

METROPOLITAN PLANNING ORGANIZATION

TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING/WORKSHOP AGENDA

THURSDAY, APRIL 20, 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 <u>not</u> on the Agenda and within the TAC's jurisdiction (except in matters related to pending litigation). Proceedings are recorded. To make a public suggestion or comment at the meeting, please fill out the printed comment card available at the meeting and submit it to Corpus Christi MPO staff 10 minutes before the meeting starts. We ask that remarks be limited to three minutes, that you identify yourself, and give your address. Those persons addressing the TAC through a translator are given twice the amount of time, or six (6) minutes to provide their comments. All Public Comments submitted shall be placed into the record of the meeting.

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

- 4. WORKSHOP
 - A. TxDOT 2024 Unified Transportation Program (UTP) Project Discussion 🔀
 - B. 2025 2050 Metropolitan Transportation Plan (MTP) Development Process

5. INFORMATION ITEMS

- A. CCRTA Fleet Forward 2022 Long Range System Plan Presentation 🖂
- B. Regional Safety Task Force Meeting of April 6, 2023 Recap 🔀
- C. Small Area Forecast Task Force Meeting Preview 🖂
- 6. REGIONAL GRANT COORDINATION TOPIC
 - A. Corpus Christi MPO Regional Coordination Group for Federal Transportation Grants Update 🔀
- 7. TAC MEMBER STATEMENTS ON LOCAL AGENCY ACTIVITIES OR ITEMS OF INTEREST

8. UPCOMING MEETINGS/EVENTS

A. Transportation Policy Committee:	Regular Meeting	May TBD 2023
B. Regional Traffic Safety Task Force:	Meeting	May 10, 2023
C. Technical Advisory Committee:	Regular Meeting	May 18, 2023
D. Small Area Forecast Task Force:	Meeting	May 18, 2023

9. ADJOURN

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

Public suggestions and comments may be provided before the meeting by emailing <u>ccmpo@cctxmpo.us</u>, by regular mail, or by hand-delivery to the Corpus Christi MPO Office at 602 N. Staples St., Suite 300, Corpus Christi, TX 78401. Please limit written comments to 1,000 characters. <u>Written comments should be provided at least 1</u> 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, March 16, 2023

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

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

TAC Members Present:

Chairperson Brian DeLatte, P.E., City of Portland Juan Pimentel, P.E., Nueces County Paula Sales-Evans, P.E., TxDOT – Corpus Christi District (CRP) Ernesto De La Garza, P. E., City of Corpus Christi

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

2. Public Comments for Items not on the Agenda

None were made or offered.

3. Approval of the February 16, 2023, TAC Regular Meeting Minutes

Mr. Pimentel made a motion to approve the February 16, 2023, TAC Regular Meeting Minutes. Ms. Sales-Evans seconded; the motion passed unanimously.

4. Discussion and Possible Action Items

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

Mr. MacDonald explained that all MPOs are required to adopt PM2 and PM3 Performance Measures and Targets every two years, either adopting its own Performance Measures and Targets or supporting the State Performance Measures and Targets. PM2 is the Pavement and Bridge Condition, and PM3 is the System Performance and Freight Performance Measures and targets. The Corpus Christi MPO has been supporting the State Performance Measures and Targets as does the majority of Texas MPOs. The proposed Performance Targets are shown in the Item 4A memo. The key factor for PM3 is the Travel Time Reliability: the consistency and dependability in travel time. The extensive requirements are listed in the Item 4A memo under "background." Mr. MacDonald went through a couple of important items: (6) The Effects of all transportation projects to be undertaken within the metropolitan planning area, without regard to the source of funding. The Corpus Christi MPO staff will consider the overall transportation system regardless of the funding source, both public and private. (9) Transportation needs identified using the management systems required under 23 U.S.C. 303. The Corpus Christi MPO staff identifies strategies during the development of transportation plans such as Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) that includes all modes of transportation such as aviation and transit, and all transportation projects in the region. (12) The use of life-cycle costs in the design and engineering of bridges, tunnels, or roads. The operating and maintenance cost must be considered. In short, there are extensive requirements to develop transportation plans, and it is based on the performance-based approach and process.

Ms. Sales-Evans inquired how local and off-system roadway pavement conditions can be reflected in the PM2. Mr. MacDonald answered that even though the PM2 is limited to roadways on the National and State Highway System, since the Corpus Christi MPO is required to consider all transportation systems and its total needs regardless of the funding source, the pavement conditions should be collected and analyzed regardless of whether the roadway is on or off system. Then specific systems with needs will be identified.

Ms. Sales-Evans made a motion to recommend approval to the Transportation Policy Committee (TPC) of Resolution 23-04. Mr. Pimentel seconded; the motion passed unanimously.

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

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Public transportation agencies are required to set performance measure targets within the TAM and PTASP. These plans were developed and adopted by the Corpus Christi Regional Transportation Authority (CCRTA). The Corpus Christi MPO staff asked the TAC to recommend that the TPC set these targets as the Corpus Christi MPO's regional targets.

Mr. Pimentel made a motion to recommend the Transportation Policy Committee (TPC) of Resolution 23-05. Ms. Sales-Evans seconded; the motion passed unanimously.

5. Information Items

A. Regional Safety Task Force Meeting of March 2, 2023 Recap

Mr. MacDonald informed the TAC of the Regional Safety Task Force meeting held on March 2, 2023. The agenda was provided as a reference. There was a demonstration of Vision Zero Suite, a crash analysis and diagnostic software developed by DiExSys. The Corpus Christi MPO staff collected locations of interest where the Safety Task Force members wanted to see the analysis and showed the steps to the Task Force by using these locations. The software will provide a tool to evaluate countermeasures with benefit/cost ratio, so the entity using these analyses/diagnoses can make objective decisions on implementing safety projects. The Corpus Christi MPO staff will identify intersections/segments to be analyzed by a consultant and share the information with the partner entities.

The Corpus Christi MPO staff is sharing the crash information with those that request a presentation and staff recently demonstrated the Regional Crash Data Dashboard to the San Patricio Rotary Club.

TxDOT Corpus Christi District created another Safety Task Force specifically focusing on the wrong-way driving on US 181. Mr. MacDonald was invited to the task force meeting held on March 9, 2023. There were regional law enforcement representatives, TxDOT Headquarter representatives, and TxDOT Corpus Christi District staff present. TxDOT Corpus Christi District agreed to integrate their wrong-way driving task force into the Regional Traffic Safety Task Force since the Regional Traffic Safety Task Force focuses on all traffic safety issues in the region and wrong-way driving is one of the issues the Task Force should discuss.

The next Regional Safety Task Force meeting is scheduled on April 6, 2023.

Ms. Sales-Evans commented that the public outreach and education for safety is needed after these crash hotspots and as commonalities associated with these crashes are identified.

Mr. MacDonald agreed and gave an example of one roadway in Flour Bluff where frequent pedestrian fatalities occur. The roadway needs to be specifically analyzed and diagnosed for pedestrian crashes, as well as other roadways based on the crash types such as frequent head-on, sideswipe, rear-ended, etc.

B. Small Area Forecast Task Force Meeting of February 16, 2023 Recap

Mr. MacDonald informed the TAC that the first kick-off meeting of Small Area Forecast Task Force was held on February 16, 2023. The agenda was provided for reference. The Corpus Christi MPO staff briefed the Task Force on the purpose and role of the Small Area Forecast Task Force: recommending the Corpus Christi MPO the regional control totals for demographics such as population and employment with their expertise in specific areas. A wide range of organizations are represented on the roster. These Task Force meetings will be facilitated by a consultant team and the scope of this contract is currently being finalized and it will be shared with the TAC. Based on the local perspectives, specific topics such as cities/counties, special generators like the NAS/CCAD, working groups will be formed as needed. The Task Force was shown the 2045 Metropolitan Transportation Plan (MTP), Chapter 4, Demographics and Forecasting as the previous work done and their recommended regional control totals will be used for the new 2050 MTP. There are many topics which need to be discussed in a relatively short time, and this Task Force is expected to meet every month with possible additional workshops.

