



TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA

THURSDAY JANUARY 19, 2023 - 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. ELECTION OF OFFICERS FOR THE TECHNICAL ADVISORY COMMITTEE

The Corpus Christi MPO Bylaws and Operating Procedures (Chapter IV) indicate that the Technical Advisory Committee (TAC) shall elect a Chairperson and a Vice Chairperson from among its voting members during the first meeting of each calendar year. Such election shall be by a majority vote of that voting membership.

3. PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA:

Opportunity for public suggestions and comments for any items not on the Agenda and within the TAC's jurisdiction (except in matters related to pending litigation). Proceedings are recorded. To make a public suggestion or comment at the meeting, please fill out the printed comment card available at the meeting and submit it to Corpus Christi MPO staff 10 minutes before the meeting starts. We ask that remarks be limited to three minutes, that you identify yourself, and give your address. Those persons addressing the TAC through a translator are given twice the amount of time, or six (6) minutes to provide their comments. All Public Comments submitted shall be placed into the record of the meeting.

4. APPROVAL OF THE TAC NOVEMBER 17, 2022 REGULAR MEETING MINUTES 

5. DISCUSSION AND POSSIBLE ACTION ITEMS

A. Safety Performance Measures and Targets (PM1) 

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

6. INFORMATION ITEMS

A. Census Designated Urban Area Update 

B. Member Agency Project and Program Updates

7. REGIONAL FREIGHT TOPIC

A. 2024-2025 Port Mission Plan Executive Summary 

8. REGIONAL GRANT COORDINATION TOPIC

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

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

10. UPCOMING MEETINGS/EVENTS

A. Transportation Policy Committee:	Regular Meeting	February 2, 2023
B. Regional Traffic Safety Task Force:	Meeting	February 2, 2023
C. Technical Advisory Committee:	Regular Meeting	February 16, 2023

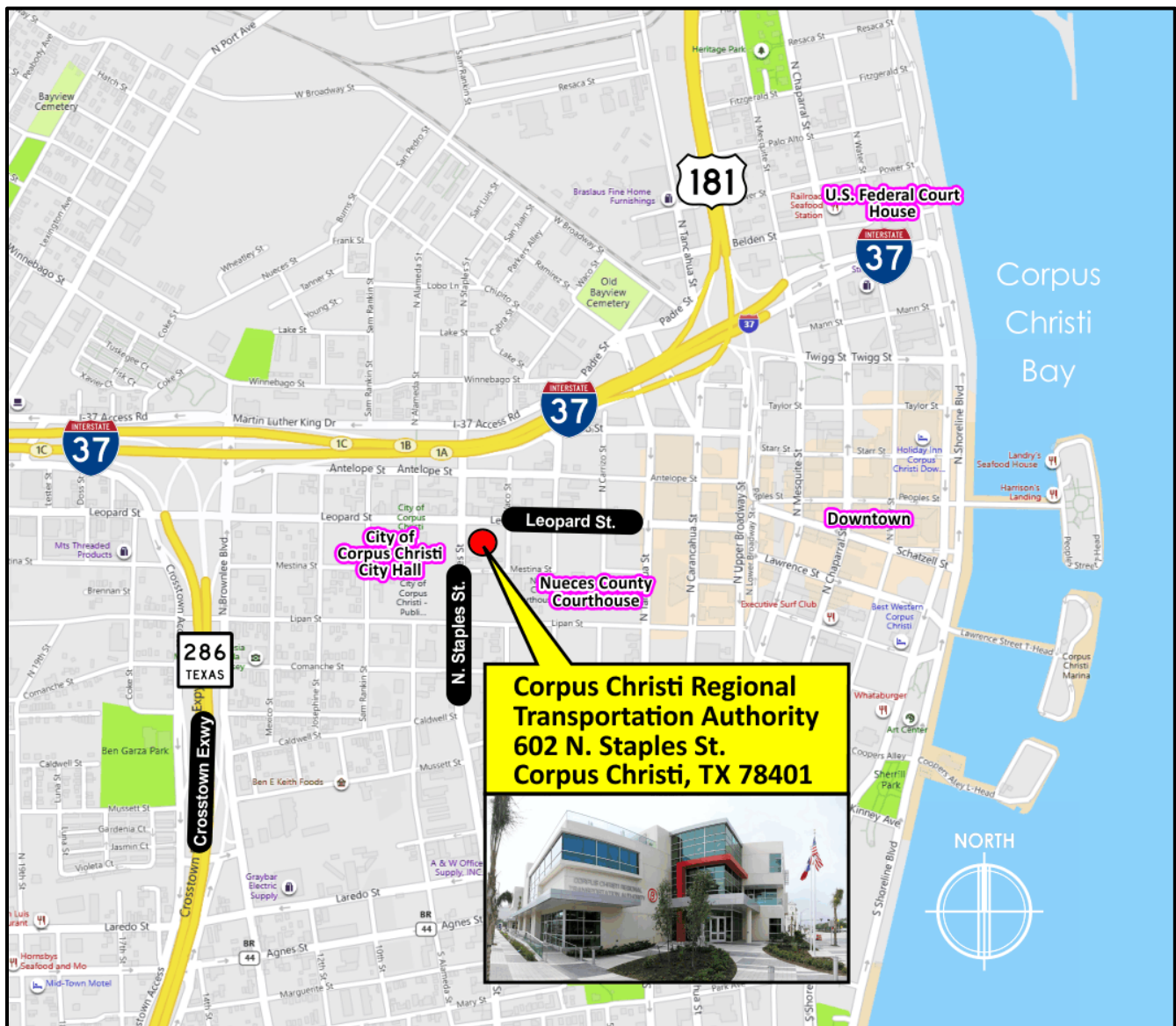
11. ADJOURN

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

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

All Corpus Christi MPO Committee meetings are public meetings and open to the public subject to the access policies of the building owner where the meeting is being held. Any persons with disabilities who plan to attend this meeting and who may need auxiliary aids or services are requested to contact the Corpus Christi MPO at (361) 884-0687 at least 48 hours in advance so that appropriate arrangements can be made.

MEETING LOCATION MAP



CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (CORPUS CHRISTI MPO)
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING MINUTES
Thursday, November 17, 2022

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

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

TAC Members Present:

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

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

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

Jeff Pollack, AICP, Port of Corpus Christi Authority

Dan McGinn, AICP, City of Corpus Christi

Emily Martinez, Coastal Bend Council of Governments

MPO Staff Present: Rob MacDonald, P.E. and Victor Mendieta

2. Public Comments for Items not on the Agenda

None were made or offered.

3. Approval of the October 20, 2022, TAC Regular Meeting Minutes

Ms. Sales-Evans made a motion to approve the October 20, 2022, TAC Regular Meeting Minutes. Mr. Pollack seconded; the motion passed unanimously.

4. Discussion and Possible Action Items

A. TxDOT 2024 Unified Transportation Program (UTP) Category 2 and 4U Project Selection

Mr. MacDonald pointed out that the 10-year UTP development is currently underway and that the schedule of the key milestones that are required by TxDOT can be seen in the meeting packet. The key discussion topic for this agenda item is the recommendation to the Transportation Policy Committee (TPC) for the list of projects to be submitted into the 2024 UTP process. The next TPC meeting is December 1, which is just before the due date that each TxDOT district must meet for the first submittal of projects on December 2.

Ms. Sales-Evans made a motion to recommend to the Transportation Policy Committee the list of projects on the TxDOT 2024 UTP Category 2 and 4U Table with the current text of the deferred note to be removed from the PR 22 project. Mr. McGinn seconded; the motion passed unanimously.

B. Corpus Christi MPO Small Area Forecast Committee

Mr. MacDonald explained that for every long-range plan, the regional demographics need to be updated. The regional control totals for population and employment by county are reviewed from a variety of sources; including, the State Demographer, private sector organizations such as Woods and Poole, and the Water Board to name a few. Once a regional control total is established, the small area forecast committee will go through the exercise of suballocating forecasted population and employment into Traffic Analysis Zones throughout the region based on local knowledge and use of various allocation processes.

Ms. Sales-Evans questioned why some areas are being added (portion of Aransas County) into the model and not others (Robstown was referenced).

Mr. MacDonald responded that the region will be defined by the U.S. Census and that they have a methodology of what is urbanized and what will be urbanizing over the next 20 years. Based on the U.S. Census methodology, the Corpus Christi MPO Staff anticipates Robstown will be brought into the MPO planning area. MPO Staff believes that it is possible that the new urban area could extend into Aransas County.

Ms. Sales-Evans questioned if it is worth asking the TPC to define the membership of the task force before knowing what the new Census urban area is defined as.

Mr. MacDonald responded that the Corpus Christi MPO Staff believes it is fair to ask the TPC to get the Task Force started.

Mr. Pollack questioned if it was considered how the ad-hoc committee will function due to not all entities have command of demographic data outside of their own scope.

Mr. MacDonald responded that consultant teams will be used to facilitate the committee to help get information out to everyone and get a feedback loop established for the variety of discussion topics.

MPO Staff proposes to recommend to the TAC that they recommend to the TPC that an ad-hoc committee be formed for up to 18 months to become the Small Area Forecast Task Force. The Task Force would be centered around the TAC members with other entities such as the Economic Development Corporation and the Chamber of Commerce, to provide their local knowledge in the suballocation of the demographic forecasts within the region.

Mr. DeLatte clarified that the motion is to recommend the TPC to form a Small Area Task Force comprised of the TAC members plus additional agencies and include the following revisions:

- Explicitly add all TAC members,
- Add the core City of Corpus Christi Departments,
- Remove Social Economic Group of the Harte Research Institute,
- Remove TIRZ Board of Directors,
- Add Office on Aging

A motion was made by Mr. Robinson. Mr. Pollack seconded; the motion passed unanimously.

5. Information Items

A. Texas State Demographer Population Forecasts Presentation on December 1, 2022 at TPC meeting

MPO Staff encourages everyone to view online or come in person to view the presentation by Dr. Helen You from the Texas State Demographic Center. The presentation will be held at the December 1, 2022 TPC Regular meeting at 2:00 PM and will be the first item on the agenda.

A most striking observation from the presentation is the change in populations forecasts from the last long-range plan. That was around 600,000 population. The current forecast is around 450,000 for the two counties combined resulting from a change in their methodology.

B. TxDOT 2023 Transportation Alternatives (TA) Call for Projects open December 2, 2022

Mr. MacDonald noted in the packet, that the announcements have been provided from TxDOT's outreach to notify people for their interest in the \$250 million TA project call. This time around it is a little different in that they are trying to award all the funds over a five-year period. Entities can apply whether they are inside or outside MPOs/TMAs. This call for projects used to be for rural areas but has now expanded to include urban areas as well. All the links that TxDOT sent are in the packet.

Mr. MacDonald requested that if any entity applies for these funds to please notify MPO staff so that projects can be tracked.

C. Member Agency Project and Program Updates

Mr. DeLatte updated the TAC that the City of Portland's Memorial Parkway Hike & Bike Phase 1 audit has been completed. Phase 2 will get going as soon as the new or revised AFA is completed.

