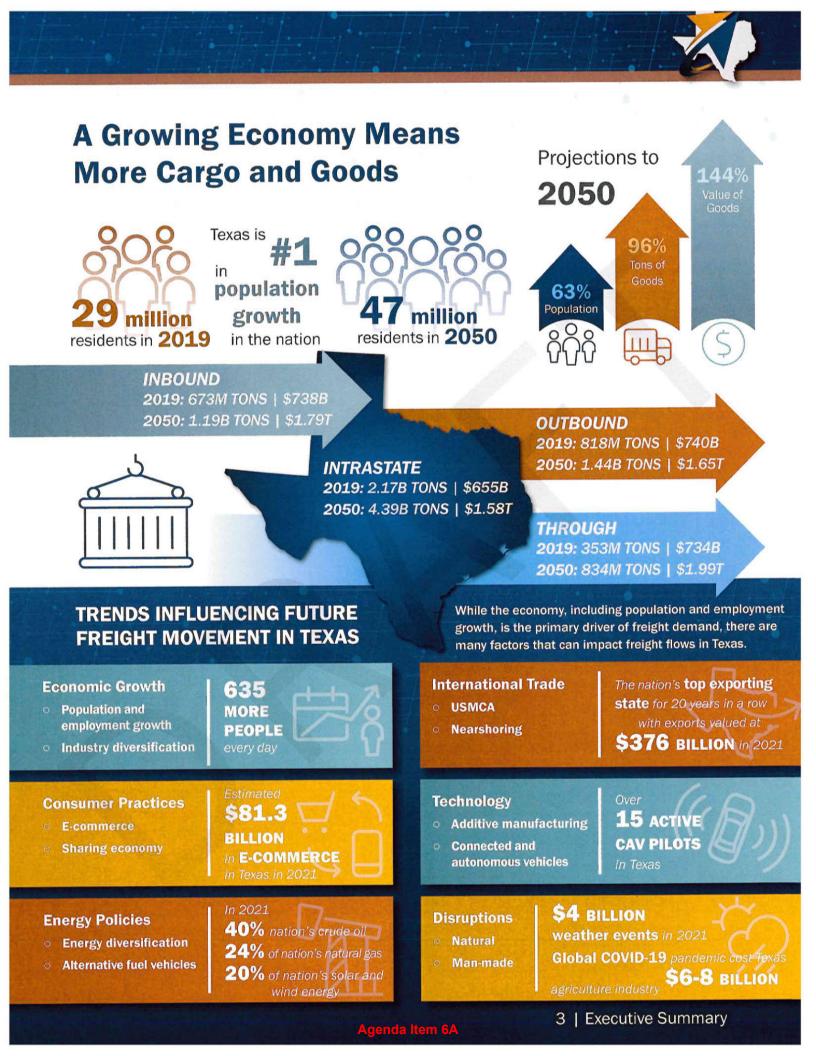
Texas' Top Export Destinations in 2021

- Mexico
 Canada
 China
- 4. South Korea
- 5. Brazil

Total of \$328 BILLION in exports

Texas' Top Import Partners in 2021





Texas Industries Depend on Safe and Reliable Supply Chains...

The Texas Multimodal Freight Network (TMFN) provides Texas with a competitive advantage for attracting, retaining, and growing business throughout the state. The multimodal network provides Texas' businesses access to domestic and global markets for inputs and outputs.



Texas Grows

247,000 farms and ranches covering 126.5 MILLION ACRES

Texas Crop Production totaled \$6.3 BILLION in 2019

Texas Animal Production totaled \$14.3 BILLION in 2019

Top producer of: Cattle, Cotton, Hay, Silage Sorghum

Texas agricultural exports totaled \$6.3 BILLION in 2019



Texas Extracts and Refines

1.9 BILLION BARRELS of crude oil in 2019

8.2 TRILLION C. FT. of natural gas in 2019

OVER 30 PERCENT of the nation's refinery and gas processing capacity

OVER 40 PERCENT of U.S. petrochemical production capacity in Houston alone

\$1.38 BILLION in severance taxes going to the State Highway Fund in 2019



Texas Manufactures

460,000 JOBS in advanced manufacturing statewide

\$243 BILLION in total manufacturing exports

Transportation equipment: \$34 BILLION IN TX EXPORTS and \$62 BILLION in imports

Electrical equipment: Texas export value totaled \$61.6 BILLION

Activity is concentrated in the Texas Triangle and along the border with Mexico



Texas Protects

Corpus Christi Army Depot and Red River Depot support military logistics

Texas has over 220,000 ACTIVE-DUTY AND CIVILIAN PERSONNEL

Nearly ONE IN EVERY TWELVE PEOPLE employed by the U.S. Military is based in Texas

Ports of Beaumont and Port Arthur play critical role in maritime transportation

Relies on all modes

Texas Builds

641 MILLION TONS are shipped to, from, within Texas

Construction industry is 5 PERCENT OF THE STATE'S GSP

Texas is **12 PERCENT** of U.S. construction material imports

Over **75 PERCENT** of the construction materials consumed in Texas originate in Texas



Texas Distributes

Retail distribution commodity value was in excess of \$632 BILLION in 2019

Over 235 MILLION TONS distributed in 2019

Includes over 15,000 FIRMS with 685,000 EMPLOYEES

General retail imports were valued at \$26.3 BILLION, nearly twice the value of grocery imports

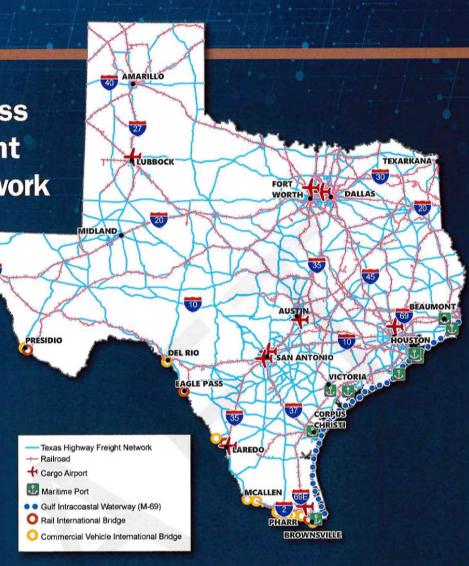
34.8 PERCENT of retail goods by value are moved by air

Agenda Item 6A

...and a World Class Multimodal Freight Transportation Network

10

A key outcome of Texas Delivers 2050 is the designation of the TMFN. The network consists of key roadways (the Texas Highway Freight Network), railroads, pipelines, ports and waterways, airports, and international border crossings. The multimodal network outlines the key corridors that facilitate the efficient and safe movement of goods in Texas and are most critical for focusing investment.



