

#### **TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA**

#### THURSDAY, September 21, 2023 - 9:00 A.M.

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

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

#### 2. PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA:

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

#### 3. APPROVAL OF THE TAC AUGUST 17, 2023 REGULAR MEETING MINUTES

- 4. DISCUSSION AND POSSIBLE ACTION ITEMS
  - A. FY 2023-2026 Transportation Improvement Program (TIP) Amendment 1 <u>Proposed Action</u>: Review, Discuss, Receive Public Comments and Possible Action
  - B. FY 2023 and FY 2024 Unified Planning Work Program (UPWP) Amendment 1 <u>Proposed Action</u>: Review, Discuss, Receive Public Comments and Possible Action
  - C. 2020 Corpus Christi MPO Adjusted Urban Area Boundary <u>Proposed Action</u>: Review, Discuss, Receive Public Comments and Possible Action
- 5. INFORMATION ITEMS
  - A. Corpus Christi MPO Regional Household Travel Survey 🖂
  - B. Regional Traffic Safety Task Force Recap from September 13, 2023 🔀
  - C. Corpus Christi MPO Small Area Forecast Growth Areas/Approved Developments 🖂
  - D. Corpus Christi MPO Regional Resiliency Plan Phase 1 🖂
  - E. Corpus Christi MPO Functional Classification of Roads 🖂

#### 6. REGIONAL GRANT COORDINATION TOPIC

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

**Regular Meeting** 

**Regular Meeting** 

Meeting

Meeting

October 12, 2023

October 19, 2023

October 19, 2023

November TBD, 2023

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

- 8. UPCOMING MEETINGS/EVENTS
  - A. Transportation Policy Committee:
  - B. Technical Advisory Committee:
  - C. Small Area Forecast Task Force:
  - D. Regional Traffic Safety Task Force:
- 9. ADJOURN

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

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

### Leopard St. orpus Limited Parking Christi Corpus RTA Christi City Hall Mestina St. **Corpus Christi Regional** Workforce Solutions **Transportation Authority** S. Staples St 602 N. Staples St. Nueces County Courthouse Corpus Christi, TX 78401 **Coastal Bend** Lipan St.

### **MEETING LOCATION MAP**

#### CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (CORPUS CHRISTI MPO) TECHNICAL ADVISORY COMMITTEE (TAC) MEETING MINUTES Thursday, August 17, 2023

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

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

#### TAC Members Present:

Chairperson Brian DeLatte, P.E., City of Portland Vice Chairperson Gordon Robinson, AICP, Corpus Christi Regional Transportation Authority (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) Emily Martinez, Coastal Bend Council of Government

<u>MPO Staff Present</u>: Robert MacDonald, P.E., Craig Casper, AICP, Daniel Carrizales, Victor Mendieta, and Yoshiko Boulan

#### 2. Public Comments for Items not on the Agenda

None were made or offered.

#### 3. Approval of the July 20, 2023, TAC Regular Meeting Minutes

Ms. Sales-Evans made a motion to approve the July 20, 2023, TAC Regular Meeting Minutes. Mr. McGinn seconded; the motion passed unanimously.

#### 4. Discussion and Possible Action Items

#### A. Small Area Forecast Task Force Recommended Control Totals

The regional control totals are the projected population and employment numbers that are vital components of transportation planning for determining the future needs and development of the 2050 Metropolitan Transportation Plan (MTP).

Attachment 1 shows two versions of the 2020 – 2050 Historic Population Data and Forecast Population Growth by the Texas State Demographic Center, 0.05 and 0.1. Attachment 2 is the Census 2020 Population Density Map. The Texas State Demographic Center has not yet released the employment projection and suggested using the ratio of jobs to population for future employment projections. Attachment 3 shows the 2020 – 2050 Historic Employment Data and Forecast Employment Growth based on the Quarterly Census Employment and Wages (QCEW) and the suggested Job to Population Ratio. Attachment 4 is the 2021 Employment Density Map.

The Corpus Christi MPO's Small Area Forecast Task Force met on July 21, 2023, and unanimously recommended using the 0.05 version for the population control total and jobs to population ratio as the employment control total.

Attachment 7 is the Population and Employment Control Totals with the Texas Demographic Center's 0.05 projection. While reviewing these attachments, the Corpus Christi MPO staff realized that the Jobs to Population ratio was based on the older data that is pre-COVID and pre-2020 Census and the numbers are less relevant. The line chart in Attachment 1, 2020 – 2050 Historic Population Data and Forecast Population Growth shows the 2016 estimate that is the highest point of the population in these three counties (Nueces, San Patricio, and Aransas) and it has been consistently declining for the last six years. The corrected table of Population and Employment Control Totals was distributed as a handout.

The Corpus Christi MPO staff recommends the TAC recommend to the TPC for approval of the proposed Control Totals.

Ms. Sales-Evans asked if the Independent School Districts participated in the control totals discussion and if their data was given consideration. The Corpus Christi MPO reached out to many cross-sectional agencies and organizations for the control totals discussion as Small Area Forecast Task Force members. The roster of

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the Small Area Forecast Task Force was provided in the agenda packet and includes all ISDs, economic development agencies, and others. Unfortunately, the ISDs' data was not directly provided in the discussion, but last year's enrollment data is available and verifiable that only two school districts, Gregory-Portland and London ISDs are increasing but all other ISDs are declining in students.

Ms. Sales-Evans asked if the consultant made the outreach effort. Mr. MacDonald answered that the consultant would reach out to the ISDs and others when the population and employment numbers are suballocated to the Traffic Analysis Zones (TAZ).

Ms. Sales-Evans asked if any representatives from Aransas County were participating in the Small Area Forecast discussion. Mr. Casper explained that a portion of Aransas County south of the bridge is in the Corpus Christi MPO's travel models; therefore Aransas County is included in this projection effort. Ms. Sales-Evans commented that many Aransas County residents are employed and working in San Patricio or Nueces County, thus this travel pattern should be considered. Mr. MacDonald agreed and commented it is not unusual to be commuting 45 minutes in the region, like from the Southside of Corpus Christi to Sinton. This will be examined when the suballocation to the TAZs is completed and the result is in the travel demand model. The origin-to-destination estimates from cellphone and connected cars data will help identify these critical travel patterns.

Mr. McGinn commented that the forecast is unable to capture seasonal peaks. For example, the tourist population increases considerably during the summer season. It impacts the traffic in the region, but this fact may not be reflected or considered. Ms. Sales-Evans agreed and expressed her concern about many rental properties that attract tourists in different time periods and how this would be reflected. Mr. Casper provided answers to (1) the full-time residential/part-time residential issue can be examined with the Delphi technique, (2) seasonality can be looked at via a seasonality study; for instance, looking at the effort that TxDOT helped with using the older travel demand model, there are 20 locations where traffic patterns change with a 24% increase on weekends. The Corpus Christi MPO's travel demand model will be able to show these seasonal or weekday/weekend travel changes.

This recommended Control Totals is the first step for the development of the 2050 MTP. It will be later expanded to the land use scenarios. The Corpus Christi MPO is collecting local governments' development plans, such as Portland 2040 and City of Corpus Christi's Area Development Plans (ADPs) that are based on their future local forecasts. The City of Corpus Christi's new Impact Fee study shows the proposed roadway improvements to collectors and arterials over the next 10 years. This data is being brought into the process. The functional classification discussion is part of the CMP consultant contract and the MPO boundary determination after completion of the Adjusted Urban area effort and the Small Area Forecast scenario are further steps that will be discussed in a couple of future workshops.

Every MPO in the State of Texas uses the State Demographic Center's numbers for their transportation planning. These numbers can be challenged with factual evidence provided by local governments, MPOs or others. The Texas Water Development Board's newest projection matches with the State Demographic Center's numbers. The Corpus Christi MPO staff will modify the forecast and travel demand model if there is data that shows faster growth than the State Demographic Center's projection.

Mr. Gillespie made a motion to recommend the TPC approval of the proposed Control Totals. Mr. McGinn seconded; the motion passed unanimously.

#### B. FY 2023-2026 Transportation Improvement Program (TIP) Amendment 1

The FY 2023-2026 TIP Amendment 1, and FY 2023 and FY 2024 Unified Planning Working Program (UPWP) Amendment 1 are companion items on the agenda. The Corpus Christi MPO received \$2 million in Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds and is currently programmed to develop the necessary tools and studies for MPO transportation planning. In mid-May, TxDOT notified the Corpus Christi MPO that the remaining \$1,179,828 of federal funds for the CRRSAA is available and it would lapse if not obligated due to Congressional actions related to the budget and the debt ceiling negotiations. The Corpus Christi MPO staff discussed with TxDOT Headquarters, including the Transportation Planning and Programming (TPP) Division and Financial Management Division, and decided to allocate the money for the additional scopes-of services and tasks for the existing MPO Planning Tools and Studies (MPO-067). Both the FY 2023-2026 TIP and FY 2023 and FY 2024 UPWP need to be amended to include this additional funding. Attached are the draft Public Notice for soliciting public comments on these amendments, a revised FY 2023-2026 TIP Fiscally Constrained Highway Project List, and a revised TxDOT eSTIP table. The Corpus Christi MPO staff requests the TAC to recommend the TPC to release the FY 2023-2026 TIP Amendment 1 for a one-month public comment period.

Ms. Sales-Evans inquired about one of the changes listed in the Item 4B memo, FHWA Resilience and Durability to Extreme Weather Pilot Program on Laguna Shores Road, if the project has been completed and closed out by constructing the nature-based shoreline protection. Mr. MacDonald answered that the project was closed out. At one time, the construction of the resiliency project was included in the City of Corpus Christi Project for reconstructing Laguna Shores Road, but was not accepted nor funded as part of the City's project.

Mr. McGinn asked if the CRRSAA money was for planning activities. Mr. MacDonald explained that due to the 48- hour time limit to obligate the additional funding, the Corpus Christi MPO had to act quickly. TxDOT Headquarters suggested a pavement project on SH 358. Since the Corpus Christi MPO already had the Non-Construction Advanced Funding Agreement (NCAFA) with TxDOT for Transportation Planning Tools and Studies, the MPO staff proposed to enhance the effort with the additional federal funds. TxDOT-TPP and Finance, FHWA and the Corpus Christi MPO agreed this was the best way to obligate the funds.

Mr. Pollack made a motion to recommend the TPC approval to release the DRAFT FY 2023-2026 TIP Amendment 1 for a one-month public comment period. Mr. McGinn seconded; the motion passed unanimously.

#### C. FY 2023 and FY 2024 Unified Planning Work Program (UPWP) Amendment 1

As explained in Item 4B, this item is an accompanying amendment on the FY 2023 and FY 2024 UPWP to reflect the additional CRRSAA fund. The UPWP is a document that shows the Corpus Christi MPO staff's work products for each subtask and direct expenses. The additional CRRSAA funds (\$1,179,828) is included in UPWP Task 1.0, Administration-Management and the total fund is \$4,779,461 as shown in the table in Item 4C memo. UPWP Task 1.0 includes direct expenses (subtask 1.9) such as rent, office supplies, and payment for consultants. The Corpus Christi MPO hired three consultant teams with their subcontractors and these fees are paid through Task 1.0 which is why the budget amount for Task 1.0 is the largest part of the UPWP.

The additional proposed changes made in the FY 2023 and FY 2024 UPWP were listed in the Item 4C memo. The Corpus Christi MPO staff worked on FY 2023 and FY 2024 UPWP Amendment 1 using the most current funding amount at that time almost a year ago, but it was not approved by the Federal Highway Administration (FHWA) due to some funding level discrepancies. With this amendment, the numbers are based on the most recent TxDOT authorizations including the UPWP carryover money.

Ms. Sales-Evans asked if the Corpus Christi MPO did not identify any Special Studies (Task 5.0). Mr. MacDonald explained that all 2050 MTP subplans and related studies are programmed in appropriate subtasks and no special studies are needed for now in this part of the UPWP.

Mr. Gillespie made a motion to recommend the TPC approval to release the DRAFT FY 2023 and FY 2024-UPWP Amendment 1 for a one-month public comment period. Mr. McGinn seconded; the motion passed unanimously.

#### 5. Information Items

#### A. 2050 Metropolitan Transportation Plan (MTP) Updates

Mr. Casper briefed the TAC on the 2050 MTP Updates. Last month, the Small Area Forecast, Nonmotorized/Active Mobility/Complete Streets, and Project Scoring were briefed. This month, the Congestion Management Process (CMP), Functional Classification of Roadways, System Preservation, and Resiliency Planning processed were covered.

After the 2020 Census, new urbanized areas are designated and MPO boundaries are determined. Then functional classification of the roadways is conducted. This process is important because the classification determines the eligibility for funding, sets the performance measures on roads, and other decisions. The

Corpus Christi MPO contracted with Halff Associates to update the functional classification as a part of the CMP.

For the system preservation of transportation infrastructure, the Corpus Christi MPO has hired High Street who has a subcontract with Cambridge Systematics to implement the Highway Economic Requirements System (HERS) software to do the rough estimate of the investment into pavement maintenance and management. Cambridge Systematics developed this software in the 1990s and then keeps updating the program consistently. The Corpus Christi MPO will use the City of Corpus Christi's pavement condition data as well.

The Corpus Christi MPO has hired High Street for the Resiliency Planning. The Resiliency Planning has two phases and in phase one, the high value assets and threats to these assets are identified. Work Authorization 2023.9A, Resiliency Study Phase 1A, is attached as a reference.

The CMP, system preservation, and resiliency planning are on the National Highway System (NHS). Other eligible facilities for federal funding are collectors and above, not local streets. For example, when we look at the top 100 most congested roadways in Texas, Staples Street is 32nd, and we have another that is in the Top 100. Some kind of recommendation or solution should be considered in the future for these corridors. Thus, the functional classification process is important to address the local needs with some flexibility.

These are the purposes, expectations, and objectives of the above-mentioned planning processes. The Corpus Christi MPO will provide 2050 MTP updates as items are progressed and hold future workshops for further discussions.

#### B. 2020 Adjusted Urban Area Update

Mr. Casper briefed the TAC on the Adjusted Urban Area update. The Census Bureau released the 2020 Urban Area map in January 2023. Attachment 1 shows the 2020 Census Designated Urban Areas in the region that includes Corpus Christi, Aransas Pass – Port Aransas – Ingleside, and Robstown. Attachment 2 is the DRAFT Adjusted Urban Areas proposed by TxDOT. The deadline for full completion of the adjustment is December 19, 2023. If not completed by December 19, 2023, the 2020 Census Designated Urban Areas automatically becomes the urban area. The Corpus Christi MPO staff will look at these maps with FHWA's 9 criteria for Urban Boundaries, make additional smoothing or adjustments and finalize this process by working harmoniously with TxDOT. FHWA is required to approve any suggested changes. This process, in conjunction with the Small Area Forecast, is the pivotal step to determine the MPO boundaries.

Ms. Sales-Evans inquired if there is some flexibility to adjust the Urban Area with current developments. For example, the construction of houses in the South Oso/London Areas are not reflected in the 2020 Census. Mr. Casper said the smooth urbanized boundary and the MPO boundary are not the same, and the Small Area Forecast Task Force provides their input on current and future development in our region, as well as the local governments' development plans and these data will be used to determine future transportation needs.

#### 6. Regional Grant Coordination Topic

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

Mr. MacDonald informed the TAC of these federal grants. The Notices of Funding Opportunity were issued for the Pilot Program for Transit-Oriented Development (TOD) and the Strengthening Mobility and Revolutionizing Transportation (SMART). These NOFOs are attached as Attachment 2 and 3.

For the Federal Grant award, the Corpus Christi Regional Transportation Authority (CCRTA) successfully received \$11,744 from Emergency Relief Program Funding.

Mr. MacDonald asked the TAC to share their entities' interest in applying for these grants listed in the FY 2023 Competitive Grant Summary Table.

Mr. Pollack commented that the Port of Corpus Christi's grant activities team has a tool to identify which grants are suitable for the Port to pursue. Currently, some resilience money is available through the National Oceanic and Atmospheric Administration (NOAA). The Port is applying for the combination of a living

#### Agenda Item 3

shoreline protection, the Harbor Point East Destination project is one with the shoreline component. These represent the major nature-based solutions approach.

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

Mr. Gordon informed the TAC that the CCRTA expanded their B-line service from the current 8:30 p.m. to 10:00 p.m. starting from September 1, 2023, and will see if the demand is there.

#### 8. Upcoming Meetings/Events:

- A. Transportation Policy Committee:
- B. Regional Traffic Safety Task Force:
- C. Technical Advisory Committee:
- D. Small Area Forecast Task Force:

Regular MeetingSeptember 7, 2023MeetingSeptember 13, 2023Regular Meeting/WorkshopSeptember 21, 2023MeetingSeptember 21, 2023

#### 9. <u>Adjourn</u>

The meeting was adjourned at 9:56 a.m.



Date:	September 15, 2023
То:	Technical Advisory Committee (TAC)
From:	Robert MacDonald, Transportation Planning Director
Subject:	Item 4A: FY 2023-2026 Transportation Improvement Program (TIP) Amendment 1
Action:	Review, Discuss, Receive Public Comment, and Possible Action

#### <u>Summary</u>

Amendment 1 to the FY 2023-2026 TIP is proposed to the Technical Advisory Committee (TAC) for review, discussion, and possible action. Public Notice #23-3 related to the DRAFT FY 2023-2026 TIP Amendment 1 is provided as Attachment 1. This item is a companion agenda item to the FY 2023 and FY 2024 Unified Planning Work Program (UPWP) Amendment 1. That document is Item 4B on your TAC Agenda.