Mr. Pollack had the following updates for TAC members:

- The Port has updated their three-year strategic plan that will start on January 1 and carry through the to the end of 2025.
- The Port submitted a concept paper to the federal department of energy related to hydrogen for both production and consumption of low carbon hydrogen which is somewhat peripheral to transportation projects but has profound implications for growth and mobility although it's not the mobility sector that drives demand initially.
- The Port continues to work on applications related to deploying active carbon management so capture of industrial carbon for both recycling and for other products as well as geologic storage through injection to underground locations. We were now working on our third \$9 million applications which totals \$27 million in federal funding for various aspects of deployment over three

different discrete grant applications. The Department of Defense hosted a listening session to the community around the use of carbon capture/sequestration, which is a pretty solid indication that they're considering deploying federal capital within our region. Implications for future growth investment among the demographics will very soon become just a utility function where anyone who was interested in doing business will be asking about power, water, wastewater, and it's going to become a basic function of business site selection.

6. Regional Freight Topic

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

Mr. MacDonald notified the TAC that TxDOT is wrapping up the 2050 Texas Freight Mobility Plan. In the packet is the advanced slideshow that TxDOT will be presenting to the Texas Transportation Commission. This plan will serve as a basis for the freight chapter in the Corpus Christi MPO 2050 Metropolitan Transportation Plan (MTP).

7. Regional Grant Coordination Topic

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

Mr. MacDonald reminded the TAC that this a topic that is discussed monthly and reminded members of the many opportunities for them to apply for grants through the Infrastructure Investment and Jobs Act. The table of available grants, deadlines, and applicants listed in the packet did not have any updates since the last TAC meeting. MPO Staff will continue to track and update the summary table when necessary.

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

Mr. McGinn noted that there are some funds available for the Ocean Drive Bridge as well as the Mud Bridge on Yorktown Boulevard. Ms. Sales-Evans added that TxDOT has a bridge program that is administered for FHWA. Ms. Sales-Evans noted that there are couple of bridges that are off-system but are within the City of Corpus Christi that went to City Council and got approved for entering into an AFA to move those forward into development.

9. Upcoming Meetings/Events:

A. 2024 UTP Category 2/4U Project Selection Workshop:		November 17, 2022
B. Transportation Policy Committee:	Regular Meeting	December 1, 2022
C. Regional Traffic Safety Task Force:	Regular Meeting	December 1, 2022
D. Technical Advisory Committee:	Regular Meeting	December 15, 2022

10. Adjourn

The meeting was adjourned at 10:25 a.m.



Date: January 12, 2023
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5A: Safety Performance Measures and Targets (PM1)
Action: Review, Discuss, Receive Public Comments and Possible Action

Summary

Federal Regulations direct MPOs and state Departments of Transportation to establish both performance measures to track, and targets to work towards for the national performance measures for Safety (PM1). MPOs are not evaluated directly on achieving the targets, therefore we have two options when setting targets for each measure:

- 1) Establish our own Corpus Christi MPO numerical targets for each of the performance measures, or
- 2) formally agree to support the TxDOT targets

The Corpus Christi MPO has previously adopted resolutions supporting TxDOT's adopted Safety Targets (PM1). In May of 2019, the Texas Transportation Commission (TTC) adopted Minute Order 115481, directing TxDOT to work toward the goal of reducing the number of deaths on Texas roadways by half by year 2035 and to zero by the year 2050. TxDOT modified its performance measures and target calculations accordingly. The proposed Resolution 23-03 stating that the Corpus Christi MPO continues to formally support the TxDOT's targets for PM1 is attached.

The Safety Performance Measures (PM1) include the following targets that were adopted as part of the TxDOT 2023 Highway Safety Plan:

TxDOT Established Safety (PM1) Performance Measures and Targets						
Performance Measure	2019*	2020*	2021*	2022**	2023**	2023***
Number of Fatalities	3,619	3,874	4,486	3,272	3,159	3,682
Rate of Fatalities per 100 million VMT	1.26	1.49	1.70	1.25	1.20	1.38
Number of Serious Injuries	15,858	14,659	19,434	17,539	17,819	17,062
Rate of Serious Injuries per 100 million VMT	5.50	5.63	7.35	6.70	6.77	6.39
Number of Non-Motorized Fatalities and Serious Injuries	2,291	2,206	2,628	2,321	2,340	2,357

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

Target Source: Texas FY 2023 Highway Safety Plan (HSP) page 44

As of December 26th, in 2022, there have been 3,810 fatal crashes in Texas, killing 4,219 people. There have also been 2,520 Non-motorized fatalities or injuries in Texas. In the context of the Corpus Christi

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

Corpus Christi MPO Proportionally Relevant Safety Measures and Targets (For Illustration Purposes Only)						
Performance Measure	2019*	2020*	2021**	2022**	2023**	2023***
Number of Fatal Crashes	39	32	31	30	29	32
State Rate of Fatal Crashes per 100 million VMT	1.26	1.49	1.70	1.25	1.20	1.38
Number of Serious Injury Crashes	106	123	119	115	111	115
State Rate of Serious Injury Crashes per 100 million VMT	5.50	5.63	7.35	6.70	6.77	6.39
Number of Non-Motorized Fatal and Serious Injury Crashes	26	38	37	35	34	34

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

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

For the past several years the Corpus Christi MPO has supported the TxDOT safety performance measures and targets adopted by TxDOT. By supporting the TxDOT safety targets, the Corpus Christi MPO agrees to plan and program projects which contribute to achieving the TxDOT state targets and to report regional performance.

Recommendation

The MPO staff recommends that the TAC review and receive public comments on the DRAFT Resolution 23-03 and PM1 information and recommend approval to the TPC. The attached Resolution 23-03 which reports the regions performance and lists the performance measures and targets for Safety (PM1).

Proposed Motion

Move to recommend approval to the TPC of the DRAFT Resolution 23-03 supporting the Texas Department of Transportation (TxDOT) Safety (PM1) performance measures and targets as presented.

Attachments:

1. FY 2023 Strategic Highway Safety Plan (SHSP) Performance Targets
2. DRAFT Resolution 23-03: 2023 Adoption of Safety Performance Measures and Targets (PM1)

FY2023 STRATEGIC HIGHWAY SAFETY PLAN (SHSP)

PERFORMANCE TARGETS

Performance Measures and Target Setting – The Texas Transportation Commission (TTC) adopted Minute Order 115481 in May of 2019, directing the Texas Department of Transportation (TxDOT) to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. TxDOT has modified its performance measures and target calculations accordingly.

Performance Targets:

Target: Total number of traffic fatalities

2023 Target: To decrease the expected rise of fatalities to not more than a five-year average of 3,682 fatalities in 2023. The 2023 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2019	3,619
2020	3,874
2021	4,486
2022	3,272
2023	3,159
2023 Target expressed as 5-year average	3,682

As noted in the table above, the calendar year target for 2023 would be 3,159 fatalities.

Target: Total number of serious injuries

2023 Target: To decrease the expected rise of serious injuries to not more than a five-year average of 17,062 serious injuries in 2023. The 2023 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2019	15,858
2020	14,659
2021	19,434
2022	17,539
2023	17,819
2023 Target expressed as 5-year average	17,062

As noted in the table above, the calendar year target for 2023 would be 17,062 serious injuries.

FY2023 STRATEGIC HIGHWAY SAFETY PLAN (SHSP)

PERFORMANCE TARGETS

Target: Fatalities per 100 million vehicle miles traveled

2023 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five-year average of 1.38 fatalities per 100 MVMT in 2023. The 2023 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2019	1.26
2020	1.49
2021	1.70
2022	1.25
2023	1.20
2023 Target expressed as 5-year average	1.38

As noted in the table above, the calendar year target for 2023 would be 1.20 fatalities per 100 MVMT.

Target: Serious Injuries per 100 million vehicle miles traveled

2023 Target: To decrease the serious injuries per 100 MVMT to not more than a five-year average of 6.39 serious injuries per 100 MVMT in 2023. The 2023 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2019	5.50
2020	5.63
2021	7.35
2022	6.70
2023	6.77
2023 Target expressed as 5-year average	6.39

As noted in the table above, the calendar year target for 2023 would be 6.77 serious injuries per 100 MVMT.

FY2023 STRATEGIC HIGHWAY SAFETY PLAN (SHSP) PERFORMANCE TARGETS

Target: Total number of non-motorized fatalities and serious injuries

2023 Target: To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,357 non-motorized fatalities and serious injuries in 2023. The 2023 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2019	2,291
2020	2,206
2021	2,628
2022	2,321
2023	2,340
2023 Target expressed as 5-year average	2,357

As noted in the table above, the calendar year target for 2023 would be 2,340 non-motorized fatalities and serious injuries.



CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (MPO)

DRAFT RESOLUTION 23-03

2023 ADOPTION OF SAFETY (PM1) PERFORMANCE MEASURES AND TARGETS

WHEREAS, the Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) was established to identify and support the implementation of regionally significant transportation projects to address future mobility needs; and

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) requires the Texas Department of Transportation (TxDOT) to establish Safety (PM1) targets based on five year rolling averages for the following measures:

- Safety (PM1)
 - Number of Fatalities,
 - Rate of Fatalities per 100 million Vehicles Miles Traveled (VMT),
 - Number of Serious Injuries,
 - Rate of Serious Injuries per 100 million VMT,
 - Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries; and

WHEREAS, the IIJA also requires each MPO to either support the PM1 targets established by the state DOT (TxDOT) or adopt a separate set of targets no later than 180 days after TxDOT adoption;

NOW, THEREFORE, BE IT RESOLVED that the Corpus Christi MPO Transportation Policy Committee hereby supports the TxDOT PM1 targets for the performance measures and adopts these within this Resolution; and

BE IT FURTHER RESOLVED that the Corpus Christi MPO Transportation Policy Committee will plan and program projects that contribute to the accomplishment of the Safety (PM1) Targets:

TxDOT Established Safety (PM1) Performance Measures and Targets						
Performance Measure	2019*	2020*	2021*	2022**	2023**	2023***
Number of Fatalities	3,619	3,874	4,,486	3,272	3,159	3,682
Rate of Fatalites per 100 million VMT	1.26	1.49	1.70	1.25	1.20	1.38
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Number of Non-Motorized Fatalities and Serious Injuries	2,291	2,206	2,628	2,321	2,340	2,357

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

Source: Texas FY 2023 Highway Safety Plan (HSP)

That it is hereby officially found and determined that the meeting at which this resolution is passed is open to the public and that public notice of the time, place, and purpose of said meeting was given as required by law.

That all public participation requirements identified within the Corpus Christi MPO Public Participation Plan related to this action by the Transportation Policy Committee were met and completed.

ADOPTED AND PASSED this the 2nd day of February 2023.