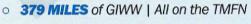
Over **80,000 MILES** of TxDOT system roadways

- Over 23,000 MILES on THFN
- 745 MILES of Critical Rural Freight Corridors
- 372 MILES of Critical Urban Freight Corridors

14,771 MILES of railroad operated on the TMFN

- 3 CLASS I railroads | 12,221 miles
- 55 CLASS III or short line railroads | 2,550 miles

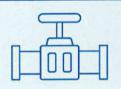
- 20 PORTS and the Gulf Intracoastal Waterway system
- **11 DEEP WATER PORTS** |9 on the TMFN
- 9 SHALLOW DRAFT PORTS | 1 on the TMFN





24 COMMERCIAL AIRPORTS

 10 CARGO AIRPORTS on the TMFN



426,000 MILES of pipeline

- **59%** intrastate
- 41% interstate



20 COMMERCIAL INTERNATIONAL BORDER CROSSINGS, all on the TMFN

- 15 commercial vehicle crossings
- 5 rail crossings

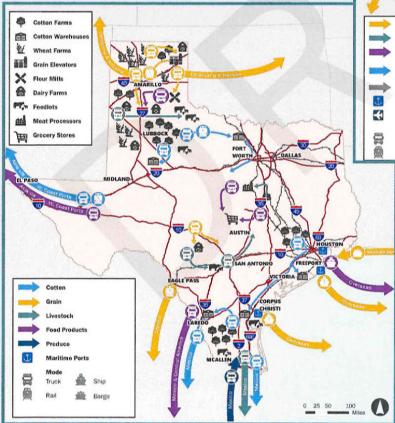
5 | Executive Summary

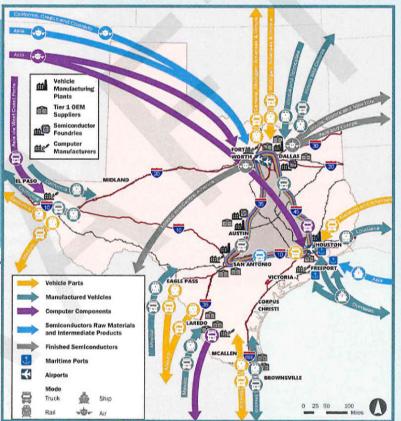
The Role of the TMFN in Supporting Supply Chains in Texas

The state's key industries depend on safe, reliable freight transportation to keep business moving. Texans depend on freight movement for food, clothing, shelter, and everything else they consume. Therefore, it is undeniable that a well performing freight network is vital to goods mobility and economic prosperity and well-being of every Texan.

Advanced Manufacturing Relies on a Multimodal Global Supply Chain

Texas' advanced manufacturing industry is largely clustered around the Texas Triangle and depends on international land border, seaport and airport gateways in Texas to move parts and finished products to and from international markets. It also relies on truck, air and rail service providers for movements throughout North America as well as to access non-Texas seaport and airport international gateways.



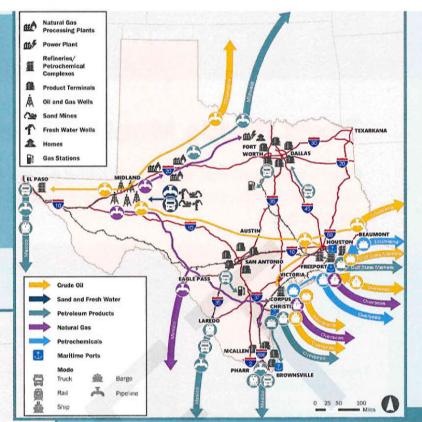


Texas' Agriculture Supply Chains Keeps Grocery Stores Stocked

The agriculture industry in Texas is a leading producer of crops and livestock. Highways and rail transport commodities from farms and ranches to food processing facilities. These agriculture products ultimately make their way to grocery stores in Texas and the rest of the country. Texas' trade gateways send agriculture exports abroad that feeds people around the world.

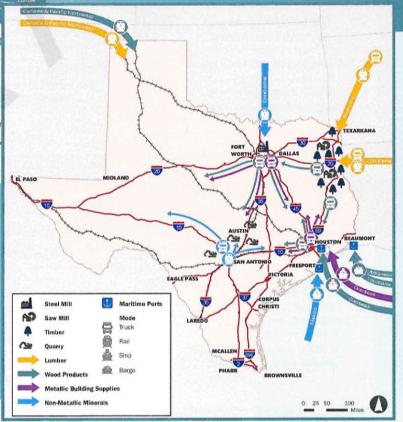
Texas' Petroleum Supply Chains are Interconnected with Global Energy Markets

The petroleum industry touches nearly every facet of the freight network—highways, rail, seaports, and pipelines. Texas' energy exports reach domestic markets and the rest of North America and abroad through pipelines, land border crossings, and seaports. Last-mile delivery relies on trucking to distribute commodities and products such gasoline, fuels, and chemicals to end users.



Warehouse & Distribution Supply Chains Connects Businesses with their Customers

Centrally located, Texas is well linked to global supply chains. The speed and efficiency of e commerce depends on an expansive multimodal network that brings goods from around the world to Texas households and businesses. Imports arrive from the West Coast by truck and rail or directly to Texas markets through its land ports of entry, seaports, and airports.



7 | Executive Summary

The Construction Industry Provides Infrastructure Vital to the Growth of Texas' Economy and Population

AGLE PASS

Warehouse Establishment

Maritime Port

Airporte Mode

Truck

Warehousing and Distributio Commodities

-

믋

Rail

Texas' construction industry depends on materials sourced from the mining and forestry sectors within the state and around the country. Trucks deliver wood, gravel, and steel rebar to construction sites in metropolitan areas. Texas ports are gateways to materials from global suppliers.

Agenda Item 6A

Texas Goods Mobility Needs and Challenges

Freight transportation needs and challenges were identified by assessing existing conditions and performance, projecting future needs based on freight forecasts and trends, and stake-holder input.



Delivering the Texas Multimodal Goods Movement Vision

TxDOT Goods Mobility Vision

A leader in delivering first-in-class multimodal goods mobility to support Texas' growing population, economy, and quality of life through supporting resilient supply chains and connecting Texas to the global trade market.

Texas Delivers 2050 Recommendations

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POLICIES

Specific courses of action that, if adopted, will shape the way Texas approaches freight mobility



PROGRAMS

Collection of initiatives or activities to achieve desired outcomes



TECHNOLOGY AND OPERATIONS

Investments that improve safety and efficiency of existing systems and prepares Texas for the future of freight mobility

PROJECTS

Capital investments under development, proposed, and strategic

Three broad approaches:

1. SUPPORTIVE

Maintaining and sustaining the existing TMFN to meet acceptable conditions and performance targets is necessary for Texas to serve its existing businesses and residents and maintain competitiveness.

2. STIMULATIVE

Enhancing the TMFN to improve conditions and performance above current levels while ensuring equitable freight mobility solutions positions Texas to continue to retain and attract people, businesses, and jobs and to preserve the quality of life for all Texans.

3. TRANSFORMATIVE

Evolving the TMFN to position for emerging technology that will revolutionize freight mobility ensures a resilient, equitable, and efficient freight network necessary for Texas to lead in innovation and economic growth.

Achieving Texas' freight mobility vision requires recommendations across these three approaches be advanced simultaneously.

Recommendations put forth in Texas Delivers 2050 are stakeholder informed and vetted...