C. TxDOT 2024 Unified Transportation Program (UTP) Development Process Update

This item will be continuously discussed until the Texas Transportation Commission approves the 2024 UTP in August. The development timeline is included in the agenda packet. The current stage is "Finalize Statewide Prioritization and Scoring of Mobility Projects" and "Project Review and Selection of Mobility Projects." The 2023 UTP TxDOT-CRP Adopted Project List and the Draft 2024 UTP Candidate Project List

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were provided. The DRAFT 2024 UTP Candidate Project List was approved by TPC to submit to TxDOT Headquarters in December and the Corpus Christi MPO will continue to finalize the project list until the August adoption by the Texas Transportation Commission. The TAC will receive more information on available funding amounts and project cost estimates in the future. The most current funding estimate is provided in the Item 5C memo.

The Corpus Christi MPO is expecting to receive total \$362M for over 10-years: Category 2 \$144.8M, Category 4 \$76.6M, Category 7 \$111.4M, Category 9, \$12.9M, and new funding category, Category 10 Carbon Reduction (CR) \$15.9M. The Category 10 CR is available right now and MPOs are encouraged to use this new funding. The DRAFT 2024 UTP Candidate Project List includes the column that shows "including inflation" and the total of these candidate projects is approximately \$300M but total available funding forecast for Category 2 and 4 is \$220M, the difference is approximately \$80M. Historically Category 1 funding, a funding for maintenance and operation, has been used to cover some of the funding shortage; however, the Texas Transportation Commission directed TxDOT to limit this practice. Thus, we need to look at these projects as well as looking for any projects should be included in the list and reconciling the project cost estimates and available funding. The Corpus Christi MPO staff will inform the TAC if the official funding forecast becomes available. So far, the Corpus Christi MPO staff has not received any proposed projects to be included.

Ms. Sales-Evans agreed that some adjustments should be made. She suggested to look at the Category 7 projects in the current 2045 MTP. The funding forecast for Category 7 next 10-years is more than \$100M, and one of the Category 7 projects, City of Corpus Christi's Yorktown Boulevard Project, would be removed from the list due to the project becoming one of the City Corpus Christi's local Bond 2022 Projects.

Mr. MacDonald agreed that the TAC needs to look at the 2045 MTP project list and discuss the available funding including new funding Category 10 CR plus other safety funding allocated to MPOs.

Ms. Sales-Evans inquired if there are any specific projects identified for the new funding Category 10 CR. Mr. MacDonald answered that the Corpus Christi MPO staff has been working on identifying some projects/programs as well as other Category Funding and bring this topic back to TAC for further discussion.

6. Regional Freight Topic

A. US DOT Guidance on Multimodal State Freight Plan summary

Mr. MacDonald informed the TAC that the US Department of Transportation (US DOT) released a guidance on Multimodal State Freight Plan. The excerpt summary was provided as a reference. As presented in January TAC, Texas Transportation Commission adopted TxDOT's 2050 Freight Plan, Texas Delivers 2050 during their January meeting. This new guidance listed additional requirements in the Attachment Item 6A. This is an information item provided for TAC.

B. FHWA Memorandum of National Highway Freight Plan Guidance

This is also an information item. The Federal Highway Administration (FHWA) released a memorandum for the Implementation Guidance for the National Highway Freight Program as Revised by the Bipartisan Infrastructure Law (BIL). This Guidance listed the strategic priorities such as Safety, Complete Streets, Transit Flex, and Equity that need to be considered when the Federal funding is used for transportation planning process and project selection.

7. <u>Regional Grant Coordination Topic</u>

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

Mr. MacDonald provided the TAC an updated Federal Discretionary Grant Summary Table. CCRTA informed staff that they would apply for the Low/No Emission Bus Program and Bus and Bus Facilities Competitive Grants. The Port of Corpus Christi applied for the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. The City of Corpus Christi applied for the Reconnecting Communities Pilot Program – Planning Grants but the project was not awarded. Two projects funded in Texas were by the Cities of Austin and Houston. Their project descriptions were attached as a reference. The just announced Charging and Fueling Infrastructure Discretionary Grant Program Notice of Funding Opportunity (NOFO) was distributed as a handout. The Corpus Christi MPO staff is available for consultation if there are any entities

needing help for coordinating any grant application. Mr. MacDonald requested the TAC inform the staff if they apply for federal grants.

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

Ms. Sales-Evans informed the TAC that the TxDOT-CRP would initiate the environmental study for the 2nd Causeway to the Island and currently hiring a consultant.

Mr. DeLatte informed that the City of Portland would have a public involvement opportunity event for Bike and Pedestrian Connectivity through Category 9 (TA) program at the entertainment district on March 17, with the Roger Creager concert and everyone is welcome.

9. Upcoming Meetings/Events:

A. Transportation Policy Committee:	Regular Meeting	April 6, 2023
B. 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

10. Adjourn

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



METROPOLITAN PLANNING ORGANIZATION

Date:	April 13, 2023
То:	Technical Advisory Committee (TAC)
From:	Robert MacDonald, Transportation Planning Director
Subject:	Item 4A: TxDOT 2024 Unified Transportation Program (UTP) Project Discussion
Action:	Review and Discuss any Project Changes

Summary

TxDOT and the Corpus Christi MPO are continuing to work through the process for the 10-year Unified Transportation Program (UTP) each year on the schedule as 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 development process.

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 last 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

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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	<mark>Category</mark> ² 10 CR	
Agency Lead*	TxDOT	MPO	TxDOT	MPO	MPO	MPO	
Coordinated Agency	MPO	TxDOT	MPO	TxDOT	TxDOT	TxDOT	Subtotal
10-Years	\$619,575,000	\$144,814,000	\$76,660,000	\$111,423,000	\$12,920,000	<mark>\$15,917,000</mark>	\$361,734,000

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

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

² Note: The DRAFT 2024 UTP contains a new funding category for MPOs, specifically, 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.

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 new project analysis and selection tools for the future TIP and MTP development processes will be available.

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

2024 UTP Development Process Timeline

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

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 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
UTP Timel	ine Key		opoolai	Meeting			TP evelopment				ibject to change commendations