The Honorable David R. Krebs, TPC Chair
Corpus Christi Metropolitan Planning Organization
County Judge, San Patricio County

David R. Krebs

Print Name

ATTEST:

Robert F. MacDonald, MPA, P.E.
Transportation Planning Director
Corpus Christi Metropolitan Planning Organization



Date: January 12, 2023
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 6A: Census Designated Urban Area Update
Action: Review and Discuss Issues and Opportunities

Summary

The Federal Highway Administration (FHWA) requires a review of MPO Planning Areas (MPA) after each decennial US Census. It is within the Corpus Christi MPA (approved by the Texas Governor) and Adjusted Urban Area (approved by the FHWA Division Administrator) that membership of the Corpus Christi Transportation Policy Committee (TPC) is comprised. The TPC has jurisdiction for the 3C Planning Process within the adjusted MPA. The Census Bureau determines boundaries for Urban Areas (that are the basis for determining the MPA) solely for the purpose of tabulating and presenting Census Bureau statistical data. USDOT uses the census definition as the starting point for implementing and determining levels and eligibility for a variety of transportation funding programs. The procedures for adjusting MPA boundaries are accessible from FHWA's Highway Functional Classification Concepts, Criteria and Procedures webpage. It is important to note that federal funding levels are allocated based on the Census Urban Area population, not based upon the MPA boundary population.

The original schedule for providing the 2020 Urban Areas was March of 2022. This date has been delayed a number of times and was currently due at the end of last calendar year (2022). The current estimate is May 2023. The Map of the 2020 Census Designated Urban Areas became available on January 12, 2023. The map is provided as Attachment 1. Attachment 2 illustrates the 2010 version of the map.

For reference, Attachments 3 through 5 present maps of the 2-County and 7-County Statistical Areas and Attachment 5 provides the U.S. Census statement on the 2022 Urban Area Delineations.

Background

The Census Bureau's urban-rural classification has formally differentiated and delineated the urban areas and rural areas of the nation since 1910. The designated urban/rural areas assist state federal agencies in allocating resources, setting goals, adjusting priorities, and developing policy. The Census Bureau's Urban Areas comprise densely developed territory, and encompass residential, commercial, Industrial and other non-residential urban land uses. Previously, the Census Bureau criteria delineated urban areas after each decennial census by applying population density thresholds. On February 19, 2021, the Department of Commerce, Bureau of the Census changed how Urban Areas are delineated. They now use housing units (both occupied and unoccupied) rather than population density to determine what area is "Urban" at 2 densities: Urban Core = 425 housing units per square mile, and Adjacent Areas = 200 housing units per square mile. These densities will also play a role in the upcoming 2023 AASHTO Policy on Geometric Design of Highways and Streets, 8th Edition. This update to the

roadway design manual presents an approach to provide transportation facilities that meet various user needs based upon the context that the facility is passing through.

As discussed in the current *Corpus Christi MPO Public Participation Program*, there are opportunities for the TAC recommendations to the TPC as the MPO:

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

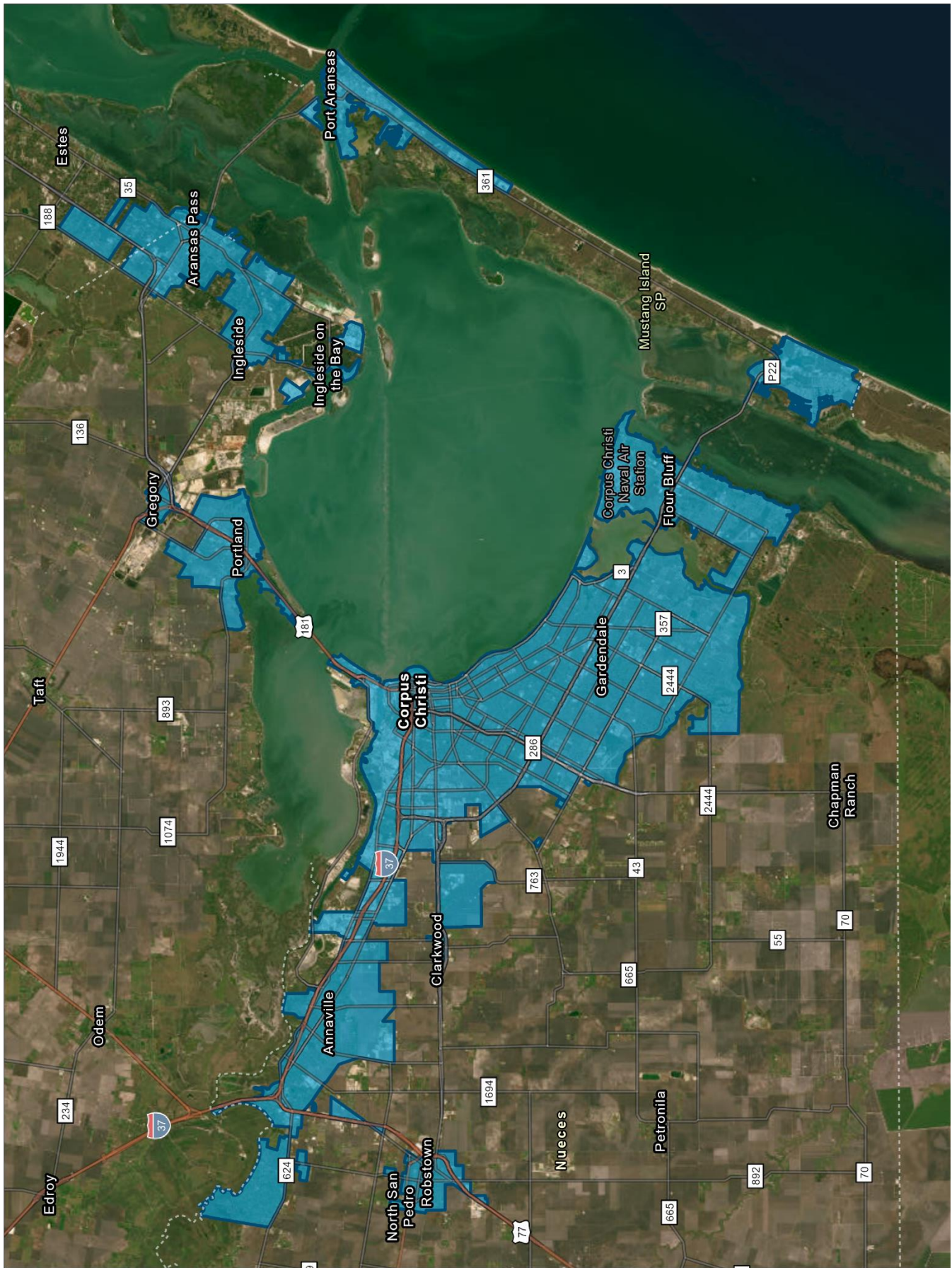
As part of the TAC and TPC considerations for possible future MPO Boundary actions, we are providing the specific federal regulations, 23 CFR § 450.312 Metropolitan Planning Area boundaries. These are:

- 2) *The MPA boundaries may be further expanded to encompass the entire metropolitan statistical area or combined statistical area, as defined by the Office of Management and Budget (see attachments 2 and 3).*
- c) An MPA boundary may encompass more than one urbanized area.*
- d) MPA boundaries may be established to coincide with the geography of regional economic development and growth forecasting areas.*
- i) The MPO (in cooperation with the State and public transportation operator(s)) shall review the MPA boundaries after each Census to determine if existing MPA boundaries meet the minimum statutory requirements for new and updated urbanized area(s) and shall adjust them as necessary. As appropriate, additional adjustments should be made to reflect the most comprehensive boundary to foster an effective planning process that ensures connectivity between modes, improves access to modal systems, and promotes efficient overall transportation investment strategies.*
- j) Following MPA boundary approval by the MPO and the Governor, the MPA boundary descriptions shall be provided for informational purposes to the FHWA and the FTA. The MPA boundary descriptions shall be submitted either as a geo-spatial database or described in sufficient detail to enable the boundaries to be accurately delineated on a map.*

Additionally, as presented last month to the TPC, the new 2050 population forecasts from the Texas Demography Office show a notably slower growth rate to year 2050. This forecast will be part of the future discussions by the MPO's Small Area Forecast Task Force, TAC, staff and the TPC.

Attachments:

1. Map of 2020 Census Designated Urban Areas
2. Map of 2010 Census Designated Urban Areas
3. Map of the 2-County Corpus Christi Metropolitan Statistical Area
4. Map of the 7-County Corpus Christi Kingsville Alice Rockport Combined Statistical Area
5. December 2022 statement from the US Census on the 2022 Urban Area Delineations



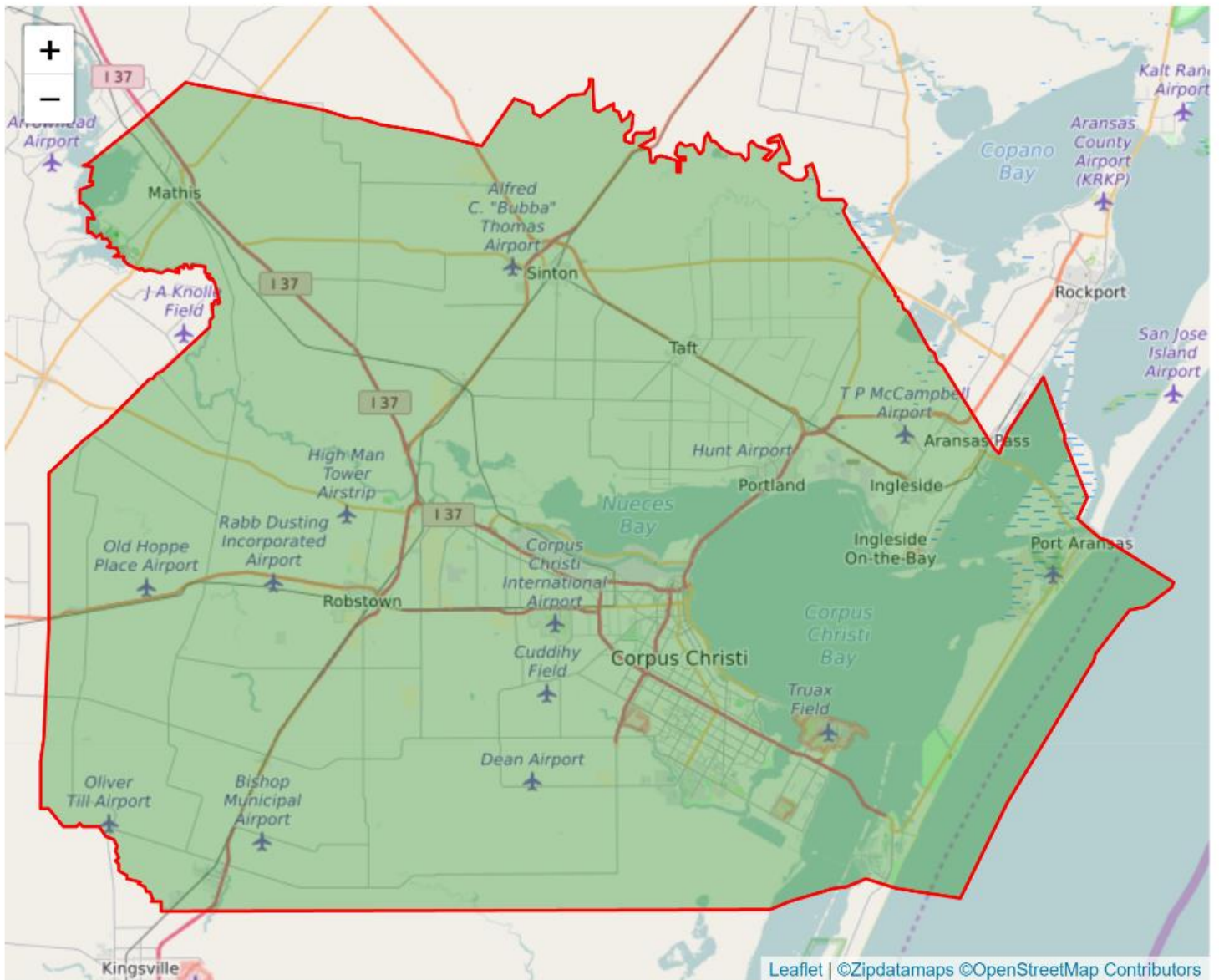
Map of the 2020 Census Designated Urban Areas