13 Regional Workshops



Supply Chain Working Group Meetings



TxFAC Meetings



111,542



Phone Calls



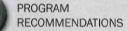
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Overarching Recommendations



POLICY RECOMMENDATIONS



S

program actions.

TECHNOLOGY & OPERATIONS RECOMMENDATIONS

MAINTAIN A SAFE, SECURE, AND RESILIENT NETWORK

TxDOT should identify and implement strategies that will improve safety, security, and resiliency on the Texas Multimodal Freight Network. Texas Delivers 2050 includes two policy actions continuing from the 2018 TFMP, two new policy actions, four continuing program actions, and two new program actions.

STRATEGICALLY IMPROVE THE TEXAS MULTIMODAL FREIGHT NETWORK

TxDOT should identify opportunities to improve non-highway assets of the Texas Multimodal Freight Network and connectivity between modes. Texas Delivers 2050 includes four policy actions continuing from the 2018 TFMP and two continuing program actions.

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STRENGTHEN TEXAS' POSITION AS A LEADER IN FREIGHT AND TRADE

ENHANCE GOODS MOBILITY ON THE

TEXAS HIGHWAY FREIGHT NETWORK

TxDOT should enhance the movement of

Network. Texas Delivers 2050 includes two

TFMP, one new policy action, and four new

policy actions continuing from the 2018

goods on the Texas Highway Freight

TxDOT should invest in strategic transportation solutions to ensure Texas is the leader in North American trade and a top international trade gateway and national logistics hub. Texas Delivers 2050 includes one policy action continuing from the 2018 TFMP, two new policy actions, and one continuing program action.

INCREASE ORGANIZATIONAL CAPACITY FOR FREIGHT PLANNING IN TEXAS

TxDOT should increase capacity for freight planning both within and outside of the agency. Texas Delivers 2050 includes one policy action continuing from the 2018 TFMP, one new policy action, and two new program actions.

PROMOTE ADVANCEMENT OF EMERGING TRANSPORTATION TECHNOLOGIES

TxDOT should promote the advancement and implementation of innovative transportation technologies, techniques, research, and methods. Texas Delivers 2050 includes 1 policy action continuing from the 2018 TFMP, 4 new policy actions, and 13 technology and operational recommendations

SECURE FUNDING FOR THE TEXAS MULTIMODAL FREIGHT NETWORK

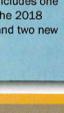
TxDOT should identify sustained funding sources for projects and programs that improve goods mobility and safety on the Texas Multimodal Freight Network. Texas Delivers 2050 includes one policy action continuing from the 2018 TFMP, one new policy action, and two continuing program actions.





EXPAND PARTNERSHIPS AND PUBLIC EDUCATION OPPORTUNITIES

TxDOT should expand its current partnerships and interaction with the public to improve goods mobility, safety, and quality of life. Texas Delivers 2050 includes one policy action continuing from the 2018 TFMP, one new policy action, two continuing program actions, and two new program actions.







Developing a Foundation to Enhance Goods Mobility in Texas: Policy and Program Recommendations

Texas Delivers 2050 puts forth 26 POLICY RECOMMENDATIONS and 20 PROGRAM **RECOMMENDATIONS** across three broad approaches to achieve the Texas freight vision: supportive, stimulative, and transformative.

SUMMARY OF POLICY RECOMMENDATIONS

	the second se		
	SUPPORTIVE	STIMULATIVE	TRANSFORMATIVE
	Develop and implement OS/OW and hazardous materials corridor preserva- tion policies	Address air cargo in the TxDOT Texas Airport System Plan	Be a leader in freight-based technology solutions and innovation
	Develop freight infrastructure design policies	Address multi-jurisdictional freight challenges	Designate an Automated Freight Vehicle Network (AFVN) in Texas
	Establish sustainable and targeted funding for existing programs	Align investments on the TMFN with the state's vision for economic growth	Develop a digital infrastructure policy
	Incorporate freight benefits into project selection and prioritization processes	Encourage truck staging areas	Develop policies to include the full range of passenger and freight modes
	Integrate multimodal freight into TxDOT's decision-making process	Enhance maritime freight movement competitiveness	Incorporate freight health impacts on communities into project development process
	Preserve the Texas Multimodal Freight Network	Facilitate international border coordi- nation to improve border crossing mobility	Support, advance, and expand the deployment of CAVs on the TMFN
	Reduce crash rates and fatalities on the Freight Network	Improve the operational management of the Texas Highway Freight Network	Support infrastructure for alternative fuels
Spo	tlight Policy	Partner with the private sector to address pipeline capacity needs and challenges	
	ommendation -	Partner with railroads to develop rail solutions to ease highway traffic congestion	
	shoring, and reshoring	Promote and support USMCA, near- shoring, and reshoring	
mover opport	o's role in the nearshoring ment has created significant tunities for Texas. TxDOT I continue to identify and	Streamline cross-state and binational commercial vehicle regulations and permits	
suppo and ex	rt opportunities to develop pand nearshoring operations e border infrastructure and	Streamline regulation and policy to support OS/OW	
	tional improvements necessary		

SUMMARY OF PROGRAM RECOMMENDATIONS

		A
SUPPORTIVE	STIMULATIVE	TRANSFORMATIVE
Conduct a comprehensive statewide HAZMAT Transportation Study	Assess feasibility of truck bypasses in congested urban areas	Develop a freight demand manage- ment program
Continue administering programs minimizing and mitigating environmen- tal impacts of freight transportation	Conduct training on incorporating freight into MPO and local planning	Develop an enhanced public and freight stakeholder engagement program
Continue to implement the Freight Network Bridge Reconstruction and Replacement Program	Continue to support a comprehensive and multimodal TxDOT Freight Planning Program	Elevate the "3rd Coast" concept as a key gateway to North America
Coordinate on a freight and logistics workforce development program	Develop a framework to support allocation of NHFP funds for high priority multimodal projects	Spotlight Program
Create a rural freight connectivity program	Develop a Freight Rail Development and Improvement Program	Recommendation Create a rural freight
Develop a Highway Freight Network Design Construction and Safety Standards Program	Develop a Goods Mobility Public Education and Awareness Program	connectivity program Maintaining and sustaining the
Develop a multimodal freight network resiliency enhancement program	Develop a Statewide Commercial Vehicle Traffic Incident Management Program	existing TMFN to meet acceptable conditions and performance targets is necessary for Texas to serve its
Develop and expand truck parking facilities at key gateways and freight generators	Develop industrial access and freight supportive land use and development guidance	existing businesses and residents and maintain competitiveness.
Establish a first- and last-mile inter-		

Establish a first- and last-mile inter modal connector program

Investing in Goods Mobility:

The Freight Investment Plan

The Texas Freight Investment Plan (FIP) presents key priority freight projects for highways, railroads, ports and waterways, airports, and border crossings. It provides fiscally constrained and unconstrained funding priorities for the TMFN.



FREIGHT INVESTMENT PLAN

The unconstrained FIP along the THFN represents a total investment need of over \$47 billion through 2,200 projects of varying types including asset management, connectivity, mobility, safety and other project types.