2024 UTP Development

Agenda Item 4A - Attachment 1

January 26, 2023 27

TxDOT-CRP District Approved 2023 UTP Project List

						AUTH	IORIZED IN THE 20	022 UTP	2023 UTP	CANDIDATES REQ	UESTED AMOUNTS		
CSJ	COUNTY	HWY	PROJECT DESCRIPTION	LIMITS FROM	LIMITS TO	EST LET DATE RANGE		AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY		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	ICR 3685 (STARK RD)	.2 mi W of CR 79 (Gum Hollow)	FY 2022-2025	CAT 2 METRO	\$7,904,000	2023	CAT 2 METRO	\$7,904,000	No change	
0617-01-177	Nueces	SH 358	RAMP REVERSAL PHASE II-B	NILE DRIVE	STAPLES STREET	FY 2022-2025	CAT 2 METRO	\$39,960,000	2024	CAT 2 METRO	\$39,960,000	No change	
0326-01-056	Nueces		CONSTRUCT PHASE I FREEWAY EXTENSION BY UPGRADING EXISTING 2- LN RDWY TO 4-LN DIVIDED HIGHWAY	FM 43	SOUTH OF FM 2444	FY 2022-2025	CAT 2 METRO	\$41,580,000	2024	CAT 2 METRO	\$52,000,000	Additional funding requested to address drainage issues and additional mainlane construction beyond originally estimated.	
			onstruct additional two travel lanes to upgrade				CAT 2 METRO	\$9,280,000		CAT 2 METRO	\$9,280,000		
0989-02-057			CR 73	Wildcat Dr.	FY 2022-2025	CAT 4 URBAN	\$10,000,000	2025	CAT 4 URBAN	\$10,000,000	No change		
			boulevard with raised median.				CAT 7	\$2,000,000		CAT 7	\$2,000,000		
0180-06-118	San Patricio	SH 35	UPGRADE/ADD DIRECT CONNECTORS	FM 3284	.23 MI N OF SH 361	FY 2026-2031	CAT 4 URBAN	\$25,200,000	2026	CAT 4 URBAN	\$29,680,000	Additional funding requested for coordination and new costs associated with rail crossings.	
0180-10-082	San Patricio	SH 361	UPGRADE/ADD DIRECT CONNECTORS	AT SH35 INTERCHANGE	.3 MI SE ON SH 361	FY 2026-2031	CAT 2 METRO	\$43,120,000	2026	CAT 2 METRO	\$44,800,000	Additional cost associated with railroad coordination for proposed improvements.	
										CAT 2 METRO	\$24,000,000	New request for funding	
0326-03-103	Nueces	SH 286	Construct 1 additional travel lane northbound.	SH 358	Horne Rd.				2027	CAT 4 URBAN	\$4,000,000		
0617-02-073	Nueces	PR 22	CORRIDOR UPGRADE FOR PEDESTRIAN AND ACCESS _MANAGEMENT IMPROVEMENTS WITHOUT ADDING CAPACITY	AQUARIUS ST.	WHITECAP BLVD.	FY 2026-2031	CAT 2 METRO	\$17,920,000	2027	CAT 2 METRO	\$17,920,000	No change	

*Proposed FY subject to change based on fiscal constraint

TxDOT-CRP District 2024 UTP Candidate Project List

				AU	THORIZED IN THE 2	023 UTP		e				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		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	EM QQ2	ADE TO 5-LANE URBAN ROADWAY BY RUCTING 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.	
										Approaching 50% rule in the STIP - difficult to shorten project limits due			CAT 2 METRO	\$50,000,000	\$50,000,000	Updated to current bid prices. Higher cost for retaining walls	
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	2024	CAT 4 URBAN	\$5,000,000	\$5,000,000	and confined construction space.	
0326-01-056	Nueces	SH 286 UPGRA	TRUCT PHASE I FREEWAY EXTENSION BY ADING EXISTING 2- LN RDWY TO 4-LN ED 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.	
		Constr	uct additional two travel lanes to upgrade		CAT 2M	\$9,280,000				Based on this project being on a Connectivity Corridor, potentially			CAT 2 METRO	\$9,500,000	\$10,600,000		
0989-02-057	Nueces		g four lane rural roadway to an urban six oulevard with raised median.	FY 2023-2026	CAT 4U CAT 7	\$10,000,000 \$2,000,000	\$27,500,000	29%	\$6,220,000	utilizing Cat 4U to cover most of the funding gap.	2025	2025	CAT 4 URBAN CAT 7	\$16,000,000 \$2,000,000	\$16,000,000	Updated to current bid prices.	
0180-06-118	San Patricio	SH 35 UPGRA	ADE/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 UPGRA	ADE/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 UPGRA	ADE/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 Constr	uct 1 additional travel lane northbound	FY 2027-2032	CAT 2M	\$24,000,000	\$30.000.000	7%	\$2,000,000		2027		CAT 2 METRO	\$25,000,000	\$28,000,000	Updated to current bid prices	
0020 00 100			H 286 Construct 1 additional travel lane northbound.	1120212002	CAT 4U	\$4,000,000	\$30,000,000	170	\$2,000,000		2021		CAT 4 URBAN	\$5,000,000	\$5,600,000	and future inflation.	
0617-02-073	Nueces	PR 22 ACCES	DOR UPGRADE FOR PEDESTRIAN AND S _MANAGEMENT IMPROVEMENTS NUT 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



METROPOLITAN PLANNING ORGANIZATION

Date:	April 13, 2023
То:	Technical Advisory Committee (TAC)
From:	Craig Casper, Senior Transportation Planner
Through:	Robert MacDonald, Transportation Planning Director
Subject:	Item 4B 2025 - 2050 Metropolitan Transportation Plan (MTP) Development Process Discussion
Action:	Review and Discuss

Summary

The Corpus Christi MPO Metropolitan Transportation Plan (MTP) must be updated at least every 5 years and was last adopted on February 6, 2020. An MTP contains the regional transportation policies, programs, and all federally funded transportation projects within the MPO boundaries during the next 20+ year period. The MTP includes all of the federally required and regionally developed goals, objectives and performance metrics that are used to analyze, score, and select policies and projects. The existing long-range plan (2020-2045 MTP) is found here: https://www.corpuschristi-mpo.org/01_mtp.html.

Although the 2025-2050 MTP is itself a single stand-alone document, it encompasses other plans, programs, and processes that are also necessary. These other efforts are synergistic amongst each other and interdependent with the 2025-2050 MTP:

- Regional Safety Action Plan,
- Regional Transportation System Management and Operations (TSMO)/Congestion Management Program,
- Active Transportation and Micro-Mobility,
- Complete Streets,
- Multimodal Freight and Urban Goods,
- Coordinated Public Transit Human Services Transportation,
- Safe System,
- Risk and Resiliency.

There are several documents adopted by the Corpus Christi MPO that contain relevant policies and procedures that guide the metropolitan transportation planning and programming processes and make them more understandable and predictable for the public. These are:

- Sections from the Corpus Christi MPO Public Participation Plan (PPP) adopted July 1, 2021 discussing steps in the MTP process. This also lists precursor processes that must be completed prior to beginning the actual 2025-2050 MTP process itself. See Attachment 1.
- The TAC memo 4A from October 2022 discusses several of the requirements for the 2025-2050 MTP. Specific points of interest are highlighted. See Attachment 2.
- The Corpus Christi MPO Responsibilities section of the Program for Addressing Discrimination (PAD) adopted on July 1, 2021 the Corpus Christi MPO "...must ensure the full and fair participation by all potentially affected communities in the transportation decision-making process and verify that minority populations and low-income populations (disadvantaged populations) have not had benefits from federal investments denied, reduced, or delayed." This document must be updated by

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July 2023, and incorporate available guidance related to the February 16, 2023; Executive Order on Further Advancing Racial Equity and Support for Underserved Communities Through The Federal Government. See Attachment 3.

 Subtasks 3.2 through 4.9 of the FY 2023 and FY 2024 Unified Planning Work Program (UPWP), adopted April 14, 2022. The process described in the UPWP generally follows that described in the FHWA *PlanWorks* Decision Guide. See Attachment 4. This guide is found here:<u>https://fhwaapps.fhwa.dot.gov/planworks/DecisionGuide?phaseId=1</u>

While this guide is not fully applicable to the Corpus Christi MPO (for example, the region is <u>not</u> in nonattainment for Air Quality issues) the overall processes and interconnections are appropriate as described.

Recommendation

None. This is a Review and Discussion-only Item.

Proposed Motion

None. This is a Review and Discussion-only Item.

Attachments

- 1. Planning and Programming Roadmap from Section VI of the Public Participation Plan
- 2. October 2022 TAC Memo for Item 4A
- 3. Corpus Christi MPO Responsibilities Section of the Program for Addressing Discrimination
- 4. Subtasks 3.2 through 4.9 of the 2023-2024 Unified Planning Work Program

Planning and Programming Roadmap from Section VI of the Public Participation Plan

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

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

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

- Connectivity
- Function
- Land use
- Trip length
- Spacing

- Service to Urban Activity Centers
- Traffic Volume
- VMT (vehicle miles of travel)
- Mileage ratio of each class

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

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

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

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

- 1. Develop Goals and Objectives.
- 2. Inventory Existing Providers and Resources.
- Assess unmet needs and Identify Gaps in Service.
- 4. Develop Strategies and Coordination to address Gaps.

- 5. Prioritize Strategies and Projects.
- 6. Draft Plan Implementation concept.
- 7. Use Performance Measures to Evaluate Effectiveness.
- 8. Approve Plan.

