



TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA

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

3. APPROVAL OF THE TAC JUNE 15, 2023 REGULAR MEETING MINUTES ☒

4. DISCUSSION AND POSSIBLE ACTION ITEMS

A. DRAFT Corpus Christi MPO 2023 Program for Addressing Discrimination (PAD) Approved by Resolution 23-07 ☒

Action: Review, Discuss, Receive Public Comments and Possible Action to Recommend Approval by the Transportation Policy Committee

B. 2024 UTP Final Project Selection Process for CATs 2 and 4 ☒

Action: Review, Discuss and Possible Action to Recommend to the Transportation Policy Committee

5. INFORMATION ITEMS

A. Small Area Forecast Control Totals and Disaggregation Methodology ☒

Action: Review, Discuss and Provide Comment to Small Area Forecast Task Force

B. Regional Traffic Safety Task Force Recap from July 12, 2023 ☒

C. FY 2023 and FY 2024 Unified Planning Work Program (UPWP) – Update Other Regionally Significant Transportation-Related Planning Activities ☒

Action: Review and Discussion

D. 2050 MTP Update ☒

Action: Review and Discuss Schedule

6. REGIONAL GRANT COORDINATION TOPIC

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

7. REGIONAL FREIGHT TOPIC

A. List of Port of Corpus Christi Projects from the 2024-2025 Texas Port Mission Plan ☒

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

9. UPCOMING MEETINGS/EVENTS

A. Small Area Forecast Task Force:	Meeting	July 27, 2023
B. Transportation Policy Committee:	Regular Meeting	August 3, 2023
C. Technical Advisory Committee:	Regular Meeting	August 17, 2023

10. ADJOURN

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

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

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

MEETING LOCATION MAP



CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (CORPUS CHRISTI MPO)
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING MINUTES
Thursday, June 15, 2023

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

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

TAC Members Present:

Vice Chairperson Gordon Robinson, AICP, Corpus Christi Regional Transportation Authority (CCRTA)
Howard Gillespie, San Patricio County
Jeff Pollack, AICP, Port of Corpus Christi Authority
Dan McGinn, AICP, City of Corpus Christi
Paula Sales-Evans, P.E., TxDOT – Corpus Christi District (CRP)
Sarah Munoz, P.E., City of Portland

MPO Staff Present: Craig Casper, AICP, Victor Mendieta, and Yoshiko Boulan

2. Public Comments for Items not on the Agenda

None were made or offered.

3. Approval of the May 18, 2023, TAC Regular Meeting Minutes

Ms. Sales-Evans made a motion to approve the May 18, 2023, TAC Regular Meeting Minutes. Mr. McGinn seconded; the motion passed unanimously. Mr. Gillespie and Ms. Munoz abstained from the motion due to their absence at the May TAC meeting.

4. Discussion and Possible Action Items

A. FY 2022 Annual Listing of Obligated Projects (APL) Approved by Resolution 23-06

This item was tabled during the May TAC meeting by Ms. Sales-Evans, TxDOT-CRP, for verification of the obligated amount.

Ms. Sales-Evans informed the TAC that the TxDOT-CRP staff reviewed the numbers, but there was no additional information available to make any changes.

Mr. Casper requested an action from the TAC.

Mr. Gillespie made a motion to recommend approval of the FY 2022 APL to the Transportation Policy Committee (TPC) by Resolution 23-06. Ms. Munoz seconded; the motion passed unanimously.

5. Information Items

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

Mr. Casper briefed the TAC on the Regional Coordination Group for Federal Transportation Grants updates. The U. S. Department of Transportation (USDOT) launched a new grant dashboard, *DOT Discretionary Grants Dashboard* (<https://www.transportation.gov/grants/dashboard>), and added a new feature that provides additional information on applying for federal grants on the DOT Navigator (<https://www.transportation.gov/dot-navigator>).

Mr. Casper mentioned that the Corpus Christi MPO staff has been considering a long-term coordination effort for the Federal Transportation Grants. The period from issuance of a Notice of Funding Opportunity (NOFO) to the application deadline tends to be short. Therefore, not enough coordination or preparation can be made among the entities. If the Regional Coordination Group can work together for the future, such as for FY 2024 or FY 2025 grant opportunities, there will be more time for coordination and preparation. Mr. Pollack and Mr. Gillespie agreed. Mr. Pollack mentioned the Texas Innovation Alliance as a useful affiliation to learn the best practices for this kind of coordination.

Mr. Casper said the Corpus Christi MPO would reach out to each entity for further discussion over the next couple of weeks.

Mr. Pollack informed that the Port of Corpus Christi applied for several grants under the Infrastructure Investment and Jobs Act (IIJA), mostly energy or climate-related ones such as new energy and carbon management and are currently working on the Carbon Capture and Sequestration, Regional Clean Hydrogen Hubs Program, and so forth.

B. Regional Stakeholder Group Update on Membership for the Complete Streets, Active Transportation, and Micro-Mobility Plan

Mr. Casper updated the TAC on the Regional Stakeholder Group for the Complete Streets, Active Transportation, and Micro-Mobility Plan. The Corpus Christi MPO mailed out invitation letters to the attached potential member list whom the Corpus Christi MPO believes have useful insights to develop these plans. The Group is comprised of a wide range of people, such as the TAC members, local and state agencies, law enforcement, health care, Independent School Districts (ISDs), and non-profit organizations. The duration of this Stakeholder Group is approximately 18 months, and the Corpus Christi MPO received some responses from people interested in and wanting to participate in the discussion. The kick-off meeting will be held after the June TAC meeting with the Consultant Team, Freese and Nichols. The outreach efforts by Freese and Nichols team have already begun. They met or would meet these stakeholders one-on-one while they were in Corpus Christi.

Mr. Casper introduced Mr. Kevin St. Jacques and Mr. Brian Crooks from Freese and Nichols. Mr. St. Jacques was involved in the bike mobility plan in this region in the past and said he was excited to get involved in the development of these plans, connecting the objectives in the past, the current, and the future and how ideas have been changed over time.

Mr. Casper informed the TAC that Mr. MacDonald, the Corpus Christi MPO Transportation Planning Director, briefed the Complete Streets, Active Transportation, and Micro-Mobility Planning concepts and process to the City of Corpus Christi City Council on June 13, 2023. The Council members showed great interest in these plans as well as the Corpus Christi MPO's role in regional transportation planning.

Mr. Pollack commented that he thinks the Corpus Christi MPO's Strategic Plan for Active Mobility, which was developed in 2016 when he was the Director of the Corpus Christi MPO, is still a relevant bicycle plan. He understood that the new plans would be broader with new concepts such as Complete Streets and Micro-mobility, but bike-mobility was fully examined in the 2016 Plan based on the traffic volume, speed, geometry, and other criteria. Mr. Pollack stated that a wholesale revisitation of the 2016 bike plan is not necessary but just needs augmentations with practical ability. Mr. Casper explained that the Strategic Plan for Active Mobility serves as the base for new plans with new requirements and new focus. For example, the U.S. Department of Justice's Americans with Disabilities Act (ADA) requirements, the U.S. Department of Transportation's safety initiatives, the Biden Administration's new Executive Orders on the underserved communities, and so forth must be included in these plans as a comprehensive transportation plan for the region. Also, the voices from citizens should be reflected in the plan. For example, there is a demand for protected bike lanes. The Freese and Nichols team will lead these efforts by collecting new data, analyses of these data, and public comments/feedback with compliance to the federal requirements.

Ms. Sales-Evans commented that there should be consideration for these requirements as well as the limitations such as budget and right-of-way acquisition. Thus, identifying and prioritizing these needs with the most current information should be considered.

Mr. McGinn commented that the construction of bike infrastructure is a budgetary challenge for the City of Corpus Christi. Most city projects are bond projects that require voter approval, and the additional budget for constructing bike infrastructure needs the City Council's approval. This is a complicated budgeting process.

Mr. Casper informed that the ADA requirements cannot be waived unless the US DOT approves a special exemption, and cost/money cannot be the reason. Thus, it is required to accomplish both compliance to federal requirements in construction and the development of fiscally constrained transportation plans.

6. Regional Freight Topic

A. TxDOT Role in Multimodal Freight Transportation Slideshow

Mr. Casper provided the TAC with the *TxDOT's Role in Multimodal Freight Transportation* slideshow presented in the Texas Transportation Commission meeting held on May 25, 2023.

The informative PowerPoint is a great resource for understanding the multimodal freight transportation system in Texas. As mentioned previously, the Corpus Christi MPO's 2050 Metropolitan Transportation Plan (MTP) would extract information from the Statewide Freight Plan by focusing on regional relevancy.

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

Ms. Sales-Evans informed the TAC of the upcoming August Statewide Transportation Improvement Program (STIP) revision opportunity. The development of the 2024 Unified Transportation Program (UTP) is underway, and she wanted to make sure all projects included in the 2024 UTP are also in the FY 2023 – 2026 STIP. Ms. Sales-Evans inquired if it is necessary to add the updates of the current 2045 MTP projects as a TAC agenda item and revisit the cost estimate, the current status/readiness, and estimated timeline. Mr. Casper agreed and commented that the Corpus Christi MPO is tracking how much funding is available and trying to prevent any funds from expiring. There is a large and growing list of things that the Corpus Christi MPO is working on, such as the determination of the MPO boundary, the control totals, the development of travel demand models, the Congestion Management Process (CMP), and so forth for the 2050 MTP development.

Mr. Pollack informed the TAC that the Port of Corpus Christi is working on the Joe Fulton International Trade Corridor (JFITC) truck queuing system funded by the Texas Innovation Alliance. It is the first of its kind for the region addressing the safety and congestion issues. Mr. Pollack hoped that this pilot program would attract surrounding jurisdictions in building smart corridors collaboratively.

Mr. Gordon informed the TAC that the Corpus Christi Regional Transportation Authority (CCRTA) provides free transportation services to Libraries and Cooling Centers.

Ms. Sales-Evans requested that the 2050 MTP become a standing item on the TAC agenda. Mr. Casper agreed that this is valuable, given the schedule and number of ongoing items.

8. Upcoming Meetings/Events:

A. Transportation Policy Committee:	Regular Meeting	July 6, 2023
B. Joint Regional Traffic Safety Task Force:	Meeting	July 12, 2023
C. Technical Advisory Committee:	Regular Meeting	July 20, 2023
D. Small Area Forecast Task Force:	Meeting	July TBD 2023

9. Adjourn

The meeting was adjourned at 9:35 a.m.



Date: July 13, 2023
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4A: DRAFT Corpus Christi MPO 2023 Program for Addressing Discrimination (PAD) Approved by Resolution 23-07
Action: Review, Discuss, Receive Public Comments and Possible Action to Recommend Approval by the Transportation Policy Committee

Summary

This month, we are receiving final comments from the public and from TAC members on the DRAFT Corpus Christi MPO 2023 Program for Addressing Discrimination (PAD). The 2023 PAD defines the processes that the Corpus Christi MPO will use to address Federal requirements in four areas: Title VI, Environmental Justice, Limited English Proficiency, and the new Executive Order on Achieving Racial Equity (ARE). Final guidance on the Executive Orders have not been released, so the document may require an update in the foreseeable future. No changes in MPO policies are foreseen at this point.

Recommendation

The MPO staff recommends the TAC recommend that the TPC approve the 2023 PAD. If this recommendation is given then the TPC will be asked for their approval at the August 3, 2023 meeting.

Prior Actions for the PAD

- The 2021 PAD was approved by the MPO TPC on July 1, 2021.
- The previous Limited English Proficiency was approved by the MPO Transportation Policy Committee (TPC) on April 5, 2018.
- The previous Title VI plan was approved by the MPO Transportation Policy Committee (TPC) on August 2, 2018.
- The previous Environmental Justice plan was approved by the MPO Transportation Policy Committee (TPC) on August 2, 2018.

Comments/Changes Received through June 9, 2021

No comments have been received thus far.

Proposed Motion

Recommend Approval to the TPC of the DRAFT Corpus Christi MPO 2023 Program for Addressing Discrimination (PAD).

Background

The legal principle of equity in the United States was confirmed in 1868 by the Equal Protection Clause of the Fourteenth Amendment to the U.S. Constitution. Title VI of the Civil Rights Act of 1964 prohibits federal agencies and sub-recipients of federal funds from discriminating, on the basis of race, color or national origin, against participants or clients of programs that receive Federal funding. Subsequent laws and Presidential Executive Orders added other categories, including handicap, gender, age, and income status to the criteria for which discrimination is prohibited. The Corpus Christi Metropolitan Planning

Organization (Corpus Christi MPO) Title VI Plan and other anti-discrimination documents were developed to ensure the Corpus Christi MPO and all subgrantees comply with the nondiscrimination requirements as outlined in Executive Orders, Acts of Congress, along with Title 23 CFR and 49 CFR and related laws. It also provides specific information on how to file a nondiscrimination complaint.



In the first image, it is assumed that everyone will benefit from the same supports. They are being treated equally.

In the second image, individuals are given different supports to make it possible for them to have equal access to the game. They are being treated equitably.

In the third image, all three can see the game without any supports or accommodations because the cause of the inequity was addressed. The systemic barrier has been removed.

To certify compliance with federal anti-discrimination requirements the Corpus Christi MPO must:

- Evaluate and improve the public involvement processes to eliminate participation barriers and engage disadvantaged populations in transportation decision-making.
- Identify the residential and employment locations and transportation needs of disadvantaged communities.
- Determine if the needs of the disadvantaged communities are addressed equitably and that the benefits and burdens of transportation investments are fairly distributed.
- 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 causing benefits to miss entire communities when viewed at a regional scale. It is also possible to identify negative impacts earlier in project development so that positive corrective actions can be taken and serve as a building block for subsequent interventions. Discrimination issues arise most frequently when:

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

Attachment:

Corpus Christi MPO 2023 Program for Addressing Discrimination (PAD) as of June 9, 2021.



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CORPUS CHRISTI, TEXAS 78401
361.884.0687 CCMPO@CCTXMPO.US



TITLE VI
RACIAL EQUITY
ENVIRONMENTAL JUSTICE
LIMITED ENGLISH PROFICIENCY

DRAFT

Corpus Christi MPO
2023 Program for
Addressing Discrimination
(PAD)

ADOPTED BY THE TRANSPORTATION POLICY COMMITTEE ON AUGUST 3, 2023

Agenda Item 4A - Attachment 1

CORPUS CHRISTI MPO 202~~31~~⁺ PROGRAM FOR ADDRESSING DISCRIMINATION (PAD)

ADOPTED BY THE TRANSPORTATION POLICY COMMITTEE ON JULY ~~16~~⁺, 202~~31~~⁺

In cooperation with:

The U.S. Department of Transportation

The Federal Highway Administration

The Federal Transit Administration

The Texas Department of Transportation

The Corpus Christi Regional Transportation Authority



U.S. Department
of Transportation



CORPUS CHRISTI REGIONAL
TRANSPORTATION AUTHORITY

The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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CONTACT INFORMATION

Citizens, stakeholders, and interested parties may contact the following for information regarding:

Title VI Plan, Limited English Proficiency Plan (LEP), Environmental Justice, Racial Equity, or other Corpus Christi MPO documents.

Submit oral and/or written comments about any advertised plan, and/or about the Corpus Christi MPO and its planning efforts to:

Address: 602 N. Staples Street, Suite 300
Corpus Christi, Texas 78401

Phone: (361) 884-0687 Ext. 103

E-mail: ccmpo@cctxmpo.us

Website: www.corpuschristi-mpo.org

Title VI Coordinator and Additional Assistance

Please submit any inquiries or comments for the Corpus Christi MPO Title VI Coordinator to Corpus Christi MPO staff at the above contact information. Hearing and voice assistance are available upon request.

Corpus Christi Metropolitan Planning Organization Non-Discrimination Program

Adopted Date

July ~~61~~⁶¹, 202~~31~~³¹

Granting/Sponsoring Agencies

Federal Highway Administration
Federal Transit Administration
Texas Department of Transportation

TRANSPORTATION POLICY COMMITTEE (TPC)

RESOLUTION ~~231-04##~~

APPROVING THE ~~2021 PUBLIC PARTICIPATION PLAN (PPP) AND THE 20231~~ PROGRAM FOR ADDRESSING DISCRIMINATION, COMPRISED OF: THE TITLE VI PLAN, ACHIEVING RACIAL EQUITY (ARE), ENVIRONMENTAL JUSTICE (EJ), AND THE LIMITED ENGLISH PROFICIENCY (LEP) PLAN, FOR THE CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION

WHEREAS, the Corpus Christi Metropolitan Planning Organization (MPO) is the designated MPO for the Corpus Christi Metropolitan Area with responsibilities to perform regional transportation planning and programming, in cooperation with the Texas Department of Transportation (TxDOT) and the Corpus Christi Regional Transportation Authority (CCRTA); and

WHEREAS, Title VI of the Civil Rights Act of 1964 and U.S. Department of Transportation (USDOT) regulations to implement the law (49 CFR, Part 21) require all recipients and sub-recipients of Federal transportation funds, such as the Corpus Christi MPO, to establish and maintain a Title VI Program that carries out the regulations and integrates the activities and considerations outlined in the USDOT's Policy Guidance; and

WHEREAS, the Federal Transit Administration (FTA) issued Circular FTA 4702.1B, Title VI Requirements and Guidelines for FTA Recipients, on October 12, 2012 providing further guidance and instructions necessary to carry the USDOT Title VI regulations and policy guidance; and

WHEREAS, the Corpus Christi MPO intends that no person shall, on the grounds of race, color, and/or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any MPO program or activity; and

WHEREAS, the Corpus Christi MPO developed the Public Participation Plan (PPP) to ensure an open transportation planning process that supports early and continued involvement, timely public notice, and full public access to information regarding key transportation decisions; and

WHEREAS, the PPP guides the public, policymakers and staff to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and

WHEREAS, the Corpus Christi MPO intends to avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations; and

WHEREAS, the Corpus Christi MPO intends to prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations; and

WHEREAS, the Corpus Christi MPO intends that persons with Limited English Proficiency (LEP) shall not be discriminated against nor denied meaningful access to, and participation in, the programs and services provided by the MPO; and

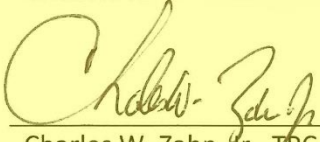
WHEREAS, the Corpus Christi MPO will pursue a comprehensive approach to advancing equity for all, including people of color and others who have been historically underserved, marginalized and adversely affected by persistent poverty and inequality; and

WHEREAS, the Corpus Christi MPO initiated a 45-day public comment period for the updated draft of the PPP from May 6, 2021 through June 21, 2021 and held a public meeting on July 1, 2021; and

WHEREAS, the Corpus Christi MPO initiated a one month public comment period for the updated draft of the Program Against Discrimination from June 13, 2021 through July 16, 2021 and held a public meeting on July 1, 2021;

NOW, THEREFORE, BE IT HEREBY RESOLVED, The Transportation Policy Committee (TPC) of the Corpus Christi MPO, as the designated Metropolitan Planning Organization (MPO) for the Corpus Christi Metropolitan Area, approves the ~~2021 Public Participation Plan (PPP) and the 20231~~ Program for Addressing Discrimination (PAD) dated July ~~61~~, 202~~31~~;

Witnessed, adopted, and signed on this ~~6th1st~~ of July 202~~31~~ by:




Charles W. Zahn, Jr., TPC Vice-Chair
Corpus Christi Metropolitan Planning Organization

Charles W. Zahn, Jr.

Print Name

ATTEST:



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

INTRODUCTION

This Program provides an overview of Environmental Justice (EJ), Limited English Proficiency (LEP) and Achieving Racial Equity (ARE) concepts, definitions of Title VI and associated nondiscrimination acts, and how Title VI, EJ, LEP and ARE - are incorporated into the metropolitan transportation planning process. Public outreach strategies for minority, low-income, and LEP populations are included in the Corpus Christi MPO 2021 Public Participation Plan (PPP), amended on July 1, 2021. This plan is found here: https://www.corpuschristi-mpo.org/02_about_ppp.html.

ACKNOWLEDGEMENTS

The preparation and publication of this document was financed in part through grant(s) provided by the United States Department of Transportation, Federal Highway Administration, and Federal Transit Administration. The provision of federal financial assistance should not be construed as denoted as U.S. Government approval of plans, policies, programs, or projects contained herein.

PURPOSE

MPOs exist throughout the United States in all urbanized areas of more than 50,000 people and have the authority to plan, prioritize, and program federal funding for transportation projects in urban/metropolitan areas. As federally funded agencies, MPOs are responsible for providing information on nondiscrimination requirements to local public officials and reporting these requirements within their local communities. This document describes how the Corpus Christi MPO addresses federal requirements, including Title VI, Executive Orders 12898 on Environmental Justice, Executive Order 13166 on Limited English Proficiency (LEP), and Executive Order 13985 on Advancing Racial Equity. This Nondiscrimination Program, when paired with the adopted Public Participation Plan (PPP) describes the measures Corpus Christi MPO uses to encourage and utilize participation by disadvantaged communities and addresses how to avoid continuing the disparate outcomes that resulted from previous laws and public policies and denied equitable outcomes to individuals and communities.

The Corpus Christi MPO is committed to ensuring that plans and programs equitably meet the needs of people and avoid disproportionately high and adverse human health or environmental effects on disadvantaged populations. The Corpus Christi MPO will identify those areas that contain higher than average concentrations of disadvantaged or underserved populations. The public participation process will ensure that these communities within the MPO have ample opportunity to participate in the decision-making process through an effective and thorough public participation effort. The Corpus Christi MPO will analyze investments for disparity for disadvantaged or underserved groups by comparing the estimated positive and negative impacts against other populations.

The Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO), as the designated MPO for the Corpus Christi Urban Area, complies with Title VI and all other relevant nondiscrimination laws and orders. The Corpus Christi MPO Transportation Policy Committee (TPC) is the designated forum for municipalities, counties, transit agencies, tribal governments, state and private agencies to address regional transportation issues. The U.S. Department of Transportation (USDOT) has established policy guidelines to improve regional transportation planning and give local communities a stronger voice in achieving their transportation goals while avoiding duplication of planning efforts. As the designated metropolitan planning organization Corpus Christi MPO is responsible for carrying out the:

“...continuing, cooperative and comprehensive (3C)multimodal transportation planning process, including the development of a metropolitan transportation plan and a transportation improvement program (TIP), that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and foster economic

growth and development, while minimizing transportation-related fuel consumption and air pollution” (23 CFR 450.300).”

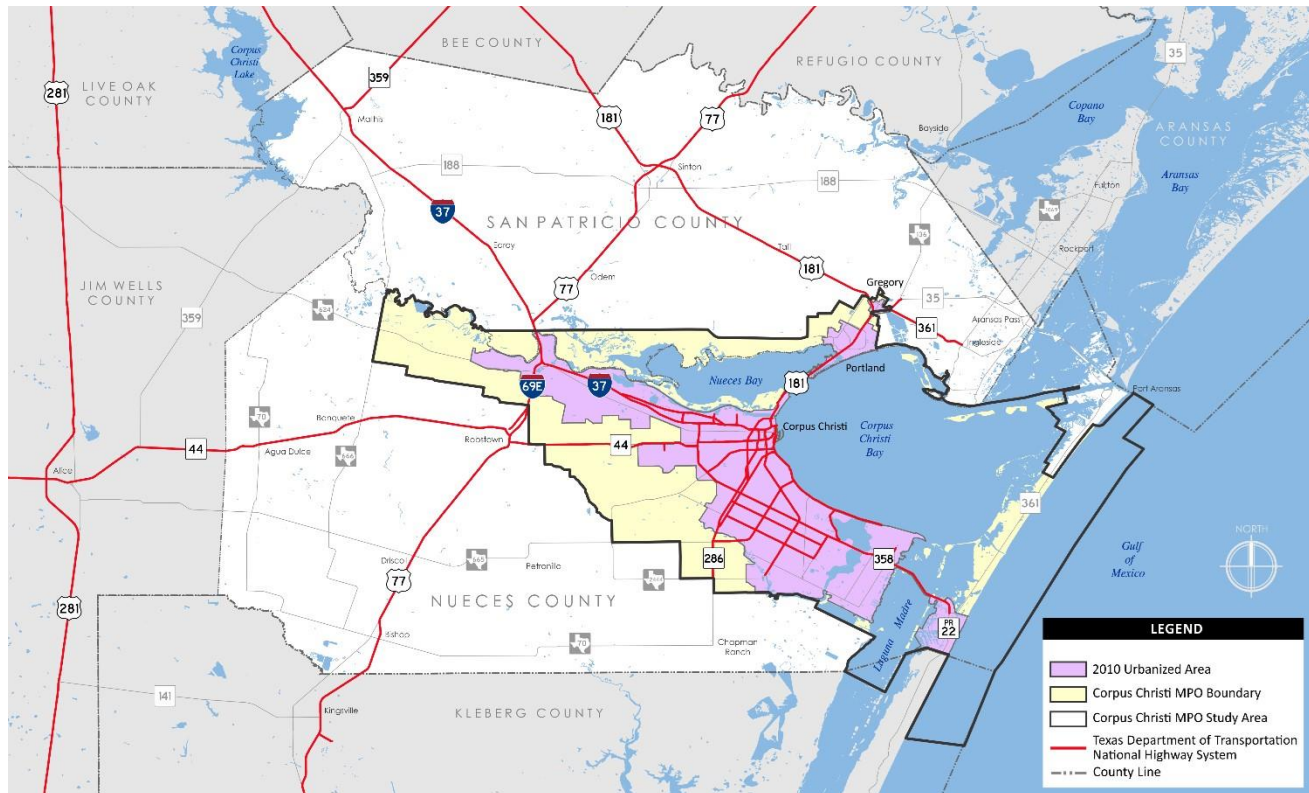
Questions

For questions on the Corpus Christi MPO Non-discrimination Program, Title VI Plan and procedures, or other items related to public outreach please contact the Corpus Christi MPO at (361) 884-0687 or by email at ccmpo@cctxmpo.us. For information on the Corpus Christi MPO’s work programs or publications, please see the Corpus Christi MPO website at www.corpuschristi-mpo.org

Corpus Christi Metropolitan Planning Organization

The Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) and its Transportation Policy Committee (TPC) have been responsible for the 3C transportation planning process since 1973. First, as the Corpus Christi Urban Transportation Study, then in Year 2000, as the Corpus Christi Metropolitan Planning Organization. The Corpus Christi MPO’s Metropolitan Planning Area (MPA) includes portions of Nueces County and San Patricio County (see Exhibit 1). The MPO is comprised of the Transportation Policy Committee, the Technical Advisory Committee, and MPO staff. Members of both bodies are appointed by their respective agencies or localities, not by the MPO itself. Any significant transportation project or program to be constructed or conducted within the Corpus Christi MPO’s MPA must receive approval by the Corpus Christi MPO before any Federal funds can be expended.

Exhibit 1: Map of the Corpus Christi MPO’s Metropolitan Planning Area (MPA) on July 6, 2023



IMPORTANT DEFINITIONS AND CONCEPTS

Disadvantaged Groups: 13CFR124 defines them as peoples who have been subjected to cultural bias due to race, ethnic origin, gender, physical handicap, or diminished capital and credit opportunities.

Disparity: the amount of separation between a group identified as in need and the group identified as the most favored group. This is done using measures expressed in terms of a rate, proportion, mean, or some other quantitative measure.

Equality: Is an even or equal distribution of resources; each individual is provided to without any consideration of their attributes; people with different or less attributes are treated the same as those with more or differing attributes.

Equity: Adjusts the level and type of resources distributed so that solutions are appropriate to each groups' unique needs and preferences. It means that social and economic benefits are equitable only if they result in equally desirable outcomes for everyone, particularly the least advantaged members of society.

Low-Income: A person whose median household income is at or less than 100% of the Department of Health and Human Services poverty guidelines.

Low-Income Population: Any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed FHWA program, policy, or activity.

Minority: A person who is:

1. Black: a person having origins in any of the black racial groups of Africa.
2. Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.
3. Asian American: a person having origins in the Far East, Southeast Asia or the Indian subcontinent.
4. American Indian and Alaskan Native: a person having origins in North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition; or
5. Native Hawaiian and Other Pacific Islander: a person having origins in any of the original peoples of Hawaii, Guam, Samoa or other Pacific Islands.

Minority Population: Any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed FHWA program, policy, or activity.

Adverse Effects: The totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects; ~~which may include, but are not limited to: bodily impairment, infirmity, illness or death; air, noise, and water pollution and soil contamination; destruction or disruption of human-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals~~ within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of, benefits of FHWA programs, policies, or activities.

Disproportionately High and Adverse Effect on Minority and Low-Income Populations: An adverse effect that is predominately borne by a minority population or will be suffered by a minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect suffered by the nonminority population and/or non-low-income population.

Elderly Population: Those people who have reached 65 years of age or older.

Justice40: A government-wide initiative that aims to deliver 40 percent of the overall benefits of relevant federal investments to disadvantaged communities.

Overburdened Communities: Overburdened communities are minority, low-income, or Indigenous populations or locations that potentially experience disproportionate environmental and/or safety harms and risks. This disproportionality can be a result of greater vulnerability to environmental hazards, heightened safety risks, lack of opportunity for public participation, or other factors.

Disabled: An individual with a physical or mental impairment that substantially limits one or more major life activities, such as; seeing, hearing, eating, sleeping, walking, standing, lifting, bending, speaking, breathing, learning, reading, concentrating, thinking, communicating, working, and caring for oneself.

Underserved Communities: Refers to populations sharing a particular characteristic, such as race, ethnicity, religion, income, geography, gender identity, sexual orientation, or disability. It also refers to Individuals with limited English proficiency (LEP), young adults without health coverage, new mothers and women with children, Individuals with disabilities, Medicaid-eligible consumers and geographic communities that have been systematically denied an opportunity to participate in aspects of economic, social, and civic life.

~~**Disadvantaged Groups:** 13CFR124 defines them as peoples who have been subjected to cultural bias due to race, ethnic origin, gender, physical handicap, or diminished capital and credit opportunities.~~

~~**Disparity:** the amount of separation between a group identified as in need and the group identified as the most favored group. This is done using measures expressed in terms of a rate, proportion, mean, or some other quantitative measure.~~

LAWS AND REGULATIONS REGARDING DISCRIMINATION

The legal principle of equity in the United States was confirmed in 1868 by the Equal Protection Clause of the Fourteenth Amendment to the U.S. Constitution, which states “...nor shall any State [...] deny to any person within its jurisdiction the equal protection of the laws.” A modern application of the Equal Protection Clause is the Supreme Court’s unanimous 1954 decision in the landmark case of Brown vs. Board of Education, which declared that separate but equal schools for African American and white children were inherently inequitable and thus unconstitutional. The ruling led to the racial integration of America’s public schools and paved the way for the enactment of other equity laws, such as the Civil Rights Act of 1964.

The primary anti-discrimination law is the Civil Rights Act of 1964. Title VI of the Civil Rights Act of 1964 prohibits federal agencies and sub-recipients of federal funds from discriminating, on the basis of race, color or national origin, against participants or clients of programs that receive Federal funding. Title VI of the Civil Rights Act of 1964 states that: “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Subsequent laws and Presidential Executive Orders added other categories, including handicap, gender, age, and income status to the criteria for which discrimination is prohibited. The Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) Title VI Plan and other anti-discrimination documents were developed to ensure the Corpus Christi MPO and all subgrantees comply with the nondiscrimination requirements as outlined in Executive Orders, Acts of Congress, along with Title 23 CFR and 49 CFR and related laws. It also provides specific information on how to file a nondiscrimination complaint.

The relevant federal laws are described below.

- **The Civil Rights Act of 1964** is the primary Anti-discrimination Law. Title VI is one of eleven titles included in the Civil Rights Act of 1964. The following are the Civil Rights Act titles:

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1. Voting Rights
2. Public Accommodation
3. Desegregation of Public Facilities IV
4. Desegregation of Public Education
5. Commission on Civil Rights
6. Nondiscrimination in Federally Assisted Programs and Activities
7. Equal Employment Opportunity
8. Registration and Voting Statistics
9. Intervention and Procedure after Removal in Civil Rights Cases
10. Establishment of Community Relations Service
11. Miscellaneous

Title VI of the Civil Rights Act states:

This title declares it to be the policy of the United States that discrimination on the grounds of race, color, or national origin shall not occur in connection with programs and activities receiving federal financial assistance and authorizes and directs the appropriate federal departments and agencies to take action to carry out this policy. This title is not intended to apply to foreign assistance programs.

Section 601 – states the general principle that no person in the United States shall be excluded from participation in or otherwise discriminated against on the grounds of race, color, or national origin under any program or activity receiving federal financial assistance.

Section 602 – directs each federal agency administering a program of federal financial assistance by way of grant, contract, or loan to take action pursuant to rule, regulation, or order of general applicability to effectuate the principle of section 601 in a manner consistent with the achievement of the objectives of the statute authorizing the assistance. In seeking the effect compliance with its requirements imposed under this section, an agency is authorized to terminate or to refuse to grant or to continue assistance under a program to any recipient as to whom there has been an express finding pursuant to hearing of a failure to comply with the requirements under that program, and it may also employ any other means authorized by law. However, each agency is directed first to seek compliance with its requirements by voluntary means.

Section 603 - provides that any agency action taken pursuant to section 602 shall be subject to such judicial review as would be available for similar actions by that agency on other grounds. Where the agency action consists of terminating or refusing to grant or to continue financial assistance because of a finding of a failure of the recipient to comply with the agency's judicial review under existing law, judicial review shall nevertheless be available to any person aggrieved as provided in section 10 of the Administrative Procedure Act (5USC 1009). The section also states explicitly that in the latter situation such agency action shall not be deemed committed to unreviewable agency discretion within the meaning of section 10. The purpose of this provision is to obviate the possible argument that although section 603 provides for review in accordance with section 10, section 10, itself has an exception for action "committed to agency discretion," which might otherwise be carried over into section 603. It is not the purpose of this provision of section 603, however, otherwise to alter the scope of judicial review as presently provided in section 10 (e) of the Administrative Procedure Act.

- **National Environmental Policy Act (NEPA) of 1969** As stated in this Act, it recognizes "the profound impact of man's activity on the interrelations of all components of the natural environment, particularly the profound influences of population growth, high-density urbanization, industrial expansion, resource exploitation, and new and expanding technological advances and recognizing further the critical importance of restoring and maintaining environmental quality to the overall welfare and development of man, declares that it is the continuing policy of the Federal Government, in cooperation with State and local governments, and other concerned public and private organizations, to use all practicable means and measures, including financial and technical assistance, in a manner calculated to foster and promote the general welfare, to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans.

It is the continuing responsibility of the Federal Government to use all practicable means, consistent with other essential considerations of national policy, to improve and coordinate Federal plans, functions, programs, and resources to the end that the Nation may –

1. *fulfill the responsibilities of each generation as trustee of the environment for succeeding generations;*
 2. *assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings;*
 3. *attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences;*
 4. *preserve important historic, cultural, and natural aspects of our national heritage, and maintain, wherever possible, an environment which supports diversity, and variety of individual choice;*
 5. *achieve a balance between population and resource use which will permit high standards of living and a wide sharing of life's amenities; and*
 6. *enhance the quality of renewable resources and approach the maximum attainable recycling of depletable resources."*
- The **Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970** prohibits unfair and inequitable treatment of persons displaced or whose property is acquired as a result of federal-aid programs and projects.
 - The **Federal-Aid Highway Act of 1973** stated that no person shall, on the grounds of gender, be excluded from participation in, denied the benefits of, or be subjected to discrimination under any program or activity receiving federal assistance under this title or carried on under this title.
 - **Section 504 of the Rehabilitation Act of 1973** stated that no qualified handicapped person shall, solely by reason of their handicap, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity that receives or benefits from federal financial assistance. This Act protects qualified individuals from discrimination based on their disability.
 - The **Age Discrimination Act of 1975** states that no person shall, on the basis of age, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. This act prohibits age discrimination in Federally Assisted Programs.
 - The **Civil Rights Restoration Act of 1987, P.L.100-209** amends Title VI of the 1964 Civil Rights Act to make it clear that discrimination is prohibited throughout an entire agency if any part of the agency receives federal assistance.
 - The **Americans with Disabilities Act (ADA) of 1990** prohibits discrimination against people with disabilities in employment, transportation, public accommodation, communications, and governmental activities.
 - **Executive Order 12898 – Environmental Justice (February 11, 1994)**, This presidential mandate addresses equity and fairness toward low-income and minority persons/population. Executive Order 12898 requires each Federal agency, to the greatest extent practicable and permitted by law, and consistent with the principles set forth in the report on the National Performance Review, to achieve environmental justice as part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects, including interrelated social and economic effects, of its programs, policies, and activities on minority populations and low-income populations in the United States.
 - **Executive Order 13166 – Limited English Proficiency (August 11, 2000)**, a presidential directive to federal agencies to ensure people who have limited English proficiency have meaningful access to services. Executive Order 13166 ensures federal agencies and their recipients to improve access for persons with Limited English Proficiency to federally conducted and federally assisted programs and activities.