FUNDING STATUS AND PROJECT CATEGORY

	PROJECT CATEGORY	NUMBER OF PROJECTS	PERCENT OF PROJECTS	COST (MILLIONS)	PERCENT OF COST
SUPPORTIVE	Safety	816	37%	\$ 1,835	4%
	Asset Management	708	32%	\$5,009	10%
STIMULATIVE	Mobility	663	30%	\$38,703	82%
	Connectivity	37	1%	\$1,778	4%
TOTAL	and the second	2,224	100%	\$47,325	100%

FUNDING STATUS AND PRIORITY

	FULLY FUNDED		PARTIALLY OR UNFUNDED		
PRIORITY	NUMBER OF PROJECTS	COST (MILLIONS)	NUMBER OF PROJECTS	COST (MILLIONS)	FUNDING GAP (MILLIONS)
HIGH	654	\$15,725	87	\$5,916	\$3,468
MEDIUM	604	\$11,306	136	\$7,684	\$5,659
LOW	609	\$4,349	134	\$2,346	\$1,921
TOTAL	1,867	\$31,380	357	\$15,946	\$11,048

The FAST Act required state freight plans to include a FIP with a priority list of projects and the supporting funding strategy. The IIJA made several key changes to FIP requirements:

- Increased the frequency of the FIP updates from FIVE TO FOUR YEARS.
- Extended funding period for FIP from FIVE YEARS TO EIGHT YEARS.
- Broadened the funding flexibility by increasing the percentage of NHFP funds that can be invested in intermodal projects from 10% TO 30%.

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Modernizing the Texas Multimodal Freight Transportation Network: Technology and

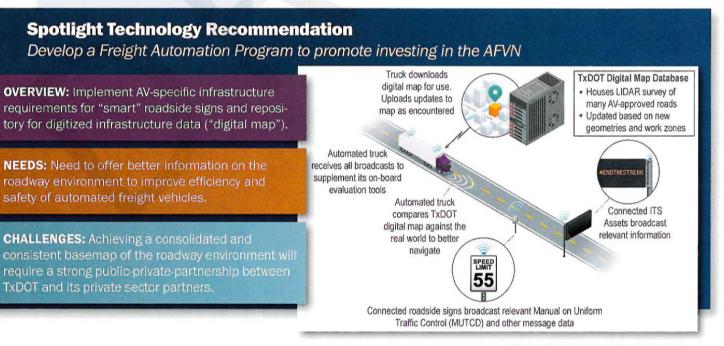
Operations Recommendations

Infrastructure investments alone will not be able to fully meet the freight system needs related to safety, economic competitiveness, asset preservation and utilization, mobility and reliability, and multimodal connectivity. New technology and operation applications have the ability to improve freight system efficiency, improve logistics reliability, reduce freight industry costs, and improve safety.

STIMULATIVE	TRANSFORMATIVE
Assess feasibility of a statewide traffic management system for the THFN	Develop a bi-national freight traffic operations center
Develop integrated traffic management and operations and data exchange platforms	Develop a Freight Automation Program to promote investing in the AFVN
Deploy smart freight connector technology on the TMFN to enhance connectivity between modes and expand modal options	Establish incubator programs in partnership with private sector to develop innovative freight mobility hubs
Expand broadband and 5G capabilities along the THFN	Incorporate machine learning and predictive analytics into technology solutions
	 Assess feasibility of a statewide traffic management system for the THFN Develop integrated traffic management and operations and data exchange platforms Deploy smart freight connector technology on the TMFN to enhance connectivity between modes and expand modal options Expand broadband and 5G capabilities

SUMMARY OF FREIGHT TECHNOLOGY RECOMMENDATIONS

Implement WIM/VC Strategic Plan



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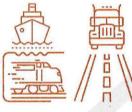
Multimodal Freight Investment Plans

Project recommendations for TxDOT's modal partners were collected using surveys and interviews. While many of these modal needs fall outside the normal funding ability of TxDOT, it is important that these projects be documented in Texas Delivers 2050 to provide a complete picture of necessary investment in the TMFN.



PORT CONNECTIVITY PROJECTS

Port connectivity projects address access to ports, consisting of roadway and rail improvements.



The Port Mission Plan documents 142 projects across 18 ports representing an investment need of \$4.3 billion.

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PORT CONNECTIVITY REPORT PROJECT SUMMARY

PORT	NUMBER OF PROJECTS	COST (\$M)
Port of Orange	9	\$27.3
Port of Beaumont	9	\$13.6
Port of Port Arthur	15	\$72.2
Sabine Pass Authority	3	\$0.6
Port Houston	30	\$2,912.0
Cedar Bayou Navigation District	2	\$96.5
Port of Galveston	14	\$107.5
Port Freeport	8	\$27.8
Port of Bay City	4	\$36.2
Port of Palacios	4	\$10.1
Calhoun Port Authority	5	\$117.8
Port of West Calhoun	5	\$14.6
Port of Victoria	6	\$123.3
Port of Corpus Christi	12	\$384.9
Port of Port Mansfield	4	\$236.5
Port of Harlingen	4	\$22.1
Port of Isabel	1	\$8.8
Port of Brownsville	7	\$132.2
Total	142	\$4,344.0

KEY GULF INTRACOASTAL WATERWAY PROJECTS

Modify the Brazos River floodgates | \$203.4 million

- Removal of gates east and west of river
- New 125-foot wide east-sector gate structure south of existing alignment
- Minimum 125-foot channel on west side of river

Modify the Colorado River locks | \$317.5 million

 Removal of riverside structures while retaining outer gates, creating wider and much longer forebay

Maintain authorized depth and width of the GIWW \$54 million annually

Add additional mooring facilities along the channel project cost not available

These projects address

on-port capacity and operational efficiency.

ON-PORT INFRASTRUCTURE PROJECTS

On-port capital improvements include:



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Rail service is critical to the success of key industries and to the efficiency of the TMFN. Railroad project needs were identified based on input from railroads operating in Texas as well as from the TxDOT Rail Division. These needs reflect 57 projects and include corridor track improvements, at grade crossing improvements, and grade separations representing almost \$1.3B in investments.

EXAMPLE RAILWAY PROJECT NEEDS

Rehabilitation of the NETEX rail line from Greenville to Mount Pleasant to address defecproviding service to existing customers and attract new business.

The Metroplex Freight Mobility Study Phase I & II (TxDOT, 2021) identified projects in the Dallas-Fort Worth Metroplex to alleviate capacity constraints that result from multiple railroad interactions, and limited track capacity.

The Houston-Beaumont Freight Rail Study (TxDOT, 2021) identified projects in the Houston railroad network to mitigate track blockages including additional mainlines, switching leads, and wye connections.

RAIL PROJECT SUMMARY

SOURCE/SPONSOR	NUMBER OF PROJECTS	ESTIMATED COST (\$M)**
Class I Railroads	34	\$1,044.5
Short Line Railroads	22	\$204.9
Rail Freight/Port Projects	1	\$30.0
Total	57	\$1,279.4

** Cost estimates were provided for 32 of the 57 projects.





For many airports, the air cargo support needs represent overall airfield improvements that benefit all air service. With that said, there are examples of air cargo specific improvements, specifically in Austin, Dallas, Lubbock, and Laredo. **Eight Texas airports have 39 air cargo project needs – 2 of** which are off-airport connector projects – representing \$754 million in investments.

