



## **TRANSPORTATION POLICY COMMITTEE (TPC) REGULAR MEETING AGENDA**

**2:00 P.M., THURSDAY, FEBRUARY 1, 2024**

**Location:** Corpus Christi Regional Transportation Authority (CCRTA) Staples Street Center,  
2<sup>nd</sup> Floor Boardroom, Suite 210, 602 N. Staples Street, Corpus Christi, Texas 78401

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

**2. NON AGENDA ITEMS PUBLIC COMMENTS:**


Opportunity for public suggestions and 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.

**3. APPROVAL OF THE TPC JANUARY 4, 2024 MEETING MINUTES** 

**4. DISCUSSION AND POSSIBLE ACTION ITEMS**

- A. Resolution of Appreciation for Dan Leyendecker 
- B. Adoption of 2024 Safety (PM1) Performance Measures and Targets 

**5. INFORMATION ITEMS**

- A. Regional Traffic Safety Planning Update 
- B. TxDOT End the Streak Campaign Presentation 
- C. New Harbor Bridge Update
- D. Corpus Christi MPO Regional Coordination Group for Federal Transportation Grants Update 



**6. TPC MEMBER STATEMENTS ON LOCAL AGENCY ACTIVITIES OR ITEMS OF INTEREST**

**7. UPCOMING MEETINGS/EVENTS**

- |   |                 |                   |
|---|-----------------|-------------------|
| A. Joint Regional Traffic Safety Task Force:  | Regular Meeting | February 14, 2024 |
| B. Technical Advisory Committee and Workshop: | Regular Meeting | February 15, 2024 |
| C. Active Transportation Stakeholders Group:  | Meeting         | February 15, 2024 |
| D. Transportation Policy Committee:           | Regular Meeting | March 7, 2024     |

**8. ADJOURN**

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

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

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

### MEETING LOCATION MAP



**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (CORPUS CHRISTI MPO)  
TRANSPORTATION POLICY COMMITTEE (TPC) MEETING MINUTES  
THURSDAY, JANUARY 4, 2024**

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

Charles W. Zahn, Jr., Vice Chair, Port of Corpus Christi Authority, called the meeting to order at 2:02 p.m.

TPC Members Present:

Charles W. Zahn, Jr., Vice Chair, Port of Corpus Christi Authority  
Mayor Cathy Skurow, City of Portland  
Mayor Paulette Guajardo, City of Corpus  
Judge Connie Scott, Nueces County

Ms. Veronica Toomey, Coastal Bend Council of Governments

Ms. Alexandra Fielder, Nueces County Assistant County Attorney

MPO Staff Present: Rob MacDonald, P.E., Craig Casper, AICP, Daniel Carrizalez, and Karla Carvajal, MBA

**2. ELECTION OF OFFICERS FOR THE TRANSPORTATION POLICY COMMITTEE**

Judge Scott nominated Judge Krebs to be the TPC Chair. Mr. Zahn Seconded. The vote was unanimous, Judge Krebs remains as Chair.

Mayor Guajardo nominated Judge Scott as the TPC Vice Chair. Mayor Skurow seconded. The vote was unanimous, Judge Scott is the new Vice Chair of the TPC.

**3. NON-AGENDA ITEMS PUBLIC COMMENTS:**

None were made or offered.

**4. APPROVAL OF THE TPC OCTOBER 12, 2023 RESCHEDULED MEETING MINUTES**

Mayor Guajardo made a motion to approve the December 7, 2023 minutes. Judge Scott seconded; the motion passed unanimously.

**5. DISCUSSION AND POSSIBLE ACTION ITEMS**

**A. Resolution of Appreciation for Charles W. Zahn Jr.**

**Discussion:**

The Corpus Christi MPO recognized the outstanding Regional Leadership in Transportation provided by Charles W. Zahn, Jr. Judge Scott read aloud the resolution, which was subsequently moved for approval by Judge Scott and seconded by Mayor Skurow.

**Motion:**

The vote to approve the resolution was unanimous. Following the resolution's approval, the Transportation Policy Committee and Corpus Christi MPO Staff presented Mr. Zahn with an Eagle with American Flag statue as a token of appreciation and recognition for his dedicated service in advancing regional transportation.

**6. INFORMATION ITEMS**

**A. TxDOT End the Streak Campaign Presentation**

This item was tabled for next month's meeting.

**B. New Harbor Bridge Update**

This item was tabled for next month's meeting.

**C. DRAFT 2024 Safety (PM1) Performance Measures and Targets**

Mr. Casper discussed the federal regulations requiring the use of performance-based planning by state Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) during project selection. He outlined the seven national goals (The topics of those seven goals are safety, infrastructure condition, congestion reduction, system reliability, freedom, economic vitality, environmental sustainability, and reduced project delivery delays) framing the process, with a focus on the highway safety goal for this session. Texas MPOs are given the option of either adopting their own set of goals to frame project selection or to support TxDOT's goals. Mr. Casper stated that the Corpus Christi MPO has always supported TxDOT's goals. Despite Texas adopting a goal to halve fatalities by 2035 and reach zero by 2050, recent data shows an increase in fatalities. Mayor Skurow expressed interest in specific plans for achieving safety goals, including driver education and engineering controls.

Mayor Guajardo raised questions about the reasons behind accidents, suggesting a breakdown of categories such as impaired driving and distractions like phone use. Mr. Casper acknowledged the focus on impaired driving and mentioned that Texas addresses specific areas like drivers over 75. Mayor Guajardo also discussed the changing dynamics of young drivers, with fewer showing interest in getting their licenses early. The conversation highlighted the importance of understanding and addressing factors contributing to accidents, such as seatbelt usage and backseat safety. Mr. Casper concluded with plans to delve deeper into specific strategies and statistics in the next session, addressing concerns related to driver education, age-related issues, and emerging trends in driving behavior.

#### **D. Greenhouse Gas (GHG) Emissions on the National Highway System (NHS) Overview**

Mr. Casper discussed the environmental sustainability goal (goal number six) outlined by the USDOT, emphasizing that TxDOT must adopt a greenhouse gas reduction goal by February 1, aligning with the vision of achieving net-zero emissions by 2050. The Corpus Christi MPO has 100 days after TxDOT's adoption to formulate and adopt its own goal, which must support TxDOT's objectives and aim for zero emissions by 2050. Although there are no penalties for non-achievement, Mr. Casper anticipates a smoother path due to the region's slower growth rate.

Mr. MacDonald added that accepting federal transportation dollars implies a commitment to reducing greenhouse gas emissions. He highlighted the need to measure emissions, integrate them into the 2050 metropolitan transportation plan, and consider them alongside other performance measures. While there are no penalties, Federal Highways and Federal Transit may review the long-range plan. The challenge lies in determining the best approach for calculating and integrating emissions, with the possibility of seeking assistance from the air quality partnership. The discussion anticipates a calculation process given the region's slower growth compared to larger cities like Dallas or Houston.

#### **E. Regional Traffic Safety Task Force Recap from December 13, 2023**

Mr. MacDonald provided a briefing on the recent Corpus Christi MPO Regional Traffic Safety Task Force meeting, emphasizing its significance in addressing safety concerns. The Task Force, a collaboration between the Corpus Christi MPO and TxDOT, combines efforts to address engineering, education, outreach, and enforcement aspects of safety. The focus includes addressing issues like wrong way drivers, with the Harbor Bridge as a notable example. The Task Force engages with local governments, inquiring about their Vision Zero initiatives and strategies for enhancing safety, including considerations like traffic signal timing.

Mr. MacDonald highlighted ongoing efforts, such as a \$300,000 investment in a Regional Safety Action Plan (RSAP) being developed by consultants, staff, and various stakeholders. The RSAP aims to explore demographics, policy considerations, and align with the long-range 2050 Metropolitan Transportation Plan (MTP). The Task Force convenes regularly, bringing together approximately 50 participants from engineering, planning, law enforcement, and other areas to collaborate on safety

initiatives. Mr. MacDonald encouraged further engagement, indicating that more safety-related updates will be provided in the upcoming agenda item related to federal grant funding opportunities.

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

Mr. MacDonald provided an update on the Technical Advisory Committee's (TAC) coordination of local governments pursuing federal transportation dollars. The TAC tracks grants, and the meeting discussed the current grants, including the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant due at the end of February 2024. Safety initiatives were highlighted, such as the Safe Streets and Roads for All (SS4A) grant program, where Texas cities like Houston, Dallas, and El Paso received funding for safety improvements. The Corpus Christi MPO is developing a Regional Safety Action Plan to propose projects for federal funding, addressing proven countermeasures like raised medians and Hawk systems.

Mr. MacDonald presented the planning grants awarded in Texas for Safety Action Plans, mentioning that the Corpus Christi MPO used 100% federal COVID relief funds (CRRSAA) for its plan, avoiding the requirement for 20% local money. The goal is to identify safety improvement projects for local governments and TxDOT to apply for significant federal safety funds. The meeting discussed various grants, emphasizing the competitive landscape and potential opportunities for the region.

**7. TPC MEMBER STATEMENTS ON LOCAL AGENCY ACTIVITIES OR ITEMS OF INTEREST**

Mr. Zahn invited questions or comments from the attendees and then proceeded to discuss local agency activities of interest. He shared information about TxDOT's allocation of \$63.8 million to upgrade the ferry landings in Port Aransas, as reported in the local media. He concluded by announcing that the next meeting of the committee is scheduled for February 1.

