



TRANSPORTATION POLICY COMMITTEE (TPC) REGULAR MEETING AGENDA

2:00 P.M., Thursday, April 6, 2023

Corpus Christi City Hall Council Chambers, 1201 Leopard Street, Corpus Christi, TX 78401

1. **CALL TO ORDER AND QUORUM DETERMINATION**

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

Opportunity for public comments for any items not on the Agenda and within the TPC'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 TPC 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 FEBRUARY 2, 2023 TPC REGULAR MEETING MINUTES** ☒

4. **ACTION ITEMS FOR REVIEW, DISCUSSION AND POSSIBLE ACTION**

A. **Adoption of 2023 Pavement and Bridge Condition (PM2) and System Performance and Freight (PM3) Performance Measures and Targets** ☒

Action: Review, Discuss, Receive Public Comments and Possible Action

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

Action: Review, Discuss, Receive Public Comments and Possible Action

5. **INFORMATION ITEMS FOR REVIEW, DISCUSSION AND COMMENTS**

A. **New Harbor Bridge Presentation and Update** ☒

B. **Regional Traffic Safety Task Force Update** ☒

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

6. **PROPOSED EXECUTIVE SESSION**

EXECUTIVE SESSION: PUBLIC NOTICE is given that the Transportation Policy Committee may elect to go into an Executive Session anytime during the meeting to discuss matters listed on the Agenda, when authorized by the provisions of the Open Meetings Act, Chapter 551 of the Texas Government Code. In the event the Transportation Policy Committee elects to go into Executive Session regarding an agenda item, the section or sections of the Open Meetings Act authorizing the Executive Session will be publicly announced by the presiding officer. In accordance with the authority of the Government Code, Vernon's Texas Codes, Sections 551.071, 551.072, 551.073, 551.074, 551.076, 551.086, the Transportation Policy Committee will hold an Executive Session to consult with attorney(s) including matters related to litigation; deliberate regarding real property; prospective gift(s); personnel matters, including

termination; security devices; and/or economic development negotiations and other matters that may be discussed in an Executive Session. Upon completion of the Executive Session, the Transportation Policy Committee may in an open session take such action as appropriate on items discussed in an Executive Session.

7. POSSIBLE ACTIONS TO AMEND THE EMPLOYMENT CONTRACT OF THE TRANSPORTATION PLANNING DIRECTOR

8. MEMBER AGENCY STATEMENTS FOR ITEMS OF COMMUNITY INTEREST

9. UPCOMING MEETINGS:

- | | |
|---|----------------|
| A. Regional Traffic Safety Task Force Meeting: | April 6, 2023 |
| B. Technical Advisory Committee Regular Meeting and Workshop: | April 20, 2023 |
| C. Regional Small Area Forecast Task Force Meeting: | April 20, 2023 |
| D. Transportation Policy Committee Regular Meeting: | May 4, 2023 |
| E. Regional Traffic Safety Task Force Meeting: | May 4, 2023 |

10. Adjourn

 - Indicates attachment(s) for the agenda item.

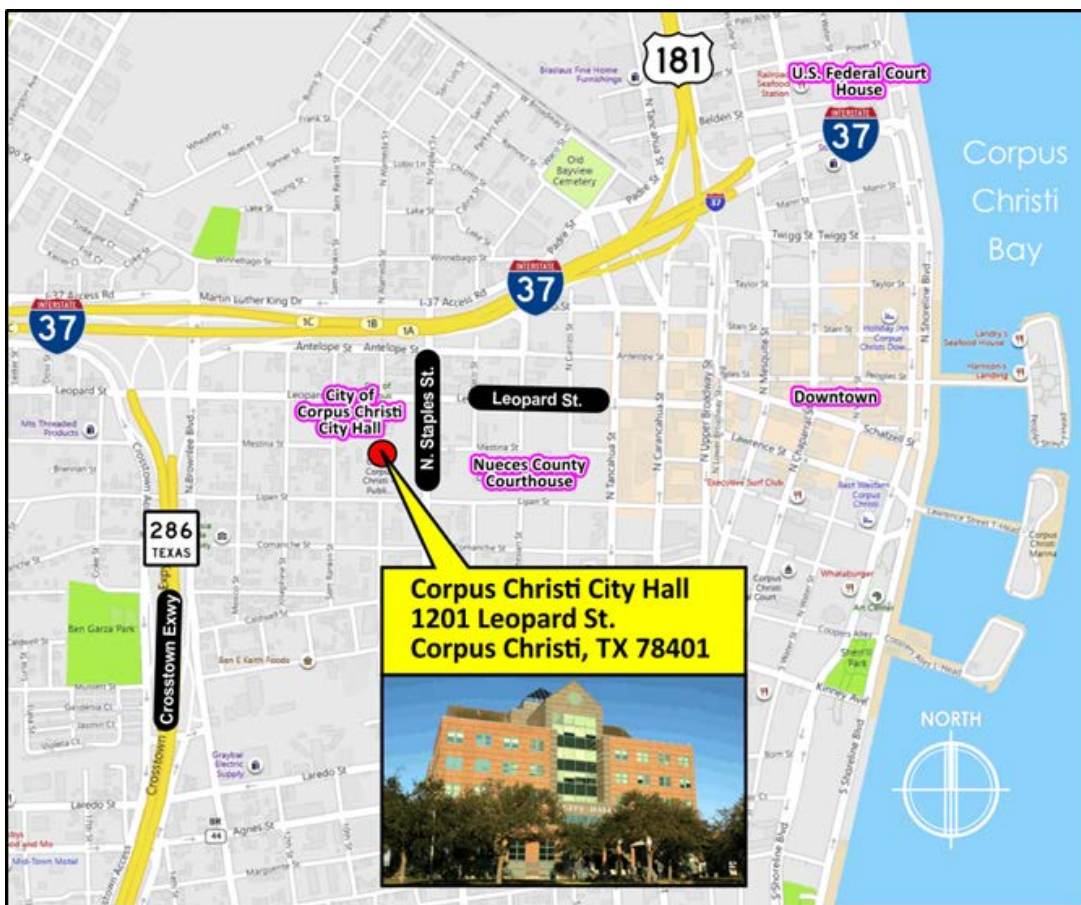
This Transportation Policy Committee meeting will be available to watch online through [LiveStream](#).



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

All 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 MPO at (361) 884-0687 at least 48 hours in advance so that appropriate arrangements can be made.

MEETING LOCATION MAP



**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION POLICY COMMITTEE (TPC) REGULAR MEETING MINUTES**

February 2, 2023

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

TPC Chair Judge Krebs called the meeting to order at 2:01 p.m.

TPC Members Present:

Judge David Krebs, San Patricio County

Mayor Cathy Skurow, City of Portland

Mr. Dan Leyendecker, Corpus Christi Regional Transportation Authority

Mr. Valente Olivarez, Jr., P.E., TxDOT Corpus Christi District

Ms. Mary Esther-Guerra, Nueces County Assistant Attorney

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

2. Public Comments for items not on the Agenda

None were made or offered.

3. Approval of the January 5, 2023, Transportation Policy Committee meeting minutes

Mr. Leyendecker made a motion to approve the January 5, 2023, TPC Meeting Minutes. Mr. Olivarez Jr. seconded; the motion passed unanimously.

4. ACTION ITEMS FOR REVIEW, DISCUSSION AND POSSIBLE ACTION

A. Adoption of 2023 Safety (PM1) Performance Measures and Targets

For the past 10 years, federal regulations have required state DOTs, MPOs, and Transit agencies use performance-based planning to ensure investment decisions use adopted goals and performance measures. As presented in the January TPC meeting, the Corpus Christi MPO is required to adopt the Safety (PM1) Performance Measures and Targets annually. The Corpus Christi MPO can establish its own Performance Measures and Targets or support and adopt the TxDOT's Performance Measures and Targets; the Corpus Christi MPO has historically been adopting and supporting the TxDOT Performance Measures and Targets and the Corpus Christi MPO staff and the Technical Advisory Committee (TAC) recommended to support and adopt the State Performance Measures and Targets for 2023 and release the draft resolution for one-month public comment period.

