



TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA

THURSDAY, APRIL 18, 2024


9:00 A.M. REGULAR TAC MEETING (Boardroom 210)

Venue: Corpus Christi Regional Transportation Authority (CCRTA) Staples Street Center,
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 TAC's jurisdiction (except in matters related to pending litigation). Proceedings are recorded. To make a public suggestion or comment at the meeting, please fill out the printed comment card available at the meeting and submit it to Corpus Christi MPO staff 10 minutes before the meeting starts. We ask that remarks be limited to three minutes, that you identify yourself, and give your address.

3. APPROVAL OF THE TAC MARCH 21, 2024 REGULAR MEETING MINUTES 

4. DISCUSSION AND POSSIBLE ACTION ITEMS

A. DRAFT FY 2025-2028 Transportation Improvement Program (TIP) 

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

5. INFORMATION ITEMS

A. 2025-2050 Metropolitan Transportation Plan (2050 MTP) 

1. Vision, Goals and Objectives Discussion
2. Timeline for Meetings and Events

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

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

7. UPCOMING MEETINGS/EVENTS

A. Transportation Policy Committee:	Regular Meeting	May 9, 2024
B. Technical Advisory Committee:	Regular Meeting	May 16, 2024
C. 2050 MTP Public Meetings:		May TBD, 2024

8. ADJOURN

 - Indicates attachment(s) for the agenda item.

 - Indicates a weblink for agenda item.

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

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

MEETING LOCATION MAP



**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (CORPUS CHRISTI MPO)
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING MINUTES
THURSDAY, MARCH 21, 2024**

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

TAC Chairperson Brian DeLatte called the meeting to order at 9:01 a.m.

TPC Members Present:

Brian DeLatte, P.E., City of Portland, Chairperson

Jeff Pollack, AICP, Port of Corpus Christi Authority, Vice Chairperson

LiAnn Alfaro, Corpus Christi Regional Transportation Planning Authority (CCRTA)

Dan McGinn, AICP, City of Corpus Christi

Paula Sales-Evans, P.E., TxDOT – Corpus Christi District (CRP)

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

2. NON-AGENDA ITEMS PUBLIC COMMENTS:

None were made or offered.

3. APPROVAL OF THE TAC FEBRUARY 15, 2024 REGULAR MEETING MINUTES

Ms. Sales-Evans made a motion to approve the February 15, 2024, TAC Regular Meeting minutes. Mr. McGinn seconded; the motion passed unanimously.

4. DISCUSSION AND POSSIBLE ACTION ITEMS

A. FY 2023 - 2026 Transportation Improvement Program (TIP) Amendment 2

Discussion:

Mr. MacDonald introduced Amendment 2 to the FY 2023-2026 TIP. The amendment was recommended by Corpus Christi MPO staff for release for the one-month public comment period to the Transportation Policy Committee (TPC). Due to the expedited timeline for these projects to be amended into the TIP as requested by TxDOT, the Corpus Christi MPO staff started the process with the TPC. Typically for TIP Amendments, there is a change in the scope of a project, the addition of a newly funded project, or a change in funding. Public Notice #24-1 related to the DRAFT FY 2023-2026 TIP Amendment 2 was provided as Attachment 1. He outlined the projects being added to the TIP, including a NEVI charging station, Holly Rd. Train Trestle to Tourism Trail, and the removal of the Yorktown Boulevard Reconstruction Project.

Ms. Sales-Evans explained that they needed to access funds from carryover balances of CAT 7 to support a project initially planned to be funded with CAT 2. This decision stemmed from the increase in construction costs, notably due to a rise in project expenses overall and additional drainage-related expenditures. With the project's total expected cost now at \$65 million, they opted to decrease the allocation from CAT 2 to \$30 million and utilize \$35 million from the carryover CAT 7 funds. Through this proposal, utilization of CAT 7 funds would make CAT 2 funds available for future projects.

Mr. MacDonald stated the MPO staff's recommendation for the changes discussed, particularly focusing on adjusting the budget allocation to accommodate increased costs. The total cost for the project is now \$65 million, with \$30 million allocated from CAT 2 and \$35 million from CAT 7. These adjustments will be reflected in the TIP Project illustrative list and will be updated in the eSTIP formatted pages. The complete DRAFT FY 2023-2026 TIP with Amendment 2 document will be presented to the TPC in a couple of weeks. Mr. MacDonald also talked about more of the specific changes listed in the cover memo's second page. He pointed out that MPO staff has added new funding allocations reported in the 2024 Unified Transportation Program (UTP). This increased funding amounts will ensure fiscal constraint to accommodate the additional projects and other project's cost increased through Amendment 2.

Mr. McGinn asked about the NEVI station's location. He expressed curiosity about its placement, mentioning the need for more stations, especially along routes like I-37 to San Antonio. He suggested a location around mile marker 40 or 50 for the station.