**UPCOMING MEETINGS/EVENTS**

<b>A. Active Transportation Plan/Micromobility Plan</b>		<b>Public Meetings</b>	<b>January 16-17, 2024</b>
<b>B. Technical Advisory Committee:</b>		<b>Regular Meeting</b>	<b>January 18, 2024</b>
<b>C. Transportation Policy Committee:</b>		<b>Regular Meeting</b>	<b>February 1, 2024</b>
<b>D. Technical Advisory Committee:</b>		<b>Regular Meeting/Workshop</b>	<b>February 15, 2024</b>

**8. ADJOURN**

The meeting was adjourned at 2:40 pm.





A Resolution Recognizing the Regional Leadership in Transportation Provided by  
**Dan S. Leyendecker**

**WHEREAS, DAN S. LEYENDECKER**, served the region as a member of the Transportation Policy Committee from January 6, 2022 through January 4, 2024 and;

**WHEREAS, DAN S. LEYENDECKER**, has demonstrated statesmanship, leadership and professionalism in guiding the Corpus Christi Metropolitan Planning Organization to a more prominent role in regional transportation planning through the development of the over \$200 million FY 2023-2026 Transportation Improvement Program (TIP) including significant Transit funding for the Corpus Christi Regional Transportation Authority and various projects in the Unified Planning Work Program (UPWP), and

**WHEREAS**, the members of the Corpus Christi Metropolitan Planning Organization's Transportation Policy Committee, Technical Advisory Committee, and professional staff appreciate the leadership of Dan S. Leyendecker, for a job well done!

**NOW THEREFORE, BE IT RESOLVED** that the Corpus Christi Metropolitan Planning Organization expresses its deepest appreciation for the outstanding contributions made by Dan S. Leyendecker, during his years working to advance regional transportation solutions through the Corpus Christi Metropolitan Planning Organization.

**UNANIMOUSLY ADOPTED** the 1<sup>st</sup> day of February 2024, at the Transportation Policy Committee meeting of the Corpus Christi Metropolitan Planning Organization.

Signed this 1st day of February 2024.

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Hon. David R. Krebs, Chair  
San Patricio County Judge

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Hon. Connie Scott, Vice Chair  
Nueces County Judge

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Hon. Cathy Skurow  
Mayor of Portland

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Hon. Paulette Guajardo  
Mayor of Corpus Christi

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David P. Engel  
Port of Corpus Christi Authority, Board Chairman

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Arthur Granado, Corpus Christi Regional  
Transportation Authority, Board Chairman

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Valente Olivarez, Jr., P.E., Texas Department of  
Transportation - Corpus Christi District Engineer

ATTEST:

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



**Date:** January 25, 2024  
**To:** Transportation Policy Committee (TPC)  
**From:** Craig Casper, Senior Transportation Planner  
**Through:** Robert MacDonald, Transportation Planning Director  
**Subject:** Item 4B: 2024 Safety Performance Measures and Targets (PM1)  
**Action:** Review, Discuss, Receive Public Comments and Possible Action

**Summary**

Car crashes are now the leading cause of death in the United States for people ages 1 to 54. As part of performance-based planning, Federal Regulations direct MPOs and state Departments of Transportation to establish both performance measures to track, and targets to work towards for the national performance measures for Safety (PM1). MPOs are not evaluated directly on achieving the targets, therefore we have two options when setting targets for each measure:

- 1) Formally agree to support the TxDOT targets, or
- 2) Establish our own Corpus Christi MPO numerical targets for each of the performance measures.

The Corpus Christi MPO has previously adopted resolutions supporting TxDOT’s adopted Safety Targets (PM1). In May of 2019, the Texas Transportation Commission (TTC) adopted Minute Order 115481, directing TxDOT to work toward the goal of reducing the number of deaths on Texas roadways by half by year 2035 and to zero by the year 2050. TxDOT modified its performance measures and target calculations accordingly. The proposed Resolution 24-02 stating that the Corpus Christi MPO continues to formally support the TxDOT’s targets for PM1 is attached.

The Safety Performance Measures (PM1) include the following targets that were adopted as part of the TxDOT 2023 Highway Safety Plan:

TxDOT Established Safety (PM1) Performance Measures and Targets						
Performance Measure	2020*	2021*	2022*	2023**	2024**	2024***
Number of Fatalities	3,874	4,486	3,272	3,159	3,046	3,567
Rate of Fatalities per 100 million VMT	1.49	1.70	1.25	1.20	1.14	1.36
Number of Serious Injuries	14,659	19,434	17,539	17,819	18,242	17,062
Rate of Serious Injuries per 100 million VMT	5.63	7.35	6.70	6.77	6.77	6.39
Number of Non-Motorized Fatalities and Serious Injuries	2,206	2,628	2,321	2,340	2,360	2,357

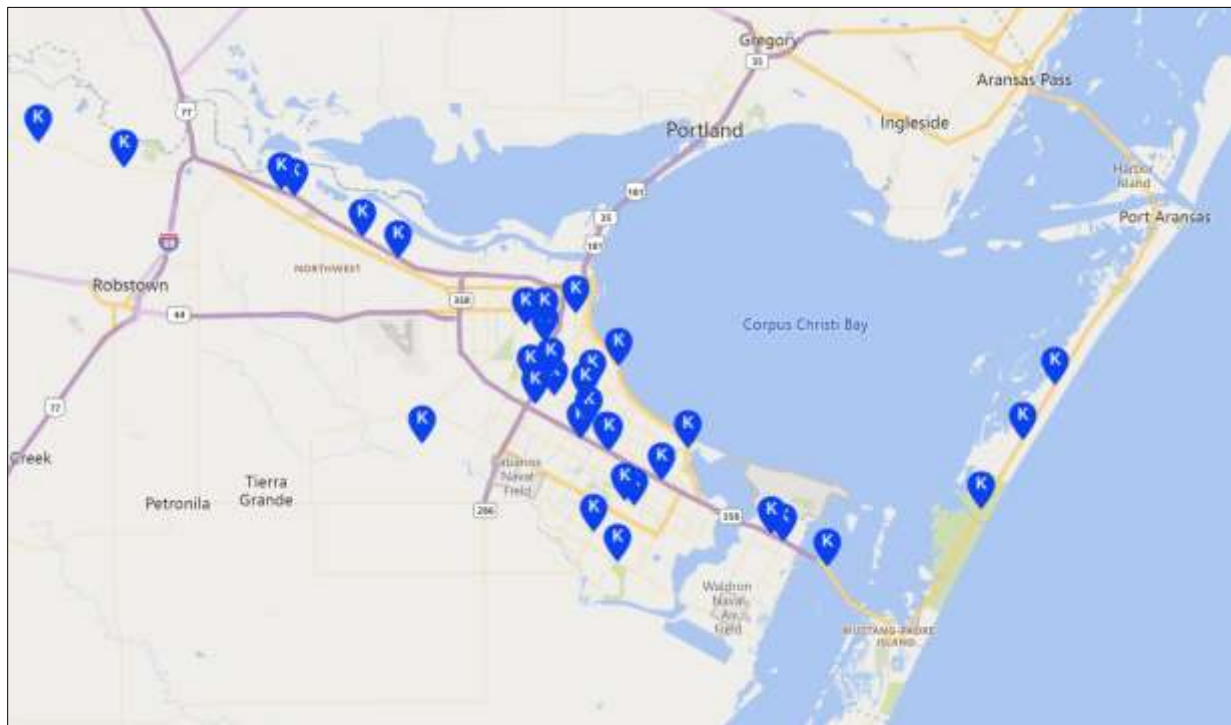
\*Actual Data, \*\*Target Data, \*\*\*Target as a 5-Year Average  
 Target Source: Texas FY 2024 Strategic Highway Safety Plan (SHSP)

While 2023 data has not yet been incorporated into the analyses performed within the MPO, there are some summary statistics available. In the State of Texas in 2023, there were 558,169 crashes, including 3,839 fatal crashes that killed 4,251 people and maimed an additional 2,749 people. A total of 249,795 crashes in Texas in 2023 were injury crashes. Closer examination of statewide data reveals 237,239 of the crashes occurred at intersections, including 1,001 of the fatal crashes. It should also be noted that 161,393 of the crashes in the state involved excessive speed, including 1,284 of the fatal crashes.

Within the 2-county region, Nueces County experienced 8,101 crashes, including 39 fatal crashes and 3,236 injury crashes. While San Patricio County had 1,397 total crashes, including 14 fatal crashes and 500 injury crashes. Within the Corpus Christi MPO in 2023, there were 7,871 crashes, including the 34 fatal crashes shown below in Figure 1 that killed 36 people and maimed an additional 23 people. There were also 2,491 injury crashes in 2023 within the Corpus Christi MPO boundary\*.

\*As of January 22, 2024 access to the CRIS database.