Map of the 2010 Census Designated Urban Areas

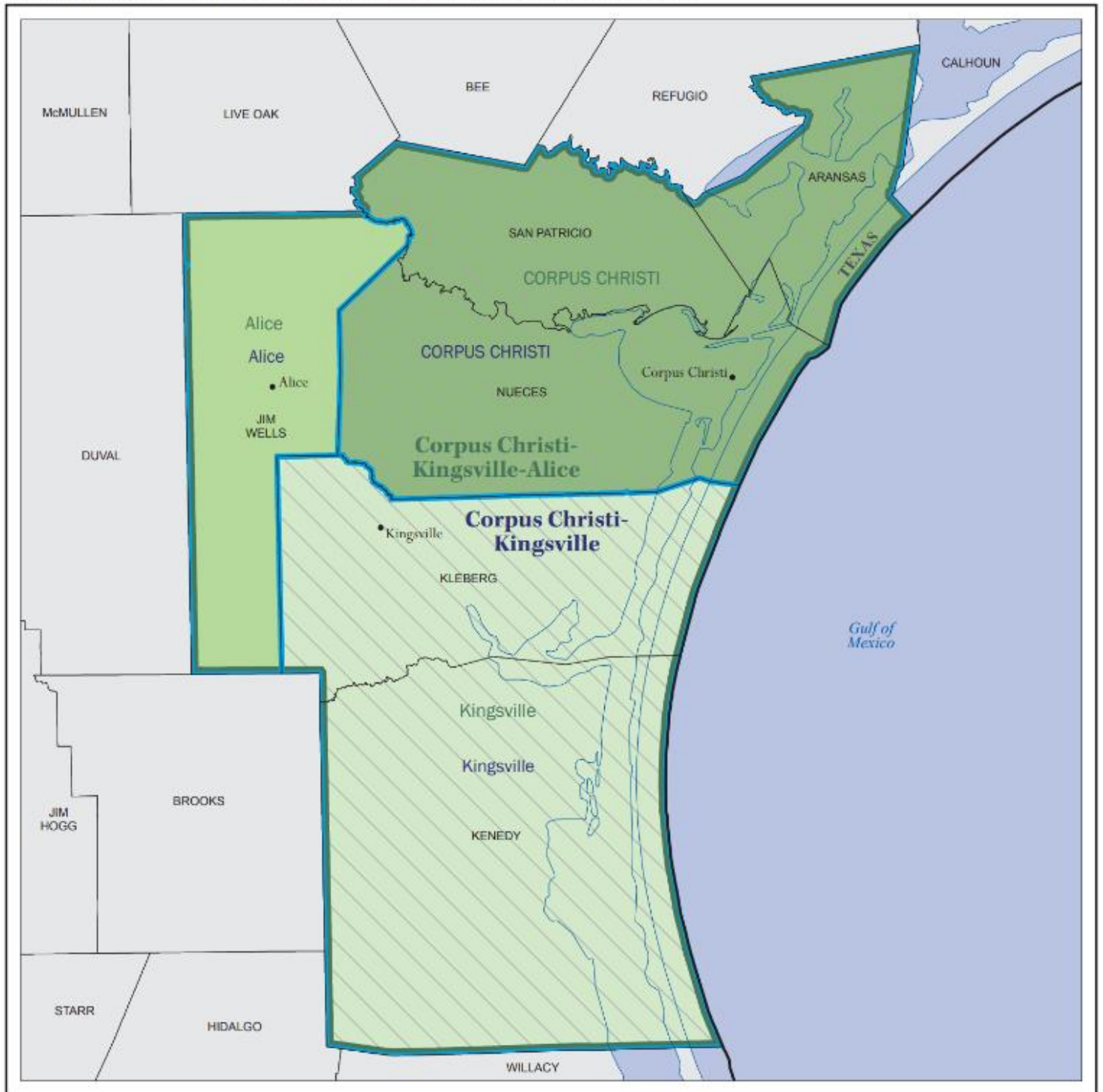
Map of the 2-County Corpus Christi Metropolitan Statistical Area

MSA Corpus Christi, TX Boundary Map



Map of the 7-County Corpus Christi Kingsville Alice Rockport Combined Statistical Area

Corpus Christi-Kingsville-Alice, TX Combined Statistical Area



December 2022 Statement from the US Census on the 2022 Urban Area Delineations

Redefining Urban Areas following the 2020 Census

December 22, 2022

Written by: Michael Ratcliffe, U.S. Census Bureau Geography Division

“Urban” and “rural” are terms that bring to mind specific kinds of landscapes—densely developed areas in the case of urban, and small towns, farms and open spaces in the case of rural. While we can all think of specific areas in each category, it’s important to have a consistent measure to define these areas in order to produce meaningful data.

After each decennial census, the U.S. Census Bureau redefines both areas, providing an important baseline for analyzing the distribution and characteristics of urban and rural populations and economic activity. We periodically review the criteria defining urban and rural areas to make sure the distinctions continue to be relevant for analysis, planning and decision making. We do this by publishing Federal Register Notices – first to [gather feedback](#) and then to notify the public of the [changes in criteria](#).

In this post, we discuss several key changes to the urban area criteria we have made by incorporating learnings from analysis of 2010 Census urban areas, changes in settlement patterns, and discussions with users of our urban and rural classification. Following the 2010 Census, the Census Bureau defined two types of urban areas:

- Urbanized areas with a population of 50,000 or more.
- Urban clusters with at least 2,500 but fewer than 50,000 people.

Both areas were defined based on population density measured at the census tract and block levels. We used two population density thresholds in the delineation process: 1,000 people per square mile when delineating the initial urban core and then 500 people per square mile to finish out the delineation as we moved outward through suburban territory to the edge of the urban area.

In 2010, nearly 81% of the U.S. population was urban and approximately 19% was rural. When using the same definitions from 2010, the 2016-2020 American Community Survey (ACS) 5-year estimates show the same percentages at the national level.

Table 1. Population in Urban and Rural Areas, 2010 Census and 2016-2020 ACS.

	2010 Census Population	2010 Percent	2020 ACS 5-year Estimates Population *	2020 Percent
National Total	308,745,538	100.0	326,569,308	100.00
Total Urban	249,253,271	80.7	263,366,402	80.7
Urbanized Area	219,922,123	71.2	233,777,857	71.6
Urban Cluster	29,331,148	9.5	29,588,545	9.1
Total Rural	59,492,267	19.3	63,202,906	19.3

Sources: 2010 Census; 2016-2020 ACS 5-year data.

2020 Census Urban Area Criteria

After the 2020 Census, there are three key changes to the Census Bureau's urban area concept and criteria:

- We increased the minimum population threshold to qualify as urban from 2,500 to 5,000, and we added an alternative: instead of qualifying based on population size, areas can now qualify based on a minimum housing unit threshold.
- We now use housing unit density instead of population density.
- We no longer distinguish between different types of urban areas.

The first two changes reflect a general shift by the Census Bureau toward using housing units to measure urbanization and identify qualifying urban areas. Each of these criteria changes is described more below.

Minimum Population Threshold or Housing Unit Qualification

With the new criteria, to qualify as urban, an area must encompass at least 5,000 people or at least 2,000 housing units. The minimum number of people is an increase from the former threshold of 2,500 people, which had been used since 1910. We chose 2,000 housing units as the alternative threshold because it's consistent with the 5,000 people threshold. Specifically, if you multiple 2,000 by 2.5 (the nationwide average of people per housing unit) it also equals 5,000. This "either/or" approach has two benefits:

- Areas, such as seasonal communities or second-home communities, that are densely developed but have a lower population on Census Day (April 1) can qualify as urban based on the number of housing units.
- Areas that have higher than average people per housing unit ratios can qualify based on population.

Although the federal government does not have a standard definition of urban or rural, the Census Bureau's classification often provides a baseline set of areas. Previously, other federal agencies applied higher population thresholds that aligned with their specific program needs. The Census Bureau's previous threshold of 2,500 people was the lowest in use and, over the years, data users and analysts have questioned the continued validity of the 2,500-person threshold and asked if the Census Bureau would consider an increase.

If we apply the new population threshold criteria to the same 2016-2020 ACS 5-year estimates used in Table 1 above, this change would mean approximately 1,000 areas would shift from urban to rural status. These areas contain an estimated 3.5 million people. Using the new criteria, there will be about a 1 percentage point change – a slight decrease in the urban population and a slight increase in the rural population. Table 2 applies the new minimum thresholds to the 2010 Census and 2016-2020 ACS 5-year estimates populations.

Table 2. Population in Urban and Rural Areas, 2010 Census and 2016-2020 ACS, Applying 2020 Thresholds.

	2010 Census Population	2010 Percent	2016-2020 ACS 5-year Estimates Population*	2020 Percent
Total	308,745,538	100.0	326,569,308	100.00
Urban	245,658,565	79.6	259,850,930	79.6
Rural	63,086,973	20.4	66,718,378	20.4

Source: 2010 Census; 2016-2020 ACS 5-year data.

Housing Unit Density Instead of Population Density

The second change is that we’re defining urban areas based on housing unit density measured at the census block level, instead of population density. Housing density provides a more direct measure of the densely developed landscape. The number of individuals in housing units can change over time, but the presence of housing on the landscape remains more stable. Three density thresholds are used in the delineation process:

- 425 housing units per square mile define the initial urban core.
- Then 200 units per square mile fill in the remainder of the urban area, which is similar to the 2000 and 2010 censuses.
- 1,275 housing units per square mile ensures each qualifying urban area contains at least one high density nucleus.

The use of housing unit density also provides the ability to update urban areas between censuses. This is especially important in faster growing areas of the nation. Population counts at the census block level are available only from the once-a-decade census, so when population density at the block level is the primary measure of urbanization, we are limited to delineating urban areas only once every 10 years. We can use data in our Master Address File, a continuously updated, nationwide file of addresses with associated status codes and geographic information, to update urbanization on a more frequent basis when housing unit density is used as the primary urbanization measure. We haven’t made specific plans to do so, but we now have the ability.

No Longer Distinguishing Between Urbanized Areas and Urban Clusters

The third change was our decision to cease distinguishing between different types of urban areas based on size of population above or below 50,000 people. We no longer label areas as either urbanized areas or urban clusters. All areas, regardless of population size, are simply called “urban areas.”