The Safety (PM1) measures and targets are for achieving a significant reduction in traffic fatalities and serious injuries. There are five individual measures for Safety: Number of Fatalities, Rate of Fatalities per 100 million vehicle miles traveled (VMT), Number of Serious Injuries, Rate of Serious Injuries per 100 million VMT, and Number of Non-Motorized Fatalities and Serious Injuries. The Agenda Item 4A memo provided the TxDOT's 2023 Safety Performance Measures and Targets on page 1 and relevant performance measures and targets for the Corpus Christi MPO region on page 2 for illustration purposes. The 2023 Strategic Highway Safety Plan (SHSP) was attached as a reference of how TxDOT sets these Measures and Targets.

Mr. Casper informed the TPC that the total number of fatalities on Texas roadways in 2022 already exceeded the 2022 Target, however; the number of serious injuries were lower than the target. The Corpus Christi MPO staff developed and launched the Crash Data Dashboard which shows regional crash data from 2017 to 2021. The Dashboard is available on the Corpus Christi MPO website. Interestingly, the number of fatalities has been increasing since the pandemic and this trend is happening not only in the Corpus Christi region but nationwide.

The Corpus Christi MPO did not receive any public comment on the Safety (PM1) Performance Measures and Target and its draft resolution as of February 2, 2023.

Mayor Skurow inquired how the VMT is determined and how the increasing population is adjusted in these numbers. Mr. Casper answered that (1) the VMT is calculated by adding up all the miles driven by all the cars and trucks on the roadways. TxDOT uses a private company, INRIX, which calculated VMT by using a complex algorithm, and (2) these numbers are based on the VMT, for example, if the population in the region increases, the VMT will go up and vice versa.

Mr. Zahn made a motion to adopt the 2023 Safety (PM1) Performance Measures and Targets Resolution. Mayor Skurow seconded; the motion passed unanimously.

5. INFORMATION ITEMS FOR REVIEW, DISCUSSION AND COMMENTS

A. New Harbor Bridge Update

Mr. Olivarez provided the monthly update on the Harbor Bridge Project. The construction work is progressing on the North and South Towers, one of the issues TxDOT required Flatiron/Dragados to correct. The North Tower foundation footprint work is currently ongoing and after the North Tower foundation work is completed, the South Tower foundation work will be begun. TxDOT is expecting SH 286 and I-37 interchanges and North Beach area would be open after the roadwork is completed. The hiring effort is continuing and there is a job fair at the Port area on February 4, 2023.

Mayor Skurow mentioned that she receives many questions regarding the Harbor Bridge and requested Mr. Olivarez, if TxDOT can provide information on what the issues are and what is being done for these issues - in layman's terms, so the public knows what is going on. Mr. Olivarez agreed to prepare a narrative for the major five issues to share with the public.

B. Regional Traffic Safety Task Force Update

Mr. Casper informed the TPC that Regional Traffic Safety Task Force would hold a meeting on February 2, 2023, after the TPC meeting. The agenda was provided for reference. As mentioned, the Corpus Christi MPO would introduce the newly developed and launched regional Crash Data Dashboard to the Task Force. The state-of-the-art crash analysis software, Vision Zero Suite, developed by DiExSys, would be presented. The software has the capabilities to analyze and diagnose crashes and provide potential solutions with a benefit and cost ratio for each solution. The Corpus Christi MPO would utilize this software to analyze intersections and road segments where fatal or serious injuries occurred. Also, since the Regional Traffic Safety Task Force is comprised of diverse members including Law Enforcement and Independent School Districts, the Corpus Christi MPO staff would analyze these members' locations of concern as well. The Regional Traffic Safety Task Force would be briefed on two safety plans, Regional Safety Action Plan (RSAP) and Regional Safe System Plan (SSP) that they would help the Corpus Christi MPO staff to develop. The RSAP is not required by the Federal Highway Administration (FHWA) but having this plan opens eligibility for federal funding to the Corpus Christi MPO and our partner entities. US Department of Transportation (US DOT) just announced the Safe Streets and Roads for All (SS4A) Grants awarded projects and the list of awarded projects in Texas and the project descriptions is distributed as a handout. The City of Austin (\$22.8M), the City of Houston (\$28.8M), and the City of San Antonio (\$4.4M) are awarded the implementation funding and twenty-five entities received a total of \$16.7 million funding for developing their RSAP. The SSP is a required plan and the Corpus Christi MPO will work on it with a consultant team. Also, there is a statewide effort for roadway safety and the Task Force members would be informed of its current status.

Mr. Olivarez inquired if the RSAP is the deliverables that the Corpus Christi MPO or the partner agencies can apply for additional funding. Mr. Casper answered the Corpus Christi MPO staff is expecting to develop the plan by identifying at least 20 high crash locations and their solutions with the benefit cost analysis.

C. Small Area Forecast Task Force Update

As approved in the December TPC meeting, the Small Area Forecast Task Force would be formed. The invitation letters signed by the TPC Chair, Judge Krebs, were mailed and currently, about 20 people have accepted and joined this Task Force. The kick-off meeting is to be held on February 16, 2023, right after the TAC meeting, and the draft agenda is provided for reference. They would look at the

demographic forecasting such as population, employment, housing, and so forth that would be the foundation of the Corpus Christi MPO's long-range transportation plan, the 2050 Metropolitan Transportation Plan (MTP). The Corpus Christi MPO would use multiple sources and data such as the State Demographers, TxDOTs, the private sector, and the Water Board's forecast to prepare several scenarios. Mr. MacDonald welcomed the TPC members' comments on this Task Force and their participation.

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

As mentioned in Item 5B, Regional Traffic Safety Task Force, US DOT announced the SS4A awarded projects recently. This grant is for the safety plan implementation and the safety action plan development. The City of Austin, Houston, and San Antonio received a large amount of funding for their safety action plan implementation. The Corpus Christi MPO staff is working on the Regional Safety Action Plan (RSAP) with the Planning (PL) Funds and is getting ready to receive the implementation funds for the region through partner agencies and whoever is eligible to apply. The 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant funding opportunity was announced on December 14, 2022, and the application deadline is February 28, 2023. The US DOT now provides a schedule of these discretionary grants so the applying entities can have more time for planning; the link is provided under Attachments 3. Corpus Christi MPO staff would provide updated information on Federal Discretionary Grants such as Notice of Funding Opportunity and Notice of awarded projects to the TPC.

E. Census Designated Urban Area Update

The 2020 Census Urban Area map was released in January 2023 and Mr. Casper pointed out that there are five or six places where the Census Urban Area is outside of the current Metropolitan Planning Area boundary. As the first step after the Census Urban Area designation, the Corpus Christi MPO staff needs to adjust the Census Urban Area and create the Adjusted Urban Area by smoothing out the boundary to a single contiguous area based on the discussions with State and local entities following FHWA's requirements. For example, part of Flour Bluff is considered a rural area surrounded by urban areas. The new Metropolitan Planning Area Boundary will include areas forecast in the Small Area Forecast to reach urban density by 2050. That is why the Small Area Forecast Task Force is very important in the Corpus Christi MPO's transportation planning process. This process needs to be completed within a year from January 12, 2023. If there isn't agreement on the Adjusted Urban Area, then the Census Urban Area becomes the official designated Urban Area. If this happens, some projects become ineligible for Corpus Christi MPO's funding. The Small Area Forecast Task Force is kicking off this month.

Mr. Olivarez, inquired about the Corpus Christi MPO's Study Area and Metropolitan Area Boundary in the relation to the Regional Parkway. Metropolitan Area Boundary is the area the Corpus Christi MPO is responsible for carrying out the transportation planning process. The Corpus Christi MPO Study Area is wider than the Metropolitan Area Boundary and includes the whole of Nueces County and San Patricio County. Mr. Olivarez asked about the possibility of the Corpus Christi MPO expanding its Metropolitan Area Boundary to the Study Area. There has been a lot of discussions on the Regional Parkway lately. From TxDOT's perspective, the project is not a part of the State Highway System, thus it is not a TxDOT project. However, the project has been in the Corpus Christi MPO's long-range transportation plan. If the Corpus Christi MPO expands its boundary to the Study Area, there are projects eligible for the Corpus Christi MPO's Category 2, 4, and 7 funding, including the Regional Parkway.