**Figure 1: Fatal Crash Locations within the Copus Christi MPO in 2023**



In the context of the Corpus Christi MPO, the following data are shown for illustration purposes. As discussed in prior TAC and TPC meetings, it is more relevant for our planning partners to identify where a crash occurs and to diagnose these locations than it is to identify the total number of fatalities and serious injuries within the MPO region. Identifying locations with anomalous crash occurrences, diagnosing the issues, evaluating countermeasures, and developing and implementation projects will reduce fatalities and serious injuries in the MPO region. The table below shows the proportionally relevant performance measures and safety targets in the Corpus Christi MPO region.

For the past several years the Corpus Christi MPO has supported the TxDOT safety performance measures and targets adopted by TxDOT. By supporting the TxDOT safety targets, the Corpus Christi MPO agrees to plan and program projects which contribute to achieving the TxDOT state targets and to report regional performance.



Corpus Christi MPO Proportionally Relevant Safety Measures and Targets (For Illustration Purposes Only)						
Performance Measure	2020*	2021*	2022*	2023**	2024**	2024***
Number of Fatal Crashes	32	45	29	28	27	32.2
Rate of Fatal Crashes per 100 million VMT	1.18	1.43	0.96	0.93	0.89	1.08
Number of Serious Injury Crashes	123	128	135	130	125	128
Rate of Serious Injury Crashes per 100 million VMT	4.21	4.08	4.48	4.32	4.16	4.25
Number of Non-Motorized Fatal and Serious Injury Crashes	38	36	35	34	33	35

\*Actual Data, \*\*Target Data, \*\*\*Target as 5-Year Average

Sources: Crash Records Information System (C.R.I.S.), TxDOT Multi-Year Roadway Data Tables

**Recommendation**

The MPO staff recommends that the TPC review and approve the DRAFT Resolution 24-02 and PM1 information. The attached Resolution 24-02 reports the region’s performance and lists the performance measures and targets for Safety (PM1).

**Proposed Motion**

Move to approve the DRAFT Resolution 24-02 supporting the Texas Department of Transportation (TxDOT) Safety (PM1) performance measures and targets as presented.

**Attachments:**

1. FY 2024 Strategic Highway Safety Plan (SHSP) Performance Targets
2. DRAFT Resolution 24-02: 2024 Adoption of Safety Performance Measures and Targets (PM1)

# FY 2024 STRATEGIC HIGHWAY SAFETY PLAN (SHSP)

## PERFORMANCE TARGETS

**Performance Measures and Target Setting** – The Texas Transportation Commission (TTC) adopted Minute Order 115481 in May of 2019, directing the Texas Department of Transportation (TxDOT) to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. TxDOT has modified its performance measures and target calculations accordingly.

### PERFORMANCE TARGETS:

#### Target: Total number of traffic fatalities

2024 Target: To decrease the expected rise of fatalities to not more than a five-year average of 3,567 fatalities in 2024. The FY 2024 Targets expressed as a 5-year average, would be as follows:

Year	Target or Actual Data
2020	3,874
2021	4,486
2022	3,272
2023	3,159
2024	3,046
2024 Target expressed as 5-year avg.	<b>3,567</b>

As noted in the table above, the calendar year target for 2024 would be 3,046 fatalities.

#### Target: Total number of serious injuries

2024 Target: To decrease the expected rise of serious injuries to not more than a five-year average of 17,062 serious injuries in 2024. The FY 2024 Targets expressed as a 5-year average, would be as follows:

Year	Target or Actual Data
2020	14,659
2021	19,434
2022	17,539
2023	17,819
2024	18,242
2024 Target expressed as 5-year avg.	<b>18,096</b>

As noted in the table above, the calendar year target for 2024 would be 18,242 serious injuries. The five-year average increases but based on the BIL requirements – the targets are to remain the same or decrease from the previous year. That said, the 2024 Target expressed as 5-year avg. remains 17,062.

**Target: Fatalities per 100 million vehicle miles traveled**

2024 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five-year average of 1.36 fatalities per 100 MVMT in 2024. The 2024 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2020	1.49
2021	1.70
2022	1.25
2023	1.20
2024	1.14
2024 Target expressed as 5-year avg.	<b>1.36</b>

As noted in the table above, the calendar year target for 2024 would be 1.14 fatalities per 100 MVMT.

**Target: Serious Injuries per 100 million vehicle miles traveled**

2024 Target: To decrease the serious injuries per 100 MVMT to not more than a five-year average of 6.39 serious injuries per 100 MVMT in 2024. The 2024 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2020	5.63
2021	7.35
2022	6.70
2023	6.77
2024	6.77
2024 Target expressed as 5-year avg.	<b>6.64</b>

As noted in the table above, the calendar year target for 2024 would be 6.77 serious injuries per 100 MVMT. The five-year average increases but based on the BIL requirements – the targets are to remain the same or decrease from the previous year. That said, the 2024 Target expressed as 5-year avg. remains 6.39.

**Target: Total number of non-motorized fatalities and serious injuries**

2024 Target: To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,357 non-motorized fatalities and serious injuries in 2024. The 2024 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2020	2,206
2021	2,628
2022	2,321
2023	2,340
2024	2,360
2024 Target expressed as 5-year avg.	<b>2,371</b>

As noted in the table above, the calendar year target for 2023 would be 2,360 non-motorized fatalities and serious injuries. The five-year average increases but based on the BIL requirements – the targets are to remain the same or decrease from the previous year. That said, the 2024 Target expressed as 5-year avg. remains 2,357.



**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION**

**DRAFT RESOLUTION 24-02**

**2024 SAFETY (PM1) 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; and

**WHEREAS**, the Infrastructure Investment and Jobs Act (IIJA) requires the Texas Department of Transportation (TxDOT) to establish Safety (PM1) targets based on five year rolling averages for the following measures:

- Safety (PM1)
  - Number of Fatalities,
  - Rate of Fatalities per 100 million Vehicles Miles Traveled (VMT),
  - Number of Serious Injuries,
  - Rate of Serious Injuries per 100 million VMT,
  - Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries; and

**WHEREAS**, the IIJA also requires each MPO to either support the PM1 targets established by the state DOT (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 supports the TxDOT PM1 targets for the performance measures and adopts these within this Resolution; and

**BE IT FURTHER RESOLVED** that the Corpus Christi MPO Transportation Policy Committee will plan and program projects that contribute to the accomplishment of the Safety (PM1) Targets:

<b>TxDOT Established Safety (PM1) Performance Measures and Targets</b>						
<b>Performance Measure</b>	<b>2020*</b>	<b>2021*</b>	<b>2022*</b>	<b>2023**</b>	<b>2024**</b>	<b>2024***</b>
Number of Fatalities	3,874	4,486	3,272	3,159	3,046	3,567
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Number of Non-Motorized Fatalities and Serious Injuries	2,206	2,628	2,321	2,340	2,360	2,357

\*Actual Data, \*\*Target Data, \*\*\*Target as a 5-Year Average  
 Source: Texas FY 2024 Strategic Highway Safety Plan (SHSP)

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.

**ADOPTED AND PASSED this the 1<sup>st</sup> day of February 2024.**

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

**ATTEST:**

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





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**Date:** January 25, 2024  
**To:** Transportation Policy Committee (TPC)  
**From:** Craig Casper, Senior Transportation Planner  
**Through:** Robert MacDonald, Transportation Planning Director  
**Subject:** Item 5A: Regional Traffic Safety Planning Update  
**Action:** Review, Discuss, Receive Public Comments and Possible Action

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### **Summary**

In the past 20 years crash safety planning has become more collaborative and integrated at all levels, and the collection of data and tools to analyze the data related to crashes have become much more specific and detailed. The discussion below presents several of the plans from each level that are considered during development of MPO safety plans. Crash data from 2023 has not yet closed, but is available for individual query. Crashes are classified according to the highest degree of injury suffered by someone in the crash using the KABCO scale. The KABCO scale is: Fatal injury (K), Serious Injury (A), Minor Injury (B), Possible Injury (C) Property Damage Only (O). The Corpus Christi MPO website (See Attachment #1) has a [Crash Data Dashboard](#) that can be queried for information on crashes between 2017 and 2021. Crashes from Year 2022 and 2023 will be added when resources permit.