Ms. Sales-Evans explained that this plan covers the entire state, but this specific location is the only one within the MPO boundary. For this project to be started, it needs to be included in the MPO's FY 2023-2026 TIP. If there were other locations, they would likely fall under the state's jurisdiction. So, it's essential to ensure that funds are allocated properly within the MPO boundary. She clarified that there may still be plans for stations along Highway 37.

Mr. MacDonald mentioned that he will email the TAC the statewide EV plan, and this first phase is part of a larger project with multiple phases. This phase focuses on spacing charging stations about 50 miles apart along the interstates. The location being discussed is close to Interstate 37 near Calallen. He also noted that this project is within our MPO boundary and needs to be included in the FY 2023-2026 TIP to qualify for federal funds.

Motion:

Mr. Pollack made a motion to approve the FY 2023 - 2026 Transportation Improvement Program (TIP) Amendment 2. Ms. Sales-Evans seconded the motion. The motion passed unanimously.

5. INFORMATION ITEMS

A. 2050 Metropolitan Transportation Plan (MTP) Update: Vision, Goals and Objectives Discussion

Mr. Casper presented the update on the 2050 Metropolitan Transportation Plan (MTP), focusing on its vision, goals, and objectives. The Corpus Christi MPO staff is seeking input into the number of and topic of goals for use in developing the 2050 Metropolitan Transportation Plan (2050 MTP). During each MTP development cycle, the Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) reviews and can revise its Vision, and associated Goals, Objectives, and Performance Measures. It is essential that the vision and policies advocated in the Regional Long Range Transportation Plan be consistent with the visions, goals, and transportation policies in subplans (safety plan, congestion management plan, etc.) and partner agencies' plans.

Ms. Sales-Evans mentioned that having fewer goals makes them easier to handle, and she proposed aligning them with the 2045 plan. She suggested considering a focus on making transportation systems more resilient and redundant, which aligns with FHWA guidelines.

Mr. Casper agreed that having a shorter list would work better. He mentioned that the previous 2045 MTP, had eight goals. He listed potential new goals, like improving travel and tourism and making transportation more reliable.

Ms. Sales-Evans commented that she wants to combine certain goals, and Mr. DeLatte agreed, stating that having fewer goals increases the likelihood of achieving them.

Mr. Casper explained that goals help create ways to measure progress, showing how things are now and how close they are to reaching the goals. He mentioned that some goals, especially about safety, are required by federal law, so it's essential to remember that during future discussions.

Mr. Pollack recommended keeping goals broad and timeless, with measurable targets and timeframes set as objectives underneath. He suggested consolidating goals into a few key ones and ensuring that objectives are specific and measurable to track progress effectively.

Mr. Casper proposed beginning with a set of goals and then adapting objectives accordingly, pointing out how the attachments illustrate changes over time.

Ms. Sales-Evans concurred.

Mr. MacDonald said they'll follow the given direction, observing how other MPOs in Texas are simplifying their goals and objectives for long-range plans, and will customize their approach accordingly for their next presentation.

Mr. Pollack suggested that numbers four and six on the list are secondary benefits, achievable if the other goals are effectively pursued, and proposed integrating them into the other goals to maintain strategic direction without losing focus on efficiency and regional economic activity.

Mr. McGinn highlighted the significant decrease in projected 2050 regional population over the past five years in the region, suggesting a reevaluation of goals and projects based on new data, even though some projects are already underway, to better match the current demand in the area.

Ms. Sales-Evans suggested including a tourism component when considering facility needs, noting that census data might not accurately reflect the demand from both permanent and visiting residents in certain areas.

Mr. MacDonald acknowledged two important points: the need to consider population allocation and employment when connecting special generators, and the relevance of the recently updated population projection from the State Demographer for their analysis. He also noted the importance of considering recent population projections in upcoming plans such as the resiliency and active transportation plans, as it might influence the priorities and weighting of factors in these plans. Mr. MacDonald emphasized a focus on safety improvements within the MPO boundary, mentioning plans to incorporate this focus into smaller forecasts and sub-plans. He highlighted an example of a safety project included in the 2025 UTP, indicating a shift towards prioritizing safety projects based on analysis by TxDOT and the MPO. Additionally, he encouraged considering factors like tourism growth and local plans when prioritizing projects and customizing the regional plan to accommodate various needs and priorities.

B. Resiliency Plan Critical Infrastructure Review

Mr. Casper discussed the new focus on resiliency and the progress made in identifying threats to transportation infrastructure. He mentioned the need to prioritize critical roads, bridges, and culverts using specific criteria and requested feedback on how to weigh these criteria. Additionally, he referred to maps showing potential impacts and explained the complexity of the process due to the large amount of data involved.