In our on-going discussions about planning tools and processes necessary for a performance-based system, the Corpus Christi MPO team was approved for an initial \$2,000,000 in federal funding from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA). These funds are intended to fully fund planning projects, data acquisition and tools either required by regulation, suggested in guidance, or were asked for during the 2045 MTP After-Action Report. These specific CRRSAA funds do not require a local match because they are COVID-related relief funds designated to the Corpus Christi MPO. The specific deliverables are identified in the executed TxDOT NCAFA (Non-Construction Advanced Funding Agreement) for the initial \$2,000,000. The NCAFA is provided as Attachment 4 through a weblink. The revised NCAFA is in review by TxDOT to add the additional \$1,179,828 for the enhanced scopes of services and data collection activities in the original NCAFA. The new total of CRRSAA funds is \$3,179,828. Most of the changes are to add public outreach activities to the Tasks in the NCAFA and increase some data collection activities. For this FY 2023-2026 TIP Amendment, the key action is to show the total funds for the TIP Project as well as document the expenditure in the DRAFT FY 2023 and FY 2024 UPWP. The Amended NCAFA will proceed on a parallel approval process. The total CRRSAA funds of \$3,179,828 have been obligated through TxDOT and FHWA.

#### Changes to the FY 2023-2026 TIP with Amendment 1

- Title Page: Add proposed approval dates and text for Amendment 1
- Page 13: Edited the following paragraph to change tense:
  - Corpus Christi MPO staff has also led collaborative proposals in response to multiple FHWA solicitations related to resilience and adaptation. The Corpus Christi MPO was successfully awarded a grant from the FHWA Resilience and Durability to Extreme Weather Pilot Program. The project addressed Laguna Shores Road which runs along the western shoreline of the Laguna Madre between SH 358 & Barney M. Davis Energy Center.
- Page 37: Updated Project MPO-067 MPO Planning Tools and Studies to \$3,179,828
- Page 39: Revised STIP Table for the <u>MPO Planning Tools and Studies</u> project to reflect the new total funding of \$3,179,828
- Page 43: Updated Table 17 <u>TxDOT TIP Highway Financial Summary Year of Expenditure Cost</u> to reflect the additional \$1,179,828 of CRRSAA funds
- Page 60, Appendix B: Revised the <u>FY 2023-2026 TIP Fiscally Constrained Highway Project List (For</u> <u>Illustration Purposes) – June 2, 2022</u> table to illustrate the change to the CRRSAA funds
- Pages 76-77: Revised the TPC and TAC membership lists to current individuals.

#### Agenda Item 4A

#### Prior Actions for FY 2023-2026 TIP

- May 12, 2022: TPC approved the Corpus Christi MPO FY 2023-2026 TIP
- November 18, 2022 FHWA/FTA Approval of the FY 2023-2026 TIP

#### **Recommendation**

The Corpus Christi MPO staff recommends that the TAC review, comment and receive public comments on the DRAFT FY 2023-2026 TIP with Amendment 1, then recommend approval by the TPC at their October 12, 2023. Regular Meeting.

#### **Proposed Motion**

Move to recommend the TPC approve the DRAFT FY 2023-2023 TIP with Amendment 1.

#### Financial Impact

None. The CRRSAA funds are 100 percent federal dollars and do not require a local match nor a match from TxDOT funds.

#### Attachments:

- 1. Public Notice #23-3
- 2. Excerpt of DRAFT FY 2023-2026 TIP Amendment 1 for CRRSAA (STIP Table and Table 15a)
- 3. DRAFT FY 2023-2026 TIP with Amendment 1 [WEBLINK]
- 4. Executed NCAFA for MPO Planning Tools and Studies [WEBLINK]



### PUBLIC NOTICE #23-03

#### September 7, 2023

The **Corpus Christi Metropolitan Planning Organization** (Corpus Christi MPO) is seeking public input and comments on the:

- FY 2023 and FY 2024 Unified Planning Work Program (UPWP) Amendment 1, and
- FY 2023 2026 Transportation Improvement Program (TIP) Amendment 1

The UPWP serves as the scope of work for the Corpus Christi MPO and documents transportation-related planning activities conducted in the Corpus Christi MPO Planning Area. The FY 2023 – 2026 TIP identifies how the region plans to invest in the transportation system during the Fiscal Years 2023 through 2026. In accordance with the Corpus Christi MPO Public Participation Plan, the MPO is seeking to inform those who are interested in or affected by transportation decisions with opportunities to provide input on the FY 2023 and FY 2024 UPWP Amendment 1 and FY 2023 – 2026 TIP Amendment 1.

The **DRAFT FY 2023 and FY 2024 UPWP Amendment 1 and FY 2023 – 2026 TIP Amendment 1** are being released to the public on September 7, 2023 and public input is invited through October 12, 2023 at the following public meetings:

Public Comments may be provided in writing, limited to 1,000 characters, by emailing <u>ccmpo@cctxmpo.us</u> or by regular mail or hand-delivery to the Corpus Christi MPO offices at 602 N. Staples St., Suite 300, Corpus Christi, TX 78401, and MUST be submitted at least 1 hour before the start of a meeting in order to be provided for consideration and review at the meeting. To make a public comment at the meeting, please fill out the comment card and submit it to Corpus Christi MPO staff 10 minutes before the meeting starts. All Public Comments submitted shall be placed into the record of the meeting.

September 7, 2023, 2:00 p.m.\* <u>MPO Transportation Policy Committee</u> Corpus Christi City Hall – 6<sup>th</sup> Floor Executive Conference Room 1201 Leopard Street, Corpus Christi, TX 78401

September 21, 2023, 9:00 a.m.\* <u>MPO Technical Advisory Committee</u> Corpus Christi Regional Transportation Authority 602 N. Staples Street, 2nd Floor Board Room Corpus Christi, TX 78401

October 12, 2023, 2:00 p.m.\* <u>MPO Transportation Policy Committee</u> Corpus Christi City Hall – 6<sup>th</sup> Floor Executive Conference Room 1201 Leopard Street, Corpus Christi, TX 78401

\*Meeting location and time subject to change, check MPO website for final location.

#### www.corpuschristi-mpo.org

All Corpus Christi MPO Committee meetings are public meetings and open to all. Any person 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.

#### Agenda Item 4A - Attachment 1



### Statewide Transportation Improvement Program

### **Corpus Christi MPO**

Highway Projects

#### STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

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**CORPUS CHRISTI MPO - HIGHWAY PROJECTS** 

FY 2023

DISTRICT	MPO		COUNTY		CSJ	TIP FY	HWY	PHASE	CITY		YOE COST
CORPUS CHRIST	L CORPU	S CHRISTI	NUECES		0916-00-255	2023	VARIOUS	E	VARIO	US \$	3,179,828
LIMITS FROM V	ARIOUS LOC	ATIONS IN CORPL	JS CHRISTI M	PO				PRO	JECT SPONSOR	CORPUS CHRISTI	MPO
LIMITS TO V	ARIOUS LOC	ATIONS IN CORPL	JS CHRISTI M	PO					REVISIO	N DATE 10/2022	
PROJECT C	ORPUS CHRI	STI MPO PLANNIN	IG TOOLS AN	D ST	UDIES PER N	CAFA#0000	3987		MPO PR	OJ NUM MPO-067	
DESCR									FUNDING	CAT(S) 7_CRRSAA	
REMARKS N	CAFA and Not	ice of Proceed are	attached.			PROJECT					
P7						HISTORY					
TOTAL PROJ	ECT COST IN	FORMATION				AUTHOR	RIZED FUND	ING BY C	ATEGORY/SHAR	E	
PREL ENG \$	3,179,828		CATEGORY	r	FEDERAL	ST	ATE RI	EGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0	COST OF	7_CRRSAA	\$	3,179,828 \$	5	0 \$	0	\$ 0	\$ 0 \$	3,179,828
CONSTR \$	0	APPROVED	TOTAL	\$	3,179,828 \$	5	0 \$	0	\$ 0	\$ 0 \$	3,179,828
CONST ENG \$	0	PHASES							1	1	
CONTING \$	0	\$ 3,179,828									
INDIRECT \$	0										
BOND FIN \$	0										
PT CHG ORD \$	0										
TOTAL CST \$	3,179,828										

TIP Fiscal Year	CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$, millions)	CAT2	CAT4	CAT7	CAT9	Local/Other	Prior Funding	Total Project Cost (\$, millions)
2023	1209-01-030	MPO-006	FM 893 (Moore Avenue)	Upgrade the roadway from two 12-ft travel lanes with 3-ft shoulders to a five lane section with curb and gutter including two 12-ft travel lanes in each direction, a 14-ft continuous center turn lane, and pedestrian facilities on either side of the roadway. Pedestrian facilities would include a 10-ft shared use path on the north side of the roadway and sections of 5-ft sidewalk connected to sections of 10-ft shared use path on the south side of the roadway.	CR 3685 (Stark Road)	0.2 miles West of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	\$7.90	\$7.90						\$10.26
2023	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	\$1.20			\$1.20				\$1.56
2023	0916-35-196	MPO-009	Harbor Bridge Park Improvements	Park mitigation for Harbor Bridge. +\$3.5 million local funding from Bond 2014. Former Washington Elementary School site, TC Ayers Park, Ben Garza Park, Dr. HJ Williams Memorial Park (Hill Crest Park). Construct hike and bike trail connections, and develop park to appropriate level of service based on community input.	At various city parks including	Ben Garza, TC Ayers, Hill Crest Park, and new location	City of Corpus Christi	Off	7	\$4.80			\$1.30		\$3.50		\$4.80
2023	0916-00-255	MPO-067	MPO Planning Tools and Studies	Implement enhanced tools and data analysis for use in short- range programming and long-range planning. Models: Travel Demand, Resiliency, Socio-Economic Allocation, Pavement Management, etc Plans/Programs: Regional Safety, Regional Active Transportation, Resiliency, Regional Complete Streets, Congestion Management Program.	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	MPO	On	7	\$ <u>3.182.00</u> _			\$ <u>3.18</u> 2.00				\$ <u>3.182</u> .60_
2023	0916-00-256	MPO-068	Regional Traffic Operations Improvements and Safety Countermeasures	<ul> <li>Traffic operations improvements and safety countermeasures including but not limited to the following:</li> <li>1. Crash reduction on all public roads by targeting locations identified as most statistically anomalous by Vision Zero Suite.</li> <li>2. Construct the prioritized list of countermeasures that best optimize resources and have the greatest impact on improving safety.</li> <li>3. Implement TSMO strategies on Regionally Significant Corridors without adding capacity.</li> </ul>	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	Various	On	7	\$4.14			\$4.14				\$5.37
2023	5000-00-916	MPO-069	FY 2022 - FY 2025 STBG-SA/ CAT 9 Awarded Projects	STBG-SA (CAT 9) Awarded Project in May 2022 by the TPC.	Various	Various	City of Portland City of Corpus Christi	Off	9	\$5.86				\$5.86			\$7.03
2024	0617-01-177	MPO-001	SH 358 (SPID) Ramp Reversal	Ramp reversal Phase II-B. Reconstruct eastbound entrance and exit ramps. Widen and construct new auxiliary lanes. Improve lighting and reconstruct existing merge lane. Construct new sidewalks to improve safety and access for bicyclists and pedestrians.	Nile Drive	Staples Street	TxDOT-CRP	On	2	\$39.96	\$39.96						\$51.86
2024	0326-01-056	MPO-005	SH 286 (Crosstown)	The proposed project would improve SH 286 within the project limits from a two- lane undivided highway to a controlled access four-lane freeway with two 12- foot main lanes in each direction, the main lanes having four-foot inside shoulders and 10-foot outside shoulders, two 12-foot frontage road lanes in each direction with a 12-foot outside	FM 43 (Weber Road)	South of FM 2444 (Staples Street)	TxDOT-CRP	On	2	\$41.58	\$41.58						\$53.97
				shoulder, entrance and exit ramps, and five-foot sidewalks outside the frontage road shoulders. The proposed improvements would include grade separations at CR 20A, CR 22, and FM 2444.					2/22/2		40		An 27				
2025	0989-02-057	MPO-033	FM 624 (Northwest Boulevard)	Construct additional two travel lanes to upgrade existing four lane rural roadway to an urban six lane boulevard with raised median.	CR 69	FM 73	TxDOT-CRP	On	2 / 4U / 7	\$21.28	\$9.28	\$10.00	\$2.00				\$25.54
2026	0916-35-252	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				\$47.29

#### FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) Table 15a. FY 2023-2026 TIP Fiscally Constrained Highway Project List (For Illustration Purposes) – June 2, 2022



Date:	September 15, 2023
То:	Technical Advisory Committee (TAC)
From:	Robert MacDonald, Transportation Planning Director
Subject:	Item 4B: FY 2023 and FY 2024 Unified Planning Work Program (UPWP) Amendment 1
Action:	Review, Discuss, Receive Public Comment and Possible Action

#### **Summary**

The Corpus Christi MPO staff requests that the Transportation Policy Committee (TPC) review, discuss, and receive public comment on the DRAFT Amendment 1 to the FY 2023 and FY 2024 Unified Planning Work Program (UPWP). This Amendment increases the 100% federal funds as part of the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) to \$3,179,828 for the MPO Planning Tools and Studies project. There have been no public comments received to date. This item is a companion document to Item 4B, the FY 2023-2026 Transportation Improvement Program (TIP) Amendment 1.

As approved in the original UPWP and TIP Amendments that budgeted the \$2,000,000 CRRSAA funds, there continues to be a need to address outdated planning tools and information that are needed to deliver better methods and processes for our MPO's member governments. Fortunately, the current and this additional funding source provides a unique opportunity for the Corpus Christi MPO to acquire the necessary capabilities, tools and upgraded data for use in our programs. With the 2020 Census data coming available, the access to big data resources, new analytic tools, traffic counts, traffic and socioeconomic forecasting model capabilities, crash analysis methodologies and corridor congestion analysis tools, the time is right for this once in a decade opportunity to enhance the capabilities of the Corpus Christi MPO.

The following table (Exhibit 9) from the UPWP Amendment 1 document identifies the revised funding levels with the 100% Federal CRRSAA. These funds are treated as the Category (CAT 7) funds in the TxDOT systems. The Corpus Christi MPO has completed the initial NCAFA with TxDOT for \$2,000,000 and the additional \$1,179,828 is the subject of this FY 2023 and FY 2024 UPWP Amendment 1 and the FY 2023-2026 TIP Amendment 1 on this month's TPC agenda. The amended NCAFA is in the review process with TxDOT.

UPWP Task	Description	2-Year TPF <sup>1</sup> Federal Funds	2-Year FTA 5307 Funds	State Funds	Other Funds CRRSAA	Total Funds
1.0	Administration-Management	\$1,599,633	\$0	\$0	\$ 3,179,828	\$4,779,461
2.0	Model and Data Development and Analyses	\$253,100	\$0	\$0	\$ O	\$253,100
3.0	Short Range Planning	\$332,000	\$0	\$0	\$ O	\$332,000
4.0	Metropolitan Transportation Planning	\$289,100	\$0	\$0	\$ O	\$289,100
5.0	Special Studies	\$0	\$0	\$0	\$0	\$0
TOTAL		\$2,473,833	\$0	\$0	\$3,179,828	\$5,653,661

<sup>1</sup>TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

#### Agenda Item 4B

#### **Fiscal Impacts**

We have identified the needs for the Corpus Christi MPO staff and consultant teams to deliver the products and programs we believe are critical to our future capabilities with the CRRSAA funding that is now available. Typically, funding beyond the usual allocation of planning funds that are a combination of federal PL-112 planning funds from the Federal Highway Administration and FTA 5303 planning funds from the Federal Transit Administration is difficult to acquire. In MPOs that are classified as Transportation Management Areas (TMAs) these additional funds commonly come from the Surface Transportation Block Grant (STBG) allocation. The Corpus Christi MPO currently has \$3,179,828 in CRRSAA funds available that are 100% federal funds.

The Corpus Christi MPO staff is proposing to use the total \$3,179,828 in 100% Federal CRRSAA funds to fund data acquisitions and consultant services including public outreach activities that can develop and implement tools that will enhance the regional performance-based planning and programming process.

#### **Additional Changes**

Other changes in Amendment 1 to the FY 2023 and FY 2024 UPWP include:

- Cover Page: Change proposed approval dates and added federal disclaimer language
- Changed page-footers to indicate Amendment 1
- Page 2: updated Financial Summary Section
- Pages 4, 17 and 26: Updated funding tables for Task 1.0 and the companion 1.9k Subtask
- Page 52: Updated Exhibit 9. Corpus Christi MPO 2-Year Funding Summary for FY 2023 and FY 2024
- Page 53: Updated Exhibit 10. Corpus Christi MPO FY 2023 & FY 2024 Revenue Sources
- Appendix A: Updated TAC and TPC members in the Appendices

#### **Recommendation**

The Corpus Christi MPO staff recommends that the TAC review, discuss and receive public comments on Amendment 1 to the FY 2023 and FY 2024 Unified Planning Work Program, then recommend that the TPC approve the document at their October 12, 2023 Regular Meeting.