EXAMPLE AIR CARGO PROJECT NEEDS

Dallas/Fort Worth International Airport / Relocation/Updating the Fumigation Facility / \$11M

Laredo International Airport / Rehabilitate Northeast Cargo Apron / \$12M

Austin–Bergstrom International Airport/ Cargo Development East / \$11M

AIRPORT CARGO PROJECT SUMMARY

AIRPORT	INSIDE THE GATE PROJECTS	CONNECTOR PROJECTS	COST (\$M)
Fort Worth Alliance Airport	14	0	\$108.7
Austin-Bergstrom International Airport	1	0	\$11.4
Dallas/Fort Worth International Airport	2	0	\$151.0
El Paso International Airport	11	2	\$128.9
Valley International Airport	1	0	\$25.0
George Bush Intercontinental Airport	2	0	\$237.0
Lubbock Preston Smith International Airport	2	0	\$29.0
Laredo International Airport	4	0	\$63.0
Total	37	2	\$754.0

The BTMP was developed by TxDOT to help identify and needs. This plan identifies 53 of the BTMP projects that are on the THFN and included in UTP, with 42 fully funded (\$1.6B), 4 partially funded (\$819M), and 7 unfunded (\$315M).

BORDER PROJECT SUMMARY

SOURCE	DURCE BORDER CROSSING PROJECTS ON THE THFN	
Fully Funded	42	\$1,610.9
Partially Funded	4	\$819.5
Unfunded	7	\$314.7
Total	53	\$2,745.1

EXAMPLE BORDER PROJECT NEEDS

Rio Grande Valley Region / Pharr Bridge Commercial Staging / \$7.5M Project Cost / Pharr Commercial Vehicle Staging Area

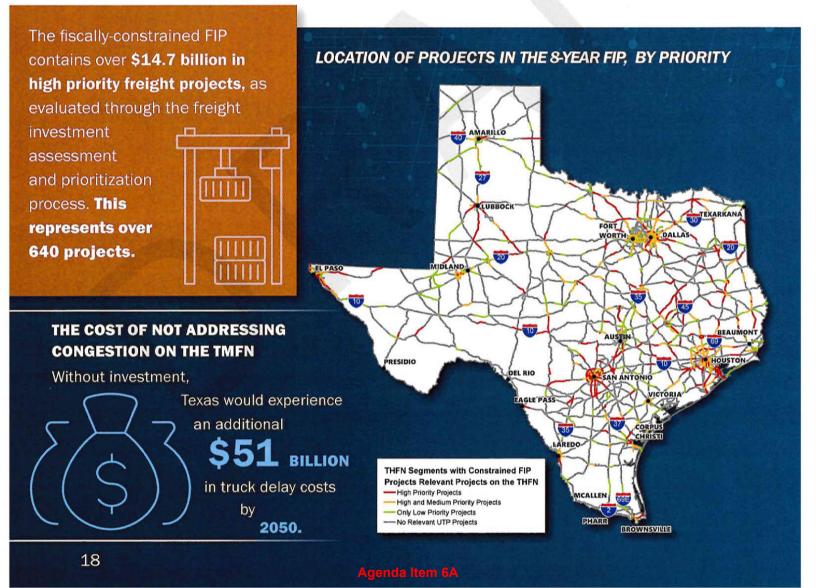
Laredo Region / World Trade Bridge Fast Lane Construction / \$10.3M Project Cost / Construct inspection booths

El Paso Region / Texas Pacifico Railroad Mainline Improvements / \$8.4M Project Cost / Privately funded projects to improve mainline connection to new border rail crossing

The 8-Year Fully-Funded Highway Freight Investment Plan

The 8-year fiscally-constrained FIP projects address key freight needs across the THFN. Fully funded projects programmed over the next 8 years along the THFN represent a **\$29.3 billion investment of 1,800 projects** including asset management, connectivity, mobility, safety, and other project types.

	PROJECT CATEGORY	NUMBER OF PROJECTS	PERCENT OF PROJECTS	COST (MILLIONS)	PERCENT OF COST
SUPPORTIVE	Safety	750	41%	\$1,360	5%
	Asset Management	597	32%	\$3,627	12%
STIMULATIVE	Mobility	472	26%	\$23,867	80%
	Connectivity	25	1%	\$837	3%
TOTAL		1,844	100%	\$29,691	100%



Unmet Needs on the TMFN

There are over 5,000 miles on the THFN with high priority infrastructure needs and no related project in the 8-year FIP. Some of these needs have projects in the unconstrained FIP that could be accelerated to address high priority freight needs sooner, while others have no projects in the TxDOT's 10-year project funding program.

OVER 5,500 MILES WITH ONE OR MORE UNMET, HIGH PRIORITY NEEDS ON THE TEXAS HIGHWAY FREIGHT NETWORK

570 miles of unmet asset management needs

1,200 miles of unmet safety needs

4,300 miles of unmet mobility and reliability needs

250 miles of unmet design needs

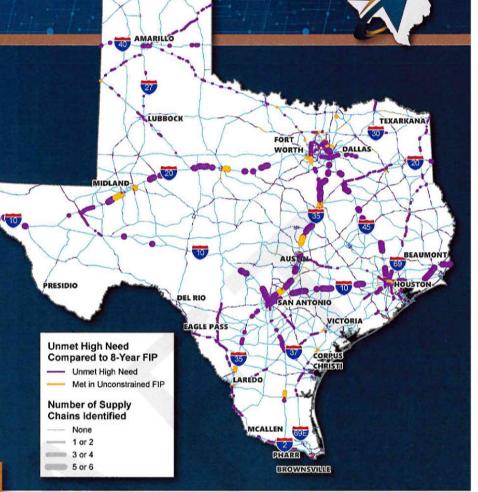
UNMET NEEDS COINCIDE WITH OTHER PRIORITIES AND PLANNING ISSUES

49% of mileage with one or more unmet need is also a high resiliency priority

46% of mileage with one or more unmet need is also a high technology priority

24% of unmet mobility and reliability needs are also a high connectivity priority

17% of unmet asset needs are also in a high equity priority location



IMPLICATIONS FOR THE STATE'S KEY INDUSTRIES

- Over 1,000 miles of unmet mobility and reliability need coincide with the highest priority connectivity needs, highlighting the potential for new connectivity to alleviate reliability challenges.
- The highest risk areas from a resiliency standpoint also contain the greatest unmet asset management need, emphasizing the criticality of improving infrastructure to withstand weather events.

UNMET FREIGHT NEEDS KEY SUPPLY CHAIN CORRIDORS

KEY SUPPLY CHAINS	ASSET MANAGEMENT	MOBILITY AND RELIABILITY	SAFETY	DESIGN	ANY
Agriculture	95	442	99	86	637
Construction	70	395	87	49	521
Electronics	35	242	36	22	284
Petroleum	61	405	124	64	572
Transportation	140	775	166	102	1,034
Warehousing	67	381	77	74	532

1,000 MILES of unmet needs

on corridors important to transportation equipment;

O MILES of unmet needs

in high priority resiliency risk areas.