### **Safety Planning At the Federal Level**

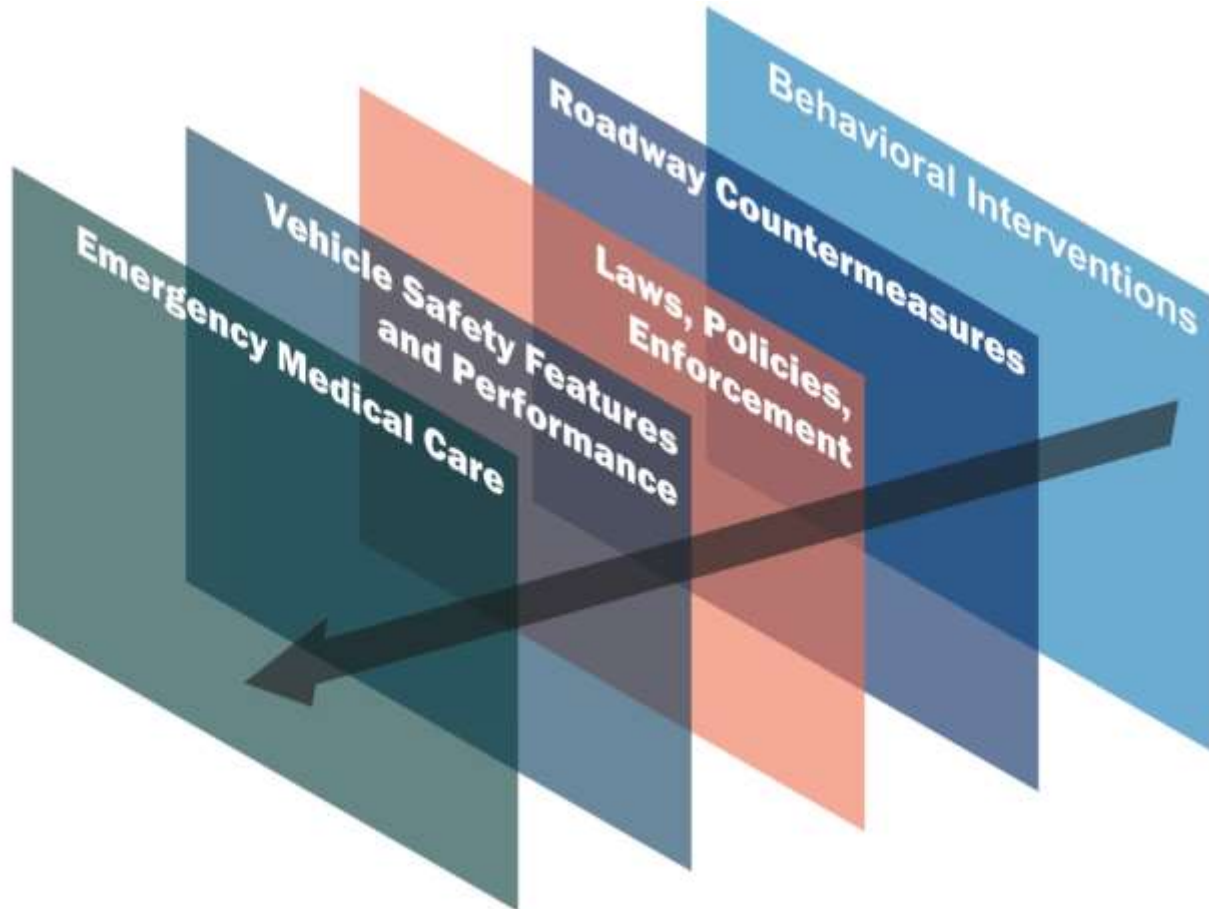
Safety is U.S. DOT's top priority, and the **National Roadway Safety Strategy** (NRSS) is the Department-wide approach to working with stakeholders across the country to achieve Zero Deaths. The NRSS describes the major actions the USDOT will take to make a meaningful difference over the next few years. At the core of this strategy is a Department-wide adoption of the *Safe System Approach*, which focuses on five key objectives: safer roads, safer speeds, safer people, safer vehicles, and post-crash care. FHWA has launched new programs, is better coordinating and improving existing programs, and has adopted a set of foundational principles to guide this strategy.

The NRSS specifically acknowledges that America's roadway network is a highly complex, de-centralized system with an array of entities responsible for specific aspects that influence safety outcomes. State, Tribal, regional, and local governments manage many elements of this system, with significant levels of autonomy and flexibility to make context-specific decisions, including on roadway location and design, how and where funds are spent to build, operate, and maintain road networks, what laws should be enacted within their jurisdiction, and how these laws are implemented.

As stated in a Letter from the Secretary of Transportation, "*While U.S. DOT has many tools at its disposal and will shoulder our responsibility, this must be a coordinated effort with our stakeholders across the public sector, private sector, advocacy, and research communities. It will take a sustained, urgent, yet lasting commitment from the people who build and manage our roads, construct our motor vehicles, and use vehicles as part of their businesses to support actions that protect people and prevent harm. The traveling public also has a role to play. Each of us uses our roads almost every day, whether as a motorist, a passenger, or someone walking, biking, or rolling. Our actions should prioritize safety first. Always.*"

The USDOT **Safe System Strategic Plan** provides a roadmap for the advancement of the Safe System Approach in the U.S. It describes the Safe System Approach, discusses the process involved in building the plan, outlines how to advance a Safe System mindset, and describes steps necessary to implement Safe System practices within the transportation community in the U.S. This plan focuses on the role of road system owners and operators in applying the Safe System Approach to design, build, and operate safer roads.

## **All layers of a Safe System Approach are critical.**



### **Safety Planning at the State Level**

As stated in the Texas Transportation Commission (TTC) Vision, TxDOT has focused on safety with engineering, education, and enforcement efforts. To end the unacceptable streak of deaths on Texas roadways, the state has increased the emphasis on safety during project prioritization, selection and design as well as continuing to address driver behavior through its driver education programs and enforcement. The TTC vision of zero deaths on Texas roadways is based on the belief that everyone, no matter how they travel, should be able to arrive at their destinations safely. Additionally, the state will address emergency response time and overall emphasis on post-crash care. This approach is the goal for the current (2022-2027) revision of the Strategic Highway Safety Plan.

In 2021 the TTC created a task force with representatives from TxDOT and the state's MPOs to identify and fund safety projects with a persistent focus on reducing the number of fatalities on Texas roadways. This task force will establish performance metrics to measure effectiveness and impact along with identifying incentives for the partnership based on the reduction of deaths on Texas roadways.



**Texas Department of Transportation Strategic Highway Safety Plan (SHSP)**

Since 2005, the Federal Highway Administration has required State DOTs to develop, implement, evaluate, and update a **Strategic Highway Safety Plan (SHSP)** that identifies and analyzes highway safety problems and opportunities on all public roads. The mission of Texas’ SHSP is reducing fatalities and serious injuries on state and local roadways. The SHSP itself is a data-driven, multi-year comprehensive plan that establishes statewide targets, objectives, and key emphasis areas and integrates the three Es of highway safety (Engineering, Education, and Enforcement) to guide investment decisions toward strategies and countermeasures with the most potential to save lives and prevent injuries. A critical part of the SHSP development process is including diverse stakeholders as well as conducting detailed analyses of crash and other data sets. TxDOTs 150-page 2022-2027 SHSP is organized into sections to detail the history, analysis of data, development of overall plan, emphasis areas, implementation activities, setting of performance targets, and coordination with other TxDOT plans.

**Texas Department of Transportation Highway Safety Plan (HSP)**

The Texas Highway Safety Plan (HSP) is a National Highway Traffic Safety Administration (NHTSA) mandated plan that is often confused with the Strategic Highway Safety Plan (SHSP) or the Highway Safety Improvement Program (HSIP). In about a third of the states, both the Highway Safety Improvement Program (HSIP) and the Highway Safety Plan (HSP) are administered by the same state agency. In all states, the HSIP and HSP need to be consistent.

TxDOTs 395-page HSP works to achieve the main objective of reducing traffic fatalities in Texas by half by the year 2035 and to zero by the year 2050. This plan standardizes the statewide approach for identifying and reviewing specific traffic safety issues identified during data analyses. This standardization comes from the National Highway Traffic Safety Administration (NHTSA) includes 15 core Performance Measures with Targets. One set of these measures was just discussed in an earlier agenda item (PM1). Texas’ HSP also identifies emphasis areas and strategies to focus NHTSA grant applicants’ efforts to reduce fatal and serious injury crashes in Texas.

In order to be eligible for a traffic safety grant, interested parties must be a Texas state or local government, an educational institution, a non-profit, or an advertising agency. Grants are awarded based on score, merit/performance rating, project relevancy, significance of identified traffic safety problem and solution, and available funding.

**Texas Department of Transportation Highway Safety Improvement Program (HSIP)**

The Texas Highway Safety Improvement Program (HSIP) is also a federally mandated program managed by TxDOT. The HSIP, directed by Texas’ Strategic Highway Safety Plan (SHSP), works to achieve the main objective of significantly reducing traffic fatalities and serious injuries on all public roads by providing a standardized approach for identifying and reviewing specific traffic safety concerns throughout the state. Texas’ SHSP specifies the emphasis areas and strategies to focus on to meet the state’s objectives of reducing fatal and serious injury crashes.

TxDOTs HSIP requires Category 8 funding applicants use a data-driven, results-focused approach to improving highway safety on all public roads. The HSIP implements the priorities identified in the SHSP.

The HSIP lists eight emphasis areas which have the greatest potential for reducing fatalities and injuries. The emphasis areas are: roadway and lane departures, speed related crashes, intersection safety, occupant protection, impaired driving, distracted driving, vulnerable road users, and post-crash care.

HSIP funded projects are required to be evaluated for cost effectiveness. Completed projects are subject to benefit/cost analysis using traffic volumes and crash data from three to five years before the investment and correspondingly, three to five years after the investment in order to evaluate effectiveness. To maximize the success of a safety improvement planning and implementing HSIP projects requires partnering among stakeholders at state and local levels.

### **Regional Safe System Plan**

The Corpus Christi MPO Regional Safe System Plan is a sub-plan of, and is integrated as, Chapter 10 in the ongoing 2050 Metropolitan Transportation Plan. A Safe System Plan contains the five elements of a safe transportation system— safe roads, safe speeds, safe road users, safe vehicles, and post-crash care. Achieving zero traffic deaths and serious injuries requires strengthening all five elements working in synergy. Within a Safe System Approach weaknesses in one element may be compensated for with solutions in other areas, creating layers of trauma protection.