#### **Proposed Motion**

Move to recommend that the TPC approve the DRAFY FY 2023 and FY 2024 UPWP with Amendment 1.

#### **Attachments**

- 1. Public Notice #23-3 for the FY 2023 and FY 2024 UPWP Amendment 1
- 2. DRAFT FY 2023 and FY 2024 UPWP Amendment 1 [WEBLINK]



### PUBLIC NOTICE #23-03

#### September 7, 2023

The **Corpus Christi Metropolitan Planning Organization** (Corpus Christi MPO) is seeking public input and comments on the:

- FY 2023 and FY 2024 Unified Planning Work Program (UPWP) Amendment 1, and
- FY 2023 2026 Transportation Improvement Program (TIP) Amendment 1

The UPWP serves as the scope of work for the Corpus Christi MPO and documents transportation-related planning activities conducted in the Corpus Christi MPO Planning Area. The FY 2023 – 2026 TIP identifies how the region plans to invest in the transportation system during the Fiscal Years 2023 through 2026. In accordance with the Corpus Christi MPO Public Participation Plan, the MPO is seeking to inform those who are interested in or affected by transportation decisions with opportunities to provide input on the FY 2023 and FY 2024 UPWP Amendment 1 and FY 2023 – 2026 TIP Amendment 1.

The **DRAFT FY 2023 and FY 2024 UPWP Amendment 1 and FY 2023 – 2026 TIP Amendment 1** are being released to the public on September 7, 2023 and public input is invited through October 12, 2023 at the following public meetings:

Public Comments may be provided in writing, limited to 1,000 characters, by emailing <u>ccmpo@cctxmpo.us</u> or by regular mail or hand-delivery to the Corpus Christi MPO offices at 602 N. Staples St., Suite 300, Corpus Christi, TX 78401, and MUST be submitted at least 1 hour before the start of a meeting in order to be provided for consideration and review at the meeting. To make a public comment at the meeting, please fill out the comment card and submit it to Corpus Christi MPO staff 10 minutes before the meeting starts. All Public Comments submitted shall be placed into the record of the meeting.

September 7, 2023, 2:00 p.m.\* <u>MPO Transportation Policy Committee</u> Corpus Christi City Hall – 6<sup>th</sup> Floor Executive Conference Room 1201 Leopard Street, Corpus Christi, TX 78401

September 21, 2023, 9:00 a.m.\* <u>MPO Technical Advisory Committee</u> Corpus Christi Regional Transportation Authority 602 N. Staples Street, 2nd Floor Board Room Corpus Christi, TX 78401

October 12, 2023, 2:00 p.m.\* <u>MPO Transportation Policy Committee</u> Corpus Christi City Hall – 6<sup>th</sup> Floor Executive Conference Room 1201 Leopard Street, Corpus Christi, TX 78401

\*Meeting location and time subject to change, check MPO website for final location.

#### www.corpuschristi-mpo.org

All Corpus Christi MPO Committee meetings are public meetings and open to all. Any person 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.

#### Agenda Item 4B - Attachment 1



Date:	September 15, 2023
То:	Technical Advisory Committee (TAC)
From:	Craig Casper, Senior Transportation Planner
Through:	Robert MacDonald, Transportation Planning Director
Subject:	Item 4C: 2020 Corpus Christi MPO Adjusted Urban Area Boundary
Action:	Review, Discuss, and Possible Action

#### **Summary**

As mentioned last month, the Corpus Christi MPO Transportation Policy Committee (TPC) needs to act on this item during their October meeting in order to meet the current TxDOT and FHWA schedule. The proposed changes to the DRAFT Adjusted Urban Area will follow the 9 factors listed in FHWA's <u>Highway</u> <u>Functional Classification Criteria and Procedures, Section 6. Urban Boundaries</u> with a focus on 4 key criteria. The Corpus Christi MPO team met with FHWA, TxDOT HQ and TxDOT District staff on September 11<sup>th</sup> to discuss considerations and methodologies for establishing adjusted boundaries. Some items from this meeting are:

- that the preference is for adjustments to follow roads,
- that there should not be any "holes" in the adjusted area,
- the Corpus Christi MPO can suggest adjustments to urban areas that may become contiguous in the future

These are not formal suggestions, rather guidance for TAC and MPO staff to consider.

Please note that the Adjusted Urban Area Boundary is different from the Metropolitan Planning Area (MPA) boundary. The MPA boundary will be updated after completion of the Small Area Forecast using § 450.312 Metropolitan Planning Area boundaries criteria.

#### **Recommendation**

The Corpus Christi MPO staff recommends the TAC consider the MPO staff proposed adjustments to the Urban Area Boundary following the presentation of the information related to the 9 factors listed in FHWA's <u>Highway Functional Classification Criteria and Procedures, Section 6. Urban Boundaries</u> with a focus on 4 key criteria. After the discussions, the TAC is asked to make a recommendation for approval to the TPC.

#### **Proposed Motion**

Move to recommend the TPC approve the proposed Adjusted Area Boundary based on the deliberations and agreement from the TAC/MPO Staff discussions.

#### **Background**

Participants in the process are TxDOT, the Corpus Christi MPO team, local governments, and the Corpus Christi Regional Transit Agency. The adjustment does <u>not</u> change the population, or population derived funding of the Corpus Christi Urban Area.

#### Agenda Item 4C

When adjusting the urban area boundary participants should use the following 9 factors from FHWA's *Highway Functional Classification Criteria and Procedures, Section 6. Urban Boundaries.* The 4 most relevant criteria to adjustments to the Corpus Christi Urban Area Boundary are:

- The adjusted urban area boundary is adjusted to encompass all large traffic generators that are within a reasonable distance from the urban area (e.g., fringe area public parks, large places of assembly, large industrial plants, etc.).
- The adjusted urban area boundary should include terminals (e.g. airports, seaports) and their access roads, if such terminals lie within a reasonable distance of the urban area.
- The adjusted urban area boundary should consider transit service routes (e.g., bus route, passenger rail line) in the placement of a boundary location.
- All ramps and interchanges should be either included or excluded from the adjusted urban area boundary and interchanges should not be divided by the boundary.

#### The following definitions are provided to aid the discussion:

- Census Urban Area: The area defined by the Census as Urban based on housing density.
- Adjusted Urban Area: The area smoothed by local entities and TxDOT to create a single, contiguous boundary. It is approved by FHWA and must include all of the Census Urban Area.
- Urbanizing Area: The area that is currently rural according to the Census, but the Corpus Christi TPC adopted Small Area Forecast says will reach urban density.
- Urban Density: The Census Bureau adopted a housing unit density of 425 housing units per square mile. Final Criteria (87 FR 16706)
- Metropolitan Planning Boundary: The area that the Transportation Policy Committee is responsible for conducting the 3C Planning Process for. This must be approved by the Governor.

#### § 450.312 Metropolitan Planning Area boundaries.

(a) The boundaries of a metropolitan planning area (MPA) shall be determined by agreement between the MPO and the Governor.

(1) At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan.

(2) The MPA boundaries may be further expanded to encompass the entire metropolitan statistical area or combined statistical area, as defined by the Office of Management and Budget.

#### 2020 Transportation Management Areas in Texas with Populations

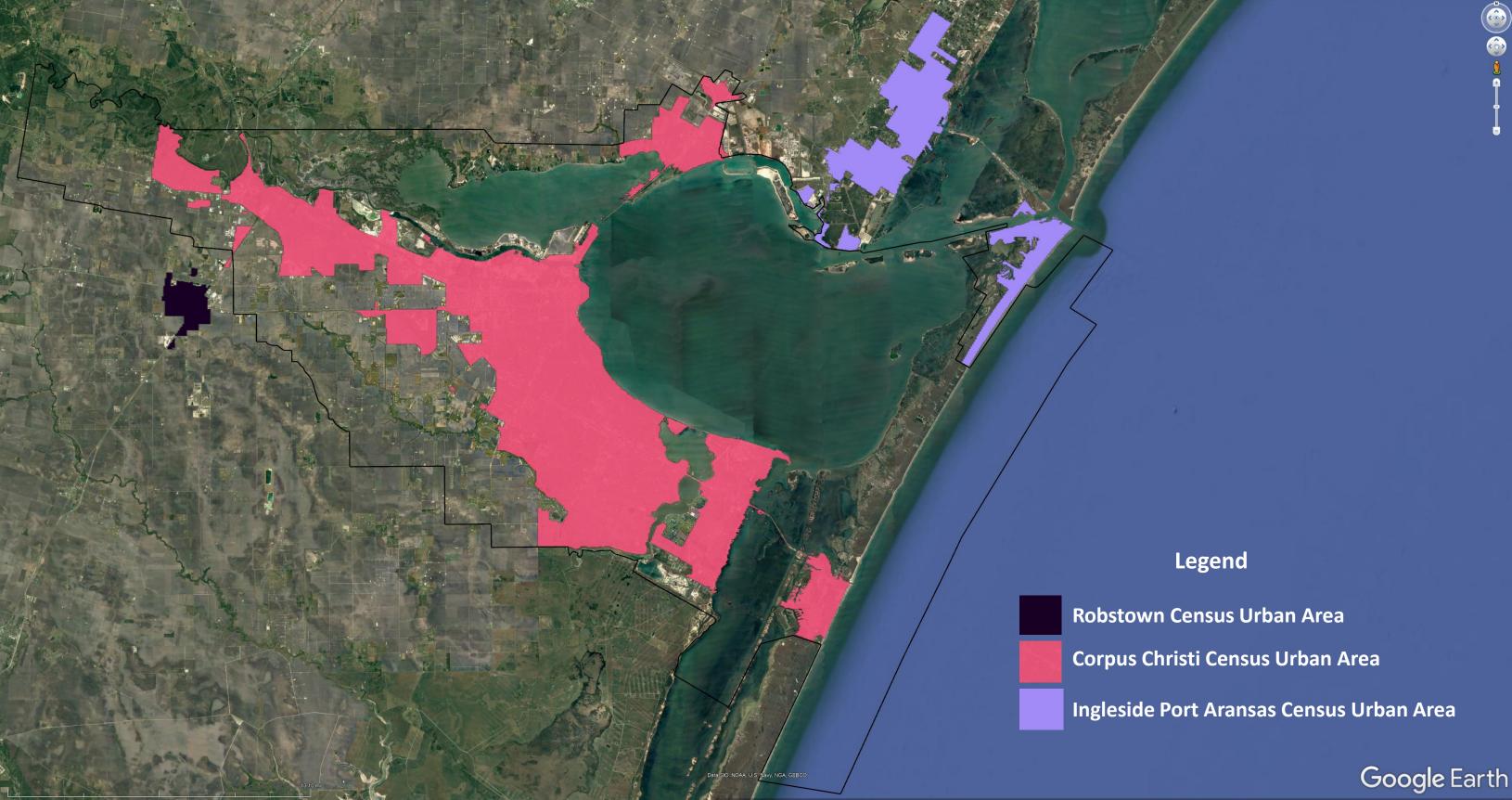
Texas:			The Woodlands—Conroe,	402,454	Name Change.
Houston, TX	5,853,575		TX		
Dallas—Fort Worth— Arlington, TX	5,732,354		Corpus Christi, TX	339,066	
5 ,	(0)		Lubbock, TX	272,280	
San Antonio, TX	1,992,689		Killeen, TX	257,222	
Austin, TX	1,809,888		Laredo, TX	251,462	
El Paso, TX-NM	854,584		Brownsville, TX	216,444	
McAllen, TX	779,553		College Station—Bryan,	206,137	New TMA.
McKinney—Frisco, TX	504,803	New TMA.	TX	, 0,	
Denton-Lewisville, TX	429,461		Amarillo, TX	205,860	New TMA.
			State Total	20,107,832	

#### Attachment:

1. Maps of the 2020 Corpus Christi Designated Urban Area with adjustment criteria shown.

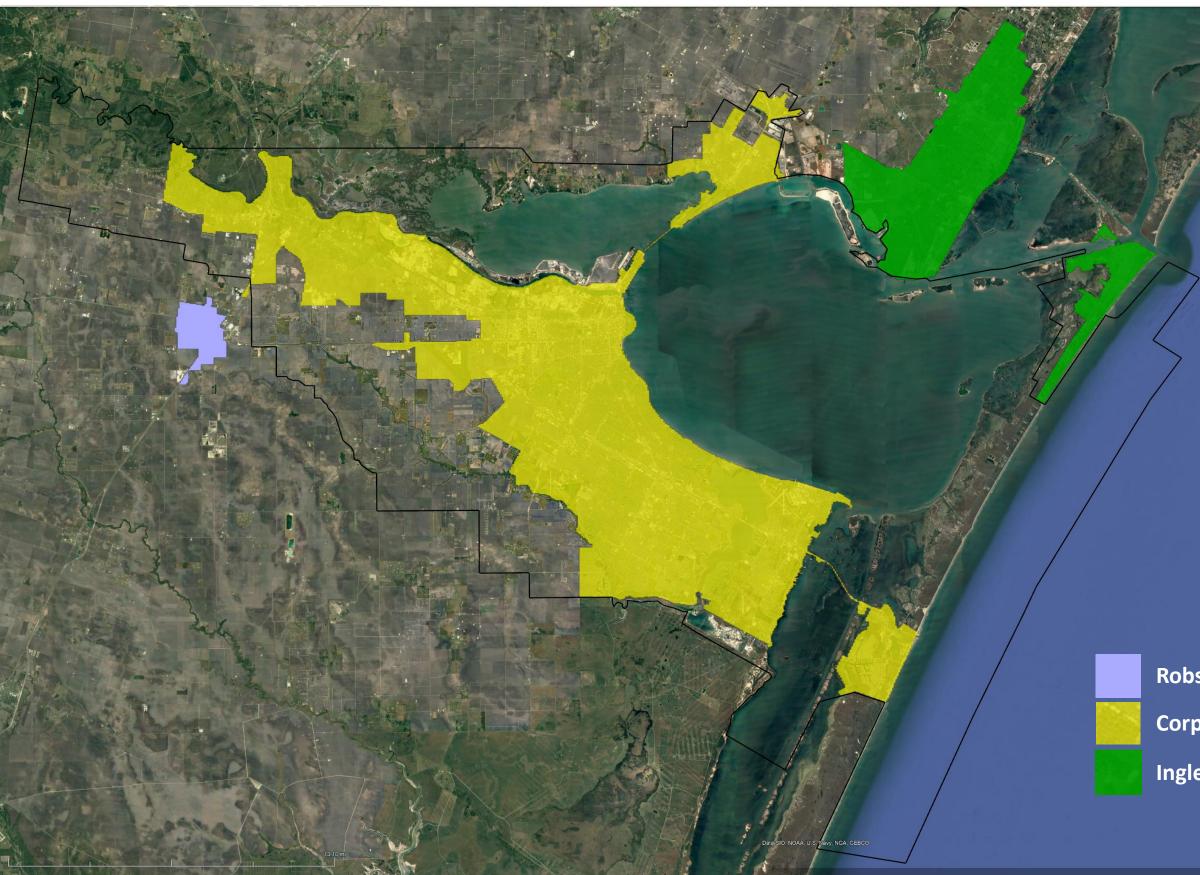
#### Agenda Item 4C

## 2020 Census Designated Urban Area + 2010 MPA Boundary





## 2020 TxDOT DRAFT Adjusted Urban Area + 2010 MPA Boundary



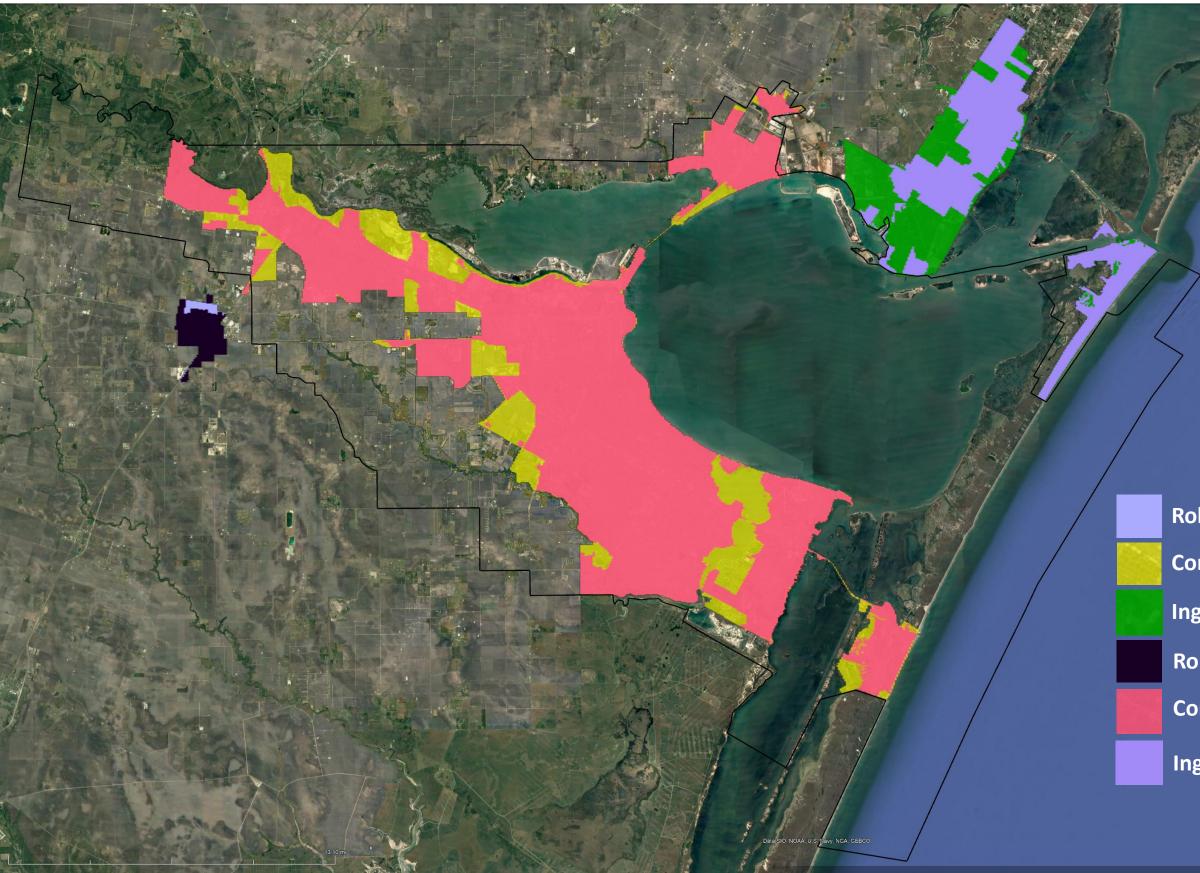




Robstown Adjusted Urban Area Corpus Christi Adjusted Urban Area Ingleside Port/Aransas Adjusted Urban Area