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Over

and

Summary of Unfunded Projects for Each Mode

PORT PROJECTS

The connector (\$4.3 BILLION) and on-port infrastructure (\$1.7 BILLION) projects are unfunded or partially funded projects that are ready to advance over the next two years.





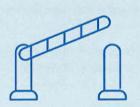
WATERWAY PROJECTS

The Brazos River and Colorado River projects are approved unfunded projects in excess of **\$520 MILLION** and the GIWW's annual dredging program is under funded by **\$24 MILLION**.

RAIL PROJECTS

The 57 rail projects (e.g., safety, congestion, economic development) (almost \$1.3 BILLION) are unfunded or partially funded.





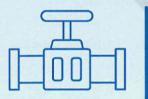
BORDER CROSSING PROJECTS

11 of the border crossing projects on the THFN (more than \$1.1 BILLION) are partially funded or unfunded.

AIR CARGO PROJECTS

Texas' commercial airports have masterplans that document longer term unfunded cargo improvement projects such as the relocation of the belly freight facility at AUS and widening of Glade Road between Hwy 360 and West Airfield Drive at DFW.





PIPELINE PROJECTS

The pipeline industry invests in new pipelines to connect to new oil and gas mines as needed and for competitive reasons no information is available on unfunded projects.

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Call to Action: Fueling Economic Growth through Future Freight Mobility

Trade, commerce, and the movement of freight have been a cornerstone of the Texas economy for generations, and Texas Delivers 2050 identifies three game-changing strategies critical for the **state's continued economic prosperity that hinges on preparing for and leveraging the future in freight mobility** – 1) Third Coast Gateway, 2) Texas Automated Freight Vehicle Network, and 3) Freight Mobility Innovation Hubs. These three strategies combine numerous policies, programs, technologies, and project recommendations into a focused framework that will unite public and private sector freight industry leaders, **providing a vision of the future that sees Texas build on and expand the dominance and reach of its global supply chains.**

TRANSFORMATIVE STRATEGIES DRIVING THE FUTURE OF TEXAS

Third Coast Gateway

Primary Area: Strengthen Texas' Position as a Leader in Freight and Trade

- Create a connected logistics complex within Texas that strengthens Texas' position as a key global gateway serving North America.
- Connect the United States with the world economy, providing supply chain and industrial expansions within Texas and enhance the connections Texas' ports have with Texas, North America, and the world.
- This gateway should have a significant impact on national freight movement trends, changing and strengthening domestic and global supply chains.

Texas Automated Freight Vehicle Network

Primary Area: Promote Advancement of Emerging Transportation Technologies

- Identify, designate, and invest in a statewide automated freight vehicle network to drive the future of Texas as an innovator, leveraging the open regulatory environment the state has created and supporting ongoing private sector investments in Texas.
- Automated driving systems (ADS) and connected driving systems (CDS) are two of the most potentially transformative technologies being developed, tested, and deployed today, and Texas is serving as an incubator and key testing site.
- ADS and CDS technologies have made significant advancements on the transportation systems in Texas, the United States, and throughout the world and are seen as future solutions to key transportations system challenges.

Freight Mobility Innovation Hubs

Primary Area: Promote Advancement of Emerging Transportation Technologies

- Create a network of freight mobility innovation hubs to serve as incubators to accelerate the deployment and integration of innovative freight technologies into daily supply chain activities, further establishing Texas' position as a leader in innovation.
- The freight mobility innovation hubs would be part of a statewide initiative designed to promote modernization and advancement of Texas' key industries in rural and urban settings.
- These hubs would help serve as testing grounds for alternative freight delivery concepts such as the freight shuttle, drone/urban air mobility, freight mobility zones, and automated and connected commercial vehicle operations.





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https://www.txdot.gov/projects/planning/freight-planning.html





Goods Movement is Vital to Texas Businesses and Residents CONNECTING CONNECTING CONNECTING businesses to Texas to global trade markets for consumers to OVER \$1 \$328 BILLION S1.8 in exports and TRILLION TRILLION in inputs in consumer goods \$294 BILLION in imports Texas Transportation Commission December 2022 2

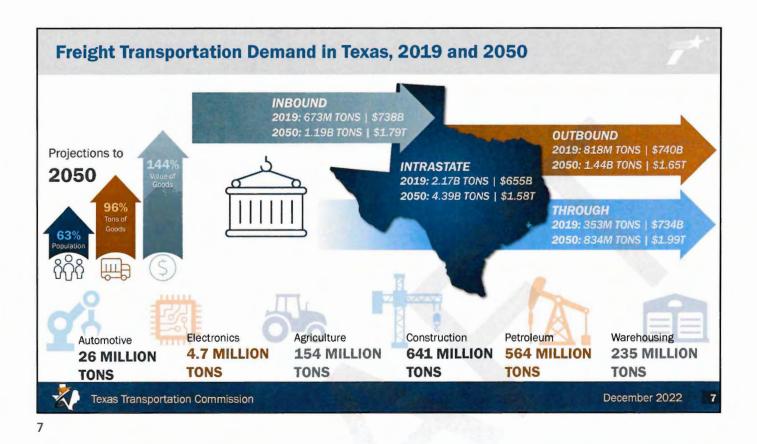
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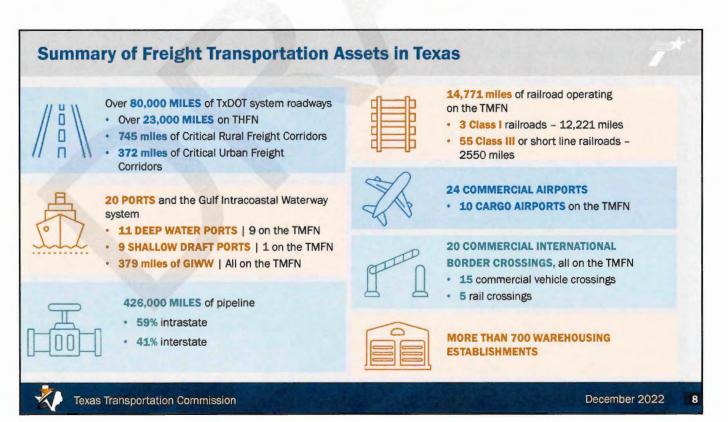


Texas Transportation Commission





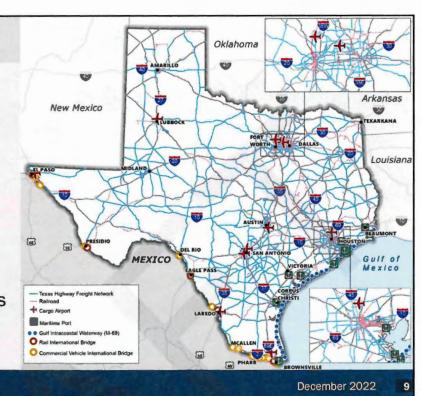




The 2022 TMFN

- Over 23,000 miles highways
- Class I and III (short line) railroads
- 10 maritime ports
- Gulf Coast Intercoastal Waterway (GIWW)
- 10 air cargo airports
- 15 commercial vehicle international border crossings
- 5 rail international border crossings