When we consider economic data for urban areas on either side of the 50,000-person threshold – areas of 49,000 to 51,000 – we see similarities in terms of economic activity (Table 3). Looking at numbers of firms and retail sales, the 50,000-person threshold does not appear to be a significant divide. For example, as shown in Table 3 below, the Danville, VA., area had higher retail sales in 2012 than two of the three areas above 50,000—New Bern, NC, and Pascagoula, MS. Also, in terms of per capita retail sales, Roswell, NM, with a population just below 50,000, did not differ much from New Bern, which had a population just over 50,000 in 2020. This suggests that when analyzing urban areas, we should also consider the market region surrounding the area; that is,

the economic reach of the urban area into the surrounding rural area and not limit our attention only to the urban area.

We will continue to publish population counts for urban areas. It will still be possible for data users and agencies to identify and distinguish areas based on various sizes of population. As we have stated previously, we are committed to working with stakeholders and agencies to promote understanding of our classification.

Table 3. Economic Data for Urban Areas with Populations Between 49,000 and 51,000

Urban Area	2010 Census Population	Number of Firms	Population to Firm Ratio	Retail Sales	Per Capita Retail Sales
New Bern, N.C.	50,503	3,994	12.6	\$880,434,000	\$17,433
Grand Island, Neb.	50,400	4,366	11.6	\$1,198,923,000	\$23,769
Pascagoula, Miss.	50,428	4,083	12.4	\$851,756,000	\$16,891
Roswell, N.M.	49,727	3,317	15.0	\$863,103,000	\$17,357
Danville, Va.	49,344	3,314	14.9	\$985,919,000	\$19,980

Source: 2010 Census; 2012 Survey of Business Owners; 2012 Economic Census

The Census Bureau will announce urban areas based on the 2020 Census by the end of the year. Go to [Urban and Rural](#) for more information on this topic. To learn about the history of the Census Bureau’s urban-rural classification, go to “[A Century of Delineating a Changing Landscape](#).”

###

2024-2025 TEXAS PORT MISSION PLAN

EXECUTIVE SUMMARY



Texas ports are critical to the economic growth of Texas. In 2020, Texas ranked first nationwide for total waterborne tonnage handled and first nationwide for total foreign waterborne tonnage of imports and exports, and generated over \$308 billion in annual overall trade. Trade through the State of Texas is a significant contributor in making Texas the world's 10th largest economy when comparing Texas GDP to national GDPs. As of 2020:

- Eleven of the state's ports rank among the top 100 U.S. ports in total tonnage,
- Six of the state's ports are ranked in the top 20 ports in the U.S. in total tonnage, and
- Three Texas ports were among the top five fastest growing U.S. ports in terms of absolute export revenue.

Whether urban or rural, coastal or inland dwelling, all Texans benefit from the port system. Texas ports are the backbone of the state's economy, but the onus of funding maintenance and improvement for port facilities fall to the ports themselves and private industry. To assist Texas ports, the Texas Transportation Commission is requesting \$550 million from the 88th Texas Legislature.

2024-2025 Legislative Appropriations Request

Port Capital Investment

\$150 Million

Ship Channel Improvement

\$400 Million

Total: \$550 Million

Annual Trade by Region¹⁶:

South &
Central America

\$58.89 B

Exports: \$45.51 B
Imports: \$13.38 B

Europe

\$87.35 B

Exports: \$53.68 B
Imports: \$33.67 B

Africa

\$8.41 B

Exports: \$6.58 B
Imports: \$1.83 B

Asia

\$115.33 B

Exports: \$76.01 B
Imports: \$39.32 B

Australia
& Oceania

\$1.87 B

Exports: \$1.39 B
Imports: \$0.48 B

\$308.58 billion in trade value overall annually*

\$207.4 billion in exports and \$101.18 billion in imports

*Values in dollars for annual combined waterborne import and export trade value for Texas in 2021.

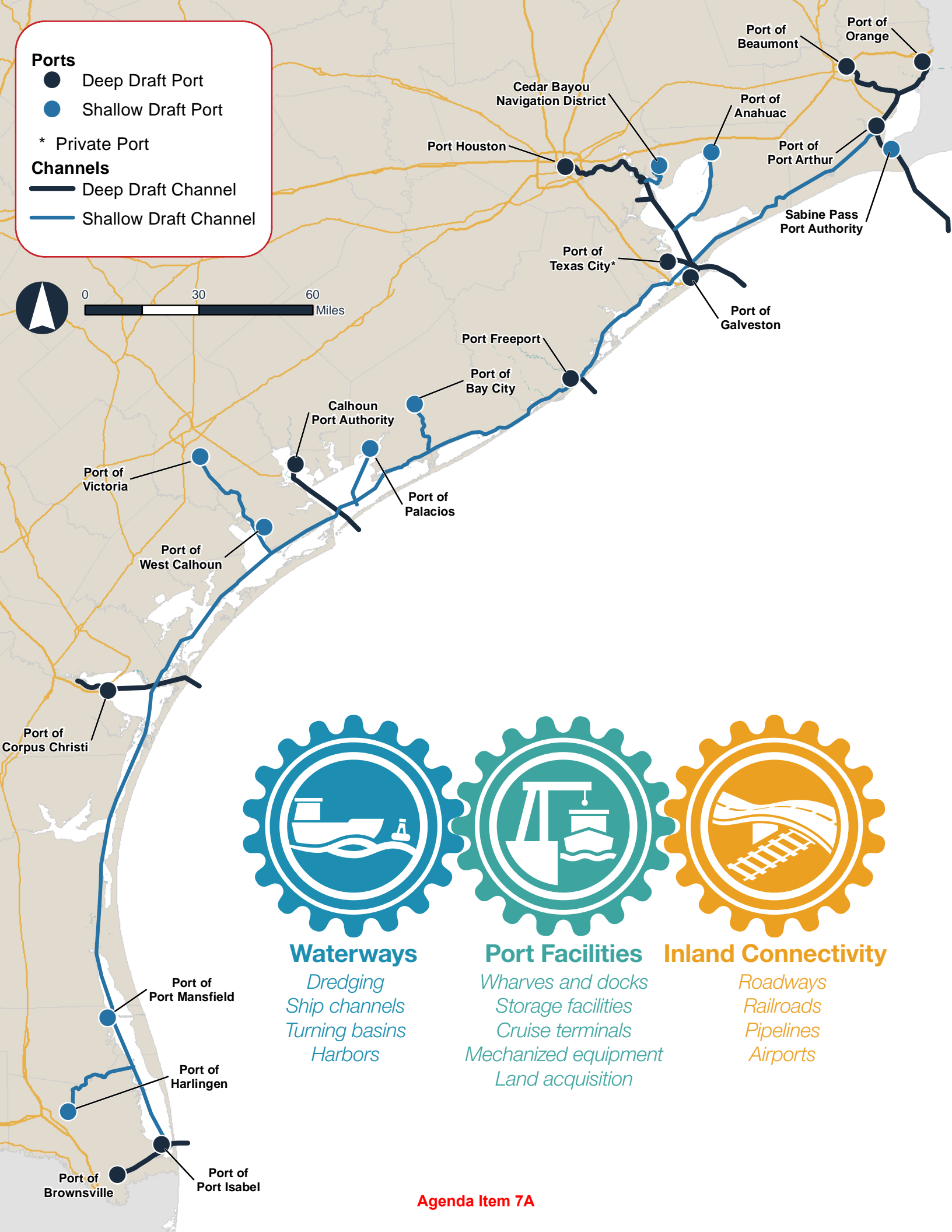
Ports

- Deep Draft Port
- Shallow Draft Port

* Private Port

Channels

- Deep Draft Channel
- Shallow Draft Channel



Waterways

*Dredging
Ship channels
Turning basins
Harbors*



Port Facilities

*Wharves and docks
Storage facilities
Cruise terminals
Mechanized equipment
Land acquisition*



Inland Connectivity

*Roadways
Railroads
Pipelines
Airports*



Waterways

Any vessel entering or leaving a Texas seaport relies on well-maintained, navigable waterways known as ship channels. These waterways are the critical thoroughfares of trade, serving as marine “highways” that allow for the movement of goods and people in and out of ports. The width, depth, and navigability of a waterway directly affects the kinds of vessels and markets a port can serve. Maintaining the width and depth of Texas waterways is critical to ensure that vessels can continue to move in and out of ports safely and efficiently.



Port Facilities

The port facilities are the backbone of a port’s operational capabilities and operational efficiency. Typical port facilities include both port infrastructure, such as wharves, docks, and berths that allow vessels to load and unload cargo, as well as port equipment needed to move goods and people between vessels and other modes of transportation. Ports must constantly maintain their facilities to ensure the infrastructure and equipment are operating as efficiently as possible, promoting the constant, uninterrupted flow of cargo and people.



Inland Connectivity

The movement of Texas goods depends on the connectivity of ports to other connections such as roadways, railways, and pipelines. Many of the trucks and trains carrying goods across Texas are going to or from a Texas port, making inland connectivity the most visible part of the Texas port system to most Texans. Ports rely on a strong network of inland connections that can help move goods to and from the port in a safe, quick, and reliable manner.

HISTORICAL PORT INVESTMENT

**PRIVATE
FUNDING**



**PUBLIC
FUNDING**

*In the past decade, over 98% of Texas ports and navigation district investments were leveraged through **private port funding sources** vs 2% from **public port system investments** through local, state, and federal funds.*

Port of Corpus Christi



PORT CAPITAL PROJECTS

Inset 1: Port of Orange

- Dupont and South Childers Roadway Improvements
- Alabama Street Entrance Improvements
- South Childers Roadway Improvements
- DRAVO Add. Truck Queuing and Utility Enhancements
- Trans Modal Containerized Project Cargo Loading Facility

Inset 2: Port of Port Arthur

- 2.6 Acre Multimodal Laydown Yard
- Queuing and Staging Area
- Truck and Trailer Cargo Queuing Area with Rail
- Railyard Flyover Project
- Berth 1-2 Toe Wall Construction
- Berth 3-5 Toe Wall
- Terminal Rail Expansion

Inset 3: Port of Galveston

- Pelican Island Projects - Phase 1
- Pelican Island Berth Development
- Cruise Terminal Walkway Circulation Improvements
- Terminal Parking Garage
- Wharf Road and Utility Improvement and Gate Relocation
- West End Roadway Improvements Feasibility Study
- Galveston Island Wayfinding Project
- West End Cargo Expansion

PROJECT COST BY PORT

Port of Orange	\$40 M	Calhoun Port Authority	\$175 M
Port of Beaumont	\$179 M	Port of West Calhoun	\$18.6 M
Port of Port Arthur	\$97.6 M	Port of Victoria	\$36 M
Sabine Pass Port Authority	\$6 M	Port of Corpus Christi Authority	\$415.9 M
Port Houston	\$260.3 M	Port Mansfield	\$23.3 M
Port of Galveston	\$301.2 M	Port of Harlingen	\$47.2 M
Port Freeport	\$31 M	Port of Brownsville	\$24 M
Port of Palacios	\$14 M		