Google Earth

# 2020 TxDOT DRAFT Adjusted and 2020 Census Urban Area







### Legend

- **Robstown Added Urban Area**
- **Corpus Christi Added Urban Area**
- Ingleside Port Aransas Added Urban Area
- **Robstown Census Urban Area**
- Corpus Christi Census Urban Area
- Ingleside Port Aransas Census Urban Area



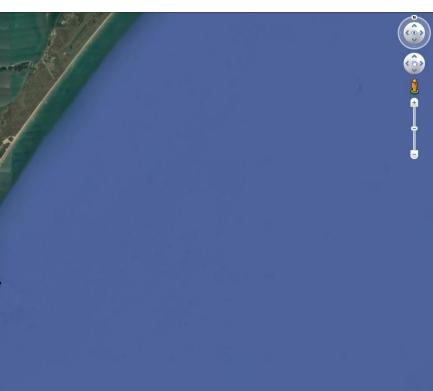
Imagery Date: 11/12/2022 27º43'36.08" N 97º16'03.36" W elev 0 ft eye alt 56.40 mi

# 2020 TxDOT DRAFT Adjusted with Adjacent Industrial Plants

Smoothing Urban Areas: c. The adjusted urban area boundary is adjusted to encompass all large traffic generators that are within a reasonable distance from the urban area (e.g., fringe area public parks, large places of assembly, large industrial plants.



Agenda Item 4C - Attachment 1



### Legend

Industrialized Lands

**Robstown Adjusted Urban Area** 

Corpus Christi Adjusted Urban Area



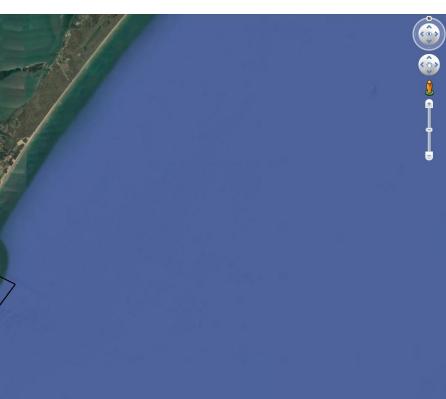
## **2020 TxDOT DRAFT Adjusted with Transit Service Routes**

Smoothing Urban Areas: d. The adjusted urban area boundary should consider transit service routes (e.g., bus route, passenger rail line) in the placement of a boundary location.

<sup>3</sup>03 mo m<sup>9</sup> 009 009



Agenda Item 4C - Attachment 1



### Legend

**Transit Stops** 

**Intracity Transit Route** 

**Robstown Adjusted Urban Area** 

Corpus Christi Adjusted Urban Area

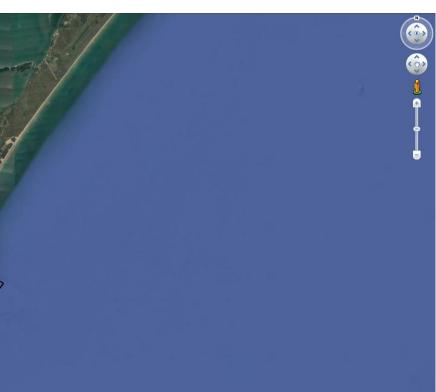


## **2020 TxDOT DRAFT Adjusted with Fringe Area Parks**

**Smoothing Urban Areas:** The adjusted urban area boundary is C. adjusted to encompass all large traffic generators that are within a reasonable distance from the urban area (e.g., fringe area public parks, large places of assembly, large industrial plants, etc.).



**Padre Island National Seashore** 



### Legend

Mustang Island State Park

**Kings Ranch National Historic Landmark** 

**Robstown Adjusted Urban Area** 

**Corpus Christi Adjusted Urban Area** 



## **2020 TxDOT DRAFT Adjusted with Interchanges**

**Smoothing Urban Areas:** 

All ramps and interchanges should f. be either included or excluded from the adjusted urban area boundary and interchanges should not be divided by the boundary.



Agenda Item 4C - Attachment 1





Interchange Rights of Way

**Robstown Adjusted Urban Area** 

Corpus Christi Adjusted Urban Area



# 2020 TxDOT DRAFT Adjusted with Deep Sea Terminals

Smoothing Urban Areas:

b. The adjusted urban area boundary should include terminals (e.g. airports, seaports) and their access roads, if such terminals lie within a reasonable distance of the urban area.



Agenda Item 4C - Attachment 1



### Legend

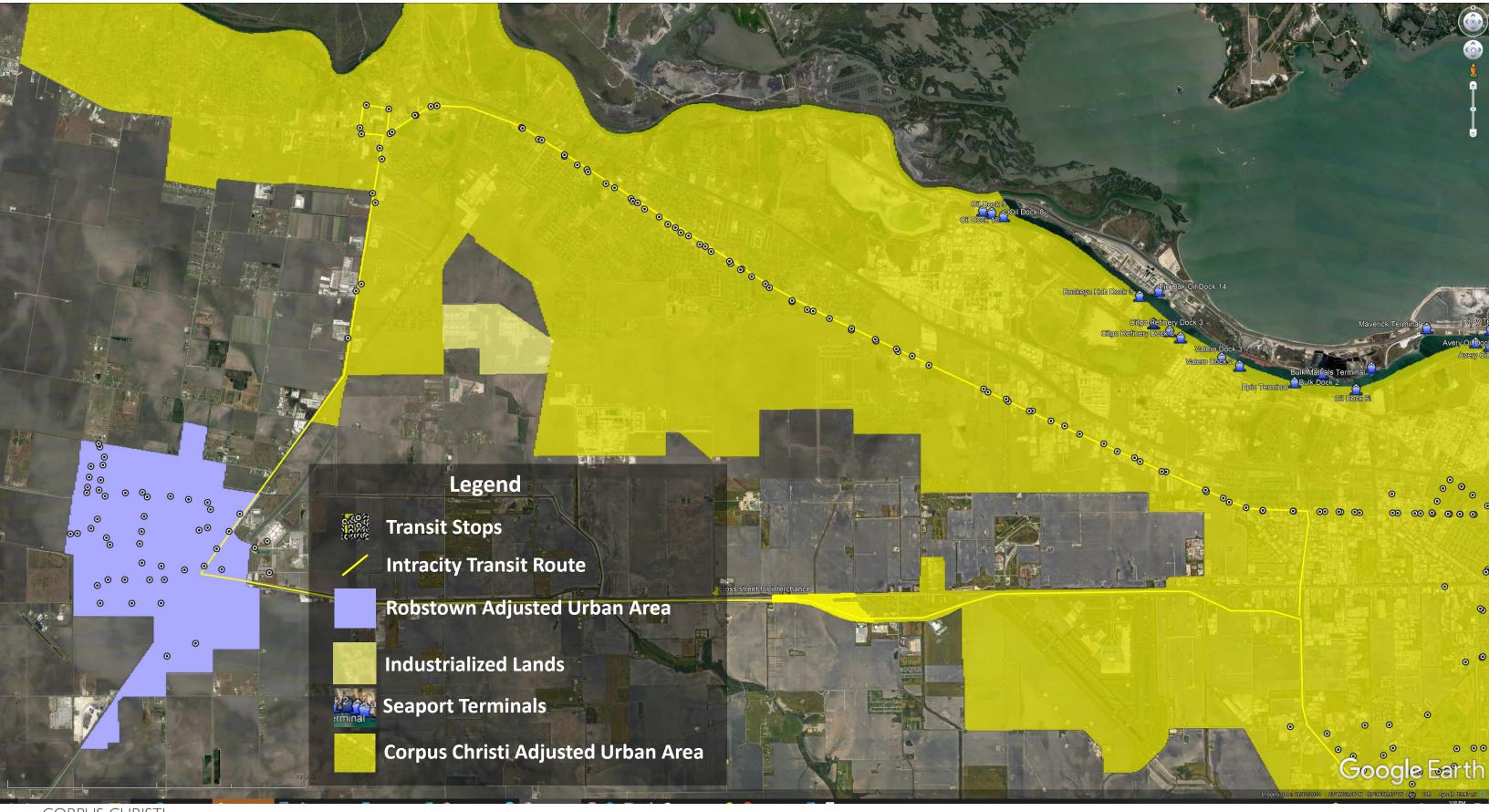
Seaport Terminals

**Robstown Adjusted Urban Area** 

Corpus Christi Adjusted Urban Area



## 2020 Corpus Christi MPO Initial Preliminary Draft Adjusted Urban Boundary





Agenda Item 4C - Attachment 1

## 2020 Corpus Christi MPO Initial Preliminary Draft Adjusted Urban Boundary





### Legend

Mustang Island State Park



Industrialized Lands

National Historic Landmark

Corpus Christi Adjusted Urban Area

Google Earth

## 2020 Corpus Christi MPO Initial Preliminary Draft Adjusted Urban Boundary

CORPUS CHRISTIL LIQUEFACTION Dock 1 CORPUS CHRISTIL LIQUEFACTION Dock 2 VoPak Terminal

### Legend



Interchange Rights of Way

Industrialized Lands



Corpus Christi Adjusted Urban Area

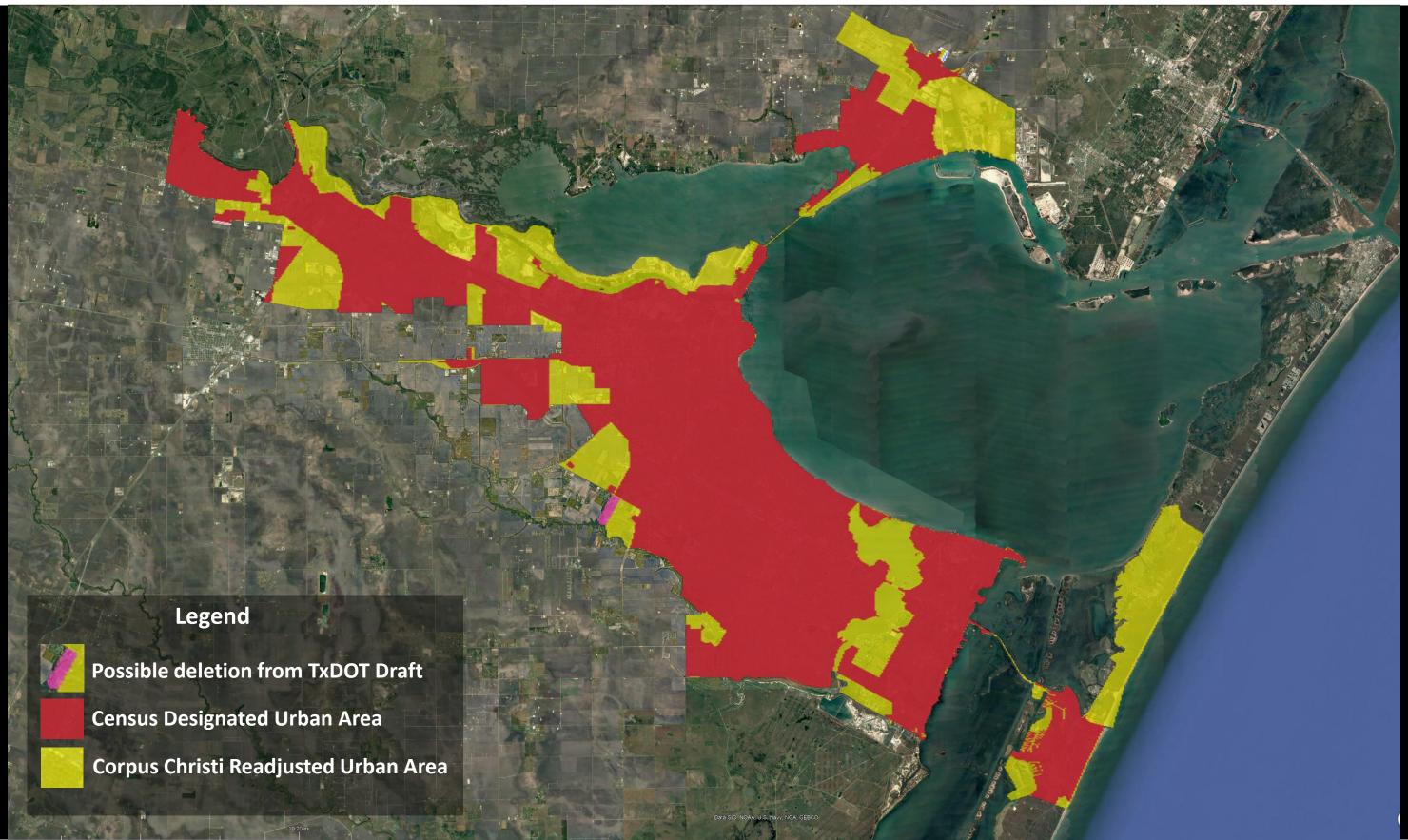
Ingleside Port Aransas Adjusted Urban Area



Agenda Item 4C - Attachment 1



# 2020 Corpus Christi MPO Initial Preliminary Draft Readjusted Urban Boundary





## 2020 Corpus Christi MPO Draft Readjusted Urban Boundary with Adjacent

### Legend

Possible deletion from TxDOT Draft Robstown Adjusted Urban Area Corpus Christi Readjusted Urban Area Ingleside Port Aransas Adjusted Urban Area









Date:	September 15, 2023
То:	Technical Advisory Committee (TAC)
From:	Craig Casper, Senior Transportation Planner
Through:	Robert MacDonald, Transportation Planning Director
Subject:	Item 5A: Corpus Christi MPO Regional Household Travel Survey
Action:	Information Only

#### **Summary**

TxDOT and the Corpus Christi MPO are conducting a Household Travel Survey in the two-county region. A consultant team is leading the effort under contract with TxDOT. The Household Travel Survey provides essential information on behavior characteristics that are used to develop travel demand models and in the overall transportation planning process. The surveys gather information to provide an in-depth understanding of travel behavior in the region, including for individuals within households and regional establishments, their travel activities, demographics and other factors that affect travel. Those members of the public agreeing to participate are assigned a one-day travel period and asked to track all trips for each member of the household during that period. Participants use a smartphone app, website or other methods to record where, when, how and why they travel. The information is anonymized and used to calibrate the regional travel demand model. Results from the survey are expected to be available in the next MTP planning cycle for the 2055 MTP.

As part of the outreach for the 2050 Metropolitan Transportation Plan (MTP), the Corpus Christi MPO team will also be soliciting feedback from the public for several different plans, including the Active Transportation and Complete Streets Plan, the Regional Safety Action Plan, and the overall 2050 MTP. The consultants for the MPO planning efforts will utilize Social Pinpoint to conduct these surveys that are separate from the Household Travel Survey. The CCRTA will also be conducting rider surveys during this period. Efforts to harmonize the data and questions to as great an extent as possible will occur.

More information regarding the Regional Household Travel Survey can be found here: <u>https://www.txdot.gov/projects/planning/texas-travel-survey.html</u>

#### Attachment:

1. Presentation of the 2023-2024 Corpus Christi Household and Establishments Surveys [WEBLINK]



#### JOINT REGIONAL TRAFFIC SAFETY TASK FORCE MEETING AGENDA

#### WEDNESDAY, SEPTEMBER 13, 2023 – 10:00 a.m.

#### Location: Corpus Christi Regional Transportation Authority (CCRTA) Staples Center Building

Room <u>324</u>, located at 602 N. Staples Street in Corpus Christi, Texas 78401

1. WELCOME AND INTRODUCTIONS

#### 2. <u>SAFETY INITIATIVES</u>

- A. TxDOT Wrong-way Driver Coalition/Task Force
  - 1. Update on Harbor Bridge Wrong-way drivers enforcement and road reconfigurations.
  - 2. Texas DPS Items
  - 3. TxDOT Corpus Christi District Items
- B. TxDOT Statewide Safety Campaign Highlight:
  - 1. Back-to-School Campaigns 👁 🔀
- C. Corpus Christi MPO's Regional Safety Action Plan (RSAP) Update.
  - 1. Goals and Performance Measures Discussion 🖂
  - 2. Emphasis Area Overview
  - 3. Network Screening Update
  - 4. Development of Safety Project Scopes and Application Examples
  - 5. Project Ranking Criteria
- 3. LOCAL SAFETY INITIATIVES
  - A. ISDs, Corpus Christi Police Dept. and Portland Police Dept. Back-to-School Safety Awareness Programs
  - B. City of Corpus Christi, Nueces County, TxDOT, Law Enforcement or ISDs report of safety activities.
- 4. OPEN DISCUSSION AND COMMENTS
  - A. Comments from Members
- 5. <u>NEXT MEETING</u>:

Regional Traffic Safety Task Force Regular Meeting: November 8 or 15, 2023

6. ADJOURN

Indicates attachment(s) for the agenda item.