Texas Transportation Commission



Goods Mobility Needs in Texas

CONGESTION

\$1.5 billion in truck delay costs in 2019

Texas was home to 5 of the top 25 U.S. freight bottlenecks in 2019

Houston and Dallas-Fort Worth were in the top 10 U.S. metro areas for trucking congestion costs in 2019

ASSET MANAGEMENT AND DESIGN

On the Texas Highway Freight Network:

218 bridges with vertical clearance under 15 feet

50 bridges with load restrictions

Inconsistent dredging constrains barge loading on the GIWW

COMMUNITY IMPACTS AND BENEFITS

1 million jobs in freight and logistics Excess emissions from truck delay and safety concerns disproportionately impact disadvantaged communities

> Over 3,000 miles of THFN in high priority equity focus areas

SYSTEM OPERATIONS

Lack of ITS infrastructure on rural corridors essential to freight

Need increased preparedness for CAV operations

Approximately 150 occupied rail crossings per month in 2020-2021

CONNECTIVITY

Lack of alternative routes reduces reliability and access

Many intermodal facilities are in congested urban areas Many regional connectors to rural freight generators

have obsolete design

RESILIENCY & SECURITY

Need better understanding of systemwide vulnerability for all modes

Urban areas, coast, and border have highest potential for negative impact on freight and economy during disruption

Coordination before, during, and after events

SAFETY

Nearly 28,000 truck-involved crashes in 2019

Rural truck-involved crashes are three times as likely to be fatal as urban truck-involved crashes

233 at-grade highway-rail crashes per year from 2016 to 2020

INTERNATIONAL BORDER CROSSINGS

Lack of coordinated border crossing management

Nearly half of northbound border crossing times exceeded 30 minutes

Traffic volumes and queuing strain first- and last-mile connections

FUNDING

Over \$47 billion in highway freight project cost

\$11 billion in funding gap

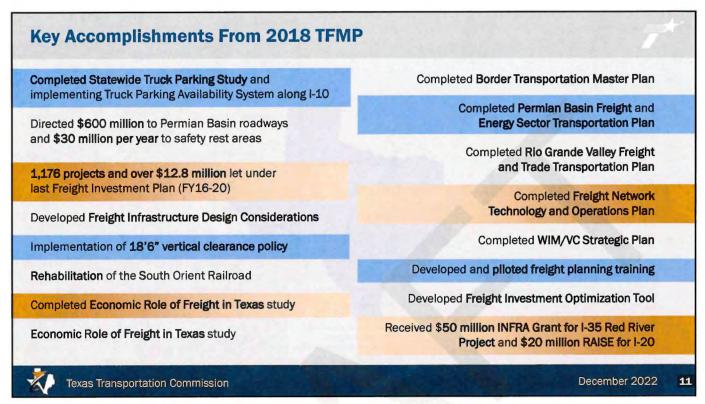
Lack of flexibility to fund non-highway projects

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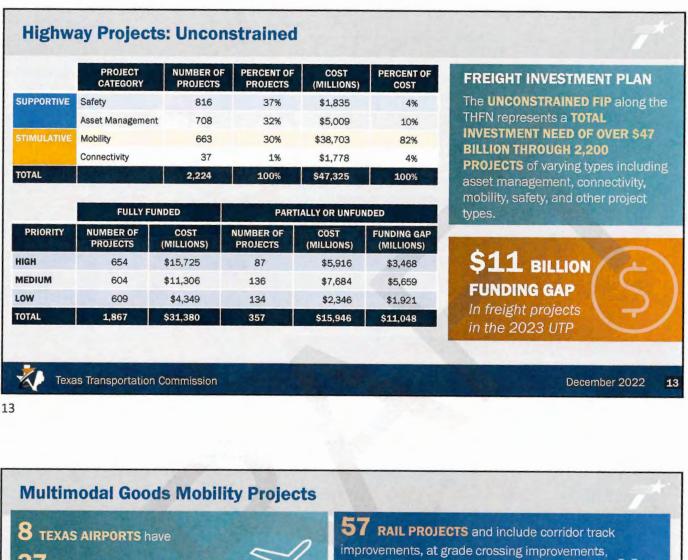
Texas Transportation Commission

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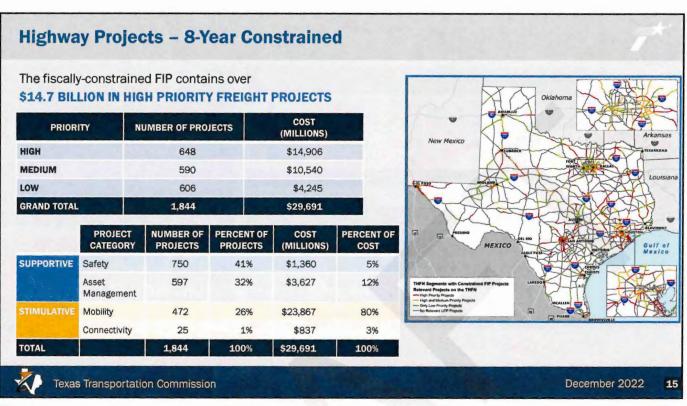
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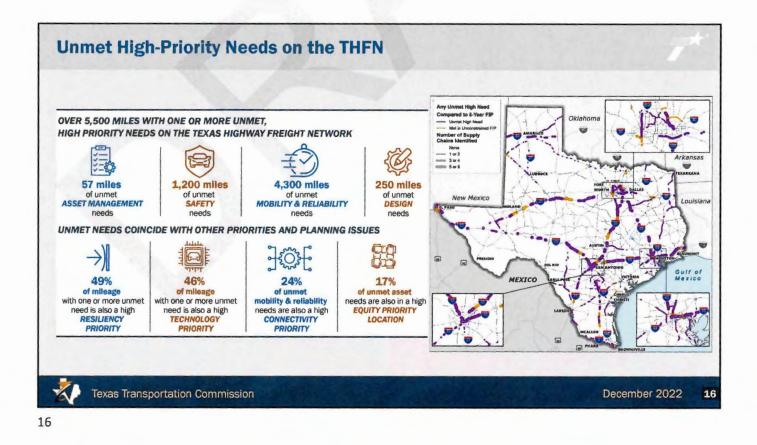