- **Executive Order 13985 – Advancing Racial Equity (January 20, 2021)**, this presidential directive to the Federal Government is for pursuing a comprehensive approach to advancing equity for all, including people of color and others who have been historically underserved, marginalized, and adversely affected by persistent poverty and inequality. Affirmatively advancing equity, civil rights, racial justice, and equal opportunity requires a systematic approach to embedding fairness in decision-making processes, executive departments and agencies (agencies) to redress inequities in past policies and programs that serve as barriers to equal opportunity.
- **Executive Order 14008 – Tackling the Climate Crisis at Home and Abroad (January 27, 2021), Section 219** describes securing environmental justice and spurring economic opportunity for disadvantaged communities that have historically been marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, and health care as key considerations. To do this it amended Executive Order 12898 to create clear performance metrics that ensure accountability, and a requirement to publish an annual public performance scorecard on its implementation. Finally, it required publishing “...recommendations on how certain Federal investments might be made toward a goal that 40 percent of the overall benefits flow to disadvantaged communities.”
- **Executive Order 14091 – Further Advancing Racial Equity and Support for Underserved Communities (February 16, 2023)**, is a presidential directive to federal agencies and their funding recipients to “...meaningfully engage with underserved communities, including through accessible, culturally and linguistically appropriate outreach, and the incorporation of the perspectives of those with lived experiences into agency policies, programs, and activities.” Executive Order 14091 ensures federal agencies assess the barriers underserved communities face and offer solutions, investigate and address any algorithmic discrimination, and improve the frequency of community engagement.
- **23 CFR Part 200 – Federal Highway Administration regulations:** Title VI Program and Related Statutes – Implementation and Review Procedures provides guidelines for implementing the FHWA Title VI compliance program under Title VI of the Civil Rights Act of 1964 and related civil rights laws and regulations and conducting Title VI program compliance reviews relative to the Federal-aid highway program.
- **49 CFR Part 21 – Nondiscrimination in Federally-Assisted Programs.** The purpose of this Part is to establish the provisions of Title VI of the Civil Rights Act of 1964 (hereafter referred to as the Act) so that no person in the United States is, on the grounds of race, color, or national origin, excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving Federal financial assistance from the Department of Transportation.
- **23 CFR Part 450 – Federal Highway Administration planning regulations.** The purpose of this Part is implementing the provisions of 23 U.S.C. 134, 23 U.S.C. 150, and 49 U.S.C. 5303, as amended, which:
 - (a) (Set forth the national policy that the MPO designated for each urbanized area will carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process, including the development of a metropolitan transportation plan and a TIP, that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers) fosters economic growth and development and takes into consideration resiliency needs while minimizing transportation-related fuel consumption and air pollution; and
 - (b) Encourages continued development and improvement of metropolitan transportation planning processes guided by the planning factors set forth in 23 U.S.C. 134(h) and 49 U.S.C. 5303(h).

- **23 CFR Part 771 – Federal Highway Administration regulations**, this prescribes the policies and procedures of the Federal Highway Administration (FHWA), the Federal Railroad Administration (FRA), and the Federal Transit Administration (FTA) for implementing the National Environmental Policy Act of 1969 as amended (NEPA) and supplements the NEPA regulations of the Council on Environmental Quality (CEQ), 40 CFR parts 1500 through 1508 (CEQ regulations). Together these regulations set forth all FHWA, FRA, FTA, and U.S. Department of Transportation (DOT) requirements under NEPA for the processing of highway, public transportation, and railroad actions.
- **DOT Order 5610.2 on Environmental Justice (April 15, 1997)** The Order sets forth steps to prevent disproportionately high and adverse effects to minority or low-income populations through Title VI analyses and environmental justice analyses conducted as part of Federal transportation planning and NEPA provisions. It establishes DOT policy to promote the principles of environmental justice (as embodied in the Executive Order) through the incorporation of those principles in all DOT programs, policies, and activities. This is done by fully considering environmental justice principles throughout planning and decision-making processes in the development of programs, policies, and activities.
 1. Environmental justice principles apply to planning and programming activities, and early planning activities are a critical means to avoid disproportionately high and adverse effects in future programs, policies, and activities. Planning and programming activities for policies, programs, and activities that have the potential to have a disproportionately high and adverse effect on human health or the environment shall include explicit consideration of the effects on minority populations and low-income populations. Procedures shall be established or expanded, as necessary, to provide meaningful opportunities for public involvement by members of minority populations and low-income populations during the planning and development of programs, policies, and activities (including the identification of potential effects, alternatives, and mitigation measures).
 2. Steps shall be taken to provide the public, including members of minority populations and low-income populations, access to public information concerning the human health or environmental impacts of programs, policies, and activities, including information that will address the concerns of minority and low-income populations regarding the health and environmental impacts of the proposed action.
- **FHWA Order 6640.23~~a~~ (June 14, 2012December 2, 1998)** – FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. It is FHWA's longstanding policy to actively ensure nondiscrimination in federally funded activities. Furthermore, it is FHWA's continuing policy to identify and prevent discriminatory effects by actively administering its programs, policies, and activities to ensure that social impacts to communities and people are recognized early and continually throughout the transportation decision-making process--from early planning through implementation. Should the potential for discrimination be discovered, action to eliminate the potential shall be taken. The FHWA will administer its governing statutes to identify and avoid discrimination and disproportionately high and adverse effects on minority populations and low-income populations by:
 1. identifying and evaluating environmental, public health, and interrelated social and economic effects of FHWA programs, policies, and activities.
 2. proposing measures to avoid, minimize, and/or mitigate disproportionately high and adverse environmental or public health effects and interrelated social and economic effects, and providing offsetting benefits and opportunities to enhance communities, neighborhoods, and individuals affected by FHWA programs, policies, and activities, where permitted by law and consistent with EO 12898.
 3. considering alternatives to proposed programs, policies, and activities where such alternatives would result in avoiding and/or minimizing disproportionately high and adverse human health or environmental impacts, where permitted by law and consistent with EO 12898; and

4. providing public involvement opportunities and considering the results thereof, including providing meaningful access to public information concerning the human health or environmental impacts and soliciting input from affected minority populations and low-income populations in considering alternatives during the planning and development of alternatives and decisions.
- **FHWA/FTA Memorandum Implementing Title VI Requirements in Metropolitan and Statewide Planning:** This memorandum provides clarification for field officers on how to ensure that environmental justice is considered during current and future planning certification reviews. The intent of this memorandum was for planning officials to understand that environmental justice is equally as important during the planning stages as it is during the project development stages.

CORPUS CHRISTI MPO RESPONSIBILITIES

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

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

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

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

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

Equity in Public Outreach and Communication

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

- Ensure that all communications and public participation efforts comply with nondiscrimination authorities.
- Develop and distribute information on nondiscrimination and Corpus Christi MPO programs to the general public.
- Provide services for individuals with special needs – Upon advance notice, deaf interpreters, translators, and Braille documents can be provided for public meetings. Notifications of opportunities for public participation will include contact information for people needing these or other special accommodations.
- Include confirmation of availability for people needing these or other special accommodations.
- Include the following statement in all of the Corpus Christi MPO public notices, press releases and on the Corpus Christi MPO website:

- “The Corpus Christi MPO ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI of the Civil Rights Act of 1964. If you have questions or concerns about your civil rights in regard to this project or special assistance for persons with disabilities or limited English proficiency, please contact the Corpus Christi MPO. Sign language or non- English language interpreters will be provided if needed and requested in advance of this meeting. Please contact the Corpus Christi MPO at 361-884-0687 or ccmpo@cctxmpo.us to request an interpreter no later than *<enter date at least seven calendar days prior to meeting>*.”

Procedures for Ensuring Equity in Service Provision

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

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

Consultant Contracts

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

Education and Training

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

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 distributed equitably,
- 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.

CORPUS CHRISTI MPO REGIONAL COMMUNITY PROFILE

Data from the US Census Bureau's 201~~7~~⁵-2021~~19~~⁴⁹ American Community Survey (ACS) 5-Year Estimates was used to develop a demographic profile of the Corpus Christi MPO's two county study area planning area and identify the locations and needs of socioeconomic groups, including low-income, minority, and LEP populations. These demographic groups~~groups~~ (aka indicators) were used to develop the Areas of Disadvantaged Populations (ADP) analysis.

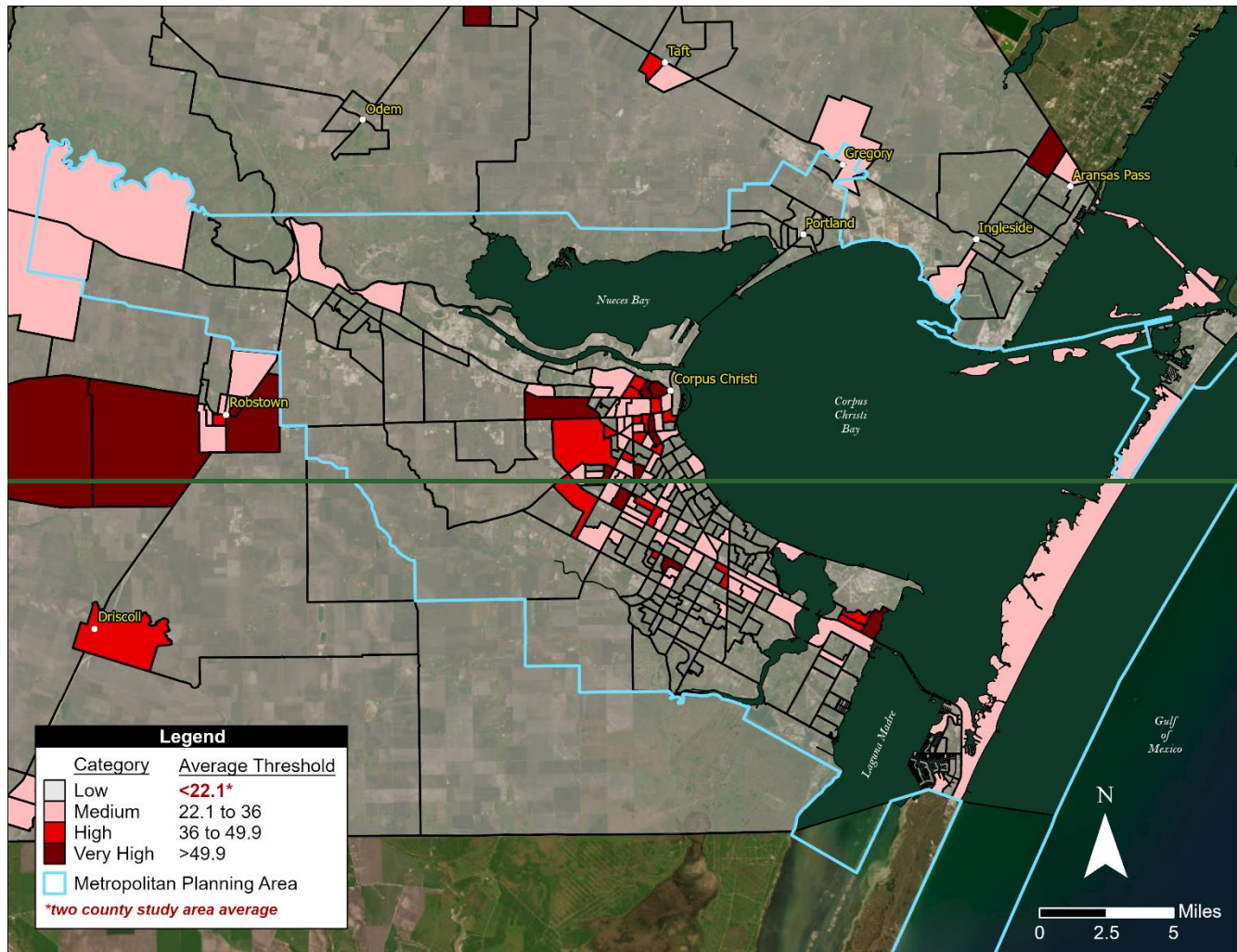
This methodology is not intended to definitively identify areas of concern or satisfy Title VI, Environmental Justice, or other similar Federal or State requirements; it is intended to be an initial method to identify such areas as part of a broader non-discriminatory assessment process.

The ADP analysis is comprised of an ADP score which is a part of Corpus Christi MPO's Title VI compliance program, analyzing of the agency's programs, policies, and activities. The scoring methodology calculates the percentage of each of the population groups present in every census block group in the two-county region (study area); compares that percentage to the regional average; and gives that concentration a score. The score is determined by the concentration of that population group compared to the regional average: well below average (0 points); below average (0.5 point); slightly below average (1 points); slightly above average (1.5 points); above average (2 points); and well above average (2.5 points). The ADP score for each census block group is the sum of the scores for each of the indicators in that block group. Populations groups mapped at the tract level are excluded from the ADP composite scoring process. The results of the ADP analysis can be seen in Exhibit 2 illustrates the areas of disadvantaged populations produced from this process.

As a matter of Corpus Christi MPO policy and a requirement of federal law, the transportation planning process must make special efforts to consider the concerns of traditionally underserved communities, including low-income and minority communities and people with disabilities.

To reach the largest number of minority and low-income, as well as other underserved communities throughout the Corpus Christi Metropolitan Area, a community-focused public participation program will achieve the outcomes described in this plan. In addition to traditional methods of communication, Corpus Christi MPO will utilize strategies recommended by community members for a specific neighborhood or population group. By partnering with community groups, Corpus Christi MPO can cost-effectively extend its reach and help partner organizations provide information that is of interest to groups they represent.

Corpus Christi MPO will establish and maintain active work relationships with all relevant local media, including minority-based media to communicate pertinent information to the public. Corpus Christi MPO will coordinate with individual institutions and organizations while implementing community-based public involvement strategies to reach out to members in affected minority and/or low-income communities. Corpus Christi MPO shall also provide opportunities for public participation through alternative means other than public meetings or written communication, i.e., personal interviews or use of audio or video recording to capture comments as needed for particular projects.

Exhibit 2: Map of Areas of Disadvantaged Populations (ADP) by Block Group

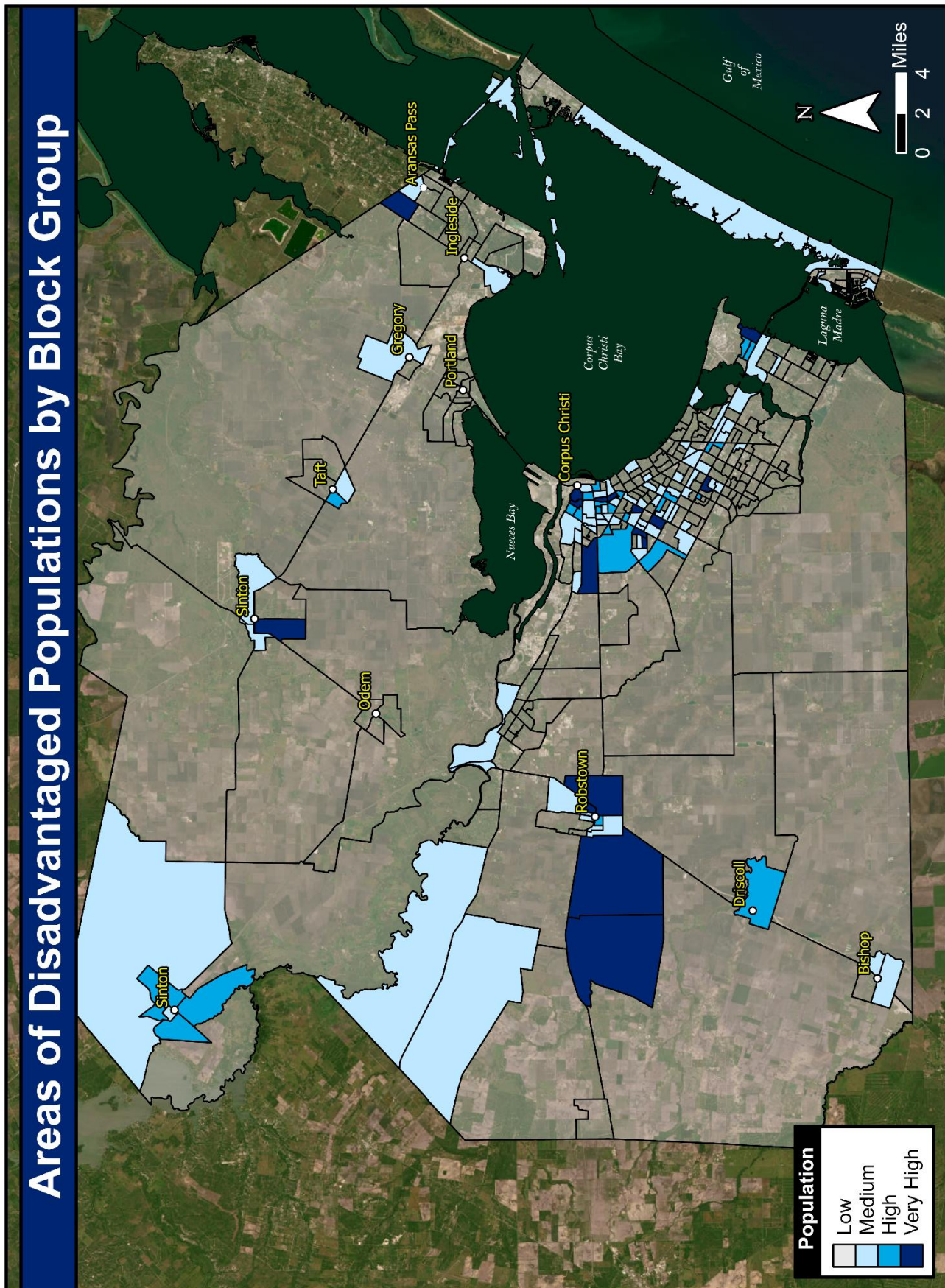
As a matter of Corpus Christi MPO policy and a requirement of federal law, the transportation planning process must make special efforts to consider the concerns of traditionally underserved communities, including low-income and minority communities and people with disabilities. These communities are mapped by block group (tract where noted) within the Corpus Christi MPO's study area.

To reach the largest number of minority and low-income, as well as other underserved communities throughout the Corpus Christi Metropolitan Area, a community focused public participation program will achieve the

~~outcomes described in this plan. In addition to traditional methods of communication, Corpus Christi MPO will utilize strategies recommended by community members for a specific neighborhood or population group. By partnering with community groups, Corpus Christi MPO can cost effectively extend its reach and help partner organizations provide information that is of interest to groups they represent.~~

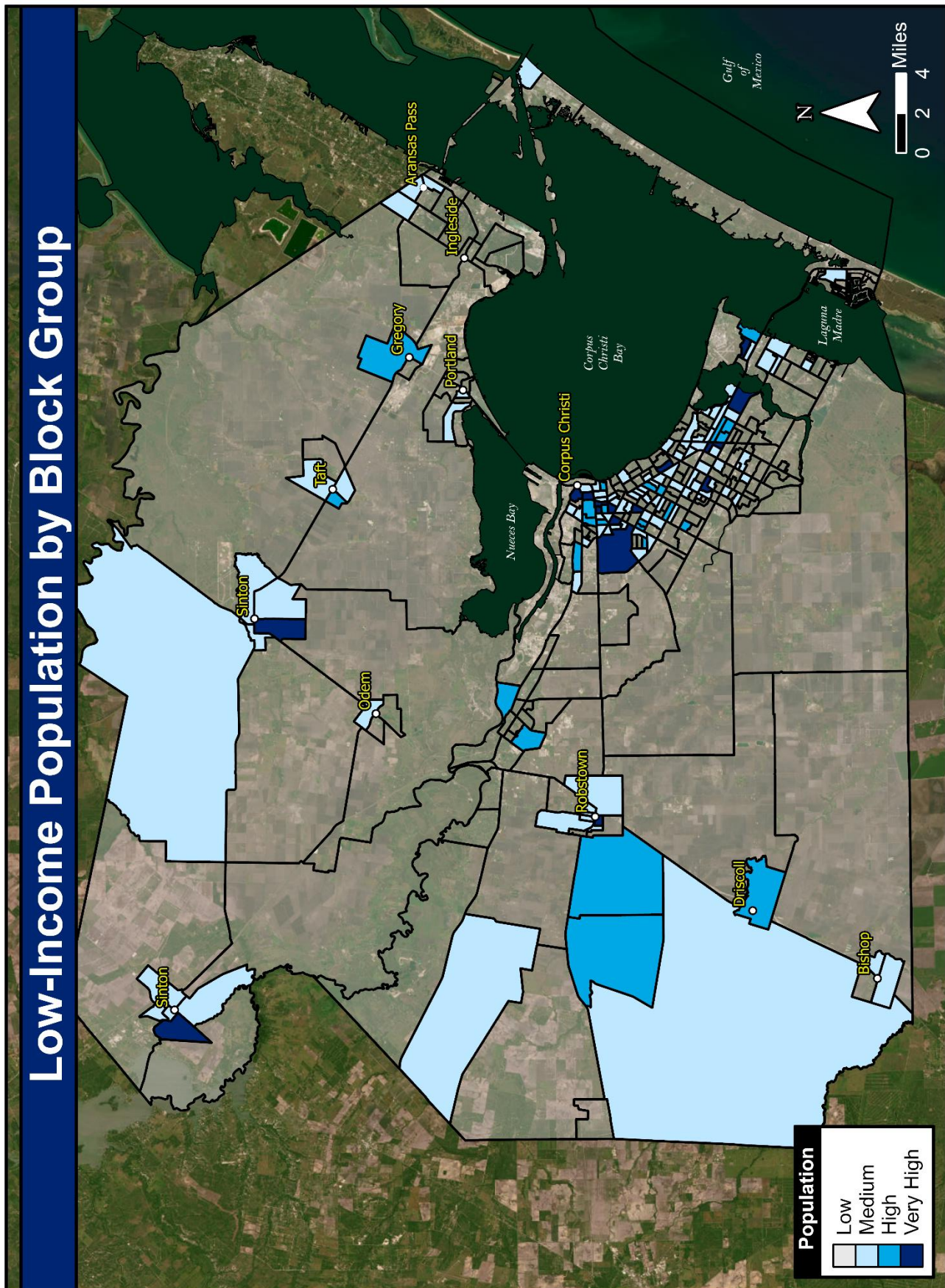
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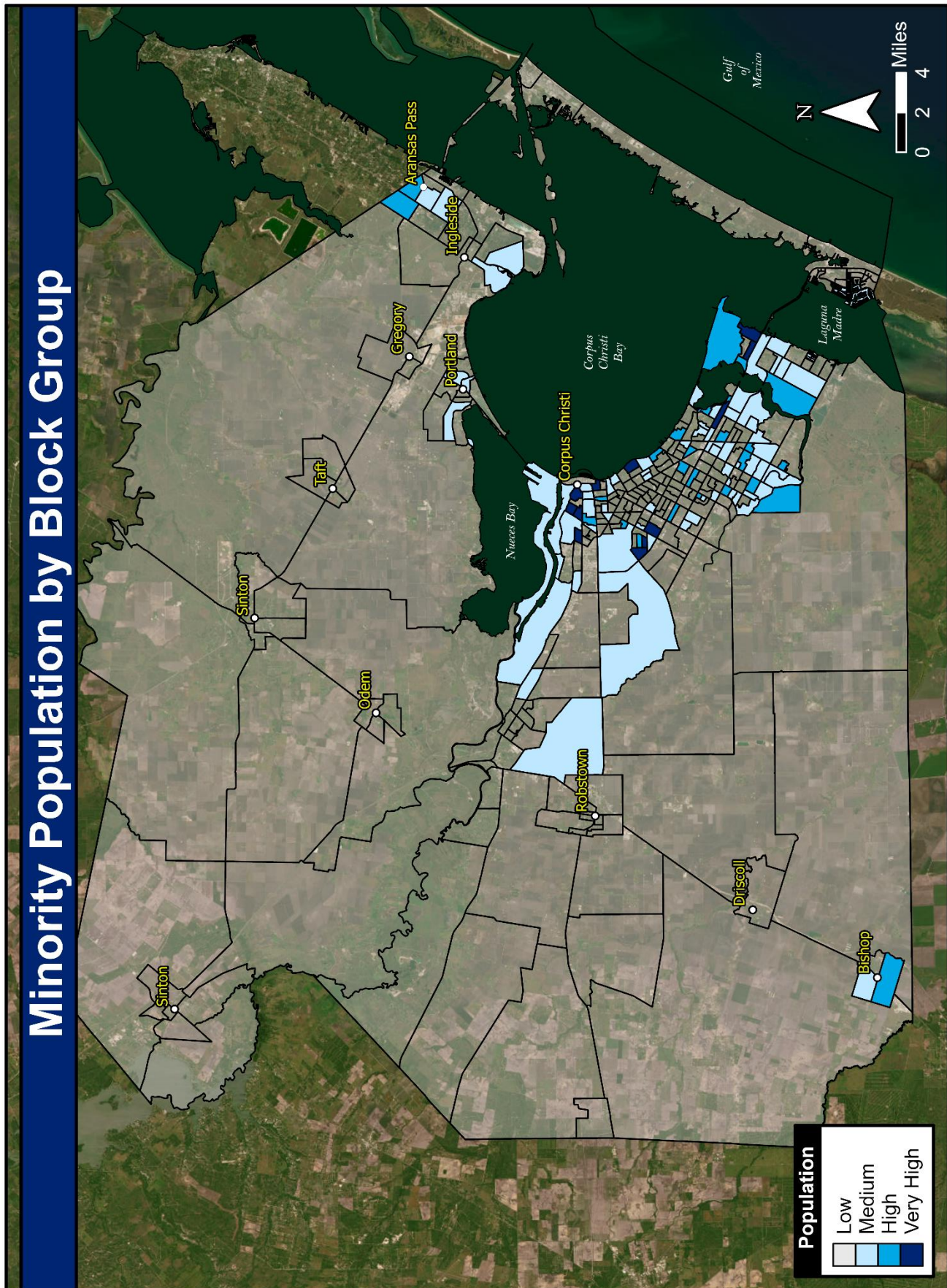
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Exhibit 3: Map of Low-Income Population by Block Group



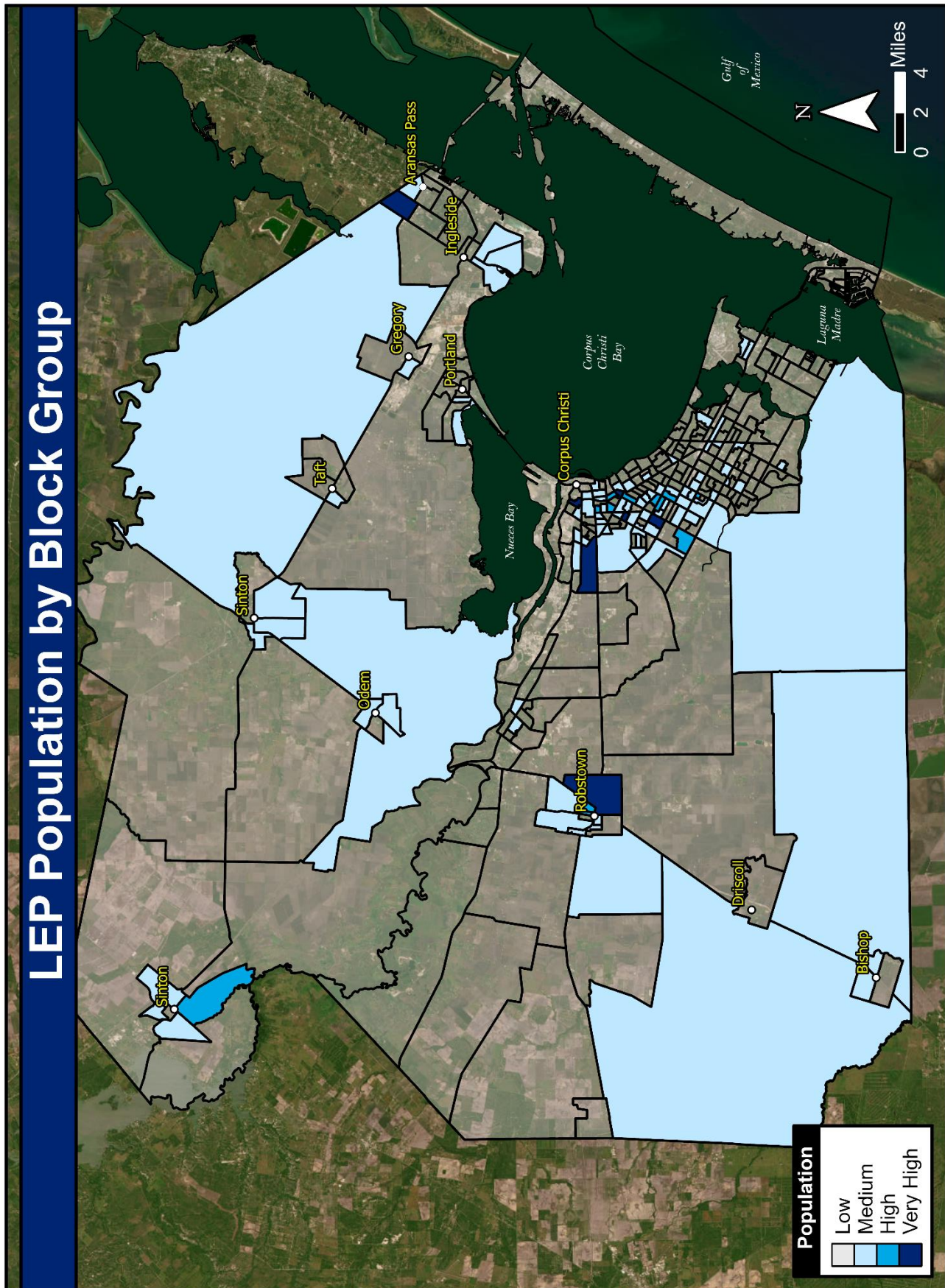
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Exhibit 4: Map of Minority Population by Block Group



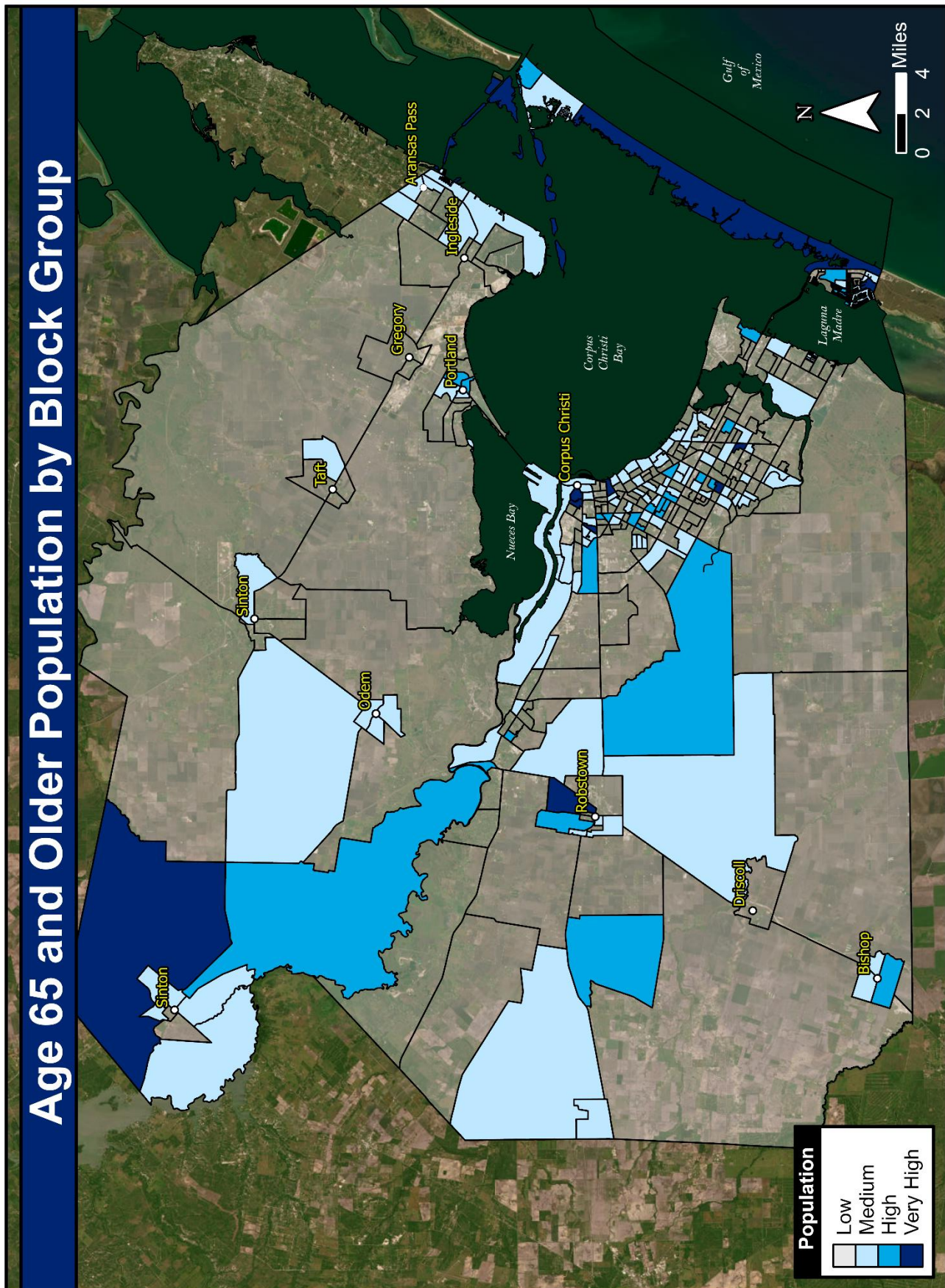
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Exhibit 5: Map of Limited English Proficiency (LEP) Population by Block Group



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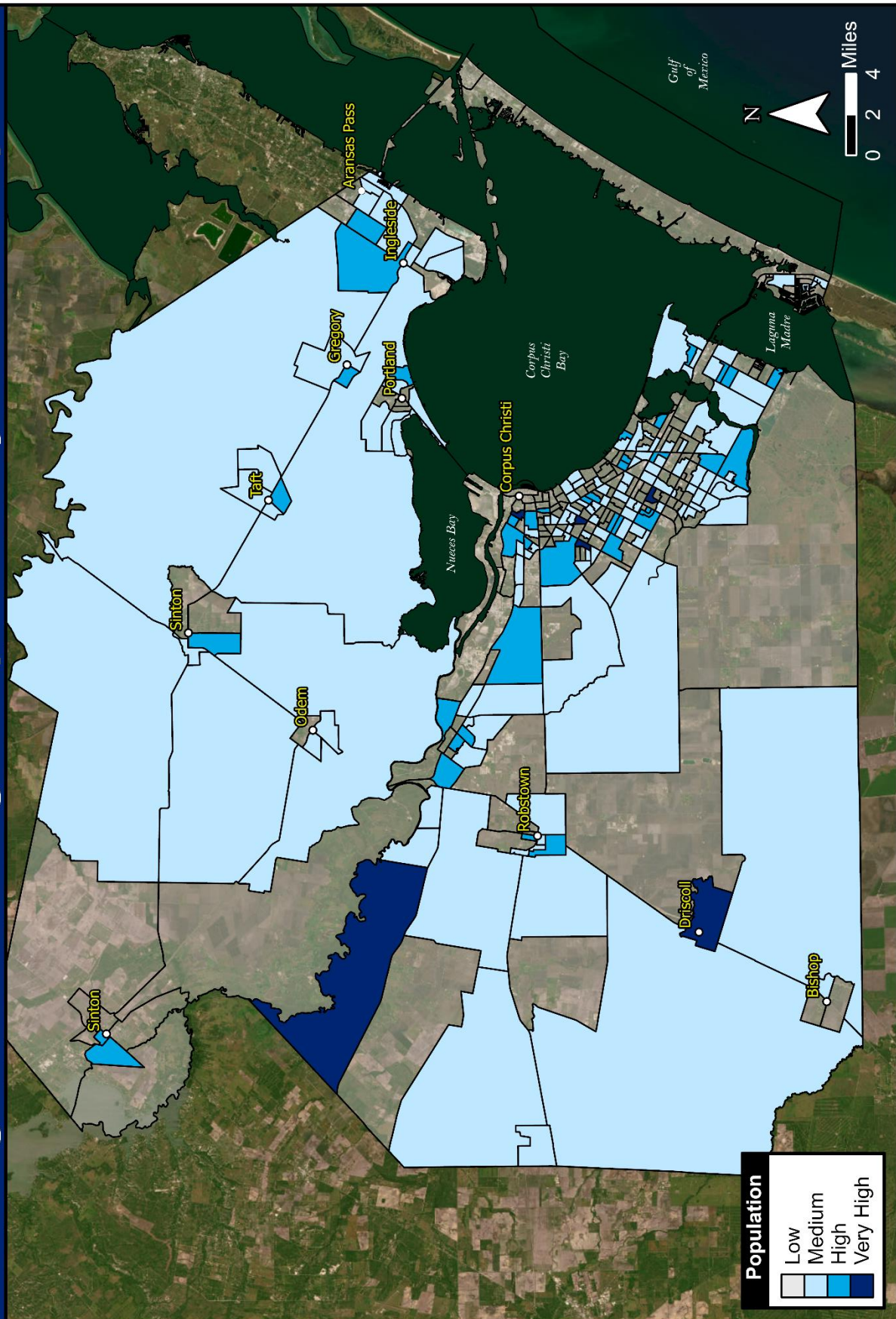
Exhibit 6a: Map of Age 65 and Older Population by Block Group



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Exhibit 6b: Map of Age 17 and Younger Population by Block Group

Age 17 and Younger Population by Block Group



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Exhibit 7: Map of Disabled Population by Block Group

