

METROPOLITAN PLANNING ORGANIZATION

TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING/WORKSHOP AGENDA

THURSDAY, MARCH 16, 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. PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA:

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

3. APPROVAL OF THE TAC FEBRUARY 16, 2023 REGULAR MEETING MINUTES

4. DISCUSSION AND POSSIBLE ACTION ITEMS

A. Pavement and Bridge Condition (PM2) and System Performance and Freight (PM3) Performance Measures and Targets

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

B. Transit Asset Management (TAM) and Public Transportation Agency Safety Plan (PTASP) Performance Measures and Targets

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

5. INFORMATION ITEMS

- A. Regional Safety Task Force Meeting of March 2, 2023 Recap
- B. Small Area Forecast Task Force Meeting of February 16, 2023 Recap
- C. TxDOT 2024 Unified Transportation Program (UTP) Development Process Update

6. REGIONAL FREIGHT TOPIC

- A. US DOT Guidance on Multimodal State Freight Plan Summary
- B. FHWA Memorandum of National Highway Freight Plan Guidance

7. REGIONAL GRANT COORDINATION TOPIC

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



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

9. UPCOMING MEETINGS/EVENTS

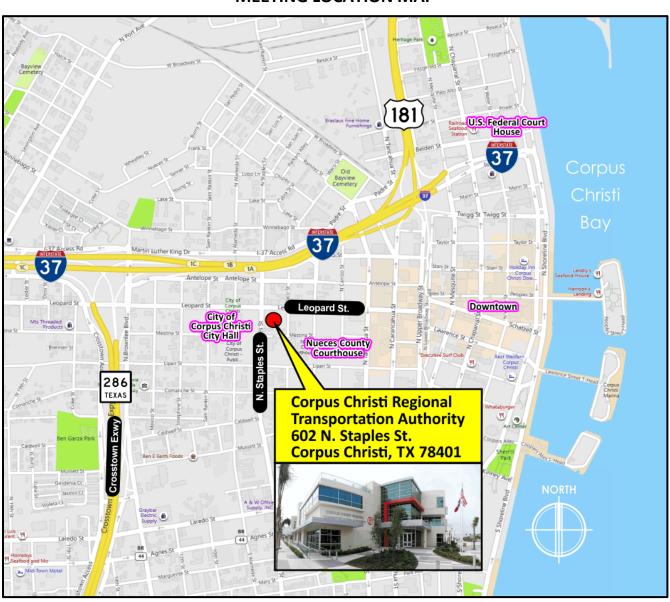
A.	Transportation Policy Committee:	Regular Meeting	April 6, 2023
В.	Regional Traffic Safety Task Force:	Meeting	April 6, 2023
C.	Technical Advisory Committee:	Regular Meeting	April 20, 2023
D.	Small Area Forecast Task Force:	Meeting	April 20, 2023

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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, February 16, 2023

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

Vice-Chair Gordon Robinson called the meeting to order at 9:00 A.M.

TAC Members Present:

Vice Chairperson Gordon Robinson, AICP, Corpus Christi Regional Transportation Authority
Howard Gillespie, San Patricio County
Juan Pimentel, Nueces County
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 Government

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

2. Public Comments for Items not on the Agenda

None were made or offered.

3. Approval of the January 19, 2023, TAC Regular Meeting Minutes

Ms. Sales-Evans made a motion to approve the January 19, 2023, TAC Regular Meeting Minutes. Mr. McGinn seconded; the motion passed unanimously.

4. Information Items

A. Census Designated Urban Area Update

Mr. Casper briefed the Technical Advisory Committee (TAC) on the Census Designated Urban Area update. As reported in the January TAC meeting, the Census Bureau just released the 2020 Census Designated Urban Area map last month, almost a year later than scheduled. The Corpus Christi MPO is now required to create an Adjusted Urban Area Boundary that makes a smooth contiguous boundary using the Federal Highway Administration (FHWA)'s nine factors, although these are not required, listed in the Item 4A memo: (a) one, single contiguous area, (b) terminals with access roads, (c) large traffic generators, (d) transit service routes, (e) physical features such as rivers, railroads, highways, (f) ramps and interchanges, (g) coastal boundaries, (h) functional classification of a road, (i) a roadway's snake in and out. A total of 15 maps are provided as as attachments and Mr. Casper went through these maps with those nine factors.

Attachment 1: This map is the current Corpus Christi MPO Boundary and Study Area based on 2010 Census. This map will be updated with 2020 Census data, Small Area Forecast Task Force and partner agencies discussion, multiple demographic forecasting data such as Texas State Demographer and Woods and Poole, and finalized with TAC's recommendation and Transportation Policy Committee (TPC)'s approval. The proposed MPO Boundary will be approved and designated by FHWA and the Governor of Texas.

Attachment 2: This map is the released 2020 Census Designated Urban Areas that will be adjusted in accordance with the process outlined above. There are three color-coded Urban Areas: Robstown (orange), Corpus Christi (mustard brown), and Ingleside/Aransas Pass/Port Aransas (fuchsia).

Attachments 3 to 5: These maps show the changes in the current boundary with the 2020 Census results. The black line indicates the current MPO boundary and blue circles indicate the areas designated as urbanized area in the 2020 Census. For example, Attachment 5: Urban Area North of Robstown Outside of the MPA shows a part of Robstown is now a 2020 Census Designated Urban Area in the Metropolitan Planning Area. This change signifies that Robstown would possibly be entitled to become a member of the TPC.

Attachments 6 to 16: These maps show the factors which should be considered such as ramps and interchanges, transit routes, terminals, coastal boundaries, gaps and so forth when the Adjusted Urban Boundary is created.

As mentioned, the newly established Small Area Forecast Task Force, the Corpus Christi MPO staff and TAC will discuss the demographic forecast in the region that will be the foundation of the Corpus Christi MPO's Travel Demand Model used for the Metropolitan Transportation Plan. The first kick-off meeting would be held after the TAC meeting on February 16, 2023.

Mr. Casper mentioned that the large MPOs in Texas, such as Dallas – Fort Worth, Houston, Austin, San Antonio, use the Metropolitan Statistical Area (MSA) as their MPO boundaries. MSA is a core area containing a substantial population nucleus, together with adjacent communities having a high degree of economic and social integration with that core.

This adjustment process needs to be completed within a year from the date of the release of Census Urban Areas. The Corpus Christi MPO staff will work closely with the planning partner entities, Small Area Forecast Task Force, and a consultant team with the required public involvement.

B. Regional Safety Task Force Meeting Recap

Mr. MacDonald briefed on the highlights of Regional Traffic Safety Task Force meeting held on February 2, 2023.

- The Corpus Christi MPO staff developed and launched the Corpus Christi MPO Traffic Crash Data Dashboard and demonstrated it to the Task Force where it was well received. Any questions and feedbacks about the Dashboard are welcome and the Corpus Christi MPO staff will answer these questions.
- There was a presentation of Vision Zero Suite software by DiExSys. Vision Zero Suite is a software
 that not only analyzes crash data, but also diagnoses and evaluates the cost-effectiveness of safety
 improvement solution options. The Corpus Christi MPO staff will have a training session on
 February 22, 2023 and share it with the TAC members.
- The Corpus Christi MPO staff is planning to develop two safety plans, the Regional Safety Action Plan (RSAP) and Regional Safe System Plan (RSSP) with a consultant team based on the collected data, analyses, and input from the Safety Task Force. The Corpus Christi MPO finalized the Advanced Funding Agreement with TxDOT and received the Notice of Proceed for the 100% Federal Fund of \$2 million to develop these plans as well as other UPWP efforts.

C. Small Area Forecast Task Force Meeting Agenda Review

The newly established Small Area Forecast (SAF) Task Force will have the kick-off meeting after the TAC meeting, and its meeting agenda was provided. As mentioned earlier, the SAF Task Force is comprised of a wide-range of people including representatives from Robstown, Ingleside, ISDs, and University; about 20 people accepted invitations to participate. The Corpus Christi MPO staff is expecting SAF Task Force members to provide critical information on the trend of growth and reductions of population and employment in their specialized fields, entities, or installations. This SAF Task Force meeting would eventually be led by a consultant team who would develop the Travel Demand Model based on the multiple scenarios as a result of the demographic forecasts in the region and a communication firm that leads the public involvement efforts and compliance. The first meeting focuses on the introduction of members, and the purpose and roles of the members.

D. 2024 UTP Development Update Presentation to the Texas Transportation Commission

Mr. MacDonald shared the TxDOT 2024 Unified Transportation Program (UTP) Development process presented at the January Texas Transportation Commission. This is an annual process where the Corpus Christi MPO and TxDOT Corpus Christi District cooperatively select Category 2 and Category 4 projects and submit the nominated projects to TxDOT Head Quarters, then the UTP is approved and adopted by the Texas Transportation Commission in August. There is a noticeable change in the 2024 UTP funding categories: Carbon Reduction Program (Category 10CR, \$1.25B), Cost Overruns/Change Orders (Category 11CO, \$780M). Also, the presentation showed TxDOT's Performance Measures and Targets on Safety, Pavement and Bridge Condition, and System Performance (page 31), and the estimated percent of

expenditures for Safety-related items in each UTP funding category (page 32). The Corpus Christi MPO will keep discussing the 2024 UTP projects with the available funding amounts and eventually finalize the project nominations between now and August.

Ms. Sales-Evans said that the final District project list was due to TxDOT-TPP in February. The preliminary project cost estimates may need to be adjusted, but she hoped these projects would still be fiscally constrained by reallocating the available funding from Category 2 to Category 4 or vice versa. She also informed the TAC that the 2024 UTP would be discussed in the February 23rd Texas Transportation Commission meeting.

E. Member Agency Project and Program Updates

Mr. Pollack announced that the Port of Corpus Christi was awarded total \$16.4M through the US Department of Energy (DOE)'s Carbon Storage Assurance Facility Enterprise Initiative. This fund is for (1) evaluating the technical and economic feasibility of deploying CO2 capture and onshore geologic storage under Port-owned property as part of a comprehensive strategy for centralized, scalable carbon management in the Coastal Bend Region - \$9M, and (2) a 24-month feasibility study on a commercial-scale CO2 geological storage site in near offshore waters of the Coastal Bend Region. The Port of Corpus Christi is also working on the other federal and state grants such as the Hydrogen Hub by DOE, US Department of Transportation Maritime Administration (MARAD)'s Port Infrastructure Development Grants, and Texas General Land Office (GLO)'s CDBG-MIT grant.

5. Regional Freight Topic

A. Texas 2050 Freight Mobility Plan Excerpt - Corpus Christi Regional Freight Routes

Mr. MacDonald informed the TAC that the TxDOT's Statewide Freight Plan, Texas Delivers 2050, was adopted by the Texas Transportation Commission in their January meeting. Texas Delivers 2050 is the comprehensive freight plan and Chapter 3 presents the multimodal transportation network in supporting supply chains in Texas, including highway, railroads, cargo airports, sea ports and pipelines. The Corpus Christi MPO staff will use the great infographics in this plan specifically focused on our region for the next 2050 Metropolitan Transportation Plan (MTP).

6. Regional Grant Coordination Topic

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

Mr. MacDonald provided the TAC a revised and simplified Federal Discretionary Grant Summary Table. Currently available grants such as Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and Low/Zero Emission Bus Program are indicated in blue font with the deadline for FY 2023. Mr. MacDonald requested the TAC members announce if their entities are planning to apply for these grants, and if any updates should be made on the summary table.

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

None.