Ms. Sales-Evans asked for clarification on the definition of an evacuation route, inquiring whether it was designated by local emergency management, the County map, or elsewhere. She raised a point about Highway 361 on Mustang Island not being designated as an evacuation route, suggesting that many people in the area might believe it should be.

Mr. Casper explained that they would be willing to include Highway 361 as an evacuation route if the state maps were updated accordingly, highlighting the extensive technical analysis required for designation due to its importance in accommodating a large population capacity.

Ms. Sales-Evans emphasized the importance of considering both statewide and regional evacuation routes for resiliency and redundancy purposes, suggesting a need to prioritize routes that serve as evacuation paths, regardless of official designation.

Mr. Casper mentioned that designating something as an evacuation route would have ramifications, such as requiring it to be raised above flood levels, which could impact nearby properties, highlighting the complexities involved in such decisions.

Ms. Sales-Evans proposed consolidating multiple segments of the same corridor into fewer sections to improve the resiliency plan's effectiveness and simplify the process.

Mr. Casper acknowledged the complexity of establishing weighting criteria for the resiliency plan and proposed a workshop to navigate through it. He urged everyone to consider the criteria thoughtfully, highlighting the critical path of the plan to identify infrastructure vulnerabilities, propose solutions, and develop projects with benefit-cost analysis for funding competition in the long term.

Mr. MacDonald asked for feedback from the TAC members on whether the maps provided in their packets helped to identify various facilities.

Ms. Sales-Evans expressed confusion regarding the critical roadways map and its legend, particularly regarding the interpretation of line thickness based on standard deviation, emphasizing the importance of making information understandable to the public for effective planning purposes.

Mr. DeLatte inquired about the correlation between line darkness on the map and segment condition, particularly noting a darker red line possibly indicating a deteriorating road segment just outside the MPO's jurisdiction, questioning if jurisdictional boundaries influenced decision-making regarding road improvements.

Ms. Sales-Evans explained that funding and design complexities affect upgrades, especially concerning the Robstown relief route's connection to I-69, requiring coordination with Robstown. She noted that project prioritization involves more than just boundaries, emphasizing collaboration and planning efforts with various stakeholders.

C. MPO Project Lists Discussion

Mr. MacDonald provided an overview of the upcoming four-year FY 2025-2028 TIP, detailing the existing project lists and funding allocations. He emphasized the significance of member input in selecting and prioritizing projects, stressing alignment with state transportation goals to avoid allocation penalties for underutilized MPO-directed funds. Additionally, he emphasized the importance of actively selecting projects to ensure compliance and effective use of resources, with the goal of avoiding penalties for the MPO and maximizing transportation project delivery.

Ms. Sales-Evans highlighted the statewide goal of maximizing federal funding usage by fully utilizing allocations and minimizing unspent balances, ensuring effective utilization of funds across all MPOs.

Mr. MacDonald emphasized the importance of utilizing allocated funds effectively statewide to ensure Texas can access federal funding from other states with unspent allocations.

Mr. Casper highlighted discussions from a recent meeting in D.C. where many states are struggling to spend their allocated funds, leading to the potential reallocation of \$10 billion in August. He also emphasized the importance of considering the purchasing power of allocated funds over time, noting that funds allocated now may have different values in the future.

Mr. MacDonald urged consideration of updated cost estimates for projects in the next 4-year plan, advising review of the 2045 MTP list due to likely increases in costs, with the goal of fully utilizing TIP funds and seeking additional funding as needed.

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

Mr. Casper mentioned to the TAC that the new population forecast was discussed by the Texas State Demographic Center earlier that day, and for those interested, signing up at the state demography office provided updates on the growth numbers across the state.

Mr. Pollack discussed the ongoing scoping of a grant pursuit for the EPA Clean Ports Program, outlining plans to identify various equipment, including forklifts and trucks, with a potential future scope involving the conversion of electrified components to hydrogen, aimed at addressing industrial demand and facilitating the transition to hydrogen fueling for transit fleets.

7. UPCOMING MEETINGS/EVENTS

A. Transportation Policy Committee:	Regular Meeting	April 4, 2024
B. Technical Advisory Committee:	Regular Meeting	April 18, 2024
C. 2050 MTP Public Meetings:		April 23-25, 2024

8. ADJOURN

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



Date: April 12, 2024
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4A: DRAFT FY 2025-2028 Transportation Improvement Program (TIP)
Action: Review, Discuss, Receive Public Comments, and Recommend the TPC Release for a One-Month Public Comment Period

Summary

The DRAFT FY 2025-2028 Transportation Improvement Program (TIP) is proposed for release for the required one-month public comment period. The approval for release is necessary to meet the TxDOT scheduled adoption of the FY 2025-2028 Statewide Transportation Improvement Program (STIP). The TxDOT HQ must receive the final approved TIPs from all MPOs no later than June 10th, 2024. This means that the Corpus Christi MPO Draft TIP must be released by the TPC for public comment during their May 9th meeting and the final Corpus Christi MPO DRAFT FY 2025-2028 TIP approved at the June 6th TPC meeting.