Mr. Casper explained that the TPC could choose to use the Metropolitan Statistical Area that includes the whole of Nueces and San Patricio County, then the TPC would be comprised of the current members, and new members from Robstown, Ingleside, Ingleside on the Bay, and Port Aransas. All these areas would compete for funding. As mentioned previously, the Corpus Christi MPO staff, TxDOT staff, and partner agencies as well as the Small Area Forecast Task Force would discuss extensively to

determine the Metropolitan Area Boundary, and TPC members will be informed and receive the recommendation from the TAC.

6. Member Agency Statements for Items of Community Interest: Upcoming events or holidays and acknowledgement.

Mayor Skurow congratulated Judge Krebs' reappointment as First Vice Chairman of the Executive Board and Mr. MacDonald's election as the new executive member of the Advisory Board for the Coastal Bend Council of Government.

7. Upcoming Meetings:

- | | |
|---|--------------------------|
| A. Technical Advisory Committee Regular Meeting Workshop: | January 19, 2023 |
| B. Transportation Policy Committee Regular Meeting: | February 2, 2023 |
| C. Regional Small Area Forecast Task Force Kick-off Meeting: | February 16, 2023 |
| D. Transportation Policy Committee Regular Meeting: | March 2, 2023 |
| E. Regional Traffic Safety Task Force Virtual Meeting: | March 2, 2023 |

8. Adjourn: The meeting adjourned at 2:32 p.m.



Date: March 30, 2023
To: Transportation Policy Committee (TPC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4A: Adoption of Pavement and Bridge Condition (PM2) and System Performance and Freight (PM3) Performance Measures and Targets
Action: Review, Discuss, Receive Public Comments and Possible Action

Summary

Metropolitan Planning Organizations (MPOs) have two options when setting targets for each performance measure:

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

The Corpus Christi MPO staff and the Technical Advisory Committee (TAC) are recommending that the Transportation Policy Committee (TPC) adopt performance measure targets for bridge and pavement condition (PM2) and roadway system performance (PM3). The minimum required national performance measures are listed in the leftmost column of the following table with the TxDOT baseline and adopted targets for both 2-years and 4-years also shown below.

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

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

TxDOT Established PM3 Performance Measures and Targets

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

Background

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

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

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

“(a) Section 134(f) of title 23, U.S.C., and Federal Transit Act section 8(f) (49 U.S.C. app. 1607(f)) list 15 factors that must be considered as part of the planning process for all metropolitan areas. The following factors shall be explicitly considered, analyzed as appropriate, and reflected in the planning process products:

- (1) Preservation of existing transportation facilities and, where practical, ways to meet transportation needs by using existing transportation facilities more efficiently;*
- (2) Consistency of transportation planning with applicable Federal, State, and local energy conservation programs, goals, and objectives;*
- (3) The need to relieve congestion and prevent congestion from occurring where it does not yet occur including:*
 - I. The consideration of congestion management strategies or actions which improve the mobility of people and goods in all phases of the planning process; and*

- II. *In TMAs (MPOs with population over 200,000), a congestion management system that provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operation management strategies (e.g., various elements of IVHS) shall be developed in accordance with Sec. 450.320;*
- (4) *The likely effect of transportation policy decisions on land use and development and the consistency of transportation plans and programs with the provisions of all applicable short- and long-term land use and development plans (the analysis should include projections of metropolitan planning area economic, demographic, environmental protection, growth management, and land use activities consistent with metropolitan and local/central city development goals (community, economic, housing, etc.), and projections of potential transportation demands based on the interrelated level of activity in these areas);*
 - (5) *Programming of expenditures for transportation enhancement activities as required under 23 U.S.C. 133;*
 - (6) *The effects of all transportation projects to be undertaken within the metropolitan planning area, without regard to the source of funding (the analysis shall consider the effectiveness, cost effectiveness, and financing of alternative investments in meeting transportation demand and supporting the overall efficiency and effectiveness of transportation system performance and related impacts on community/central city goals regarding social and economic development, housing, and employment);*
 - (7) *International border crossings and access to ports, airports, intermodal transportation facilities, major freight distribution routes, national parks, recreation areas, monuments and historic sites, and military installations (supporting technical efforts should provide an analysis of goods and services movement problem areas, as determined in cooperation with appropriate private sector involvement, including, but not limited to, addressing interconnected transportation access and service needs of intermodal facilities);*
 - (8) *Connectivity of roads within metropolitan planning areas with roads outside of those areas;*
 - (9) *Transportation needs identified through the use of the management systems required under 23 U.S.C. 303 (strategies identified under each management system will be analyzed during the development of the transportation plan, including its financial component, for possible inclusion in the metropolitan plan and TIP);*
 - (10) *Preservation of rights-of-way for construction of future transportation projects, including future transportation corridors;*
 - (11) *Enhancement of the efficient movement of freight;*
 - (12) *The use of life-cycle costs in the design and engineering of bridges, tunnels, or roads (operating and maintenance costs must be considered in analyzing transportation alternatives);*
 - (13) *The overall social, economic, energy, and environmental effects of transportation decisions (including consideration of the effects and impacts of the plan on the human, natural and man-made environment such as housing, employment and community development, consultation with appropriate resource and permit agencies to ensure early and continued coordination with environmental resource protection and management plans), and appropriate emphasis on transportation-related air quality problems in support of the requirements of 23 U.S.C. 109(h), and section 14 of the Federal Transit Act (49 U.S.C. 1610), section 4(f) of the DOT Act (49 U.S.C. 303) and section 174(b) of the Clean Air Act (42 U.S.C. 7504(b));*
 - (14) *Expansion, enhancement, and increased use of transit services;*
 - (15) *Capital investments that would result in increased security in transit systems; and*
 - (16) *Recreational travel and tourism."*

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

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

2. Agree to support the State DOT targets.

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

Recommendation

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

Proposed Motion

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

Attachments:

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



CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (CORPUS CHRISTI MPO)

DRAFT RESOLUTION 23-04

ADOPTING PAVEMENT AND BRIDGE CONDITION (PM2) AND SYSTEM PERFORMANCE AND FREIGHT (PM3) PERFORMANCE MEASURES AND TARGETS

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

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

WHEREAS, the IIJA requires each MPO to either support the PM2 and PM3 targets established by TxDOT or adopt a separate set of targets no later than 180 days after TxDOT adoption.

NOW, THEREFORE, BE IT RESOLVED that the Corpus Christi MPO Transportation Policy Committee hereby adopts and agrees to support the Texas Department of Transportation targets for the performance measures attached herein.

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

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

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

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

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

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

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

David R. Krebs
 Print Name

ATTEST:

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

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

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



Date: March 30, 2023
To: Transportation Policy Committee (TPC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4B: Adoption of Transit Asset Management (TAM) Plan and Public Transportation Agency Safety Plan (PTASP) Performance Measures and Targets
Action: Review, Discuss, Receive Public Comments and Possible Action

Summary

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

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

Background

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

plans developed under 49 U.S.C. chapter 53 by providers of public transportation.” This includes the long-range plan, the asset management plan, and the Agency Safety Plan. The Federal Transit Administration (FTA)’s National Public Transportation Plan includes guidance that transit agencies and MPOs may consider when setting transit targets. The Corpus Christi MPO must plan, and select for funding, projects that contribute to achieving the adopted goals and targets.

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



Recommendation

The Corpus Christi MPO staff is seeking a decision from the Transportation Policy Committee (TPC) and both the Transportation Advisory Committee and MPO Staff recommend using the Corpus Christi RTA’s TAM and PTASP targets as the Corpus Christi MPO regional targets.