8. Upcoming Meetings/Events:

Α.	Transportation Policy Committee:	Regular Meeting	March 2, 2023
В.	Regional Traffic Safety Task Force:	Meeting	March 2, 2023
C.	Technical Advisory Committee:	Regular Meeting	March 16, 2023
D.	Small Area Forecast Task Force	Meeting	March 16, 2023

9. Adjourn

The meeting was adjourned at 9:53 a.m.



METROPOLITAN PLANNING ORGANIZATION

Date: March 9, 2023

To: Technical Advisory Committee (TAC)

From: Craig Casper, Senior Transportation Planner

Through: Robert MacDonald, Transportation Planning Director

Subject: <u>Item 4A:</u> Pavement and Bridge Condition (PM2) and System Performance and Freight

(PM3) Performance Measures and Targets

Action: Review, Discuss, and Possible Action

Summary

MPOs have two options when setting targets for each performance measure:

1. Establish a numerical target for any or all of the performance measure specific to the MPO planning area, or

2. Agree to support the State DOT targets.

The MPO staff is seeking a recommendation from the TAC to the Transportation Policy Committee (TPC) to adopt all of the TxDOT state targets for Performance Measures 2 and 3 (PM2 and PM3) as the Corpus Christi MPO regional targets. The required national performance measures are listed in the leftmost column with the TxDOT baseline and adopted targets for both 2-years and 4-years also shown:

TxDOT Established PM2 Performance Measures and Targets									
Federal Performance Measure	Baseline	2-Year Target	4-Year Target						
Pavement Condition									
Percentage of Pavements of the Interstate System in Good Condition	64.5%	63.9%	63.6%						
Percentage of Pavements of the Interstate System in Poor Condition	0.1%	0.2%	0.2%						
Percentage of Pavements of the Non-Interstate NHS in Good Condition	51.7%	45.5%	46.0%						
Percentage of Pavements of the Non-Interstate NHS Poor Condition	1.3%	1.5%	1.5%						
Bridge Condition									
Percentage of NHS Bridges Classified as in Good Condition	49.2%	48.5%	47.6%						
Percentage of NHS Bridges Classified as in Poor Condition	1.1%	1.5%	1.5%						

Performance Measure 3 baseline and targets are on the next page.

TxDOT Established PM3 Performance Measures and Targets									
Federal Performance Measure	Baseline	2-Year Target	4-Year Target						
System Performance									
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	84.6%	70.0%	70.00%						
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	90.3%	70.0%	70.0%						
Freight									
Truck Travel Time Reliability (TTTR) Index	1.39	1.55	1.55						

Background

In accordance with 49 U.S.C. 5303 (i) and 23 CFR 450.300, the Corpus Christi MPO is required to use a performance-based planning and programming process that identifies the multi-modal transportation system including public transit, pedestrian, bicycle, motor vehicles, and freight. Performance-based planning and programming is a formal process that will track the region's progress toward goal attainment over time. The process used by the Corpus Christi MPO must coordinate with the efforts from the Texas Department of Transportation and the Corpus Christi Regional Transportation Authority, and our three agencies must have a written agreement that discusses how we cooperatively develop and share information related to transportation performance, the development and selection of performance targets, the reporting of performance relative to the targets, and reporting the performance in order to track progress toward attainment of goals in the MPO region. The Corpus Christi MPO long range plan must include locally developed and adopted goals for the region, list the locally-developed performance measures that will be used to evaluate potential projects, and specify the interventions (both policies and projects) that will be implemented to achieve these goals. The MTP must include:

- "(i) The State asset management plan for the NHS, as defined in 23 U.S.C. 119(e) and the Transit Asset Management Plan, as discussed in 49 U.S.C. 5326;
- (ii) Applicable portions of the HSIP, including the SHSP, as specified in 23 U.S.C. 148;
- (iii) The Public Transportation Agency Safety Plan in 49 U.S.C. 5329(d);
- (iv) Other safety and security planning and review processes, plans, and programs, as appropriate;
- (v) The Congestion Mitigation and Air Quality Improvement Program performance plan in 23 U.S.C. 149(I), as applicable; (Not applicable in the Corpus Christi region);
- (vi) Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118);
- (vii) The congestion management process, as defined in 23 CFR 450.322, if applicable; and
- (viii) Other State transportation plans and transportation processes required as part of a performance-based program."

The Corpus Christi MPO must use a performance-based approach (23 CFR §450.306) and include the elements listed in 23 CFR §450.316 Metropolitan Transportation Planning Process: Elements.

- "(a) Section 134(f) of title 23, U.S.C., and Federal Transit Act section 8(f) (49 U.S.C. app. 1607(f)) list 15 factors that must be considered as part of the planning process for all metropolitan areas. The following factors shall be explicitly considered, analyzed as appropriate, and reflected in the planning process products:
 - (1) Preservation of existing transportation facilities and, where practical, ways to meet transportation needs by using existing transportation facilities more efficiently;
 - (2) Consistency of transportation planning with applicable Federal, State, and local energy conservation programs, goals, and objectives;
 - (3) The need to relieve congestion and prevent congestion from occurring where it does not yet occur including:
 - The consideration of congestion management strategies or actions which improve the mobility of people and goods in all phases of the planning process; and
 - II. In TMAs, a congestion management system that provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operation

management strategies (e.g., various elements of IVHS) shall be developed in accordance with Sec. 450.320;

- (4) The likely effect of transportation policy decisions on land use and development and the consistency of transportation plans and programs with the provisions of all applicable short- and long-term land use and development plans (the analysis should include projections of metropolitan planning area economic, demographic, environmental protection, growth management, and land use activities consistent with metropolitan and local/central city development goals (community, economic, housing, etc.), and projections of potential transportation demands based on the interrelated level of activity in these areas);
- (5) Programming of expenditures for transportation enhancement activities as required under 23 U.S.C. 133;
- (6) The effects of all transportation projects to be undertaken within the metropolitan planning area, without regard to the source of funding (the analysis shall consider the effectiveness, cost effectiveness, and financing of alternative investments in meeting transportation demand and supporting the overall efficiency and effectiveness of transportation system performance and related impacts on community/central city goals regarding social and economic development, housing, and employment);
- (7) International border crossings and access to ports, airports, intermodal transportation facilities, major freight distribution routes, national parks, recreation areas, monuments and historic sites, and military installations (supporting technical efforts should provide an analysis of goods and services movement problem areas, as determined in cooperation with appropriate private sector involvement, including, but not limited to, addressing interconnected transportation access and service needs of intermodal facilities);
- (8) Connectivity of roads within metropolitan planning areas with roads outside of those areas;
- (9) Transportation needs identified through the use of the management systems required under 23 U.S.C. 303 (strategies identified under each management system will be analyzed during the development of the transportation plan, including its financial component, for possible inclusion in the metropolitan plan and TIP);
- (10) Preservation of rights-of-way for construction of future transportation projects, including future transportation corridors;
- (11) Enhancement of the efficient movement of freight;
- (12) The use of life-cycle costs in the design and engineering of bridges, tunnels, or roads (operating and maintenance costs <u>must</u> be considered in analyzing transportation alternatives);
- (13) The overall social, economic, energy, and environmental effects of transportation decisions (including consideration of the effects and impacts of the plan on the human, natural and man-made environment such as housing, employment and community development, consultation with appropriate resource and permit agencies to ensure early and continued coordination with environmental resource protection and management plans, and appropriate emphasis on transportation-related air quality problems in support of the requirements of 23 U.S.C. 109(h), and section 14 of the Federal Transit Act (49 U.S.C. 1610), section 4(f) of the DOT Act (49 U.S.C. 303) and section 174(b) of the Clean Air Act (42 U.S.C. 7504(b)));
- (14) Expansion, enhancement, and increased use of transit services;
- (15) Capital investments that would result in increased security in transit systems; and
- (16) Recreational travel and tourism."

The Final Rule for PM2 and PM3 established the process for State Departments of Transportation (DOTs) and MPOs to determine and report their targets. MPOs have two options when setting targets for each measure:

- Establish a numerical target for any or all of the performance measure specific to the MPO planning area, or
- 2. Agree to support the State DOT targets.

By supporting the State targets, MPOs agree to plan and program projects to contribute toward achieving the State target and report targets to the State.

Recommendation

The Corpus Christi MPO staff is requesting the TAC to recommend to the Transportation Policy Committee (TPC) to support the TxDOT targets for each of the PM2 and PM3 measures.

Proposed Motion

Move to recommend approval to the TPC of Resolution 23-04 supporting the Texas Department of Transportation (TxDOT) Pavement and Bridge Condition (PM2) and System Performance and Freight (PM3) performance measures and targets as presented.

Attachments:

- 1. DRAFT Resolution 23-04 Pavement and Bridge Condition (PM2) and System Performance and Freight (PM3) Performance Measures and Targets
- 2. 2022 Baseline Performance Period Report (BPP) Summary of Performance Measures and Targets



CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (CORPUS CHRISTI MPO)

DRAFT RESOLUTION 23-04

PAVEMENT AND BRIDGE CONDITION (PM2) AND SYSTEM PERFORMANCE AND FREIGHT (PM3) 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,

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) requires the Texas Department of Transportation to establish targets for PM2 and PM3, and

WHEREAS, the IIJA requires each MPO to either support the PM2 and PM3 targets established by 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 adopts and agrees to support the Texas Department of Transportation targets for the performance measures attached herein.

BE IT FURTHER RESOLVED that the Corpus Christi MPO Transportation Policy Committee will plan and program projects that contribute to the accomplishment of said targets:

TxDOT Established PM2 Performance Measures and Targets								
Federal Performance Measure	Baseline	2-Year Target	4-Year Target					
Pavement Condition								
Percentage of Pavements of the Interstate System in Good Condition	64.5%	63.9%	63.6%					
Percentage of Pavements of the Interstate System in Poor Condition	0.1%	0.2%	0.2%					
Percentage of Pavements of the Non-Interstate NHS in Good Condition	51.7%	45.5%	46.0%					
Percentage of Pavements of the Non-Interstate NHS Poor Condition	1.3%	1.5%	1.5%					
Bridge Condition								
Percentage of NHS Bridges Classified as in Good Condition	49.2%	48.5%	47.6%					
Percentage of NHS Bridges Classified as in Poor Condition	1.1%	1.5%	1.5%					

TxDOT Established PM3 Performance Measures and Targets								
Federal Performance Measure	Baseline	2-Year Target	4-Year Target					
System Performance								
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	84.6%	70.0%	70.00%					
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	90.3%	70.0%	70.0%					
Freight								
Truck Travel Time Reliability (TTTR) Index	1.39	1.55	1.55					

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.

PASSED AND APPROVED this the 6th day of April, 2023.