- **Safe Roads**—Designing transportation infrastructure to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space and alerting users to hazards and other road users.
- **Safe Speeds**—Humans are less likely to survive high-speed crashes. Reducing speeds and treating kinetic energy as a pathogen can accommodate human-injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improves visibility.
- **Safe Road Users**—The safety of all road users is equitably addressed, including those who walk, bike, drive, ride transit, or travel by other modes.
- **Safe Vehicles**—Vehicles are designed and regulated to minimize the frequency and severity of collisions using safety measures that incorporate the latest technology.
- **Post-Crash Care**—People who are injured in collisions rely on emergency first responders to quickly locate and stabilize their injuries and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.

### **Regional Safety Action Plan**

The Corpus Christi MPO Regional Safety Action Plan (RSAP) is the implementing document of the Regional Safe System Plan, and will result in a Plan that meets all requirements described in the Safe Streets For All (SS4A) grant requirements document. This will allow local municipalities to pursue federal grant funding for highly beneficial safety projects. The RSAP uses Texas specific Safety Performance Functions (SPF) that were recently completed by TxDOT and TTI to examine crash trends, identify regional emphasis areas, and identify a Targeted Road Network (TRN) that has an elevated history of severe (fatal and injury) crashes. This network is useful for focusing activities such as: intersection upgrades, shoulder widening, improved roadsides, barrier installation, etc. The initial plan will identify 20 locations that are highly susceptible to crash reduction and locations that are appropriate for implementing FHWA’s Proven Safety Countermeasures. An in-process update will add 11 locations to this list, and an additional 19 locations will be added before the end of 2024.

### **Recommendation**

N/A

### **Proposed Motion**

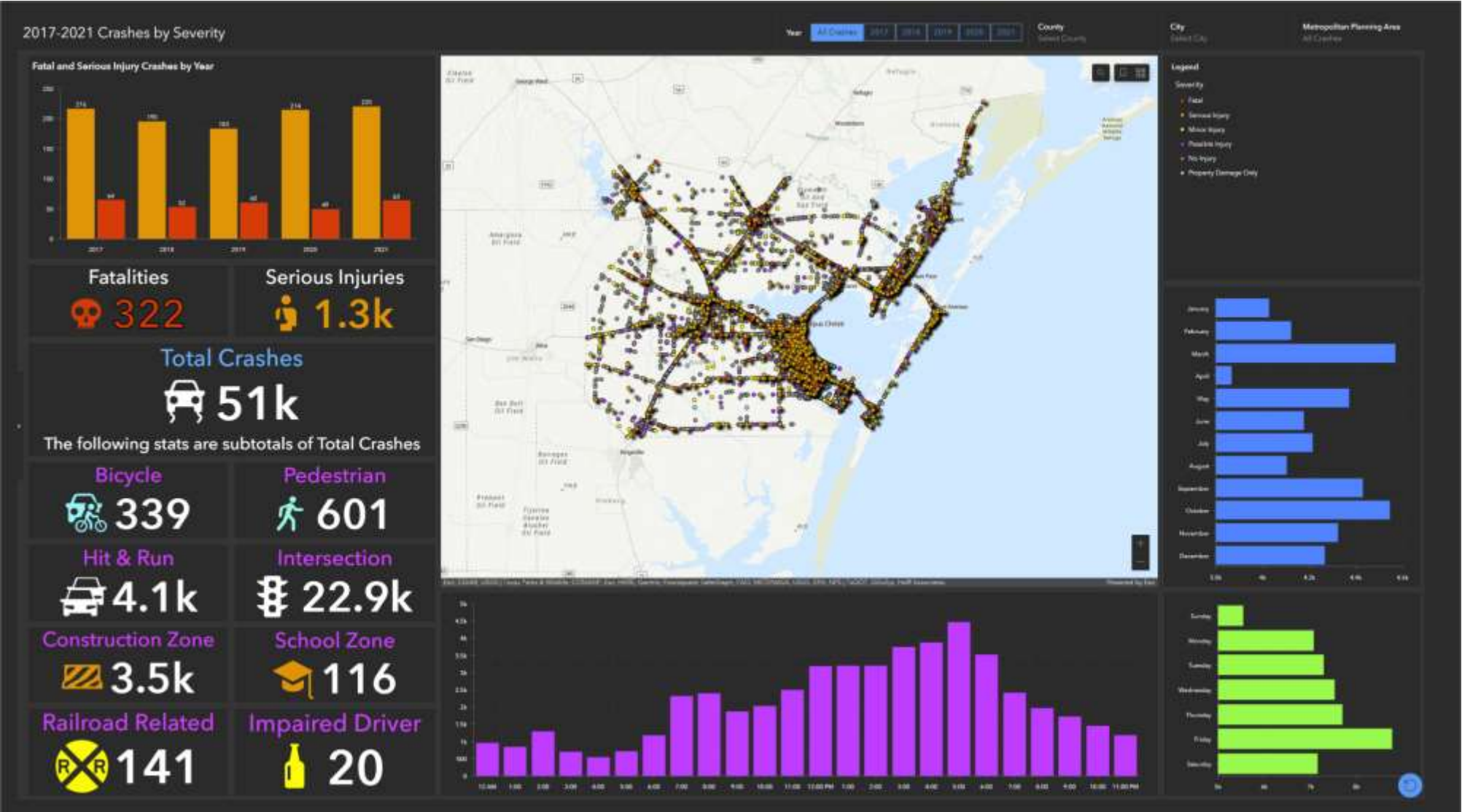
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### **Attachments:**

1. Corpus Christi MPO Website's Crash Data Dashboard Screenshot
2. TxDOT FY 2025 UTP Safety Funding Table



Corpus Christi MPO Website's Crash Data Dashboard Screenshot



Corpus Christi Metropolitan Planning Organization 2017-2021 Crashes by Severity

# CRASH DATA DASHBOARD



# TxDOT FY 2025 UTP Safety Funding Table

## Safety Component of Each Category in Draft 2025 UTP



Category and Description		Estimated Safety Investment by Category		
		Draft 2025 UTP Distribution	Safety %	Effective Safety Investment
1	Preventive Maintenance & Rehabilitation	\$18,667,880,000	8%	\$1,493,430,400
2	Metro and Urban Corridor Funding	\$11,487,980,409	12%	\$1,378,557,649
3	Non-traditional (SUBJECT TO CHANGE)	\$5,000,000,000	9%	\$450,000,000
4R	Statewide Connectivity (Rural)	\$11,318,177,679	12%	\$1,358,181,321
4U	Statewide Connectivity (Urban)	\$8,748,686,475	12%	\$1,049,842,377
5	Congestion Mitigation and Air Quality Improvement	\$2,322,790,000	33%	\$766,520,700
6	Bridge	\$4,681,612,746	3%	\$140,448,382
7	Federal Metropolitan Mobility	\$6,041,345,275	11%	\$664,547,980
8	Safety	\$3,747,421,009	100%	\$3,747,421,009
9	Transportation Alternatives	\$1,769,509,408	66%	\$1,167,876,209
10	Supplemental Transportation Projects	\$1,534,275,585	19%	\$291,512,361
10CR	Carbon Reduction Program	\$1,077,417,167	50%	\$538,708,584
11	District Discretionary	\$2,240,000,000	21%	\$470,400,000
11ES	Energy Sector	\$2,714,115,000	12%	\$325,693,800
11SF	District Safety	\$1,191,932,030	100%	\$1,191,932,030
12	Strategic Priority	\$14,025,958,943	11%	\$1,542,855,484
12CL	Strategic Priority (Texas Clear Lanes)	\$6,000,000,000	10%	\$600,000,000
<b>Total UTP Distribution</b>		<b>\$102,569,101,726</b>		<b>\$17,177,928,287</b>







Presentation to the  
Corpus Christi Metropolitan Planning Organization  
**Transportation Policy Committee**  
February 1, 2024  
Corpus Christi Regional Transportation Authority  
Staples Street Center





**#EndTheStreak**  
Corpus Christi District  
2023

January 24, 2024

1

November 2023 MPO 

**HELP**  
**#EndTheStreakTX**  
End the streak of daily deaths on Texas roadways.

TxDOT.gov (Keyword: #EndTheStreakTX) #EndTheStreakTX Toolkit

Texas Department of Transportation January 24, 2024 **2**

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## 2022 Texas Crash Data Facts



- 4,407 fatalities in 2022
- 12.1 avg deaths/per day in 2022
- November 7, 2000 last deathless day
- 83,000+ lives lost since 11/07/2000



Texas Department of Transportation

January 24, 2024

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## End the Streak Video -PSA