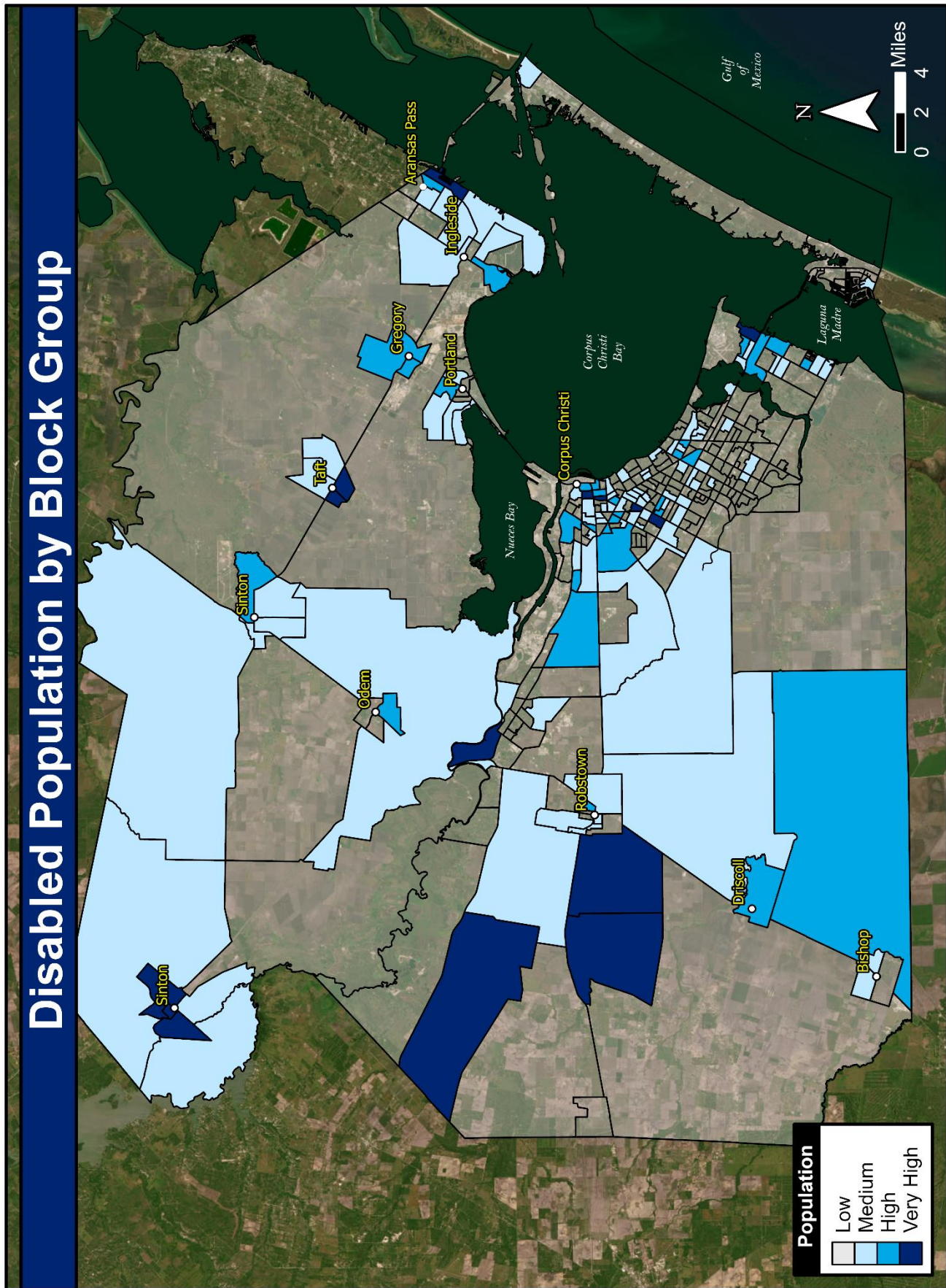
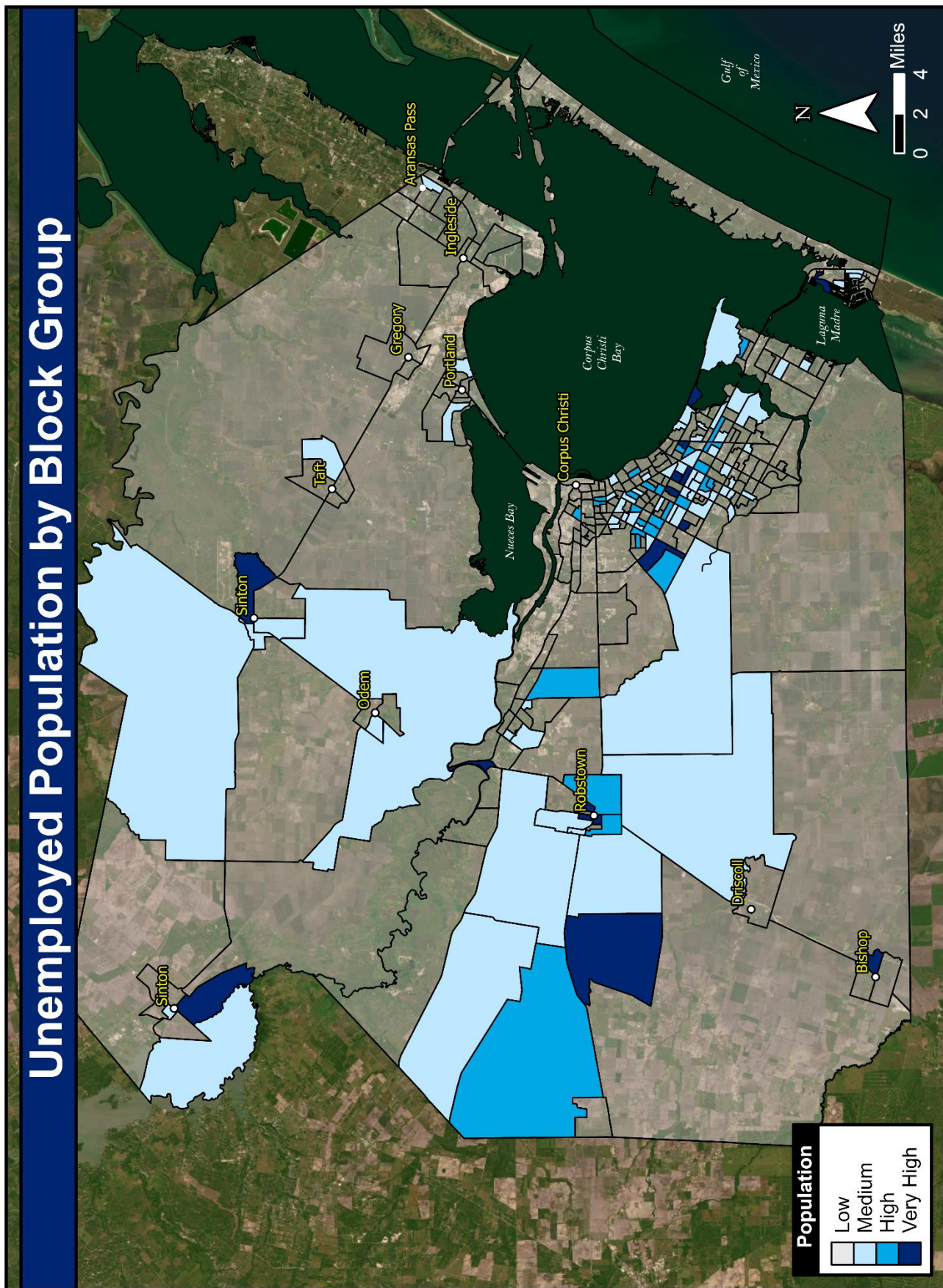
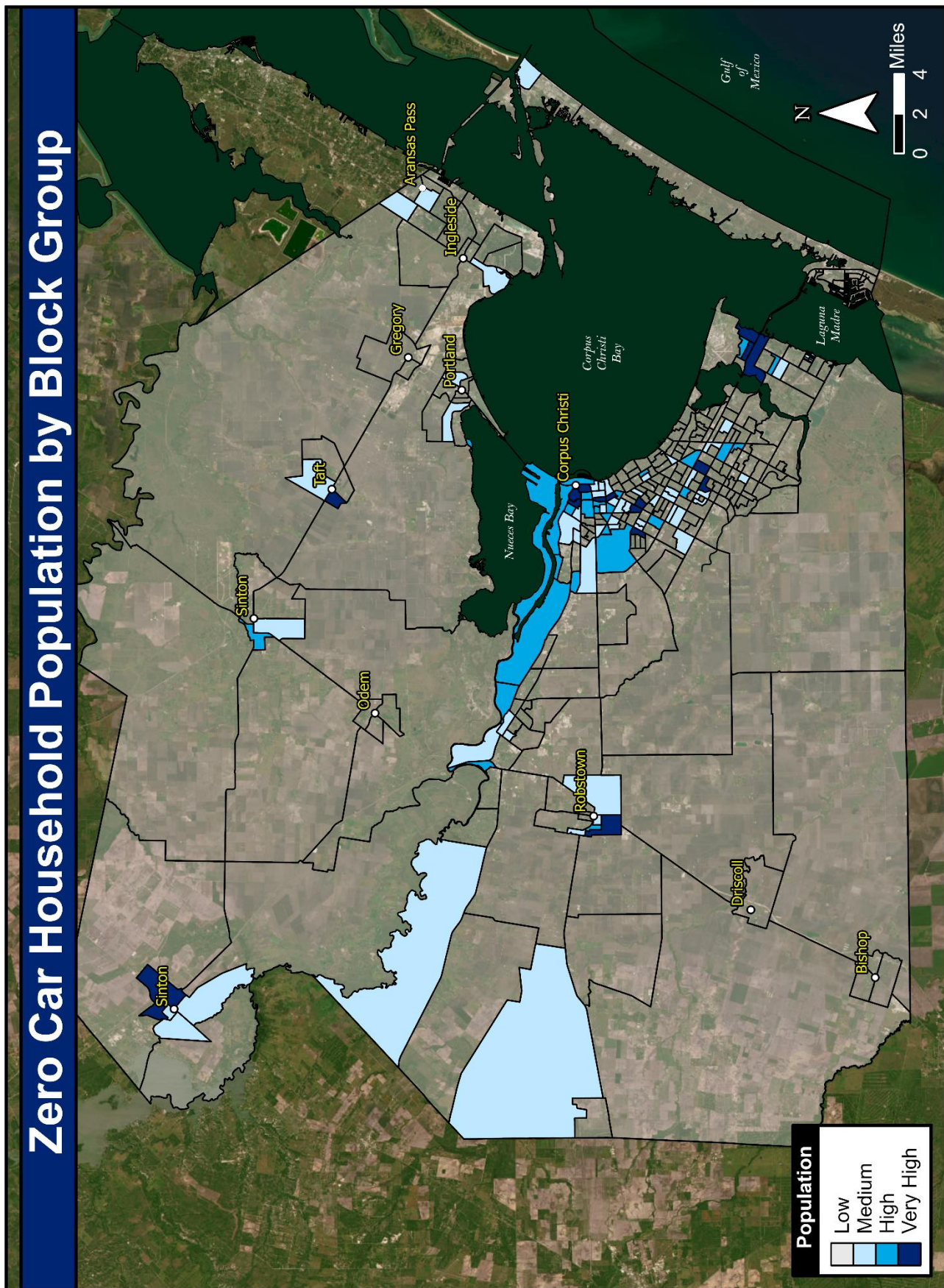


Exhibit 8: Map of Unemployed Population by Block Group



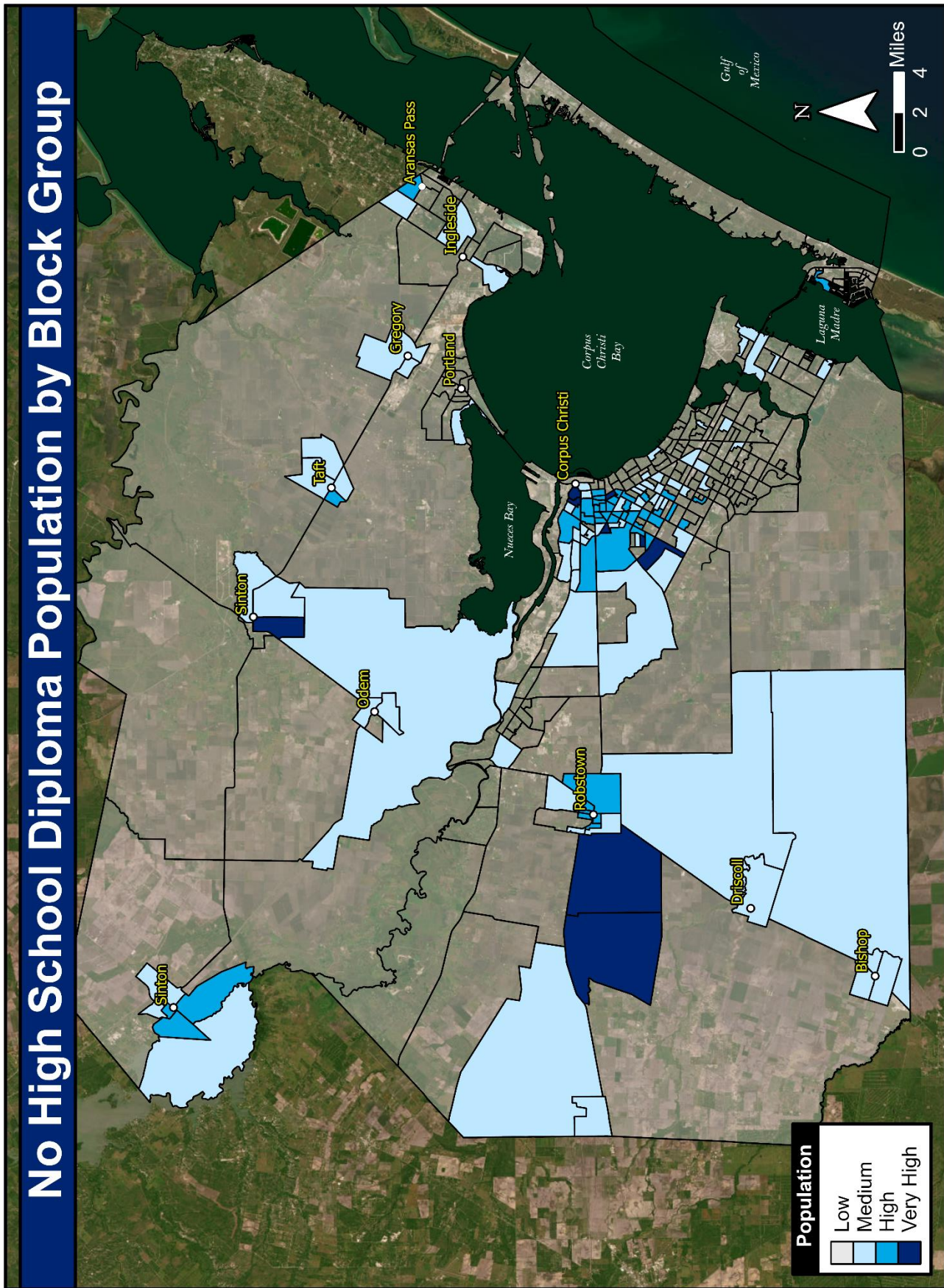
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Exhibit 9: Zero Car Household Population by Block Group



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Exhibit 10: Map of No High School Diploma Population by Block Group



2021 Public Participation Plan (PPP)

The Corpus Christi MPO 2021 Public Participation Plan adopted July 1, 2021, and found here https://www.corpuschristi-mpo.org/02_about_ppp.html, includes specific information regarding outreach and communication strategies, with emphasis on outreach to minority, low-income, elderly, disabled, (LIST) zero car households, (list) and LEP populations.

Engaging the public has gotten increasingly difficult for the Corpus Christi MPO and most other transportation agencies. Across many public involvement efforts, low levels of participation can be traced to a lack of awareness about the importance of participation, as well as an increase in interests and obligations which compete for people's time. Additional challenges include time and mobility constraints, social isolation, and distrust and cynicism towards government. These challenges are magnified when trying to engage traditionally hard to reach populations such as people with limited English language proficiency, low-income, and minority communities.

Public participation is a process, not a single event. It is a series of activities over the full lifespan of a planning process, to both inform the public and obtain input from them. Conducting meaningful public participation involves seeking public input at key decision points where input shapes the decision or action. The concept the Corpus Christi MPO will utilize is to take the message directly to other existing meetings and broaden the number and diversity of people reached by using established local communication and formal and informal leadership networks. These efforts are particularly effective at targeting the disabled community, minorities, and those with limited English proficiency.

There is no standard or prescribed method of conducting outreach. What works for one community for a certain type of project or process may not work in another region or even for the same agency in a different community or for a different process. This lack of consistency requires flexibility from the Corpus Christi MPO to tailor outreach to match the unique set of circumstances around the region. The specific public involvement techniques and the methods used to perform public involvement strategies are constantly evolving and are bounded only by the needs of each community.

Also, it is necessary to understand that there is no "general public". Rather, the various communities consist of a range of stakeholders holding often diametric views and conflicting concerns on many issues. When conducting meaningful public participation, the Corpus Christi MPO needs to gather input from the full spectrum of stakeholder interests. This produces a wide range of views and concerns some of which will be unhappy no matter what the decision made entails. Giving fair treatment and meaningful involvement to all people regardless of race, color, national origin or income, with respect to the development, implementation, and decisions made through the transportation planning process is paramount.

At the heart of all public outreach approaches is building trust and a reputation for being open and transparent. Research indicates that it is better to perform limited stakeholder input efforts well rather than to do large-scale efforts poorly. A well-designed and sincere participation process will not fulfill its potential if the public lacks the necessary participation skills. Therefore, it is crucial for Public Participation Plans to include methods to improve the public's participation capacity.

The Corpus Christi MPO 2021 PPP provides policies and principles outlining communications and coordination with interested parties. Each method is part of a larger overall strategy that relies on multiple outreach approaches and techniques. As technology evolves and changes the ways our society communicates and interacts, so too will the application of these techniques. By offering information in a variety of formats and being easily available to attend other community meetings, the Corpus Christi MPO will include more people in the planning process rather than relying on a limited number of strategies and opportunities where people are expected to come to us. The job of the Corpus Christi MPO is becoming a two-way conduit of information between the Transportation Policy Committee and the multitude of communities that comprise the metropolitan area.

This PPP identifies the outreach and involvement activities for the 2050 Metropolitan Transportation Planning process and updates to the 2021-2024 Transportation Improvement Program process beginning July 1, 2021, and ending September 30, 2025. The policies put forth in this document are:

- The Corpus Christi MPO shall actively engage the public in the transportation planning process according to State and Federal law and the policies outlined in this plan.
- The Corpus Christi MPO shall keep the public informed of ongoing transportation-related activities on a continuous basis.
- The Corpus Christi MPO shall encourage the involvement of all area citizens in the transportation planning process.
- The Corpus Christi MPO shall strive to continuously improve public participation.
- The Corpus Christi MPO as a recipient of federal assistance and under Title VI of the Civil Rights Act of 1964, shall ensure that no person, on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the MPO to its sub- recipients (i.e., contractors, consultants, local governments, colleges, universities, etc.). All programs funded in whole or in part from federal financial assistance are subject to Title requirements.

Title VI

Appendix A of this document contains the signed Corpus Christi MPO Title VI Non-discrimination Statement. This policy was adopted on August 2, 2018, and reaffirmed **on July 1, 2021**. It is stated below.

The Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) gives public notice of its policy to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 (PL 100.259), and all related statutes. The Corpus Christi MPO is committed to ensuring that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Corpus Christi MPO receives Federal financial assistance as required by Title VI.

The Corpus Christi MPO Title VI Coordinator is responsible for initiating and monitoring Title VI activities, preparing required reports, and other responsibilities as required by Title 23 Code of Federal Regulations (CFR) Part 200, and Title 49 CFR Part 21. A full description of these responsibilities is stated below.

Responsibilities of the Title VI Coordinator

The role of Corpus Christi MPO Title VI Coordinator is the responsibility of the Corpus Christi MPO Senior Transportation Coordinator and is generally responsible for:

- Creating an implementation plan for Title VI compliance.
- Directing Title VI implementation, coordination, and monitoring.
- Monitoring Title VI activities that include data collection, identifying of Title VI population, assessment tools, submitting documentation, and assuring public involvement.
- Overseeing compliance with applicable nondiscrimination authorities in each of the metropolitan transportation planning and programming areas.

Other staff members are expected to provide information and support to assist this staff member in performing his or her tasks. The Title VI Coordinator is responsible for supervising staff activities pertaining to nondiscrimination regulations and procedures set forth in federal guidance and in accordance with the Corpus Christi MPO Title VI Plan. In support of this, the Title VI Coordinator will:

- Identify, investigate, and work to eliminate discrimination when found to exist.

- Process discrimination complaints received by the Corpus Christi MPO. The Corpus Christi MPO will resolve complaints in accordance with Discrimination Complaint Procedures.
- Meet with appropriate staff members to monitor and discuss progress, implementation, and compliance issues related to the Corpus Christi MPO Title VI Plan.
- Periodically review Corpus Christi MPO Title VI Plan to assess whether administrative procedures are effective, staffing is appropriate, and adequate resources are available to ensure compliance.
- Work with staff involved with Consultant Contracts and the sub-recipient found to not comply, to resolve the deficiency status and write a remedial action if necessary.
- Review important issues related to nondiscrimination with the Corpus Christi MPO Transportation Policy Committee Chairperson, as needed.
- Maintain a list of Interpretation Service Providers.
- Assess communication strategies and address additional language needs when needed.
- Disseminate information related to the nondiscrimination authorities. The Corpus Christi MPO Title VI Plan is disseminated to Corpus Christi MPO employees, contractors, and the general public.
- Coordinate with appropriate federal, state, and regional entities to periodically provide Corpus Christi MPO employees with training opportunities regarding nondiscrimination.
- Ensure that all new Corpus Christi MPO employees receive education and training regarding nondiscrimination regulations and procedures as set forth in this plan and in accordance with federal guidance.

Title VI Complaint Overview

As a recipient of federal financial assistance, the Corpus Christi MPO ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements.

Who can File

Complaints alleging discrimination in Corpus Christi MPO's provisions, services, or Corpus Christi MPO activities can be made by persons who are not employees of Corpus Christi MPO. Any person who believes Corpus Christi MPO, or any entity who receives federal financial assistance from or through Corpus Christi MPO (i.e., sub-recipients, sub-contractors, or sub-grantees), has subjected them or any specific class of individuals to unlawful discrimination may file a complaint of discrimination. The Corpus Christi MPO will follow timelines set forth in guidance from the Department of Transportation, the Federal Highway Administration, Federal Transit Administration and the Department of Justice for processing Title VI discrimination complaints.

When to File

A complaint of discrimination must be filed within 180 calendar days of the alleged act of Discrimination, or discovery thereof; or where there has been a continuing course of conduct, the date on which that conduct was discontinued. Filing means a written complaint must be postmarked before the expiration of the 180 calendar-day period. The filing date is the day you complete, sign, and mail the complaint form. The complaint form and consent/release form must be dated and signed for acceptance. Complaints received more than 180 calendar days after the alleged discrimination will not be processed and will be returned to the complainant with a letter explaining why the complaint could not be processed and alternative agencies to which a report may be made.

Where to File

In order to be processed, signed original complaint forms must be mailed to:

Corpus Christi Metropolitan Planning Organization
Transportation Planning Director
602 N. Staples Street, Suite 300
Corpus Christi, TX 78401

Upon request, reasonable accommodations will be made for persons who are unable to complete the complaint form due to disability or limited English proficiency. A complaint may also be filed by a representative on behalf of a complainant. Persons who are not satisfied with the findings of the Corpus Christi MPO may seek remedy from other applicable state or federal agencies.

-What to File

In order to be processed, a complaint must be complete and submitted in writing and contain the following information:

- Name, address, and phone number of the complainant.
- Name(s) and address(es) and business(es)/organization(s) of person(s) who allegedly discriminated.
- Date of alleged discriminatory act(s).
- Basis of complaint (i.e. race, color, national origin, sex, age, religion, or disability).
- A statement of complaint.
- A signed consent release form.

Complaint Process Overview

A copy of the Title VI forms are located in Appendix D. The following is a description of how a discrimination complaint will be handled once received by the Corpus Christi MPO.

- I. A complaint is received by the Corpus Christi MPO: Complaints must be in writing and signed by the complainant or their designated representative. If the complainant is unable to complete the form in writing due to disability or limited English proficiency, upon request reasonable accommodations will be made to ensure the complaint is received and processed in a timely manner. Complainants wishing to file a complaint that do not have access to the Internet or the ability to pick up a form will be mailed a complaint form to complete. The complainant will be notified if the complaint form is incomplete and asked to furnish the missing information.
- II. Complaint is logged into tracking database: Completed complaint forms will be logged into the complaint tracking database; basic data will be maintained on each complaint received.
- III. Determine jurisdiction: The Corpus Christi MPO Transportation Planning Director will complete an initial review of the complaint. The purpose of this review is to determine if the complaint meets basic criteria. Criteria required for a complete complaint:
 - (a) Basis of alleged discrimination (i.e. race, religion, color, national origin, sex, age or disability).
 - (b) Determination of timeliness will also be made to ensure that the complaint was filed within the 180-day period requirement.
 - (c) The program in which the alleged discrimination occurred will be examined to ensure that the complaint was filed with the appropriate agency. During this process, if a determination was made in which the program or activity that the alleged discrimination occurred is not related to the Corpus Christi MPO program or activity, every attempt will be made to establish the correct agency. Whenever possible and assuming consent was granted on the Consent/Release form, the complaint will be forwarded to the appropriate agency.

If the complaint is a transportation related discrimination complaint and the Corpus Christi MPO or its sub-recipients are named as the respondent, then the complaint shall be forwarded to:

TxDOT Civil Rights Division
125 E. 11th Street
Austin, Texas, 78701

- IV. Initial written notice to complainant: Within 10 working days of the receipt of the complaint, the Corpus Christi MPO will send notice to the complainant confirming receipt of the complaint; if needed the notice will request additional information, notify complainant that the activity is not related to a Corpus Christi MPO program or activity, or does not meet deadline requirements. Conclusions made in step three will determine the appropriate response to the complaint. If any additional information is needed from the complainant, it will be communicated at this point in the process. A copy of the written response, as well as the complaint form, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Contract Compliance Section for informational purposes only.
- V. Investigation of complaint: The Corpus Christi MPO Transportation Planning Director will confer with the program Coordinator to determine the most appropriate fact-finding process to ensure that all available information is collected in an effort to reach the most informed conclusion and resolution of the complaint. The type of investigation techniques used may vary depending on the nature and circumstances of the alleged discrimination. An investigation may include but is not limited to:
 - (a) Internal meetings with Corpus Christi MPO staff and legal counsel.
 - (b) Consultation with state and federal agencies.
 - (c) Interviews of complainant(s).
 - (d) Review of documentation (i.e. planning, public involvement, and technical program activities).
 - (e) Interviews and review of documentation with other agencies involved.
 - (f) Review of technical analysis method (if applicable).
 - (g) Review of demographic data.
- VI. Determination of investigation: An investigation must be completed within 60 days of receiving the complete complaint, unless the facts and circumstances warrant otherwise. A determination will be made based on information obtained. The Corpus Christi MPO Transportation Planning Director and/or designee will render a recommendation for action, including formal and/or informal resolution strategies in a report of findings to the Corpus Christi MPO Transportation Planning Director.
- VII. Notification of determination: Within 10 days of completion of an investigation, the complainant must be notified by the Corpus Christi MPO Transportation Planning Director of the final decision. The notification will advise the complainant of his/her appeal rights with state and federal agencies if he/she is dissatisfied with the final decision. A copy of this letter, along with the report of findings, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Contract Compliance Section for information purposes.

Environmental Justice

On February 11, 1994, President William J. Clinton signed Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which directs federal agencies to develop strategies to help them identify and address disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority and low-income populations. The Executive Order was also intended to provide minority and low-income communities with access to public information and opportunities for public participation in matters relating to human health or the environment.

Adverse effects as described in Executive Order 12898 is the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to:

- Bodily impairment, infirmity, illness or death.
- Air, noise, and water pollution and soil contamination.
- Destruction or disruption of:
 - man-made or natural resources
 - aesthetic values
 - community cohesion or a community's economic vitality
 - the availability of public and private facilities and services
- Adverse employment effects.
- Displacement of persons, businesses, farms, or non-profit organizations.
- Increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community.
- Denial of, reduction in, or significant delay in the receipt of benefits of the Corpus Christi MPO programs, policies, or activities.

Environmental Justice joins social and environmental movements by addressing the unequal environmental burden often borne by minority and low-income populations. The right to a safe, healthy, productive, and sustainable environment for all, where "environment" is considered in its totality to include the ecological (biological), physical (natural and built), social, political, aesthetic, and economic environments.

Environmental Justice helps to ensure that programs, policies, and activities that have adverse effects on communities do not affect minority and low-income populations disproportionately. To prevent discrimination as described in Executive Order 12898, the Federal Highway Administration Order 6640.23 Order to Address Environmental Justice in Minority Populations and Low-Income Populations dated December 2, 1998, defines minority and low-income individuals and populations as follows:

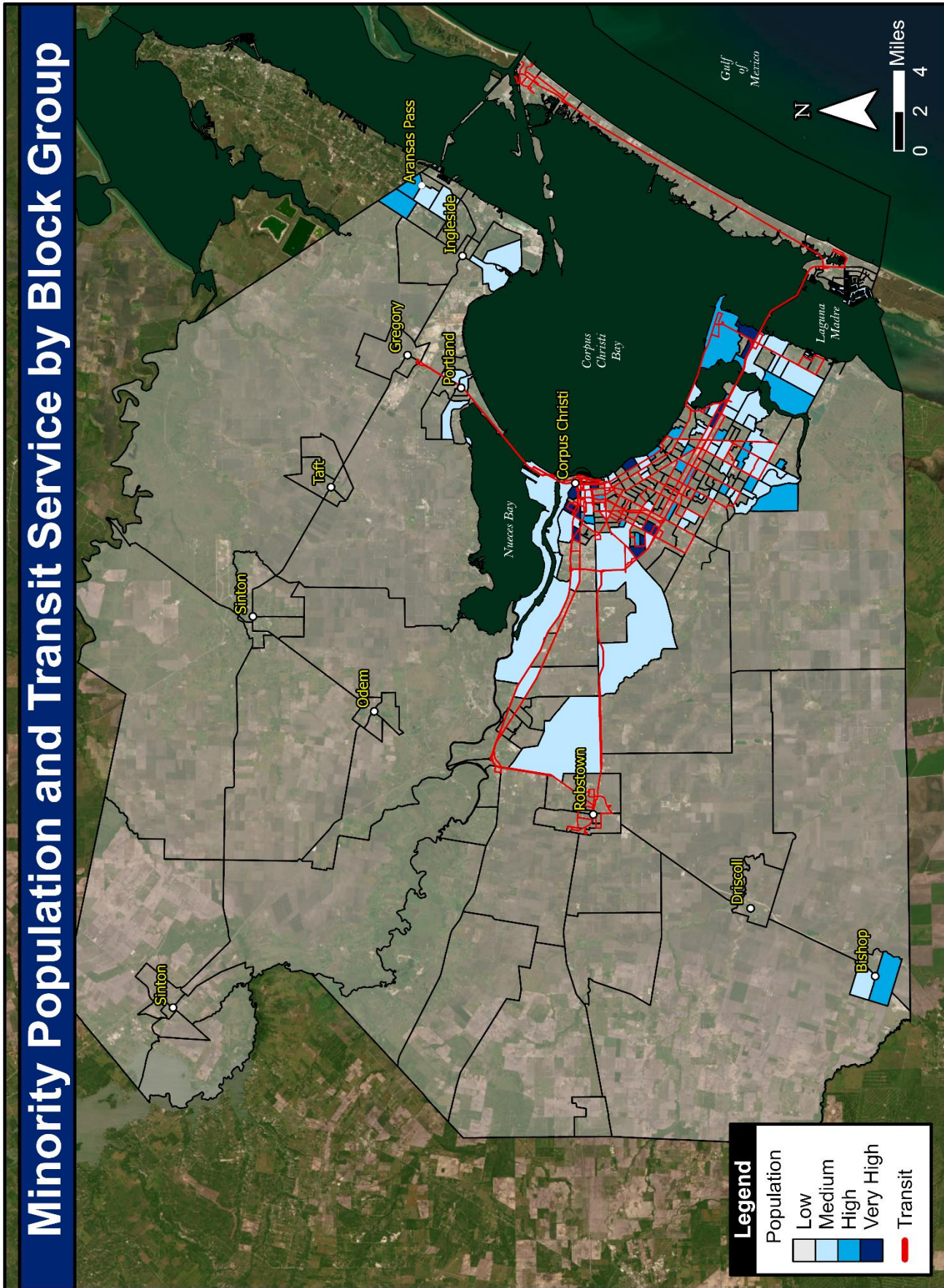
- **Minority** – a person who is Black, Hispanic, American Indian and Alaskan Native, or Asian American:
 - Black – a person having origins in any of the black racial groups of Africa.
 - Hispanic – a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.
 - American Indian and Alaskan Native – a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition.
 - Asian American – a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific islands.
- **Minority Population** – any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed program, policy or activity.
- **Low-Income** – a person whose household income is at or below the United States Department of Health and Human Services poverty guidelines.

- **Low-Income Population** – any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who would be similarly affected by a proposed program, policy or activity.

Environmental Justice is incorporated through all phases of the transportation planning and programming process. Environmental Justice is a main goal of the Corpus Christi MPO 2021 Public Participation Plan (PPP) and future work includes analyses of the positive and negative impacts that the transportation investments are forecast to have on at-risk population groups compared to the rest of the population.

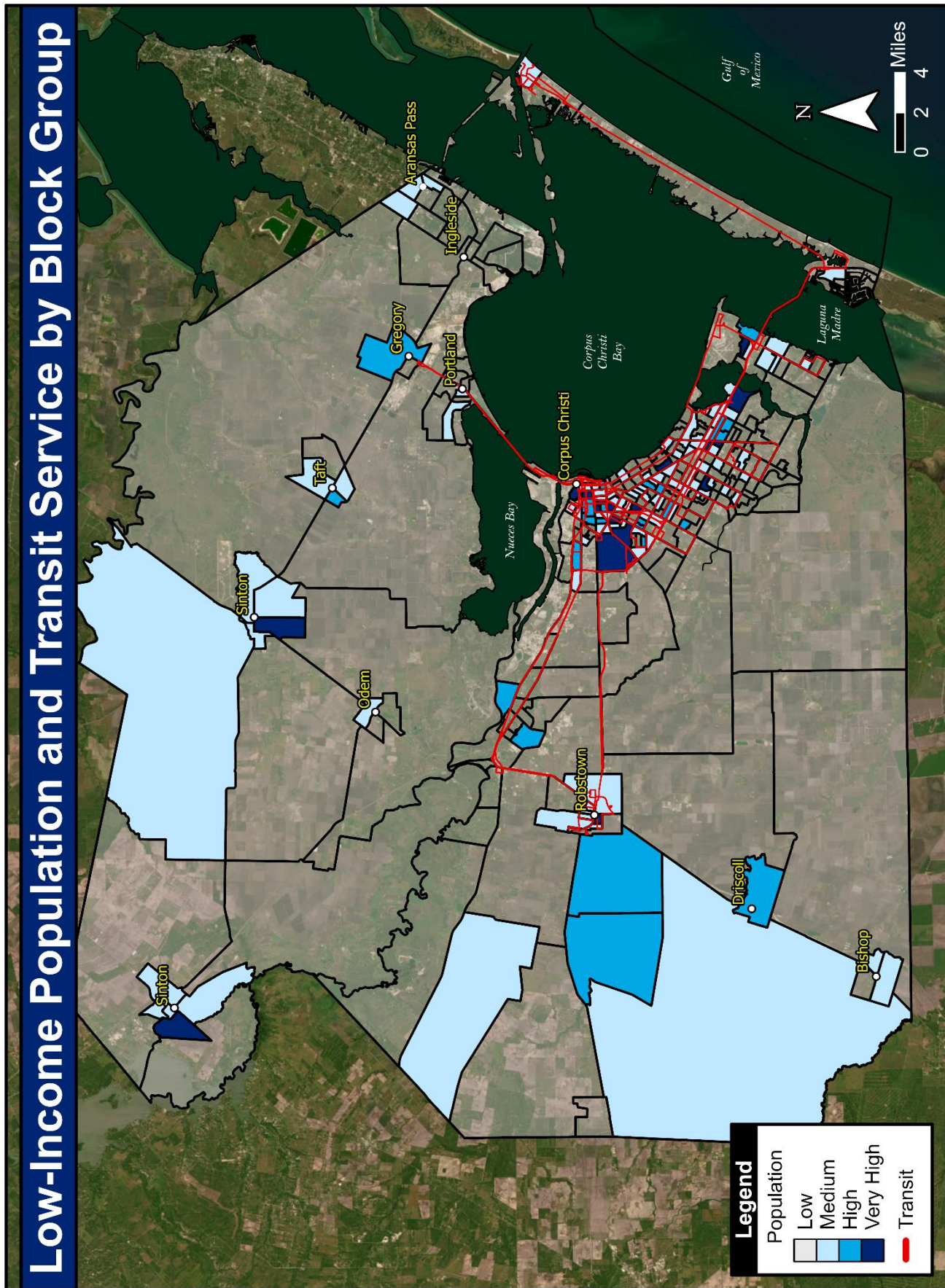
The FTA requires an analysis of how current transit service serves minority and low-income populations. Exhibits 11-13 below depict current CCRTA Transit service in the Corpus Christi MPO area with U.S. Census data by block group to indicate how transit routes directly serve these at-risk populations.