Proposed Motion

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

Attachment:

1. 2022 Transit Asset Management (TAM) Plan 
https://www.corpuschristi-mpo.org/04_studies/04_studies_tc/ccrta_tam_u20221001.pdf
2. 2022 Public Transportation Agency Safety Plan (PTASP) 
https://www.corpuschristi-mpo.org/04_studies/04_studies_tc/ccrta_ptasp_v2_r20231208.pdf
3. DRAFT Resolution 23-05 Adopting Transit Asset Management (TAM) and Public Transportation Agency Safety Plan (PTASP) Performance Measures and Targets



CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (CORPUS CHRISTI MPO)

DRAFT RESOLUTION 23-05

**ADOPTING TRANSIT ASSET MANAGEMENT (TAM) AND PUBLIC
TRANSPORTATION AGENCY
SAFETY PLAN (PTASP) PERFORMANCE MEASURES AND TARGETS**

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

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

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

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

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

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

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

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

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

David R. Krebs
Print Name

ATTEST:

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



Date: March 30, 2023
To: Transportation Policy Committee (TPC)
From: Robert MacDonald, Transportation Planning Director
Subject: Item 5A: New Harbor Bridge Presentation and Update
Action: Information Only

Summary

During the April 6th TPC meeting, representatives of Flatiron/Dragados will provide an update on the construction activities for the New Harbor Bridge.

Additionally, TxDOT will provide updates on other information about the New Harbor Bridge Project that is available.

Background

The Corpus Christi MPO approved the New Harbor Bridge Project funding through its typical processes in the development of the previous and current Transportation Improvement Programs (TIPs) and the Metropolitan Transportation Plans (MTPs) that identify the New Harbor Bridge Project. Subsequently, the Texas Transportation Commission approved the New Harbor Bridge Project through its process including the TxDOT Unified Transportation Program (UTP) and budget/financial approvals.

We anticipate that any actions needed by TxDOT in the future for the New Harbor Bridge Project will be performed by the Corpus Christi MPO through its staff, TAC and TPC, specifically with amendments to the TIP and MTP documents.

Attachment

Slides presented at the March 7th City of Corpus Christi City Council Meeting



US 181 Harbor Bridge Replacement Project



HARBOR BRIDGE

Corpus Christi, Texas

**Corpus Christi City Council
HBP Update * March 7, 2023**

Agenda Item 5A - Attachment

- **HBP Construction Progress**
 - North Approach
 - North Roadworks
 - South Approach
 - South Interchange and Roadworks
 - Pre-Cast Yard
- Local Workforce and Economic Impact
- DBE Goals and WIC Initiatives
- Community Outreach
- Safety and OTJ Training for New Hires
- Cable Stayed Bridge
- Questions