Corpus Christi Metropolitan Planning Organization

	David R. Krebs	
The Honorable David R. Krebs, TPC Chair	Print Name	
Corpus Christi Metropolitan Planning Organization County Judge, San Patricio County		
ATTEST:		
Robert F. MacDonald, MPA, P.E.		
Transportation Planning Director		

2022 Baseline Performance Period Report (BPP) Summary of Performance Measures and Targets

Summary of Performance Measures and Targets								
Performance Measure	BaseLine	2-Year Target	4-Year Target					
Percentage of Pavements of the Interstate System in Good Condition	64.5%	63.9%	63.6%					
Percentage of Pavements of the Interstate System in Poor Condition	0.1%	0.2%	0.2%					
Percentage of Pavements of the Non- Interstate NHS in Good Condition	51.7%	45.5%	46.0%					
Percentage of Pavements of the Non- Interstate NHS in Poor Condition	1.3%	1.5%	1.5%					
Percentage of NHS Bridges Classified as in Good Condition	49.2%	48.5%	47.6%					
Percentage of NHS Bridges Classified as in Poor Condition	1.1%	1.5%	1.5%					
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	84.6%	70.0%	70.0%					
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	90.3%	70.0%	70.0%					
Truck Travel Time Reliability (TTTR) Index	1.39	1.55	1.55					
Annual Hours of Peak Hour Excessive Delay Per Capita: ConroeThe Woodlands, TX	8.0	8.0	8.0					
Annual Hours of Peak Hour Excessive Delay Per Capita: DallasFort WorthArlington, TX	11.4	12.9	12.5					
Annual Hours of Peak Hour Excessive Delay Per Capita: DentonLewisville, TX	4.7	4.1	3.7					
Annual Hours of Peak Hour Excessive Delay Per Capita: El Paso, TXNM	8.4	9.0	10.0					
Annual Hours of Peak Hour Excessive Delay Per Capita: Houston, TX	13.5	16.0	16.0					
Annual Hours of Peak Hour Excessive Delay Per Capita: McKinney, TX	1.9	1.3	0.9					
Annual Hours of Peak Hour Excessive Delay Per Capita: San Antonio, TX	10.6	15.0	16.0					
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: ConroeThe Woodlands, TX	19.7%	20.0%	20.0%					
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: DallasFort WorthArlington, TX	22.2%	22.7%	23.0%					
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: DentonLewisville, TX	22.7%	22.8%	22.9%					
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: El Paso, TXNM	20.2%	20.0%	20.0%					
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Houston, TX	21.4%	21.1%	22.0%					
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: McKinney, TX	22.7%	22.8%	22.9%					
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: San Antonio, TX	23.1%	20.0%	20.0%					
Total Emission Reductions: PM2.5								
Total Emission Reductions: NOx	12472.915	2679.641	5015.745					
Total Emission Reductions: VOC	2536.829	723.809	1301.270					
Total Emission Reductions: PM10	20.652	4.540	8.900					
Total Emission Reductions: CO	824.635	175.750	367.100					



METROPOLITAN PLANNING ORGANIZATION

Date: March 9, 2023

To: Technical Advisory Committee (TAC)

From: Craig Casper, Senior Transportation Planner

Via: Robert MacDonald, Transportation Planning Director

Subject: Item 48: Transit Asset Management (TAM) and Public Transportation Agency Safety

Plan (PTASP) Performance Measures and Targets

Action: Review, Discuss, and Possible Action

Summary

The MPO staff is seeking action a recommendation from the TAC to the Transportation Policy Committee (TPC) to set the Corpus Christi RTA's TAM and PTASP targets as the MPO regional targets. As part of (the required) Performance-based Planning and Programming process, transportation agencies, including the Corpus Christi MPO and the Corpus Christi Regional Transportation Authority, must use goals, performance measures, and targets to select projects for federal funding. On November 15, 2021, President Biden signed the IIJA. This law changed Section 5329(d) to add the requirement for a Safety Committee at transit agencies to address strategies and mitigation related to infectious diseases through safety risk management. This safety committee must include front line workers and was required to approve the Public Transportation Agency Safety Plan by December 31, 2022.

MPOs must then integrate the new requirements into the first MPO long-range plan adopted after this date. In Corpus Christi this will be the 2050 MTP. Any MTP amendment approved after July 20, 2021 is required to include the MPO's transit safety targets. The 2050 MTP update must also include an updated system performance report that contains the MPO's adopted transit asset management targets. Finally, the Corpus Christi MPO must also include in new TIPs a description of the anticipated effect of the transit funds toward achieving the TAM targets set by the MPO.

Background

The MAP-21 Act of 2012 directed the U.S. Department of Transportation to establish a set of performance measures to increase the accountability and transparency of the federal highway and transit programs and improve project decision-making through performance-based planning and programming. The Fixing America's Surface Transportation Act (FAST Act) of 2015 continued the performance management and performance-based planning and programming requirements that the MPO, the state DOT and transit providers coordinate when developing goals and setting targets, based on the specific written provisions that define how the group will collectively implement a performance-based planning process. This includes cooperatively developing and sharing information related to transportation performance, the development and selection of performance targets, the reporting of performance relative to the targets, and reporting the performance in order to track progress toward attainment of goals in the MPO region. As the MPO for the Corpus Christi region, the Corpus Christi MPO must integrate "...the goals, objectives, performance measures, and targets described in...any plans developed under 49 U.S.C. chapter 53 by providers of public transportation." This includes the long-

range plan, the asset management plan, and the Agency Safety Plan. FTA's National Public Transportation Plan includes guidance that transit agencies and MPOs may consider when setting transit targets. The Corpus Christi MPO Transportation Policy Committee must (and will) plan and program projects that contribute to the accomplishment of referenced targets.

On July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires operators of public transportation systems in TMA areas to develop safety plans that implement a Safety Management System (SMS). The safety plan must specifically include safety performance targets. Transit operators also must certify they have a safety plan in place meeting the requirements of the rule by July 20, 2021. The plan must be updated and certified by the transit agency annually.

Recommendation

The Corpus Christi MPO staff is seeking action a recommendation from the TAC to the Transportation Policy Committee (TPC) to set the Corpus Christi RTA's TAM and PTASP targets as the MPO regional targets.

Proposed Motion

Move to recommend that the TPC approve Resolution 23-05 using the Corpus Christi RTA's performance measures and targets as presented in the Transit Asset Management (TAM) and the Public Transportation Agency Safety Plan documents as the MPO regional performance measures and targets.

Attachments:

1. DRAFT Resolution 23-05 Transit Asset Management (TAM) and Public Transportation Agency Safety Plan (PTASP) Performance Measures and Targets



CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (CORPUS CHRISTI MPO)

DRAFT RESOLUTION 23-05

TRANSIT ASSET MANAGEMENT (TAM) AND PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP) 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,

WHEREAS, part of the performance-based planning process requires the adoption of performance targets in key areas by the effective date set by the FHWA's Final Rulemaking; and

WHEREAS, by these rulemakings, the Corpus Christi MPO must adopt performance measure targets for Transit Asset Management (TAM) and Public Transportation Agency Safety Plan (PTASP);

NOW, THEREFORE, BE IT RESOLVED that the Corpus Christi MPO Transportation Policy Committee hereby adopts the performance measures and targets as referenced within the CCRTA's Transit Asset Management (TAM) and Public Transportation Agency Safety Plan (PTASP); and

BE IT FURTHER RESOLVED that the Corpus Christi MPO Transportation Policy Committee will plan and program projects that contribute to the accomplishment of referenced targets.

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.

PASSED AND APPROVED this the 6th day of April, 2023.

Corpus Christi Metropolitan Planning Organization

	David R. Krebs	
The Honorable David R. Krebs, TPC Chair	Print Name	
Corpus Christi Metropolitan Planning Organization		
County Judge, San Patricio County		
ATTEST:		
Robert F. MacDonald, MPA, P.E.		
Transportation Planning Director		



REGIONAL TRAFFIC SAFETY TASK FORCE MEETING

THURSDAY, MARCH 2, 2023 - 3:00 P.M.

<u>Location</u>: Corpus Christi Regional Transportation Authority (CCRTA) Staples Center Building Multi-Purpose Meeting Room 324, located at 602 N. Staples Street in Corpus Christi, Texas 78401

THIS MEETING WILL BE CONVENED IN-PERSON

1. WELCOME AND INTRODUCTIONS

2. TRAINING SESSION

A. Vision Zero Suite Demonstration.
Please email MPO staff by Wednesday with your intersection or roadway segment to be studied at the meeting.

3. SAFETY INITIATIVES

- A. The Regional Safety Action Plan (RSAP).
- B. Corpus Christi MPO Safety Performance Measures and Targets discussion

4. LOCAL SAFETY INITIATIVES

A. City of Corpus Christi, Nueces County, TxDOT, Law Enforcement or ISDs report of safety activities

5. OPEN DISCUSSION AND COMMENTS

A. Comments from members

6. **NEXT MEETINGS**:

A. Regional Traffic Safety Task Force regular meeting: April 6, 2023

7. ADJOURN

Indicates attachment(s) for the agenda item. On a lindicates a weblink for agenda item



CORPUS CHRISTI MPO SMALL AREA FORECAST TASK FORCE

KICK-OFF MEETING

When: Thursday, February 16, 2023 at 10:00 A.M. (Following the Technical Advisory Committee (TAC) Workshop)

<u>Location</u>: Corpus Christi Regional Transportation Authority (CCRTA) Building 602 N. Staples Street, *Room 324*, Corpus Christi, TX 78401

1. WELCOME AND INTRODUCTIONS

2. DISCUSSION OF THE SMALL AREA FORECAST (SAF) TASK FORCE PURPOSE

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.

3. ORGANIZATION AND OPERATION OF THE CORPUS CHRISTI MPO SMALL AREA FORECAST (SAF) TASK FORCE

- A. Current Roster of the SAF Task Force
- B. Facilitated Meetings with Technical/Communications Staff from Consultant Teams and MPO Staff
- C. Work Groups (if needed for specific topics, areas, special generators)

4. 2020-2045 METROPOLITAN TRANSPORATION PLAN (MTP) Chapter 4: Demographics and Forecasting

- A. Prior Population and Employment Maps
- 5. REGIONAL CONTROL TOTAL ESTIMATES XX
- 6. CONSULTANT TEAMS AND SCOPE OF SERVICES FOR THE 2050 SAF
- 7. OPEN DISCUSSION AND COMMENTS
- 8. NEXT MEETING:
 - A. March 16, 2023 Proposed for 3rd Thursday of the month.
 - B. Future Agenda Topics: Traffic Analysis Zones (TAZs) Explanation; Major Land Uses (NAS/CCAD, Industry, Housing Developments, City's Area Development Plans (ADPs), Special Generators of Traffic)
- 9. ADJOURN



METROPOLITAN PLANNING ORGANIZATION

Date: March 9, 2023

To: Technical Advisory Committee (TAC)

From: Robert MacDonald, Transportation Planning Director

Subject: Item 5C: TxDOT 2024 Unified Transportation Program (UTP) Development Update

Action: Review and Discuss

Summary

TxDOT and the Corpus Christi MPO update the 10-year Unified Transportation Program (UTP) each year on a similar schedule as the 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 (see Attachment 2) for possible changes: cost estimate revisions, delayed projects, "new projects" as part of the continuing 2024 UTP process. TxDOT headquarters requested the first 2024 UTP project list from the Districts on December 2, 2022. The Corpus Christi MPO TPC approved the DRAFT 2024 UTP Project List Table on December 1, 2022. (See attachment 3).

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 funding categories of Category 2, Category 7, Category 9 and now Category 10 CR projects. As part of the annual reevaluation of projects, the Corpus Christi MPO may reevaluate the status of project priorities and selection and provide a report of any changes to TxDOT in the 2024 UTP development process. The reevaluation must be consistent with criteria applicable to the development of the current 2020-2045 Metropolitan Transportation Plan (2045 MTP) and FY 2023-2026 Transportation Improvement Program (FY 2023-2026 TIP) in accordance with federal requirements. The Corpus Christi MPO must also coordinate with TxDOT Corpus Christi District (TxDOT-CRP) on the state's scoring and selecting of projects for funding Category 4-Urban (CAT 4U).