Exhibit 11: Map of Minority Population and Transit Service by Block Group



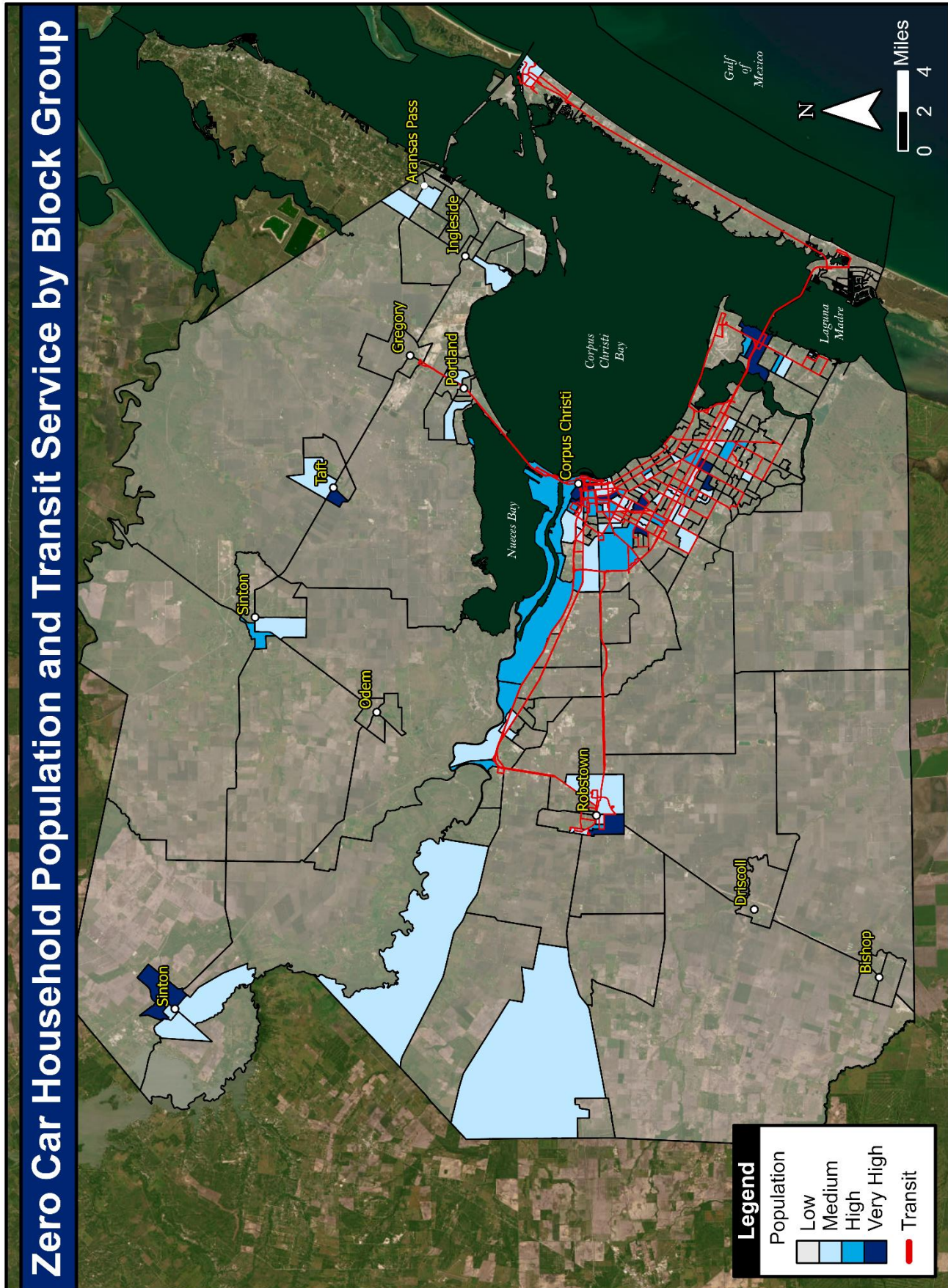
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Exhibit 12: Map of Low-Income Population and Transit Service by Block Group



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Exhibit 13: Map of Zero Car Household Population and Transit Service by Block Group



Limited English Proficiency

On August 11, 2000, President William J. Clinton signed Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency. The Executive Order requires federal agencies to examine the services they provide, identify any need for services to those with limited English proficiency (LEP), and develop and implement a system to provide those services so LEP persons can have meaningful access to them. The Executive Order also requires that federal agencies work to ensure that recipients of federal financial assistance provide meaningful access to their LEP applicants and beneficiaries.

Individuals who do not speak English as their primary language and who have a limited ability to read, speak, write or understand English can be limited English proficient, or “LEP.” For an LEP individual, language can present a barrier to accessing benefits and services, understanding and exercising important rights, complying with applicable responsibilities, or understanding other information provided by federally funded programs and activities. In order to avoid linguistically isolating these individuals, federally funded agencies should provide language assistance to known population concentrations at no cost when seeking their input.

The United States Department of Transportation (USDOT) guidelines require that recipients of federal financial assistance provide “meaningful access to programs and activities” by giving LEP persons adequate and understandable information and allowing them to participate in programs and activities, where appropriate. Recipients of federal funds must take reasonable steps to remove barriers for LEP individuals. The intent of DOT’s guidance is to suggest a balance that ensures meaningful access by LEP persons to critical services while not imposing undue burdens on small organizations and local governments. Smaller recipients with more limited budgets are typically not expected to provide the same level of language service as larger recipients with larger budgets. The DOT guidance is modeled after the Department of Justice’s guidance and requires recipients and subrecipients to take steps to ensure meaningful access to their programs and activities to LEP persons. While designed to be a flexible and fact-dependent standard, the starting point is an individualized assessment that balances the following four factors:

1. **Demography:** number and/or proportion of LEP persons served and languages spoken in service area.
2. **Frequency:** rate of contact with service or program.
3. **Importance:** nature and importance of program/service to people’s lives.
4. **Resources:** available resources, including language assistance services.

The four-factor analysis should be used to determine which language assistance services are appropriate to address the identified needs of the LEP population. Public outreach strategies and language assistance pertaining to LEP individuals are included in the Corpus Christi MPO 2021 Public Participation Plan (PPP).

Assessment of Needs and Resources

The need and resources for the LEP language assistance were determined through a four-factor analysis as recommended by FTA guidance.

Factor 1: Assessment of the Number and Proportion of LEP Persons Likely to be Served or Encountered in Eligible Service Population

The agency has reviewed Census data on the number of individuals in its service area that have LEP, as well as the languages they speak.

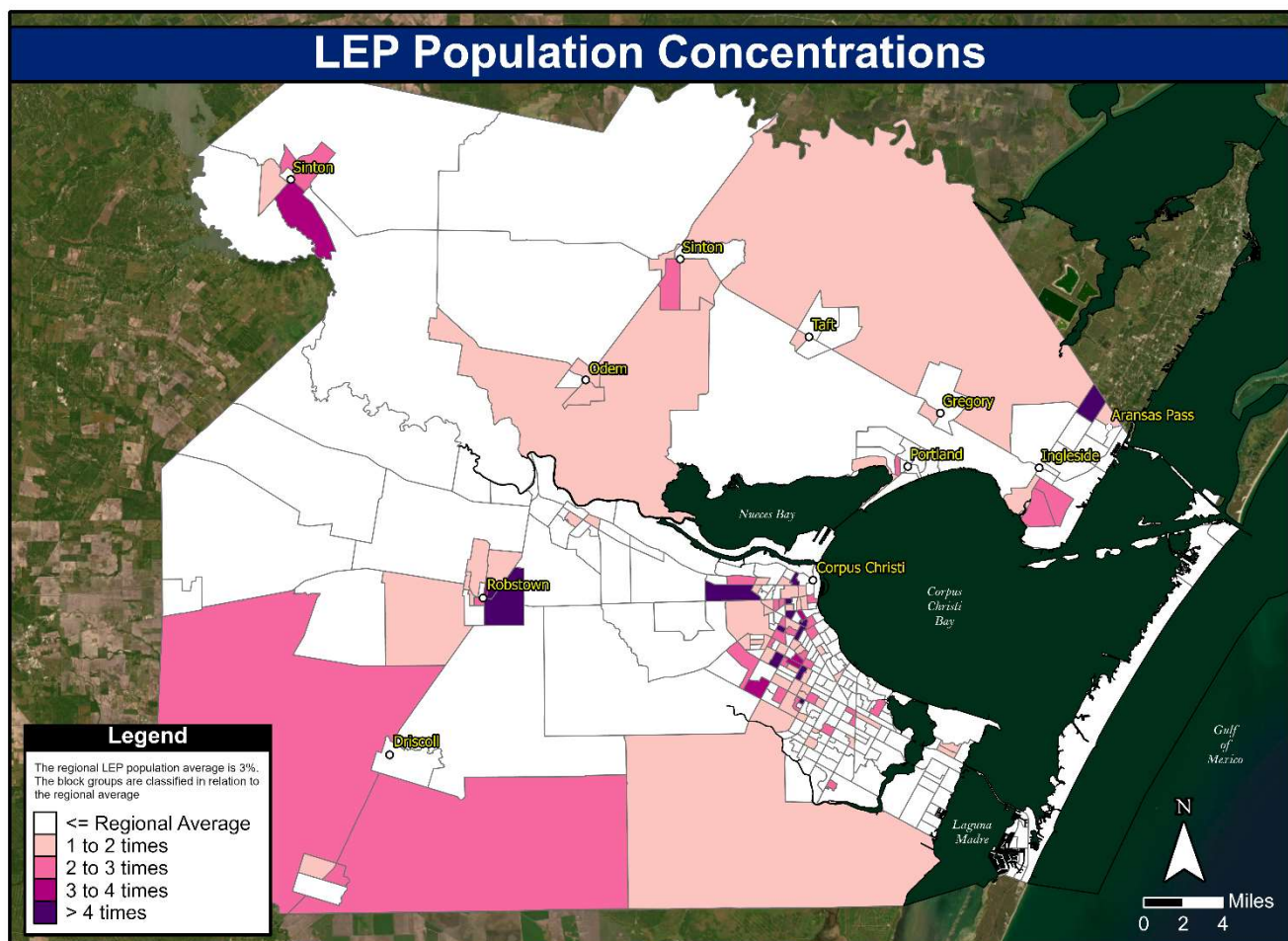
Data from the U.S. Census Bureau’s 2017-2019 American Community Survey (ACS) 5-Year Estimates were obtained through www.census.gov for the Nueces and San Patricio Counties, ~~and the cities of Corpus Christi and Portland.~~ Information from the ACS also provides more detail on the specific languages that are spoken by those who report that they speak English less than well. Languages spoken at home by those with LEP are presented in the previously listed [Exhibit 56a](#). These data indicate the extent to which translations into other language are needed to meet the needs of LEP persons.

This data will be used to determine how best to disseminate information that is accessible to persons with LEP. According to the U.S. Census 20175-202119 ACS 5-Year Estimates, there were approximately 222,655219,238 people, or 67.465.48% of the total population, who spoke English only within the metropolitan planning area. Furthermore, there were approximately 7,4118,060 people, or 2.252.41% of the total population, who speak English “not well” or “not at all.” Based on this percentage, the need to address the LEP population is somewhat limited.

The Spanish speaking classification makes up approximately 92.9332.05% of the population that speaks a language other than English at home, making it by far, the largest LEP group in the region. Therefore, the Corpus Christi MPO’s focus will be on targeting this community. Language assistance will be made available to other limited English-speaking individuals in the community as the need arises.

The regional LEP population average is 32.89% among the 320287 census block groups within the 2-county study area, 236 of which comprise of the Metropolitan Planning Area. Exhibit 6b above display the LEP populations by US Census block groups for the MPO’s 2-county study area. Of these, 10675 census block groups within the MPA contain a LEP population concentration greater than regional average of 32.89%. Of these block groups that are greater than the regional average, 13 block groups that have concentrations that are more than quadruple the regional average, 12 of which are located within the city of Corpus Christi, generally Several other census block groups, generally found along the SH 286 (Cross-Town Expressway), have concentrations more than quadruple the regional average. These areas will be a focus of LEP language assistance programs, as necessary.

Exhibit 14: Map of LEP Population Concentrations compared to the Regional Average



Disclaimer: This map is provided "as is" without warranty or any representation of accuracy, timeliness, or completeness. The Corpus Christi MPO makes no warranties, express, or implied, as to the use of this map. The owner of this map acknowledges and accepts the limitations of the map, including the fact that the data coverages are dynamic and in constant state of maintenance, correction, and update.

Factor 2: Assessment of the Frequency with which LEP Individuals Come into Contact with the Transit Services or System

The Corpus Christi MPO reviewed the relevant benefits, services, and information provided by the agency and determined the extent to which LEP persons have come into contact with these functions through the following channels:

- Calls to the Corpus Christi MPO's offices.
- Visits to the Corpus Christi MPO's office.
- Access to the Corpus Christi MPO's website.
- Attendance at community meetings or public hearings hosted by the Corpus Christi MPO.
- Public involvement and public engagement meetings/hearings for projects affecting LEP communities or individuals; and
- Internet access: Corpus Christi MPO [w](#)Website must be accessible to LEP persons.

The Corpus Christi MPO, at the time of this document, has never been contacted by any LEP individuals regarding projects or programs the Corpus Christi MPO administers. However, it will continue to work to identify underserved populations. The Corpus Christi MPO will continue to identify emerging populations as updated Census and American Community Survey data become available for our service area. In addition, when LEP persons contact our agency, we attempt to identify their language and keep records on contacts to accurately assess the frequency of contact. To assist in language identification, we use a language identification flashcard based on that which was developed by the U.S. Census. (<http://www.lep.gov/ISpeakCards2004.pdf>)

Factor 3: Assessment of the Nature and Importance of the Transit Services to the LEP Population

The Corpus Christi MPO main function is to provide cooperative, comprehensive, and continuing transportation planning for the Corpus Christi MPA. To this end, the Corpus Christi MPO develops the regional Transportation Improvement Program (TIP), the Metropolitan Transportation Plan, assists the member jurisdictions with development of their transportation planning documents, assist the local public transportation provider with planning needs, promote multi-modal transportation options for the region, and provides other services as needed. Exhibits 15 and 16 below also depict how current specialized transit service serves LEP and Older populations in the Corpus Christi MPO area. These maps illustrate that current transit service across the MPO area provides adequate service to current LEP populations. The Corpus Christi MPO will continue to monitor which areas of the MPO host the largest concentrations of LEP persons to ensure that they continue to be served by transit.

Exhibit 15: Map of LEP Population and Transit Service by Block Group

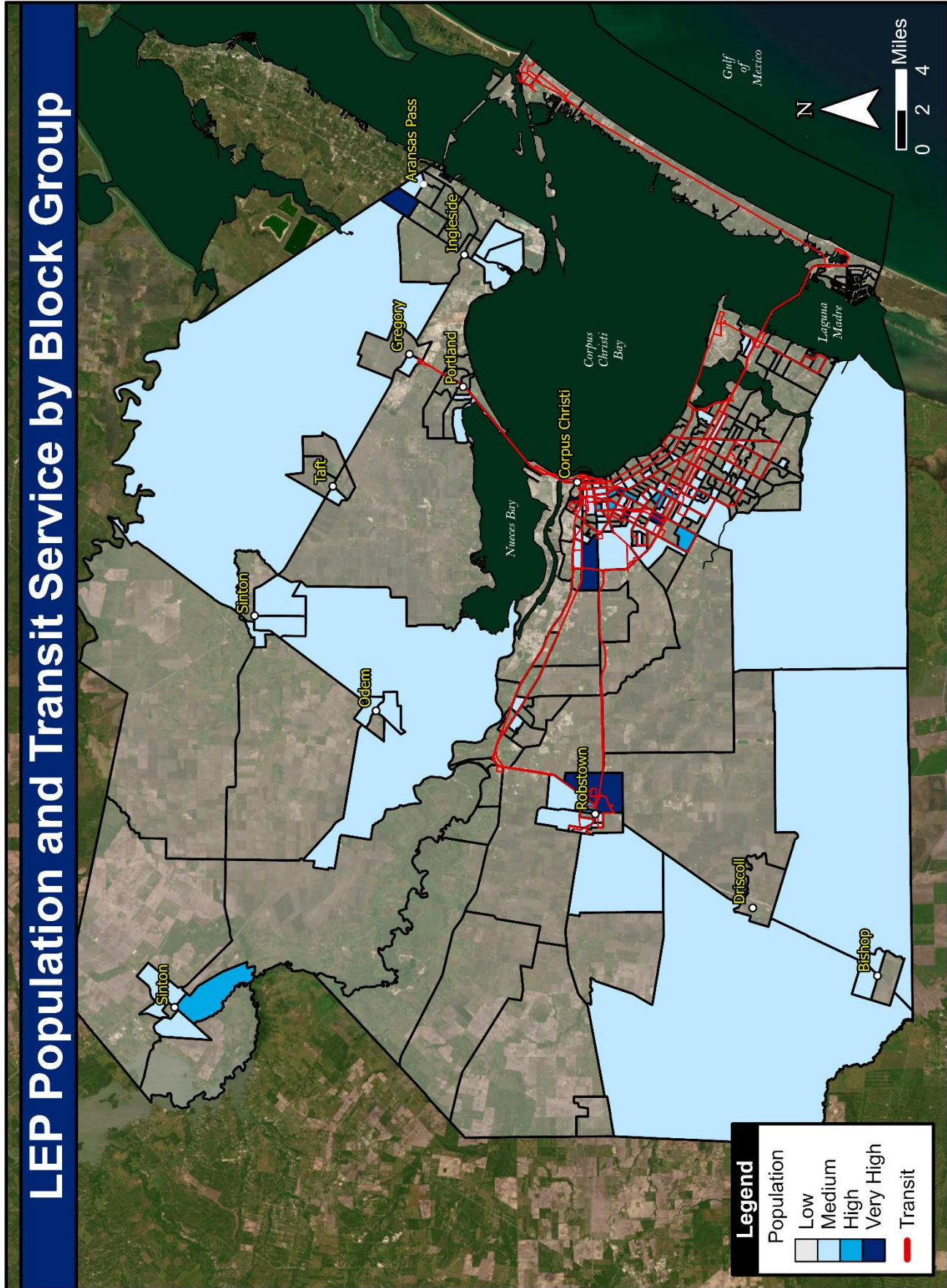
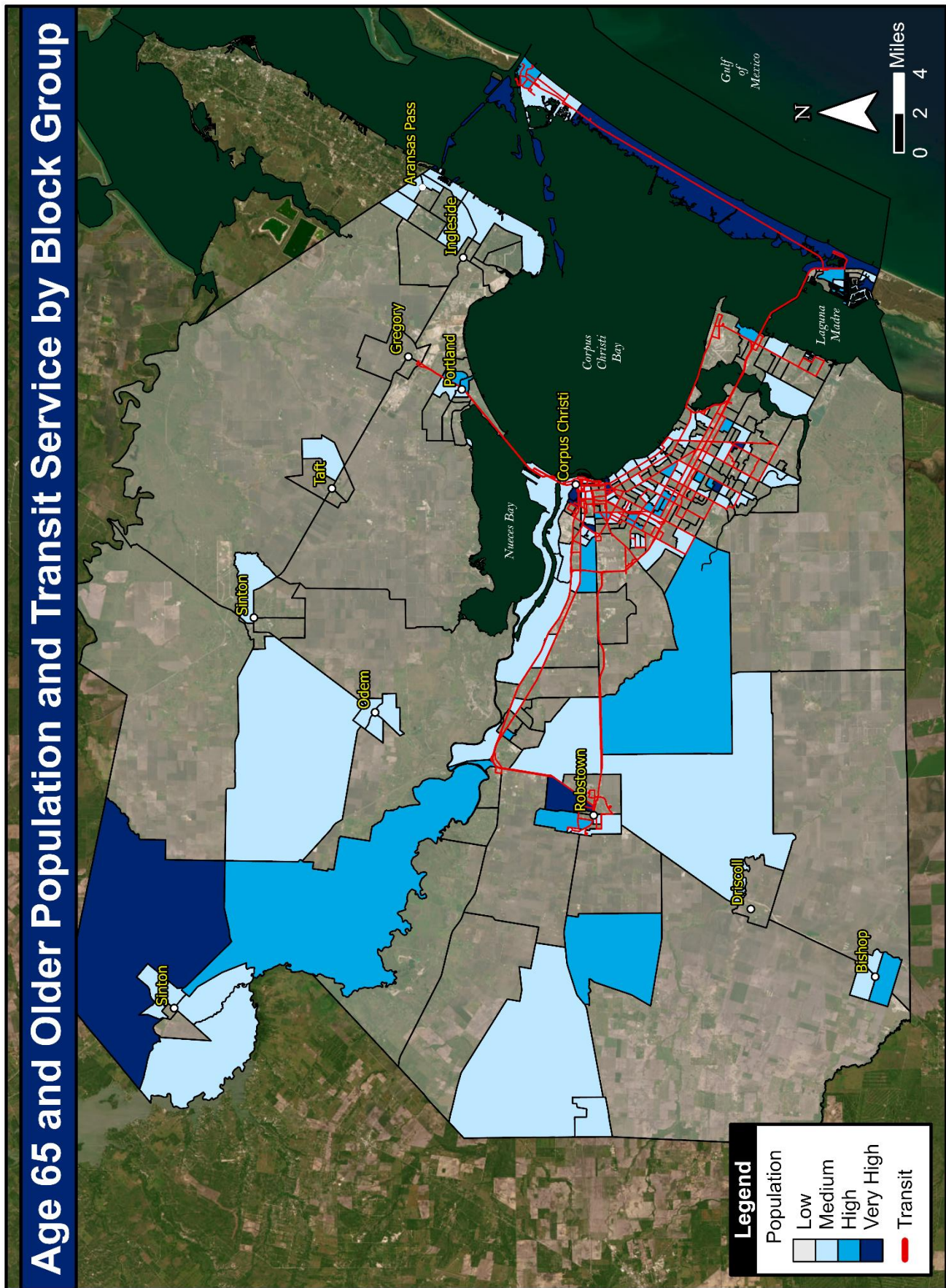


Exhibit 16: Map of Older Populations and Transit Service by Block Group



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Based on experience serving and communicating with LEP persons and discussions with community agencies, we understand that our support of public transportation programs in the Corpus Christi metropolitan area is critical. These include the RTA transit system, as well as the local Coordinated Human Services Mobility providers such as REAL, the Coastal Bend Program for Aging Services, and others. Additionally, the Corpus Christi MPO public involvement program including public information and planning meetings is extremely important to LEP persons. LEP persons, low-income populations, minority populations, the elderly, and the disabled must be considered in these processes. The Corpus Christi MPO will continue assessing this area by communicating with community organizations that serve LEP persons, as well as contact with LEP persons themselves.

Factor 4: Assessment of the Resources Available to the Agency and Costs

Costs

The only language assistance measure currently being provided by the Corpus Christi MPO includes the Spanish-language announcements of public involvement activities. Costs for these services are minimal \$500 - \$1,000 depending on the number of public involvement activities that occur in any given year. We do not expect these costs to increase in the future.

Based on the analysis of demographic data and contact with community organizations and LEP persons, the Corpus Christi MPO has determined that there is no need to expand our services at this time. However, when projects are based in areas identified as high LEP populations additional outreach or accommodations may be necessary. These may include translation of project information into additional languages and/or additional oral language services (interpreters) provided at public meetings. These could increase the project budget by up to \$2,000 when necessary.

Resources

The Corpus Christi MPO provides flexibility in the Unified Planning and Work Program and could devote additional funds to language assistance expenses in certain cases that would provide meaningful benefit to LEP populations. As discussed, this would be determined on an as needed basis related to projects that may impact those identified LEP populations.

In addition, assistance may be available through community organizations, city or county departments, or other agencies who may be able to partner for language assistance services. The Corpus Christi MPO also has access to free language assistance products available through the web such as Google Translate™ that may be used to translate written phrases, documents, and websites for free.

LEP Implementation Plan

Considering the Corpus Christi MPO's size and scope, LEP individuals in the Corpus Christi MPA, and financial resources, it is necessary to provide at least the most basic and cost-effective services available to ensure compliance with Executive Order 13166. Many options were discussed and considered by Corpus Christi MPO staff, and the following recommendations were adopted as measures to provide meaningful access to LEP persons:

- Provide, if requested within seven calendar days, interpreter services at any meeting or public hearing. This will include foreign language and hearing-impaired interpreter services.
- Include with 14 calendar days in advance, statements in notices and publications that interpreter services are available for meetings.
- Place notices of Corpus Christi MPO's non-discrimination policies and information on the local and federal complaint process on the website in English and other languages via Google Translate and make the notices available at public meetings.

- Translate vital documents in languages other than English when there is potential for impact to LEP communities.
- Provide training to Corpus Christi MPO staff on the requirements for providing meaningful access to services for LEP persons.
- Include an LEP policy in the Corpus Christi MPO 2021 Public Participation Plan (PPP) that details, 1) statements and notices that interpreters will be provided upon prior request for language assistance as well as for sign language, and 2) maintenance of a contact list for interpretation and translation providers.
- Utilize the TxDOT 's LEP Guidelines and Public Participation Plan in conjunction with the DRPT's LEP Plan to identify low-income populations, minority populations, the elderly, and the disabled, who may be part of the LEP population.

ADVANCING RACIAL EQUITY

ARE Implementation Plan

“Equality” and “equity” have the same root, but there is a significant difference in meanings. Equality is the equal distribution of resources regardless of the situation. Equity focuses instead on what people need to achieve an equal outcome. There is a growing belief within disadvantaged communities that the route to achieving equity in the United States cannot be accomplished by treating everyone equally. Instead, it will be achieved by adjusting policies and procedures to account for the differences in people’s situations and goals. There is an increasing amount of evidence that existing disparities within the United States are ingrained within and perpetuated by the established processes and that the inequity cannot be addressed using after-the-fact mitigation. The emerging opinion is that equity must instead be a principal input into decisions on where and how to invest federal resources.

On January 20, 2021, President Joseph R. Biden Jr. signed Executive Order 13985: Advancing Racial Equity and Support for Underserved Communities through the Federal Government. The Executive Order requires federal agencies to pursue a comprehensive approach to advancing equity for all, including people of color and others who have been historically underserved, marginalized and adversely affected by persistent poverty and inequality. The Executive Order states that executive departments and agencies must recognize and work to redress inequities in their policies and programs that serve as barriers to equal opportunity.

Executive Order 13985 requires that, consistent with applicable law, federal resources be allocated to address the historic failure of agencies to invest sufficiently, justly, and equally in underserved communities. Previous studies to assess changes in equity of opportunity or equity of outcome may require that disadvantaged groups are provided with disproportionate resources in the form of transport projects or policies in order for any investment to be considered equitable. However, lacking a composite index for overall transportation equity means that portions of Corpus Christi MPO policy will need to be revisited as further guidance from federal agencies is released.

The Order further states that federally funded agencies (such as the US Department of Transportation along with the FHWA and FTA) must assess whether, and to what extent, its programs and policies perpetuate systemic barriers to opportunities and benefits for people of color and other underserved groups. These disadvantaged groups include Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. This will include efforts to remove systemic barriers to and provide equal access to opportunities and benefits, identify communities the federal government has underserved, and develop policies designed to advance equity for those communities.

Initial examination of proposals has revealed the need for collaboration between transportation planning efforts and other federally funded efforts of local jurisdictions. One such effort is meeting the requirements for Affirmatively Furthering Fair Housing (AFFH) from the Fair Housing Act. The AFFH rule requires recipients of HUD funding (CDBG and Section 8) to identify and mitigate past patterns of segregation and exclusion from opportunity. A specific “community asset” that the rule identifies as having excluded people from opportunity is access to transportation. While targeting funds to meet the transportation needs of disadvantaged communities has not occurred in the past, there is precedent in the allocation of different types of public funds.

Four commonly discussed needs of transportation equity are:

- Participation. Transportation infrastructure projects and transportation plans must incorporate the needs and interests of those members of the public they are most likely to affect. Opportunities to participate should be provided at convenient times, in convenient locations, and in culturally appropriate ways. To

reach particular populations, efforts beyond traditional public meetings should be undertaken. To be most effective, participation should be undertaken before major decisions have been made, so that the outcomes of deliberation can affect important decisions. Achieving truly meaningful participation, where individual members of the public and advocacy organizations from the grassroots to the national level feel their voices have been heard and acted upon is difficult. This difficulty occurs in other areas of planning as well, including economic development and land use planning.

- **Benefits.** Investments in transportation systems should benefit the populations that most depend on them. Traditionally measured benefits are travel time savings, crash reduction, opportunities for physical activity, local hiring and job training for construction, maintenance, and operation, and accessibility. The benefit most associated with equity is transportation accessibility. Accessibility is the ease of reaching desired destinations. This can be accomplished by faster travel or by having destinations closer.
- **Environmental and quality-of-life burdens.** The environmental burdens associated with transportation systems—especially those arising from the automobile—are well documented. These include noise, air pollution, vulnerability to extreme weather, water quality, and secondary effects on public health. Transportation infrastructure also physically divides communities, destroys neighborhood cohesion, and degrades community vitality. Conversely, a lack of transportation connectivity results in de facto segregation of people of color and low-income people within cities and regions. It is also necessary to understand that while walking and cycling for transportation can bring health benefits, continued automobile dependence creates a range of health impacts from a sedentary lifestyle. This especially impacts people exposed to poor air quality.
- **Financial burdens/affordability.** The costs to own and operate a vehicle is climbing faster than wages are increasing. This is also true of the costs of housing. Combining transportation and housing costs is necessary to understand the magnitude of these burdens. A common occurrence is households enduring long commutes in an effort to reduce costs. These households are effectively trading off money and time. This is an inequitable outcome when there are barriers such as zoning practices that hinder the development of affordable, or high-density housing. Affordable housing can bring health and economic benefits to families that can reduce transportation costs and still meet their transportation needs.

Exhibit 17: Illustrations of Equality Versus Equity



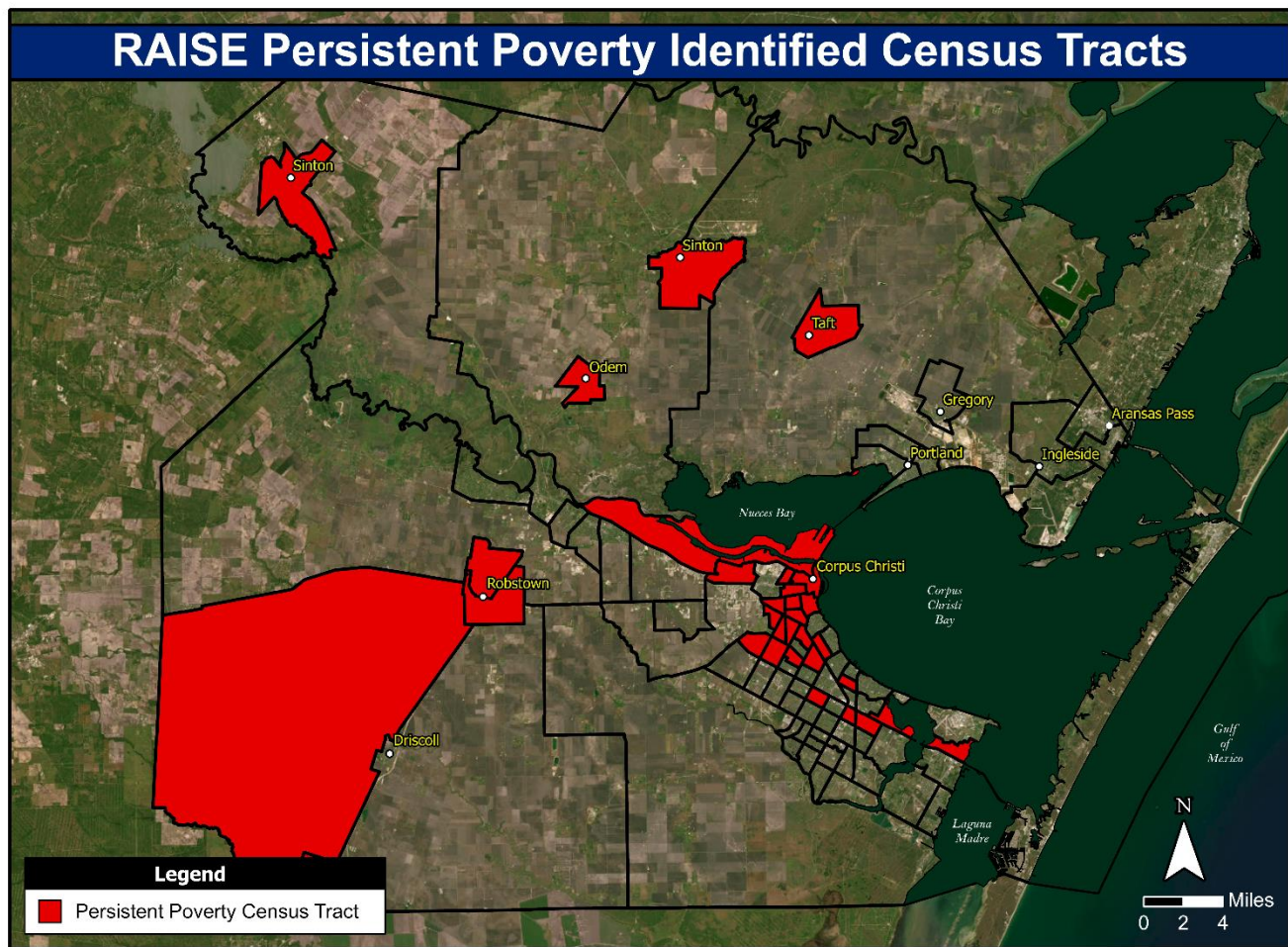
In the first image, it is assumed that everyone will benefit from the same supports. They are being treated equally.

In the second image, individuals are given different supports to make it possible for them to have equal access to the game. They are being treated equitably.

In the third image, all three can see the game without any supports or accommodations because the cause of the inequity was addressed. The systemic barrier has been removed.

For purposes of complying with Executive Order 13985, the term Underserved Communities refers to populations sharing a particular characteristic, such as race, ethnicity, religion, income, geography, gender identity, sexual orientation, or disability. It can also refer to geographic communities that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life. One notable type of geographic community that will be examined is areas with persistent poverty. As part of the 2021 RAISE Grant, these areas were identified at both the county and the Census Tract level. Exhibit 18 below shows those census tracts with over 20% of their population identified as in Persistent Poverty within the Corpus Christi Metropolitan Planning Area.

Exhibit 18: Map of RAISE Persistent Poverty Identified Census Tracts



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Executive Order 13985 defines Equity as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality.

Transportation equity is the fair distribution of benefits, outcomes, and resources within and between segments of the population, regardless of situation or social standing. Examining projects with an equity analysis enables transportation planners and designers to enhance outcomes for everyone, including seniors, people with disabilities and low income, people of color, and individuals living in underserved areas. 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.

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

1. Race, ethnicity, and income beyond traditional Environmental Justice analyses must be incorporated into planning and programming of transportation interventions.
2. Are there 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. Are there also significant disparities in exposure to transportation burdens, such as exposure to noise, air pollution or the risk of collision.
4. The distribution of benefits and burdens varies 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.

APPENDIX A

CORPUS CHRISTI MPO

Title VI Non-Discrimination Statement

The Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) gives public notice of its policy to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 (PL 100.259), and all related statutes. The Corpus Christi MPO is committed to ensuring that no person in the United States of America shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Corpus Christi MPO receives Federal financial assistance as required by Title VI.

Please contact the Corpus Christi MPO to request a copy of the Title VI Plan.

Any person who believes that he or she has, individually, or as a member of any specific class of persons, been excluded from the participation in, been denied the benefits of, or been otherwise subjected to discrimination under any program or activity for which the Corpus Christi MPO provides assistance, and believes the discrimination is based upon race, color, national origin, gender, age, economic status, or limited English proficiency has the right to file a formal complaint.

The Corpus Christi MPO Title VI Coordinator is responsible for initiating and monitoring Title VI activities, preparing required reports, and other responsibilities as required by Title 23 Code of Federal Regulations (CFR) Part 200, and Title 49 CFR Part 21.

If a complaint addresses a particular service provider, the complaint should be lodged with that provider. A complaint must be submitted within 180 days of the alleged discriminatory act. Complaints may also be filed with the US Federal Transit Administration. If a complaint addresses DRPT, you may file the complaint thru email via the link below, by phone, or in writing.

For complainants who may be unable to file a written complaint, verbal information will be accepted by the Corpus Christi MPO at 602 N. Staples Street, Suite 300, Corpus Christi TX 78401, phone 361.884.0687 Ext 103, email ccasper@cctxmpo.us, as well as by the individual service providers.

To submit a formal complaint or to request additional information on Title VI obligations, contact Craig T. Casper, Title VI Coordinator, Corpus Christi MPO; phone 361.884.0687 Ext 103; email ccasper@cctxmpo.us.



Charles W. Zahn, Jr.
Transportation Policy Committee Vice-Chair
Corpus Christi Metropolitan Planning Organization

July 1, 2021

Date

APPENDIX B

NOTICE UNDER THE AMERICANS WITH DISABILITIES ACT

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 (ADA), the Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs or activities.

Employment: the Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) does not discriminate on the basis of disability in its hiring or employment practices and complies with all regulations promulgated by the U.S. Equal Employment Opportunity Commission under Title I of the ADA.

Effective Communication: the Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in Corpus Christi MPO's programs, services and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing or vision impairments.

Modifications to Policies and Procedures: the Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services and activities.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) program, service or activity, should contact Craig T. Casper, Title VI Coordinator, 602 N. Staples Street, Suite 300, Corpus Christi TX 78401; phone 361.884.0687 Ext. 103; email ccasper@cctxmpo.us as soon as possible but no later than 48 hours before the scheduled event.

The ADA does not require the Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) to take any action that would fundamentally alter the nature of its programs or services; or impose any undue financial or administrative burden.

Complaints that a Corpus Christi Metropolitan Planning Organization (CORPUS CHRISTI MPO) program, service or activity is not accessible to persons with disabilities should be directed to Craig T. Casper, Title VI Coordinator, 602 N. Staples Street, Suite 300, Corpus Christi TX 78401; phone 361.884.0687 Ext 103; email ccasper@cctxmpo.us.

The Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policy.

APPENDIX C

CORPUS CHRISTI MPO TITLE VI CERTIFICATIONS AND ASSURANCES

The Corpus Christi Metropolitan Planning Organization (herein referred to as the "Recipient"), HEREBY AGREES THAT, as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (DOT), through the Federal Highway Administration, is subject to and will comply with the following:

STATUTORY / REGULATION AUTHORITIES

- Title VI of the Civil Rights Act of 1964 {42 U.S.C. § 2000d et seq., 78 stat. 252}, (prohibits discrimination on the basis of race, color, national origin);
- 49 C.F.R. Part 21 {entitled *Nondiscrimination In Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of The Civil Rights Act of 1964*};
- 28 C.F.R. section 50.3 {U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964};

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

GENERAL ASSURANCES

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity," for which the Recipient receives Federal financial assistance from DOT, including the Federal Highway Administration.

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Nondiscrimination requirements {The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973}, by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally-assisted.

SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally-assisted Department of Transportation programs:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in §§ 21.23 (b) and 21.23 (e) of 49 C.F.R. § 21 will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests for Proposals for work, or material subject to the Acts and the Regulations made in connection with all Department of Transportation programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

"The {Corpus Christi Metropolitan Planning Organization}, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 {78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4} and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."

3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. The Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:
 - a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, subrecipients, subgrantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal.

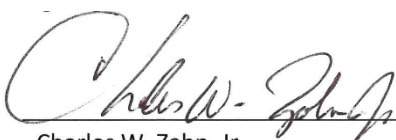
During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, the Federal Highway Administration, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Nondiscrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Nondiscrimination on the grounds of race, color, or national origin.