Agenda Item 5B



Date:	September 15, 2023
То:	Technical Advisory Committee (TAC)
From:	Craig Casper, Senior Transportation Planner
Through:	Robert MacDonald, Transportation Planning Director
Subject:	Item 5C: Corpus Christi MPO Small Area Forecast Growth Areas / Approved Developments
Action:	Information Only

#### **Summary**

The Corpus Christi MPO staff is seeking information on the location of subdivisions in the region that <u>are</u> <u>currently in active development</u>. That is, they have full utilities available and are actively selling houses at this time. This information is important as it shows areas that will develop more immediately. An example of the desired map is below, with accompanying size and estimated costs of the units.





Date:	September 15, 2023
То:	Technical Advisory Committee (TAC)
From:	Craig Casper, Senior Transportation Planner
Through:	Robert MacDonald, Transportation Planning Director
Subject:	Item 5D: Corpus Christi MPO Regional Resiliency Plan Phase 1
Action:	Information Only

#### **Summary**

The Corpus Christi MPO staff is providing an update on the DRAFT Critical Infrastructure Assets and DRAFT Hazards Identification information which comprise Phase 1A of the Regional Resiliency Plan. These data were developed through literature search and reviewing partner agency data sources. A discussion of these items will be conducted.

#### **Background**

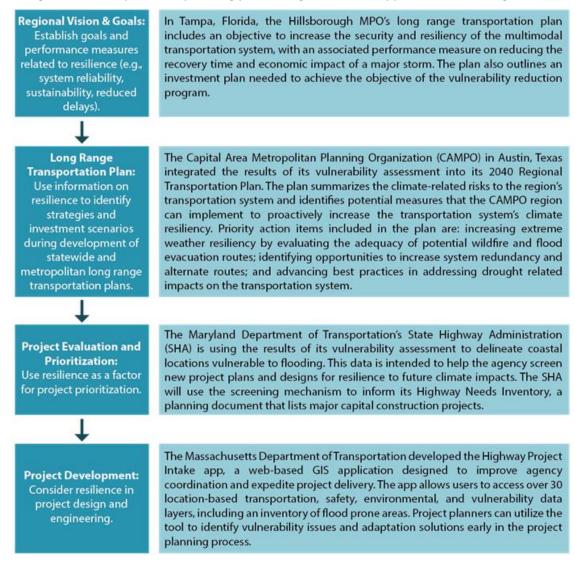
According to the Fixing America's Surface Transportation (FAST) Act, signed into law in December 2015, the nation's transportation system must be secure and resilient to a myriad of hazards. Resilience is the ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. Following passage of the FAST Act, the Federal Highway Administration and the Federal Transit Administration updated the metropolitan and statewide transportation planning regulations to reflect these new requirements. The transportation planning rule includes:

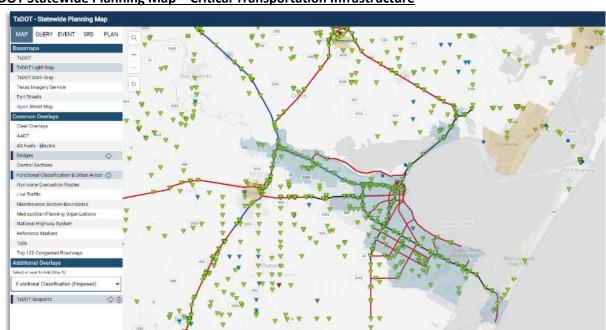
- A new planning factor for states and metropolitan planning organizations (MPOs) to consider and implement: improving the resiliency and reliability of the transportation system (23 CFR 450.206(a)(9) and 23 CFR 450.306(b)(9)).
- A recommendation for MPOs to consult with agencies and officials responsible for natural disaster risk reduction when developing a metropolitan transportation plan and the transportation improvement program (23 CFR 450.316(b)).
- A requirement that the metropolitan transportation plan assess capital investment and other strategies that reduce the vulnerability of the existing transportation infrastructure to natural disasters (23 CFR 450.324(f)(7)).

The Infrastructure Investment and Jobs Act (IIJA) established the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk costal infrastructure. MPOs across the country are conducting vulnerability assessments to understand the vulnerability of their transportation systems to the impacts of climate change and extreme weather. The transportation planning process provides a key opportunity for transportation agencies to proactively identify projects and strategies to address the vulnerabilities identified through the assessments and to promote resilience at the systems level, thereby meeting the resiliency requirements outlined above.

#### Agenda Item 5D

#### At each stage of the transportation planning process, agencies have opportunities to integrate resilience:

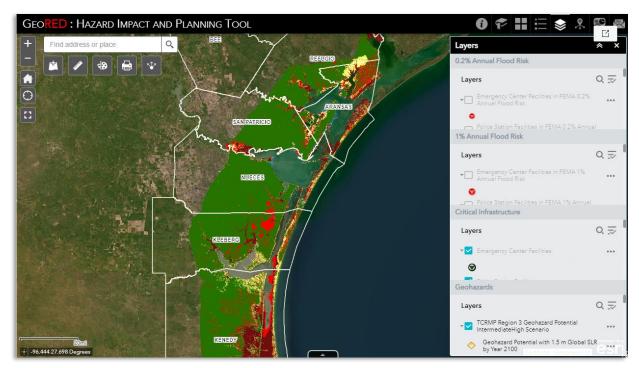




#### **TxDOT Statewide Planning Map – Critical Transportation Infrastructure**

#### Agenda Item 5D

### **GeoRED 1% Annual Flood Risk**



#### Attachment:

1. Presentation of the Regional Resiliency Improvement Plan Phase 1A.

# **Resiliency Improvement Plan Phase 1A**

CORPUS CHRISTIMPO

Task Order Authorization 2023.09A





# 

# **Task Updates**

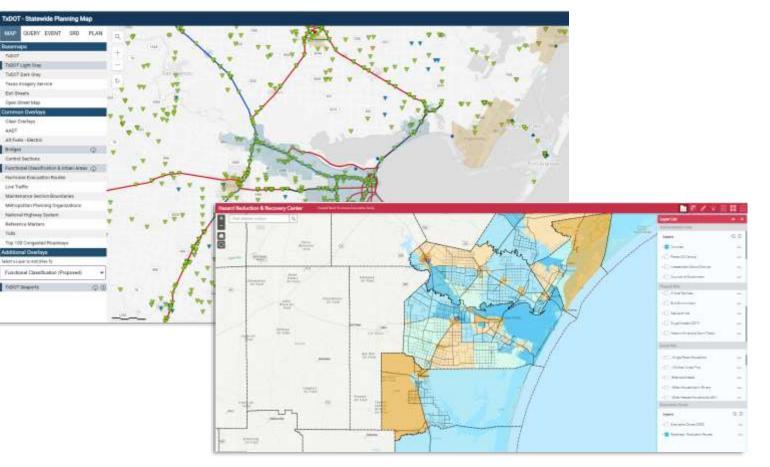
**Resiliency Study Phase 1** 

## Task 2) Identify Assets

### Approach for Phase 1:

- **Review literature** to establish which assets other relevant plans or studies include
- **Review data resources** and identify asset location data
- Next steps:
  - Confirm assets with TAC
  - Collect spatial data

### Screenshots of Regional and Statewide Asset Maps



CORPUS CHRISTIMPO

HIGH STREET

&

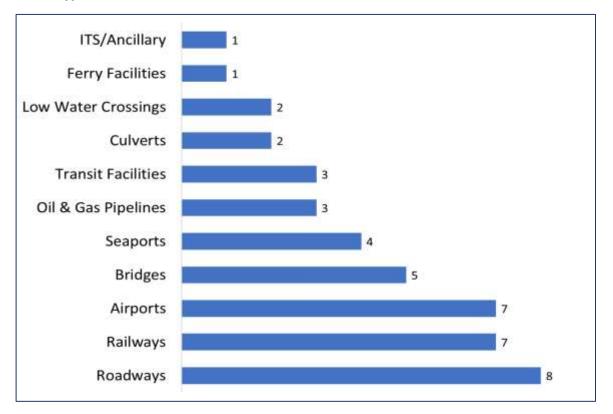


## **Plans and Studies**

## Several plans or studies referenced specific assets, including:

- Texas Statewide Resiliency Plan
- TxDOT Statewide Freight Resiliency Plan
- Central Texas Extreme Weather and Climate Change Vulnerability Assessment of Regional Transportation Infrastructure
- Climate Change/Extreme Weather Vulnerability and Risk Assessment for Transportation Infrastructure in Dallas and Tarrant Counties
- Impacts of Climate Change and Variability on Transportation Systems and Infrastructure: The Gulf Coast Study, Phases 1 and 2
- Texas Coastal Resiliency Study
- Nueces County Hazard Mitigation Action Plan Draft
- City of Corpus Christi Emergency Operations Center
- Corpus Christi Regional Transit Authority Emergency Preparedness Policy
- Nueces Regional Flood Plan

### Asset Types References in the Literature Review





### & **HIGH STREET**

## **Data Assessment**

Location and at least some criticality data available:

- Roadways -
- Bridges
- Large Culverts
- Ferry Facilities

Assets	HIFLD	TxDOT OpenData Portal	TxDOT Planning Map	Texas Railroad Commission	GeoRED	The Coastal Bend HES	TWDB
Roadways	9	9!	9!		9!	9!	
Railroads	9	9	9		9	9	
Airports	9	9			9	9	
Bridges		9!	9!				
Seaports		9	9				
Oil and Gas Pipelines	9	9		9	9		
Transit Facilities	9				9		
Large Culverts		91					
Small Culverts							
Low Water Crossings						[]	9
Ferry Facilities	9!				9		
ITS/Ancillary Assets							

Some Criticality Information Available

## Asset Recommendations

## Propose moving four asset classes to next stages of analysis:

- Roadways
- Bridges
- Large culverts
- Ferry facilities
  - Outside of Corpus Christi MPO Planning Area but is one of two exits from the island; still critical infrastructure



Asset Class	Recommended	Literature Review	Location	Criticality
Roadways	✓	✓	×,	✓
Bridges	~	~	✓	✓
Large Culverts	~	~	✓	✓
Ferry Facilities	~	~	✓	✓
Railways		1	✓	
Airports		~	$\checkmark$	
Seaports		✓	✓	
Oil & Gas Pipelines		~	$\checkmark$	
Transit Facilities		~	✓	
Low Water Crossings		~	✓	
Small Culverts		~		
ITS/Ancillary Assets		✓		

Agenda Item 5D - Attachment 1



# Task 3) Identify Hazards (ongoing)

: HAZARD IMPACT AND PLANNING TOOL

### **Approach for Phase 1:**

- **Review literature** to establish • which hazards other plans or studies consider
- Review data resources and • identify which hazards have data available in Corpus Christi region
- Next steps: •
  - Confirm hazards with TAC
  - Interrogate data to see if • there is useful differentiation *within* the Corpus Christi region
  - Collect spatial data •

### Screenshots of Regional and National Hazard Maps

National Risk Index

**Census Tract View** 

FEMA

Legend

**Risk Index** 

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O

County View

0 7 11 5

Social Vulnerability Community Resilience

▼. Field a country or address Q

Layers

CORPUS CHRISTIMPO

HIGH STREET

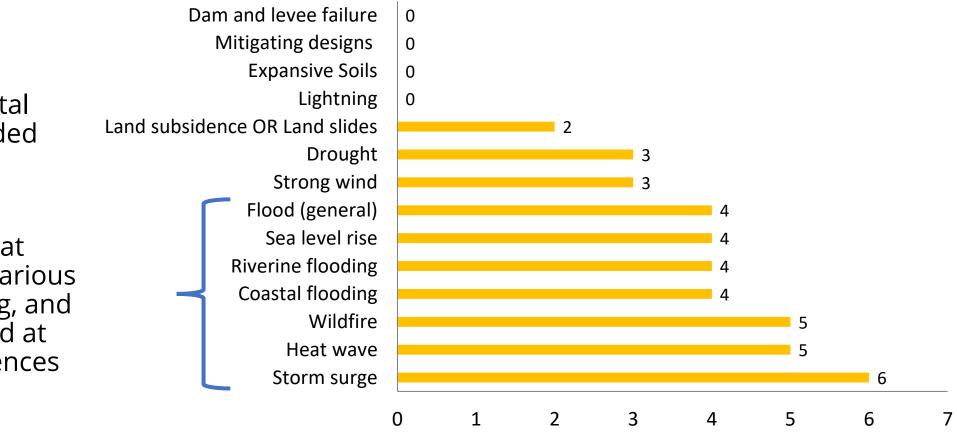
Explore the Map

&



## **Hazards Summary**

- Ten out of 24 total resources included specific hazards
- Storm surge, heat wave, wildfire, various types of flooding, and sea level rise had at least four references





### & **HIGH STREET**

#### **Hazard Data Summary** 📕 Very Hig Relatively H Relatively Moderate The same hazards also had detailed spatial hazard Ongoing research to identify and Relatively Low No Bating information available from at least one data source assess data for remaining hazards Expected Annual Loss » Social Vulnerability « Community Resilient » Risk Index Basemaps Land Dam and Cold Mitigating Sea level Flood Riverine Expansive Heat Coastal Strong Storm Wildfire Lightning Drought slides/ levee Wave (General) flooding flooding Wind Soils designs wave surge rise subsidence failure Number of References 6 5 5 4 4 4 2 0 0 0 0 0 **GeoRED Hazard Impact** $\checkmark$ and Planning Tool Scenarios **FEMA National Risk** $\checkmark$ $\checkmark$ $\checkmark$ $\checkmark$ $\checkmark$ $\checkmark$ $\checkmark$ Index Landslides $\checkmark$ **Coastal Bend Hurricane** $\checkmark$ **Evacuation Study Scenarios Climate Central Risk** $\checkmark$ Scenarios Zone Map $\checkmark$ **Texas Floodplain Quilt** USDA Web Soil Survey $\checkmark$

## **Thank You**

HIGH STREET

Task Order Authorization 2023.9A

Agenda Item 5D - Attachment 1



METROPOLITAN PLANNING ORGANIZATION

Date:	September 15, 2023
То:	Technical Advisory Committee (TAC)
From:	Craig Casper, Senior Transportation Planner
Through:	Robert MacDonald, Transportation Planning Director
Subject:	Item 5E: Corpus Christi MPO Functional Classification of Roads
Action:	Information Only

#### **Summary**

The Corpus Christi MPO staff is working with a consultant to update the federal functional classification of roads. FHWAs document *Highway Functional Classification: Concepts, Criteria and Procedures, 2013 Edition,* describes the procedures and processes for assigning functional classifications to roadways and adjusting urban area boundaries. The Federal-aid system has matured significantly. A significant proportion of new functional classification designations occur from improvements and modifications to existing roads and corridors, rather than from designations on new roadways and corridors.

Federal legislation continues to use functional classification in determining eligibility for funding under the Federal-aid program. Functional classification also carries with it expectations about roadway design, including its speed, capacity and relationship to existing and future land use development. As MPOs continue to use of a performance-based management approach, functional classification is increasingly important in setting expectations and measuring outcomes for preservation, mobility and safety.

MPOs request functional classifications according to how the roadway is functioning in the current year only. With regard to future routes, roads can be reclassified if they are included in the approved Transportation Improvement Program (TIP) and will be under construction within 4 years. Roadways serve two primary travel needs: access to/egress from specific locations and travel mobility. While these two functions lie at opposite ends of the continuum of roadway function, most roads provide some combination of each. Currently, Federal and State funding programs assign a substantial share of capital and operating resources to the Principal Arterial



system, in comparison to lower functional classifications. Likewise, expectations for condition and performance tend to be higher for the higher functional classifications.

The upcoming Green Book version 8 includes new guidance on planning and development improvements to urban thoroughfares; describes the relationship, compatibility and tradeoffs that may be appropriate when balancing the needs of different types of users, adjoining land use contexts, along with environmental and community interests.

#### Attachments:

- 1. TxDOT Standard Operating Procedures for changing Functional Classification 2022.
- 2. Existing Functional Classification and National Highway System Maps

### Agenda Item 5E



**Transportation Planning and Programming Division** 

The purpose of this document is to provide our transportation partners with the tools and guidance necessary to make informed planning decisions relating to the Functional Classification (FC) of our Texas roadway system. The basic premise is that there are two primary roadway functions: <u>Access and Mobility</u>. All roadways serve one of these functions and in some cases both.