Prioritized Projects

- Inland Connectivity
- Inland Connectivity and Port Facilities
- Port Facilities
- Port Facilities and Waterway
- Waterway




























Agenda Item 7A

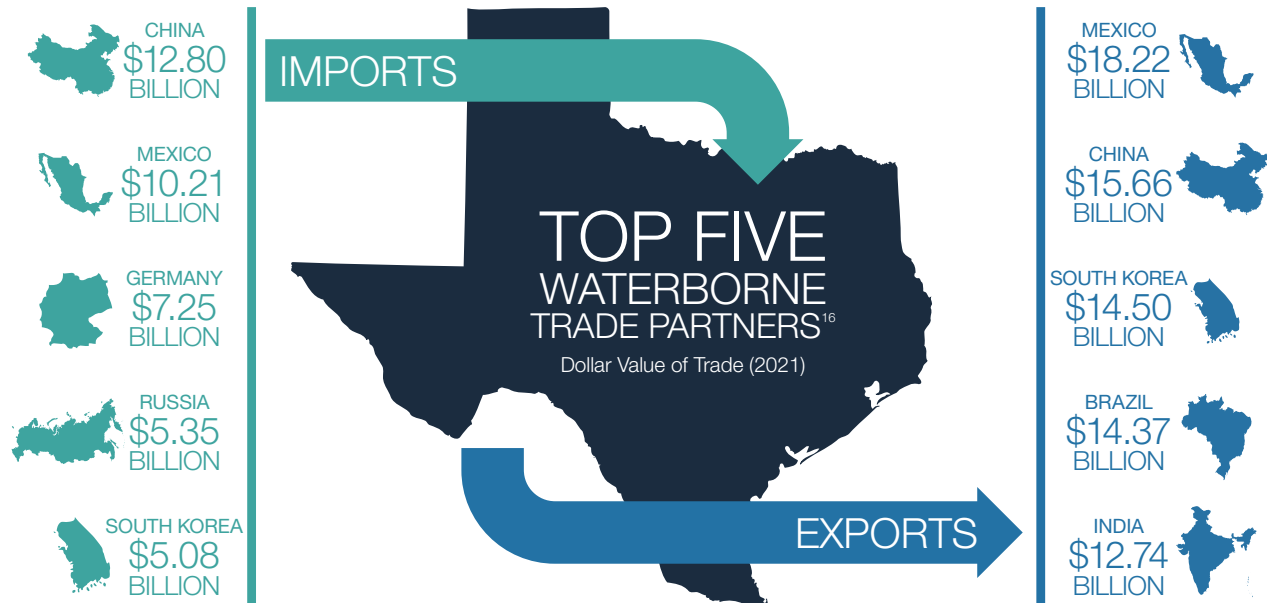


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2024-2025 Port Capital Investment Report Project Summary

Port	Project Name	Project Type	House (HD)/Senate Districts (SD)	Cost*
Port of Orange	Alabama Street Entrance Improvements		HD 21/SD 3	\$5,400,000
	DRAVO Additional Truck Queuing and Utility Enhancements	 	HD 21/SD 3	\$6,600,000
	Dupont and South Childers Roadway Improvements		HD 21/SD 3	\$2,800,000
	South Childers Roadway Improvements		HD 21/SD 3	\$5,200,000
	Trans Modal Containerized Project Cargo Loading Facility		HD 21/SD 3	\$20,000,000
Port of Beaumont	Main Street Terminal 2	 	HD 22/SD 4	\$150,000,000
	South End Truck Queuing Area		HD 22/SD 4	\$29,000,000
Port of Port Arthur	Berth 3-5 Toe Wall		HD 22/SD 4	\$32,264,100
	Berth 1-2 Toe Wall Construction		HD 22/SD 4	\$23,848,000
	2.6 Acre Multimodal Laydown Yard		HD 22/SD 4	\$3,262,250
	Queuing and Staging Area		HD 22/SD 4	\$12,291,000
	Railyard Flyover Project		HD 22/SD 4	\$15,000,000
	Terminal Rail Expansion		HD 21/SD 4	\$7,931,310
	Truck and Trailer Cargo Queuing Area with Rail	 	HD 22/SD 4	\$3,000,000
Sabine Pass Port Authority	Sheet Piling Replacement		HD 21/SD 4	\$6,000,000
Port Houston	Barbours Cut Terminal Container Yard 6 Upgrade		HD 128/SD 11	\$42,250,000
	Barbours Cut Terminal Container Yard 7 Upgrade		HD 128/SD 11	\$53,300,000
	Barbours Cut Terminal Container Wharf Upgrade		HD 128/SD 11	\$69,342,000
	Bayport Terminal Yard Expansion	 	HD 129/SD 11	\$95,418,093
	Cruise Terminal Walkway Circulation Improvements	 	HD 23/SD 11	\$2,724,574
Port of Galveston	Galveston Island Wayfinding Project		HD 23/SD 11	\$1,600,000
	Pelican Island Berth Development		HD 23/SD 11	\$35,000,000
	Pelican Island Projects - Phase 1	 	HD 23/SD 11	\$51,200,000
	Terminal Parking Garage		HD 23/SD 11	\$131,000,000
	West End Cargo Expansion		HD 23/SD 11	\$60,704,452
	West End Roadway Improvements Feasibility Study		HD 23/SD 11	\$5,000,000
	Wharf Road Roadway and Utility Improvements and Gate Relocation	 	HD 23/SD 11	\$14,000,000
	Area 5 Stabilization		HD 25/SD 17	\$15,000,000
Port Freeport	Area 6 Stabilization and Rail Spur	 	HD 25/SD 17	\$10,000,000
	Velasco Intake Reservoir		HD 25/SD 17	\$6,000,000
	Truck Queuing Areas		HD 25/ SD 18	\$4,000,000
Port of Palacios	Turning Basin 4	 	HD 25/ SD 18	\$10,000,000

Port	Project Name	Project Type	House (HD)/Senate Districts (SD)	Cost*
Calhoun Port Authority	New Barge Fleeting Area	 	HD 30/SD 18	\$24,000,000
	South Peninsula Development - Liquid Docks 2 and 3	 	HD 30/SD 18	\$150,000,000
	Boat Ramp Access and Access Road Improvements		HD 30/SD 18	\$1,356,100
Port of West Calhoun	Long Mott Harbor Liquid Cargo Dock Bulkhead and Improvements	 	HD 30/SD 18	\$18,600,000
Port of Victoria	Edna Ln and Bloomington Road Improvements		HD 30/SD 18	\$4,586,465
	General Cargo Dock Development		HD 30/SD 18	\$5,000,000
	Texas Logistics Center Rail Expansion	 	HD 30/SD 18	\$26,400,000
Port of Corpus Christi Authority	Avery Point Terminal Redevelopment	 	HD 34/SD 20	\$155,508,988
	Ingleside Low Carbon Energy Terminal		HD 32/SD 18	\$110,000,000
	Bulk Materials Terminal Facility Improvements		HD 34/SD 20	\$150,400,000
Port Mansfield	Airport Runway Extension	 	HD 31/SD 27	\$12,000,000
	Bulkhead Repair	 	HD 31/SD 27	\$11,300,000
Port of Harlingen	Lighting Improvements		HD 38/SD 27	\$2,000,000
	Railyard Development		HD 35/SD 27	\$30,000,000
	Rehabilitation and Liquid Dock Buildout		HD 38/SD 27	\$5,200,000
	Turning Basin Extension	 	HD 38/SD 27	\$10,000,000
	Brazos Island Harbor (BIH) Channel Infrastructure Feasibility Study		HD 37/SD 27	\$3,000,000
Port of Brownsville	Bulk Cargo Dock No. 3 Rehabilitation and Expansion		HD 37/SD 27	\$15,000,000
	Fishing Harbor Wastewater Treatment Plant		HD 37/SD 27	\$6,000,000
GRAND TOTAL				\$1,669,487,332
TOTAL WITHOUT SHIP CHANNEL PROJECTS				\$1,666,487,332





SHIP CHANNEL IMPROVEMENT

Texas Federally Authorized Ship Channels

Ship Channel	Non-Federal Sponsor (NFS)	Depth* (Current Authorized)	House (HD)/Senate District (SD)	Project Cost (\$M)**
Sabine-Neches Waterway	Sabine-Neches Navigation District	40 ft 48 ft	HD 21/SD 4	\$1,400
Cedar Bayou Navigation Channel	Chambers County-Cedar Bayou Navigation District	8 to 10 ft (varies) 11 ft	HD 23/SD 4	\$52.8
Houston Ship Channel Expansion	Port of Houston Authority	37 to 41 ft (varies) 39 to 46 ft (varies)	HD 143/SD 6	\$669.4
Galveston Harbor Channel Expansion	Port of Galveston	41 ft 46 ft	HD 23/SD 11	\$13.4
Freeport Harbor Channel	Port Freeport	45 ft 56 ft	HD 25/SD 17	\$324.6
Matagorda Ship Channel	Calhoun Port Authority	38 ft 47 ft	HD 30/SD 18	\$218.3
Corpus Christi Ship Channel (-54') ^a	Port of Corpus Christi Authority	47 ft 54 ft	HD 34/SD 20	\$681.6
Brazos Island Harbor Deepening	Brownsville Navigation District (Port of Brownsville)	42 ft 52 ft	HD 37/SD 27	\$302.0

Authorized Ship Channel Projects (SCIRF Eligible) Total: \$3.66 Billion

^{*}Depths may vary along length of channel
^{**}Costs provided by ports/navigation districts in 2020
^aThe Port of Corpus Christi Authority is also conducting an independent study to deepen the Corpus Christi Ship Channel to -75 feet

PORT CONNECTIVITY

Port	Project Name	Cost Estimate (\$M)*
Beaumont District	Improve intersections of FM 1006 with Alabama St and Childers St	\$0.7
	Improve county-owned portion of Childers Rd from FM 1006 to recent Rider 37 improvement (south end)	\$1.4
	Straighten out RR near FM 1006 and Childers/Alabama intersection	N/A
	Construct switch yard near port entrance and improve rail along Alabama St	N/A
Port of Orange	Straighten out RR near West Orange/Walmart to allow six axle train cars	N/A
	Install wayfinding signage on FM 1006, SH 73 and SH 87	\$0.06
	Expand and resurface FM 1006 for heavy haul	\$8.1
	Improve SH 73 (SH 87 to I-10) to reduce truck crashes and improve access	\$16.0
	Improve low vertical clearance ped bridges along FM 1006	\$1.0