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

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

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

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

- 1. Define the Scope
- 2. Engage the Community
- 3. Develop Vision and Goals
- 4. Assess Existing Conditions and Needs
- 5. Identify Proposed Networks and Amenities
- 6. Prioritize Proposed Projects

- 7. Estimate Project Costs
- 8. Identify Funding Sources
- 9. Develop and Evaluate Performance Measures
- 10. Create an Implementation Strategy

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

- 1. Collect data from stakeholders
- 2. Review information

- 4. Collect stakeholders feedback
- 5. Assess current and future needs
- 3. Analyze Freight System Conditions and Performance
- 6. Collect Public Outreach

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

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

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

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

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

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

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

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

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

The types of scenarios that can be developed are:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



METROPOLITAN PLANNING ORGANIZATION

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

Summary

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

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

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

The key work efforts that the Corpus Christi MPO team will use to update the 2050 Metropolitan Transportation Plan (2025-2050 MTP) and associated plans and processes are described in Subtasks 3.2 through 4.9 of the FY 2023 and FY 2024 Unified Planning Work Program (UPWP), adopted April 14, 2022 (Attachment 3). The process described in the UPWP generally follows that described in the FHWA *PlanWorks* Decision Guide. This guide is found here:

<u>https://fhwaapps.fhwa.dot.gov/planworks/DecisionGuide?phaseId=1</u>. While this guide is not fully applicable to the Corpus Christi MPO (for example, the region is <u>not</u> in nonattainment for Air Quality issues) the overall processes and interconnections are appropriate as described.

The Corpus Christi MTP must be updated at least every 5 years and was last adopted on February 6, 2020. An issue identified in the 2045 MTP After Action Report was that seeking public input between

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Thanksgiving and New Year's Day was less than ideal. With this in mind, the Corpus Christi MPO staff developed an updated schedule with **final adoption scheduled for** <u>November 7, 2024</u>. Attachment 4 depicts the proposed 2050 MTP Timeline with other associated efforts.

Background

In accordance with 49 U.S.C. 5303 (i) and 23 CFR 450.300, the Corpus Christi MPO is required to develop a fiscally-constrained performance-based MTP that identifies the multi-modal transportation system including pedestrian, bicycle, public transit, motor vehicles, and freight. The MTP describes the locally-developed and adopted goals for the region, lists the locally-developed performance measures that will be used to evaluate potential projects, and specifies the interventions (both policies and projects) that will be implemented to achieve these goals. It also describes the formal process that will track the region's progress toward goal attainment over time. The MTP must also be coordinated with the 20-year plans from the Texas Department of Transportation and the Corpus Christi Regional Transportation Authority, and incorporate:

"(i) The State asset management plan for the NHS, as defined in <u>23 U.S.C. 119(e)</u> and the Transit Asset Management Plan, as discussed in <u>49 U.S.C. 5326</u>;

(ii) Applicable portions of the HSIP, including the SHSP, as specified in <u>23 U.S.C. 148</u>;

(iii) The Public Transportation Agency Safety Plan in <u>49 U.S.C. 5329(d)</u>;

(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 <u>23 U.S.C.</u> <u>149(I)</u>, as applicable;

(vi) Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118);

(vii) The congestion management process, as defined in <u>23 CFR 450.322</u>, if applicable; and

(viii) Other State transportation plans and transportation processes required as part of a performancebased program."

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

- (1) Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- (2) Maintain the highway infrastructure asset system in a state of good repair.
- (3) Achieve a significant reduction in congestion on the National Highway System.
- (4) Improve the efficiency of the surface transportation system.
- (5) Improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- (6) Enhance the performance of the transportation system while protecting and enhancing the natural environment.
- (7) Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

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

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

- (i) The consideration of congestion management strategies or actions which improve the mobility of people and goods in all phases of the planning process; and
- (ii) In TMAs, a congestion management system that provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operation management strategies (e.g., various elements of IVHS) shall be developed in accordance with Sec. 450.320;
- (4) The likely effect of transportation policy decisions on land use and development and the consistency of transportation plans and programs with the provisions of all applicable short- and long-term land use and development plans (the analysis should include projections of metropolitan planning area economic, demographic, environmental protection, growth management, and land use activities consistent with metropolitan and local/central city development goals (community, economic, housing, etc.), and projections of potential transportation demands based on the interrelated level of activity in these areas);
- (5) Programming of expenditures for transportation enhancement activities as required under 23 U.S.C. 133;
- (6) The effects of all transportation projects to be undertaken within the metropolitan planning area, without regard to the source of funding (the analysis shall consider the effectiveness, cost effectiveness, and financing of alternative investments in meeting transportation demand and supporting the overall efficiency and effectiveness of transportation system performance and related impacts on community/central city goals regarding social and economic development, housing, and employment);
- (7) International border crossings and access to ports, airports, intermodal transportation facilities, major freight distribution routes, national parks, recreation areas, monuments and historic sites, and military installations (supporting technical efforts should provide an analysis of goods and services movement problem areas, as determined in cooperation with appropriate private sector involvement, including, but not limited to, addressing interconnected transportation access and service needs of intermodal facilities);
- (8) Connectivity of roads within metropolitan planning areas with roads outside of those areas;
- (9) Transportation needs identified through the use of the management systems required under 23 U.S.C. 303 (strategies identified under each management system will be analyzed during the development of the transportation plan, including its financial component, for possible inclusion in the metropolitan plan and TIP);
- (10) Preservation of rights-of-way for construction of future transportation projects, including future transportation corridors;
- (11) Enhancement of the efficient movement of freight;
- (12) The use of life-cycle costs in the design and engineering of bridges, tunnels, or roads (operating and maintenance costs <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 manmade environment such as housing, employment and community development, consultation with appropriate resource and permit agencies to ensure early and continued coordination with environmental resource protection and management plans, and appropriate emphasis on transportation-related air quality problems in support of the requirements of 23 U.S.C. 109(h), and section 14 of the Federal Transit Act (49 U.S.C. 1610), section 4(f) of the DOT Act (49 U.S.C. 303) and section 174(b) of the Clean Air Act (42 U.S.C. 7504(b)));
- (14) Expansion, enhancement, and increased use of transit services;
- (15) Capital investments that would result in increased security in transit systems; and
- (16) Recreational travel and tourism."

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

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

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support potential federal grant applications. The list of these potential grant opportunities is provided below.

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

Recommendation

None. Discussion-only Item.

Proposed Motion

None. Discussion-only Item.

Attachments

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

Corpus Christi MPO Responsibilities Section of the Program For Addressing Discrimination

CORPUS CHRISTI MPO 2021 PROGRAM FOR ADDRESSING DISCRIMINATION (PAD)

- FHWA Order 6640.23 (December 2, 1998) FHWA Actions to Address Environmental Justice in Minority
 Populations and Low-Income Populations. It is FHWA's longstanding policy to actively ensure
 nondiscrimination in federally funded activities. Furthermore, it is FHWA's continuing policy to identify and
 prevent discriminatory effects by actively administering its programs, policies, and activities to ensure that
 social impacts to communities and people are recognized early and continually throughout the transportation
 decision-making process--from early planning through implementation. Should the potential for
 discrimination be discovered, action to eliminate the potential shall be taken. The FHWA will administer its
 governing statutes to identify and avoid discrimination and disproportionately high and adverse effects on
 minority populations and low-income populations by:
 - 1. identifying and evaluating environmental, public health, and interrelated social and economic effects of FHWA programs, policies, and activities.
 - proposing measures to avoid, minimize, and/or mitigate disproportionately high and adverse environmental or public health effects and interrelated social and economic effects, and providing offsetting benefits and opportunities to enhance communities, neighborhoods, and individuals affected by FHWA programs, policies, and activities, where permitted by law and consistent with EO 12898.
 - 3. considering alternatives to proposed programs, policies, and activities where such alternatives would result in avoiding and/or minimizing disproportionately high and adverse human health or environmental impacts, where permitted by law and consistent with EO 12898; and
 - 4. providing public involvement opportunities and considering the results thereof, including providing meaningful access to public information concerning the human health or environmental impacts and soliciting input from affected minority populations and low-income populations in considering alternatives during the planning and development of alternatives and decisions.
 - FHWA/FTA Memorandum Implementing Title VI Requirements in Metropolitan and Statewide Planning: This memorandum provides clarification for field officers on how to ensure that environmental justice is considered during current and future planning certification reviews. The intent of this memorandum was for planning officials to understand that environmental justice is equally as important during the planning stages as it is during the project development stages.