The three components of our functional classification system are arterials, collectors, and local. These functional classifications (FC 1 = Interstate, FC 2 = Other Freeways and Expressways, FC 3 = Other Principal Arterial, FC 4 = Minor Arterial, FC 5 = Major Collector, FC 6 = Minor Collector, and FC 7 = Local) define the role each roadway plays in serving our local communities, long-distance travel, and freight needs by connecting people and goods. In addition, the functional classification defines the role of roadway characteristics such as speed, capacity, and existing and future land use development, as well as determining the eligibility for funding under the Federal-aid program.

The information provided below is intended to help create a better understanding of how to process a request for functional classification changes to the Federal Highway Administration for consideration and approval.

### **Background Information**

- TPP Functional Classification Overview Presentation
- FHWA Highway Functional Classification Concepts, Criteria, and Procedures (2013 Edition)
- § 470.105 Urban area boundaries and highway functional classification

### **TxDOT Statewide Planning Maps**

- View **Map of Official Federal Functional Classification** by turning on the "Functional Classification & Urban Areas" Overlay.
- View **Map of Official Federal National Highway System (NHS)** by turning on "National Highway System" Overlay.

### When does Functional Classification (FC) change?

FC changes are triggered when:

- 1. New roadways are built or extended
- 2. Existing roadways are realigned or reconstructed (includes added capacity projects)
- 3. Traffic patterns or volumes change
- 4. Land use patterns change

In the above occurrences, attention should be paid to the subject road as well as intersecting/nearby roads. To minimize denials or time delays and ensure FHWA acceptance, be aware of hierarchy, i.e.: a higher classified road <u>should not</u> end at a lower classified road. A basic tenet of the functional classification system is continuity and relationship to adjacent functionally classified roadways - a roadway's functional classification should not transition to a different classification unless doing so at an



intersection or where it meets another roadway whereby traffic may enter or exit. Additionally, a roadway may not receive a functional classification above 'Local' unless traffic volumes can support the need.

### When is the ideal timing to address FC?

FC should be addressed when a project first appears in the TIP – approximately four years before construction or when the preliminary engineering phase of a new location project is listed or grouped in the STIP. Changes in land use, traffic patterns, and traffic volumes, regardless of the presence of a highway project, may also necessitate an FC change.

### When should a request for a project-induced FC change be submitted?

FC requests should be submitted and approved before a project is let for construction. If a federally funded project results in an FC change, <u>under no circumstances should it be allowed to let without prior</u> <u>FC approval by FHWA.</u> Doing so could be considered misappropriation of federal funds and could subject TxDOT to severe consequences or penalties.

Do not submit changes for the sole purpose of making a roadway eligible for federal funding.

If a roadway is eligible for *regular* federal aid, it will <u>not</u> be eligible for federal disaster recovery.

### Steps for a FUNCTIONAL CLASSIFICATION CHANGE on the National Highway System (NHS)

TPP's Systems Planning, Statewide Planning Branch takes the lead on those requests pertaining to routes that fall outside MPO Boundaries. TPP's Systems Planning MPO Coordinators are responsible for functional classification change requests within MPO Boundaries. Both will go through similar steps (steps 2 through 10 apply also to FC changes not attributed to a highway project):

1. If the new or revised FC is the product of a road project, District staff enter existing and proposed FC in TxDOTCONNECT (TxC) as shown below: (see detailed instructions)

Functional Classification	Begin Mile Points	End Mile Points	Most Restrictive Proposed Class	
Major Collector	NA	NA	Rural major collector or urban collector street - 5	
Lanes		Existing	Proposed	
Number of Main Lanes		2	4	
Туре		Rural Undivided	(Conventional) Rural Divided	
Length		0.6	0.672	
Number of Frontage Lanes		NA		
Туре		NA		
Length		NA		

- 2. TPP Systems Planning staff will request draft maps from TPP Data Management as soon as the application is received (see detailed instructions).
  - a. Map or Data Request-SharePoint Link (request type should be 'Functional Class Map')
- 3. Submit a *draft FC change request*, consisting of the items below (see detailed instructions).



*For projects within MPO boundary:* The MPO submits the request to TPP's MPO Coordinator and District staff. *For projects outside MPO boundary:* The District submits the request to the TPP Systems Planning Section.

- a. Email subject: "[MPO] FC Change Request"
- b. List of changes (Google Street View links)
- c. Draft map(s) (as shown in <u>Attachment 2</u>) showing the proposed change(s) including clearly labeled:
  - i. Urban boundary
  - ii. Current development (aerial photo, Google Street View)
    - 1. Land use
    - 2. Major traffic generators
  - iii. Proposed facility(ies) with associated proposed FC
  - iv. Existing facilities with associated FC hierarchy and AADT
- 4. Provide rationale for each change
- 5. Validate request change
  - a. *For FC change requests within MPO boundary:* District staff, MPO, and TPP MPO Coordinator work together. Once change is validated, MPO Policy Board formally approves changes via resolution (as shown in <u>Attachment 4</u>).
  - b. For FC change request outside MPO boundary: District staff and TPP's Statewide Planning Branch work together. The District must obtain a letter of support from the city(ies) or county(ies) (as shown in <u>Attachment 4</u>).
- 6. The district completes the <u>FC change request memo</u>. The template can be found on the <u>Shared</u> <u>Drive</u> with an example provided in <u>Attachment 3</u>.
  - a. District emails FC Change Request Memo with MPO's resolution or local government's letter of support to:
    - i. TPP Systems Planning Section Director (Casey Wells)
    - ii. TPP MPO Coordinator (*if within MPO boundary*)
  - b. Carbon copy:
    - i. Statewide Planning Branch Manager (Adriana Torcat)
    - ii. Roadway Inventory Branch Manager (Jeremy Rogers) (if outside MPO boundary)
- 7. TPP's Statewide Planning Branch Manager processes and monitors the *draft change request* to completion.
  - a. For FC change requests within MPO boundary: TPP MPO Coordinator provides assistance
- 8. TPP Systems Planning staff store all documents on the shared drive in the <u>Functional</u> <u>Classification folder</u> using the following naming convention: YYYY-MM-DIS-xxxxxx.
  - a. YYYY = Year; MM = Month; DIS = District; xxxxxxx = Road Name(s)
- 9. After TPP's review, the Statewide Planning Branch prepares and sends the FC Request packet by official TxDOT letter (<u>Attachment 1</u>) to the FHWA division office staff member responsible for functional class changes (currently Genevieve Bales).
- 10. Once FHWA approves the change and notifies TxDOT by email, the approval is forwarded to Data Management to produce the final maps, and to the District and MPO Coordinator (if applicable) for awareness. The Statewide Planning Branch and MPO Coordinators update the <u>Statewide SharePoint tracking log</u>, and the Districts updates the information in TxC.



### Steps for a FUNCTIONAL CLASSIFICATION CHANGE – Additional Details

### Entry of Request into TxDOTCONNECT

If the new or revised FC is the product of a road project, District staff enter existing and proposed FC in TxC.

In addition to the items listed above, the following are needed in the *draft FC change request*:

- TIP (or MTP or UTP) entry
- Estimated let date
- Estimated open-to-traffic date

Submit changes using the following format:

Roadway	From	То	Existing	Proposed	Length	Rationale	Project	Municipality
			FC	FC	(mi)		Information	
Main St.	1 <sup>st</sup> St.	10 <sup>th</sup>	Major	Minor	0.4	Future project	Estimated	[city, county,
		St.	Collector	Arterial		to convert	Opened to	MPO]
						from 2-lane	Traffic: April	
						undivided to	2021	
						4-lane divided		
						to serve		
						increased		
						traffic due to		
						anticipated		
						new school		
						construction.		

#### **Request for Draft & Final Maps**

FHWA requires specific Functional Classification maps. Because turnaround for producing a map could take three weeks or longer, it is important to submit your request to the Roadway Inventory Branch, who handle the assets in TxDOT's GRID application, as soon as possible.

Request the required maps on the <u>SharePoint Map or Data Request site</u> shown below. Include an email to <u>Jeremy Rogers</u> so that he is aware of the mapping request. Once the map is ready, a .pdf will be sent via email along with submittal packet by TPP Systems Planning to FHWA for consideration.



	gement Section Administration TPP Main Mapping Roadway Inventory St Or Data Request ©	atewide GIS	Search this site	0 •			
DM Wiki Products	Turn around time is 2 to 3 weeks. Please be spec	cific and detailed wi	th your request.				
Monday Meetings Map or Data Request	Review options below then <u>Click here to Add a New Request</u> . Add an Alert to monitor progre						
Leave Requests Data Management Calendar	Map Sizes 7.5 x 10 (PowerPoint, less detailed)	30 x 30 (High detail, large for	mat)				
Presentations	8.5 x 11 (Letter)	30 x 40 (High detail, largest size available to mount for free)		e)			
Shared Documents Bios	11 x 11 11 x 17 (Tabloid)	36 x 36 (High detail, cost to r 34 x 44 (High detail, cost to r					
Pictures SOPs	22 x 34	42 x 42 (Most detailed, larges		nt) *			
2018 EOY Data Check City Limit Updates	* Mounting this size requires additional cost to requestor due to external	printing					

### Statewide SharePoint tracking log

Log all requests for Functional Class Change on the SharePoint site shown below.

	Data Management	Freight Trade			ninistration Public Involv	vement Systems Planning	Traffic Analysis	UTP/Portfolio Performance		
>	SP Wiki		+ N	ew 🖉 Edit	Edit in grid view	ビ Share 🐵 Copy link	💬 Comment	前 Delete   分 Auto	mate 🗸 🛛 …	
	SP_Leave_Reques	its								
	Calendar		FC_NI	HS_Update						
$\sim$	Libraries			Status $\vee$	System Type $\vee$	Hwy Route $\vee$	From DFO $\vee$	To DFO $\lor$	District $\vee$	County $\vee$
$\sim$	Lists				FC	IH0035-KG	230.000	250.000	Austin	Travis
$\sim$	Discussions		۲	TPP Received	FC	TL0045-KG	0.000	3.905	Austin	Travis
	Pages									
	FC_NHS_Update									



#### **ATTACHMENT 1**

#### Letter to FHWA requesting Change(s)

DocuSign Envelope ID: 64F95551-25A0-4D3B-98D2-A5F11C19A407



125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

December 13, 2021

Mr. Al Alonzi Division Director Federal Highway Administration 3300 East 8th Street, Suite 826 Austin, TX 78701

Attention: Genevieve Bales

Dear Mr. Alonzi:

For your review and approval is the following Functional Classification (FC) request for a new roadway location in Dawson County, in the Lubbock District.

Roadway	From	То	Length (mi)	Rationale	Current FC	Proposed FC
SH 349 Extension	SH 137	US 87	1.7	To support the area's petroleum production and agricultural industries by providing corridors for safe and efficient movement of people, vehicles, and goods.	N/A	Principal Arterial

This request proposes to functionally classify the State Highway (SH) 349 extension from SH 137 to US 87 as principal arterial. SH 349 is a new location facility.

Attached is the FC submittal for the roadway listed in the table above. This submission includes a map showing the location of the roadway, the recommended functional classification, and documentation from Dawson County and the Lubbock District supporting these changes.

If you have any questions or need additional information, please contact Peggy Thurin at (512) 486-5024.

Sincerely,

cuSigned by: Jussua Butter

Jessica Butler, PE. Director, Transportation Planning and Programming Division

> OUR VALUES: People • Accountability • Trust • Honesty OUR MISSION: Connecting You With Texas

> > An Equal Opportunity Employer



Mr. Al Alonzi

2

December 13, 2021

#### Attachments:

cc: Brandye L. Hendrickson, Deputy Executive Director, Planning and Administration, TxDOT Caroline A. Mays, AICP, Director, Planning and Modal Programs, TxDOT Steven P. Warren, P.E., Lubbock, District Engineer, TxDOT Kylan A. Francis, P.E., Lubbock, Transportation Planning and Development Director, TxDOT Casey Wells, Transportation Planning & Programming Division, Systems Planning Section Director, TxDOT Robert Ramirez, Transportation Planning & Programming Division, Planner, TxDOT

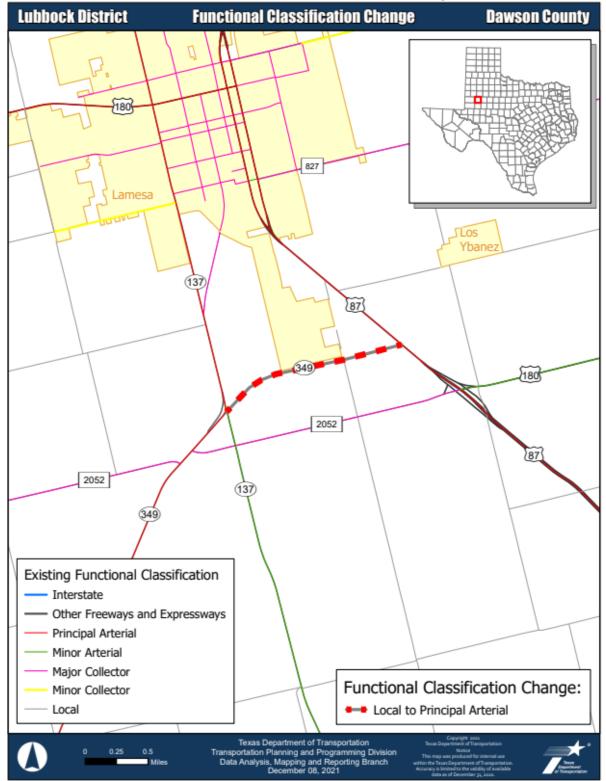
> OUR VALUES: People + Accountability + Trust + Honesey OUR MISSION: Connecting You With Texes

> > An Equal Opportunity Employer

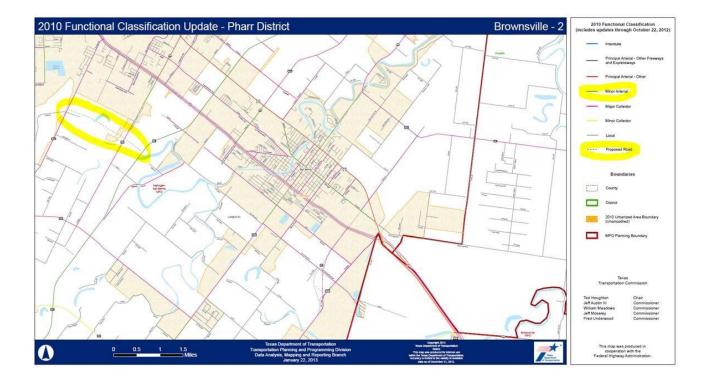


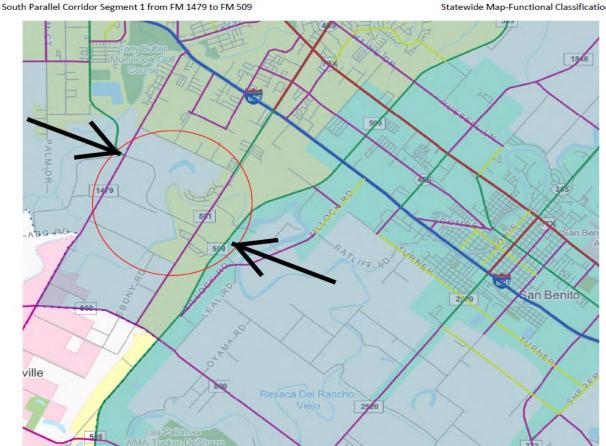
### **ATTACHMENT 2**

Maps (including those generated by TxDOT's Roadway Inventory Branch), Aerials, Street View photos, and Additional Information New Location Example