Port	Project Name	Cost Estimate (\$M)*
Beaumont District <i>(continued)</i>		
Port of Beaumont	Reconstruct Pine St for heavy haul	\$2.2
	Connect Fulton Ave/Lee St to SH 380 with a flyover	\$7.3
	Improve intersection of Washington St and SH 380 for safety	\$0.2
	Improve intersection of Park St and Franklin St for truck movements	\$0.1
	Conduct an access management study on SH 380 to improve operations and safety	\$0.5
	Reconstruct last mile of Franklin St at port gates for heavy haul	\$1.8
	Improve wayfinding signage in downtown Beaumont, in-vehicle wayfinding	\$0.06
	Improve bridge vertical clearances along SH 380	\$1.4
	Reconstruct RR lift bridge over Neches River (RR owned)	N/A
	Study to determine best alternative for MLK bridge to improve vertical clearance for ship channel	\$0.5
Port of Port Arthur	Reconstruct SH 82/SH 87 intersection with grade separation and flyover over RR	\$9.4
	Signalize slip lanes and add all red phase to intersection	\$0.2
	Address local traffic conflicts with railroads along Joe Louis Av and Houston Av between 9th and 19th Sts	\$6.9
	Grade separate RR Crossing at SH 215	\$5.7
	Add medians to prevent weaving through RR gates at SH 215 crossing	\$0.1
	Increase bridge vertical clearance on SH 215 at SH 73	\$4.8
	Improve signal design/phases along US 69 between SH 73 and 87	\$1.0
	Add separation/median along US 69 between SH 73 and 87	\$1.9
	Undertake access management study of US 69 from SH 73 to SH 87	\$0.5
	Improve RR bridge with low vertical clearance along US 69	\$2.1
	Improve SH 87 to address congestion and problem intersections at SH 215 and Houston Ave	\$28.8
	Improve RR bridge with low vertical clearance along SH 87	\$1.3
	Construct flyover at Denbo St to link to new dock	\$8.2
	Improve intersection at W Rev Dr Ransom Howard Dr & Houston Ave	\$0.8
	Widen SH 87 and add long merging lanes near Golden Pass Operation (north of Sabine Pass)	\$0.6
Sabine Pass Port Authority	Add RR line from Port Arthur to Sabine Pass	N/A
	Add internal access roads to new port property (SE of existing operations)	\$0.03
Houston District		
Port Houston	Install lights, crossing arms, safety mechanisms on at grade RR crossings	\$0.3
	Improve and widen Jacintoport Rd	\$27.0
	Develop direct connectors from Jacintoport Rd to BW 8	\$25.0
	Expand Barbours Cut Blvd to six lanes	\$5.9
	Eliminate access points from residential areas to south by dead ending streets	\$0.6
	Widen median to allow for two stage crossing	\$0.5
	Undertake an access management and safety study on Clinton Dr	\$0.5
	Improve northbound connectivity on Independence Pkwy to SH 225	\$15.0
	Improve northbound connectivity on SH-330 to I-10 (improve NB connectivity to I-10 - 2 lanes or direct)	\$10.0
	Improve truck operations on BW-8: direct connectors to SH 225; WB to 8 N; NB to E/W SH 225; EB to 8S	\$180.0
	Improve FM 1942 from Hatcherville Rd to SH 146	\$1.7
	Widen and add turn lanes on FM 565 from SH 146 to SH 99	\$11.2
	Widen Hatcherville Rd from FM 1942 to Liberty/Chambers County Line	\$8.3
	Reconstruct and widen Old SH 146	\$20.6
	Improve SH 146 from I-10 to Bus 146 (Alexander Dr)	N/A
	Widen Fairmont Pkwy and incorporate turning improvements from Canada Rd to SH 146	\$18.2

Port	Project Name	Cost Estimate (\$M)*
Houston District <i>(continued)</i>		
Port Houston <i>(continued)</i>	Improve I-10/Sheldon Rd intersection for truck movements (Rider 37 submission)	\$13.6
	Improve Appelt Rd (Sheldon to Market)	\$8.3
	Address congestion on Independence Pkwy	\$6.1
	Undertake PEL study for improving SH 225 from 8-East to SH 146 interchange	N/A
	Undertake PEL study for improving SH 225 and I-610 Interchange	N/A
	Undertake PEL study for expanding SH 225 from 8-West to I-610 interchange	N/A
	Develop direct connectors for truck movements between SH 99 and I-45 NB to Dallas	\$24.5
	Develop director connectors for truck movements between SH 99 and I-69 SB to Port Houston	\$15.5
	Develop Penn City Connector	\$17.5
	Develop I-69 bypass around east side of Houston	N/A
	Extend Haden Rd to Penn City Rd	\$9.5
	Improve Bayport mainline rail track	\$79.0
	Improve I-610 bridge over Houston Ship Channel	\$2,400.0
	Improve Spencer Highway bridge over Bayport rail mainline	\$13.2
	Reconstruct SH 146 and widen from Baytown to Mont Belvieu for heavy haul	\$90.7
Cedar Bayou Navigation District	Grade separate RR crossing at intersection of FM 565/FM 1405	\$5.8
	Improve Harborside Dr to I-45 NB connection; include overpass over RR	\$12.8
	Improve bike/ped connections at south terminus of planned Pelican Island bridge	\$16.3
	Develop connection from Port Industrial Rd to Harborside Dr near Savage Sulphur operation	\$10.1
	Improve RR crossings on Harborside Dr at 37th St; potential grade separation	\$7.3
	Improve intersections at Port Industrial Rd/Harborside Dr with 28th/29th St for truck movements	\$0.2
	Develop connection at 61st St from Harborside Dr to I-45 interchange	\$18.7
	Improve existing pedestrian bridge (over Harborside Dr and RR) to parking structure	\$0.9
Port of Galveston	Improve pedestrian access and wayfinding from downtown Galveston	\$0.5
	Add sidewalks along Harborside Dr between 25th and 37th St	\$3.8
	Add cruise passenger parking structure at mid-port terminal (near pedestrian bridge over Harborside Dr)	\$30.0
	Improve 33rd St and Holiday Dr and sign as main N/S connections to accommodate cruise passenger traffic	\$2.7
	Replace TWTL on SH 275 with raised median to improve safety	\$3.3
	Designate SH 275 primary truck route from I-45 to Harborside Dr; improve wayfinding signage	\$0.4
	Undertake access management study on SH 87 (Broadway Ave J) from 59th St to 33rd St	\$0.5
	Add RR along SH 36 to reduce freight on roads and avoid Houston RR congestion	N/A
	Improve SH 36/Velasco Rd intersection	\$0.5
	Improve access from SH 36 to new port development west of FM 1495	\$1.0
Port Freeport	Install RR crossing gates and warning devices	\$0.3
	Improve intersection of FM 1495 and SH 36 for safety and operations	\$0.2
	Improve intersection of FM 1495 and FM 523 for safety and operations	\$0.3
	Widen FM 1495 and FM 523	\$10.0
	Reconstruct Pine Street Bridge	\$15.5
Yoakum District		
Port of Bay City	Improve capacity on FM 2668	\$23.5
	Expand FM 3057 for permanent truck queuing	\$6.2
	Add RR to existing port facilities	N/A
	Improve FM 259 and intersection of FM 259 and SH 60 to facilitate access to port expansion area	\$6.5
Port of Palacios	Widen SH 35 west of port	\$4.6
	General safety and operational improvements on SH 35 (Henderson Ave)	\$0.5
	Construct truck queuing area on new road to Matagorda Nav Dist office	\$0.1
	Reconstruct 12th St as primary port access	\$4.9

Port	Project Name	Cost Estimate (\$M)*
Yoakum District (continued)		
Calhoun Port Authority	Widen and improve SH 35 causeway over Lavaca Bay for OSOW; historic bridge	\$92.6
	Improve and widen SH 35 bridge over Caruncahua Bay	\$15.5
	Improve intersection of SH 35 and SH 172 for safety and operations	\$9.0
	Add RR loop to serve south port operations area	N/A
	Pave westernmost 1,500 feet of FM 1593	\$0.7
Port of West Calhoun	Create truck staging in Seadrift	\$6.0
	Conduct access study to improve truck and recreational vehicle access to Port O'Connor	\$0.5
	Improve truck route into Seadrift	\$1.6
	Develop new RR to port	N/A
	Construct Long Mott Dock area truck staging	\$6.5
Port of Victoria	Improve SH 35 Bridge over Victoria Barge Channel; raise profile	\$9.2
	Improve SH 185 intersection at FM 1686 for truck movements	\$2.5
	Improve RR crossing/safety improvements in Bloomington on SH 185	N/A
	Add RR switch on south side and loop on north side of port	\$28.0
	Improve road grid in south site; improve Edna Ln and Old Bloomington Rd	\$8.6
	Replace RR lift bridge over the Victoria Barge Canal	\$75.0
Corpus Christi District		
Port of Corpus Christi Authority	Upgrade JFITC traffic signals with higher clearance and coordinate signal timings	\$1.3
	Improve connection to I-37 at west end of port	\$0.6
	Upgrade intersection near ADM elevator	\$1.0
	Upgrade Suntide Rd for OSOW, create non-bridge connection	\$2.2
	Add 5,100' of frontage road along the inside of future rail corridor adjacent to JFTC	\$5.5
	Undertake study to recommend OSOWOH Route from Port to T/NHFN	\$0.5
	Upgrade Kay Bailey Hutchison Rd for OSOW - private road	\$9.5
	Improve capacity and operations on FM 2725	\$23.2
	Improve RR crossing signage and warning devices on FM 1069	\$0.3
	Elevate Nueces Bay Causeway (US 181) for improved ship passage and flood risk mitigation	\$340.0
	Improve RR crossing signage and warning devices on SH 361	\$0.3
	Undertake study to address ship-traffic conflicts for Port Aransas Ferry	\$0.5
Pharr District		
Port of Port Mansfield	Designate SH 186 as Heavy Haul Route, upgrade for OSOW	\$121.3
	Designate FM 1420 as Heavy Haul Route, upgrade for OSOW	\$112.6
	Improve intersection of SH 186 and FM 2209 in San Perlita for safety (add turn lane)	\$0.4
	Lengthen airport runway from 3,600' to 5,000' to support commercial fishery	\$2.2
Port of Harlingen	Install lighting, drainage, rail crossing improvements on Port Rd	\$2.3
	Improve FM 1595 for OSOW to access port expansion area and link to airport	\$10.4
	Widen and Improve FM 106 to accommodate OSOW and regular heavy haul	\$8.0
	Improve intersection of FM 106 and FM 509 for truck turning movements	\$1.4
Port of Port Isabel	Develop bypass road from port to SH 48	\$8.8
Port of Brownsville	Create new connection from Ostos Rd to SH 4 at east end of port	\$5.2
	Develop frontage road north of SH 48 connecting ramps from FM 511 and SH 550	\$3.6
	Improve internal port roads (Ostos Rd)	\$5.4
	Develop East Loop Connector to bypass central Brownsville	\$101.4
	Widen shoulder or develop recreation parking on SH 48 near Bahia Grande	\$2.5
	Widen SH 48 to six lanes with raised median from SH 4 to FM 550	\$14.1
	Reconstruct rail bridge near SH 48/SH 511	N/A
Total		\$4,343.9

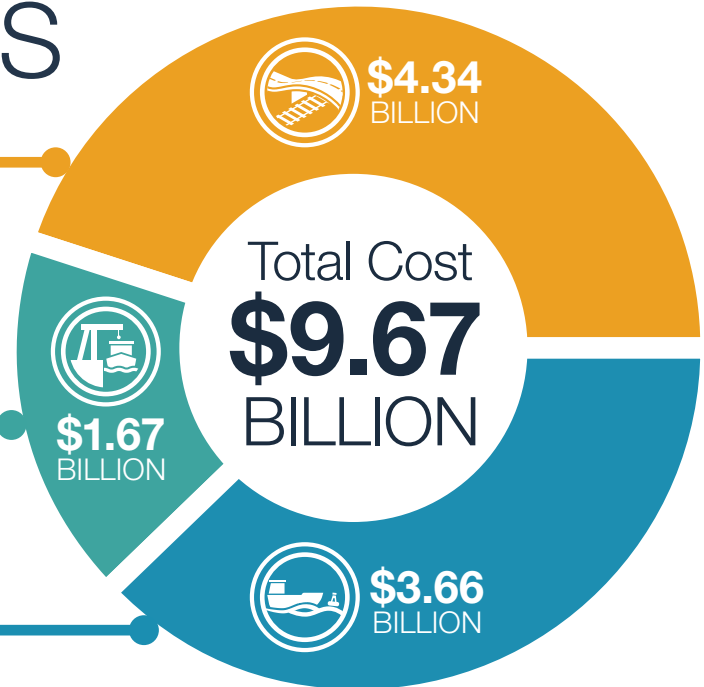
*Cost estimates not available for rail projects and some studies due to lack of consistent data.