CORPUS CHRISTI MPO RESPONSIBILITIES

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

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

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

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

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

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

Equity in Public Outreach and Communication

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

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

Procedures for Ensuring Equity in Service Provision

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

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

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

Consultant Contracts

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

Education and Training

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

Responsibilities During the MTP

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

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

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

Responsibilities During the TIP

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

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

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

According to the Federal Highway Administration:

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

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

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

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

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

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

CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION

Incorporating Technology

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

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

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

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

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

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

SUBTASK 3.4 – REGIONAL MULTIMODAL FREIGHT AND URBAN GOODS PLANNING

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

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

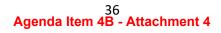
SUBTASK 3.5 – EQUITY AND JUSTICE40 PLANNING

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

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

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

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

SUBTASK 3.6 – ECONOMIC ANALYSES OF PROJECTS AND PORTFOLIOS

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

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

SUBTASK 3.7 – INFRASTRUCTURE LIFECYCLE ANALYSIS AND REPORTING

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

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

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

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

SUBTASK 3.8 – CRASH ANALYSES AND REGIONAL SAFETY ACTION PLAN

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

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

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

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

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

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

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

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

SUBTASK 3.9 - COORDINATED PUBLIC TRANSIT - HUMAN SERVICES TRANSPORTATION PLAN

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

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

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

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

SUBTASK 3.10 - REGIONAL RESILIENCY IMPROVEMENT PLAN

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

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

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

SUBTASK 3.11 – PLANNING AND ENVIRONMENTAL LINKAGES

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

SECTION V. TASK 4.0 - METROPOLITAN TRANSPORTATION PLAN UPDATE

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

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

A. FUNDING SUMMARY:

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

Subtask Responsible Agency		aldiscretation Transportation Funds (TI	•	Sec		Total		
Ñ	Res	FY 2023	FY 2024	FTA 53		FY 2023	FY 2024	2-Year
4.1	MPO	\$16,600	\$5,500	\$0	\$0	\$16,600	\$5 <i>,</i> 500	\$22,100
4.2	MPO	\$15,000	\$6,300	\$0	\$0	\$15,000	\$6,300	\$21,300
4.3	MPO	\$15,200	\$9,800	\$0	\$0	\$15,200	\$9 <i>,</i> 800	\$25,000
4.4	MPO	\$0	\$13,500	\$0	\$0	\$0	\$13,500	\$13,500
4.5	MPO	\$23,300	\$73,800	\$0	\$0	\$23,300	\$73,800	\$97,100
4.6	MPO	\$0	\$64,500	\$0	\$0	\$0	\$64,500	\$64,500
4.7	MPO	\$0	\$24,500	\$0	\$0	\$0	\$24,500	\$24,500
4.8	MPO	\$0	\$12,800	\$0	\$0	\$0	\$12,800	\$12,800
4.9	MPO	\$0	\$8,300	\$0	\$0	\$0	\$8,300	\$8,300
	TOTAL	\$70,100	\$219,000	\$0	\$0	\$70,100	\$219,000	\$289,100

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

- **B. OBJECTIVE** The Corpus Christi MPO will perform preparatory and early long-range and regional transportation planning activities to support developing, maintaining and implementing the metropolitan transportation plan; and participate in local and statewide transportation planning and coordination efforts
- **C. METHODOLOGY** Corpus Christi MPO staff will support implementation of the preferred strategies within the developing 2050 MTP. These activities will include:
 - Non-motorized (bicycle and pedestrian) planning;
 - Participation on transportation Subtask forces;

- Technical support and coordinating transportation plan development with ongoing local transportation planning activities;
- Pursuing innovative funding strategies to accelerate needed improvements;
- Participation in statewide and regional planning activities;
- Providing transit planning assistance to member entities;
- Continued coordination for implementation of the recommendations from the Specialized Transportation and Transit Plans;
- Continuing coordination with TSMO / ITS Subtasks;
- Preparing and processing amendments to the 2045 MTP, if necessary; and
- Preparing Metropolitan Systems Performance Report update.
- **D. EXPECTED PRODUCTS** A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain environmental functions in habitats throughout the region.
 - Refined Vision and Goals
 - Refined Performance Measures and Evaluation Criteria
 - Updated Needs and Deficiencies
 - Begin updating the Financial Plan
 - Develop, Analyze, and Refine Scenarios for Analysis and Investment
 - Update Document Plan and Processes
 - Begin Collaboration for Mitigation
 - Process Evaluation and Debrief Reports
- E. SCHEDULE CPG contract and financial reports prepared monthly; mid-year UPWP review each April; UPWP annual reports scheduled for completion each December; UPWP amendments as needed; adoption of FY 2025 & FY 2026 UPWP is scheduled for June 2025.

F. PREVIOUS WORK:

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

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

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

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

SUBTASK 4.1 - REFINE VISION AND GOALS

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

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

SUBTASK 4.2 - REFINE PERFORMANCE MEASURES AND EVALUATION CRITERIA

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

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

SUBTASK 4.3 – IDENTIFY NEEDS AND DEFICIENCY LOCATIONS

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

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

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SUBTASK 4.4 – DEVELOP A FINANCIAL PLAN OF REASONABLY AVAILABLE FUNDING

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

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

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

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

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

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

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

SUBTASK 4.6 – DOCUMENT PLAN AND PROCESSES

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

SUBTASK 4.7 – EVALUATE IMPACTS AND DEVELOP MITIGATION

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

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

SUBTASK 4.8 – PLANNING AND PROGRAMMING PROCESS EVALUATION AND DEBRIEF

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

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

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

SUBTASK 4.9 – PROCESS DOCUMENTATION AND ENHANCEMENT

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



Date:	April 13, 2023
То:	Technical Advisory Committee (TAC)
From:	Robert MacDonald, Transportation Planning Director
Subject:	Item 5A: CCRTA Fleet Forward 2022 Long Range System Plan Presentation
Action:	Information Only

Summary

The Corpus Christi MPO staff invites the local governments and agencies in the region to share their on-going transportation projects and related planning efforts with the TAC. In this way, we all can be aware of the efforts being made to improve the transportation system in our region.

The Corpus Christi Regional Transportation Authority (CCRTA)'s Fleet Forward 2022 Long Range System Plan has been completed. The staff of the CCRTA is presenting an overview of the Fleet Forward 2022 effort for the TAC members.

Recommendation

None. This is an information only item.

Proposed Motion

None. This is an information only item.

Attachment:

Link to CCRTA Fleet Forward 2022 Long Range System Plan 🔍



REGIONAL TRAFFIC SAFETY TASK FORCE MEETING

THURSDAY, APRIL 6, 2023 - 3:00 P.M.

Location: Corpus Christi Regional Transportation Authority (CCRTA) Staples Center Building 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. <u>SAFETY INITIATIVES</u>

- A. Scope for The Regional Safety Action Plan (RSAP) Consultant Work 🖂
- B. TxDOT Statewide Safety Campaigns 💿 (<u>https://www.txdot.gov/safety/traffic-safety-campaigns.html</u>)
- C. Vision Zero Suite Examples
 - Staples Blvd.: I-37 to SPID Corridor Intersections
 - CCRTA Requested Intersections
 - Waldron Blvd.: Scotland Dr. to Graham Rd. Fatalities Cluster
 - SPID Corridor: Crosstown to Staples St.
 - Leopard St. Corridor Select Intersections
 - Northwest Blvd. Corridor Select Intersections

3. LOCAL SAFETY INITIATIVES

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

4. OPEN DISCUSSION AND COMMENTS

- A. Comments from members
- 5. <u>NEXT MEETINGS</u>:
 - A. Regional Traffic Safety Task Force regular meeting: May 4, 2023
- 6. ADJOURN

Indicates attachment(s) for the agenda item.