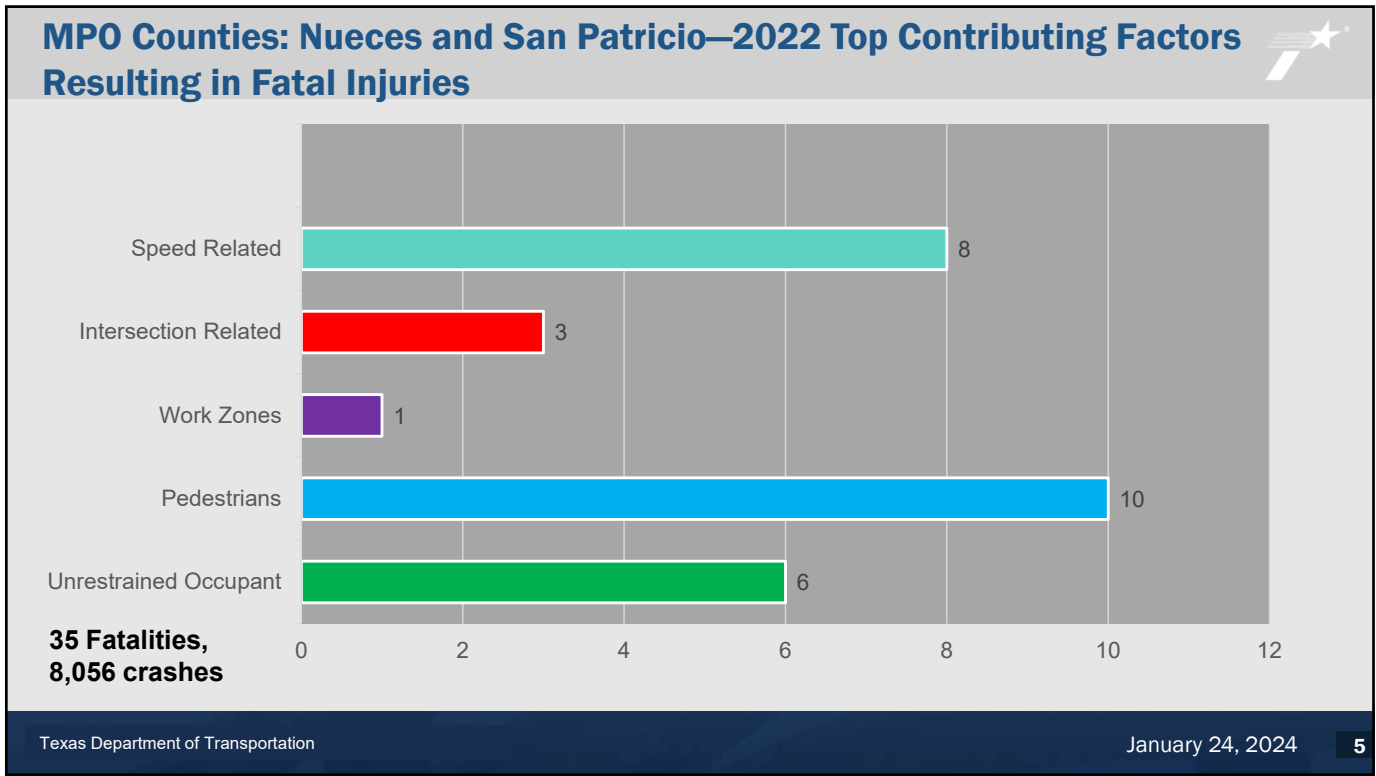
- <https://www.txdot.gov/safety/traffic-safety-campaigns/endthestreaktx.html>

Texas Department of Transportation

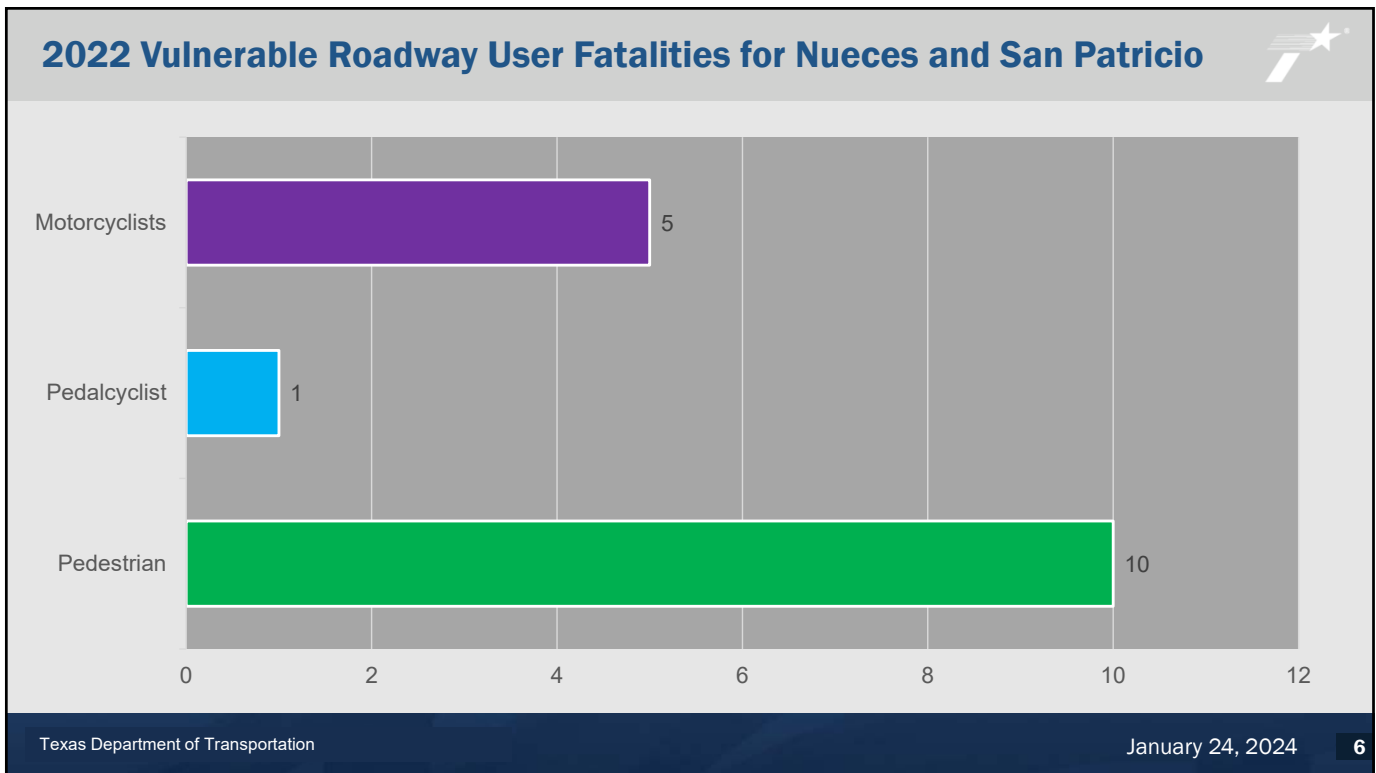
January 24, 2024

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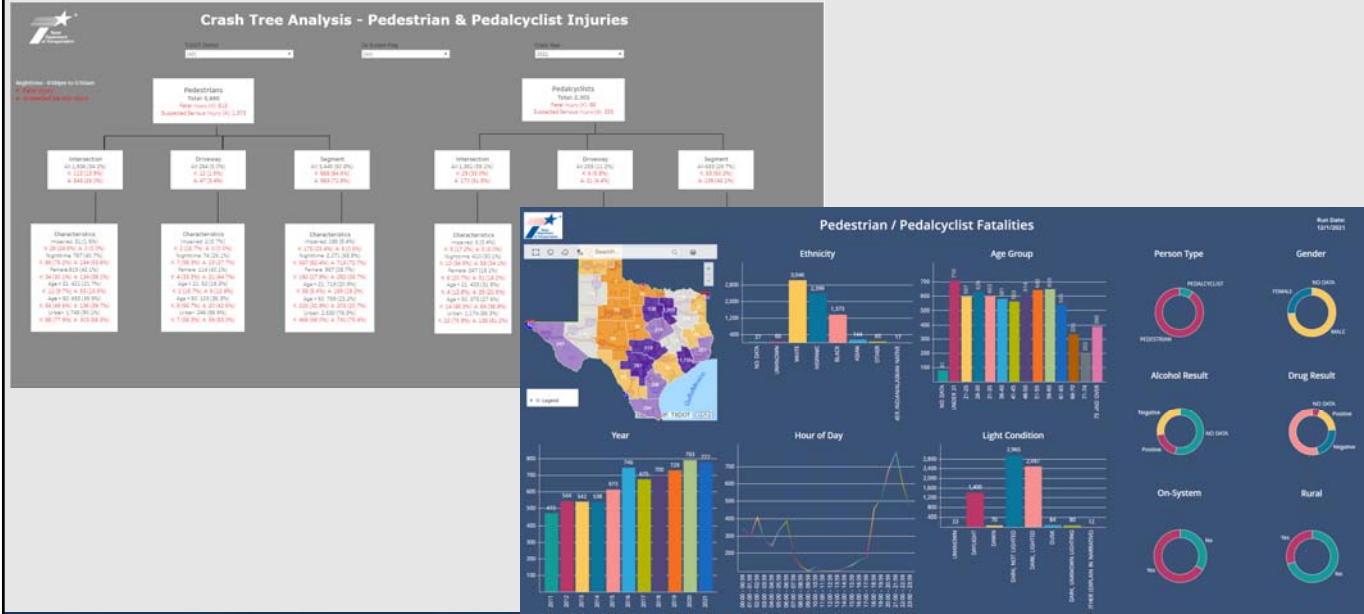


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# Bicyclist and Pedestrian Safety Dashboards