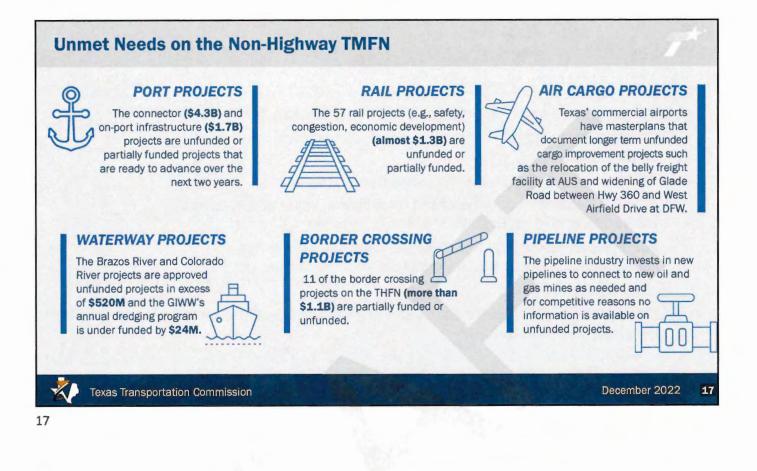




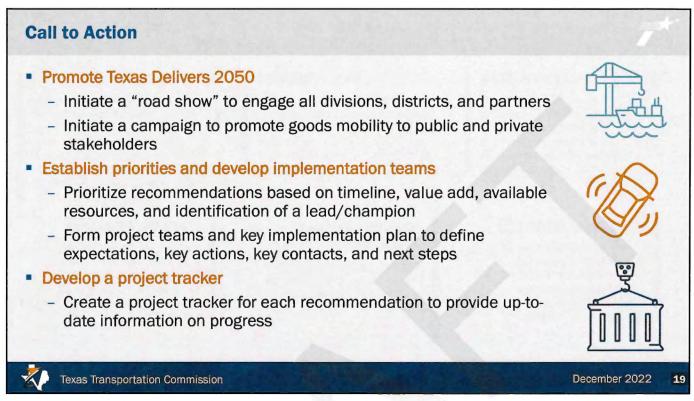


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Thi	ird Coast Gateway [Strengthen Texas' Position as a Leader in Freight and Trade]	
	Create a connected logistics complex that strengthens Texas' position as a key global gateway.	UTT-3
	Connect the U.S. with the world economy, providing supply chain and industrial expansions that enhance the connection	ons.
	Gateway should have a significant impact on national freight movement trends, changing and strengthening supply ch	nains.
\u	tomated Freight Vehicle Network (AFVN) [Promote Advancement of Emerging Transportation Technology	ogies]
	Identify, designate, and invest in an AFVN to drive the future of Texas as an innovator, supporting private investme	ents.
	ADS and CDS are two of the most transformative technologies and Texas is serving as an incubator and key testing sit	te.
	ADS and CDS technologies have made significant advancements and are seen as future solutions to key challenge	ges.
re	eight Mobility Innovation Hubs [Promote Advancement of Emerging Transportation Technologies]	(00)
	Create a network of freight mobility innovation hubs to serve as incubators to accelerate innovative freight technologies.	
	Mobility innovation hubs should be part of a statewide initiative to promote system modernization in rural and urban settings.	TANA
	Hubs would help serve as testing grounds for alternative freight delivery concepts such as the freight shuttle, and drones.	2000







METROPOLITAN PLANNING ORGANIZATION

Date:	November 10, 2022
То:	Technical Advisory Committee (TAC)
From:	Robert MacDonald, Transportation Planning Director
Subject:	<u>Item 7A:</u> 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 continues to develop an agenda item at Regular TAC meetings to serve as the core of this new Regional Coordination Group. The TAC members and Corpus Christi MPO staff invites 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 possible grants for future submittals, the Corpus Christi MPO staff has developed a summary table for your review and comment (see Attachment 1). Additionally, awarded projects in our region or in Texas will be listed for review by this Regional Coordination Group. Please review the initial format, structure, and content of this table for enhancements for the TAC as well as the TPC to use in their future grant discussions.

Members and Discussion Topics

The TAC members represent the Corpus Christi MPO's local governments and agencies and now serves as 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 current focus areas of the discussions are to continue to:

- 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,

Agenda Item 7A

• Report the results of the various project and program submittals to the state and federal selection processes. The attached Summary Table identifies the awards in Texas and in our Region.

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.

Proposed Motion

None. This is an information item for discussion.

Attachments

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

Program Name	Category	Application Deadline	Regional Applications	Awarded Projects in Texas	Τ
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		Ī
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)	<u>!</u>
Bridge Investment Program	Roads, Bridges and Major Projects	9/8/2022	N/A	City of Waco Primrose Creek Bridges Planning (\$800,000)	1
Bus and Bus Facilities Competitive Grants	Public Transportation		N/A		
Bus and Bus Facilities Formula Grants	Public Transportation		N/A		Ť
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		Ī
Construction of Ferry Boats and Ferry Terminal Facilities	Ports and Waterways		N/A		Ī
Crash Data	Safety		N/A		Ţ
Disadvantaged Business Enterprize	Roads, Bridges and Major Projects		N/A		T
Electric or Low-Emitting Ferry Program	Electric Vehicles, Buses and Ferries	9/6/2022	N/A		Î
Emergency Preparedness Grants	Resilience		N/A		T

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https://www.maritime.det.com/cuents
https://www.maritime.dot.gov/grants-
finances/marine-highways/grants
https://www.fhwa.dot.gov/bridge/bip/planninggra
nts2022/FY 2022_BIP_Planning_Grant_Award_Fact
Sheets.pdf

Program Name	Category	Application Deadline	Regional Applications	Awarded Projects in Texas
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 Lubbock Citibus (\$39,600,000), Harris County METRO (\$21,586,913), CapMETRO (\$20,000,000), City of El Paso Mass Transit Dept., Sun Metro (\$8,876,712), City of Laredo and Laredo Transit Management (\$7,430,385)
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	
National Infrastructure Project Assistance (MEGA)	Roads, Bridges and Major Projects		N/A	

URL
https://www.transit.dot.gov/funding/grants/fy22-
<u>fta-bus-and-low-and-no-emission-grant-</u> awards#:~:text=FTA's%20FY22%20Low%2D%20and
%20No,in%20bus%20fleets%20and%20facilities.

Program Name	Category	Application Deadline	Regional Applications	Awarded Projects in Texas
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)
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	5/16/2022	N/A	Container on Barge Infrastructure Project (\$26M)Beaumont, Dock Repair and Renovation (\$3.9M) Harlingen, Port of Palacios Energy & Resilience Improvement (\$9.6M), Matagorda
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)
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	

URL
https://www.transportation.gov/sites/dot.gov/files /2022- 09/INFRA%202022%20Fact%20Sheets%20%281%29 .pdf
https://cms.marad.dot.gov/sites/marad.dot.gov/files /2022- 10/FY%202022%20Port%20Infrastructure%20Develo pment%20Grant%20Awards.pdf
https://www.transportation.gov/sites/dot.gov/files /2022- 09/RAISE%202022%20Award%20Fact%20Sheets_1. pdf

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

Program Name	Category	Application Deadline	Regional Applications	Awarded Projects in Texas	
State of Good Repair Grants	Public Transportation		N/A		
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)	<u>h</u> 2 5

URL
https://www.transportation.gov/sites/dot.gov/files
/2022-08/DOT-OST-2022-0003-0163_Order.2022-8-
5.FY21SCASDP.pdf