The projects selected for the first 4 years of the 2024 TxDOT UTP are likely to be included in the amended FY 2023-2026 TIP/STIP, however, the 2024 UTP process does not guarantee the projects will be included in the amended FY 2023-2026 TIP/STIP that will be approved by the Corpus Christi MPO and then TxDOT and FHWA/FTA. Additionally, the projects selected for Categories 2 and 4 must also be eventually authorized by the Texas Transportation Commission. 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 updated in February 2023. The project selection is likely to rely on prior Corpus Christi MPO performance-based selection processes for Categories 2, 4 and 7 as well as the new CAT 10 CR. 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 2024 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 (2024 UTP) by Category for the 10 years of funding available for use in the Corpus Christi MPO area is:

	Category 1 ¹	Category 2	Category 4 Urban	Category 7	Category 9	Category ² 10 CR	
Agency Lead*	TxDOT	МРО	TxDOT	МРО	МРО	MPO	
Coordinated Agency	МРО	TxDOT	МРО	TxDOT	TxDOT	TxDOT	Subtotal
10-Years	\$619,575,000	\$144,814,000	\$76,660,000	\$111,423,000	\$12,920,000	\$15,917,000	\$361,734,000

Per TxDOT's 2024 DRAFT Unified Transportation Program and Corresponding TIP/STIP Years of 2023-2026*

Current 10-year funding targets/estimates based on the TxDOT 2024 UTP are shown above. There are annual estimates of funding by year in development and will be shared by TxDOT-TPP soon. TxDOT and the Corpus Christi MPO will develop the new funding estimates in a joint process for FY 2024 through FY 2033. Additionally, there is a new funding Category 10 CR for Carbon Reduction. This is projected to be an allocation for the MPOs to use for projects. The current 10-year funding estimate is \$15,917,000 for CAT 10 CR.

There may also be some additional carryover funds from FY 2024 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 annual 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. Any other changes to the funding category descriptions such as the new Category 10 CR will be provided to the TAC and TPC in future meetings.

Category 9 projects are to be selected in the separate Corpus Christi MPO's Call-for-Projects for the STBG-SA (CAT 9) program. 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.

Recommendation

None. This is a Review and Discussion item.

Proposed Motion

None. This is a Review and Discussion item.

Attachments

- 1. TxDOT 2024 UTP Development Schedule
- 2. TxDOT-CRP District Approved 2023 UTP Project List
- 3. TxDOT-CRP District 2024 UTP Candidate Project List

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.

² Note: The 2024 UTP contains a new funding category for MPOs, specifical the Carbon Reduction Allocation through the IIJA/BIL. Carbon Reduction funding is allocated to urbanized area populations over 200,000 (known as Transportation Management Areas), area populations 50,000 to 200,000 (known as Metropolitan Planning Organizations), and small area populations under 50,000. Some eligible projects include traffic management, congestion reduction technology, truck parking, energy efficient streetlights, traffic controls and options to reduce congestion through the use of alternatives to single-occupant vehicle trips, including public transportation, pedestrian and bicycle facilities, and shared/pooled vehicle trips.

2024 UTP Development Process Timeline



				We are here	_		lves many s scoring and			_	
2022-SEP	ост	NOV	DEC	2023-JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG
Draft 2024 UTP Timeline 2024 Mobility Project Call Open	2024 UTP Timeline Review Receive New 10-Year Forecast	Scenarios and UTP Distributions 1st Quarter Pre-Alignment Meeting	Scenarios and UTP Distribution Scenarios and UTP Distributions District Project List Due District / Regional Prioritization and Scoring Due	Present Investment Scenarios and UTP Distribution Scenarios and UTP Distribution Scenarios and UTP Distributions	Distribute Planning Targets and Review Mobility Project List Based on Priority Scores 2nd Quarter Pre-Alignment Meeting Final District Project List Due	Finalize Statewide Prioritization and Scoring of Mobility Projects Project Review and Selection of Mobility Projects*	Candidate Mobility Project List** Final District Cost Estimate Updates for FY 2024 Projects	Review Draft Candidate Mobility Project List and Process for Comments Draft 2024 UTP Document (text) Review Review Draft 2024 UTP Document (text) & Draft Candidate Mobility Project List** 3rd Quarter Pre-Alignment Meeting	Present Draft 2024 UTP	Public Comment Period Opens Post Draft 2024 UTP Publicly	Commission Votes on 2024 UTP Present Final 2024 UTP Review Draft 2024 UTP Review of Draft 2024 UTP Public Comment Period Closes 4th Quarter Pre-Alignment Meeting

2024 UTP Development

UTP Timeline Key

Commission

Actions

Special

Meeting

January 26, 2023

ADM

Briefing

UTP

Development

Chairman &

Briefings

Commissioner

Commission

Meeting

* Subject to change

** Staff recommendations

TxDOT 2023 UTP: Corpus Christi District Adopted Project List

						AUTHORIZED IN THE 2022 UTP 2023 UTP CANDIDATES REQUESTED AMOUNTS						
CSJ	COUNTY	HWY	PROJECT DESCRIPTION	LIMITS FROM	LIMITS TO	EST LET DATE RANGE		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	SH 286	CONSTRUCT PHASE I FREEWAY EXTENSION BY UPGRADING EXISTING 2- LN RDWY TO 4-LN DIVIDED HIGHWAY	FM 43	SOUTH OF FM 2444	FY 2022-2025	CAT 2 METRO	\$41,580,000	2024	CAT 2 METRO	\$52,000,000	Additional funding requested to address drainage issues and additional mainlane construction beyond originally estimated.
			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	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	10,000,000 2025 CAT 4 URBAN \$10,000,000	\$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.
										CAT 2 METRO	\$24,000,000	
0326-03-103	Nueces	SH 286	I 286 Construct 1 additional travel lane northbound.	SH 358	Horne Rd.				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

TxDOT-CRP District 2024 UTP Candidate Project List

				AU	THORIZED IN THE 2	023 UTP	UDDATED	0			2024 UTP CANDIDATES REQUESTED AMOUNTS					
CSJ	COUNTY	HWY	PROJECT DESCRIPTION	EST LET DATE RANGE	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	FUNDING APPROVED & AUTHORIZED IN THE 2023 UTP	UPDATED CONSTRUCTION ESTIMATE	% increas	FUNDING GAP IN TODAY'S DOLLARS	POTENTIAL GAME PLAN	CURRENT FY	PROPOSED FY*	FUNDING CATEGORY REQUESTED	TOTAL REQUESTED CONSTRUCTION FUNDING	INCLUDING INFLATION	COMMENTS
1209-01-030	San Patricio	FM 893	UPGRADE TO 5-LANE URBAN ROADWAY BY CONSTRUCTING ADDTNL 2 LANES AND CLTL	FY 2023-2026	CAT 2M	\$7,904,000	\$12,500,000	58%	\$4,596,000		2024	2024	CAT 2 METRO	\$12,500,000	\$12,500,000	Updated to current bid prices. High cost for storm sewer and drainage items.
					217	400,000,000	* 55 000 000	200/	4.5.000	Approaching 50% rule in the STIP - difficult to shorten project limits due	shorten project limits due	2024	CAT 2 METRO	\$50,000,000	\$50,000,000	Updated to current bid prices. Higher cost for retaining walls and confined construction space.
0617-01-177	Nueces	SH 358	RAMP REVERSAL PHASE II-B	FY 2023-2026	CAT 2M	\$39,960,000	\$55,000,000	38%	\$15,040,000	to STIP and logical termini. District proposes to cover a portion of the funding gap with Cat 4U.	2024		CAT 4 URBAN	\$5,000,000	\$5,000,000	
0326-01-056	Nueces	SH 286	CONSTRUCT PHASE I FREEWAY EXTENSION BY UPGRADING EXISTING 2- LN RDWY TO 4-LN DIVIDED HIGHWAY	FY 2023-2026	CAT 2M	\$52,000,000	\$58,000,000	12%	\$6,000,000		2024	2024	CAT 2 METRO	\$58,000,000	\$58,000,000	Updated to current bid prices.
	Nueces	FM 624	Construct additional two travel lanes to upgrade existing four lane rural roadway to an urban six lane boulevard with raised median.	FY 2023-2026	CAT 2M	\$9,280,000	\$27,500,000 29%		29% \$6,220,000	Based on this project being on a Connectivity Corridor, potentially utilizing Cat 4U to cover most of the funding gap.	2025	2025	CAT 2 METRO	\$9,500,000	\$10,600,000	Updated to current bid prices.
0989-02-057					CAT 4U	\$10,000,000 \$2,000,000		29%					CAT 4 URBAN	\$16,000,000 \$2,000,000	\$16,000,000 \$2,000,000	
0180-06-118	San Patricio	SH 35	UPGRADE/ADD Elevated SPUI	FY 2027-2032	CAT 4U	\$29,680,000	\$32,000,000	8%	\$2,320,000	Create additional SP 202 csj in order			CAT 4 URBAN	\$32,000,000	\$35,840,000	Updated to current bid prices.
0180-10-082	San Patricio	SH 361	UPGRADE/ADD Elevated SPUI	FY 2027-2032	CAT 2M	\$44,800,000	\$52,000,000	16%	\$7,200,000	to better allocate the construction costs relative to existing control-	2027		CAT 2 METRO	\$52,000,000	\$58,240,000	High level of risk on accuracy of estimate until completion of the schematic/environmental
New CSJ needed	San Patricio	SP 202	UPGRADE/ADD Elevated SPUI	FY 2027-2032		\$0	\$15,000,000	New	\$15,000,000	section breaks.			CAT 2 METRO	\$15,000,000	\$16,800,000	process.
0326-03-103	Nueces	SH 286	Construct 1 additional travel lane northbound.	FY 2027-20 <mark>32</mark>	CAT 2M	\$24,000,000	\$30,000,000 7%	7% \$2	\$2,000,000		2027		CAT 2 METRO	\$25,000,000	\$28,000,000	Updated to current bid prices and future inflation.
0326-03-103					CAT 4U	\$4,000,000		1 70	\$2,000,000				CAT 4 URBAN	\$5,000,000	\$5,600,000	
0617-02-073	Nueces	PR 22	CORRIDOR UPGRADE FOR PEDESTRIAN AND ACCESS _MANAGEMENT IMPROVEMENTS WITHOUT ADDING CAPACITY	FY 2027-2032	CAT 2M	\$17,920,000	\$16,000,000	0%	-		2029		CAT 2 METRO			

^{*}Proposed FY subject to change based on fiscal constraint

11/17/2022

REGIONAL FREIGHT TOPIC

US DOT Guidance on Multimodal State Freight Plan Summary

Department of Transportation Guidance on Multimodal State Freight Plans (excerpt)

49 U.S.C. 70202, as amended by the IIJA, lists required elements that all State Freight Plans must address for each of the transportation modes:

- 1. An identification of significant freight system trends, needs, and issues with respect to the State;
- 2. A description of the freight policies, strategies, and performance measures that will guide the freight-related transportation investment decisions of the State;
- 3. When applicable, a listing of a. multimodal critical rural freight facilities and corridors designated within the State under section 70103 of title 49 (National Multimodal Freight Network); b. critical rural and urban freight corridors designated within the State under section 167 of title 23 (National Highway Freight Program);
- 4. A description of how the plan will improve the ability of the State to meet the national multimodal freight policy goals described in section 70101(b) of title 49, United States Code and the national highway freight program goals described in section 167 of title 23;
- 5. A description of how innovative technologies and operational strategies, including freight intelligent transportation systems, that improve the safety and efficiency of the freight movement, were considered;
- 6. In the case of roadways on which travel by heavy vehicles (including mining, agricultural, energy cargo or equipment, and timber vehicles) is projected to 4 substantially deteriorate the condition of the roadways, a description of improvements that may be required to reduce or impede the deterioration;
- 7. An inventory of facilities with freight mobility issues, such as bottlenecks, within the State, and for those facilities that are State owned or operated, a description of the strategies the State is employing to address those freight mobility issues;
- 8. Consideration of any significant congestion or delay caused by freight movements and any strategies to mitigate that congestion or delay;
- 9. A Freight Investment Plan that, subject to 49 U.S.C. 70202(c), includes a list of priority projects and describes how funds made available to carry out 23 U.S.C. 167 would be invested and matched;
- 10. The most recent commercial motor vehicle parking facilities assessment conducted by the State under 49 U.S.C. 70202(f);
- 11. The most recent supply chain cargo flows in the State, expressed by mode of transportation;
- 12. An inventory of commercial ports in the State;

- 13. If applicable, consideration of the findings or recommendations made by any multi-State freight compact to which the State is a party under 49 U.S.C. 70204;
- 14. The impacts of e-commerce on freight infrastructure in the State;
- 15. Considerations of military freight;
- 16. Strategies and goals to decrease -- a. The severity of impacts of extreme weather and natural disasters on freight mobility; b. The impacts of freight movement on local air pollution; c. the impacts of freight movement on flooding and stormwater runoff; d. the impacts of freight movement on wildlife habitat loss;
- 17. Consultation with the State Freight Advisory Committee, if applicable.