4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the Federal Highway Administration to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the Federal Highway Administration, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Nondiscrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.
 - a. financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
7. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the **Corpus Christi Metropolitan Planning Organization** also agrees to comply (and require any subrecipients, subgrantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the USDOT access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the USDOT. You must keep records, reports, and submit the material for review upon request to USDOT, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The **Corpus Christi Metropolitan Planning Organization** gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under all Department of Transportation programs. This ASSURANCE is binding on Texas, other recipients, subrecipients, subgrantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in all Department of Transportation programs. The person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.



Charles W. Zahn, Jr.
Transportation Policy Committee Vice-Chair
Corpus Christi Metropolitan Planning Organization

July 1, 2021

Date

APPENDIX D

DISCRIMINATION COMPLAINT PROCEDURES

TITLE VI COMPLAINT PROCEDURES

INTRODUCTION

As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related Title VI statutes, The Corpus Christi MPO ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements. The Civil Rights Restoration Act of 1987 extended this to all programs within an agency that receives federal assistance regardless of the funding source for individual programs.

This policy is intended to establish a procedure under which complaints alleging discrimination in Corpus Christi MPO's provisions, services, or Corpus Christi MPO activities can be made by persons who are not employees of Corpus Christi MPO. Any person who believes Corpus Christi MPO, or any entity who receives federal financial assistance from or through Corpus Christi MPO (i.e., sub-recipients, sub-contractors, or sub-grantees), has subjected them or any specific class of individuals to unlawful discrimination may file a complaint of discrimination. The Corpus Christi MPO will follow timelines set forth in guidance from the Department of Transportation, the Federal Highway Administration, Federal Transit Administration and the Department of Justice for processing Title VI discrimination complaints.

WHEN TO FILE

A complaint of discrimination must be filed within 180 calendar days of the alleged act of Discrimination, or discovery thereof; or where there has been a continuing course of conduct, the date on which that conduct was discontinued. Filing means a written complaint must be postmarked before the expiration of the 180-calendar day period. The filing date is the day you complete, sign, and mail the complaint form. The complaint form and consent/release form must be dated and signed for acceptance. Complaints received more than 180 calendar days after the alleged discrimination will not be processed and will be returned to the complainant with a letter explaining why the complaint could not be processed and alternative agencies to which a report may be made.

WHERE TO FILE

In order to be processed, signed original complaint forms must be mailed to:

Corpus Christi Metropolitan Planning Organization
Transportation Planning Director
602 N. Staples Street, Suite 300, Corpus Christi, TX 78401

Upon request, reasonable accommodations will be made for persons who are unable to complete the complaint form due to disability or limited English proficiency. A complaint may also be filed by a representative on behalf of a complainant.

Persons who are not satisfied with the findings of the Corpus Christi MPO may seek remedy from other applicable state or federal agencies.

REQUIRED ELEMENTS OF A COMPLAINT

In order to be processed, a complaint must be complete and submitted in writing and contain the following information:

- Name, address, and phone number of the complainant.
- Name(s) and address(es) and business(es)/organization(s) of person(s) who allegedly discriminated.
- Date of alleged discriminatory act(s).
- Basis of complaint (i.e. race, color, national origin, sex, age, religion, or disability).
- A statement of complaint.
- A signed consent release form.

COMPLAINT PROCESS OVERVIEW

The following is a description of how a discrimination complaint will be handled once received by the Corpus Christi MPO.

- I. **A complaint is received by the Corpus Christi MPO:** Complaints must be in writing and signed by the complainant or their designated representative. If the complainant is unable to complete the form in writing due to disability or limited English proficiency, upon request reasonable accommodations will be made to ensure the complaint is received and processed in a timely manner. Complainants wishing to file a complaint that do not have access to the Internet or the ability to pick up a form will be mailed a complaint form to complete. The complainant will be notified if the complaint form is incomplete and asked to furnish the missing information.
- II. **Complaint is logged into tracking database:** Completed complaint forms will be logged into the complaint tracking database; basic data will be maintained on each complaint received.
- III. **Determine jurisdiction:** The Corpus Christi MPO Transportation Planning Director will complete an initial review of the complaint. The purpose of this review is to determine if the complaint meets basic criteria.

Criteria required for a complete complaint:

- Basis of alleged discrimination (i.e. race, religion, color, national origin, gender, age or disability).
- Determination of timeliness will also be made to ensure that the complaint was filed within the 180-day period requirement.
- The program in which the alleged discrimination occurred will be examined to ensure that the complaint was filed with the appropriate agency. During this process, if a determination was made in which the program or activity that the alleged discrimination occurred is not related to the Corpus Christi MPO program or activity, every attempt will be made to establish the correct agency. Whenever possible and assuming consent was granted on the Consent/Release form, the complaint will be forwarded to the appropriate agency.

If the complaint is a transportation-related discrimination complaint and the Corpus Christi MPO or its sub-recipients are named as the respondent, then the complaint shall be forwarded to TxDOT Civil Rights Division, 125 E. 11th Street, Austin, Texas, 78701.

Thereafter, the procedures will follow through as indicated here.

- IV. **Initial written notice to complainant:** Within 10 working days of the receipt of the complaint, the Corpus Christi MPO will send notice to the complainant confirming receipt of the complaint; if needed the notice will request additional information, notify complainant that the activity is not related to a Corpus Christi MPO program or activity, or does not meet deadline requirements. Conclusions made in step three will determine the appropriate response to the complaint. If any additional information is needed from the

complainant, it will be communicated at this point in the process. A copy of the written response, as well as the complaint form, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Contract Compliance Section for informational purposes only.

- V. **Investigation of complaint:** The Corpus Christi MPO Transportation Planning Director will confer with the Program Coordinator to determine the most appropriate fact-finding process to ensure that all available information is collected in an effort to reach the most informed conclusion and resolution of the complaint. The type of investigation techniques used may vary depending on the nature and circumstances of the alleged discrimination. An investigation may include but is not limited to:
- Internal meetings with Corpus Christi MPO staff and legal counsel.
 - Consultation with state and federal agencies.
 - Interviews of complainant(s).
 - Review of documentation (i.e. planning, public involvement, and technical program activities).
 - Interviews and review of documentation with other agencies involved.
 - Review of technical analysis method (if applicable).
 - Review of demographic data.
- VI. **Determination of investigation:** An investigation must be completed within 60 days of receiving the complete complaint unless the facts and circumstances warrant otherwise. A determination will be made based on information obtained. The Corpus Christi MPO Transportation Planning Director and/or designee will render a recommendation for action, including formal and/or informal resolution strategies in a report of findings to the Corpus Christi MPO Transportation Planning Director.
- VII. **Notification of determination:** Within 10 days of completion of an investigation, the complainant must be notified by the Corpus Christi MPO Transportation Planning Director of the final decision. The notification will advise the complainant of his/her appeal rights with state and federal agencies if he/she is dissatisfied with the final decision. A copy of this letter, along with the report of findings, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Contract Compliance Section for information purposes.

TITLE VI DISCRIMINATION COMPLAINT FORM**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (CORPUS CHRISTI MPO)**

Section I:				
Name:				
Address:				
Telephone (Home):			Telephone (Work):	
Electronic Mail Address:				
Accessible Format Requirements?	Large Print		Audio Tape	
	TDD		Other	
Section II:				
Are you filing this complaint on your own behalf?			<input type="checkbox"/> Yes*	<input type="checkbox"/> No
*If you answered "yes" to this question, go to Section III.				
If not, please supply the name and relationship of the person for whom you are complaining:				
Please explain why you have filed for a third party:				
Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.			<input type="checkbox"/> Yes	<input type="checkbox"/> No
Section III:				
I believe the discrimination I experienced was based on (check all that apply):				
<input type="checkbox"/> Race <input type="checkbox"/> Color <input type="checkbox"/> National Origin				
Date of Alleged Discrimination (Month, Day, Year): _____				
Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please use the back of this form.				
Section IV:				
Have you previously filed a Title VI complaint with this agency?			<input type="checkbox"/> Yes	<input type="checkbox"/> No

Section V:	
Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State court?	
[] Yes [] No	
If yes, check all that apply:	
[] Federal Agency: _____	
[] Federal Court: _____	[] State Agency: _____
[] State Court: _____	[] Local Agency: _____
Please provide information about a contact person at the agency/court where the complaint was filed.	
Name:	
Title:	
Agency:	
Address:	
Telephone:	
Section VI:	
Name of agency complaint is against:	
Contact person:	
Title:	
Telephone number:	

You may attach any written materials or other information that you think is relevant to your complaint. Signature and date required below:

Signature

Date

Please submit this form in person at the address below, or mail this form to:

Craig T. Casper, Title VI Coordinator
602 N Staples St, Suite 300
Corpus Christi, TX, 78401

Phone 361.884.0687 Ext 103

Email: ccasper@cctxmpo.us

APPENDIX E

DISCRIMINACIÓN PROCEDIMIENTOS COMPALINT MANEJO, SEGUIMIENTO, RESOLUCIÓN Y REPORTE DE INVESTIGACIONES/QUEJAS

TÍTULO VI DENUNCIA PROCERDURES

INTRODUCCIÓN

Como receptor de asistencia financiera federal y bajo el Título VI de la Ley de Derechos Civiles de 1964 y los estatutos relacionados del Título VI, la MPO de Corpus Christi garantiza que ninguna persona, por motivos de raza, religión, color, origen nacional, sexo, edad o discapacidad, será excluida de la participación, se le nieguen los beneficios de, o de otra manera sea objeto de discriminación bajo cualquier programa o actividad de la agencia. Todos los programas financiados en su totalidad o en parte con asistencia financiera federal están sujetos a los requisitos del Título VI. La Ley de Restauración de los Derechos Civiles de 1987 extendió esto a todos los programas dentro de una agencia que recibe asistencia federal, independientemente de la fuente de financiamiento para los programas individuales.

Esta política tiene la intención de establecer un procedimiento bajo el cual las quejas que alegan discriminación en las disposiciones, servicios o actividades de Corpus Christi MPO pueden ser hechas por personas que no son empleados de Corpus Christi MPO. Cualquier persona que crea que Corpus Christi MPO, o cualquier entidad que recibe asistencia financiera federal de o a través de Corpus Christi MPO (es decir, sub-receptores, subcontratistas o sub-concesionarios), los ha sometido a ellos o a cualquier clase específica de individuos a discriminación ilegal puede presentar una queja de discriminación. La MPO de Corpus Christi seguirá los plazos establecidos en la guía del Departamento de Transporte, la Administración Federal de Carreteras, la Administración Federal de Tránsito y el Departamento de Justicia para procesar las quejas de discriminación del Título VI.

CUÁNDO PRESENTAR

Una queja de discriminación debe ser presentada dentro de los 180 días calendario del presunto acto de discriminación, o el descubrimiento del mismo; o, en caso de que haya habido un curso de conducta continuo, la fecha en que se suspendió dicho comportamiento. Presentación significa que una queja por escrito debe tener el matasellos antes de la expiración del período de 180 días calendario. La fecha de presentación es el día en que completa, firma y envía por correo el formulario de queja. El formulario de queja y el formulario de consentimiento / liberación deben estar fechados y firmados para su aceptación. Las quejas recibidas más de 180 días naturales después de la presunta discriminación no se procesarán y se devolverán a la denunciante con una carta explicando por qué no se pudo procesar la queja y agencias alternativas a las que se puede hacer un informe.

DÓNDE PRESENTAR

Para ser procesados, los formularios de queja originales firmados deben enviarse por correo a:

Organización de Planificación Metropolitana de Corpus Christi
Director de Planificación de Transporte
602 N. Staples Street, Suite 300, Corpus Christi, TX 78401

Previo solicitud, se harán adaptaciones razonables para las personas que no puedan completar el formulario de queja debido a una discapacidad o dominio limitado del inglés. Una queja también puede ser presentada por un representante en nombre de un denunciante.

Las personas que no están satisfechas con los hallazgos de la MPO de Corpus Christi pueden buscar reparación de otras agencias estatales o federales aplicables.

ELEMENTOS REQUERIDOS DE UNA QUEJA

Para ser procesada, una queja debe estar completa y presentada por escrito y contener la siguiente información:

- Nombre, dirección y número de teléfono del denunciante.
- Nombre(s) y dirección(es) y empresa(s)/organización(es) de la(s) persona(s) que presuntamente discriminaron.
- Fecha de los presuntos actos discriminatorios.
- Fundamento de la queja(es decir, raza, color, origen nacional, sexo, edad, religión o discapacidad).
- Una declaración de queja.
- Un formulario de liberación de consentimiento firmado.

DESCRIPCIÓN GENERAL DEL PROCESO DE QUEJAS

La siguiente es una descripción de cómo se manejará una queja por discriminación una vez recibida por la MPO de Corpus Christi.

- VIII. **La MPO de Corpus Christi recibe una queja:** Las quejas deben ser por escrito y firmadas por el denunciante o su representante designado. Si el denunciante no puede completar el formulario por escrito debido a una discapacidad o dominio limitado del inglés, a petición se harán adaptaciones razonables para garantizar que la queja se reciba y procese de manera oportuna. Los denunciantes que deseen presentar una queja que no tengan acceso a Internet o la posibilidad de recoger un formulario recibirán por correo un formulario de queja para completarlo. Se notificará al reclamante si el formulario de reclamación está incompleto y se le pedirá que proporcione la información que falta.
- IX. **Las reclamaciones se registran en la base de datos de seguimiento:** los formularios de reclamación completados se registrarán en la base de datos de seguimiento de reclamaciones; se mantendrán datos básicos sobre cada reclamación recibida.
- X. **Determinar la jurisdicción:** El Director de Planificación de Transporte de Corpus Christi MPO completará una revisión inicial de la queja. El propósito de esta revisión es determinar si la queja cumple con los criterios básicos.

Criterios requeridos para una queja completa:

- Fundamento de la supuesta discriminación(es decir, raza, religión, color, origen nacional, género, edad o discapacidad).
- También se determinará la puntualidad para garantizar que la queja se haya presentado dentro del requisito de plazo de 180 días.
- El programa en el que ocurrió la presunta discriminación será examinado para asegurarse de que la queja fue presentada ante la agencia correspondiente. Durante este proceso, si se tomó una determinación en la que el programa o actividad en la que se produjo la supuesta discriminación no está relacionado con el programa o actividad de la MPO de Corpus Christi, se hará todo lo posible para establecer la agencia correcta. Siempre que sea posible y suponiendo que se haya otorgado el consentimiento en el formulario de consentimiento/liberación, la queja se enviará a la agencia correspondiente.

Si la queja es una queja de discriminación relacionada con el transporte y la MPO de Corpus Christi o sus sub-destinatarios son nombrados como el demandado, entonces la queja será enviada a la División de Derechos Civiles de TxDOT, 125 E. 11th Street, Austin, Texas, 78701.

A partir de entonces, los procedimientos seguirán adelante como se indica aquí.

- XI. **Notificación inicial por escrito al reclamante:** Dentro de los 10 días hábiles posteriores a la recepción de la queja, la MPO de Corpus Christi enviará una notificación al reclamante confirmando la recepción de la queja; si es necesario, el aviso solicitará información adicional, notificará al reclamante que la actividad no está relacionada con un programa o actividad de La MPO de Corpus Christi, o no cumple con los requisitos de plazo. Las conclusiones del tercer paso determinarán la respuesta adecuada a la queja. Si se necesita alguna información adicional del reclamante, se comunicará en este momento del proceso. Una copia de la respuesta escrita, así como el formulario de queja, se enviarán al Departamento de Transporte de Texas, Oficina de Derechos Civiles, Sección de Cumplimiento de Contratos solo con fines informativos.
- XII. **Investigación de la queja: El Director de Planificación de Transporte de la MPO de Corpus Christi** consultará con el Coordinador del Programa para determinar el proceso de investigación más apropiado para garantizar que se recopile toda la información disponible en un esfuerzo por llegar a la conclusión y resolución más informadas de la queja. El tipo de técnicas de investigación utilizadas puede variar en función de la naturaleza y las circunstancias de la presunta discriminación. Una investigación puede incluir pero no se limita a:
- Reuniones internas con el personal de corpus Christi MPO y asesor legal.
 - Consulta con agencias estatales y federales.
 - Entrevistas a los denunciantes.
 - Revisión de la documentación(es decir, planificación, participación pública y actividades técnicas del programa).
 - Entrevistas y revisión de documentación con otras agencias involucradas.
 - Revisión del método de análisis técnico (si corresponde).
 - Revisión de datos demográficos.
- XIII. **Determinación de la investigación:** Una investigación debe completarse dentro de los 60 días posteriores a la recepción de la queja completa, a menos que los hechos y circunstancias justifiquen lo contrario. Se tomará una determinación basada en la información obtenida. El Director de Planificación de Transporte de Corpus Christi MPO y/o la designados harán una recomendación para la acción, incluyendo estrategias de resolución formales y/o informales en un informe de hallazgos al Director de Planificación de Transporte de Corpus Christi MPO.
- XIV. **Notificación de la determinación:** Dentro de los 10 días posteriores a la finalización de una investigación, el denunciante debe ser notificado por el Director de Planificación de Transporte de la MPO de Corpus Christi de la decisión final. La notificación informará al denunciante de sus derechos de apelación ante las agencias estatales y federales si no está satisfecho con la decisión final. Una copia de esta carta, junto con el informe de los hallazgos, se enviará al Departamento de Transporte de Texas, Oficina de Derechos Civiles, Sección de Cumplimiento de Contratos para fines informativos.

FORMULARIO DE QUEJA TÍTULO VI DISCRIMINACIÓN
ORGANIZACIÓN DE PLANIFICACIÓN METROPOLITANA (CORPUS CHRISTI MPO)

Sección I:				
Nombre:				
Dirección:				
Teléfono (Casa):			Teléfono (Trabajo):	
Dirección de Correo Electrónico:				
Requisitos formato accesible?	Letra Grande		Cinta de audio	
	TDD		Otros	
Sección II:				
¿Está presentando esta queja en su propio nombre?			<input type="checkbox"/> Sí*	<input type="checkbox"/> No
* Si su respuesta es "sí" a esta pregunta, vaya a la Sección III.				
Si no es así, sírvase proporcionar el nombre y la relación de la persona para quien se queja:				
Por favor, explique por qué usted ha presentado para un tercero:				
Por favor, confirma que ha obtenido el permiso de la parte perjudicada, si usted está presentando en nombre de un tercero.			<input type="checkbox"/> Si	<input type="checkbox"/> No
Sección III:				
Creo que la discriminación que experimenté fue basado en (marque todo lo que corresponda): <input type="checkbox"/> Carrera <input type="checkbox"/> Color <input type="checkbox"/> Origen Nacional Fecha de la Discriminación Presunta (mes, día, año): _____ Explique lo más claramente posible lo que pasó y por qué cree que fue discriminado. Describir todas las personas que estuvieron involucradas. Incluya el nombre y la información de contacto de la persona (s) que lo discriminó (si se conoce), así como los nombres y la información de los testigos en contacto. Si se necesita más espacio, por favor use la parte de atrás de este formulario.				

Sección V:	
¿Ha presentado previamente una queja del Título VI con esta agencia?	
<input type="checkbox"/> Si	<input type="checkbox"/> No
En caso afirmativo, marque todo lo que corresponda:	
<input type="checkbox"/> Agencia Federal: _____	
<input type="checkbox"/> Tribunal Federal: _____	<input type="checkbox"/> Agencia Estatal: _____
<input type="checkbox"/> Tribunal Estatal: _____	<input type="checkbox"/> Agencia Local: _____
Sírvanse proporcionar información sobre una persona de contacto en la agencia / tribunal donde se presentó la denuncia.	
Nombre: _____	
Título: _____	
Agencia: _____	
Dirección: _____	
Teléfono: _____	
Sección VI:	
Teléfono: _____	
Persona de contacto: _____	
Título: _____	
Número de teléfono: _____	

Puede adjuntar cualquier material escrito o cualquier otra información que usted piensa que es relevante para su queja. Firma y fecha requerida a continuación.

Firma

Fecha

Por favor, envíe este formulario en persona en la dirección indicada más abajo, o envíe este formulario a:

Craig T. Casper, Título VI Oficial de Cumplimiento
602 N Staples St, Suite 300
Corpus Christi, TX, 78401

Teléfono: 361.884.0687 Ext 103

Correo electrónico: ccasper@cctxmpo.us



Date: July 13, 2023
To: Technical Advisory Committee (TAC)
From: Robert MacDonald, Transportation Planning Director
Subject: Item 4B: TxDOT 2024 Unified Transportation Program (UTP) Category 2 and 4U Project Selection
Action: Review, Discuss and Possible Action

Summary

TxDOT and the Corpus Christi MPO update the TxDOT 10-year Unified Transportation Program (UTP) each year on a similar schedule as the illustrated on the current 2024 UTP process (see Attachment 1). The approval process contains action milestones for both TxDOT and the Corpus Christi MPO to perform. The 2024 UTP will cover the 10-year time period of FY 2024 through FY 2033. The TxDOT 2024 UTP Schedule illustrates that the most recent UTP Document was made available to the public in July 2023 for projects to be considered in fiscal years 2024-2033. We are asking the TAC members to review the current set of 2024 UTP projects for possible changes: cost estimate revisions, delayed projects, “new projects” as part of the public comment portion of the TxDOT 2024 UTP process. TxDOT headquarters is requesting the public comments of the 2024 UTP project list from the Districts and MPOs. This schedule requires the TAC to recommend and the TPC to approve and submit a final list of projects for the TxDOT-CRP District to TxDOT HQ before the Texas Transportation Commission action in August 2023.

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

As part of the joint 2024 UTP planning effort, the Corpus Christi MPO is responsible for conducting a performance-based scoring process and selecting transportation projects for TxDOT Category 2, Category 7, Category 9 and the new CAT 10 CR for Carbon Reduction 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). So far, no comments from the local governments have been received through the process.

The projects selected for the first 4 years of the 2024 TxDOT UTP are likely to be included in the amended FY 2023-2026 TIP/STIP, however, the 2024 UTP process does not guarantee the projects will be included in

the amended FY 2023-2026 TIP/STIP that will be approved by the Corpus Christi MPO and then TxDOT and FHWA/FTA. Additionally, the projects selected for Categories 2 and 4 must also be eventually authorized by the Texas Transportation Commission. The development of the amended Corpus Christi MPO FY 2023-2026 TIP is a separate process that is linked to the project submittals, review, prioritization, and selection for the 2024 UTP.

The project selection is likely to rely on prior Corpus Christi MPO performance-based selection processes for Categories 2, 4 and 7. These processes were:

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

TxDOT 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 (July 7, 2023) estimate for 10 years of funding available for use in the Corpus Christi MPO area, by year, is:

	Category 10 CR ¹	Category 2	Category 4	Category 7	Category 9	
Agency Lead*	MPO	MPO	TxDOT	MPO	MPO	
Coordinated Agency	TxDOT	TxDOT	MPO	TxDOT	TxDOT	Subtotal
10-Years	\$15,917,085	\$144,813,899	\$97,717,479	\$111,422,709	\$12,919,830	\$382,791,001
2024	\$3,900,223	\$22,275,059	\$13,114,190	\$11,072,350	\$1,283,875	\$51,645,697
2025	\$1,352,423	\$26,769,140	\$15,902,984	\$11,293,811	\$1,309,555	\$56,627,913
2026	\$1,379,474	\$14,364,039	\$12,851,275	\$11,519,702	\$1,335,747	\$41,450,237
2027	\$1,326,424	\$14,891,155	\$9,404,458	\$11,076,692	\$1,284,379	\$37,983,108
2028	\$1,326,424	\$15,221,350	\$8,389,263	\$11,076,692	\$1,284,379	\$37,298,108
2029	\$1,326,424	\$10,005,430	\$8,411,430	\$11,076,692	\$1,284,379	\$32,104,355
2030	\$1,326,424	\$11,878,750	\$8,214,100	\$11,076,692	\$1,284,379	\$33,780,345
2031	\$1,326,424	\$10,828,889	\$7,671,313	\$11,076,692	\$1,284,379	\$32,187,697
2032	\$1,326,424	\$9,125,769	\$6,783,253	\$11,076,692	\$1,284,379	\$29,596,517
2033	\$1,326,424	\$9,454,317	\$6,975,212	\$11,076,692	\$1,284,379	\$30,117,024
<p><i>*Per TxDOT's 2024 Unified Transportation Program and Corresponding TIP/STIP Years of 2023-2026</i></p> <p>1 Note: <i>The Category 10 CR is new for the Corpus Christi MPO.</i> The purpose of the Carbon Reduction Program (CRP) is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions (See 23 U.S.C. 175 as established by the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law" (BIL)) (BIL § 11403).</p>						

Current funding targets/estimates based on TxDOT 2024 UTP are included in the table above. Included is the new Category of CAT 10 CR for the Carbon Reduction Program. Information on this new federal program is provided as Attachment 5. There may also be some additional carryover funds from 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 current funding estimates from the TxDOT July 7, 2023, release of the DRAFT 2024 UTP are used to select projects within the fiscal limits of the 2024 UTP. The current TxDOT description of all funding categories (CATs) is from the 2024 UTP and is provided as Attachment 2. Any changes to the funding category descriptions will be provided to the TAC and TPC in future meetings.

Eligible Projects List

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

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

The TxDOT-Corpus Christi District (CRP) 2024 UTP proposed projects are shown in Attachment 4 in the 2024 UTP Format and Attachment 4A as the TxDOT-CRP District Typical Project List-only format. After this 2024 UTP process, the Corpus Christi MPO staff believes we will have new project analysis and selection tools for the future TIP and MTP development processes.

Recommendation

The Corpus Christi MPO Staff proposes that the TAC recommends that the TPC approve the DRAFT 2024 UTP project list for submittal to TxDOT.

Proposed Motion

Motion to recommend that the TPC approve the DRAFT 2024 UTP Project List for final submittal to TxDOT.

Attachments

1. TxDOT 2024 UTP Development Schedule within June 29, 2023 TTC Presentation
2. TxDOT 2024 UTP Complete Category Funding Descriptions
3. Table 12: Project Eligible List for DRAFT 2024 UTP Selection ([Excel Spreadsheet](#))
4. TxDOT-CRP District 2024 UTP Candidate Project List
5. Federal Carbon Reduction Program Description



2024 Unified Transportation Program Development

TEXAS TRANSPORTATION COMMISSION

Humberto Gonzalez Jr., P.E., M.B.A

Director, Transportation Planning and Programming Division



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

<https://www.txdot.gov/projects/planning/utp.html>

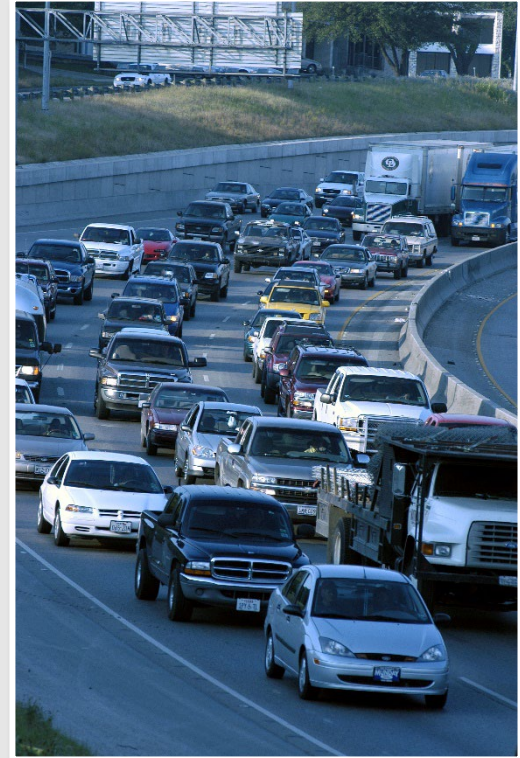
“The funding levels in the UTP are based on a forecast of potential transportation revenue that may be available over the next 10 years. Because funding levels may change in the future, the UTP does not serve as a budget or a guarantee that certain projects will be built. Instead, the plan authorizes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

2023 Unified Transportation Program

What is the Unified Transportation Program?



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



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.

We are here

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

UTP Timeline Key

- Commission Actions
- Commission Meeting
- Chairman & Commissioner Briefings
- ADM Briefing
- UTP Development

* Subject to change
** Staff recommendations

Impacts of Financial Forecast on Proposed 2024 UTP Distribution



Changes to UTP Planning Forecast	2024 UTP 10-Year Impact (\$B)	Changes to UTP Funding	2023 UTP (\$B)	2024 UTP (\$B)	Diff (\$B)
FY 2033 Addition and FY 2023 Removal	\$(4.2)	UTP Funding Distributions	\$80.1	\$95.6	\$15.5
Federal Additions & Adjustments	\$0.7	Cat 3 Non-traditional Funding	\$4.9	\$5.0	\$0.0
State Motor Fuel Tax & Vehicle Reg. Fee Increase	\$1.3	Total UTP Distribution	\$85.1	\$100.6	\$15.5
Prop 1: Oil & Natural Gas Severance Tax Increase	\$12.3				
Prop 7: Motor Vehicle Sales Tax Increase	\$5.6				
Prop 7: Bond Debt Service Funding Change	\$(0.2)				
Total Changes between 2023 & 2024 UTP Forecast	\$15.5				

Note:
- Totals and Differences may not calculate due to rounding

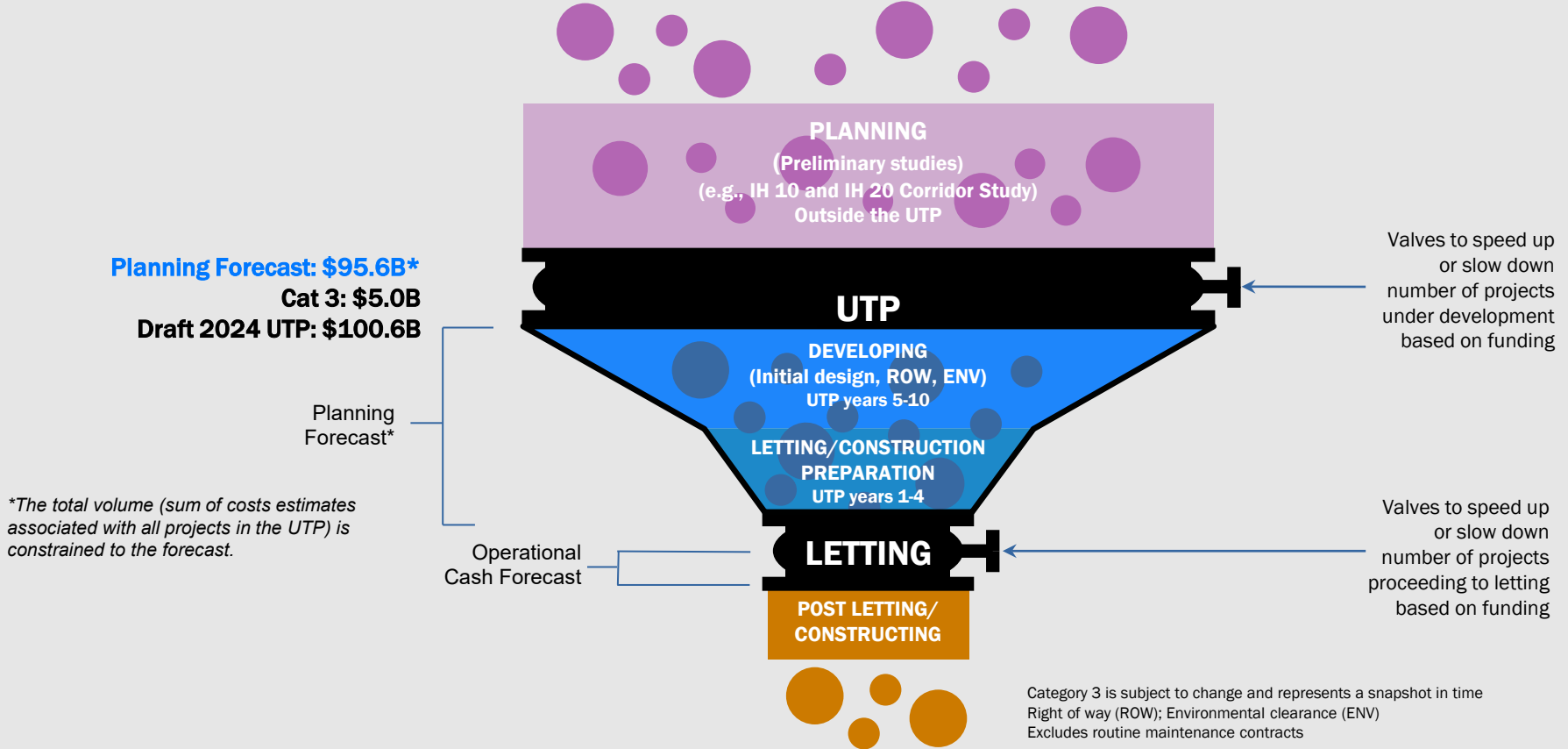
Proposed 2024 UTP Estimated Funding by Category



- The draft 2024 UTP includes a total of **\$100.6 billion** distributed across the 12 UTP funding categories for construction
- Projects in the UTP are selected by TxDOT Districts, Metropolitan Planning Organizations (MPOs), or the Texas Transportation Commission using performance-based selection process
- The UTP guides and authorizes the development of projects estimated to let over the next 10 years, which totals **\$34.2 billion**
- The estimated **\$142.3 billion** total represents a historic investment in Texas' transportation system

Category and Description		2023 UTP Distribution (\$B)	Draft 2024 UTP Distribution (\$B)
1	Preventive Maintenance & Rehabilitation	\$16.6	\$18.7
2	Metro and Urban Corridor Funding	\$10.8	\$11.5
4R	Statewide Connectivity (Rural)	\$6.9	\$10.0
4U	Statewide Connectivity (Urban)	\$5.3	\$7.8
5	Congestion Mitigation and Air Quality	\$2.3	\$2.3
6	Bridge	\$4.2	\$4.7
7	Federal Metropolitan Mobility	\$5.7	\$5.8
8	Safety	\$3.7	\$3.7
9	Transportation Alternatives	\$1.7	\$1.7
10	Supplemental Transportation Projects	\$0.7	\$1.2
10CR	Carbon Reduction Program	-	\$1.3
11	District Discretionary	\$1.4	\$1.5
11ES	Energy Sector	\$2.5	\$3.5
11SF	District Safety	\$0.5	\$1.2
11CO	Cost Overruns/Change Orders	-	\$0.8
12	Strategic Priority	\$12.7	\$14.0
12CL	Strategic Priority (Texas Clear Lanes)	\$5.0	\$6.0
<i>Sub-Total</i>		\$80.1	\$95.6
3	Non-traditional	\$4.9	\$5.0
Total Estimated Draft 2023 UTP		\$85.1	\$100.6
Estimated Development Costs		\$24.8	\$34.2
Estimated Routine Maintenance Contracts		\$7.0	\$7.5
Total Ten-Year Estimated Investment in Projects		\$116.9	\$142.3

How TxDOT Plans: Managing Development (Constraint)



2023 UTP Updates and 2024 UTP Proposed Project Authorizations



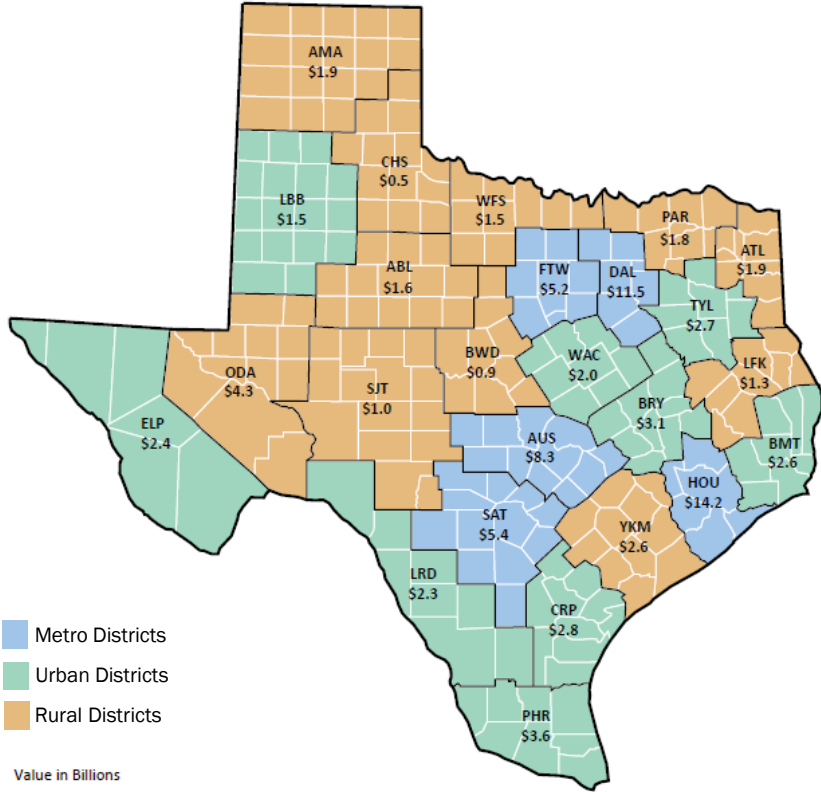
Proposed UTP updates include adjustment to 2023 UTP funding authorizations to account for cost increases.

	Category 2	Category 4U	Category 4R	Category 12
Current Balance	\$4,893,321,032	\$4,143,470,329	\$5,459,675,386	\$6,042,079,636
2023 UTP Authorization Updates	\$22,600,000	\$38,098,473	(\$121,460,877)	\$370,514,906
Revised 2024 UTP Balance	\$4,870,721,032	\$4,105,371,856	\$5,581,136,263	\$5,671,564,730
Proposed 2024 UTP Authorizations	\$4,442,492,767	\$3,798,069,920	\$4,939,574,619	\$4,981,879,010
Proposed Remaining Balance	\$428,228,265	\$307,301,936	\$641,561,644	\$689,685,720

Balances include projected carryover and are as of June 9, 2023. These are subject to change based on lettings and changes to carryover.

Balances are for the entire 10-year period but are predominantly available for projects in years 6-10 (FY 2029-2033) of the UTP window.