North Beach Roadworks and Utilities





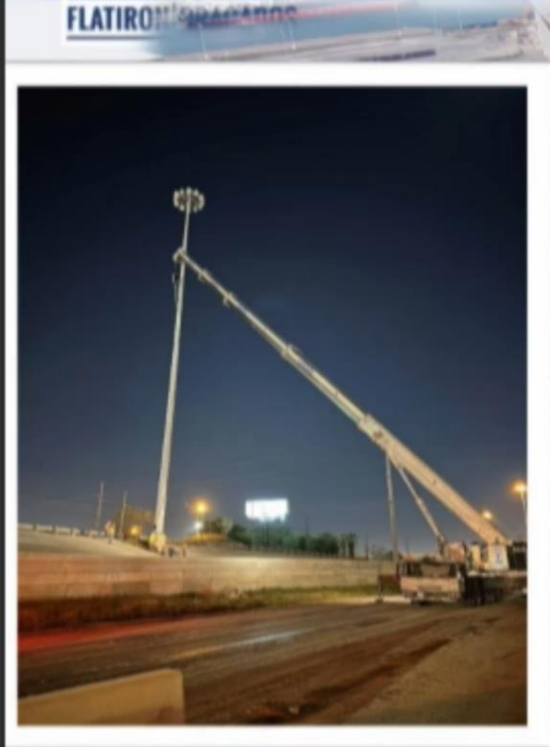
South Approach Construction Progress





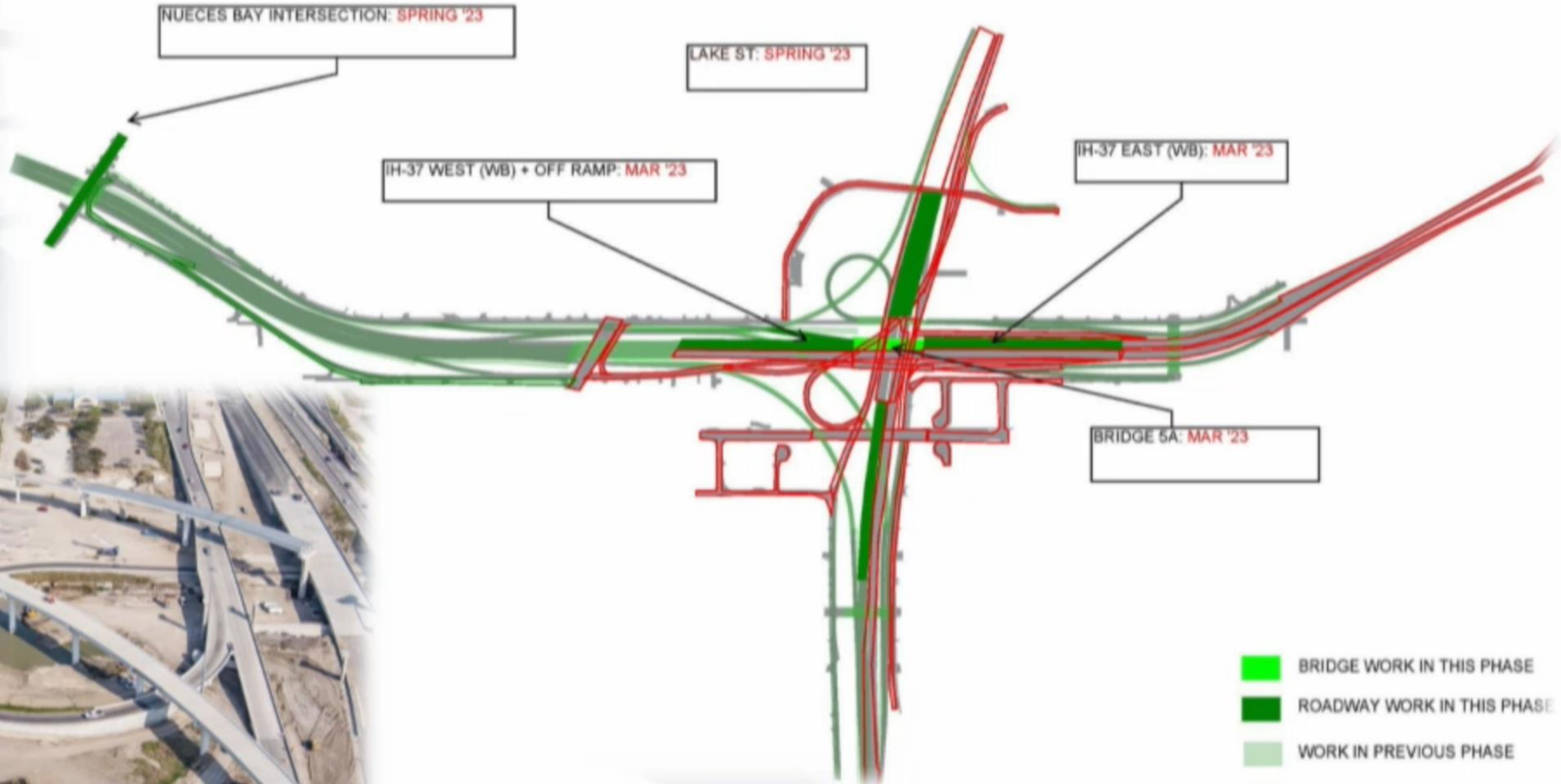
FLATIRON

South Roadworks Construction Progress





South Interchange Milestones





New Roadway on Doss and Mestina Streets





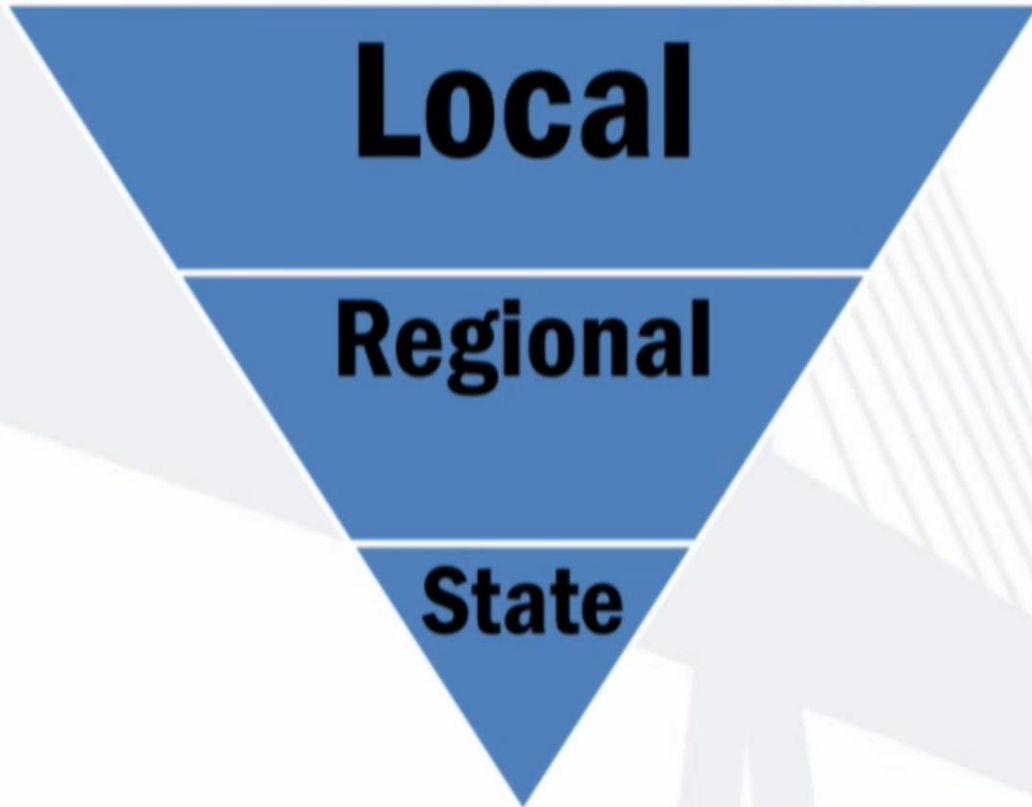


Pre-Cast Yard Construction Progress





Workforce and Local Economic Impact



Commitment to Fuel the Local Economy

HBP Hosted WIC Event March 3

- Ongoing effort to identify and hire Disadvantaged Business Enterprise (DBE) certified subcontractors
- Approximately 30 subcontracted DBE's – several are Small Business Enterprise (SBE) certified
- FDLIC and TxDOT are committed to recruiting Women in Construction (WIC)





- Partnership with Corpus Christi Fire Dept: Ropes Rescue Training – January '23
- Hosted Media Site Visit - October '22
- Education Outreach: TAMUCC Engineering Student Technical Visit – April '23