Memorandum

Subject: INFORMATION: Implementation

Guidance for the National Highway Freight Program as Revised by the Bipartisan Infrastructure Law

From: Martin C. Knopp Wat

Associate Administrator for Operations

In Reply Refer To:

Date: DEC 14 2022

HOFM-1

To: Division Administrators

Directors of Field Services

On November 15, 2021, the President signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law" (BIL)) into law. Section 11114 of the BIL amended the National Highway Freight Program (NHFP) in section 167 of title 23, United States Code (23 U.S.C.). The attached NHFP Implementation Guidance provides information on funding, eligible activities, and requirements of the NHFP.

The BIL amendments to 23 U.S.C. 167 took effect on October 1, 2021, and apply to all related funding obligated on or after that date, whether funded from new NHFP authorizations or NHFP funds authorized in previous years. This guidance replaces the "NHFP Implementation Guidance" dated February 29, 2016.

Except for the statutes and regulations cited, the contents of this document do not have the force and effect of law and are not meant to bind the States or the public in any way. This document is intended only to provide information regarding existing requirements under the law or agency policies. However, compliance with applicable statutes or regulations cited in this document is required.

This document is available on the BIL Website (<u>Federal Highway Administration</u> (<u>FHWA</u>) <u>Bipartisan Infrastructure Law Website</u>) and through the Policy and Guidance Center (<u>FHWA Policy and Guidance Center</u>).

If you have any questions, please contact the Office Director of the Office of Freight Management and Operations, (202) 493-0457.

Attachment

National Highway Freight Program (NHFP) Implementation Guidance (December 13, 2022)

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A. OVERVIEW OF THE NATIONAL HIGHWAY FREIGHT PROGRAM

This document provides background and guidance to clarify eligibility requirements for the National Highway Freight Program (NHFP) under the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58, also known as the "Bipartisan Infrastructure Law" (BIL)).

The NHFP is focused on improving the condition and performance of the National Highway Freight Network (NHFN) and ensuring the network provides the foundation for the United States to compete in the global economy. The NHFN was established to strategically direct Federal resources and policies toward improved performance of highway portions of the U.S. freight transportation system. The NHFN is a set of roadways designated for supporting the movement of goods and consists of the following four separate components: The Primary Highway Freight System (PHFS); Critical Rural Freight Corridors (CRFCs); Critical Urban Freight Corridors (CUFCs); and the remaining portions of the Interstate System not included in the PHFS. The BIL increased the total amount of CRFC and CUFC mileage that can be designated by States and MPOs (23 U.S.C. 167(e)(2) and 167(f)(4)). NHFP funds may only be obligated for eligible projects identified under 23 U.S.C. 167(h)(5)(B) and (C) that: (1) contribute to the efficient movement of freight on the NHFN; and (2) are identified along with matching funds in a fiscally constrained freight investment plan included in a State freight plan. (See 23 U.S.C. 167(h)(5)(A); 49 U.S.C. 70202(b)(9) and 70202(c)(2)). Other eligible costs identified under a specific eligibility provision, 23 U.S.C. 167(h)(6), are excepted from the general eligibility requirements of section 167(h)(5)(A). Additionally, a State should consider obligating up to 30 percent of the total apportionment under NHFP each fiscal year for freight intermodal or freight rail projects. (See 23 U.S.C. 167(h)(5)(B)).

The goals of the NHFP program are:

- 1. to invest in infrastructure improvements and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;
- 2. to improve the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
- 3. to improve the state of good repair of the National Highway Freight Network;
- 4. to use innovation and advanced technology to improve the safety, efficiency, and reliability of the National Highway Freight Network;
- 5. to improve the efficiency and productivity of the National Highway Freight Network;
- 6. to improve the flexibility of States to support multi-State corridor planning and the creation of multi-State organizations to increase the ability of States to address highway freight connectivity; and
- 7. to reduce the environmental impacts of freight movement on the National Highway Freight Network. (23 U.S.C. 167(b)).

B. GUIDANCE ON STRATEGIC PRIORITIES AND USE OF THE FEDERAL-AID HIGHWAY FORMULA FUNDING

1. Overview: On December 16, 2021, FHWA issued guidance, <u>Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America</u>, that serves as an overarching framework to encourage the use of BIL resources for projects that advance Department of Transportation (DOT) strategic priorities and will Build a Better America. That policy is available on Federal Highway Administration (FHWA)'s BIL resources implementation Website at the following URL: <u>Policy on Using Bipartisan Infrastructure Law Resources</u> to Build a Better America.

2. Safety:

Prioritizing Safety in All Investments and Projects

The National Roadway Safety Strategy (NRSS) (issued January 27, 2022) commits the DOT and FHWA to respond to the current crisis in traffic fatalities by "taking substantial, comprehensive action to significantly reduce serious and fatal injuries on the Nation's roadways," in pursuit of the goal of achieving zero highway deaths. FHWA recognizes that zero is the only acceptable number of deaths on our roads and achieving that is our safety goal. FHWA therefore encourages States and other funding recipients to prioritize safety in all Federal highway investments and in all appropriate projects, using relevant Federal-aid funding, including funds from NHFP.

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes. It involves a paradigm shift to improve safety culture, increase collaboration across all safety stakeholders, and refocus transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives. To achieve the vision of zero fatalities, safety should be fully reflected in a State's transportation investment decisions, from planning and programming, environmental analysis, project design, and construction, to maintenance and operations. States should use data-driven safety analyses to ensure that safety is a key input in any decision made in the project development process and fully consider the safety of all road users in project development.

FHWA encourages State and local agencies to consider the use of funds from NHFP to address roadway safety and implement the Safe System approach wherever possible. Improvements to safety features, including traffic signs, pavement markings, and multimodal accommodations that are routinely provided as part of a broader Federal-aid highway project can and should be funded from the same source as the broader project as long as the use is eligible under that funding source.

Because of the role of speed in fatal crashes, FHWA is also providing new resources on the setting of speed limits and on re-engineering roadways to help "self-enforce" speed limits. To achieve the vision of zero fatalities on the Nation's roads, FHWA encourages States to assess safety outcomes for all project types and promote and improve safety for all road users, particularly vulnerable users. FHWA recommends that streets be designed and operated to maximize the existing right-of-way for accommodation of nonmotorized

modes and transit options that increase safety and connectivity. Pedestrian facilities in the public right-of-way must comply with the Americans with Disabilities Act (ADA).

Complete Streets

As one approach to ensuring the safety of all roadway users, FHWA encourages States and communities to adopt and implement Complete Streets policies that prioritize the safety of all users in transportation network planning, design, construction, and operations. Section 11206 of the BIL defines Complete Streets standards or policies as those which "ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles." A complete street includes but is not limited to, sidewalks, bike lanes (or wide paved shoulders), special bus lanes, accessible public transportation stops, safe and accommodating crossing options, median islands, pedestrian signals, curb extensions, narrower travel lanes, and roundabouts. A Complete Street is safe, and feels safe, for everyone using the street.

3. Transit Flex: FHWA, working with the Federal Transit Administration (FTA), seeks to help Federal-aid recipients plan, develop, and implement infrastructure investments that prioritize safety, mobility, and accessibility for all transportation network users, including pedestrians, bicyclists, transit riders, micro mobility users, freight and delivery services providers, and motorists. This includes the incorporation of data sharing principles and data management.

Funds from NHFP can be "flexed" to FTA to fund transit projects if certain requirements are met. For title 23 funds that are flexed to FTA, section 104(f) of title 23, U.S.C., allows funds made available for transit projects or transportation planning to be transferred to FTA and administered in accordance with chapter 53 of title 49, U.S.C., except that the Federal share requirements of the original fund category continue to apply (See 23 U.S.C. 104(f)(1)).

The use of Federal-aid funding on transit and transit-related projects can provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. FHWA encourages recipients to consider using funding flexibility for transit or multimodal-related projects and to consider strategies that: (1) improve infrastructure for nonmotorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demandresponse service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) use equitable and sustainable practices while developing transit-oriented development.

4. Transferability Between FHWA Programs: Section 126 of title 23, U.S.C., provides that a State may transfer up to 50 percent of the amount apportioned for the fiscal year for

certain highway programs, including NHFP, to other eligible apportioned highway programs. *See also* FHWA Order 4551.1, <u>Fund Transfers to Other Agencies and Among Title 23 Programs</u>. Historically States have used this flexibility to address unmet needs in areas where apportioned funding was insufficient.

The BIL made historic investments in highway programs including more than \$300 billion in Contract Authority from the Highway Trust Fund. This represents an average annual increase of 29 percent in Federal-aid funding over the amount of Contract Authority for FHWA programs compared to fiscal year 2021. Congress also established more than a dozen new highway programs to help address urgent surface transportation needs.

States have the flexibility to transfer funds out of NHFP to other apportioned programs, but we encourage States to first consider the need to transfer in light of the significant increase in apportioned funding and the considerable funding for new programs. States, working with FHWA, should determine the need for NHFP funds – including the ability to apply NHFP funds to eligible assets owned by local governments, counties, and Tribes – and identify and prioritize projects that maximize the NHFP funding before deciding to transfer funds out of the NHFP.

See Section D.5 for additional NHFP specific transfer information.

8. ADA: The Americans with Disabilities Act (ADA) of 1990 and Section 504 of the Rehabilitation Act of 1973 prohibit discrimination against people with disabilities and ensure equal opportunity and access for persons with disabilities. The DOT's's Section 504 regulations apply to recipients of the DOT's financial assistance (See 49 CFR 27.3(a)). Title II of the ADA applies to public entities regardless of whether they receive Federal financial assistance (See 28 CFR 35.102(a)). The ADA requires that no qualified individual with a disability shall because a public entity's facilities are inaccessible to or unusable by individuals with disabilities, be excluded from participation in, or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any public entity (See 28 CFR 35.149). A public entity's pedestrian facilities are considered a "service, program, or activity" of the public entity. As a result, public entities and recipients of Federal financial assistance are required to ensure the accessibility of pedestrian facilities in the public right-of-way, such as curb ramps, sidewalks, crosswalks, pedestrian signals, and transit stops in accordance with applicable regulations.