Proposed 2024 UTP Recommended Funding Distribution



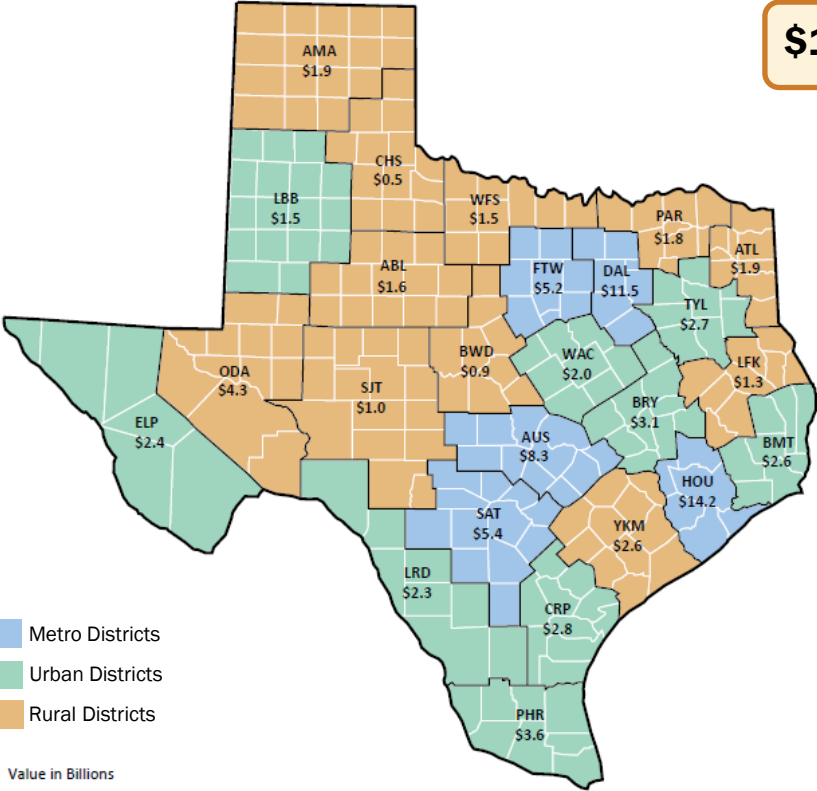
District Type	Distribution (\$B)	Population (M)	Area (Sq Miles)	Distribution (%)	Population (%)	Area (%)
Rural	19.2	3.1	125,242	19.1%	10.4%	47.0%
Urban	23.0	6.5	100,199	22.9%	21.6%	37.6%
Metro	44.7	20.5	41,049	44.4%	68.0%	15.4%
Statewide	8.7			8.7%		
Category 3	5.0			5.0%		
Total	\$100.6	30.2	266,491	100.0%	100.0%	100.0%

Statewide includes remaining balances in categories 4R, 6, 8, 9, 10 and 12.

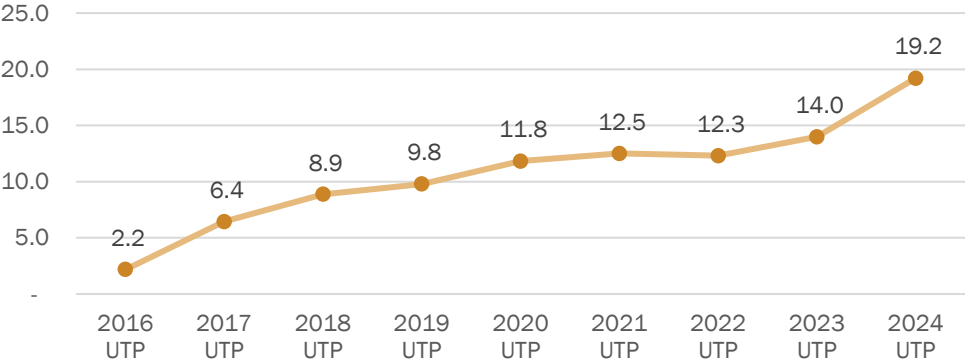
Rural, Urban and Metro are TxDOT District types and do not indicate actual rural vs. urban areas. Most districts combine a mixture of rural and urban areas.

Proposed 2024 UTP Recommended Funding Distribution: Rural Investment

\$19.2 billion 2024 UTP rural investment is a historic level



Overview of Rural Distribution (\$B)
2016 UTP – Draft 2024 UTP



Figures represent 10-year UTP totals



The 2023 UTP provided the Commission the **ability to authorize up to 25% additional funding** on projects in **Categories 2, 4, and 12**. This provision helped account for unprecedented increases in highway construction costs.

Recommendations for DRAFT 2024 UTP

- FY 2024 proposed to serve as a transition year
- Plan to be used only in exceptional circumstances
 - Category 11CO will be considered before utilizing 25% funding flexibility rule
- 25% funding flexibility has help achieve our letting targets
 - Will help maintain the integrity of Category 1



1. Update draft 2024 UTP document to address comments received during June Commission meeting.

2. Conduct public involvement

- **July 6, 2023:** UTP virtual public meeting
- **July 7, 2023:** Open UTP public comment period and post DRAFT UTP document online
- **July 25, 2023:** UTP virtual public hearing
- **Aug. 7, 2023 @ 4 p.m. (CDT):** Close UTP public comment period

3. Request Commission consider adopting 2024 UTP.

Aug. 16, 2023

How to Submit Public Comments



Electronic: www.TxDOT.gov → (search keyword: “UTP public involvement”)

Toll-Free Phone: (800) 325-4463

US Mail:

Texas Department of Transportation
Attn: TPP - UTP
125 E. 11th Street
Austin, TX 78701



Draft 2024 UTP will be available for comment from July 7, 2023 through Aug. 7, 2023 at 4 p.m. (CDT)



OPEN DISCUSSION

05

UTP FUNDING CATEGORIES



Roadwork safety sign in Ozona along Interstate 10

As required by Texas Administrative Code, TxDOT organizes the Unified Transportation Program (UTP) into 12 prescribed funding categories that address specific project types or ranges of eligible activities. The UTP must also list certain projects TxDOT intends to develop or begin constructing during the 10-year UTP period and identify the categories through which each project is funded.

The Texas Transportation Commission sets broad investment levels for the UTP by determining how much funding goes into each category. Once the available funding is distributed across the categories, selected projects are matched to eligible funds. A single project may be funded from multiple categories, based on the type of project and its characteristics. Projects are selected by metropolitan planning organizations (MPOs), TxDOT districts, certain TxDOT divisions, or the Texas Transportation Commission, depending on the category. In addition, categories may be either project-specific or based on allocations. Funding in project-specific categories is awarded to individual projects around the state, while allocation categories are distributed by formula to TxDOT districts or divisions, which subsequently manage the project selection and programming. The following pages outline the rules for each category.

Funding for other programs, including the Public Transportation, Maritime, Aviation, Rail, and Freight Programs, are organized at the program level and are not distributed through the UTP's funding categories.

TABLE 7

COMMON PROJECT TYPES IN THE UTP FUNDING CATEGORIES

The following tables list the most common project types funded through each category in the 2024 UTP and the statewide strategic goals that each project type addresses.

All 12 UTP funding categories address all three strategic goals to varying degrees.

FUNDING CATEGORY	PROJECT TYPES	% OF PROGRAMMED FUNDS	STRATEGIC GOAL RANKING		
			PROMOTE SAFETY	PRESERVE OUR ASSETS	OPTIMIZE PERFORMANCE
Category 1: Preventive Maintenance and Rehab	Road surface treatment	31%		1	2
	Road rehab and restoration	30%		1	2
	Rural passing lanes (Super 2)	5%	2		1
	Traffic signals, lighting, signs	3%	1		2
	All other project types	31%			
Category 2: Metropolitan and Urban Corridors	Widening (freeway or non-freeway)	65%	2	2	1
	Freeway interchanges	18%	2		1
	Roadway operational improvements	9%	2		1
	All other project types	8%			
Category 4: Connectivity Corridors	Widening (freeway or non-freeway)	59%	2	2	1
	New-location highway	14%			1
	Roadway operational improvements	12%	2		1
	Freeway interchanges	10%	2		1
	All other project types	6%			
Category 5: Congestion Mitigation and Air Quality	Roadway operational improvements	28%	2		1
	Freeway interchanges	22%	2		1
	Bike and pedestrian infrastructure	20%	1		2
	Public transit, commute alternatives	18%			1
	Traffic mgmt. technology and signals	9%	2		1
	All other project types	4%			
Category 6: Structures (Bridge)	Bridge replacement	91%	2	1	
	Bridge rehab or widening	4%	2	1	2
	Bridge maintenance	3%		1	
	All other project types	2%			
Category 7: Metropolitan Mobility and Rehab	Widening (freeway or non-freeway)	48%	2	2	1
	New-location urban roadway	12%			1
	Roadway operational improvements	11%	2		1
	Freeway interchanges	8%			1
	Road rehab and restoration	5%		1	2
	All other project types	16%			

FUNDING CATEGORY	PROJECT TYPES	% OF PROGRAMMED FUNDS	STRATEGIC GOAL RANKING		
			PROMOTE SAFETY	PRESERVE OUR ASSETS	OPTIMIZE PERFORMANCE
Category 8: Safety	Safety improvement projects:	100%			
	Medians and safety barriers		1		
	Intersections and rail crossings		1		2
	Turn lanes and shoulders		1	2	2
	Traffic signals, lighting, signs		1		2
	All other project types				
Category 9: Transportation Alternatives	Bike and pedestrian infrastructure	51%	1		2
	Safety rest areas	44%	1		
	All other project types	5%			
Category 10: Supplemental Transportation Programs	Coastal ferry facilities	29%		2	1
	Culverts and storm drainage	16%	2	1	
	Sidewalks and curb ramps	15%	1		
	Widening (freeway or non-freeway)	9%		1	
	State park roads and parking lots	6%		1	
	All other project types	25%			
Category 11: District Discretionary	Road rehab and restoration	23%		1	2
	Widening (freeway or non-freeway)	21%	2	2	1
	Rural passing lanes (Super 2)	17%	2		1
	Road surface treatment	14%		1	2
	New-location highway	9%			1
	All other project types	16%			
Category 12: Strategic Priority	Widening (freeway or non-freeway)	76%	2	2	1
	Freeway interchanges	9%	2		1
	New-location highway	7%			1
	All other project types	8%			

Note: 1 = Primary goal addressed; 2 = Secondary goal addressed

2024 UTP FUNDING CATEGORY DETAILS

FUNDING CATEGORY

1

Preventive Maintenance and Rehabilitation

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

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

FUNDING CATEGORY

2

Metropolitan and Urban Area Corridor Projects

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 2 addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation. Projects must be located on the state highway system.</p> <p>The Texas Transportation Commission allocates funds to each metropolitan planning organization (MPO) in the state, by formula. MPOs select and score projects for this category.</p> <p>Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements.</p>	<p>Each MPO shall receive an allocation of Category 2 based on the following formula:</p> <p>Category 2 Metropolitan (2M) Using the following formula, 87% of Category 2 funding is allocated to MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs).</p> <ul style="list-style-type: none"> 30% Total vehicle miles traveled (on and off system) 17% Population 10% Lane miles (on system) 14% Truck vehicle miles traveled (on system) 7% Percentage of census population below the federal poverty level 15% Based on congestion 7% Fatal and incapacitating crashes <p>Category 2 Urban (2U) Using the following formula, 13% of Category 2 funding is allocated to non-TMA MPOs (population less than 200,000). Distribution Formula:</p> <ul style="list-style-type: none"> 20% Total vehicle miles traveled (on and off system) 25% Population 8% Lane miles (on system) 15% Truck vehicle miles traveled (on system) 4% Percentage of census population below the federal poverty levels 8% Centerline miles (on system) 10% Congestion 10% Fatal and incapacitating crashes 	<p>MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that assesses mobility needs within the MPO boundaries. Project funding must be authorized by the Texas Transportation Commission.</p>
<p>Category 3 is for transportation projects that qualify for funding from sources not traditionally part of the State Highway Fund, including state bond financing (such as Proposition 12 and Proposition 14), the Texas Mobility Fund, pass-through financing, regional revenue and concession funds, and funding provided by local or military entities. Category 3 also contains funding for the development costs of design-build projects. (Design-build construction costs are covered by other UTP categories)</p> <p>Common project types include new-location roadways, roadway widening (both freeway and non-freeway), and interchange improvements.</p>	<p>Funding is determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments. Unlike other categories, the amount of funding in Category 3 is subject to change without Commission action. These funds are not part of the Planning Cash Forecast (see pg. 29), because they come from sources outside the regular scope of TxDOT funding. The UTP document reflects the Category 3 amount at the time of the annual UTP adoption.</p>	<p>Projects are determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments.</p>

FUNDING CATEGORY

3

Non-Traditionally Funded Transportation Projects

FUNDING CATEGORY

4

Statewide Connectivity Corridor Projects

FUNDING CATEGORY

5

Congestion Mitigation and Air Quality Improvement

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 4 addresses mobility on major state highway system corridors, which provide connectivity between urban areas and other statewide corridors. Projects must be located on the designated highway connectivity network that includes:</p> <ul style="list-style-type: none"> – Texas Highway Trunk System – National Highway System (NHS) – Connections to major seaports or border crossings – National Freight Network – Hurricane evacuation routes <p>The designated connectivity network was selected by the Texas Transportation Commission and includes three corridor types:</p> <ul style="list-style-type: none"> – Mobility corridors: High-traffic routes with potential need for additional roadway capacity – Connectivity corridors: Two-lane roadways requiring upgrade to four-lane divided – Strategic corridors: Routes that provide unique statewide connectivity, such as Ports-to-Plains 	<p>Category 4 Rural Connectivity Funds distributed to specific projects based on performance scoring thresholds and qualitative analysis.</p> <p>Category 4 Urban Connectivity Funds distributed using the same formula as Category 2</p>	<p>TxDOT districts select Category 4 Rural projects in consultation with TxDOT's Transportation Planning and Programming Division using a performance-based prioritization process that assesses mobility needs on designated connectivity corridors in the district. TxDOT districts select Category 4 Urban projects in consultation with MPOs using a similar prioritization process. All Category 4 funding must be authorized by the Texas Transportation Commission.</p>
<p>Category 5 addresses attainment of National Ambient Air Quality Standard in non-attainment areas (currently the Dallas-Fort Worth, Houston, San Antonio, and El Paso metro areas). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles.</p> <p>Common project types include interchange improvements, local transit operations, and bike and pedestrian infrastructure.</p>	<p>TxDOT distributes funding from the federal Congestion Mitigation and Air Quality Improvement (CMAQ) program to non-attainment areas by population and weighted by air quality severity. Non-attainment areas are designated by the federal Environmental Protection Agency (EPA).</p>	<p>TxDOT districts oversee the selection of MPO projects using a performance-based prioritization process that assesses mobility and air quality needs within a nonattainment area.</p>

FUNDING CATEGORY

6

Structures Replacement and Rehabilitation (Bridge)

FUNDING CATEGORY

7

Metropolitan Mobility and Rehabilitation

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 6 addresses bridge improvements through the following sub-programs.</p> <p>Highway Bridge Program For replacement or rehabilitation of eligible bridges on and off the state highway system that are considered functionally obsolete or structurally deficient. Bridges with a sufficiency rating below 50 are eligible for replacement. Bridges with a sufficiency rating of 80 or less are eligible for rehabilitation. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges.</p> <p>Bridge Maintenance and Improvement Program For rehabilitation of eligible bridges on the state highway system.</p> <p>Bridge System Safety Program For elimination of at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitation or replacement of deficient railroad underpasses on the state highway system.</p> <p>For the elimination of higher risks on bridges such as deficient rails, documented scour, and narrow bridge decks.</p>	<p>Category 6 funding is allocated to TxDOT's Bridge Division, which selects projects statewide.</p>	<p>TxDOT's Bridge Division selects projects using a performance-based prioritization process.</p> <p>Highway Bridge projects are ranked first by condition categorization (e.g., Poor, Fair, Good) and then by sufficiency ratings.</p> <p>Bridge Maintenance and Improvement projects are selected statewide based on identified bridge maintenance/ improvement needs.</p> <p>Bridge System Safety projects involving railroad grade separations are selected based on a cost-benefit analysis of factors such as vehicle and train traffic, accident rates, casualty costs, and delay costs for at-grade railroad crossings. Other system safety projects are selected on a cost-benefit analysis of the work needed to address the safety concern at bridges identified with higher risk features.</p>
<p>Category 7 addresses transportation needs within the boundaries of MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs). This funding can be used on any roadway with a functional classification greater than a local road or rural minor collector.</p> <p>Common project types include roadway widening (both freeway and non-freeway), new-location roadways, and interchange improvements.</p>	<p>TxDOT distributes federal funds through Category 7 to each TMA in the state. Distribution is based on the population of each TMA.</p>	<p>MPOs operating in TMAs select projects in consultation with TxDOT districts. The MPOs use a performance-based prioritization process that assesses mobility needs within the MPO boundaries.</p>

FUNDING CATEGORY

8

Safety

FUNDING CATEGORY

9

Transportation Alternatives Set-Aside Program

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 8 addresses highway safety improvements through the sub-programs listed below. Common Category 8 project types include medians, turn lanes, intersections, traffic signals, and rumble strips.</p> <p>Highway Safety Improvement Program (HSIP) Federal aid program administered by Traffic Safety Division (TRF) to fund safety projects on and off the state highway system, with the purpose to achieve significant reductions in traffic fatalities and serious injuries on all public roads. Traffic projects must align with the emphasis areas in the Texas Strategic Highway Safety Plan (SHSP) such as roadway and lane departures, intersections, older road users, and pedestrian safety. TRF provides districts with funding projections for on-system targeted, on-system systemic, and off-system projects, and districts submit project proposals for review and concurrence by TRF. The funding remains allocated to and supervised by TRF.</p> <p>Systemic Widening Program (SSW) Statewide program to fund the widening of high-risk narrow highways on the state highway system.</p> <p>Road to Zero (RTZ) Program initiated by the Texas Transportation Commission in the 2020 UTP with \$600M commitment for the FY 2020–2021 biennium. Funding on the state highway system dedicated to target and reduce fatalities and suspected serious injuries in the three highest contributing categories: roadway and lane departure, intersection safety, and pedestrian safety.</p>	<p>Category 8 funding is allocated to TxDOT's Traffic Safety Division, which selects projects statewide.</p>	<p>HSIP Projects are evaluated, prioritized, and selected at the district level based on three years of crash data (targeted funds) or systemic approved projects as outlined in the HSIP guidance. SSW Projects are evaluated by roadway safety features for preventable severe crash types using total risk factor weights.</p> <p>Road to Zero Projects were evaluated by roadway safety factors, crash reduction factors, the safety improvement index, and time required to complete a candidate project. All evaluation factors were directly tied to the targeted top three contributing categories in fatalities and suspected serious injuries.</p>
<p>Category 9 handles the federal Transportation Alternatives (TA) Set-Aside Program. These funds may be awarded for the following activities:</p> <p>Construction of sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act.</p> <p>Construction of infrastructure-related projects that provide safe routes for non-drivers.</p>	<p>MPOs that are TMAs receive a portion of TA funds to administer within their planning areas. In addition, TxDOT distributes federal TA funds through a competitive statewide call for projects. 50% of these funds are designated for statewide flexible use, and the other 50% are distributed by population. TA project eligibility is determined by TxDOT, MPOs, and FHWA.</p> <p>TA Flex funds must go through a competitive call for projects and meet other conditions before they can be flexed to other uses.</p>	<p>For urbanized areas with populations over 200,000 (TMAs), MPOs select projects through independent competitive calls for projects, in consultation with TxDOT. Funds allocated to statewide use, as well as small urban areas and non-urban areas (with populations below 200,000) are administered by TxDOT's Public Transportation Division through a competitive process.</p>

FUNDING CATEGORY
10

Supplemental Transportation Programs

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 10 addresses a variety of transportation improvements through the following sub-programs:</p> <p>Supplemental Transportation Projects (Federal) Federal discretionary and congressional high-priority projects.</p> <p>Carbon Reduction Program (CRP) Addresses improvements designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.</p> <p>Federal Lands Access Program (FLAP) Addresses transportation facilities located on, are adjacent to, or provide access to federal lands.</p> <p>Texas Parks and Wildlife Department (TPWD) Construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD.</p> <p>Green Ribbon Program Projects to plant trees and other landscaping to help mitigate the effects of air pollution in air quality non-attainment or near non-attainment counties.</p> <p>Americans with Disabilities Act (ADA) Pedestrian Program Addresses construction or replacement of on-system pedestrian facilities to make the system more accessible and safer for all pedestrians including those with disabilities.</p> <p>Landscape Incentive Awards Allows TxDOT to execute joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community Achievement Awards Program. The awards recognize participating cities' or communities' efforts in litter control, quality of life issues, and beautification programs and projects.</p> <p>Railroad Grade Crossing and Replanking Program Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide).</p>	<p>Supplemental Transportation Projects (Federal) Directed by federal legislation.</p> <p>Carbon Reduction Program TxDOT distributes to the MPOs and other areas of the state. A portion of these funds are designated for statewide use and the remaining portion is distributed to MPOs by population.</p> <p>Federal Lands Access Program Project applications are scored and ranked by the Programming Decision Committee (PDC), which includes representatives from FHWA, TxDOT, and a political subdivision of the state.</p> <p>Texas Parks and Wildlife Department (TPWD) Per Rider 21(c), funding is distributed as a statewide allocation.</p> <p>Green Ribbon Program Per Rider 15, allocations based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties.</p> <p>Americans with Disabilities Act (ADA) Projects are selected statewide based on conditions of curb ramps or location of intersections without ramps.</p> <p>Landscape Incentive Awards Funding is distributed to 10 locations in the state based on results of the Keep Texas Beautiful Awards Program.</p> <p>Railroad Grade Crossing and Replanking Program Condition of crossing's riding surface and benefit to cost per vehicle using crossing.</p> <p>Railroad Signal Maintenance Program Based on number of crossings and type of automatic devices present at each.</p>	<p>For CRP, statewide projects are administered by TxDOT's Transportation Planning & Programming Division whereas MPOs administer project selection for funds distributed to urbanized areas with populations over 200,000 (TMAs), areas with populations 50,000 to 200,000, and small areas with populations under 50,000.</p> <p>For FLAP, project applications are scored and ranked by the Programming Decision Committee (PDC). Projects selected under FLAP are managed by TPP.</p> <p>The Texas Parks and Wildlife Department (TPWD) selects State Park Roads projects in coordination with TxDOT districts.</p> <p>Green Ribbon allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties and managed by the TxDOT Design Division.</p> <p>ADA projects are selected based on conditions of curb ramps or the location of intersections without ramps and are managed by the Design Division.</p> <p>Landscape Incentive Awards are managed by the TxDOT Design Division.</p>

FUNDING CATEGORY

10

Supplemental
Transportation
Programs
(continued)

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Railroad Signal Maintenance Program Financial contributions to each railroad company in the state for signal maintenance.</p> <p>Safety Rest Area/Truck Parking This program is a state and national priority addressing the shortage of long-term parking for commercial motor vehicles on the highway system.</p> <p>Intelligent Transportation Systems (ITS) Improve Traffic Asset Management and Device Monitoring for better security controls.</p> <p>Category 10 Carbon Reduction In accordance with the federal IIJA, a new Carbon Reduction subprogram has been added to Category 10. Carbon Reduction funding is allocated to urbanized areas with populations over 200,000 (TMAs), areas with populations 50,000 to 200,000, and small areas with populations under 50,000.</p> <p>Some eligible projects include traffic management, congestion reduction technology, truck parking, energy efficient streetlights, traffic controls and options to reduce congestion using alternatives to single-occupant vehicle trips, including public transportation, pedestrian and bicycle facilities, and shared/pooled vehicle trips.</p>	<p>Safety Rest Area/Truck Parking Allocated to TxDOT's Maintenance Division, which selects projects statewide.</p> <p>Intelligent Transportation System Allocated to various TxDOT Divisions, which selects projects statewide.</p>	<p>The TxDOT Rail Division in coordination with TxDOT districts selects Railroad Grade Crossing Replanking and Railroad Signal Maintenance projects. All projects are selected using a performance-based prioritization process.</p> <p>Safety Rest Area/Truck Parking projects are selected and managed by TxDOT's Maintenance Division.</p> <p>Intelligent Transportation System projects are selected and managed by TxDOT's various divisions.</p>

FUNDING CATEGORY

11

District Discretionary

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 11 addresses TxDOT district transportation needs through the sub-programs listed below. Common Category 11 project types include roadway maintenance or rehabilitation, added passing lanes (Super 2), and roadway widening (non-freeway).</p> <p>District Discretionary Projects selected at the discretion of each TxDOT District. Most projects are on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right of way acquisition.</p> <p>Energy Sector Safety and maintenance work on state highways impacted by the energy sector.</p> <p>Border State Infrastructure Funding Rider 11(b) funding is distributed to the three TxDOT districts with international ports of entry (Pharr, Laredo, and El Paso Districts) for highway projects within 25 miles of a port of entry. Selection criteria include improvements that facilitate safe movement of motor vehicles at or across the land border between the United States and Mexico.</p> <p>District Safety District discretionary funds for standalone safety projects that include proven engineering safety countermeasures. These countermeasures have been proven on a national or state level, and most have established crash modification factors.</p> <p>Construction Cost Overruns/Change Order Provides additional funding for costs that are realized at letting and during construction.</p>	<p>District Discretionary Minimum \$2.5 million allocation to each TxDOT district per legislative mandate. If additional funds are distributed, the formula below is used:</p> <ul style="list-style-type: none"> 70% On-system vehicle miles traveled 20% On-system lane miles 10% Annual truck vehicle miles traveled <p>The Texas Transportation Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns.</p> <p>Energy Sector Allocation formula based on the following weighted factors:</p> <ul style="list-style-type: none"> 40% Three-year average pavement condition score 25% Oil and gas production taxes collected 25% Number of well completions 10% Volume of oil and gas waste injected <p>Border State Infrastructure Funding Rider 11(b): Under a provision in the FAST Act, TxDOT may designate 5% of the state's federal Surface Transportation Block Grant (STBG) funds for border infrastructure projects. This funding is distributed to the three border districts with ports of entry: Pharr, Laredo, and El Paso Districts.</p> <p>District Safety</p> <ul style="list-style-type: none"> 10% On-system daily vehicle miles traveled 10% On-system lane miles 2020 40% On-system fatal and incapacitating crashes 40% Fatal and incapacitating crash rate <p>Construction Cost Overruns/Change Order Statewide allocation is managed by a governance committee. Approval of funds is on a case-by-case basis.</p>	<p>TxDOT Districts select projects using a performance-based prioritization process that assesses district-wide maintenance, safety, or mobility needs.</p> <p>The Texas Transportation Commission allocates funds through a formula allocation program. The Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns, as well as energy sector initiatives.</p> <p>Border State Infrastructure Funding Project selection criteria include, but are not limited to:</p> <ul style="list-style-type: none"> – Number of land border ports of entry – Number of incoming commercial trucks and railcars – Number of incoming personal motor vehicles and buses – Weight of incoming cargo by commercial trucks

FUNDING CATEGORY

12

Strategic Priority

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 12 addresses projects with specific importance to the state, including those that improve:</p> <ul style="list-style-type: none"> - Congestion and connectivity - Economic opportunity - Energy sector access - Border and port connectivity - Efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report - The ability to respond to both man-made and natural emergencies <p>Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and new-location roadways.</p>	<p>Funding in Category 12 is awarded to specific projects at the discretion of the Texas Transportation Commission, which selects from candidate projects nominated by TxDOT districts and MPOs.</p> <p>Texas Clear Lanes</p> <p>This subset of Category 12 projects is prioritized in collaboration with the MPOs in the state's five largest metro areas (Dallas, Fort Worth, Houston, San Antonio, and Austin). Projects are intended to address the top 100 most-congested segments in the state (directly and indirectly).</p>	<p>The Texas Transportation Commission selects projects statewide using a performance-based prioritization process.</p> <p>Per state law, the Texas Transportation Commission may make discretionary funding decisions for no more than 10% of TxDOT's current biennial budget. The amount in Category 12 is calculated as 10% of the average of TxDOT's total budget for the current fiscal biennium.</p>

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

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

\$839.79 \$0.00 \$375.50 \$158.50 \$214.87 \$14.50 \$33.00 \$27.00 \$16.42 \$1,028.34

CORPUS CHRISTI DISTRICT

2024 UTP



DISTRICT HIGHLIGHTS AND PRIORITIES

The Corpus Christi District's planning reflects a big-picture perspective focused on statewide and regional mobility, as well as safety and maintenance of transportation facilities. The designation of US 77, US 281, and US 59 as future interstate highway corridors uniquely positions the district to plan and develop these corridors to add new interstate lane mileage to the transportation system. Improvements to both US 77 and US 281, including new overpasses, frontage roads, and several relief routes, are preparing these roadways to become I-69E and I-69C, respectively. Category 4 funding allows the district to continue work

on these nationally significant projects, and funding levels demonstrate ambitious planning for the next decade.

Our Port Aransas Ferry is a unique part of TxDOT's transportation system. As energy-related ship traffic and coastal tourism surge, the district is committing \$60 million of Category 10 Ferry Program funding to upgrade infrastructure at the ferry landings.

Staff also routinely requests statewide Category 6 and Category 8 funds to address various bridge and safety needs throughout the district.

REGIONAL PLANNING RESOURCES

ONLINE:

Corpus Christi TxDOT District [page](#)

Make sure to visit TxDOT's [Project Tracker website](#) to view up-to-date information on transportation projects.

MPO:

[Corpus Christi Metropolitan Planning Organization](#)

CONTACT:

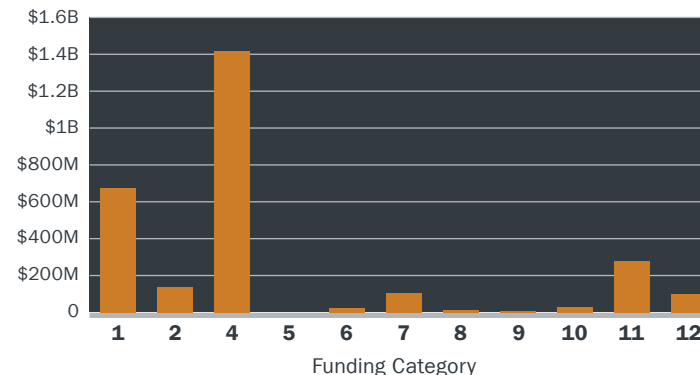
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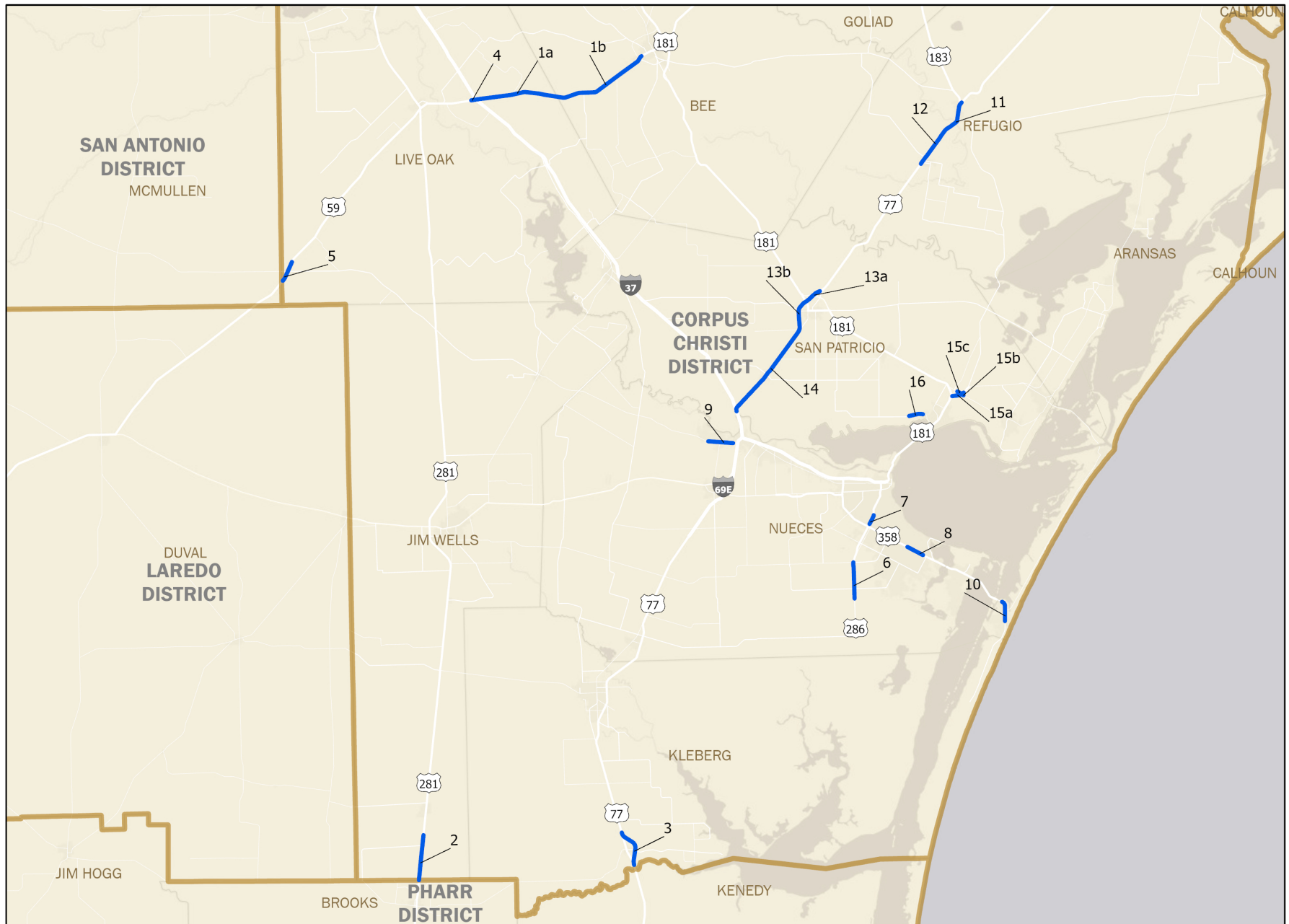
CORPUS CHRISTI DISTRICT 10-YEAR PLANNING TARGETS BY CATEGORY



TXDOT FUNDING CATEGORIES:

- | | |
|--|--|
| 1 Preventive Maintenance & Rehabilitation | 7 Metropolitan Mobility & Rehabilitation |
| 2 Metropolitan & Urban Area Corridor Projects | 8 Safety |
| 3 Non-Traditionally Funded Transportation Projects | 9 Transportation Alternatives Program |
| 4 Statewide Connectivity Corridor Projects | 10 Supplemental Transportation Projects |
| 5 Congestion Mitigation & Air Quality Improvement | 11 District Discretionary |
| 6 Structures Replacement & Rehabilitation | 12 Strategic Priority |

CORPUS CHRISTI DISTRICT **Listed Projects**



— UTP Listed Projects 2024

CORPUS CHRISTI DISTRICT **Listed Projects**

MULTI-COUNTY PROJECTS

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
1a	US 59	Widen Non-Freeway - IH 37 to Beeville (Live Oak County) 0447-01-046	Bee County Line	IH 37	FY 2028-2033	\$70,560,000	No Funding Change	No	Cat. 4 Rural..... \$70,560,000 TOTAL..... \$70,560,000	1
1b	US 59	Widen Non-Freeway - IH 37 to Beeville (Bee County) 0447-02-038	Live Oak County Line	0.3 Miles East of FM 351	FY 2028-2033	\$89,600,000	New Authorization	No	Cat. 4 Rural..... \$89,600,000 TOTAL..... \$89,600,000	1

JIM WELLS COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
2	US 281	Upgrade to Freeway - Premont to Falfurrias 0255-02-055	1 Mile North of FM 1538	Brooks County Line	FY 2028-2033	\$100,800,000	Funding Adjustment	No	Cat. 4 Rural..... \$100,800,000 TOTAL..... \$100,800,000 Cat. 4R increased \$33M	1

KLEBERG COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
3	US 77	Riviera Relief Route 0327-09-002	1.5 Miles N. of SH 285 Intersection	Kenedy/Kleberg County Line	FY 2024-2027	\$177,688,000	Funding Adjustment	No	Cat. 4 Rural..... \$177,688,000 TOTAL..... \$177,688,000 Cat. 4R increased \$50M	1

LIVE OAK COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
4	US 59	Interchange - Live Oak County at IH 37 0447-01-051	1.0 Miles West of IH 37	1.0 Miles East of IH 37	FY 2028-2033	\$145,600,000	New Authorization	No	Cat. 4 Rural..... \$145,600,000 TOTAL..... \$145,600,000	1
5	US 59	Interchange at FM 624 at FM 624 0542-06-051	At FM 624		FY 2028-2033	\$28,000,000	No Funding Change	No	Cat. 4 Rural..... \$28,000,000 TOTAL..... \$28,000,000	1

NUECES COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
6	SH 286	Upgrade to Freeway (Crosstown Extension) - Corpus Christi 0326-01-056	FM 43	South of FM 2444	FY 2024-2027	\$60,000,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$60,000,000 TOTAL..... \$60,000,000 Cat. 2 increased \$8M	1
7	SH 286	Widen Freeway - Corpus Christi 0326-03-103	SH 358	Horne Rd.	FY 2024-2027	\$33,600,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$28,000,000 Cat. 4 Urban..... \$5,600,000 TOTAL..... \$33,600,000 Cat. 2 increased \$4M and Cat. 4U increased \$1.6M	1
8	SH 358	Freeway Ramps - Corpus Christi 0617-01-177	Nile Drive	Staples Street	FY 2024-2027	\$56,000,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$50,000,000 Cat. 4 Urban..... \$6,000,000 TOTAL..... \$56,000,000 Cat. 2 increased \$10M and Cat. 4U added \$6M	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

CORPUS CHRISTI DISTRICT **Listed Projects**

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
9	FM 624	Widen Non-Freeway - Corpus Christi 0989-02-057	CR 73	Wildcat Dr.	FY 2024-2027	\$29,640,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$11,640,000 Cat. 4 Urban \$16,000,000 Cat. 7 \$2,000,000 TOTAL..... \$29,640,000 Cat. 2 increased \$2.3M and Cat. 4U increased \$6M	1
10	PR 22	Safety & Operational Improvements - Corpus Christi 0617-02-073	Aquarius St.	Whitecap Blvd.	FY 2028-2033	\$17,920,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor..... \$15,920,000 Remaining funding TBD \$2,000,000 TOTAL..... \$17,920,000	2

REFUGIO COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
11	US 77	Refugio Relief Route 0371-03-090	North of Refugio	South of Refugio (Relief Route)	FY 2028-2033	\$358,400,000	No Funding Change	No	Cat. 4 Rural..... \$358,400,000 TOTAL..... \$358,400,000	1
12	US 77	Upgrade to Freeway - Woodsboro 0371-03-130	South of Refugio RR	South of Woodsboro	FY 2028-2033	\$105,280,000	Funding Adjustment	No	Cat. 12 Strategic Priority..... \$105,280,000 TOTAL..... \$105,280,000 Cat. 12 added \$105M	1

SAN PATRICIO COUNTY

MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
13a	US 77	Upgrade to Freeway - Sinton Relief Route 0371-04-062	Chiltipin Creek Br (Control Break)	Business North (Sinton)	FY 2024-2027	\$31,360,000	No Funding Change	No	Cat. 4 Rural..... \$31,360,000 TOTAL..... \$31,360,000	1
13b	US 77	Upgrade to Freeway - Sinton Relief Route 0372-01-101	Business South (Sinton)	Chiltipin Creek Br (Control Break)	FY 2024-2027	\$91,840,000	No Funding Change	No	Cat. 4 Rural..... \$91,840,000 TOTAL..... \$91,840,000	1
14	US 77	Upgrade to Freeway - IH 37 to Sinton 0372-01-106	IH 37 And Interchange	FM 1945 (South of Sinton)	FY 2028-2033	\$593,600,000	Funding Adjustment	No	Cat. 4 Rural..... \$225,124,191 Remaining funding TBD \$368,475,809 TOTAL..... \$593,600,000 Cat. 4R increased \$200M	1
15a	SH 35	SH 35 Interchange at SH 361 - Gregory 0180-06-118	FM 3284	0.23 Miles North of SH 361	FY 2024-2027	\$36,400,000	Funding Adjustment	No	Cat. 4 Urban \$36,400,000 TOTAL..... \$36,400,000 Cat. 4U increased \$6.7M	1
15b	SH 361	SH 35 Interchange at SH 361 - Gregory 0180-10-082	At SH35 Interchange	0.15 Miles SE On SH 361	FY 2024-2027	\$59,360,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor..... \$46,862,407 Cat. 4 Urban \$12,497,593 TOTAL..... \$59,360,000 Cat. 2 increased \$2M and Cat. 4U added \$12.4M	1
15C	SS 202	Interchange - Gregory 0180-11-016	Ave H in Gregory	SH 35 Northbound Frontage Rd	FY 2024-2027	\$16,800,000	New Authorization	No	Cat. 2 Metro/Urban Corridor..... \$16,800,000 TOTAL..... \$16,800,000	1
16	FM 893	Widen Non-Freeway - Portland 1209-01-030	CR 3685 (Stark Rd)	0.2 Miles West of CR 79 (Gum Hollow)	FY 2024-2027	\$13,000,000	Funding Adjustment	No	Cat. 1..... \$500,000 Cat. 2 Metro/Urban Corridor..... \$12,500,000 TOTAL..... \$13,000,000 Cat. 2 increased \$4.5M	3

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see [pg. 43](#).