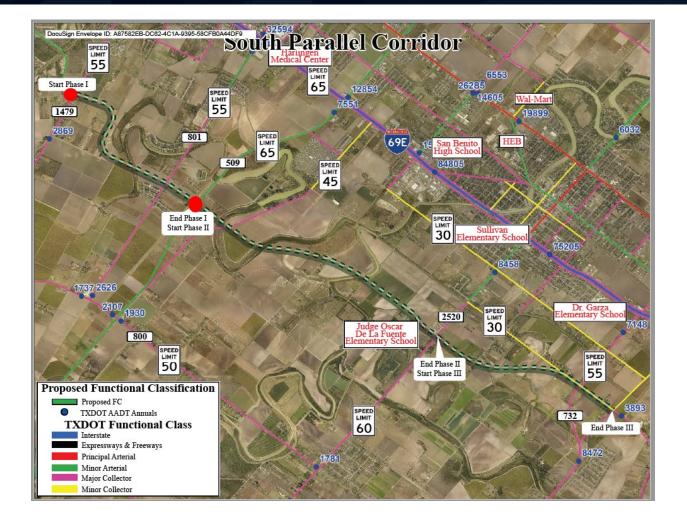






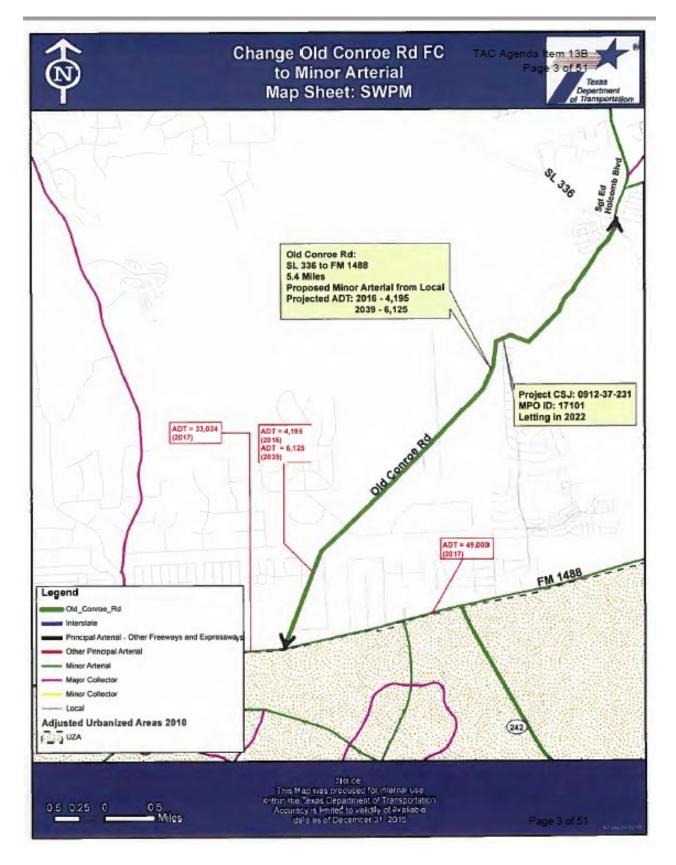
Statewide Map-Functional Classification



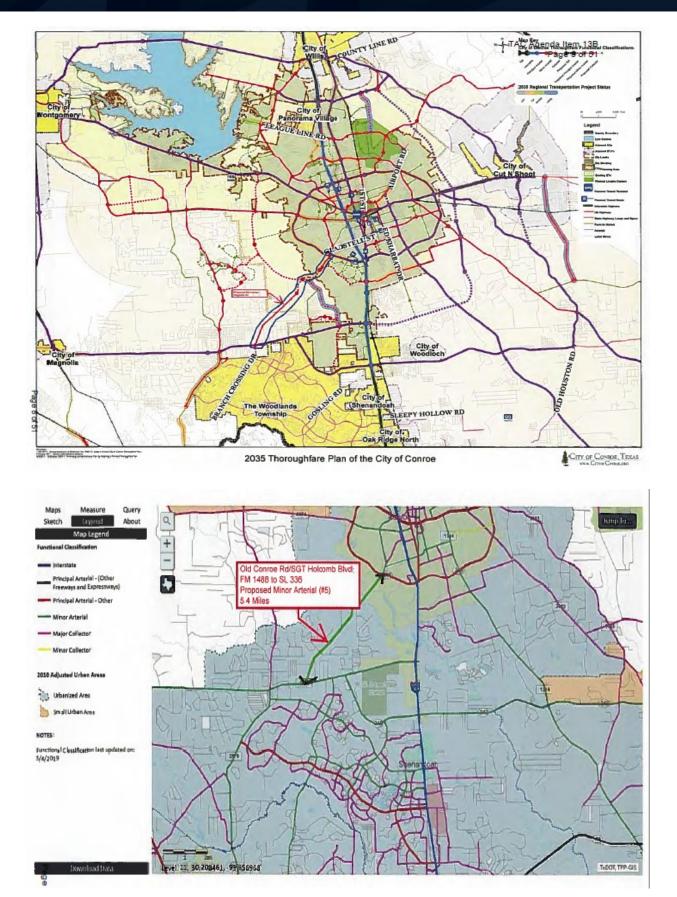




#### **Existing Road Example**



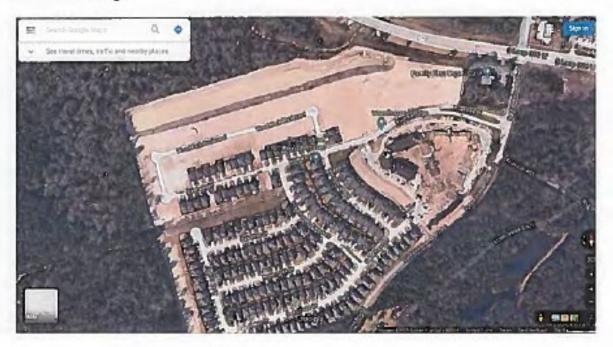






Old Conroe Rd/SGT ED Holcomb Blvd Vicinity Maps showing Land Use Activities Page 12 of 51

#### Woodhaven Village



Old Conroe Rd and City of Conroe WWTP



Old Conroe Rd (2-Lane Undivided) and City of Conroe WWTP



Old Conroe Rd/SGT ED Holcomb Blvd Vicinity Maps showing Land Use Activities Page 13 of 51



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More all 3

Old Conroe Rd and Lake Forest Drive



Old Conroe Rd and Lake Forest Drive



Old Conroe Rd/SGT ED Holcomb Blvd Vicinity Maps showing Land Use Activities Page 14 of 51

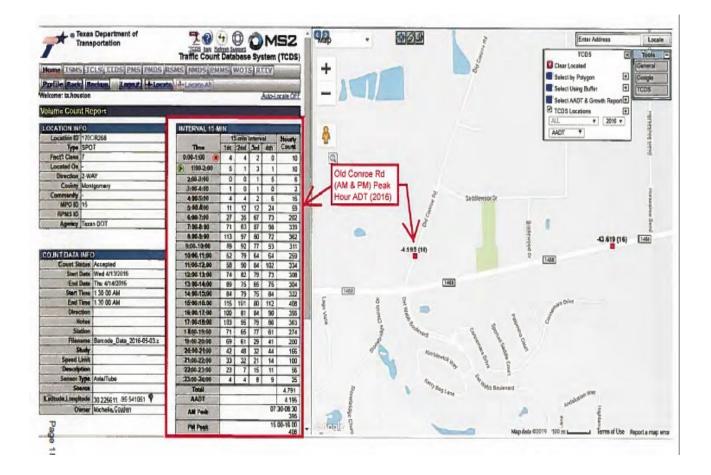


Old Conroe Rd (2-Lane Undivided) at FM 1488



Old Conroe Rd (2-Lane Undivided) at FM 1488







#### **ATTACHMENT 3**

**TPP's Functional Classification Request Memo** 

#### (completed by District)





To:	Peggy Thurin, P.E. Director, Systems Planning Section, TPP
Through:	Mary Champine, MPO Liaison MC Transportation Planner III 05
From:	Melba R. Schaus, P.E.
Subject:	South Parallel Corridor (Segment 1) CSJ #0921-06-241 Federal Functional Classification Request

The South Parallel Corridor – Segment 1 is in Cameron County, part of the Pharr District, and is being submitted for your review and approval. Below is the project information, and also attached to this memo is the supportive documentation from the RGVMPO and local government.

Facility Name:	South	Parallel	Corridor	Seg 1
	CSJ # 08	21-08-241	L	

Map Sheet: Brownsville - 2 (2010 FC Map) (must be linked to mep location)

No

Limits: FM 1479 to FM 509

Old FC: none

Exact Mileage: <u>N/A</u> (to 10th of e mile)

New FC: Minor Arterial

Exact Mileage: 2.4 (to 10th of a mile)

Jurisdiction (local government / MPO): Rio Grande Valley MPO

Has consultation with the local government / MPO occurred? (Yes)



#### Justification for FC Change:

The South Parallel Corridor (SPC) Segment 1 is a 2-lane rural roadway with shoulders which was let in FY 2014. The new construction of this facility was completed in May 2016. In the 2010 functional classification map, this roadway segment was identified as a proposed Minor Arterial. The roadway has sufficient ROW in place to accommodate a 4-lane urban section when funding becomes available. The SPC Segment 1 connects to an existing Minor Arterial, Dixieland Road, which was designated to alleviate congestion along IH-2 and serve as an inter-county travel corridor by creating an option to link cities and larger towns such as the Harlingen Commercial shopping district to the remainder of southern rural area of Cameron County.

We are requesting formal approval of this functional classification change. Attached are maps showing the location(s) and supportive documentation recommending functional classification for this roadway. If you have any questions or need additional information, please contact me at (956) 702-6181.

#### Attachments:

- MPO Letter/Resolution & Map
- Statewide FC Planning Map
- LG Memo request



#### **ATTACHMENT 4**

Resolution by MPO Policy Board endorsing change(s)

or

Letter from city or county official

(for requests originating outside MPO area)



### CITY OF HOUSTON.

Planning and Development

Sylvester Turner

Mayor

Margaret Wallace Brown Interim Director P.O. Box 1562 Houston, Texas 77251-1562

T. 832.393.6600 F. 832.393.6661 www.houstontx.gov

August 14, 2019

Mr. Charles U. Airiohuodion Senior Transportation Planner Texas Department of Transportation P.O. Box 1386 Austin, TX 77251

RE: Greenhouse Road; FM 529 to US 290 and Saums Road to Clay Road; Request to Reclassify FHWA Functional Classification to Minor Arterial

Dear Mr. Airiohuodion:

The City of Houston supports Harris County's request to reclassify Greenhouse Road to a minor arterial based upon the current and the forecasted ADT. Please feel free to contact me should you have any questions.

Sincerely, 700 ann

Sharon Moses-Burnside, J.D., M.S. Transportation Division Manager Planning & Development Department



Functional Classification Update and Urban Boundary **Consultation Verification Form - County** 

I, David Wigley (printed), County Judge (or representative) of the County of VOSBU

, verify that TxDOT has consulted with me on matters regarding functional

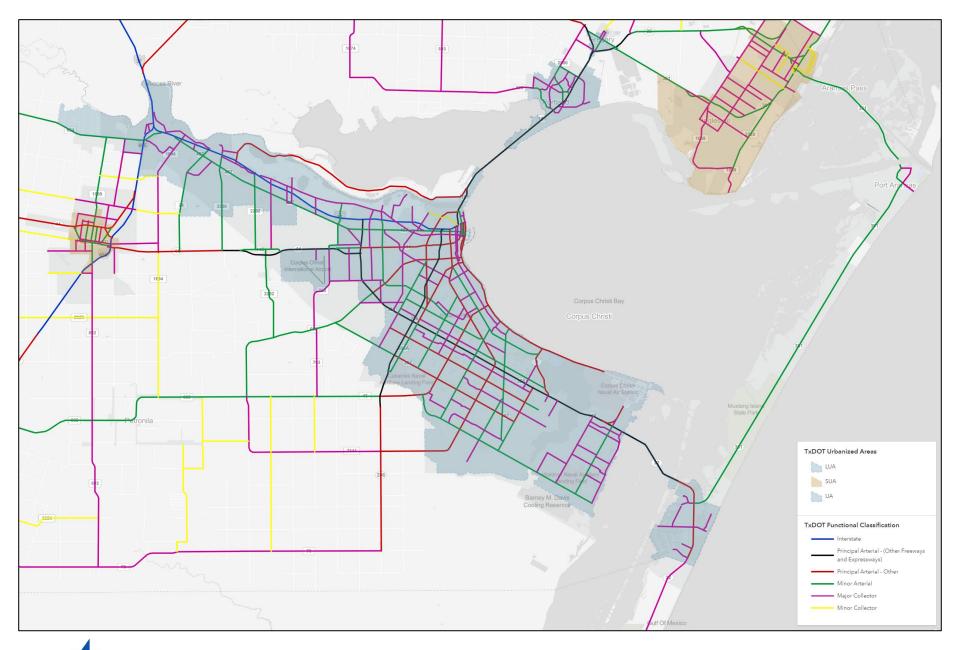
classification updates and urban boundary smoothing.

County Judge (or representative) Signature

David hligher

Date: 9-27-18

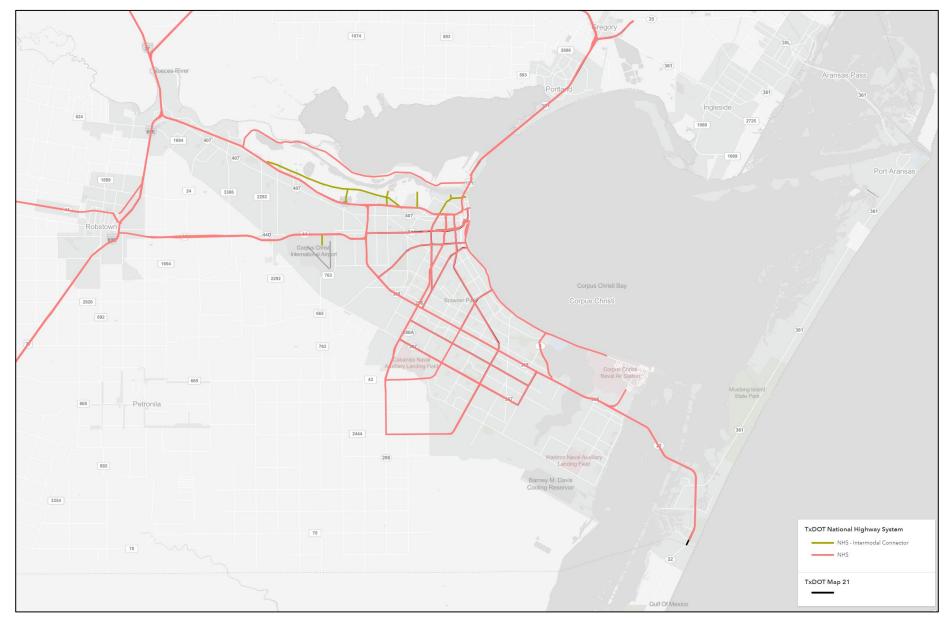
LBB District TP&D recommends FM 378 from US 82 to west FM 40 functional classification be updated from a minor collector to a major collector.



TxDOT: Urbanized Areas and Existing Functional Classification Map

of Transportation

Agenda Item 5E - Attachment 2





### **TxDOT: National Highway System Map**

### Agenda Item 5E - Attachment 2



METROPOLITAN PLANNING ORGANIZATION

Date:	September 15, 2023
То:	Technical Advisory Committee (TAC)
From:	Craig Casper, Senior Transportation Planner
Through:	Robert MacDonald, Transportation Planning Director
Subject:	<u>Item 6A</u> : Corpus Christi MPO Regional Coordination Group for Federal Transportation Grants Update
Action:	Review and Discuss Grant Proposals and Coordination

#### <u>Summary</u>

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 invited 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 <u>four years</u> 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 most recent **Corpus Christi MPO FY 2023 Competitive Grant Summary Table** is provided as Attachment 1. New for this month is the Notices of Funding Opportunity (NOFO) for:

• FY 2023 Thriving Communities Program Announcement (See Attachment 2)

The deadline for this grant is October 8, 2023.

### **Federal Grant Results**

The most recent awards of federal funds were through the Federal Highway Administration's **Accelerated Innovation Deployment (AID) Program**. The Texas Department of Transportation (TxDOT) was awarded \$1,000,000 for the **Accelerated Innovation Deployment (AID) Program** (see Attachment 3).

### **Members and Discussion Topics**

The Corpus Christi RTA is planning to submit a FY 2023 **Reconnecting Communities and Neighborhoods (RCN)** Grant (See Attachment 4).