Funds from NHFP are available to improve accessibility and to implement recipients' ADA transition plans and upgrade their facilities to eliminate physical obstacles and provide for accessibility for individuals with disabilities. FHWA will provide oversight to recipients of NHFP funds to ensure that each public agency's project planning, design, and construction programs comply with ADA and Section 504 accessibility requirements.

6. Equity: The BIL provides considerable resources to help States and other funding recipients advance projects that consider the unique circumstances affecting community members' mobility needs and allocate resources consistently with those needs, enabling

the transportation network to effectively serve all community members. FHWA will work with States to ensure consideration of using NHFP funds for projects and inclusion of project elements that proactively address racial equity, workforce development, economic development, and remove barriers to opportunity, including automobile dependence in both rural and urban communities as a barrier to opportunity or to redress prior inequities and barriers to opportunity.

Federal-aid recipients, including recipients of NHFP funds, are responsible for involving the public, including traditionally underserved and underrepresented populations in transportation planning and complying with participation and consultation requirements in 23 CFR 450.210 and 23 CFR 450.316, as applicable. "Underserved populations" include minority and low-income populations but may also include many other demographic categories that face challenges engaging with the transportation process and receiving equitable benefits (*See FHWA*'s Environmental Justice Reference Guide for additional information). In addition, NHFP projects can support the Justice40 Initiative, which establishes a goal that at least 40 percent of the benefits of Federal investments in climate and clean energy infrastructure are distributed to disadvantaged communities. (*See OMB*'s Interim Implementation Guidance for the Justice40 Initiative or its successor for additional information).

To assist with these public engagement efforts, FHWA expects recipients of NHFP funds to engage with all impacted communities and community leaders to determine which forms of communication are most effective. Recipients should gain insight on the unique circumstances impacting various disadvantaged and underrepresented groups so that new channels for communication may be developed. And, the recipients should use this information to inform decisions across all aspects of project delivery including planning, project selection, and the design process.

Among other things, recipients of NHFP funds are also required to assure equitable treatment of workers and trainees on highway projects through compliance with Equal Employment Opportunity requirements under 23 CFR Part 230, Subpart A, as well as ensuring nondiscrimination in all of their operations on the basis of race, color, or national origin under Title VI of the Civil Rights Act of 1964. Recipients of NHFP funds should ensure that they have the capacity and expertise to address Federal civil rights protections that accompany grant awards.

7. Climate Change and Sustainability: The United States is committed to a whole-of-government approach to reducing economy-wide net greenhouse gas pollution by 2030. The BIL provides considerable resources—including new programs and funding—to help States and other funding recipients advance this goal in the transportation sector. In addition, the BIL makes historic investments to improve the resilience of transportation infrastructure, helping States and communities prepare for hazards such as wildfires, floods, storms, and droughts exacerbated by climate change.

FHWA encourages the advancement of projects that address climate change and sustainability. To enable this, FHWA encourages recipients to consider climate change and sustainability throughout the planning and project development process, including

the extent to which projects under NHFP align with the President's greenhouse gas reduction, climate resilience, and environmental justice commitments. In particular, consistent with the statute and guidance below, recipients should fund projects that reduce carbon dioxide emissions. FHWA encourages recipients to fund projects that support fiscally responsible land use and transportation efficient design or incorporate electrification or zero emission vehicle infrastructure. In addition, FHWA encourages recipients to consider projects under NHFP that support climate change resilience, including consideration of the risks associated with wildfires, drought, extreme heat, and flooding, in line with guidance for projects in floodplains. FHWA also encourages recipients to consider projects under NHFP that address environmental justice concerns.

8. Labor and Workforce: Highway programs, including NHFP, may provide opportunities to support the creation of good-paying jobs, including jobs with the free and fair choice to join a union, and the incorporation of strong labor standards, such as the use of project labor agreements; employer neutrality with respect to union organizing; the use of an appropriately trained workforce (in particular registered apprenticeships and other joint labor-management training programs); and the use of an appropriately credentialed workforce in project planning stages and program delivery. Under BIL Section 25019, projects funded with NHFP (and other Federal-aid funding) may choose to follow a "local hire" agreement (one that provides for local or other geographic or economic hire provisions) without the need for any prior approval from FHWA.

Recipients should work with FHWA, to the extent possible, to identify opportunities for Federal-aid highway investments to advance high-quality job creation through the use of local or other geographic or economic hire provisions authorized under section 25019 in the BIL, and Indian employment preference for projects that are located on or near Tribal reservations authorized under 23 U.S.C. 140(d), or other workforce strategies targeted at expanding workforce training opportunities for people to get the skills they need to compete for these jobs, especially underrepresented populations: women, people of color, and groups with other systemic barriers to employment (people with disabilities, formerly incarcerated, etc.).

9. Truck Parking: Truck parking shortages are a national concern affecting the efficiency of US supply chains and safety for truck drivers and other roadway users. Jason's Law, which was passed in 2012, established a national priority on addressing the shortage of long-term parking for commercial motor vehicles on the National Highway System (NHS).

Many Federal-aid highway funding programs, including the NHFP, have eligibility for truck parking projects (*See Eligibility of Title 23 and Title 49 Federal Funds for Commercial Motor Vehicle Parking* for additional information). NHFP funds may be obligated for truck parking facilities eligible under section 1401 of MAP-21 (23 U.S.C. 137 note) and real-time truck parking information systems (*See 23 U.S.C.* 167(h)(5)(C)(xi)-(xii)).

The BIL amended 49 U.S.C. 70202 to require States to include an assessment of the adequacy of commercial motor vehicle parking in their State Freight Plans (*See* 49 U.S.C.

70202(f)). States should consider working with private sector truck stop operators and the trucking community in the siting and development of specific truck parking projects. States also are encouraged to offer opportunities for input from commercial motor vehicle drivers and truck stop operators through their State freight advisory committees established under 49 U.S.C. 70201. Additional resources on truck parking are available on FHWA's Truck Parking website.

C. GOVERNING AUTHORITIES

- 1. Section 11101 of the BIL authorizes contract authority for the NHFP.
- 2. Section 11104 of the BIL updates apportionment instructions in 23 U.S.C. 104.
- 3. Section 11114 of the BIL amends the NHFP in 23 U.S.C. 167.
- **4.** Section 21104 of the BIL amends the development of a State freight plan under 49 U.S.C. 70202.
- **5.** Section 21107 of the BIL requires DOT to encourage each State to establish a State freight advisory committee under 49 U.S.C. 70201.

D. FUNDING

1. Authorization Levels: Estimated annual NHFP funding under the BIL is:

Estimated Annual NHFP Funding				
Fiscal Year (FY) 2022	\$1.374 B			
FY 2023	\$1.401 B			
FY 2024	\$1.429 B			
FY 2025	\$1.458 B			
FY 2026	\$1.487 B			

The BIL sets each State's initial share of Federal-aid highway program apportioned (formula) funds annually based on the share of formula funds each State received in fiscal year 2021. The methodology for calculating the apportionments for Fiscal Year (FY) 2023 under 23 U.S.C. 104 is discussed in FHWA Notice N4510.870. For FY 2024 through 2026 funds, please revisit FHWA's BIL Funding Website at the appropriate future time (FHWA BIL Funding).

From the State's NHFP apportionment, 2 percent is to be set aside for State Planning and Research (SPR) (*See* 23 U.S.C. 505).

The Fiscal Management Information System Program Codes for these NHFP funds are as follows:

Program Code	Program Description	Title 23 Reference
Y460	National Highway Freight Program (NHFP)	23 U.S.C. 167
Y470	NHFP – Freight Intermodal or Freight Rail Project	23 U.S.C.
	(Limiting Amount)	167(h)(5)(B)

2. Period of Availability: NHFP funds are contract authority. NHFP obligations are reimbursed from the Highway Account of the Highway Trust Fund. NHFP funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized (See 23 U.S.C. 118(b)). Thus, funds are available for obligation for up to 4 years.

NHFP funds from previous authorizations continue to be available for their original period of availability but are subject to 23 U.S.C. 167, as amended by the BIL.

- **3. Obligation Limitation:** NHFP funds are subject to the annual obligation limitation imposed on the Federal-aid highway program.
- 4. Federal share: The Federal share for NHFP-funded projects is governed by 23 U.S.C. 120, as amended by the BIL. The Federal share is generally 80 percent (*See* 23 U.S.C. 120(b)). The Federal share for projects on the Interstate System is 90 percent unless the project adds lanes that are not high-occupancy-vehicle or auxiliary lanes (*See* 23 U.S.C. 120(a)). For projects that add single occupancy vehicle capacity, that portion of the project will revert to an 80 percent Federal share. An upward sliding scale adjustment is available to States having public lands (*See* Sliding Scale Rates in Public Land States). States may choose a lower Federal share on Federal-aid projects as provided in 23 U.S.C. 120(h).

Certain types of improvements, predominantly safety improvements, listed in 23 U.S.C. 120(c)(1), as amended by the BIL, may have a Federal share of 100 percent. States are encouraged to consider the use of NHFP funds for such safety improvements that would increase the Federal share to 100 percent. Use of this provision is limited to 10 percent of the total funds apportioned to a State under 23 U.S.C. 104. *See* FHWA Memo, "Increased Federal Share under 23 U.S.C. 120(c)(1)," dated November 25, 2014 (Increased Federal Share under 23 U.S.C. 120(c)(1)).

In accordance with 23 U.S.C. 120(f), funds apportioned under 23 U.S.C. 104 may be used at 100 percent Federal share for Federal-aid highways within Indian reservations, national parks, and monuments.

Projects located on toll roads are generally subject to a Federal share specified in the applicable tolling statute.

Projects incorporating Innovative Project Delivery as described in 23 U.S.C. 120(c)(3), as amended by the BIL, may be increased by up to 5 percent of the total project cost not to exceed a 100 percent Federal share, subject to limitations in 23 U.S.C. 120(c)(3).

5. Transferability of NHFP Funds: As discussed in Section B.4., Section 126 of title 23, U.S.C. as amended by the BIL, provides for and places conditions on the transfer of funds apportioned under 23 U.S.C. 104(b). *See also* FHWA Order 4551.1, "Fund Transfers to Other Agencies and Among Title 23 Programs" dated August 12, 2013, (Fund Transfers to Other Agencies and Among Title 23 Programs).

6. Deobligations of Other Title 23 Obligated Funds: Project Agreements should not be modified to replace one Federal fund category with another unless specifically authorized by statute (*See* 23 CFR 630.110(a)).

E. NATIONAL HIGHWAY FREIGHT NETWORK

- 1. National Highway Freight Network (NHFN): Under 23 U.S.C. 167(c)(1), the FHWA Administrator is required to establish a NHFN to strategically direct Federal resources and policies toward improved performance of the Network. NHFP funds may be obligated for projects that contribute to the efficient movement of freight on the NHFN. According to 23 U.S.C. 167(c)(2), the NHFN includes the following subsystems of roadways:
 - a. Primary Highway Freight System (PHFS) This is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable and objective national data. For further information on the original designation, see the <u>Federal Register Notice of October 23, 2015</u> (80 FR 64477).

The FHWA Administrator is required to re-designate the PHFS every 5 years. Each re-designation is limited to a maximum 3 percent increase in the total mileage of the system (23 U.S.C. 167(d)(2)). On August 26, 2021, FHWA published in the Federal Register a notice describing the statutory criteria for re-designation of the PHFS, and inviting comments on potential PHFS changes, see the <u>Federal Register Notice of August 26, 2021</u> (86 FR 47705). After considering all comments and information received in response to the notice, FHWA plans to publish notice of the re-designated PHFS.