TxDOT-CRP District 2024 UTP Candidate Project List

				AUTHORIZED IN THE 2023 UTP			UPDATED CONSTRUCTION ESTIMATE	% Increase	FUNDING GAP IN TODAY'S DOLLARS	2024 UTP CANDIDATES REQUESTED AMOUNTS					COMMENTS (from 11/17/22)
CSJ	COUNTY	HWY	PROJECT DESCRIPTION	EST LET DATE RANGE	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	FUNDING APPROVED & AUTHORIZED IN THE 2023 UTP				PROPOSED EST LET DATE RANGE	FUNDING CATEGORY REQUESTED	TOTAL REQUESTED CONSTRUCTION FUNDING	INCLUDING INFATION	DRAFT UTP AUTHORIZED CONSTRUCTION FUNDING	
1209-01-030	San Patricio	FM 893	UPGRADE TO 5-LANE URBAN ROADWAY BY CONSTRUCTING ADDTNL 2 LANES AND CLTL	FY 2023-2026	CAT 2M	\$7,904,000	\$12,500,000	58%	\$4,596,000	FY 2024-2027	CAT 2 METRO	\$12,500,000	\$12,500,000	\$12,500,000	Updated to current bid prices. High cost for storm sewer and drainage items.
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	FY 2024-2027	CAT 2 METRO	\$50,000,000	\$50,000,000	\$50,000,000	Updated to current bid prices. Higher cost for retaining walls and confined construction space.
											CAT 4 URBAN	\$5,000,000	\$5,000,000	\$6,000,000	
0326-01-056	Nueces	SH 286	CONSTRUCT PHASE I FREEWAY EXTENSION BY UPGRADING EXISTING 2- LN RDWY TO 4-LN DIVIDED HIGHWAY	FY 2023-2026	CAT 2M	\$52,000,000	\$58,000,000	12%	\$6,000,000	FY 2024-2027	CAT 2 METRO	\$58,000,000	\$58,000,000	\$60,000,000	Updated to current bid prices.
0989-02-057	Nueces	FM 624	Construct additional two travel lanes to upgrade existing four lane rural roadway to an urban six lane boulevard with raised median.	FY 2023-2026	CAT 2M	\$9,280,000	\$27,500,000	29%	\$6,220,000	FY 2024-2027	CAT 2 METRO	\$9,500,000	\$10,600,000	\$11,640,000	Updated to current bid prices.
					CAT 4U	\$10,000,000					CAT 4 URBAN	\$16,000,000	\$16,000,000	\$16,000,000	
					CAT 7	\$2,000,000					CAT 7	\$2,000,000	\$2,000,000	\$2,000,000	
0180-06-118	San Patricio	SH 35	UPGRADE/ADD Elevated SPUI	FY 2027-2032	CAT 4U	\$29,680,000	\$32,000,000	8%	\$2,320,000	FY 2024-2027	CAT 4 URBAN	\$32,000,000	\$35,840,000	\$36,400,000	Updated to current bid prices. High level of risk on accuracy of estimate until completion of the schematic/environmental process.
0180-10-082	San Patricio	SH 361	UPGRADE/ADD Elevated SPUI	FY 2027-2032	CAT 2M	\$44,800,000	\$52,000,000	16%	\$7,200,000		CAT 2 METRO	\$52,000,000	\$58,240,000	\$46,862,407	
											CAT 4 URBAN	\$0	\$0	\$12,497,593	
0180-11-016	San Patricio	SP 202	UPGRADE/ADD Elevated SPUI	FY 2027-2032		\$0	\$15,000,000	New	\$15,000,000		CAT 2 METRO	\$15,000,000	\$16,800,000	\$16,800,000	
0326-03-103	Nueces	SH 286	Construct 1 additional travel lane northbound.	FY 2027-2032	CAT 2M	\$24,000,000	\$30,000,000	7%	\$2,000,000	FY 2024-2027	CAT 2 METRO	\$25,000,000	\$28,000,000	\$28,000,000	Updated to current bid prices and future inflation.
					CAT 4U	\$4,000,000					CAT 4 URBAN	\$5,000,000	\$5,600,000	\$5,600,000	
0617-02-073	Nueces	PR 22	CORRIDOR UPGRADE FOR PEDESTRIAN AND ACCESS _MANAGEMENT IMPROVEMENTS WITHOUT ADDING CAPACITY	FY 2027-2032	CAT 2M	\$17,920,000	\$16,000,000	0%	--	FY 2028-2033	CAT 2 METRO			\$15,920,000	
											TBD			\$2,000,000	

Cat 2M 2024 UTP SUMMARY	
Draft 2024 UTP Cat 2M Allocation	\$144,813,899
Projected Carryover (FY 2023)	\$96,908,508
Total Adjusted Allocation	\$241,722,407
Draft Cat 2M Total Authorized Construction Funding	\$241,722,407
Remaining Balance	\$0

Cat 4U 2024 UTP SUMMARY	
Draft 2024 UTP Cat 4U Allocation	\$97,717,479
Projected Carryover (FY 2023)	-\$772,710
Total Adjusted Allocation	\$96,944,769
Draft Cat 4U Total Authorized Construction Funding	\$76,497,593
Remaining Balance	\$20,447,176

BIPARTISAN INFRASTRUCTURE LAW

[Home](#)[Overview](#)[Funding](#)[Assistance / Local Support](#)[Fact Sheets](#)[Guidance](#)

FACT SHEETS

Carbon Reduction Program (CRP)

	FAST Act (extension)	Bipartisan Infrastructure Law (BIL)				
Fiscal year (FY)	2021	2022	2023	2024	2025	2026
Contract authority	---	\$1.234 B*	\$1.258 B*	\$1.283 B*	\$1.309 B*	\$1.335 B*

*Calculated (sum of estimated individual State Carbon Reduction Program apportionments)

Note: Except as indicated, all references in this document are to the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021).

Program Purpose

The BIL establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.

Statutory Citations

- § 11403; 23 U.S.C. 175

Funding Features

Type of Budget Authority

- Contract authority from the Highway Account of the Highway Trust Fund, subject to the overall Federal-aid obligation limitation.

Apportionment of Funds

- As under the FAST Act, the BIL directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs.
- Each State's CRP apportionment is calculated based on a percentage specified in law. [23 U.S.C. 104(b)(7)] (See "Apportionment" fact sheet for a description of this calculation)

Transferability to Other Federal-aid Apportioned Programs

- A State may transfer up to 50% of CRP funds made available each fiscal year to any other apportionment of the State, including the National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement (CMAQ) Program, National Highway Freight Program, and [NEW] Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program. Conversely, subject to certain limitations, a State may transfer up to 50% of funds made available each fiscal year from each other apportionment of the State to CRP. [23 U.S.C. 126(a)] (See other program-specific fact sheets for additional details.)

Suballocation

- 65% of a State's CRP apportionment is to be obligated in the following areas in proportion to their relative shares of the State's population. [§ 11403; 23 U.S.C. 175(e)(1)(A)] Funds attributed to an urbanized area may be obligated in the metropolitan area established under 23 U.S.C. 134 that encompassed the urbanized area [23 U.S.C. 175(e)(2)]:
 - *Urbanized areas with an urbanized area population greater than 200,000*: This portion is to be divided among those areas based on their relative share of population, unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors. [§ 11403; 23 U.S.C. 175(e)(1)(A)(i) and (e)(3)]
 - *Urbanized areas with an urbanized area population of at least 50,000 but no more than 200,000*: This portion is to be divided among those areas based on their relative share of population, unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors. [§ 11403; 23 U.S.C. 175(e)(1)(A)(ii) and (e)(3)]
 - *Urban areas with population at least 5,000 and no more than 49,999*. [§ 11403; 23 U.S.C. 175(e)(1)(A)(iii)]
 - *Areas with population of less than 5,000*. [§ 11403; 23 U.S.C. 175(e)(1)(A)(iv)]
- The remaining 35% of the State's CRP apportionment be obligated in any area of the State. [§ 11403; 23 U.S.C. 175(e)(1)(B)]
- Requires each State, over the period of FY22-26, to make available to each urbanized area with a population of at least 50,000 obligation authority for use with the suballocated CRP funding. [§ 11403; 23 U.S.C. 175(e)(6)] States are required to divide the funding to urbanized areas with a population of at least 50,000 based on the relative population of the areas. [23 U.S.C. 175(e)(3)]

Federal Share

- In accordance with 23 U.S.C. 120. (See the "Federal Share" fact sheet for additional detail.) [§ 11403; 23 U.S.C. 120 and 175(f)]

Eligible Projects

- CRP funds may be obligated for projects that support the reduction of transportation emissions, including, but not limited to— [except as noted, § 11403; 23 U.S.C. 175(c)(1)]
 - a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
 - a public transportation project eligible under 23 U.S.C. 142;
 - a transportation alternative (as defined under the Moving Ahead for Progress under the 21st Century Act [23 U.S.C. 101(a)(29), as in effect on July 5, 2012]), including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
 - a project described in 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
 - deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment;
 - a project to replace street lighting and traffic control devices with energy-efficient alternatives;
 - development of a carbon reduction strategy developed by a State per requirements in 23 U.S.C. 175(d);
 - a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
 - efforts to reduce the environmental and community impacts of freight movement;
 - a project that supports deployment of alternative fuel vehicles, including—
 - acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
 - purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
 - a project described in 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
 - certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; [§ 11403; 23 U.S.C. 149(b)(5); and 175(c)(1)(L)]
 - a project that reduces transportation emissions at port facilities, including through the advancement of port electrification; and
 - any other STBG-eligible project, if the Secretary certifies that the State has demonstrated a reduction in transportation emissions, as estimated on a per capita and per unit of economic output basis. (Note: FHWA will issue guidance on how the Secretary will make such certifications.) [§ 11403; 23 U.S.C. 133(b) and 175(c)(2)]

Coordination in Urbanized Areas Other Than Transportation Management Areas

Before obligating CRP funds for an eligible project in an urbanized area that is not a transportation management area, a State shall coordinate with any MPO that represents the urbanized area prior to determining which activities should be carried out under the project. [§ 11403; 23 U.S.C. 175(e)(4)]

Consultation in Rural Areas

Before obligating CRP funds for an eligible project in a rural area, a State shall consult with any regional transportation planning organization or MPO that represents the rural area prior to determining which activities should be carried out under the project. [§ 11403; 23 U.S.C. 175(e)(5)]

Program Features

Carbon Reduction Strategy

- Requires each State, in consultation with any MPO designated within the State, to— [§ 11403; 23 U.S.C. 175(d)]
 - develop a carbon reduction strategy not later than 2 years after enactment; [§ 11403; 23 U.S.C. 175(d)(1)] and
 - update that strategy at least every four years; [§ 11403; 23 U.S.C. 175(d)(3)]
- Requires the carbon reduction strategy to—
 - support efforts—and identify projects and strategies—to support the reduction of transportation emissions;
 - at the State's discretion, quantify the total carbon emissions from production, transport, and use of materials used in the construction of transportation facilities in the State; and
 - be appropriate to the population density and context of the State, including any MPO designated within the State. [§ 11403; 23 U.S.C. 175(d)(2)]
- Allows the carbon reduction strategy to include projects and strategies for safe, reliable, and cost-effective options to—
 - reduce traffic congestion by facilitating the use of alternatives to single-occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips within the State or an area served by the relevant MPO;
 - facilitate use of vehicles or modes of travel that result in lower transportation emissions per person-mile traveled as compared to existing vehicles and modes; and
 - facilitate approaches to the construction of transportation assets that result in lower transportation emissions as compared to existing approaches. [§ 11403; 23 U.S.C. 175(d)(2)(B)]
- Requires FHWA to—
 - review the State's process for developing its carbon reduction strategy and certify that the strategy meets statutory requirements; and
 - at the request of a State, provide technical assistance in the development of the strategy. [§ 11403; 23 U.S.C. 175(d)(4) and (5)]

Treatment of Projects

- Treats every project funded under the program as if it were located on a Federal-aid highway. This ensures applicability of Davis-Bacon wage requirements. [§ 11403; 23 U.S.C. 175(g)]

Additional Information and Assistance

- FHWA can connect you with your local FHWA office and support you with technical assistance for planning, design, construction, preserving, and improving public roads and in the stewardship of Federal funds. For assistance, visit: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/technical_support.cfm

Page last modified on April 20, 2022



Date: July 13, 2023
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5A: Small Area Forecast Control Totals and Disaggregation Methodology
Action: Review, Discuss, and Comment

Summary

Socioeconomic data, such as population and employment information, are vital components of transportation planning. One of the initial critical steps in developing a Metropolitan Transportation Plan is forecasting the amount, type and location of population and jobs for the time frame of the plan (Years 2025-2050). The Small Area Forecast Task Force, comprised of expert stakeholders in the region, is discussing issues in this highly technical process. There is generally not opportunity for general public participation, although the information will be provided on the website.

Attachment 1 shows 1990-2022 Historic Population Data combined with 2020-2050 Forecast Growth. This attachment also has an accompanying table that shows per county per year forecast populations.

Among discussion topics is that the forecast of year-to-year employment levels by county will not be completed by the State Demography Office in time for the Corpus Christi MPO to use. The Corpus Christi MPO is reviewing data sources for the development of employment control totals.

Recommendation

The Corpus Christi MPO staff is asking the TAC to review the two Texas State Demography Office population control totals by county by year 2035 and 2050 and provide comments to the Small Area Forecast Task Force.

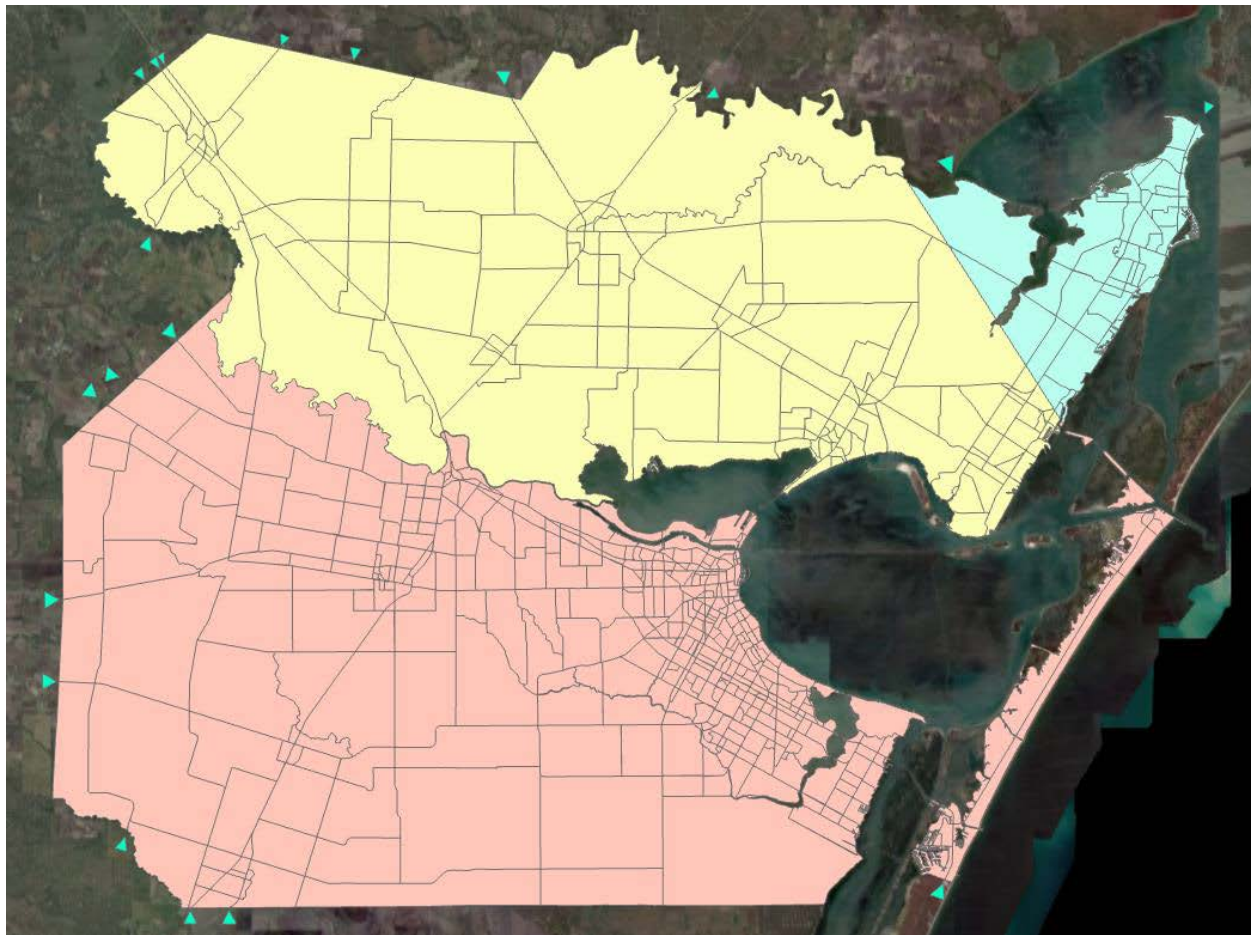
Background

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 2020 population is shown as a density map in Attachment 2.

The total demand for transportation typically changes in proportion to changes in population, employment, and improved economic conditions. As an urban area expands, the numbers and lengths of individual trips increase, unless densities and mixed-use developments increase at an equal or greater rate. Expanding population, employment, and urban area size, along with improved economic conditions, result in an increased need for transportation facilities and services. These include freight, roadway, transit, bicycle, and pedestrian facilities, along with strategies intended to increase the efficient use of existing facilities. The Corpus Christi MPO uses macro-level forecasts from the Texas

Demographic Center to create its future forecast, projecting where people might live and work so that transportation investments will address anticipated issues.

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



To project future transportation needs and confirm that the 2050 MTP is consistent with anticipated growth patterns, the Corpus Christi MPO will create several scenarios that project the future location of both population and employment into the TAZs.

Disaggregation Methodology

The Corpus Christi MPO will use a cloud software named UrbanSim to suballocate households and jobs around the Corpus Christi MPO region between 2020 and 2050. UrbanSim is a microsimulation land use model, designed to help MPOs, cities, counties, and other organizations analyze the potential outcomes of policies and investments on the development and character of cities and regions. The modeling methodology is designed to reflect the interdependencies in dynamic urban systems, focusing on the

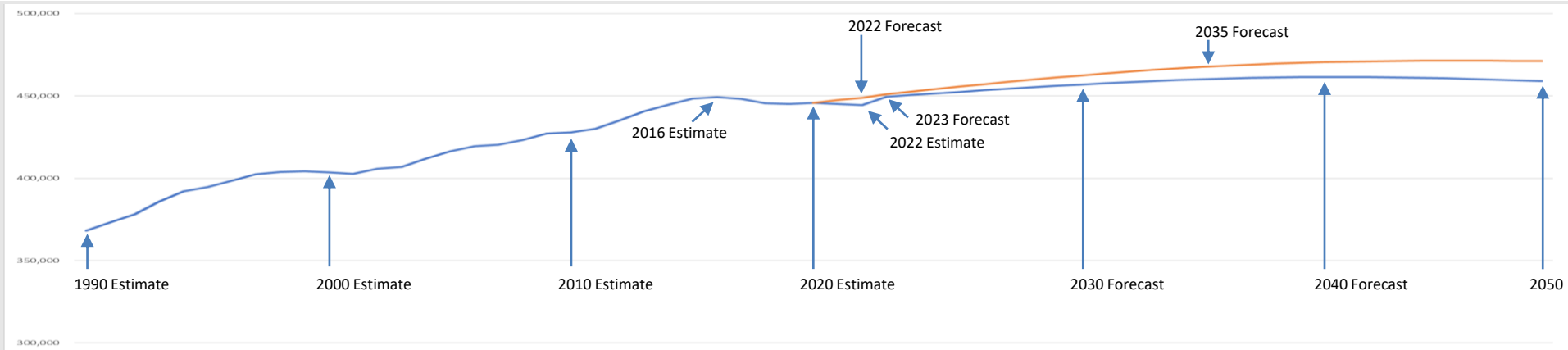
real estate market and the transportation system. It considers the effects of combinations of interventions on patterns of development, travel demand, and household and firm location. The staff at UrbanSim will leverage national data and open-source libraries developed in the Urban Data Science Toolkit to accelerate the model development and calibration.

Attachments:

1. Population Levels, Historic and Forecast
2. Population Density in 2020

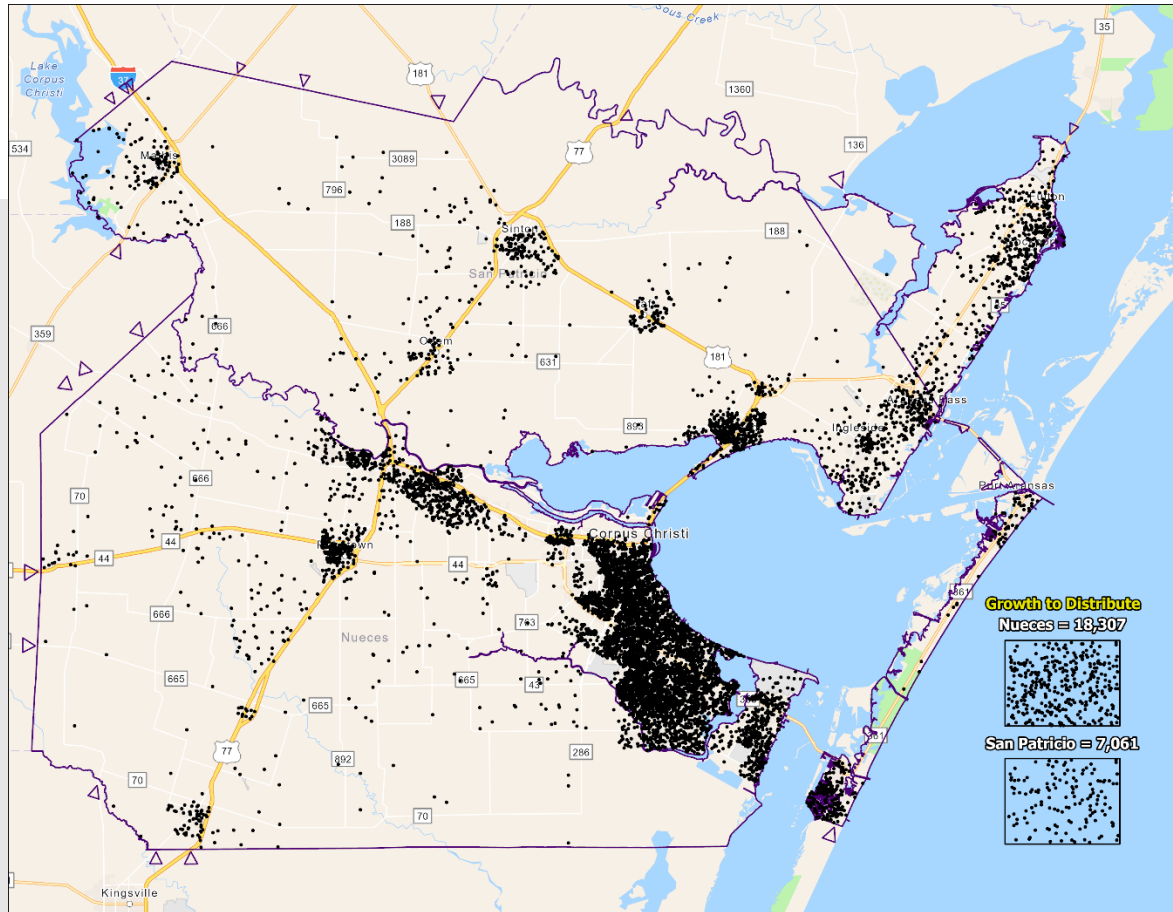
2020 – 2050 Small Area Forecasting

Historic Population Data and Forecast Growth



	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Aransas	23,830	24,394	24,693	23,807	23,749	23,698	23,644	23,566	23,509	23,423	23,353	23,261	23,177	23,085	22,985	22,875	22,787	22,684	22,572	22,458	22,330	22,212	22,110	21,981	21,861	21,753	21,631	21,512	21,403	21,307	21,201
				24,120	24,178	24,231	24,286	24,319	24,360	24,391	24,415	24,442	24,459	24,446	24,453	24,458	24,437	24,411	24,378	24,337	24,299	24,253	24,200	24,142	24,093	24,032	23,968	23,892	23,825	23,765	23,708
				25,050	25,157	25,262	25,370	25,477	25,586	25,695	25,803	25,913	26,022	26,133	26,244	26,356	26,467	26,579	26,692	26,805	26,918	27,033	27,147	27,263	27,378	27,494	27,611	27,728	27,846	27,964	28,082
San Patricio	68,755	69,122	69,282	69,590	69,876	70,136	70,427	70,697	70,978	71,230	71,476	71,727	71,982	72,229	72,442	72,673	72,890	73,108	73,316	73,510	73,658	73,833	73,978	74,116	74,250	74,357	74,445	74,529	74,585	74,638	74,669
				69,759	70,082	70,400	70,727	71,048	71,380	71,661	71,973	72,284	72,573	72,868	73,130	73,391	73,641	73,897	74,145	74,357	74,569	74,771	74,953	75,131	75,272	75,402	75,524	75,619	75,715	75,769	75,816
				70,106	70,254	70,393	70,522	70,642	70,752	70,851	70,942	71,023	71,094	71,155	71,205	71,242	71,267	71,280	71,282	71,275	71,261	71,241	71,218	71,191	71,162	71,133	71,104	71,076	71,051	71,030	71,014
Nueces	353,178	351,484	350,472	357,156	358,322	359,466	360,551	361,642	362,693	363,699	364,690	365,623	366,503	367,343	368,110	368,796	369,460	369,981	370,450	370,824	371,130	371,358	371,529	371,671	371,752	371,797	371,796	371,754	371,693	371,584	371,485
				356,066	356,842	357,612	358,342	359,083	359,785	360,483	361,162	361,853	362,467	363,000	363,606	364,086	364,473	364,812	365,053	365,200	365,303	365,312	365,264	365,179	365,020	364,795	364,552	364,248	363,899	363,484	363,055
				353,853	356,014	358,148	360,248	362,307	364,323	366,299	368,238	370,139	371,992	373,803	375,563	377,268	378,913	380,498	382,035	383,530	384,993	386,432	387,850	389,258	390,660	392,064	393,475	394,899	396,344	397,814	399,315

2020 Population Density Map





REGIONAL TRAFFIC SAFETY TASK FORCE MEETING

WEDNESDAY, JULY 12, 2023 – 10:00 A.M.

**Location: TxDOT Corpus Christi District Office Training Center Bldg. No. 2
1701 S. Padre Island Drive (S.P.I.D), Corpus Christi, Texas 78416**

1. WELCOME AND INTRODUCTIONS

2. SAFETY INITIATIVES

A. TxDOT Wrong-way Driver Coalition/Task Force

- i. Update on Harbor Bridge Wrong-way drivers enforcement and road reconfigurations.
- ii. Status of sharing and use of the law enforcement database.
- iii. Future action items

B. TxDOT Statewide Safety Planning Report

- i. Link to 6/26/23 Texas Transportation Commission video on TxDOT Safety Planning Report [🔗](#)
- ii. DRAFT Corpus Christi Metropolitan Planning Organization 2023 Safety Planning Report [✉](#)

C. Corpus Christi MPO's Regional Safety Action Plan (RSAP) Update

- i. Consultant Update of Process
- ii. Crash Diagnosis of 3 Locations

3. LOCAL SAFETY INITIATIVES

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

4. OPEN DISCUSSION AND COMMENTS

- A. Comments from Members

5. NEXT MEETINGS:

- A. Regional Traffic Safety Task Force regular meeting: September 13, 2023

6. ADJOURN

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

MEETING LOCATION MAP





Date: July 13, 2023
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5C: FY 2023 and FY 2024 Unified Planning Work Program (UPWP) – Update
Other Regionally Significant Transportation-Related Planning Activities
Action: Review and Discuss

Summary

The Unified Planning Work Program (UPWP) documents all known transportation planning activities that will occur in the Corpus Christi MPO Planning Area. While the primary focus of this document is the transportation planning performed by Corpus Christi MPO staff, other transportation-related planning activities that are conducted within the boundaries of the Corpus Christi MPO Planning Area by member agencies and partners must also be documented. The UPWP also details the funding for the operation and administration of the MPO and supports the work needed to maintain a current and compliant Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP), including the development of internal studies and external projects with member agencies. The current UPWP addresses federal years beginning October 1, 2022; and ending September 30, 2024. This work program serves these specific objectives:

- List all transportation planning and related activities conducted by local, state, and federal agencies
- Identify funding sources for the above listed planning studies
- Coordinate transportation planning activities within the region (both internal and external)
- Promote the wise use of public resources through sound decision-making and interagency coordination

Periodically, changing priorities within the MPO, and/or changing requirements at the federal level, along with new transportation planning efforts within the region, may necessitate a formal amendment to the UPWP.

Request

The Corpus Christi MPO staff requests that the TAC review and provide comments on transportation planning efforts throughout the Corpus Christi MPO region.

Attachment

FY 2023 and FY 2024 Unified Planning Work Program (UPWP) – Other Regionally Significant Transportation-Related Planning Activities

VIII. PARTNER AGENCY PLANNING STUDY COORDINATION

Other Regionally Significant Transportation-Related Planning Activities

In addition to the tasks previously outlined in this UPWP for Corpus Christi MPO staff, other transportation transportation-related activities will be conducted by various transportation planning and implementation agencies. The FAST Act requires that the UPWP include a description of all metropolitan transportation planning activities anticipated within the next two-year period, regardless of funding source or agencies conducting the activities. The following information summarizes the efforts that were submitted to Corpus Christi MPO for inclusion in this document. Note: Project descriptions are provided by the respective government entity staff.

TxDOT – Corpus Christi District Office Planning Efforts

- Regional TSMO / Regional ITS Update Planning Effort
- Household Travel Survey
- Regional Crash Analysis
- District Traffic Count Program
- Pavement Condition Gathering Program
- Smart Mobility Study
- Resiliency
- Evacuation
- Freight Corridor
- Performance Attainment
- Portland – FM 893: Proposed improvements to FM 893 (Moore Ave) from CR 3685 (Stark Road) to 0.2 miles west of CR 79 (Gum Hollow).
- Gregory and Portland and Ingleside – SH 361: A feasibility study is to identify opportunities to better connect US 181 and SH 361 while also improving safety and mobility.
- Nueces County – FM 70: Proposed improvements to FM 70 from the SH 286/FM 70 intersection to US 77 and on SH 286 from south of FM 244 to FM 70.
- Corpus Christi – IH 37: Proposed upgrades to I-37 from Redbird Lane to US 77.
- Corpus Christi – SH 358: Construction of improvements to enhance safety and increase mobility.
- Corpus Christi – SH 286: Proposed improvements to SH 286 from FM 43 to FM 2444
- Woodsboro and Refugio – US 77: Corridor study to review potential route options and environmental constraints for developing I-69.
- South Texas – US 77 Upgrade: Upgrade between Corpus Christi and Harlingen to meet interstate highway standards.

City of Corpus Christi Planning Efforts

- Pavement Condition Data gathering and Asset Management Study
- Traffic Signal and Intelligent Traffic Systems Study

Northwest Boulevard Corridor Study – The City of Corpus Christi is working with urban planning consultants from Asakura Robinson to create a plan that will guide future development in the area and identify opportunities to improve Northwest Boulevard. The plan will include conceptual drawings and implementation strategies to bring the ideas in the plan to reality. The community’s input is needed to create the plan, and the community will have several opportunities to participate, including online surveys and two public meetings. The nearly three-mile study area comprises a 500-foot buffer to the north and south of Northwest Boulevard from Interstate 69 to Wright Moravek Road (County Road 73).

The City of Corpus Christi anticipates additional residential and commercial development, as well as a new elementary school, in the Northwest Boulevard (FM 624) Corridor. Plans to build a new steel factory in nearby Sinton, Texas, could drive additional demand for new housing and commerce in Calallen.

While new development creates new opportunities for people to live, work and do business in Calallen, it can also bring new challenges, such as more auto traffic, and more demands on critical infrastructure. This planning study represents the City of Corpus Christi’s effort to proactively plan for orderly, attractive and sustainable growth and development consistent with the community’s vision.

Schedule:

- May 2020: Visioning
- June 2020: Selection of Preferred Development Alternative
- September 2020: Public Hearings/Plan Adoption

Flour Bluff Area Redevelopment Plan Update – The City of Corpus Christi is currently working with the Freese and Nichols planning team to create a new Flour Bluff Area Development Plan. This plan will give guidance for future development in the area and identify opportunities to improve existing facilities.

The plan will include conceptual drawings and implementation strategies to bring the ideas in the plan to reality. The community’s input is needed to create the plan and the community will have several opportunities to participate, including an online survey and public meetings.

Westside Area Development Plan Update – The City of Corpus Christi is currently working with the Freese and Nichols planning team to create a new Westside Area Development Plan. This plan will give guidance for future development in the area and identify opportunities to improve existing facilities.

The plan will include conceptual drawings and implementation strategies to bring the ideas in the plan to reality. The community’s input is needed to create the plan and the community will have several opportunities to participate, including an online survey and public meetings.

Padre Mustang Island Area Development Plan Update – The City of Corpus Christi is currently working with the Freese and Nichols planning team to create a new Padre/Mustang Area Development Plan. This plan will give guidance for future development in the area and identify opportunities to improve existing facilities.

The plan will include conceptual drawings and implementation strategies to bring the ideas in the plan to reality. The community’s input is needed to create the plan and the community will have several opportunities to participate, including an online survey and public meetings.

Downtown Gateways Vision Plan – The City of Corpus Christi is working with urban planning consultants from Asakura Robinson, in addition to community members, residents, organizations, and other stakeholders to develop a vision plan for former and current highway infrastructure, key entryways, and the surrounding public areas in the downtown area. A variety of new projects are changing the public realm, most notably the new Harbor Bridge project and associated changes to Interstate 37. This project will engage stakeholders and the public to take

advantage of this key opportunity in Downtown's evolution, push forth implementation efforts from existing plans, and creatively improve the public experience for those living in and visiting Downtown Corpus Christi.

Vision Zero Process for the City of Corpus Christi – Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, equitable, mobility for all. It was first implemented in the 1990's in Sweden and has been gaining momentum in major American Cities.

Vision Zero starts with the ethical belief that everyone has the right to move safely in their communities, and that system designers and policy makers share the responsibility to ensure safe systems for travel. Working together, we will take equitable and data driven actions that will eliminate deaths and serious injuries for all who share Corpus Christi streets and waterways by 2050. The City is committed to decreasing crash statistics by endorsing Vision Zero and increasing safe, healthy, equitable mobility for cities, commuters and tourists who live, work and play here. Corpus Christi is a leader in becoming the fourth city in the State to pursue these efforts along with San Antonio, Austin, and Laredo.