CORPUS CHRISTI MPO SMALL AREA FORECAST TASK FORCE REGULAR MEETING

<u>When</u>: Thursday, April 20, 2023 at 11:00 A.M. (Following the Technical Advisory Committee (TAC) Workshop)

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

1. WELCOME AND INTRODUCTIONS

2. <u>REMINDER OF THE SMALL AREA FORECAST (SAF) TASK FORCE PURPOSE</u>

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 Traffic Analysis Zones (TAZs). The proposed length of term for operations of the Corpus Christi MPO Small Area Forecast Task Force is eighteen months.

3. <u>REGIONAL CONTROL TOTAL ESTIMATES</u>

4. TRAFFIC ANALYSIS ZONES (TAZ) SUB-ALLOCATION OVERVIEW 🗬

https://ccmpo.maps.arcgis.com/apps/instant/basic/index.html?appid=bab70d4ff7ce4366948ea8365d178e29

2021-2050 Traffic Analysis Zones (TAZ) Preview web map. Zoom in and out of the map with mouse wheel or in map controls. Clicking on a TAZ will create a docked pop-up information window with all attributes associated with that TAZ.

5. CONSULTANT TEAM AND SCOPE OF SERVICES FOR THE 2050 SAF

6. OPEN DISCUSSION AND COMMENTS

- 7. <u>NEXT MEETING</u>:
 - A. May 18, 2023 Regular SAF Task Force Meeting
 - B. Future Agenda Topics: Major Land Uses (NAS/CCAD, Industry, Housing Developments, City's Area Development Plans (ADPs), Special Generators of Traffic)
- 8. ADJOURN

Indicates attachment(s) for the agenda item.



Date:	April 13, 2023
То:	Technical Advisory Committee (TAC)
From:	Robert MacDonald, Transportation Planning Director
Subject:	<u>Item 6A:</u> Corpus Christi MPO Regional Coordination Group for Federal Transportation Grants Update
Action:	Review and Discuss Grant Proposals and Coordination

Summary

The Corpus Christi MPO staff continues to present an agenda item at Regular TAC meetings to serve as the focus for the Regional Coordination Group. The TAC members and Corpus Christi MPO staff are welcome to invite other local staff members of the agencies related to transportation project and program delivery in our region. We encourage all those to attend the TAC meeting to provide their input to the specific federal transportation grants being proposed and identified for future submittals over the remaining <u>four years</u> 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 *SMART Grants* Awarded projects are noted. The Notice of Funding Opportunity for **Charging and Fueling Infrastructure (CFI) Discretionary Grant Program** was released on March 14, 2023 (see Attachment 1). The deadline for this grant is May 30, 2023. The Notice of Funding Opportunity for **Safe Streets and Roads for All (SS4A) Discretionary Grant Program** was released on March 30, 2023 (see Attachment 2). The deadline for this grant is July 10, 2023. Finally, the Port of Corpus Christi is planning to submit an application for the *FY 2023 Port Infrastructure Development Program Grant (see Attachment 5)*.

Federal Grant Results

On March 21st, FHWA announced the award of the first round of grants totaling over \$94 million for 59 projects across the country through the new *Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program.* None of our member entities have reported submitting for the recent *SMART Grant*. The *SMART Grant* Summary Pages are provided in Attachment 3. In Texas, two awards were granted as illustrated below.

Harris County	Harris County Flood Warning System	\$2,000,000	Sensors	Study and implement a user dashboard to alert residents in flood prone areas of Harris County.
Texas Department of Transportation	Smarter Intersections Pilot Project	\$1,900,000	Connected Vehicles	Install smart intersection technology featuring visual and auditory devices in College Station.

Members and Discussion Topics

The TAC members represent the Corpus Christi MPO's local governments and agencies and continues to serve as the Regional Coordination Group for Federal Transportation Grants. Other targeted participants

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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:

- 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,
- 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.

Recommendation

None. This is an information item for the TAC.

Proposed Motion

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

Attachments:

- 1. Notice of Funding Opportunity for Charging and Fueling Infrastructure (CFI) Discretionary Grant Program
- 2. Notice of Funding Opportunity for Safe Streets and Roads for All (SS4A) Discretionary Grant Program
- 3. Program Summary Pages for the *Strengthening Mobility and Revolutionizing Transportation* (*SMART*) *Grants* Program
- 4. Corpus Christi MPO FY 2023 Competitive Grant Summary Table
- 5. Port of Corpus Christi *FY 2023 Port Infrastructure Development Program Grant* Overview Information

Notice of Funding Opportunity for Charging and Fueling Infrastructure (CFI) Discretionary Grant Program

693JJ323NF00004

Charging and Fueling Infrastructure (CFI) Discretionary Grant Program Department of Transportation DOT Federal Highway Administration

GENERAL INFORMATION	
Document Type:	Grants Notice
Funding Opportunity Number:	693JJ323NF00004
Funding Opportunity Title:	Charging and Fueling Infrastructure (CFI) Discretionary Grant Program
Opportunity Category:	Discretionary
Opportunity Category Explanation:	
Funding Instrument Type:	Grant
Category of Funding Activity:	Infrastructure Investment and Jobs Act (IIJA)
Category Explanation:	
Expected Number of Awards:	
CFDA Number(s):	20.205 Highway Planning and Construction
Cost Sharing or Matching Requirement:	Yes
Version:	Synopsis 2
Posted Date:	Mar 14, 2023
Last Updated Date:	Mar 14, 2023
Original Closing Date for Applications:	May 30, 2023
Current Closing Date for Applications:	May 30, 2023
Archive Date:	
Estimated Total Program Funding:	\$700,000,000
Award Ceiling:	
Award Floor:	\$500,000
ELIGIBILITY	
Eligible Applicants:	 Special district governments Public housing authorities/Indian housing authorities Public and State controlled institutions of higher education County governments City or township governments Others (see text field entitled "Additional Information on Eligibility for clarification) State governments Native American tribal governments (Federally recognized)
Additional Information on Eligibility:	Eligible Applicants are: • a State or political subdivision of a State as defined by 23 U.S.C. 101; • a metropolitan planning organization; • a unit of local government; • a special purpose district or public authority with a transportation function, including a port authority; • an Indian tribe (as defined in

section 4 of the Indian Self-Determination and Education Assistance Act (25 U.S.C. 5304));• a territory of the United States;• an authority, agency, or instrumentality of, or an entity owned by, 1 or more entities described above; or• a group of entities described above. [§ 11401(5); 23 U.S.C. 151(f)(3)]• For Community Grants only, a State or local authority with ownership of publicly accessible transportation facilities is also eligible. [§ 11401(5); 23 U.S.C. 151(f)(8)(C)]

ADDITIONAL INFORMA	non
Agency Name:	DOT Federal Highway Administration
Description:	Webinars to share information about the Notice of Funding Opportunity (NOFO) for the CFI Program will be held on the following dates. Webinars are open to the public and registration is required.