Safety Recognition and Training

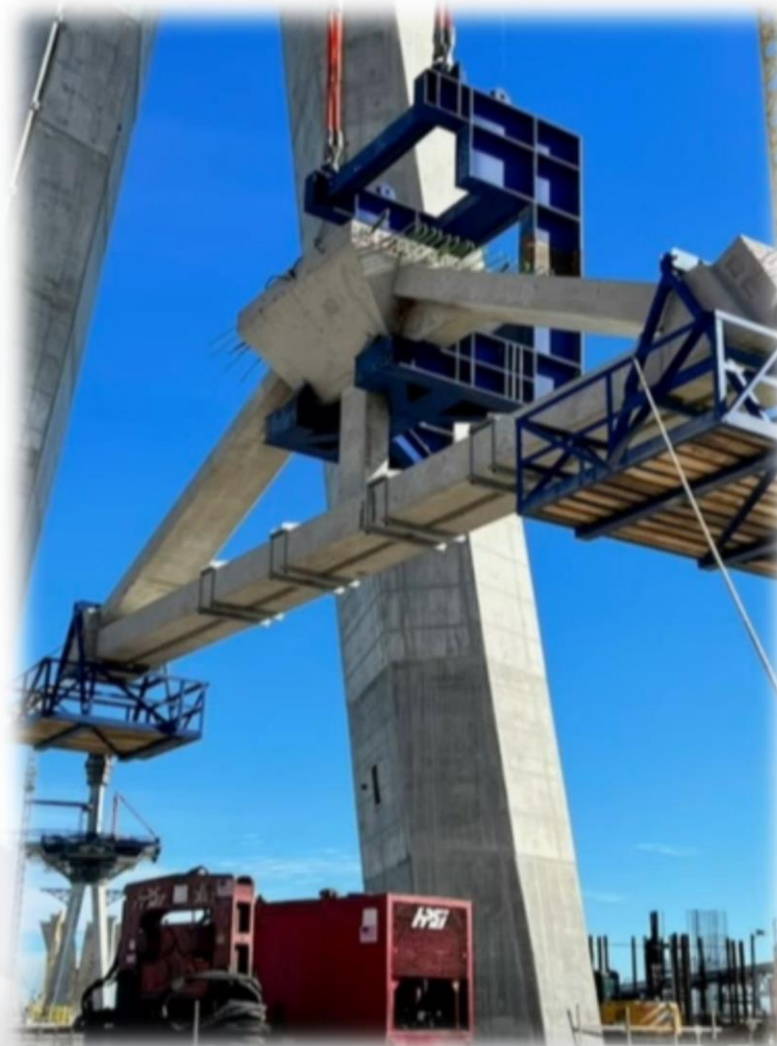


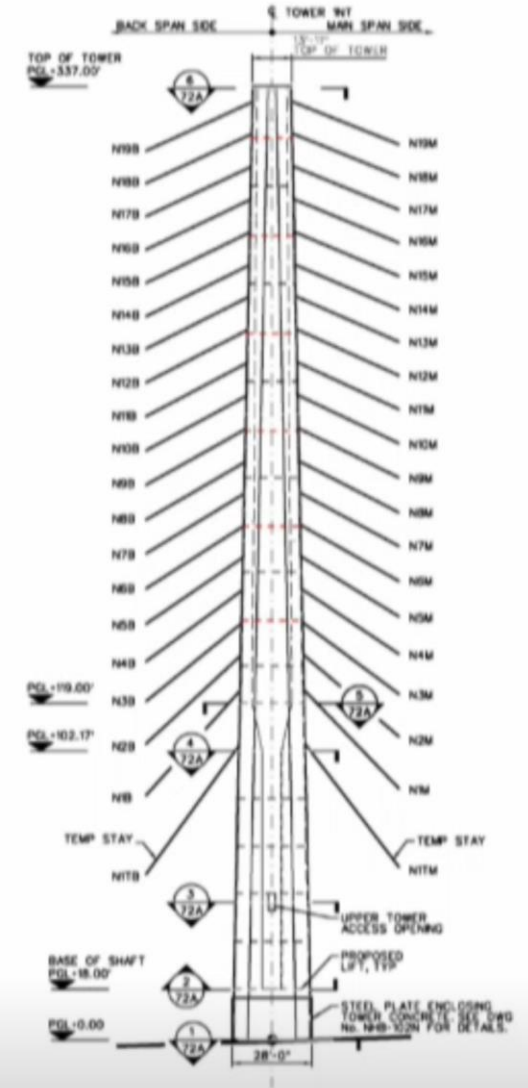
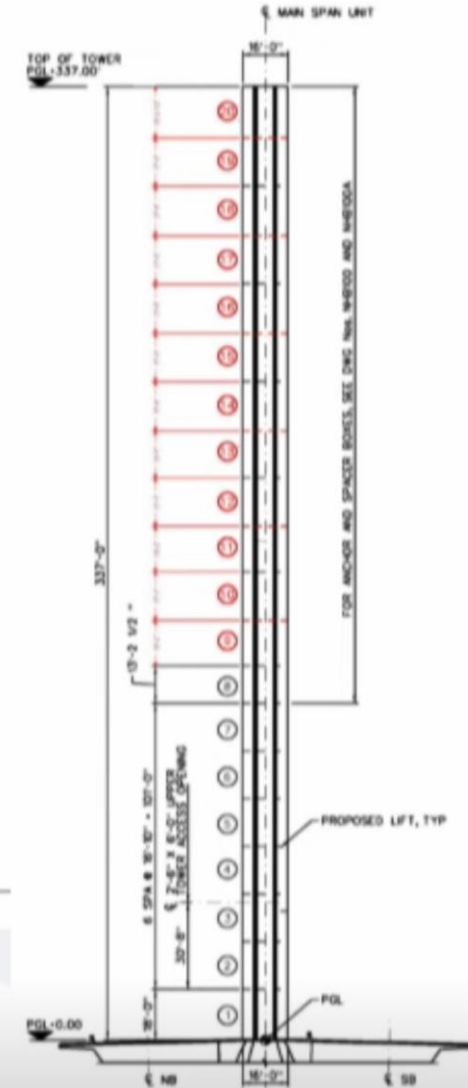
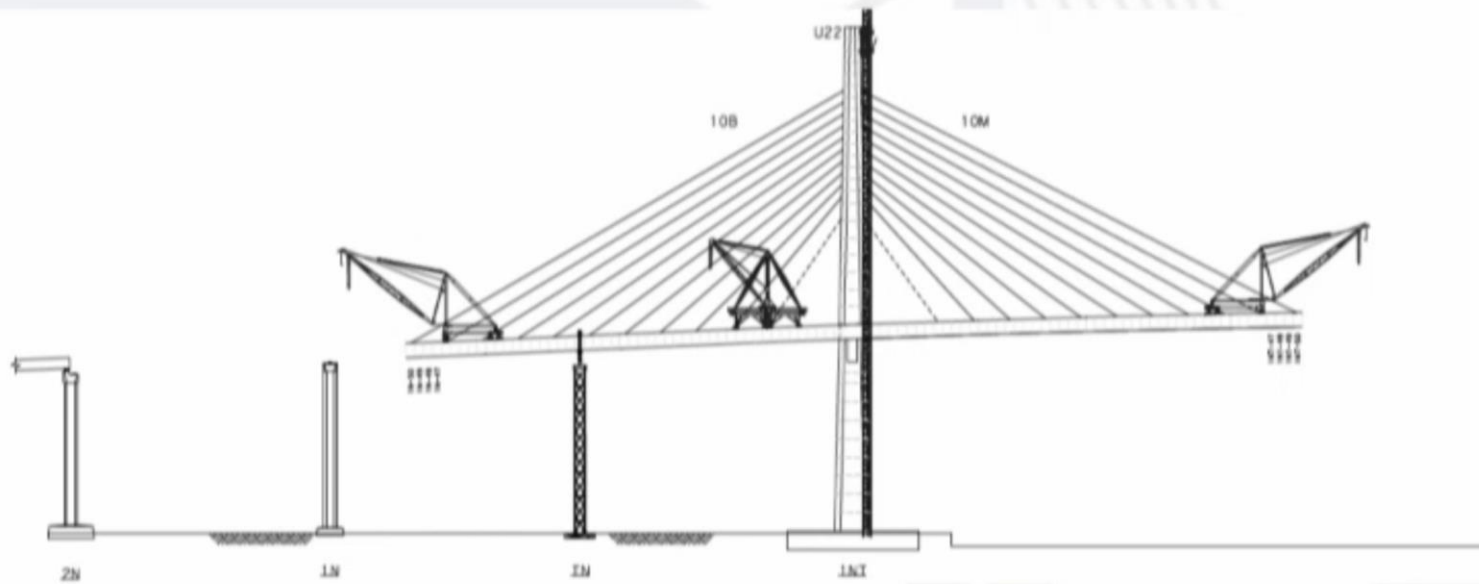




FLATIRON | DRAGADOS

CSB - South Pylon





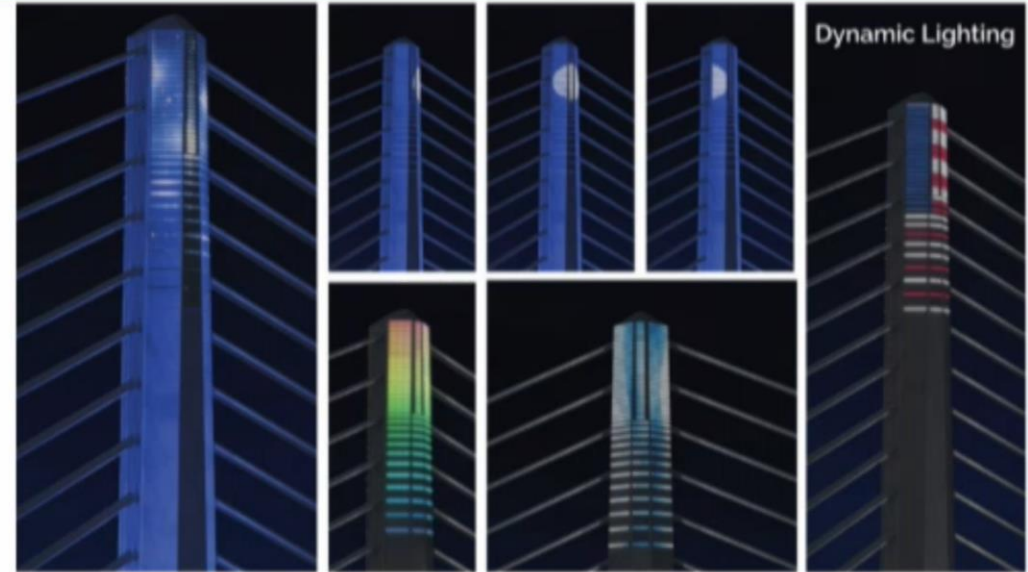


FLATIRON | DRAGADOS

CSB Lighting Features



Red, White & Blue Lighting for Patriotism



Dynamic Lighting



Pink Lighting for Breast Cancer Awareness



Green Lighting for St. Patrick's Day



Contact Us




Lynn Allison – Public Information
Flatiron/Dragados, LLC
1620 N Port Avenue
361-446-9542 (Cell)
361-360-6500 (Main Line)

HarborBridgeProject.com

1-877-227-4144

 HarborBridgeProject

 @HarborBridgePrj

 publicinformation@harborbridgeproject.com



HARBOR BRIDGE

Corpus Christi, Texas



REGIONAL TRAFFIC SAFETY TASK FORCE MEETING



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

**Location: Corpus Christi Regional Transportation Authority (CCRTA) Staples Center Building
Room 324, located at 602 N. Staples Street in Corpus Christi, Texas 78401**

THIS MEETING WILL BE CONVENED IN-PERSON

1. WELCOME AND INTRODUCTIONS

2. SAFETY INITIATIVES

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

3. LOCAL SAFETY INITIATIVES

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



4. OPEN DISCUSSION AND COMMENTS

- A. Comments from members**

5. NEXT MEETINGS:

- A. Regional Traffic Safety Task Force regular meeting: May 4, 2023**

6. ADJOURN

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



Date: March 30, 2023
To: Transportation Policy Committee (TPC)
From: Robert MacDonald, Transportation Planning Director
Subject: Item 5C: Corpus Christi MPO Regional Coordination Group for Federal Transportation Grants Update
Action: Review and Discuss Grant Proposals and Coordination

Summary

To better coordinate federal discretionary grant submittals offered through the 23 categories of the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) for our region, the Corpus Christi MPO staff continues to present an agenda item at Regular TAC meetings to serve as the core of this Regional Coordination Group. The TAC members and Corpus Christi MPO staff invites other local staff members of the agencies related to transportation in our region to attend the TAC meeting to provide their input to the specific federal transportation grants being proposed and identified for future submittals over the remaining four years of these transportation grants. The Corpus Christi MPO staff will inform the TAC and TPC of available grant opportunities whenever these become available and ask for their comments and directions as part of the regional coordination efforts.