### **Attachments**

- 1. Corpus Christi MPO FY 2023 Competitive Grant Summary Table
- 2. FY 2023 Thriving Communities Program Announcement
- 3. Biden-Harris Administration Grants to Accelerate Innovation Deployment (AID) Program TxDOT
- 4. CCRTA FY 2023 Reconnecting Communities and Neighborhoods (RCN) Grant Application Memo

Program	Description	Eligible Entity	2023 Deadline
	Transportation Safety, Equity, Resilience	& Other	
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Provides grants for surface transportation infrastructure projects that will have a significant local or regional impact (aka Local and Regional Project Assistance).	State, MPO, Local Government	2/28/2023
Nationally Significant Multimodal Freight and Highway Projects (INFRA)	Provides grants for multimodal freight and highway projects of national or regional significance.	State, MPO, Local Government, FLMA	8/21/2023
<u>National Infrastructure</u> <u>Project Assistance</u> (Mega)	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</u> <u>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	7/24/2023
Safe Streets and Roads for All	Provides grants to support local initiatives to prevent transportation- related death and serious injury on roads and streets (commonly referred to as "Vision Zero" or "Toward Zero Deaths" initiatives).	MPO, Local Government	7/10/2023
Thriving Communities	Ensure disadvantaged communities adversely and/or disproportionately affected by environmental, climate, and human health policy outcomes have the technical tools and organizational capacity to comprehensively plan for and deliver guality infrastructure projects and community development projects.	<u>State, Local,</u> <u>MPO, Transit</u>	<u>11/28/2023</u>

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

Program	Description	Eligible Entity	2023 Deadline
Reconnecting Communities and Neighborhoods (RCN) Program Capital Construction	Provides grants for projects focused on reducing environmental harm and improving access in disadvantaged communities.	State, MPO, Local Government	9/28/2023
Reconnecting Communities and Neighborhoods Pilot (RCN) Program Community Planning	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
Reconnecting Communities Pilot (RCP) Program Regional Partnerships Challenge	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</u> <u>Federal Lands and</u> <u>Tribal Projects</u> (NSFLTP) Program	Provides grants to Tribes and Federal land management agencies to complete projects that will provide substantial benefits to their communities or parklands.	State, Local Governments, Tribes	9/6/2023
	Transportation Safety, Equity, Resilience	& Other	
Advanced Transportation Technologies and Innovative Mobility Deployment	Provides grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.	State, MPO, Local Government	
Strengthening Mobility and Revolutionizing Transportation (SMART)	Projects utilizing innovative technology to Improve Transportation Efficiently and Safety	State, MPO, Local Government, Public Transit	10/10/2023
Accelerated Innovation Deployment (AID) Demonstration Program	Provides grants to support the pilot/demonstration of innovations on projects, in areas such as planning, financing, operations, pavements, structures, materials, environment, and construction.	State, FLMA, *MPO & Local Government through State	

Program	Description	Eligible Entity	2023 Deadline
<u>Charging and Fueling</u> <u>Infrastructure Grants</u> <u>Program (Community</u> <u>Charging)</u>	Provides grants for projects to develop electric vehicle charging and hydrogen, propane, and natural gas fueling infrastructure access along alternative fuel corridors throughout the country, including in rural areas, low- and moderate-income neighborhoods, and communities with a low ratio of private parking spaces to households or a high ratio of multiunit dwellings to single family homes.	State, MPO, Local Government, FLMA	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	6/13/2023
Promoting Resilient Operations for Transformative, Efficient, and Cost- saving Transportation (PROTECT) Discretionary Grants	Provides grants for activities that enable communities to address vulnerabilities to current and future weather events, natural disasters, and changing conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities.	State, MPO, Local Government, *FLMA with State	8/18/2023
	Transit & Intercity Rail	l	L
<u>Transit-Oriented</u> <u>Development Planning</u>	Integrating land use and transportation Planning in new fixed guideway and core capacity transit project corridors	FTA Grantees	10/10/2023
Railroad Crossing Elimination Program	Railway Grade Separation		Summer 2023 (TBA)
<u>Areas of Persistent</u> Poverty Program	Increase transit access for the underserved communities 5307, 5310, and 5311		3/10/2023
<u>FEMA Transit Security</u> <u>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
Low/No Emission Bus Program	Support the transition to the clean and efficient transit vehicles	Public Transit	4/13/2023
Capital Investment Grants (CIG)	Fixed guideway investments, rapid rail, commuter rail, light rail, streetcars, bus rapid transit, ferries	State and Local Government	

Program	Description	Eligible Entity	2023 Deadline	
Bus and Bus Facilities Competitive Grants	Bus and Bus Facility Procurements	Public Transit	4/13/2023	
	Port & Freight			
Port Infrastructure Development	Port Safety, Reliability, Efficiency		4/28/2023	
America's Marine Highway Program	Marine Highway development and expansion		4/28/2023	
Reduction of Truck Emissions at Port Facilities	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	
Airport Terminals Program	Terminal Development Projects thatState, Localaddress the aging air infrastructure atGovernment,large, medium, and small hub airportsTransit Agency			

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### Thriving Communities

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2023 Thriving Communities Program

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Resources

### FY 2023 Thriving Communities Program Announcement

### Biden-Harris Administration Announces Next Phase of Thriving Communities Grant Program to Help More Communities Unlock Access to Historic Infrastructure Investments

September 12, 2023

*New program helps guide disadvantaged, rural and Tribal communities as they navigate the federal funding process* 

WASHINGTON -- The U.S. Department of Transportation (DOT) released a Notice of Funding Opportunity (NOFO) for up to \$22 million in grants to provide technical assistance and a Call for Letters of Interest from communities seeking support through the <u>Thriving Communities Program</u>. The Biden-Harris Administration launched the program in 2022 to prepare state, local, Tribal and territorial governments to better access historic levels of federal funding for projects in their communities. Earlier this year, DOT <u>announced</u> that four Capacity Builder teams received \$21.15 million to provide technical assistance to 64 communities.

The Thriving Communities Program (TCP) provides intensive technical assistance to under-resourced and disadvantaged communities to help them identify, develop, and deliver transportation and community revitalization opportunities. Those communities receive in-kind support from Capacity Builders funded through the TCP to prepare grant application materials and undertake predevelopment and project delivery activities including deploying innovative community engagement, workforce development, and clean technology strategies. There is no cost for communities to receive support through the program.

"No one understands a community's unique transportation needs better than the people who actually live there—yet many small communities don't have the resources or capacity to secure the funding for infrastructure projects," **said U.S. Transportation Secretary Pete Buttigieg.** "The Thriving Communities Program is all about empowering communities to better access federal dollars so they can realize their own visions for better infrastructure and transportation."

For the FY 2023 program, DOT has added a Thriving Communities Regional Pilot Program set-aside to which states, Tribes, and regional planning organizations can apply. This set-aside will allow pilot program participants to provide TCP activities at a state or regional scale to communities within their jurisdictions. This year, DOT anticipates funding at least four pilots at approximately \$1 million each.

DOT also anticipates funding at least three National TCP Capacity Builder Program teams, at approximately \$5 million each, to collectively support approximately 50 communities that are selected and assigned by DOT into one of three "Communities of Practice" based on their unique technical assistance needs. The TCP will prioritize those communities working to advance projects to improve health outcomes; reduce housing and transportation costs; preserve or expand jobs and increase reliable mobility options for disadvantaged households to better access health care, food, education, and other essential destinations.

"The regional approach offered under TCP is an excellent complement to the other capacity building opportunities offered by the <u>Build America Bureau</u>," **said DOT's Build America Bureau Executive Director Morteza Farajian.** "Building capacity at the local level and creating peer exchanges will help communities leverage every resource possible to advance their projects using innovative solutions."

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The Call for Letters of Interest (LOI) from communities seeking support from the program is open until November 15 while the NOFO for Capacity Builders is open until November 28. The NOFO will provide funding for organizations to provide technical assistance, planning and capacity building support to recipients under the Thriving Communities Program. Capacity Builders are encouraged to apply as a team and may include non-profits, philanthropic organizations, and other qualified technical assistance providers including academic and for-profit organizations.

More information on how to submit a LOI to participate in the Thriving Communities program can be found <u>here</u>.

Thriving Communities follows through on the commitment by the Biden-Harris Administration to ensure that all communities have an equal opportunity to benefit from federal infrastructure funding. DOT's technical assistance is part of the <u>Thriving Communities Network</u>, an interagency initiative among the Departments of Transportation, Housing and Urban Development, Energy, Commerce, and Agriculture, as well as the General Services Administration, FEMA, and the Environmental Protection Agency. This week the White House is publishing an updated guide to federal technical assistance resources and convening TCN capacity builders and philanthropic partners working to ensure all parts of country, especially under-resourced communities, have the capacity to access the historic funding provided through the Bipartisan Infrastructure Law and the Inflation Reduction Act.

DOT will host a series of webinars to provide more information both to interested communities and capacity builders. More information on the series can be found <u>here</u>. DOT anticipates announcing recipients in early 2024.

The TCP is one of several tools being provided by DOT to ensure every community has an equal opportunity to access federal transportation funding and financing to deliver transformative infrastructure projects. Additional technical assistance resources can be found on the DOT Navigator at www.transportation.gov/dot-navigator.

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Last updated: Tuesday, September 12, 2023

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#### Agenda Item 6A - Attachment 2

### Biden-Harris Administration Announces \$8.8 Million in Grants to Accelerate Innovation in Highway Projects as Part of President Biden's Investing in America Agenda

Tuesday, August 22, 2023 FHWA 29-23 Contact: <u>FHWA.PressOffice@dot.gov</u> Tel: (202) 366-0660

WASHINGTON – The U.S. Department of Transportation's (USDOT) Federal Highway Administration (FHWA) today announced \$8.8 million in grants for 10 projects in eight States and the District of Columbia to encourage the use of tools that can improve safety on bridges and in work zones. The grants, which can also be used for other innovative transportation technologies such as ultra-high-performance concrete to digital mapping programs, are provided by FHWA's Accelerated Innovation Deployment (AID) Demonstration program and complement President Biden's Investing in America agenda that is rebuilding our nation's infrastructure and creating a manufacturing and innovation boom.

"Innovation is essential for the future of transportation infrastructure and these grants will help our State, local, and Tribal partners to improve safety, increase the resilience of our transportation infrastructure, and combat the climate crisis," said **FHWA Administrator Shailen Bhatt**. "The grants, along with additional funding from the President's Bipartisan Infrastructure Law, will bring more innovations to America's road, highway, and bridge projects."

The AID Demonstration Program, with funding provided under the Bipartisan Infrastructure Law, provides incentive grants and other resources to offset the risk of implementing a transportation innovation. The incentive funding, distributed through a competitive discretionary grant process, allows Tribal Governments, State Departments of Transportation (DOTs), Federal land management agencies, and local governments to accelerate the implementation and adoption of innovation in highway transportation and demonstrate state-of-the-art technologies. Metropolitan planning organizations and local governments can also apply in partnership with State DOTs.

The program is housed within FHWA's Technology and Innovation Deployment Program, supports the dissemination and deployment of proven transportation innovations through any phase of a highway transportation project including project planning and delivery and system operations. The AID grants build on FHWA's efforts to collaborate with State, local and Tribal governments, as well as Federal land management agencies, to accelerate the use of innovations and reduce project delivery time.

Since the AID program was launched in February 2014, FHWA has awarded more than \$95.7 million for 127 grants to help agencies speed up their use of innovative practices, tools and technologies, including those supported under FHWA's <u>Every Day Counts</u> (EDC) program. EDC is a State-based program model that identifies and rapidly deploys proven yet underutilized innovations that will more quickly make the U.S. transportation system adaptable, sustainable, equitable, and safer for all.

The following grants, announced today, were solicited on a rolling basis through a multi-year Notice of Funding Opportunity that closed on September 28, 2021.

### Accelerated Innovation Deployment Demonstration Program Grants:

Agency	Amount	Project Description
Arizona Department of Transportation (ADOT)/Maricopa County Department of Transportation District of Columbia Department of Transportation (DDOT)	\$970,000 \$1,000,000	ADOT, in conjunction with Maricopa County, will use its grant for the "Next Generation Freeway and Arterial Work Zones" project that will deploy smart work zone technologies in order to share real-time data from active construction areas that can improve agency monitoring processes, enhance safety for workers, and improve traveler information tools. DDOT will use Ultra-High Performance Concrete (UHPC), an Every Day Counts innovation supported by FHWA, to prolong the life of a bridge and reduce the environmental and social impacts of future major repairs or reconstruction. The project location, Bridge 0070-Southern Avenue over Suitland Parkway in Anacostia, was selected from the District's inventory of 210 bridges as a demonstration site to study the impact of using
Iowa Department of Transportation (Iowa DOT)/Buena Vista County	\$1,000,000	UHPC. The Iowa DOT and Buena Vista County will use Validated Intelligent Compaction and Geospatial Data Collaboration technologies to map and identify Iowa's gravel road network and create an asset management tool. The data will be accessible to county engineers across the State of Iowa and used to calculate performance indicators and remaining service life on those roads.
Iowa DOT	\$1,000,000	Iowa DOT will use E-ticketing, Digital As-Builts, and other technologies as part of an asset management pilot project designed to schedule timely and critical repairs. The project will also feature a Digital Delivery Workflow to transition Iowa's project delivery from a two-dimensional, plan-centric model to a three-dimensional environment encompassing a digital twin of the infrastructure.
Maine Department of Transportation (Maine DOT)	\$800,000	Maine DOT's pilot project will be used to improve the agency's ability to manage data through the use of sensors, social media platforms, third-party data providers, and specially developed mobile apps. Maine DOT also expects the project to provide insights on how to recognize, respond to, and analyze incidents statewide.
Montana Department of Transportation (MDT)	\$1,000,000	MDT will use its grant to start an asset management program for retaining walls along the 12,923 miles of MDT routes that are currently undocumented. The project will establish a comprehensive database for tracking, inspecting, and rating the walls. It will also develop a planning tool to guide MDT decision-making, improve infrastructure resilience in response to climate change, and minimize adverse effects on low-income and minority populations caused by detours and road closures in the future.

Agency	Amount	Project Description
North Dakota Department of Transportation (NDDOT) Oklahoma Department of	\$532,500 \$839,807	Vehicles often strike bridges in North Dakota due to incorrect routing based on the vehicle's size, inaccurate measurements, or incorrect permitting. NDDOT will address this issue by deploying oversize vehicle measuring system technology. This pilot will deploy the technology in Minot and near Mooreton. ODOT will use UHPC to repair and replace 18 expansion joints
Transportation (ODOT)		and 18 fixed joints of the Northbound and Southbound I-35 Cimarron Overflow bridges. If the pilot project, which is designed to minimize environmental impacts by reducing construction time and making more durable repair, is successful, ODOT will consider using this type of concrete for future projects.
Pennsylvania Department of Transportation (PennDOT)	\$700,000	PennDOT will deploy Targeted Overlay Pavement Solutions, an EDC innovation supported by FHWA, that feature Stone Matrix Asphalt and Highly Modified Asphalt in projects in five of its Engineering Districts. The pavement solutions enhance overlay performance for both asphalt and concrete pavements, reduce maintenance, maximize previous investments through extended service life of pavement structures, reduce congestion through the need for less work zones, increase skid resistance, improve resiliency in flood-prone areas, and reduce noise.
Texas Department of Transportation (TxDOT)	\$1,000,000	TxDOT will deploy Traffic Speed Deflection Device technology in select TxDOT districts to collect data on the structural condition of pavements using a non-contact doppler laser without the need for traffic control. Data collected as part of the project is expected to improve TxDOT's annual treatment planning program.
TOTAL	\$8,842,307	



Board of Directors Meeting Memo

September 13, 2023

**Subject:** Adopt a Resolution to Support Reconnecting Communities and Neighborhoods (RCN) Grant Funding Opportunity

### Background

The Office of the Secretary of Transportation released a joint Notice of Funding Opportunity (NOFO) for the Reconnecting Communities Pilot (RCP) and Neighborhood Access and Equity (NAE) programs for fiscal year (FY) 2023. This combines two major discretionary grants into one NOFO, with the combined program now known as the Reconnecting Communities and Neighborhoods (RCN) program. RCP and NAE will remain separate programs for the purpose of awards, but will share many common characteristics, including:

- Prioritizing disadvantaged communities
- Aiming to improves access to daily needs (jobs, education, healthcare, food, etc.)
- Fostering equitable development and restoration
- Reconnecting communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity including to mobility, access, or economic development

US Department of Transportation (USDOT) has combined the two programs into a single NOFO to provide more efficient application process. USDOT will consider eligibility for both programs through a single application.

As a public authority with a transportation function, CCRTA is an eligible lead applicant for NAE Capital Construction grants. There is up to \$2.57 billion in Capital Construction Funds available.

The application needs to be submitted by 10:59 p.m. (Central Time) on Thursday, September 28, 2023.

### **Identified Need**

The RCN program funding prioritizes funding for serving disadvantaged communities, urban and rural balance, geographic diversity, and organizational diversity. The grant funds would be used to construct a rural transfer station with park and ride capabilities and supporting electrical infrastructure.

The rural transfer station is located adjacent to the Richard M. Borchard Fairgrounds, which is identified as disadvantaged in five burden thresholds (climate change, energy, health, housing, and workforce development.)

The electric infrastructure would be utilized by CCRTA's fleet as the organization plans to purchase 3 electric vehicles through the 2024 Capital Improvements Program.

The project would advance key national and local priorities such as providing access to good-paying jobs, improving transit affordability and reliability, advancing community health and environmental justice, and contributing to the President's goal of net-zero emissions by 2050.

### **Financial Impact**

The estimated amount requested is not to exceed \$3,878,902 (with electrical infrastructure). The grant application would cover 80% of costs (\$3,103,121.60) with CCRTA covering 20% (\$775,780.40).

#### Recommendation

Staff requests the Board of Directors adopt a Resolution to Support Reconnecting Communities and Neighborhoods (RCN) Grant Funding Opportunity by authorizing the Chief Executive Officer or designee to execute and submit an application.

Respectfully Submitted,

Submitted by:

Rita Patrick Managing Director of Public Relations

Final Approval by:

Derrick Majchszak Chief Executive Officer

### Corpus Christi Regional Transportation Authority



### Resolution

### IN SUPPORT OF A RURAL TRANSFER STATION & ELECTRIC INFRASTRUCTURE

WHEREAS, the Corpus Christi Regional Transportation Authority is pursuing the construction of a rural transfer station in Robstown, Texas in order to improve transportation accessibility for the region's workforce in order to enhance the regional economy and create greater economic sustainability.

WHEREAS, the Corpus Christi Regional Transportation Authority has a long-term goal of alternative and diversified forms of transportation, and is planning for supportive electric infrastructure.

### NOW THEREFORE, BE IT RESOLVED BY THE CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY BOARD OF DIRECTORS THAT:

Section 1. The Board hereby declares its support for the development of a rural transfer station in Robstown, Texas in order to improve transportation accessibility for area workforce and create greater economic sustainability.

<u>Section 2.</u> The Board also declares its support for electric infrastructure to support electric transportation in order to improve air quality and community health.

Section 3. The Board further declares its intention to support the exploration of grant opportunities for the rural transportation facilities and electric infrastructure which would improve transportation accessibility for the service area's workforce, reduce operating costs, and enhance safety and reliability for our transit system.

**DULY PASSED AND ADOPTED** this \_\_\_\_\_ day of September, 2023.

### ATTEST:

### CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY

Derrick Majchszak Chief Executive Officer Dan Leyendecker Chairman of the Board