ADDITIONAL INFORMATION

Webinar #1: Charging and Fueling Infrastructure Discretionary Grant Program3/21/23 1:00 to 2:00 p.m. ETRegistration Link: https://usdot.zoomgov.com/webinar/register/WNIIvIFEiQg21NbfjGI

Webinar #2: Charging and Fueling Infrastructure Discretionary Grant Program

3/22/23 2:00 to 3:00 p.m. ET Registration Link: <u>https://usdot.zoomgov.com/webinar/register/WN_L4-dFFn5TFivHvsm3b9j3Q</u>

The Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program) is a new competitive grant program created by President Biden's Bipartisan Infrastructure Law to strategically deploy publicly accessible electric vehicle charging and alternative fueling infrastructure in the places people live and work, urban and rural areas alike, in addition to along designated Alternative Fuel Corridors (AFCs). CFI Program investments will make modern and sustainable infrastructure accessible to all drivers of electric, hydrogen, propane, and natural gas vehicles. This program provides two funding categories of grants: (1) Community Charging and Fueling Grants (Community Program); and (2) Alternative Fuel Corridor Grants (Corridor Program). The Bipartisan Infrastructure Law provides \$2.5 billion over five years for this program. This first round of funding makes \$700 million from Fiscal Years 2022 and 2023 funding available to strategically deploy electric vehicle (EV) charging infrastructure and other fueling infrastructure projects in urban and rural communities in publicly accessible locations, including downtown areas and local neighborhoods, particularly in underserved and disadvantaged communities.

Link to Additional Information: https://www.fhwa.dot.gov/environment/cfi/

Grantor Contact Information: If you have difficulty accessing the full announcement electronically, please contact: <u>CFIGrants@dot.gov</u>



DOT-SS4A-FY23-01

Safe Streets and Roads for All Funding Opportunity Department of Transportation 69A345 Office of the Under Secretary for Policy

Notice of Funding Opportunity for Safe Streets and Roads for All (SS4A) Discretionary Grant Program

GENERAL INFORMATION	
Document Type:	Grants Notice
Funding Opportunity Number:	DOT-SS4A-FY23-01
Funding Opportunity Title:	Safe Streets and Roads for All Funding Opportunity
Opportunity Category:	Discretionary
Opportunity Category Explanation:	
Funding Instrument Type:	Grant
Category of Funding Activity:	Infrastructure Investment and Jobs Act (IIJA)
Category Explanation:	
Expected Number of Awards:	400
CFDA Number(s):	20.939 Safe Streets and Roads for All
Cost Sharing or Matching Requirement	t: Yes
Version:	Synopsis 2
Posted Date:	Mar 30, 2023
Last Updated Date:	Mar 30, 2023
Original Closing Date for Applications:	Jul 10, 2023 Applications must be submitted by 5:00 PM Eastern Time on Monday, July 10, 2023. Late applications will not be accepted.
Current Closing Date for Applications:	Jul 10, 2023 Applications must be submitted by 5:00 PM Eastern Time on Monday, July 10, 2023. Late applications will not be accepted.
Archive Date:	Aug 09, 2023
Estimated Total Program Funding:	\$1,177,213,000
Award Ceiling:	\$25,000,000
Award Floor:	\$100,000
	\$100,000

ELIGIBILITY	
Eligible Applicants:	City or township governments County governments Native American tribal governments (Federally recognized) Others (see text field entitled "Additional Information on Eligibility" for clarification)
	Eligible applicants include a metropolitan planning organization (MPO); a political subdivision of a State or territory; a federally recognized Tribal government; and a multijurisdictional group of entities described in any of the aforementioned three types of entities.

ADDITIONAL INFORMATION	
Agency Name:	69A345 Office of the Under Secretary for Policy
Description:	
	The purpose of this notice is to solicit applications for Safe Streets and Roads for All (SS4A) grants. Funds for the fiscal year (FY) 2023 SS4A grant program are to be awarded on a competitive basis to support planning and demonstration activities, as well as projects and strategies to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators.
	Applicants must submit their applications via Valid Eval at https://usg.valideval.com/teams/usdot_ss4a_2023_implementation/signup for Implementation Grant applicants, and https://usg.valideval.com/teams/usdot_ss4a_2023_planning_demo/signup for Planning an Demonstration Grants. Do not submit your applications through Grants.Gov. Applications must be submitted by 5:00 PM Easter Time on Monday, July 10, 2023. Late applications will not be accepted.
Link to Additional Information	n: Safe Streets and Roads for All Website
Ellik to Additional Information	
Grantor Contact Information:	If you have difficulty accessing the full announcement electronically, please contact:
	If you have difficulty accessing the full announcement electronically, please contact: Paul D Teicher Grantor Phone 202-366-4114





Program Summary Pages for the Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program

Overview

Sec. 25005 of the Bipartisan Infrastructure Law (BIL) establishes the Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program to "conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety." The program is appropriated at

\$100M annually for fiscal years 2022–2026.

To accomplish the objectives identified in BIL, the SMART Grants Program will fund projects that focus on using technology interventions to solve real-world challenges facing communities today. This will require creativity and local experimentation. The SMART Program will support a range of approaches: new transportation applications of existing and emerging technologies; expanded and systematized use of proven technologies; and deep integration of solutions with existing transportation systems.

SMART funds purpose-driven innovation and discourages investment in technologies that do not provide a clear improvement over the status quo. The program puts <u>DOT's Innovation</u> <u>Principles</u> into practice. The Department has outlined these six key, purpose-driven principles established to guide DOT in fostering innovation that serves the Biden-Harris Administration's policy priorities. Successful projects will seek to build sustainable partnerships across sectors and levels of government and collaborate with industry, academia, and nonprofits.

SMART is a demonstration program. It is not designed to support fundamental research. In general, the systems and technologies demonstrated should be sufficiently developed such that there is good reason to anticipate public benefits from their deployment, but their application in public sector settings is not yet widespread. Proposals seeking funding for systems and technologies which are already well-established and broadly adopted will be less competitive.

SMART focuses on building data and technology capacity and experience for State, local, and Tribal governments. Technology investment is most beneficial when tailored to the needs of the community. SMART recognizes that many public sector agencies are challenged to find the resources and personnel to engage with new technologies. The program bridges this gap by providing a required planning phase, to help communities gain experience with innovative technologies. SMART supports a strong, diverse, and local workforce.

SMART is divided into two stages. The program structure is based on a belief that <u>planning</u>, <u>prototyping</u>, <u>and teambuilding are critical</u> to advancing the state of the practice for data and technology projects in the public sector. DOT anticipates that only recipients of Stage 1 Planning and Prototyping Grants will be eligible for Stage 2 Implementation Grants.

During Stage 1, public sector project leaders should build internal buy-in and partnerships with public, private, academic, nonprofit, and community organizations and community networks to refine and prototype their concepts, and report on results. At the conclusion of Stage 1, awardees should have the information to either create a fully realized implementation plan with robust performance metrics or to make an informed decision not to proceed with the



concept. Stage 1 results may uncover previously unknown institutional barriers, technical limitations, or poor performance relative to conventional solutions. The SMART Program hopes to document lessons learned from Stage 1 projects, knowing that these findings will be broadly beneficial to the transportation sector.

Stage 2 implementation projects should result in a scaled-up demonstration of the concept, integrating it with the existing transportation system, and refining the concept such that it could be replicated by others. If demonstration at-scale identifies critical challenges, gaps, or negative impacts, they should be clearly stated and documented so that other communities that take on similar projects can learn from them and adapt.

Program Information

Important Dates (Subject to Change)

- The SMART Notice of Funding Opportunity will be issued in September 2022.
- Applications will be due in November 2022.

Summary Statutory Parameters

Program Objective: To conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.

Type of Program: Discretionary grant program.

Eligible Entities:

- State
- Political subdivision of a State
- Tribal government
- Public Transit Agency or Authority
- Public Toll Authority
- Metropolitan Planning Organization
- A group comprised of the above 2 or more eligible entities

Geographic Funding Allocation:

Grantee type	Maximum funding (by Fiscal Year)
Large communities	Not more than 40%
Midsized communities	Not more than 30%
Rural communities or regional partnerships	Not more than 30%



Eligible Projects:

The statute outlines eight technology domains for SMART Grants. Each is complex and includes a wide range of technology inputs, data systems, and integrations with the transportation system. Recipients of SMART Grants are not expected to seek solutions in all eight technology domains through a single project. Teams will be required to identify at least one technology domain for their project, though some projects may naturally address two, three, or even four of the technology domains.