- Crossgate Trail Hike and Bike Study
- Schanen Hike and Bike Trail Study
- Oso Creek Trail Study
- FM 43 Corridor Study (likely joint venture with TxDOT)

Nueces County Planning Efforts

- Operation Code Blue: Reviving South Texas' Coastal Economy
- CIP Transportation Projects – Corridor Plans
- County Airport Facilities/Master Plan

City of Portland Planning Efforts

Plan Portland 2040 – The City of Portland is beginning a 12-month process to update its 2012 Comprehensive Plan. The Plan serves as a roadmap for the next 10 to 20 years, which will help guide decisions related to land uses, transportation, housing, parks, community image, and public facilities. Over the next year, the City will host two Community Open House meetings, an online survey, and several steering committee meetings that will be open to the public. Future work will be occurring in the following areas:

- Chapter 1 Baseline Analysis
- Chapter 2 Vision
- Chapter 3 Transportation
- Chapter 4 Parks & Open Space
- Chapter 5 Housing
- Chapter 6 Public Facilities
- Chapter 7 Future Land Use
- Chapter 8 Community Image
- Chapter 9 Implementation

San Patricio County Planning Efforts

- Countywide Industrial Master Plan

Corpus Christi Regional Transportation Authority Planning Efforts

- On-board Rider Survey
- Specialized Transit Plan Update

Port of Corpus Christi Authority Planning Efforts

Joe Fulton Corridor, Rincon Industrial Complex Improvements – The Port of Corpus Christi was awarded a grant by the Texas Department of Transportation (TxDOT) under the 2019-2020 Port Access Program for safety improvements to the Joe Fulton International Trade Corridor and Rincon Road leading to the Rincon Industrial Complex. The Port Access Program is funded by the Texas Mobility Fund and is designed to improve safety and fluidity of roads around Texas seaports. The Mobility Fund is underwritten through vehicle title fees, driver record fees, driver's license fees and vehicle inspections.

The significant growth in recent years along the Corpus Christi Ship Channel Inner Harbor, including additional rail infrastructure, necessitates a new frontage road south of the rail corridor that parallels the Joe Fulton Corridor to maintain vehicle safety and mobility.

The Rincon Industrial Complex is one of the newest facilities targeting breakbulk cargo such as wind energy components, military cargo and steel pipe. The Port of Corpus Christi has made significant capital investments on Rincon in the past two years, including the construction of 40 acres of flexible cargo storage space and roughly 12,000 linear feet of rail to accommodate liquid transloading and processing of breakbulk cargo. Additional congestion from the construction of the new Harbor Bridge has increased the traffic burden on Rincon Road. The TxDOT-funded improvements will enhance truck mobility, highway connectivity and safety, including the addition of intelligent transportation system (ITS) components.

Joe Fulton International Trade Corridor – Corridor Mobility Plan – The project is a three-part corridor mobility plan (assessment, modeling, and concept design) for the Joe Fulton International Trade Corridor. Part I of the plan will evaluate current conditions; Part II will develop scenario-based projections (five- and ten-year time horizons) of travel demand based on pending commercial agreements for development of the last remaining greenfield sites along the Inner Harbor; Part III will yield a prioritized list of/concept design for iterative interventions that include both engineering and traffic management solutions.

First Phase of Avery Point Terminal Redevelopment – The Port of Corpus Christi has received a federal grant of more than \$17 million from the U.S. Department of Transportation – Maritime Administration to expand Oil Dock 3 as the first of four phases in the redevelopment of the Avery Point Terminal (Avery Point).

Located on the Corpus Christi Ship Channel's Inner Harbor, Avery Point is one of the Port of Corpus Christi's most productive public oil terminals, currently operating at over 84% capacity. The four ship docks, however, are more than 55 years old and require major rehabilitation or reconstruction to safely and efficiently accommodate today's modern vessel fleet. This high utilization prohibits the

decommissioning and redevelopment without the creation of new berth capacity nearby to accommodate existing (and growing) demand during the reconstruction.

The \$17.6 million grant will double barge berthing capacity at Oil Dock 3 (OD3), located on the easternmost edge of the terminal, to accommodate 90 percent of barge traffic currently calling on the other three Avery Point docks (Docks 4, 7 and 11). This will create enough surplus capacity at the other three docks to allow phased decommissioning and redevelopment of each without any disruption of operations. The Port is committed to maintaining close coordination with all users of the Avery Point Terminal throughout the process to ensure continuity of operations. Total project cost is estimated at \$22 million, with \$17.6 million coming from the Port Infrastructure Development Grant and the remaining balance coming from the Port of Corpus Christi.

Corpus Christi International Airport Planning Efforts

- Master Plan Update

Coastal Bend Council of Governments Planning Efforts

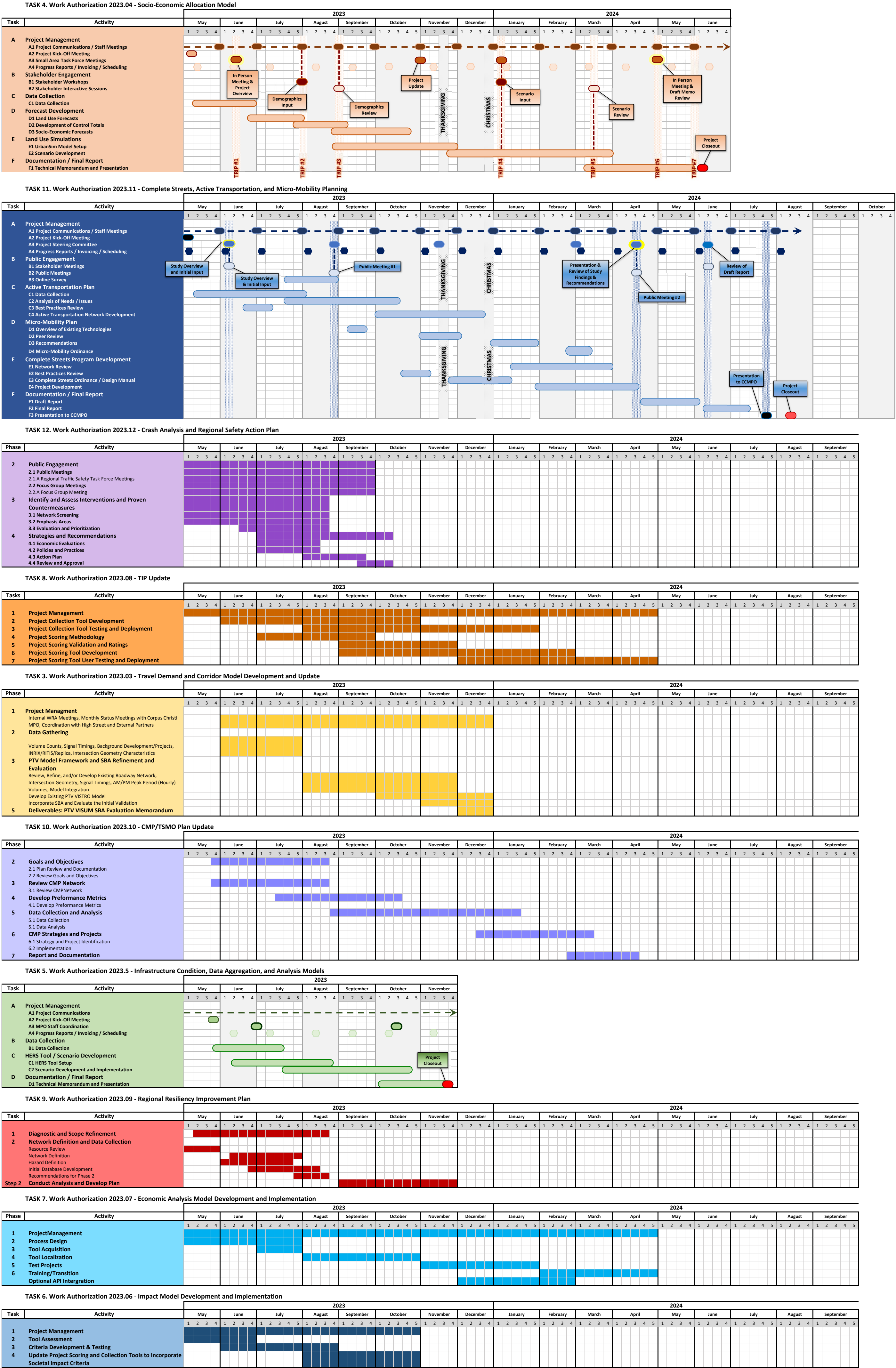
- Specialized Transit Plan Update

Coastal Bend Air Quality Partnership

Continue to participate in the studies and analysis of this group focused on air quality impacts and emerging trends related to air quality in the MPO region.

Military Installation Coordination

Future projects to be identified.





Date: July 13, 2023
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 6A: 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 information to serve as the focus for the Regional Coordination Group, which is the monthly TAC meeting. We also provide monthly updates to the TPC. The TAC members and Corpus Christi MPO staff invite other local agency staff to provide information on transportation project and program grant submittal proposals. 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 four years of these transportation grants. The Corpus Christi MPO staff will inform the TPC and TAC of available grant opportunities whenever these become available and ask for their comments and directions as part of the regional coordination efforts.

The Notices of Funding Opportunity (NOFO) for **the National Infrastructure Project Assistant Program (Mega)** and **the Infrastructure for Rebuilding America (INFRA) program** were issued on June 26, 2023 and **Reconnecting Communities and Neighborhoods (RCN) Program** was issued on July 5, 2023. These NOFOs are provided as Attachment 2, 3 and 4. The deadline for Mega and INFRA grants is August 21, 2023 and the deadline for RCN is September 28, 2023. The most recent **Corpus Christi MPO FY 2023 Competitive Grant Summary Table** is provided as Attachment 1.

Federal Grant Results

The most recent awards of federal funds were through (1) the **FY 2023 Low- or No- Emission Vehicles Program** and (2) the **FY 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE)**. Attachment 4 and 5 are links to the documents that describe the projects awarded in Texas. No projects from either program were awarded in our region.

Members and Discussion Topics

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

Attachments

1. Corpus Christi MPO FY 2023 Competitive Grant Summary Table
2. Notice of Funding Opportunity for the National Infrastructure Project Assistant Program (Mega)

3. Notice of Funding Opportunity for the Infrastructure for Rebuilding America (INFRA)
4. Notice of Funding Opportunity for the Reconnecting Communities and Neighborhoods (RCN) Program
5. FY 2023 Low or No Emission Vehicle Program and Grants for Buses and Bus Facilities Program Awards in Texas - [LINK](#)
6. FY 2023 RAISE Grant Awards in Texas - [LINK](#)

Corpus Christi MPO FY 2023 Competitive Grant Summary Table

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

Program	Description	Eligible Entity	2023 Deadline
Transportation Safety, Equity, Resilience & Other			
<u>Rebuilding American Infrastructure with Sustainability and Equity (RAISE)</u>	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
<u>Nationally Significant Multimodal Freight and Highway Projects (INFRA)</u>	Provides grants for multimodal freight and highway projects of national or regional significance.	State, MPO, Local Government, FLMA	8/21/2023
<u>National Infrastructure Project Assistance (Mega)</u>	Supports large, complex projects that are difficult to fund by other means and likely to generate national/regional economic, mobility, or safety benefits.	State, MPO, Local Government, Political Subdivision	8/21/2023
<u>Bridge Investment Program</u>	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)
<u>Safe Streets and Roads for All</u>	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	TBA

Corpus Christi MPO FY 2023 Competitive Grant Summary Table

Program	Description	Eligible Entity	2023 Deadline
<u>Reconnecting Communities and Neighborhoods (RCN) Program Capital Construction</u>	Provides grants for projects focused on reducing environmental harm and improving access in disadvantaged communities.	State, MPO, Local Government	9/28/2023
<u>Reconnecting Communities and Neighborhoods Pilot (RCN) Program Community Planning</u>	Provides grants for planning activities to support future construction projects and allow for innovative community planning to address localized transportation challenges.	State, MPO, Local Government	9/28/2023
<u>Reconnecting Communities Pilot (RCP) Program Regional Partnerships Challenge</u>	To incentivize stronger partnerships between local governments, MPO, State DOT and non-profit, private, and community partners to tackle persistent equitable access and mobility challenges, as well as greenhouse gas emissions reductions.	State, MPO, Local Government, Private, Non-profit	9/28/2023
<u>Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program</u>	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	
Transportation Safety, Equity, Resilience & Other			
<u>Advanced Transportation Technologies and Innovative Mobility Deployment</u>	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	TBA
<u>Accelerated Innovation Deployment (AID) Demonstration Program</u>	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	

Corpus Christi MPO FY 2023 Competitive Grant Summary Table

Program	Description	Eligible Entity	2023 Deadline
<u>Charging and Fueling Infrastructure Grants Program (Community 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	6/13/2023
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	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	
<u>Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Discretionary Grants</u>	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	8/18/2023
Transit & Intercity Rail			
<u>Areas of Persistent Poverty Program</u>	Increase transit access for the underserved communities	Recipients and subrecipients 5307, 5310, and 5311	3/10/2023
Transit & Intercity Rail			
Railroad Crossing Elimination Program	Railway Grade Separation		Summer 2023 (TBA)
<u>FEMA Transit Security Grant</u>	Promote sustainable, risk-based efforts to protect critical transportation infrastructure and the traveling public	Public transit based on the ridership, transit systems	5/18/2023
<u>Low/No Emission Bus Program</u>	Support the transition to the clean and efficient transit vehicles	Public Transit	4/13/2023
<u>Bus and Bus Facilities Competitive Grants</u>	Bus and Bus Facility Procurements	Public Transit	4/13/2023

Corpus Christi MPO FY 2023 Competitive Grant Summary Table

Program	Description	Eligible Entity	2023 Deadline
Port & Freight			
<u>Port Infrastructure Development</u>	Port Safety, Reliability, Efficiency		4/28/2023
<u>America's Marine Highway Program</u>	Marine Highway development and expansion		4/28/2023
<u>Reduction of Truck Emissions at Port Facilities</u>	Port Emissions Reduction		7/26/2023
Climate, Energy, & Environment			
Building Resilient Infrastructure and Communities Program	Hazard mitigation projects		
Flood Mitigation Assistance	Reduce/Eliminate the risk of repetitive flood damage to buildings insured by the national flood insurance program		
Regional Clean Hydrogen Hubs	Development of minimum 4 regional clean hydrogen hubs to improve hydrogen production, processing, delivery, storage, and end use		
Aviation			
Airport Improvement Program Discretionary Grant	Airport Capital Improvements and Rehabilitation Programs		7/14/2023



NIPA-23-24-MEGA
Mega Grants
Department of Transportation
69A345 Office of the Under Secretary for Policy

Notice of Funding Opportunity for the National Infrastructure Project Assistant Program (Mega)

GENERAL INFORMATION

Document Type:	Grants Notice
Funding Opportunity Number:	NIPA-23-24-MEGA
Funding Opportunity Title:	Mega Grants
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):	20.937 -- National Infrastructure Project Assistance (Mega Projects)
Cost Sharing or Matching Requirement:	Yes
Version:	Synopsis 1
Posted Date:	Jun 26, 2023
Last Updated Date:	Jun 26, 2023
Original Closing Date for Applications:	Aug 21, 2023
Current Closing Date for Applications:	Aug 21, 2023
Archive Date:	Sep 20, 2023
Estimated Total Program Funding:	\$1,800,000,000
Award Ceiling:	\$1,000,000,000
Award Floor:	\$0

ELIGIBILITY

Eligible Applicants:	Others (see text field entitled "Additional Information on Eligibility" for clarification)
Additional Information on Eligibility:	Eligible applicants for Mega grants are: (1) a State or a group of States; (2) a metropolitan planning organization; (3) a unit of local government; (4) a political subdivision of a State; (5) a special purpose district or public authority with a transportation function, including a port authority; (6) a Tribal government or a consortium of Tribal governments; (7) a partnership between Amtrak and 1 or more entities described in (1) through (6); and (8) a group of entities described in any of (1) through (7). For Mega, territories are also eligible.

ADDITIONAL INFORMATION

Agency Name: 69A345 Office of the Under Secretary for Policy

Description:

The Department is combining three major discretionary grant programs into one Multimodal Projects Discretionary Grant (MPDG) opportunity to reduce the burden for state and local applicants and increase the pipeline of “shovel-worthy” projects that are now possible because of the Bipartisan Infrastructure Law. These investments will create good-paying jobs, grow the economy, reduce emissions, improve safety, make our transportation more sustainable and resilient, and expand transportation options in rural America and other underserved communities. Thanks to the Bipartisan Infrastructure Law, this funding will help enable more communities to build vital infrastructure projects that also strengthen supply chains and reduce costs for American families.

The National Infrastructure Project Assistance (MEGA) program was created in the Bipartisan Infrastructure Law to fund major projects that are too large or complex for traditional funding programs. The program will provide grants on a competitive basis to support multijurisdictional or regional projects of significance that may also cut across multiple modes of transportation. Eligible projects could include highway, bridge, freight, port, passenger rail, and related public transportation projects of national and regional significance. DOT will award approximately 50 percent of funding to projects greater than \$500 million in cost, and approximately 50 percent to projects greater than \$100 million but less than \$500 million in cost.

For more information about last year's Mega awards, visit here: <https://www.transportation.gov/grants/mega-grant-program/FY22awards>

Link to Additional Information: <https://www.transportation.gov/grants/mega-grant-program>

Grantor Contact Information: If you have difficulty accessing the full announcement electronically, please contact:

Paul Baumer
Grantor

MPDGrants@dot.gov





NSMFHP-23-24-INFRA
INFRA Grants
 Department of Transportation
 69A345 Office of the Under Secretary for Policy

Notice of Funding Opportunity for the Infrastructure for Rebuilding America (INFRA)

GENERAL INFORMATION

Document Type:	Grants Notice
Funding Opportunity Number:	NSMFHP-23-24-INFRA
Funding Opportunity Title:	INFRA Grants
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:	40
CFDA Number(s):	20.934 -- Nationally Significant Freight and Highway Projects
Cost Sharing or Matching Requirement:	Yes
Version:	Synopsis 1
Posted Date:	Jun 26, 2023
Last Updated Date:	Jun 26, 2023
Original Closing Date for Applications:	Aug 21, 2023
Current Closing Date for Applications:	Aug 21, 2023
Archive Date:	Sep 20, 2023
Estimated Total Program Funding:	\$3,100,000,000
Award Ceiling:	\$1,290,300,000
Award Floor:	\$5,000,000

ELIGIBILITY

Eligible Applicants:	Others (see text field entitled "Additional Information on Eligibility" for clarification)
Additional Information on Eligibility:	Eligible applicants for INFRA grants are: (1) a State or group of States; (2) a metropolitan planning organization that serves an Urbanized Area (as defined by the Bureau of the Census) with a population of more than 200,000 individuals; (3) a unit of local government or group of local governments; (4) a political subdivision of a State or local government; (5) a special purpose district or public authority with a transportation function, including a port authority; (6) a Federal land management agency that applies jointly with a State or group of States; (7) a tribal government or a consortium of tribal governments; (8) a multistate corridor organization; or (9) a multistate or multijurisdictional group of entities described in this paragraph. For INFRA, the definition of State includes the District of Columbia and Puerto Rico.

ADDITIONAL INFORMATION

Agency Name:	69A345 Office of the Under Secretary for Policy
Description:	<p>The Department is combining three major discretionary grant programs into one Multimodal Projects Discretionary Grant (MPDG) opportunity to reduce the burden for state and local applicants and increase the pipeline of “shovel-worthy” projects that are now possible because of the Bipartisan Infrastructure Law. These investments will create good-paying jobs, grow the economy, reduce emissions, improve safety, make our transportation more sustainable and resilient, and expand transportation options in rural America and other underserved communities. Thanks to the Bipartisan Infrastructure Law, this funding will help enable more communities to build vital infrastructure projects that also strengthen supply chains and reduce costs for American families.</p> <p>The Infrastructure for Rebuilding America (INFRA) program is an existing competitive program that will see a more than 50 percent increase in this year’s funding due to the Bipartisan Infrastructure Law. These grants advance the Administration’s priorities of rebuilding America’s infrastructure and creating jobs by funding highway, multimodal freight and rail projects that position America to win the 21st century. Projects will improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate supply chain bottlenecks and improve critical freight movements. Last year, DOT received over \$27 billion in application requests, but could only fund around \$1.5 billion of projects. To see last year’s INFRA grants, click here. The Bipartisan Infrastructure Law provides approximately \$8 billion for INFRA over 5 years, of which approximately \$3.1 billion will be made available through this NOFO.</p>
Link to Additional Information:	https://www.transportation.gov/grants/mpdg-announcement
Grantor Contact Information:	<p>If you have difficulty accessing the full announcement electronically, please contact:</p> <p>Paul Baumer Grantor</p> <p>MPDGGrants@dot.gov</p>





DOT-RCP-FY23-01
Reconnecting Communities Pilot (RCP) Program
Department of Transportation
69A345 Office of the Under Secretary for Policy

GENERAL INFORMATION

Document Type:	Grants Notice
Funding Opportunity Number:	DOT-RCP-FY23-01
Funding Opportunity Title:	Reconnecting Communities Pilot (RCP) Program
Opportunity Category:	Discretionary
Opportunity Category Explanation:	
Funding Instrument Type:	Grant
Category of Funding Activity:	Transportation
Category Explanation:	
Expected Number of Awards:	50
CFDA Number(s):	20.940 -- Reconnecting Communities Pilot (RCP) Discretionary Grant Program
Cost Sharing or Matching Requirement:	Yes
Version:	Synopsis 12
Posted Date:	Jul 05, 2023
Last Updated Date:	Jul 05, 2023
Original Closing Date for Applications:	Sep 28, 2023
Current Closing Date for Applications:	Sep 28, 2023
Archive Date:	Oct 28, 2023
Estimated Total Program Funding:	\$198,000,000
Award Ceiling:	\$100,000,000
Award Floor:	

ELIGIBILITY

Eligible Applicants:	County governments City or township governments Others (see text field entitled "Additional Information on Eligibility" for clarification) Nonprofits having a 501(c)(3) status with the IRS, other than institutions of higher education State governments Native American tribal governments (Federally recognized)
Additional Information on Eligibility:	Eligible Applicants for the RCP program are the following: RCP Community Planning Grants: 1) A State; 2) A unit of local government; 3) A Tribal government; 4) A Metropolitan Planning Organization; or 5) A non-profit organization RCP Capital Construction Grants: 1) Owner(s) of the eligible facility proposed in the project for which all necessary feasibility studies and other planning activities have been completed; or 2) a partnership between a facility owner (#1 above) and any eligible RCP Community Planning Grant applicant. See the NOFO for additional details on eligibility.

ADDITIONAL INFORMATION

Agency Name: 69A345 Office of the Under Secretary for Policy

Description:

The Department is combining two major discretionary grant programs, the Reconnecting Communities Pilot (RCP) and Neighborhood Access and Equity (NAE) programs, into one Notice of Funding Opportunity (NOFO). Together, this combined program is known as the Reconnecting Communities and Neighborhoods (RCN) Program.

The RCP Program aims to advance and support reconnection of communities divided by transportation infrastructure – with a priority on helping disadvantaged communities improve access to daily needs (jobs, schools, healthcare, grocery stores, and recreation). Funds for the fiscal year (FY) 2023 RCP grant program are to be awarded on a competitive basis to support planning and capital construction activities that aim to restore community connectivity through the removal, retrofit, mitigation or replacement of highways, roadways, or other infrastructure facilities that create barriers to mobility, access or economic development.

Applicants must submit their applications via Valid Eval at the links below:

Community Planning Grants: https://usg.valideval.com/teams/rcn_planning/signup

Capital Construction Grants: https://usg.valideval.com/teams/rcn_capitalconstruction/signup

Do not submit applications through Grants.gov.

Applications must be submitted by 11:59 PM Eastern Time on Thursday, September 28, 2023. Late applications will not be accepted.

Link to Additional Information: Reconnecting Communities and Neighborhoods Website

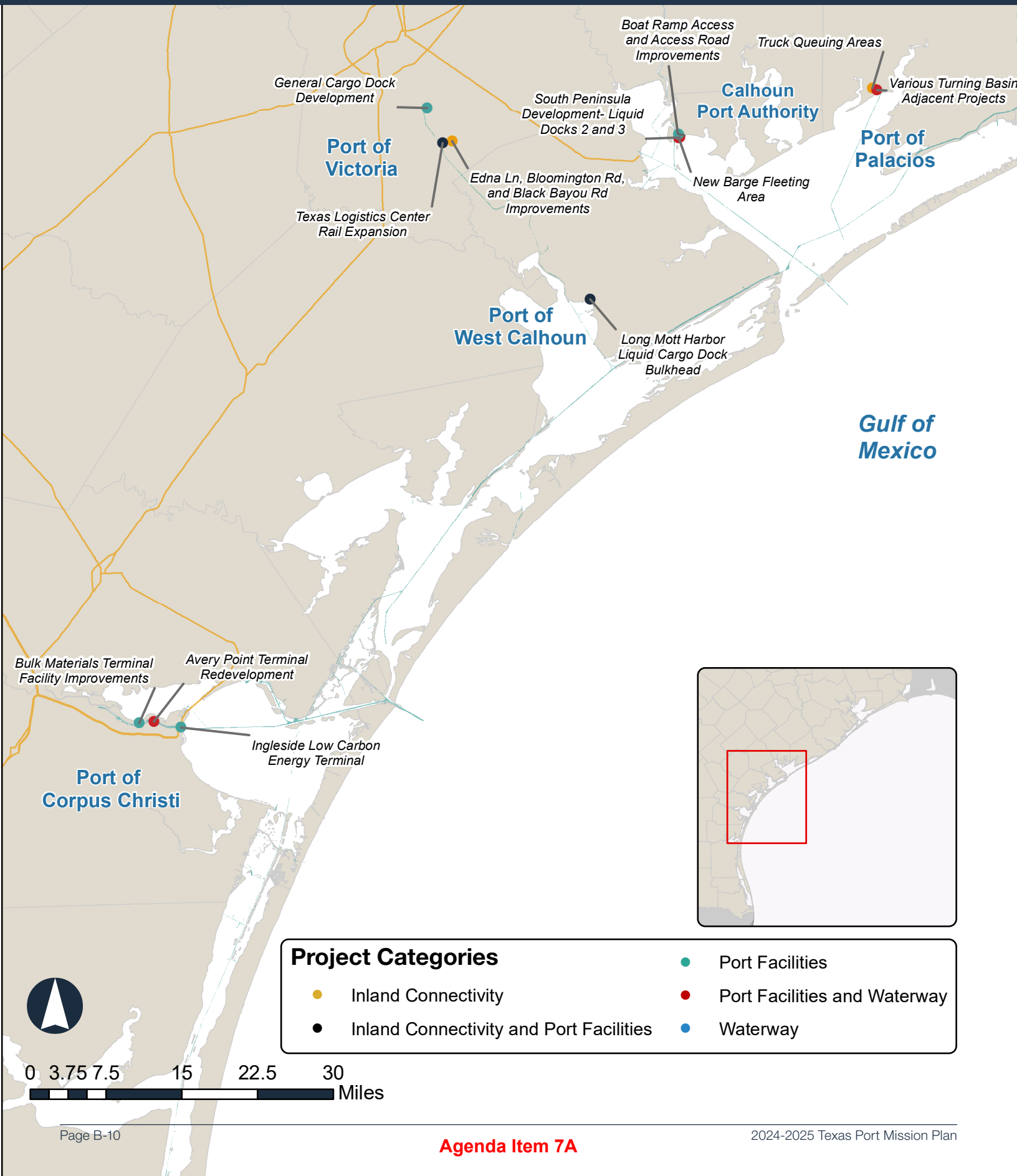
Grantor Contact Information: If you have difficulty accessing the full announcement electronically, please contact:

Andrew Emanuele
Grantor

reconnectingcommunities@dot.gov



PORT CAPITAL PROJECTS



Port	Project Name	Cost (\$M)*
Port of Galveston \$301.2 million	Cruise Terminal Walkway Circulation Improvements	\$2.7
	Galveston Island Wayfinding Project	\$1.6
	Pelican Island Berth Development	\$35.0
	Pelican Island Projects - Phase 1	\$51.2
	Terminal Parking Garage	\$131.0
	West End Cargo Expansion	\$60.7
	West End Roadway Improvements Feasibility Study	\$5.0
	Wharf Road Roadway and Utility Improvements and Gate Relocation	\$14.0
Port Freeport \$31 million	Velasco Terminal Development - Area 5 Stabilization	\$15.0
	Velasco Terminal Development - Area 6 Stabilization and Rail Spur	\$10.0
	Velasco Terminal Development - Velasco Intake Reservoir	\$6.0
Port of Palacios \$14 million	Truck Queuing Areas	\$4.0
	Palacios Navigational Improvement - Turning Basin 4	\$10.0
Calhoun Port Authority \$175.4 million	New Barge Fleeting Area	\$24.0
	South Peninsula Development - Liquid Docks 2 and 3	\$150.0
	Boat Ramp Access and Access Road Improvements	\$1.4
Port of West Calhoun \$18.6 million	Long Mott Harbor Cargo Dock Bulkhead and Improvements	\$18.6
Port of Victoria \$36 million	Edna Ln, Bloomington Rd, and Black Bayou Rd Improvements	\$4.6
	General Cargo Dock Development	\$5.0
	Texas Logistics Center Rail Expansion Project	\$26.4
Port of Corpus Christi Authority \$415.9 million	Avery Point Terminal Redevelopment	\$155.5
	Ingleside Low Carbon Energy Terminal	\$110.0
	Bulk Materials Terminal Facility Improvements	\$150.4
Port of Mansfield \$23.3 million	Airport Runway Extension	\$12.0
	Bulkhead Repair	\$11.3
Port of Harlingen \$47.2 million	Lighting Improvements	\$2.0
	Railyard Development	\$30.0
	Rehabilitation and Liquid Dock Buildout	\$5.2
	Turning Basin Extension	\$10.0
Port of Brownsville \$24 million	Brazos Island Harbor (BIH) Channel Deepening Feasibility Study	\$3.0
	Bulk Cargo Dock No. 3 Rehabilitation and Expansion	\$15.0
	Fishing Harbor Wastewater Treatment Plant	\$6.0

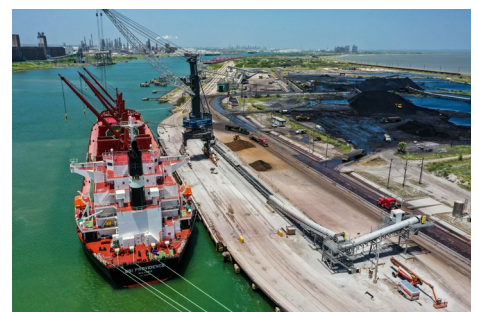
* Costs provided by individual ports.



South end Development at Port of Beaumont.



Calhoun Port Authority





A ship docked at a bulk terminal at Port of Corpus Christi.

Avery Point Terminal Redevelopment

Port of Corpus Christi Authority

Project Details

Port Facility	Port of Corpus Christi Authority
County	Nueces
Project Status	Feasibility Study Completed
Project Category	  Port Facilities & Waterways

Project Description

The three liquid bulk docks at the Avery Point Terminal (Avery Point), situated on the south side of the Inner Harbor of the Corpus Christi Ship Channel (CCSC), are the Port of Corpus Christi Authority's (PCCA) most productive Port-owned docks. The proposed project is a phased redevelopment of the Avery Point Terminal. The project would remove the three existing, aged liquid docks, and replace them with new, advanced dock structures.

Funding

	Total Cost	\$155,508,988
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Need for Funding

There are several critical issues with the current configuration of the terminal. Avery Point Docks are on average 56 years old and display moderate to severe degradation of key components. Docks 4, 7, and 11 cannot currently accommodate modern vessel fleets (three Suezmax class vessels cannot dock simultaneously). The docks also have several safety and operational constraints issues, including protrusion into the CCSC creating a choke point for passing vessels.

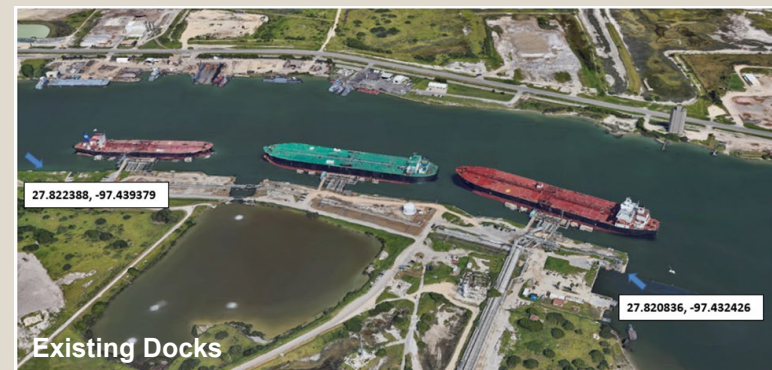
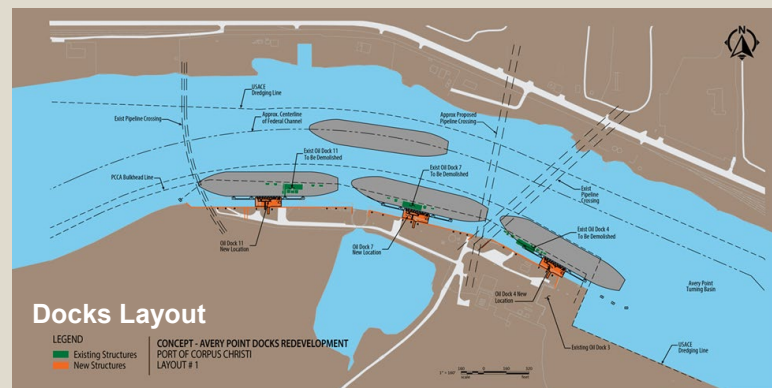
Project Benefits

Economic Impact

- Increases crude export volumes for a Port that is already a top exporter, increasing revenue
- Progresses port growth, ensuring the vitality of the port which will retain existing and attract new customers
- Increases revenue and adds jobs to the Port

Operational Impact

- Increases distance between docks which allows for Suezmax vessels to dock simultaneously
- Ensures that mooring lines holding the vessel will not cross each other
- Removes the potential choke point in CCSC, which occurs currently when all three liquid docks are being used



Ingleside Low Carbon Energy Terminal

Port of Corpus Christi Authority

Project Details

Port Facility	Port of Corpus Christi Authority
County	Nueces
Project Status	Planning
Project Category	 Port Facilities

Project Description

Port of Corpus Christi Authority's (PCCA) Ingleside Low Carbon Energy Terminal will be the nation's premiere terminal for export of liquid hydrogen derivatives and carrier molecules and will thus play a prominent role in domestic balance of energy trade and energy transition objectives. This PCCA owned, multi-user terminal will feature best-in-class maritime and topside infrastructure and will provide the most efficient access to deep water of any alternative energy terminal on the Gulf Coast. The terminal will provide access to international markets for hydrogen and hydrogen derivatives (e.g., ammonia, methanol, MCH) produced by multiple customers on a 4,000 + acre, port-owned, hydrogen ecosystem campus, located a few kilometers to the northwest. This campus will consolidate all links in the hydrogen value chain, including renewable electron generation (solar), hydrogen production from multiple feedstock, and production of multiple hydrogen derivatives with geologic storage of pressurized CO2 in the pore space underneath.

Funding

	Total Cost	\$110,000,000
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Need for Funding

With over a dozen hydrogen and hydrogen derivative projects under development, the Port of Corpus Christi is emerging as a world-scale producer and exporter of low-carbon energy. Port staff are pursuing federal funding through the Infrastructure Investment and Jobs Act (IIJA) to accelerate the development of this burgeoning hydrogen hub, both in its own right and as an anchor of a Gulf-coast regional hub. The Ingleside Low Carbon Energy Terminal is a cornerstone in the Port's strategy, as it will be the path for product to get to deep water (and thus a gateway to foreign markets) for multiple world-scale producers of low carbon hydrogen and hydrogen derivatives.

Project Benefits

Economic Impact

- Furthers federal energy transition objectives, as defined in the IIJA
- Increases revenue and tax revenue for the area and state
- Contributes to domestic GDP, energy security, and balance of trade
- Creates and sustains both high and low paying jobs in the local low carbon energy economy

Operational Impact

- Expands the Port's capacity to export low-carbon energy
- Increases operational efficiency and margin of safety relative to existing/aging maritime infrastructure
- Maintains ship channel fluidity and avoids channel congestion by further segmenting export operations



Barge Docking at Ingleside Terminal

Bulk Materials Terminal Facility Improvements

Port of Corpus Christi Authority

Project Details

Port Facility	Port of Corpus Christi Authority
County	Nueces
Project Status	Planning
Project Category	 Port Facilities

Project Description

The Port of Corpus Christi Authority's (PCCA) Bulk Materials Terminal (BMT) facility is located on the north side of the Corpus Christi Ship Channel (CCSC) and is parallel to Joe Fulton International Trade Corridor (JFC), providing multimodal cargo freight move capabilities. The proposed project entails the addition of a new export/import facility with related berthing structure, ship loading equipment, rail tracks, and associated landside and waterside improvements. PCCA seeks to purchase equipment to enhance operational efficiencies. The equipment will move along the rail and berthing structure continuously loading and unloading commodities and supplies to a conveyance system or stockpile for export/import.

Funding

	Total Cost	\$150,400,000
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Need for Funding

The current baseline stevedoring infrastructure at the BMT is inadequate to accommodate new opportunities for material exports and poses safety issues for vessel operators, PCCA employees, and partners' employees due to its age and operability.

The increase in export capacity envisioned by PCCA is unattainable without additional dock and equipment at the project site. These challenges limit commercial growth, and thus economic competitiveness, of the PCCA gateway in the mineral export market.

Project Benefits

Economic Impact

- Relieves supply chain constraints and supports the global market to meet demands worldwide
- Enhances the overall system fluidity and directly supports the efficient movement of cargo
- Allows the Port to sustainably handle more cargo, thus increasing PCCA revenue and local and state tax revenue

Operational Impact

- Removes the bottleneck from cargo handling
- Allows for up to three post-Panamax sized vessels to be either loaded or unloaded at a time
- Reduces berth times and delays of goods shipped
- Reduces idling times



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

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