Texas Department of Transportation

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# Traffic Safety Data Portal



## TxDOT Traffic Safety Data Portal

### Statewide Data

<p><b>Impaired Driving</b></p> <p>Impaired Driving includes crashes where at least one driver is identified as under the influence of alcohol or drugs.</p> <p><a href="#">Read More</a></p>	<p><b>Distracted Driving</b></p> <p>In Distracted Driving crashes, contributing factors include distraction in a vehicle, driver inattention, or mobile device use.</p> <p><a href="#">Read More</a></p>	<p><b>Speeding</b></p> <p>Speeding includes crashes where a contributing factor was unsafe speed, driving under the limit, or speeding over...</p> <p><a href="#">Read More</a></p>	<p><b>Work Zones</b></p> <p>Work Zones include crashes that occurred in or were related to a construction or maintenance work zone.</p> <p><a href="#">Read More</a></p>	<p><b>Motorcycles</b></p> <p>Motorcycles include crashes that involve all motorcycle-types including two wheelers, three wheelers, and four wheelers.</p> <p><a href="#">Read More</a></p>	<p><b>Pedestrians and Pedalcyclists</b></p> <p>Pedestrian and Pedalcyclist crashes involve a pedestrian or pedalcyclist (e.g. bicycles, tricycles, unicycles) and a motor vehicle.</p> <p><a href="#">Read More</a></p>	<p><b>Seat Belts</b></p> <p>Seat Belts includes crashes where unrestrained (unbuckled) drivers and passengers are seriously or fatally injured.</p> <p><a href="#">Read More</a></p>
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Texas Department of Transportation

January 24, 2024

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Slow down or pay up.

Heads up, Texas. Texting and driving is illegal.

MOVE OVER OR SLOW DOWN IT'S THE LAW.

BE SAFE. DRIVE SMART.

There's a life riding on it. Look Twice Share the Road.

STEER CLEAR OF BIG TRUCKS

BE SAFE. DRIVE SMART.

Walking or driving, use these tips for safe arriving. -Mr. Rhodes

DRUNK DRIVERS WRECK CARS AND LIVES.

20<sup>th</sup> Click It or Ticket. 6972 Lives Saved

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Help Us Spread The Word...

**HELP #EndTheStreakTX**

End the streak of daily deaths on Texas roadways.

TxDOT.gov (Keyword: #EndTheStreakTX)

#EndTheStreakTX Toolkit

Texas Department of Transportation January 24, 2024 10

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**Date:** January 25, 2024  
**To:** Transportation Policy Committee (TPC)  
**From:** Robert MacDonald, Transportation Planning Director  
**Subject:** Item 5D: Corpus Christi MPO Regional Coordination Group for Federal Transportation Grants Update  
**Action:** Review and Discuss Grant Proposals and Coordination

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### **Summary**

The Corpus Christi MPO staff continues to present information to serve as the focus for the Regional Coordination Group, which is the monthly Technical Advisory Committee (TAC) meeting. We also provide monthly updates to the TPC.

The TAC members and Corpus Christi MPO staff invite other local agency staff to provide information on transportation projects and program grant submittal proposals. We encourage all those to attend the TAC meeting to provide their input on the specific federal transportation grants being proposed and identified for future submittals over the remaining three years of these federal 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 2024 Competitive Grant Summary Table** is provided as Attachment 1.

New for this month is the Notices of Funding Opportunity (NOFO) for:

- **Advanced Transportation Technologies and Innovation (ATTAIN) Grant**, the deadline for the grant is February 2, 2024

### **Grant Submittals**

The Corpus Christi Regional Transportation Authority (CCRTA) is planning to submit for the Advanced Transportation Technology and Innovation (ATTAIN) Grant due on February 2, 2024. We have included in Attachment 2 the CCRTA Board of Director's information regarding this proposed ATTAIN Grant submittal. The FHWA Fact Sheet for this ATTAIN Grant is provided as Attachment 3.

### **Federal Grant Results**

There have been no recent awards for Federal IIJA/BIL Grants.

### **Attachments**

1. Corpus Christi MPO FY 2024 Competitive Grant Summary Table
2. Corpus Christi Regional Transportation Authority Advanced Transportation Technology and Innovation (ATTAIN) Grant Request
3. Advanced Transportation Technologies and Innovation (ATTAIN) Grant Fact Sheet from FHWA

**BIPARTISAN INFRASTRUCTURE LAW - KEY NOTICES OF FUNDING OPPORTUNITY**

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

Program	Description	Eligible Entity	2023/2024 Deadlines
<b>TRANSPORTATION SAFETY, EQUITY, RESILIENCE &amp; OTHER</b>			
<a href="#"><u>Rebuilding American Infrastructure with Sustainability and Equity (RAISE)</u></a>	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	2/28/2024
<a href="#"><u>Nationally Significant Multimodal Freight and Highway Projects (INFRA)</u></a>	Provides grants for multimodal freight and highway projects of national or regional significance.	State, MPO, Local Government, FLMA	8/21/2023
<a href="#"><u>National Infrastructure Project Assistance (Mega)</u></a>	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
<a href="#"><u>Bridge Investment Program</u></a> <a href="#"><u>Planning and other Bridge Projects</u></a>	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	12/20/2023 <b>03/19/2024</b>
<a href="#"><u>Natural Gas Distribution Infrastructure Safety and Modernization Program</u></a>	Repair, rehabilitate, or replace the natural gas distribution pipeline systems	Local Governments or Community Owned Utility	7/24/2023
<a href="#"><u>Safe Streets and Roads for All</u></a>	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	02/2024 Start of Process
<a href="#"><u>Thriving Communities</u></a>	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	11/28/2023

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

Program	Description	Eligible Entity	2023/2024 Deadlines
<u>Reconnecting Communities and Neighborhoods (RCN) Program</u> Capital Construction	Provides grants for projects focused on reducing environmental harm and improving access in disadvantaged communities.	State, MPO, Local Government	9/28/2023
<u>Reconnecting Communities and Neighborhoods Pilot (RCN) Program</u> 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
<u>Reconnecting Communities Pilot (RCP) Program</u> 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 Federal Lands and Tribal Projects (NSFLTP) Program</u>	Provides grants to Tribes and Federal land management agencies to complete projects that will provide substantial benefits to their communities or parklands.	State, Local Governments, Tribes	9/6/2023
<b>TRANSPORTATION SAFETY, EQUITY, RESILIENCE &amp; OTHER</b>			
<u>Advanced Transportation Technologies and Innovative Mobility Deployment (ATTAIN)</u>	Provides grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.	State, MPO, Local Government	02/02/2024
<u>Strengthening Mobility and Revolutionizing Transportation (SMART)</u>	Projects utilizing innovative technology to Improve Transportation Efficiently and Safety	State, MPO, Local Government, Public Transit	Summer 2024 Start of Process
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	



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

Program	Description	Eligible Entity	2023/2024 Deadlines
<u>Charging and Fueling Infrastructure Grants Program (Community Charging)</u>	Provides grants for projects to develop electric vehicle charging and hydrogen, propane, and natural gas fueling infrastructure access along alternative fuel corridors throughout the country, including in rural areas, low- and moderate-income neighborhoods, and communities with a low ratio of private parking spaces to households or a high ratio of multiunit dwellings to single family homes.	State, MPO, Local Government, FLMA	6/13/2023
Charging and Fueling Infrastructure Grants Program (Corridor Charging)	Deploys publicly accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated Alternative Fuel Corridors.	State, MPO, Local Government, FLMA	6/13/2023
<u>Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Discretionary Grants</u>	Provides grants for activities that enable communities to address vulnerabilities to current and future weather events, natural disasters, and changing conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities.	State, MPO, Local Government, *FLMA with State	8/18/2023
<b>TRANSIT &amp; INTERCITY RAIL</b>			
<u>Transit-Oriented 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 Poverty Program</u>	Increase transit access for the underserved communities	Recipients and subrecipients 5307, 5310, and 5311	3/10/2023
<u>FEMA Transit Security Grant</u>	Promote sustainable, risk-based efforts to protect critical transportation infrastructure and the traveling public	Public transit based on the ridership, transit systems	5/18/2023
<u>Low/No Emission Bus Program</u>	Support the transition to the clean and efficient transit vehicles	Public Transit	01/2024 Start of Process
Capital Investment Grants (CIG)	Fixed guideway investments, rapid rail, commuter rail, light rail, streetcars, bus rapid transit, ferries	State and Local Government	



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

Program	Description	Eligible Entity	2023/2024 Deadlines
<u>Bus and Bus Facilities Competitive Grants</u>	Bus and Bus Facility Procurements	Public Transit	01/2024 Start of Process
<b>PORT &amp; FREIGHT</b>			
<u>Port Infrastructure Development</u>	Port Safety, Reliability, Efficiency		02/2024 Start of Process
<u>America's Marine Highway Program</u>	Marine Highway development and expansion		4/28/2023
<u>Reduction of Truck Emissions at Port Facilities</u>	Port Emissions Reduction		7/26/2023
<b>CLIMATE, ENERGY, &amp; ENVIRONMENT</b>			
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		
<b>AVIATION</b>			
Airport Improvement Program Discretionary Grant	Airport Capital Improvements and Rehabilitation Programs		7/14/2023
Airport Terminals Program	Terminal Development Projects that address the aging air infrastructure at large, medium, and small hub airports	State, Local Government, Transit Agency	

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



CORPUS CHRISTI REGIONAL  
TRANSPORTATION AUTHORITY

Board of Directors Meeting Memo

January 5, 2024

**Subject: Resolution to Apply for the FY23-FY24 Advanced Transportation Technology and Innovation (ATTAIN) Program Grant Funding Opportunity**

## **Background**

The Department of Transportation has opened a grant funding opportunity through the Advanced Transportation Technology and Innovation (ATTAIN) Program. Funding would be for entities to deploy, install, and operate advanced technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.