- **Coordinated Automation**—Use of automated transportation and autonomous vehicles while working to minimize the impact on the accessibility of any other user group or mode of travel.
- **Connected Vehicles**—Vehicles that send and receive information regarding vehicle movements in the network and use vehicle-to-vehicle and vehicle-to-everything communications to provide advanced and reliable connectivity.
- Intelligent, Sensor-based Infrastructure—Deployment and use of a collective intelligent infrastructure that allows sensors to collect and report real-time data to inform everyday transportation-related operations and performance.
- **Systems Integration**—Integration of intelligent transportation systems with other existing systems and other advanced transportation technologies.
- **Commerce Delivery and Logistics**—Innovative data and technological solutions supporting efficient goods movement, such as connected vehicle probe data, road weather data, or global positioning data to improve on-time pickup and delivery, improved travel time reliability, reduced fuel consumption and emissions, and reduced labor and vehicle maintenance costs.
- Leveraging Use of Innovative Aviation Technology—Leveraging the use of innovative aviation technologies, such as unmanned aircraft systems, to support transportation safety and efficiencies, including traffic monitoring and infrastructure inspection.
- Smart Grid—Developing a programmable and efficient energy transmission and distribution system to support the adoption or expansion of energy capture, electric vehicle deployment, or freight or commercial fleet fuel efficiency.
- **Smart Technology Traffic Signals**—Improving the active management and functioning of traffic signals, including through:
 - Use of automated traffic signal performance measures;
 - Implementing strategies, activities, and projects that support active management of traffic signal operations, including through optimization of corridor timing; improved vehicle, pedestrian, and bicycle detection at traffic signals; or the use of connected vehicle technologies;
 - Replacement of outdated traffic signals; or
 - For an eligible entity serving a population of less than 500,000, paying the costs of temporary staffing hours dedicated to updating traffic signal technology.

Corpus Christi MPO FY 2023 Competitive Grant Summary Table

Program	Description	Eligible Entity	2023 Deadline				
	Transportation Safety, Equity, Resilience & Other						
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	7/10/2023				
Thriving Communities	Ensure disadvantaged communities adversely and/or disproportionately affected by environmental, climate, and human health policy outcomes have the technical tools and organizational capacity to comprehensively plan for and deliver quality infrastructure projects and community development projects.	State, Local, MPO, Transit	Spring 2023 (TBA)				
<u>Reconnecting</u> <u>Communities Pilot</u> <u>Program — Capital</u> <u>Construction Grants</u>	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)				
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					

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

Corpus Christi MPO FY 2023 Competitive Grant Summary Table

Program	Description	Eligible Entity	2023 Deadline			
	Transportation Safety, Equity, Resilience & 0					
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				
<u>Charging and Fueling</u> <u>Infrastructure Grants</u> <u>Program (Community</u> <u>Charging)</u>	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	5/30/2023			
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)			

Corpus Christi MPO FY 2023 Competitive Grant Summary Table

Program	Description	Eligible Entity 202		2023	3 Deadline		
Transit & Intercity Rail							
<u>FEMA Transit Security</u> <u>Grant</u>	Promote sustainable, risk-based efforts to protect critical transportation infrastructure and the traveling public		based ridersh	c transit d on the ip, transit stems	5/18/2023		
Low/No 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		Public Transit		4/13/2023		
Port & Freight							
Port Infrastructure Development	Port Safety, Reliability, Efficiency				4/28/2023		
America's Marine Highway Program	Marine Highway development and expansion				4/28/2023		
Reduce Truck Emissions at Port Facilities	Port Emissions Reduction						
Climate, Energy, & Environment							
Building Resilient Infrastructure and Communities Program	Hazard mitigation projects						
Flood Mitigation Assistance	Reduce/Eliminate the risk of damage to buildings insured flood insurance program	•					
Regional Clean Hydrogen Hubs	Development of minimum 4 hydrogen hubs to improve h production, processing, deliv end use	ydrogen					
Aviation							
Airport Terminals Program	Airport terminal development projects that address the aging infrastructure			10/24/2022			



Action Item for Port Commission Meeting of March 21, 2023

- **DATE:** March 21, 2023
- **TO:** Port Commission
- FROM: Leslie D. Ruta leslie@pocca.com (361) 885-6631

Approval for staff to apply for \$24M through United States Department of Transportation (USDOT) Port Infrastructure Development Program (PIDP) for PCCA Bulk Materials Terminal (BMT) Export Facility Improvements

SUMMARY: Per a recommendation by the Long-range Planning Committee on February 15, 2023, Staff is seeking Commission approval to apply for **\$24M** through the United States Department of Transportation (USDOT) Port Infrastructure Development Program (PIDP) for **PCCA Bulk Materials Terminal (BMT) Export Facility Improvements**.

Activity Description	PIDP	PCCA	Total
	(80%)	(20%)	
Ship Loading Equipment	\$11,520,000	\$2,880,000	\$14,400,000
Three (3) Rail Lines	\$2,736,000	\$684,000	\$3,420,000
Other Landside Improvements	\$4,280,000	\$1,070,000	\$5,350,000
Waterside Improvements	\$5,464,000	\$1,366,000	\$6,830,000
	\$24,000,000	\$6,000,000	\$30,000,000

This project aligns with FY2023 PIDP selection criteria and will be awarded on a reimbursement basis for projects that improve the safety, efficiency, or reliability of the movement of goods through ports and intermodal connections to ports. Up to \$662M is available for the FY2023 round of funding. USDOT requires a match of 20%.

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

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

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



- 1. Replacing the current 35+ year old ship loader to allow greater capacity and reach
- 2. Adding approximately 7,768 linear feet of rail
- 3. Implementing landside improvements including rail dump stations and stormwater management solutions
- 4. Implementing waterside improvements including dredging, breasting and mooring structures

ALTERNATIVES: N/A

<u>CONFORMITY TO PORT POLICY</u>: This project conforms to Strategic Goal #3 (Provide Facilities + Services to Meet Customer Needs) and Strategic Goal #5 (Fund Our Vision).

EMERGENCY: Time-sensitive, as grant applications must be submitted on **April 28**, **2023**.

FINANCIAL IMPACT: Delivery of grant funds is on a reimbursement basis, necessitating temporary capital outlay of full project costs by PCCA in Q4-2026, 2027, and into Q4-2028, depending on the award date. USDOT seeks to obligate FY2023 PIDP funds by September 30, 2026.

STAFF RECOMMENDATION: Staff recommends Commission approval to apply for \$24M through the United States Department of Transportation (USDOT) Port Infrastructure Development Program (PIDP) for PCCA Bulk Materials Terminal (BMT) Export Facility Improvements.

DEPARTMENTAL CLEARANCES:

Originating Department Planning

Reviewed & Approved	Jeffrey Pollack		
Legal Reviewed by	Dane Bruun		
Executive Staff	Kent Britton		
	Sean Strawbridge		

Port Infrastructure Development Program

Port Commission Meeting March 21, 2023

Leslie Ruta, Director of Planning

Presented by PORTCORPUS CHRISTI®

Agenda Item 6A - Attachment 5

Grant Opportunity Overview

Agency: Maritime Administration (MARAD) United States Department of Transportation (USDOT) FY2023 Funding Availability: \$662M Federal Share 80%/Local Share 20% (on a reimbursement basis) >>> Deadline: April 28, 2023 Anticipated Award Announcements: Late October 2023 Anticipated Project Obligation S

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PORT CORPUS CHRISTI

Current Ship Loader at Bulk Dock 2



- Bulk Materials terminal Radial Ship Loader Commissioned in 1989 (34 years old)
- 25-year useful life
- Requires the vessel to shift to fully load all cargo bays
- Operations team doing research for replacement now





Thank you.





Agenda Item 6A - Attachment 5