- b. Interstate Routes not on the PHFS These highways consist of the remaining portion of the Interstate System not designated as part of the PHFS. These routes provide important continuity and access to freight transportation facilities.
- c. Critical Rural Freight Corridors (CRFC) These are public roads not in an urbanized area which provide access and connection to the PHFS and the Interstate System with other important ports, public transportation facilities, or other intermodal freight facilities. States are responsible for designating public roads in their State as CRFCs. In accordance with 23 U.S.C. 167(e), a State may designate a public road within the borders of the State as a CRFC if the public road is not in an urbanized area, and meets one or more of the following seven elements:
 - i. The road is a rural principal arterial roadway and has a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks (FHWA vehicle class 8 to 13);

- ii. The road provides access to energy exploration, development, installation, or production areas;
- iii. The road connects the PHFS or the Interstate System to facilities that handle more than-
 - 1. 50,000 20-foot equivalent units per year; or
 - 2. 500,000 tons per year of bulk commodities;
- iv. The road provides access to-
 - 1. a grain elevator;
 - 2. an agricultural facility;
 - 3. a mining facility;
 - 4. a forestry facility; or
 - 5. an intermodal facility;
- v. The road connects to an international port of entry;
- vi. The road provides access to significant air, rail, water, or other freight facilities in the State; or
- vii. The road is determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State.

The BIL increased the CRFC miles available for designation to a maximum of 300 miles or 20 percent of the PHFS mileage in the State, whichever is greater. Rural States, defined under 23 U.S.C. 167(e)(3), are States with a population per square mile of area that is less than the national average, based on the 2010 census, may designate as critical rural freight corridors a maximum of 600 miles of highway or 25 percent of the primary highway freight system mileage in the State, whichever is greater.

- d. Critical Urban Freight Corridors (CUFC) These are public roads in urbanized areas which provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities. In an urbanized area with a population of 500,000 or more, the metropolitan planning organization (MPO), in consultation with the State, is responsible for designating the CUFCs (23 U.S.C. 167(f)(1)). In an urbanized area with a population of less than 500,000, the State, in consultation with the MPO, is responsible for designating the CUFCs (23 U.S.C. 167(f)(2). Regardless of population, a public road may be designated as a CUFC if it is in an urbanized area, and meets one or more of the following four elements:
 - i. The road connects an intermodal facility to;
 - 1. the PHFS
 - 2. the Interstate System; or
 - 3. an intermodal freight facility;
 - ii. The road is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement;
 - iii. The road serves a major freight generator, logistic center, or manufacturing and warehouse industrial land; or
 - iv. The road is important to the movement of freight within the region, as determined by the MPO or the State (23 U.S.C. 167(f)(3)).

- BIL increased the CUFC miles available for designation to a maximum of 150 miles or 10 percent of the PHFS mileage in the State, whichever is greater (23 U.S.C. 167(f)).
- e. States with PHFS mileage greater than or equal to 2 percent, calculated based on the proportion of total designated PHFS mileage in the State to the total mileage of the PHFS in all States, are considered high mileage States with respect to the PHFS and may obligate funds for projects on the PHFS, the CRFC, and the CUFC. States with PHFS mileage of less than 2 percent are considered low mileage States with respect to the PHFS and may obligate funds for projects on all portions of the NHFN (the PHFS, the CRFC, the CUFC, and the rest of the Interstate System in their State) (23 U.S.C. 167(i)(3)). The table below lists the high and low mileage States and can also be found here.

High Mileage States (PHFS ≥ 2%):	Low Mileage States (PHFS < 2%):		
Alaska	Alabama	Nebraska	
Arizona	Arkansas	Nevada	
California	Colorado	New Hampshire	
Florida	Connecticut	New Jersey	
Georgia	Delaware	North Dakota	
Illinois	Dist. of Columbia	Oklahoma	
Indiana	Hawaii	Oregon	
Missouri	Idaho	Puerto Rico	
Montana	Iowa	Rhode Island	
New Mexico	Kansas	South Carolina	
New York	Kentucky	South Dakota	
North Carolina	Louisiana	Vermont	
Ohio	Maine	Washington	
Pennsylvania	Maryland	West Virginia	
Tennessee	Massachusetts	Wisconsin	
Texas	Michigan	Wyoming	
Utah	Minnesota		
Virginia	Mississippi		

- f. As of October 1, 2015, the NHFN consisted of the PHFS and other Interstate portions not on the PHFS, for a total of approximately 51,029 centerline miles. The NHFN mileage continues to increase with the designation of CRFCs and CUFCs and will fluctuate with additions and deletions to the Interstate Highway System. States and MPOs are allowed to designate these Corridors on a rolling basis and must certify to the FHWA Administrator that the designated corridors meet the requirements of the applicable provision (CRFCs and CUFCs) (23 U.S.C. 167(g)). FHWA anticipates developing additional guidance on the process for identification, designation, and certification of the CRFCs and CUFCs.
- g. The NHFN is a component of the National Multimodal Freight Network (NMFN). An interim NMFN was established per the Fixing America's Surface

- Transportation (FAST) Act under 49 U.S.C. 70103(b) and a new NMFN will be designated in accordance with the BIL.
- h. The DOT has designated alternative fuel corridors under 23 U.S.C. 151 that identify the near- and long-term need for, and location of, electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure at strategic locations along major national highways, including portions of the NHFN. For more information, see: Alternative Fuel Corridors.

In addition, the BIL directed USDOT to designate national electric vehicle charging corridors that identify the near- and long-term need for, and the location of, electric vehicle charging infrastructure to support freight and goods movement at strategic locations along major national highways, the NHFN, and goods movement locations including ports, intermodal centers, and warehousing locations. FHWA will provide further information on the national electric vehicle charging corridor designations at a later date.

F. ELIGIBLE ACTIVITIES

- 1. General: NHFP funds may be obligated for projects that contribute to the efficient movement of freight on the National Highway Freight Network (NHFN) and that are identified in a freight investment plan included in a freight plan of the State that is in effect (23 U.S.C. 167(h)(5)(A)). Pursuant to 49 U.S.C 70202, each State that receives funding for the NHFP shall develop a comprehensive freight plan that provides for the immediate and long-range planning activities and investments of the State with respect to freight.
- 2. Eligible Projects: Subject to the general eligibility requirements described in 23 U.S.C. 167(h)(5)(A), the following activities are listed as eligible in 23 U.S.C. 167(h)(5)(C).
 - a. Development phase activities including planning, feasibility analysis, revenue forecasting, environmental review, preliminary engineering and design work, and other preconstruction activities.
 - b. Construction, reconstruction, rehabilitation, acquisition of real property (including land relating to the project and improvements to land), construction contingencies, acquisition of equipment, and operational improvements directly relating to improving system performance.
 - c. Intelligent transportation systems and other technology to improve the flow of freight, including intelligent freight transportation systems.
 - d. Efforts to reduce the environmental impacts of freight movement.
 - e. Environmental and community mitigation for freight movement.
 - f. Railway-highway grade separation.
 - g. Geometric improvements to interchanges and ramps.
 - h. Truck-only lanes.
 - i. Climbing and runaway truck lanes.
 - j. Adding or widening of shoulders.

- k. Truck parking facilities eligible for funding under section 1401 of MAP-21.
- 1. Real-time traffic, truck parking, roadway condition, and multimodal transportation information systems.
- m. Electronic screening and credentialing systems for vehicles, including weigh-inmotion truck inspection technologies.
- n. Traffic signal optimization, including synchronized and adaptive signals.
- o. Work zone management and information systems.
- p. Highway ramp metering.
- q. Electronic cargo and border security technologies that improve truck freight movement.
- r. Intelligent transportation systems that would increase truck freight efficiencies inside the boundaries of intermodal facilities.
- s. Additional road capacity to address highway freight bottlenecks.
- t. Physical separation of passenger vehicles from commercial motor freight.
- u. Enhancement of the resiliency of critical highway infrastructure, including highway infrastructure that supports national energy security, to improve the flow of freight.
- v. A highway or bridge project to improve the flow of freight on the NHFN.
- w. Any other surface transportation project to improve the flow of freight into and out of a facility described in 23 U.S.C. 167(h)(5)(B).

In accordance with 23 U.S.C. 167(h)(5)(B), as amended by BIL, there is eligibility for the use of NHFP apportioned funding for freight intermodal or freight rail projects. For each fiscal year, a State may obligate up to 30 percent of the total State apportionment under NHFP for these types of projects. These projects include those within the boundaries of public or private freight rail or water facilities (including ports); provide surface transportation infrastructure necessary to facilitate direct intermodal interchange, transfer, and access into or out of the facility. In addition, BIL added two new freight project eligibilities under 23 U.S.C. 167(h)(5)(B): (1) projects for the modernization or rehabilitation of a lock and dam; and (2) projects on a marine highway corridor, connector, or crossing (including an inland waterway corridor, connector, or crossing). Eligibility to use NHFP funds for these types of projects is subject to a DOT determination that such projects are functionally connected to the NHFN and are likely to reduce on-road mobile source emissions (23 U.S.C. 167(h)(5)(B)(iii) and (iv)).

The BIL did not change the eligibility of apportioned funds to be used to carry out diesel retrofit or alternative fuel projects under 23 U.S.C. 149 for class 8 vehicles; and for the necessary costs of conducting analyses and data collection related to the NHFP, developing and updating freight performance targets, and reporting to the FHWA Administrator to comply with the freight performance targets established pursuant to 23 U.S.C. 150 (23 U.S.C. 167(h)(6)). These projects are not required to be identified in the freight investment plan of the State freight plan.

Agenda Item 6B

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¹ See truck parking facility eligibility at: https://ops.fhwa.dot.gov/freight/infrastructure/truck_parking/title23fundscmv.

With respect to eligibility for projects to reduce or mitigate environmental and community impacts of freight movement under 23 U.S.C. 167(h)(5)(C)(iv) and (v), State DOTs may wish to consult: <u>State DOTs Leveraging Alternative Uses of the Highway Right-of-Way Guidance</u> (April 27, 2021).

- 3. Applicability of Planning Requirements: Projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s) (See 23 U.S.C.167(h)(7)). Except for activities described in 23 U.S.C. 167(h)(6), projects must be identified in a freight investment plan included in a freight plan of the State that is in effect (See 23 U.S.C. 167(h)(5)(A)). The BIL changed the update cycle of State freight plans to require that plans be updated not less frequently than every 4 years from the prior requirement of every 5 years. (See 49 U.S.C. 70202(e)(1)). Freight investment plans may be amended as often as necessary.
- **4. Obligation of NHFP Funds:** A State may not obligate its apportioned NHFP funds unless the State has an active and approved FAST Act-compliant State freight plan or, if that plan has expired, an active and approved, updated State freight plan in compliance with the statutory requirements of BIL (*See* 23 U.S.C. 167(h)(4)). Except for activities described in 23 U.S.C. 167(h)(6), NHFP funding may only be obligated for projects that are identified in a freight investment plan included in a freight plan of the State that is in effect (23 U.S.C. 167(h)(5)(A)).