TEXAS PORT FUNDING NEEDS

Total cost for inland connectivity projects that serve public ports.^a

Planned facilities investments for public ports between 2021 and 2025.^a

Total cost for all eight authorized ship channel improvement projects.^{a,b}



^aCosts provided by ports, navigation districts, and MPOs, or developed by consultant team.

^bIn addition to federally appropriated funds for ship channel improvements, Texas Ports intend to invest up to \$955 million over the biennium in channel dredging and maintenance.

FEDERAL APPROPRIATIONS FOR SHIP CHANNEL CONSTRUCTION THROUGH FY 2022

Corpus Christi Ship Channel**	\$248.4 M
Houston Ship Channel	\$162.0 M
Sabine-Neches Waterway	\$103.2 M
Brazos Island Harbor Channel	\$68.0 M
Freeport Harbor Channel	\$43.9 M
Cedar Bayou Navigation Channel*	\$41.7 M
Galveston Harbor Channel Expansion*	\$10.8 M

*Fully funded for construction

**Funds are fully appropriated for construction, but not yet allocated

2024-2025 Port Capital Investment Report



The Port Capital Investment Report is a prioritized list of projects that includes port facilities, waterways, and inland connections. The Port Authority Advisory Committee (PAAC) voted to recommend a funding request of \$150 million to help fund the projects included in the 2024-2025 PCIR, and the Transportation Commission voted to include the full amount of this request in the LAR. If funded, these projects will support improved logistics, increased capacity, and enhanced safety to keep Texas ports competitive.

Funding Requested: \$150 Million

Ship Channel Improvement Revolving Fund (SCIRF)



Funding the SCIRF will help provide financing for eligible navigation projects that modernize waterways and allow for increased growth of waterborne commerce. There are eight projects in Texas that are eligible to draw on the fund should it be capitalized. The PAAC voted to recommend a funding request in the amount of \$400 million, a fraction of the amount required. The Transportation Commission has elected to include \$400 million in the 2024-2025 LAR to cover the estimated drawdown for the eligible projects in fiscal years 2024-2025.

Funding Requested: \$400 Million

Total Funding Requested: \$550 Million

For more information, contact:
Texas Department of Transportation Maritime Division
512-486-5600
125 East 11th Street
Austin, Texas 78701





Date: January 12, 2023
To: Technical Advisory Committee (TAC)
From: Robert MacDonald, Transportation Planning Director
Subject: Item 8A: Corpus Christi MPO Regional Coordination Group for Federal Transportation Grants Update
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 present 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. The Corpus Christi MPO staff will inform the TAC and TPC of available grant opportunities whenever these become available and ask for their comments and directions as part of the regional coordination efforts. This month the FY 2023 RAISE Grants are noted, (see the link in Attachments 1 and document in Attachment 2.

On December 14, 2022, the Department of Transportation announced the Notice of Funding Opportunity for \$1.5 billion in grant funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program for FY 2023. The RAISE grant will be distributed in rural and urban areas with 50% each, and at least \$15 million will be awarded to projects located in Areas of Persistent Poverty or Historically Disadvantaged Communities. The application deadline is February 28, 2023.

Additionally, in order to provide stakeholders with more visibility into upcoming funding opportunities, the U.S. DOT is publishing a list of anticipated dates for upcoming Notices of Funding Opportunity (NOFOs) for key programs within the Bipartisan Infrastructure Law (BIL) and the Inflation Reduction Act (IRA), as well as adjacent programs that support BIL and IRA objectives. This list is not comprehensive and will be updated periodically with additional programs and revised dates as appropriate. See the link as Attachment 3.

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,
- 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. See the Summary Table of Regional IIJA Grant Submittals, Deadlines and Awards in Attachment 4.
- Attachment 5 provides the links to the detailed program descriptions from the Bipartisan Infrastructure Law and the companion link to the list of Competitive Grant Programs.

Background

The Port of Corpus Christi and the City of Corpus Christi applied for projects through the RAISE Grant Program in FY 2022.




Recommendation

None. This is an information item for the TAC and Corpus Christi MPO staff to discuss if regional coordination is needed for FY 2023 RAISE Grant submittals.

Proposed Motion

None. This is an information item for discussion, comment, and direction.

Attachments:

1. 2023 RAISE Grant Notice of Funding Opportunity 
<https://www.transportation.gov/RAISEgrants/raise-application-faqs>
2. 2023 RAISE Grant Information
3. U.S. DOT list of anticipated dates for upcoming Notices of Funding Opportunity 
<https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>
4. Summary Table of Regional IIJA Grant Submittals, Deadlines, and Awards
5. FHWA and USDOT Grant Programs from the IIJA/BIL 
 - a. [Bipartisan Infrastructure Law Grant Programs](#)
 - b. [Competitive Grant Programs](#)



\$1.5 Billion Available through the 2023 RAISE Grant Program, Now Accepting Applications!

The U.S. Department of Transportation has published a Notice of Funding Opportunity (NOFO) for \$1.5 billion in grant funding through the Rebuilding American Infrastructure with Sustainability and Equity ([RAISE](#)) discretionary grant program for 2023. The program helps communities around the country carry out projects with significant local or regional impact. RAISE discretionary grants help project sponsors at the State and local levels, including municipalities, Tribal governments, counties, and others complete critical freight and passenger transportation infrastructure projects.

Half of the FY23 RAISE funding will go to projects in rural areas and half of the funding will go to projects in urban areas. At least \$15 million in funding is guaranteed to go towards projects located in [Areas of Persistent Poverty or Historically Disadvantaged Communities](#), and projects located in these areas will be eligible for up to 100 percent federal cost share, as directed by Congress in the [Bipartisan Infrastructure Law](#). As was the case last year, the Department is encouraging applicants to consider how their projects can address climate change, ensure racial equity, and remove barriers to opportunity.

For the FY 2023 RAISE Discretionary Grants, the U.S. Department of Transportation (USDOT) is offering a series of webinars that delve into various aspects of the RAISE application process. These webinars will be recorded and are a great resource for prospective RAISE applicants, as the webinars come from the funding source and share the guidance of USDOT.

- These webinars will be announced in the coming weeks, please periodically check this [webpage](#).
- If interested, you can view the RAISE FY22 Webinar Series [here](#).
- There is also a FY23 RAISE Application FAQs webpage [here](#).

The NOFO is available [here](#) and you can learn how to apply [here](#). The deadline for applications is 11:59 PM EST on February 28, 2023.

The Rural Opportunities to Use Transportation for Economic Success ([ROUTES](#)) Initiative aims to address disparities in rural transportation infrastructure by disseminating resources on its [website](#) and providing technical assistance. If you want to learn more about ROUTES, or how it can help your community, you can reach the ROUTES team at rural@dot.gov.

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

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

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

Program Name	Category	Application Deadline	Regional Applications	Awarded Projects in Texas	URL
Enhanced Mobility of Seniors and Individuals 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)	https://www.transit.dot.gov/funding/grants/fy22-fta-bus-and-low-and-no-emission-grant-awards#:~:text=FTA's%20FY22%20Low%2D%20and%20No,in%20bus%20fleets%20and%20facilities.
Low or No Emission Vehicle Component Assessment Program	Electric Vehicles, Buses and Ferries		N/A		
Metropolitan Planning	Roads, Bridges and Major Projects		N/A		
Metropolitan Transportation Program	Public Transportation		N/A		
Motor Carrier Safety Assistance Program	Safety		N/A		
National Culvert Removal, Replacement & Restoration Grant	Roads, Bridges and Major Projects	2/6/2023	N/A		
National Electric Vehicle Infrastructure Formula Program (NEVI)	Electric Vehicles, Buses and Ferries		N/A		
National Highway Freight Program	Roads, Bridges and Major Projects		N/A		
National Highway Performance Program	Roads, Bridges and Major Projects		N/A		
National Infrastructure Project Assistance (MEGA)	Roads, Bridges and Major Projects		N/A		

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

Program Name	Category	Application Deadline	Regional Applications	Awarded Projects in Texas	URL
National Priority Safety Programs	Safety		N/A		
Nationally Significant Federal Lands and Tribal Projects	Roads, Bridges and Major Projects	10/24/2022	N/A		
Nationally Significant Freight & Highway Projects (INFRA)	Roads, Bridges and Major Projects	5/23/2022	N/A	Anzalduas Bridge Expansion Project - McAllen (\$25,000,000)	https://www.transportation.gov/sites/dot.gov/files/2022-09/INFRA%202022%20Fact%20Sheets%20%281%29.pdf
Nationally Significant Freight & Highway Projects State Incentives Pilot Program Set-aside	Roads, Bridges and Major Projects		N/A		
Natural Gas Distribution Infrastructure Safety and Modernization Grants	Safety	8/8/2022	N/A		
On-the-Job Training Program	Roads, Bridges and Major Projects		N/A		
Pilot Program for Enhanced Mobility	Public Transportation		N/A		
Pilot Program for Transit Oriented Development	Public Transportation	7/25/2022	N/A		
Port Infrastructure Development Program Grants	Ports and Waterways	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	https://cms.marad.dot.gov/sites/marad.dot.gov/files/2022-10/FY%202022%20Port%20Infrastructure%20Development%20Grant%20Awards.pdf
Prioritization Process Pilot Program	Other		N/A		
Promoting Resilient Operations for Transformative, 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	2/28/2023			https://www.transportation.gov/sites/dot.gov/files/2022-12/FY%202023%20RAISE%20NOFO%2012.14.2022.pdf
Reconnecting Communities Pilot Program	Roads, Bridges and Major Projects	10/13/2022	City of Corpus Christi - Lead Port of Corpus Christi - Partner		
Reduction of Truck Emissions at Port Facilities	Ports and Waterways		N/A		
Research, Development, Demonstration and Deployment Projects (less Set-aside)	Public Transportation		N/A		
Safe Streets and Roads for All	Safety	9/15/2022	N/A		
Safety-Related Activities (Set-aside)	Safety		N/A		
State of Good Repair Grants	Public Transportation		N/A		

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

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