This month, the FY 2022 **Reconnecting Communities Pilot Program and SMART Grants** Awarded projects are noted. The **Reconnecting Communities Pilot Program** is the first-ever Federal program to have funding dedicated solely to reconnection efforts. The application deadline was October 13, 2022. The full FY 2022 Awarded projects list is available in the Attachment 2 link. There are two projects awarded in Texas with the project's description provided as Attachment 3. The Notice of Funding Opportunity for **Charging and Fueling Infrastructure (CFI) Discretionary Grant Program** was released on March 14, 2023. The deadline for this grant is May 30, 2023. Finally, the Port of Corpus Christi is planning to submit an application for the **FY 2023 Port Infrastructure Development Program Grant**.

Federal Grant Results

The City of Corpus Christi applied for a project through the **Reconnecting Communities Grant Program** in FY 2022. The grant was not selected.

On March 21st, FHWA announced the award of the first round of grants totaling over \$94 million for 59 projects across the country through the new **Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program**. None of our member entities have reported submitting for the recent **SMART Grant**. The **SMART Grant** Summary Pages are provided in Attachment 4. In Texas, two awards were granted as illustrated below.

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

Members and Discussion Topics

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

The current focus areas of the discussions are to continue to:

- Report the results of the various project and program submittals to the state and federal selection processes. The attached Summary Table identifies the awards in Texas and in our Region. See the Summary Table of Regional IJIA Grant Submittals, Deadlines and Awards in Attachment 5,
- Identify opportunities and recommend actions for leveraging and coordinating regional resources from various disciplines to maximize the successful application and award of grants for transportation projects and programs,
- Recommend action for cooperation by local government and agency staff in the development of the Regional Transportation Projects or Programs to be submitted to the federal or state processes,
- Promote the implementation of priority projects and programs already identified in the regional Corpus Christi MPO's 25-year, 2020-2045 Metropolitan Transportation Plan (2045 MTP),
- Share information on regional transportation project and program submissions to the federal and state processes.



Recommendation

None. This is an information item for the TPC.

Proposed Motion

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

Attachments:

1. 2022 **Reconnecting Communities Pilot Program Grant** Announcement 
<https://www.transportation.gov/briefing-room/biden-administration-announces-first-ever-funding-program-dedicated-reconnecting>
2. **Reconnecting Communities Pilot Program Grant** FY 2022 Award Fact Sheets 
<https://www.transportation.gov/sites/dot.gov/files/2023-02/RCP%20Fact%20Sheets%202022.pdf>
3. **Reconnecting Communities Pilot Program Grant** Awarded Projects in Texas
4. Notice of Funding Opportunity for **Charging and Fueling Infrastructure (CFI) Discretionary Grant Program**
5. Program Summary Pages for the **Strengthening Mobility and Revolutionizing Transportation (SMART) Grants** Program
6. Corpus Christi MPO FY 2023 Competitive Grant Summary Table
7. Port of Corpus Christi **FY 2023 Port Infrastructure Development Program Grant** Overview Information

Reconnecting Communities Awarded Projects in Texas

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

Planning

RCP Award: \$1,120,000

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

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

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

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

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

Reconnecting Communities Awarded Projects in Texas

Reconnecting Communities: Gulfton and Beyond City of Houston, Texas

Planning

RCP Award: \$552,160

Estimated Total Project Cost: \$690,200

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

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

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

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

693JJ323NF00004

Charging and Fueling Infrastructure (CFI) Discretionary Grant Program

Department of Transportation

DOT Federal Highway Administration

GENERAL INFORMATION

Document Type:	Grants Notice
Funding Opportunity Number:	693JJ323NF00004
Funding Opportunity Title:	Charging and Fueling Infrastructure (CFI) Discretionary Grant Program
Opportunity Category:	Discretionary
Opportunity Category Explanation:	
Funding Instrument Type:	Grant
Category of Funding Activity:	Infrastructure Investment and Jobs Act (IIJA)
Category Explanation:	
Expected Number of Awards:	
CFDA Number(s):	20.205 -- Highway Planning and Construction
Cost Sharing or Matching Requirement:	Yes
Version:	Synopsis 2
Posted Date:	Mar 14, 2023
Last Updated Date:	Mar 14, 2023
Original Closing Date for Applications:	May 30, 2023
Current Closing Date for Applications:	May 30, 2023
Archive Date:	
Estimated Total Program Funding:	\$700,000,000
Award Ceiling:	
Award Floor:	\$500,000

ELIGIBILITY

Eligible Applicants:	Special district governments Public housing authorities/Indian housing authorities Public and State controlled institutions of higher education County governments City or township governments Others (see text field entitled "Additional Information on Eligibility" for clarification) State governments Native American tribal governments (Federally recognized)
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Additional Information on Eligibility:

Eligible Applicants are:• a State or political subdivision of a State as defined by 23 U.S.C. 101;• a metropolitan planning organization;• a unit of local government;• a special purpose district or public authority with a transportation function, including a port authority;• an Indian tribe (as defined in section 4 of the Indian Self-Determination and Education Assistance Act (25 U.S.C. 5304));• a territory of the United States;• an authority, agency, or instrumentality of, or an entity owned by, 1 or more entities described above; or• a group of entities described above. [§ 11401(5); 23 U.S.C. 151(f)(3)]• For Community Grants only, a State or local authority with ownership of publicly accessible transportation facilities is also eligible. [§ 11401(5); 23 U.S.C. 151(f)(8)(C)]

ADDITIONAL INFORMATION

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

Webinar #1: Charging and Fueling Infrastructure Discretionary Grant Program
3/21/23 1:00 to 2:00 p.m. ET

Registration Link: https://usdot.zoomgov.com/webinar/register/WN_IlvIFEiQg21NbfjGI_Knw

Webinar #2: Charging and Fueling Infrastructure Discretionary Grant Program
3/22/23 2:00 to 3:00 p.m. ET

Registration Link: https://usdot.zoomgov.com/webinar/register/WN_L4-dFFn5TFivHvsm3b9j3Q

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

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

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

Fact Sheet: The Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program

Overview

Sec. 25005 of the Bipartisan Infrastructure Law (BIL) establishes the Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program to “conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.” The program is appropriated at \$100M annually for fiscal years 2022–2026.

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

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

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

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

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

During Stage 1, public sector project leaders should build internal buy-in and partnerships with public, private, academic, nonprofit, and community organizations and community networks to refine and prototype their concepts, and report on results. At the conclusion of Stage 1, awardees should have the information to either create a fully realized implementation plan with robust performance metrics or to make an informed decision not to proceed with the concept. Stage 1 results may uncover previously unknown institutional barriers, technical limitations, or poor performance relative to conventional solutions. The SMART Program hopes to document lessons learned from Stage 1 projects, knowing that these findings will be broadly beneficial to the transportation sector.

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

Program Information

Important Dates (Subject to Change)

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

Summary Statutory Parameters

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

Type of Program: Discretionary grant program.

Eligible Entities:

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

Geographic Funding Allocation:

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

Eligible Projects:

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

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

Corpus Christi MPO FY 2023 Competitive Grant Summary Table

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

Program	Description	Eligible Entity	2023 Deadline
Transportation Safety, Equity, Resilience & Other			
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Provides grants for surface transportation infrastructure projects that will have a significant local or regional impact (aka Local and Regional Project Assistance).	State, MPO, Local Government	2/28/2023
Nationally Significant Multimodal Freight and Highway Projects (INFRA)	Provides grants for multimodal freight and highway projects of national or regional significance.	State, MPO, Local Government, FLMA	Spring 2023 (TBA)
Bridge Investment Program	Provides grants for projects to improve the condition of bridges and culverts and the safety, efficiency, and reliability of the movement of people and freight over bridges.	State, MPO, Local Government, FLMA	Summer 2023 (TBA)
Natural Gas Distribution Infrastructure Safety and Modernization Program	Repair, rehabilitate, or replace the natural gas distribution pipeline systems	Local Governments or Community Owned Utility	March/April 2023 (TBA)
Safe Streets and Roads for All	Provides grants to support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives).	MPO, Local Government	April 2023 (TBA)
Thriving Communities	Ensure disadvantaged communities adversely and/or disproportionately affected by environmental, climate, and human health policy outcomes have the technical tools and organizational capacity to comprehensively plan for and deliver quality infrastructure projects and community development projects.	State, Local, MPO, Transit	Spring 2023 (TBA)
Reconnecting Communities Pilot Program — Capital Construction Grants	Provides grants for projects to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.	State, MPO, Local Government	Late Spring 2023 (TBA)
Reconnecting Communities Pilot Program — Planning Grants	Provides grants for feasibility studies and other planning activities for projects to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.	State, MPO, Local Government	Late Spring 2023 (TBA)
Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program	Provides grants to Tribes and Federal land management agencies to complete projects that will provide substantial benefits to their communities or parklands.	FLMA, *State, MPO, Local Government with FLMA sponsor	