\$120 million has been allotted for the estimated total program funding, with 20 expected awards.

Application Deadline: February 2, 2024

## **Identified Need**

CCRTA would use funding to retrofit 51 buses within CCRTA's fleet with the Mobileye Shield+ 3-Camera System Version 4 with the Rosco Collision Avoidance (RCA) Advanced Pedestrian Alert System (APAS). The technology would be used to reduce traffic-related fatalities and injuries through advanced driver assistance and alerts to drivers for potentially dangerous situations.

## **Financial Impact**

CCRTA's funding request would be \$684,636 for the technology to be retrofitted on 51 buses within CCRTA's fleet, installation, training, software subscription, and freight shipment. If funding is received, 80% would be DOT-funded, with the remaining 20% (\$136,927.20) being locally funded.

## **Board Priority**

This item aligns with the Board Priorities - Safety & Security and Financial Transparency

## **Project Outlook**

Upon award, CCRTA would work with a vendor to conduct installation for the Mobileye Shield+ 3-Camera System, Version 4 with the Rosco Collision Avoidance (RCA) Advanced Pedestrian Alert Systems (APAS), and training, which would take an estimated 10 – 14 months, based on the procurement, shipping, installation, and training processes.

## **Recommendation**

Staff requests the Board of Directors adopt a Resolution to support the Advanced Transportation Technology and Innovation (ATTAIN) Program 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 ADVANCED TRANSPORTATION TECHNOLOGY TO REDUCE TRAFFIC-RELATED INCIDENTS THROUGH ADVANCED DRIVER ASSISTANCE

**WHEREAS**, the Corpus Christi Regional Transportation Authority (CCRTA) has a long-term goal of enhancing transportation safety for customers, employees, and the community.

**WHEREAS**, the Corpus Christi Regional Transportation Authority has identified Mobileye Shield+ 3-Camera System Version 4 with the Rosco Collision Avoidance (RCA) Advanced Pedestrian Alert Systems (APAS) as a technology that would reduce traffic-related incidents through advanced driver assistance.

**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 shipment, installation, training, and subscription of transit artificial intelligence technology to assist CCRTA Bus Operators in the detection of vehicles, pedestrians, lanes, and traffic signs in order minimize any potentially dangerous conditions.

Section 2. The Board of Directors further declares its intention to support the exploration of grant opportunities for advanced transportation technology to reduce traffic-related incidents and improve safety within the CCRTA's fleet and transportation system.

**DULY PASSED AND ADOPTED** this \_\_\_\_ day of January, 2024

**ATTEST:**

**CORPUS CHRISTI REGIONAL  
TRANSPORTATION AUTHORITY**

\_\_\_\_\_  
Derrick Majchszak  
Chief Executive Officer

\_\_\_\_\_  
Dan Leyendecker  
Chairman of the Board



# BIPARTISAN INFRASTRUCTURE LAW



FHWA Home / Bipartisan Infrastructure Law / Fact Sheets / Advanced Transportation Technologies and Innovation

- Home
- Overview
- Funding
- Assistance / Local Support
- Fact Sheets
- Guidance



## Advanced Transportation Technologies and Innovation (Advanced Transportation Technologies and Innovative Mobility Deployment)

	FAST Act (extension)	Bipartisan Infrastructure Law (BIL)				
Fiscal Year (FY)	2021	2022	2023	2024	2025	2026
Authorization	\$60 M	\$60 M	\$60 M	\$60 M	\$60 M	\$60 M

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

**Note:** The BIL amended the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) grant program and renamed it the Advanced Transportation Technologies and Innovative Mobility Deployment Program. In implementing BIL, FHWA will refer to this program as the Advanced Transportation Technologies and Innovation (ATTAIN) program.

### Program Purpose

The ATTAIN program provides competitive grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.

### Statutory Citations

- § 13006(b); 23 U.S.C. 503(c)(4)

### Funding Features

#### Type of Budget Authority or Authorization of Appropriations

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

#### Source of funding

- The BIL funds the program through a set-aside from the Highway Research and Development, Technology and Innovation Deployment, and Intelligent Transportation System Research Programs. [§ 13006(b)(9); 23 U.S.C. 503(c)(4)(I)(i)]

#### Set-aside for rural areas

- **[NEW]** Not less than 20% of the amounts made available to carry out this program shall be reserved for projects serving rural areas. [§ 13006(b)(5); 23 U.S.C. 503(c)(4)(D)(ii)(II)]

### Federal Share

- **[NEW]** Up to 80% of the cost of the project (vs. 50% of the cost of the project under the FAST Act) [§ 13006(b)(10); 23 U.S.C. 503(c)(4)(J)]

### Eligible Activities

Grant recipients may use funds under this program to deploy the following advanced transportation and congestion management technologies—

- advanced transportation technologies to improve emergency evacuation and responses by Federal, State, and local authorities;
- integrated corridor management systems;
- advanced parking reservation or variable pricing systems;
- electronic pricing, **[NEW] toll collection**, and payment systems;
- technology that enhances high occupancy vehicle toll lanes, cordon pricing, or congestion pricing;
- integration of transportation service payment systems;
- advanced mobility access and **[NEW] on-demand transportation service** technologies, such as dynamic ridesharing and **[NEW] other shared-use mobility applications** and information systems to support human services for elderly and disabled individuals;
- retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology, subject to the condition that the retrofitted technology operates only within the existing spectrum allocations for connected vehicle systems; or
- advanced transportation technologies, in accordance with research areas described in the DOT's 5-year transportation research and development strategic plan (section 6503 of title 49, United States Code). [§ 13006(b)(6); 23.U.S.C. 503(c)(4)(E)]

## Eligible Entities

- a State or local government or political subdivision thereof;
- a transit agency;
- **[NEW]** any metropolitan planning organization (MPO) (vs. under the FAST Act, only MPOs that represented a population of more than 200,000);
- a multijurisdictional group made up of the above eligible applicants, with a signed agreement to implement the initiative across jurisdictional boundaries; and
- a consortium of research or academic institutions. [§ 13006(b)(11); 23 U.S.C. 503(c)(4)(N)]

## Program Features

Except as specified, the BIL continues all requirements that applied to ATCMTD under the FAST Act.

### Project Selection

The BIL requires the Secretary to develop criteria for selection of an eligible entity to receive a grant, including how the proposed deployment of technology will—

- **[NEW]** improve the mobility of people and goods;
- **[NEW]** improve the durability and extend the life of transportation infrastructure;
- reduce costs and improve return on investments, including through **[NEW] optimization** of existing transportation capacity;
- **[NEW] Protect the environment and** deliver environmental benefits that alleviate congestion and streamline traffic flow;
- measure and improve the operational performance of the applicable transportation network;
- reduce the number and severity of traffic crashes and increase driver, passenger, and pedestrian safety;
- collect, disseminate, and use real-time traffic, **[NEW] work zone, weather, transit, [NEW] paratransit**, parking, and other transportation-related information to improve mobility, reduce congestion, and provide for more efficient, accessible, **[NEW] and integrated transportation and transportation services**;
- **[NEW] facilitate account-based payments for transportation access and services and integrate payment systems across modes**;
- monitor transportation assets to improve infrastructure management, reduce maintenance costs, prioritize investment decisions, and ensure a state of good repair;
- deliver economic benefits by reducing delays, improving system performance, and providing for the efficient and reliable movement of goods and services;
- accelerate the deployment of vehicle-to-vehicle, vehicle-to-infrastructure, **[NEW] vehicle-to-pedestrian**, autonomous vehicles, and other technologies; or
- **[NEW] incentivize travelers—**
  - **to share trips during periods in which travel demand exceeds system capacity; or**
  - **to shift trips to periods in which travel demand does not exceed system capacity.** [§ 13006(b)(3); 23 U.S.C. 503(c)(4)(B)]

### Grant Awards

- Each fiscal year for which funding is made available for this program, the BIL requires the Secretary to request applications and to award grants to at least 5 and not more than 10 eligible entities. The BIL further requires that the awards, to the extent practicable, represent diverse technologies and geographic areas of the United States, including urban and rural areas. [§ 13006(b)(5); 23 U.S.C. 503(c)(4)(D)]

### **Reporting Requirements**

- The BIL carries forward grant recipient annual reporting requirements to the Secretary on the costs and benefits of a project and how the project has met the expectations described in the recipient's application, including lessons learned and recommendations for future deployment strategies to optimize transportation **[NEW] mobility**, efficiency, multimodal system performance, and **[NEW] payment system performance**.  
[§ 13006(b)(7); 23 U.S.C. 503(c)(4)(F)]

### **Additional Information and Assistance**

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