G. STATE PERFORMANCE MANAGEMENT

- 1. Freight Performance Measure: Freight performance measures established under 23 U.S.C. 150(c)(6) to assess the national freight movement on the Interstate system remain in effect. NHFP funds may be used for freight improvement projects to help States achieve performance measure targets. The performance measure to assess freight movement on the Interstate System is the Truck Travel Time Reliability (TTTR) Index established under 23 CFR 490.607. More information on performance measures can be found at: https://www.fhwa.dot.gov/tpm/policy/.
- 2. Freight Highway Bottlenecks: In accordance with 23 U.S.C. 150(e)(4), performance reports are required to describe ways in which the State is addressing congestion at freight bottlenecks. NHFP funds may be used for freight improvement projects to help States address freight highway bottlenecks. More information on freight highway bottlenecks can be found at: https://www.fhwa.dot.gov/tpm/guidance/hop18070.pdf.

H. RESILIENCY

Under 23 U.S.C. 167(h)(5)(C)(xxi), NHFP funds may be used for the "enhancement of the resiliency of critical highway infrastructure, including highway infrastructure that supports national energy security, to improve the flow of freight." FHWA will work with States to ensure that resiliency projects adhere to eligibilities under NHFP prior to obligation of funds. Resilience, with respect to a project, means a project with the ability

to anticipate, prepare for, or adapt to conditions or withstand, respond to, or recover rapidly from disruptions (23 U.S.C. 101(a)(24)).

I. TREATMENT OF PROJECTS

A freight project funded under the NHFP shall be treated as a project on a Federal-aid highway (23 U.S.C. 167(k)), including <u>Davis-Bacon Act prevailing wage requirements</u>.

Except for the statutes and regulations cited, the contents of this document do not have the force and effect of law and are not meant to bind the States or the public in any way. This document is intended only to provide information regarding existing requirements under the law or agency policies.



METROPOLITAN PLANNING ORGANIZATION

Date: March 9, 2023

To: Technical Advisory Committee (TAC)

From: Robert MacDonald, Transportation Planning Director

Subject: Item 7A: 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 2022 Reconnecting Communities Pilot Program Grants Awarded projects are noted.

On June 30, 2022, the Department of Transportation announced the Notice of Funding Opportunity for \$1 billion in grant funding through the Reconnecting Communities Pilot Program discretionary grant for FY 2022. The Reconnecting Communities Pilot Program is the first-ever Federal program to have funding dedicated solely to reconnection efforts. The application deadline was October 13, 2022.

The full FY 2022 Awarded projects list is available in the Attachment 2 link. There are two projects awarded in Texas. The projects descriptions are provided 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.

Background

The City of Corpus Christi applied for a project through the Reconnecting Communities 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 Reconnecting Communities Grant submittals.

Proposed Motion

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

Attachments:

- 2022 Reconnecting Communities Pilot Program Grant Announcement https://www.transportation.gov/briefing-room/biden-administration-announces-first-ever-funding-program-dedicated-reconnecting
- 2. Reconnecting Communities Pilot Program FY 2022 Award Fact Sheets https://www.transportation.gov/sites/dot.gov/files/2023-02/RCP%20Fact%20Sheets%202022.pdf
- 3. Reconnecting Communities Awarded Projects in Texas
- 4. Corpus Christi MPO FY 2023 Competitive Grant Summary Table

Reconnecting Communities Awarded Projects in Texas

Our Future 35: Connecting Austin Equitably - Mobility Study City of Austin, Texas

Planning

RCP Award: \$1,120,000

Estimated Total Project Cost: \$1,400,000

Funds will be used to evaluate critical transportation, public health, equitable development, and environmental justice outcomes in the City of Austin. The study, Our Future 35: Connecting Austin Equitably Mobility Study, focuses on 8 miles of the I-35 corridor from US 290 (north) to SH 71 (south).

I-35 is a physical barrier that reinforces and exacerbates the discriminatory zoning, redlining, and other biased policies that segregated low-income and minority communities, separated them from access to opportunity, and imposed disproportionate environmental impacts on them. The study will identify affordable housing, anti-displacement and business support strategies for neighborhoods surrounding new freeway caps, identify transportation equity-focused action items, develop a placemaking plan, and evaluate transportation-related health and environmental justice concerns, and recommend mitigation for impacted neighborhoods.

East Avenue, where I-35 stands today, was once a vibrant gathering place for Austin's historically Black and Mexican populations - a boulevard known for its park-like, tree-lined medians that were once used for family picnics, conversations, musical performances and sporting events. Constructed mid-century, I-35 was built atop the East Avenue right-of-way, transforming a surface-level street into an elevated highway that ended up dividing East and West Austin. Since that time, it has been a primary driver of segregation and disparity and presents a major roadblock to access, mobility, and economic opportunity.

This study would coincide with the current TxDOT NEPA/design of the I-35 corridor and provide additional input from the surrounding communities towards determining where highway caps and freeway crossings will be included in the design. The group has already coordinated with the local transit authority to include transit route studies to provide equitable access to the historically disadvantaged communities and mentions multimodal mobility options to communities adjacent to I-35 that are a key component of the study. The proposed freeway caps will provide an opportunity for community placemaking, and the application discusses that placemaking will be a priority of the study.

Reconnecting Communities Awarded Projects in Texas

Reconnecting Communities: Gulfton and Beyond

City of Houston, Texas

Planning

RCP Award: \$552,160

Estimated Total Project Cost: \$690,200

Funds will be used to build on previous planning and implementation work to address the challenges posed by legacy infrastructure in Gulfton that make multimodal transportation very difficult. The planning effort will include public and stakeholder engagement, an existing conditions evaluation, design and analysis (three alternatives to extend past Hillcroft Avenue project north and two alternatives to extend it south), and a recommendation and implementation plan.

I-69 and Westpark Tollway are major barriers located to the north and west sides of Gulfton as well as multiple thoroughfares to the south. The project would be a continuation of the Hillcroft Avenue Safety Project, which established connections between a few crucial destinations. This project would evaluate new and existing crossings needed to provide safe and improved access for all users, especially for the disadvantaged populations who are disproportionately impacted by the facilities. Several feasibility studies have been completed that identified the need for better connections and laid the groundwork for this project.

With over 50 languages spoken and some of the lowest car ownership in the city, Gulfton is Houston's most dense, diverse, and transit-dependent neighborhood. It is also home to some of the City's widest, fastest and least hospitable roadways — multilane thoroughfares like Hillcroft Avenue and imposing freeways like Interstate 69 and the Westpark Tollway. Legacy infrastructure to the north and south have proven difficult obstacles, limiting the reach of the City's investment and Gulfton's access to schools, parks, commercial centers, and transit hubs.

The project relies on several formal partnerships, and it addresses the use of community centered decision making and approaches to facilitate authentic engagement. The Gulfton and Beyond study also helps implement the community's vision of transforming Hillcroft Avenue into Gulfton's "Main Street."

Corpus Christi MPO FY 2023 Competitive Grant Summary Table

https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity

Program	Description	Eligible Entity	2023 Deadline
Transportation Safety, Equity, Resilience	•	0 1 1 1 1	
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Provides grants for surface transportation infrastructure projects that will have a significant local or regional impact (aka Local and Regional Project Assistance).	State, MPO, Local Government	2/28/2023
Nationally Significant Multimodal Freight and Highway Projects (INFRA)	Provides grants for multimodal freight and highway projects of national or regional significance.	State, MPO, Local Government, FLMA	Spring 2023 (TBA)
Bridge Investment Program	Provides grants for projects to improve the condition of bridges and culverts and the safety, efficiency, and reliability of the movement of people and freight over bridges.	State, MPO, Local Government, FLMA	Summer 2023 (TBA)
Natural Gas Distribution Infrastructure Safety and Modernization Program	Repair, rehabilitate, or replace the natural gas distribution pipeline systems	Local Governments or Community Owned Utility	March/April 2023 (TBA)
Safe Streets and Roads for All	Provides grants to support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as "Vision Zero" or "Toward Zero Deaths" initiatives).	MPO, Local Government	April 2023 (TBA)
Reconnecting Communities Pilot Program — Capital Construction Grants	Provides grants for projects to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.	State, MPO, Local Government	Late Spring 2023 (TBA)

Program	Description	Eligible Entity	2023 Deadline
Reconnecting Communities Pilot Program — Planning Grants	Provides grants for feasibility studies and other planning activities for projects to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.	State, MPO, Local Government	Late Spring 2023 (TBA)
Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program	Provides grants to Tribes and Federal land management agencies to complete projects that will provide substantial benefits to their communities or parklands.	FLMA, *State, MPO, Local Government with FLMA sponsor	
Advanced Transportation Technologies and Innovative Mobility Deployment	Provides grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.	State, MPO, Local Government	
Strengthening Mobility and Revolutionizing Transportation (SMART)	Projects utilizing innovative technology to Improve Transportation Efficiently and Safety	State, MPO, Local Government, Public Transit	Fall 2023 (TBA)
Accelerated Innovation Deployment (AID) Demonstration Program	Provides grants to support the pilot/demonstration of innovations on projects, in areas such as planning, financing, operations, pavements, structures, materials, environment, and construction.	State, FLMA, *MPO & Local Government through State	
Charging and Fueling Infrastructure Grants Program (Community Charging)	Provides grants for projects to develop electric vehicle charging and hydrogen, propane, and natural gas fueling infrastructure access along alternative fuel corridors throughout the country, including in rural areas, low- and moderate-income neighborhoods, and communities with a low ratio of private parking spaces to households or a high ratio of multiunit dwellings to single family homes.	State, MPO, Local Government, FLMA	Winter 2023 (TBA)

Program	Description	Eligible Entity	2023 Deadline
Charging and Fueling Infrastructure Grants Program (Corridor Charging)	Deploys publicly accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated Alternative Fuel Corridors.	State, MPO, Local Government, FLMA	Winter 2023 (TBA)
National Electric Vehicle Infrastructure (NEVI) Set-aside Discretionary Grant	10 percent set-aside each fiscal year to provide grants to provide additional assistance to strategically deploy EV charging infrastructure.	State, Local Government, FLMA	
Promoting Resilient Operations for Transformative, Efficient, and Cost- saving Transportation (PROTECT) Discretionary Grants	Provides grants for activities that enable communities to address vulnerabilities to current and future weather events, natural disasters, and changing conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities.	State, MPO, Local Government, *FLMA with State	
Transit & Intercity Rail			
Areas of Persistent Poverty Program	Increase transit access for the underserved communities	Recipients and subrecipients 5307, 5310, and 5311	3/10/2023
Railroad Crossing Elimination Program	Railway Grade Separation		Summer 2023 (TBA)
Low/Zero Emission Bus Program	Support the transition to the clean and efficient transit vehicles	Public Transit	4/13/2023
Bus and Bus Facilities Competitive Grants	Bus and Bus Facility Procurements		4/13/2023
FEMA Transit Security Grant	Promote sustainable, risk-based efforts to protect critical transportation infrastructure and the traveling public	Public transit based on the ridership, transit systems	5/18/2023
Port and Freight	Death Coffee and Delta belle and Coffee a		4/20/2022
Port Infrastructure Development America's Marine Highway Program	Port Safety, Reliability, Efficiency Marine Highway development and expansion		4/28/2023 4/28/2023
Reduce Truck Emissions at Port Facilities	Port Emissions Reduction		
Climate, Energy & Environment			
Building Resilient Infrastructure and Communities Program	Hazard mitigation projects		

Program	Description	Eligible Entity	2023 Deadline
Flood Mitigation Assistance	Reduce/Eliminate the risk of repetitive flood damage to buildings insured by the national flood insurance program		
Regional Clean Hydrogen Hubs	Development of minimum 4 regional clean hydrogen hubs to improve hydrogen production, processing, delivery, storage, and end use		
Aviation			
Airport Terminals Program	Airport terminal development projects that address the aging infrastructure		10/24/2022