Corpus Christi MPO FY 2023 Competitive Grant Summary Table

Program	Description	Eligible Entity	2023 Deadline
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	Fall 2023 (TBA)
Accelerated Innovation Deployment (AID) Demonstration Program	Provides grants to support the pilot/demonstration of innovations on projects, in areas such as planning, financing, operations, pavements, structures, materials, environment, and construction.	State, FLMA, *MPO & Local Government through State	
Charging and Fueling Infrastructure Grants Program (Community Charging)	Provides grants for projects to develop electric vehicle charging and hydrogen, propane, and natural gas fueling infrastructure access along alternative fuel corridors throughout the country, including in rural areas, low- and moderate-income neighborhoods, and communities with a low ratio of private parking spaces to households or a high ratio of multiunit dwellings to single family homes.	State, MPO, Local Government, FLMA	5/30/2023
Charging and Fueling Infrastructure Grants Program (Corridor Charging)	Deploys publicly accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated Alternative Fuel Corridors.	State, MPO, Local Government, FLMA	Winter 2023 (TBA)
National Electric Vehicle Infrastructure (NEVI) Set-aside Discretionary Grant	10 percent set-aside each fiscal year to provide grants to provide additional assistance to strategically deploy EV charging infrastructure.	State, Local Government, FLMA	
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Discretionary Grants	Provides grants for activities that enable communities to address vulnerabilities to current and future weather events, natural disasters, and changing conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities.	State, MPO, Local Government, *FLMA with State	
Transit & Intercity Rail			
Areas of Persistent Poverty Program	Increase transit access for the underserved communities	Recipients and subrecipients 5307, 5310, and 5311	3/10/2023
Railroad Crossing Elimination Program	Railway Grade Separation		Summer 2023 (TBA)

Corpus Christi MPO FY 2023 Competitive Grant Summary Table

Program	Description	Eligible Entity	2023 Deadline
Transit & Intercity Rail			
<u>FEMA Transit Security Grant</u>	Promote sustainable, risk-based efforts to protect critical transportation infrastructure and the traveling public	Public transit based on the ridership, transit systems	5/18/2023
<u>Low/Zero Emission Bus Program</u>	Support the transition to the clean and efficient transit vehicles	Public Transit	4/13/2023
<u>Bus and Bus Facilities Competitive Grants</u>	Bus and Bus Facility Procurements	Public Transit	4/13/2023
Port & Freight			
<u>Port Infrastructure Development</u>	Port Safety, Reliability, Efficiency		4/28/2023
<u>America's Marine Highway Program</u>	Marine Highway development and expansion		4/28/2023
Reduce Truck Emissions at Port Facilities	Port Emissions Reduction		
Climate, Energy, & Environment			
Building Resilient Infrastructure and Communities Program	Hazard mitigation projects		
Flood Mitigation Assistance	Reduce/Eliminate the risk of repetitive flood damage to buildings insured by the national flood insurance program		
Regional Clean Hydrogen Hubs	Development of minimum 4 regional clean hydrogen hubs to improve hydrogen production, processing, delivery, storage, and end use		
Aviation			
Airport Terminals Program	Airport terminal development projects that address the aging infrastructure		10/24/2022



DATE: March 21, 2023

TO: Port Commission

FROM: Leslie D. Ruta
leslie@pocca.com
 (361) 885-6631

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

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

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

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

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

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

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



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

ALTERNATIVES: N/A

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

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

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

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

DEPARTMENTAL CLEARANCES:

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

Port Infrastructure Development Program

Port Commission Meeting
March 21, 2023

Leslie Ruta, Director of Planning

Presented by  **PORTCORPUSCHRISTI®**

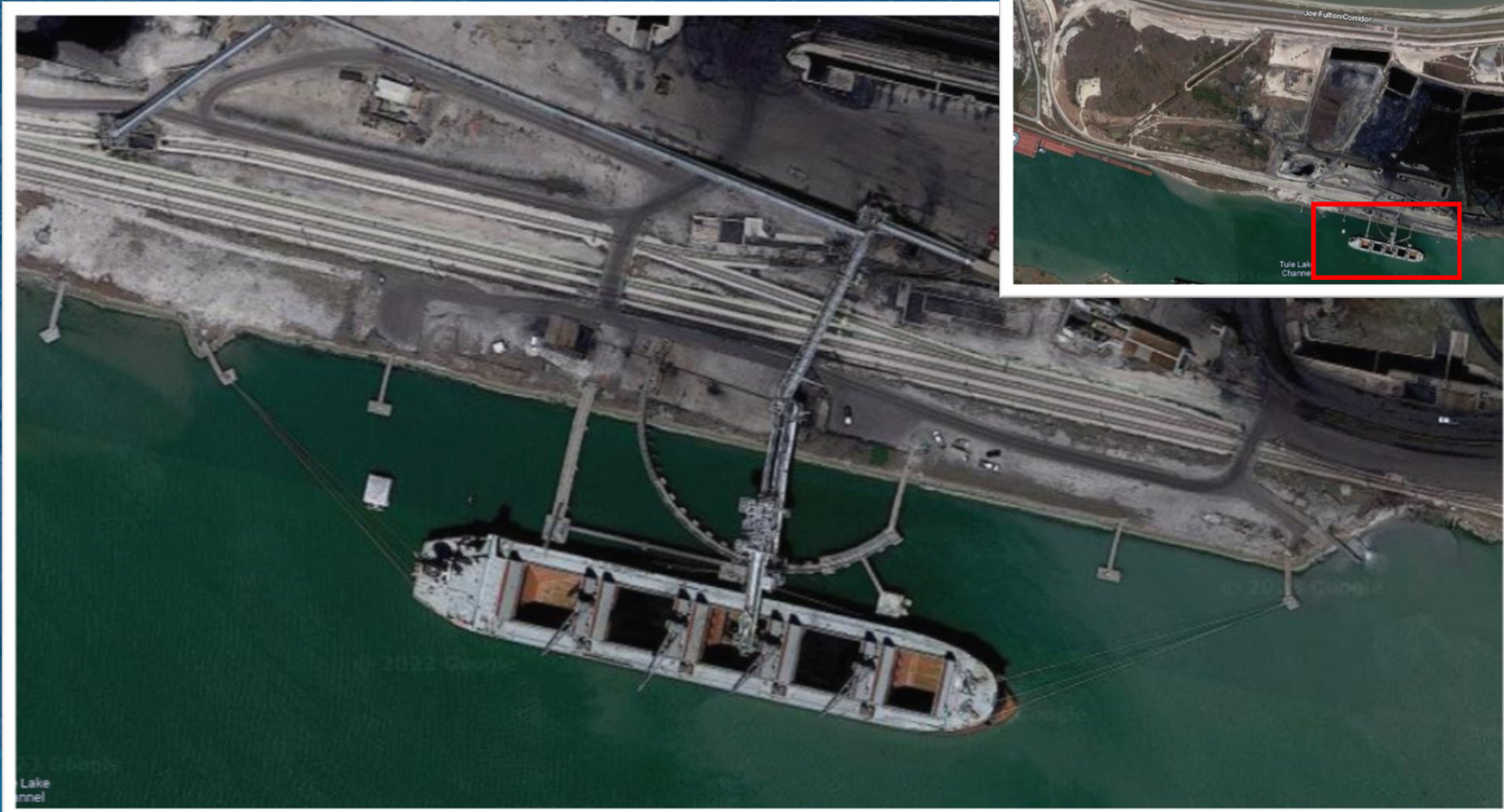
Grant Opportunity Overview

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

Current Ship Loader at Bulk Dock 2



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



Thank you.



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