The current FY 2025-2028 TIP/STIP Timetable is provided as Attachment 1 and illustrates the process flow of activities leading to the FY 2025-2028 TIP/STIP approval. The Corpus Christi MPO's TIP timetable will coincide with both the TxDOT 2025 UTP and FY 2025-2028 STIP development processes as these companion efforts are being developed in unison.

As part of the joint TIP/STIP planning efforts, the Corpus Christi MPO is responsible for conducting a performance-based scoring process and selecting transportation projects for funding Categories 2, Category 7, Category 9 and Category 10 CR. TxDOT is an active participant in these funding category selection processes eventually approved by the TPC.

The Corpus Christi MPO must also coordinate with TxDOT on their scoring and selecting of projects for Category 4. Additionally, the Corpus Christi MPO and TxDOT Corpus Christi District will coordinate on other funding categories to ensure consistency of projects and any funding that contributes to the improvements of the regional transportation systems. As described in the TxDOT 2025 UTP process, the projects selected for the first four years of the 2025 TxDOT UTP are those that likely become part of the TxDOT FY 2025-2028 STIP. These first four years of projects and programs correspond to the Corpus Christi's FY 2025-2028 TIP. Additionally, the projects selected for Categories 2 and 4 must be authorized by the Texas Transportation Commission in order to secure the local match required.

FY 2025-2028 TIP/STIP Funding Estimates for the Corpus Christi MPO

The preliminary estimate for funding available for use in the Corpus Christi MPO area, by year, is highlighted in the table below.

TxDOT 2025 UTP and FY 2025-2028 TIP/STIP Funding for Corpus Christi MPO

In order to prioritize the projects, the process requires that the DRAFT 2025 UTP and FY 2025-2028 TIP is fiscally constrained. The current (January 30, 2024) estimate for 4 and 10 years of funding available for use in the Corpus Christi MPO area is shown in the table below. The first four fiscal years are the FY 2025-2028 TIP years and are shaded in the following table.

	Category 2	Category 4	Category 7	Category 9	Category 10 CR ¹	
Agency Lead*	MPO	TxDOT	MPO	MPO	MPO	
Coordinated Agency	TxDOT	MPO	TxDOT	TxDOT	TxDOT	Subtotal
10-Years	\$132,693,989	\$101,053,278	\$110,920,569	\$12,895,674	\$12,411,911	\$369,975,421
2025	\$23,636,520	\$15,653,858	\$11,293,811	\$1,309,555	\$1,211,830	\$53,105,574
2026	\$18,016,794	\$15,956,104	\$11,519,702	\$1,335,747	\$1,236,067	\$48,064,414
2027	\$15,419,855	\$11,510,093	\$11,013,382	\$1,281,296	\$1,245,851	\$40,470,477
2028	\$14,187,810	\$8,847,261	\$11,013,382	\$1,281,296	\$1,245,452	\$36,575,201
2029	\$11,058,290	\$8,867,572	\$11,013,382	\$1,281,296	\$1,245,452	\$33,465,992
2030	\$8,584,451	\$9,841,825	\$11,013,382	\$1,281,296	\$1,245,452	\$31,966,406
2031	\$9,932,593	\$8,047,943	\$11,013,382	\$1,281,296	\$1,245,452	\$31,520,666
2032	\$8,372,011	\$6,830,126	\$11,013,382	\$1,281,296	\$1,245,452	\$28,742,267
2033	\$8,673,063	\$7,372,007	\$11,013,382	\$1,281,296	\$1,245,452	\$29,585,200
2034	\$14,812,602	\$8,126,489	\$11,013,382	\$1,281,296	\$1,245,452	\$36,479,221

**Per TxDOT’s 2025 Unified Transportation Program and Corresponding TIP/STIP Years of 2025-2028.*

1 Note: The Category 10 CR is new for the Corpus Christi MPO. The purpose of the Carbon Reduction Program (CRP) is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions (See 23 U.S.C. 175 as established by the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law” (BIL)) (BIL § 11403).

Certain funding Categories (CATs) may have carryover funds from previous years. These will be reported in the upcoming months as part of the FY 2025-2028 TIP development process.

Attachment 2 is TxDOT’s summary description of all funding categories (CATs) from the DRAFT 2025 UTP. These descriptions will be used in the DRAFT FY 2025-2028 TIP document. Any changes to the funding category descriptions will be provided to the TAC and TPC in future meetings. The Corpus Christi MPO staff is

requesting the TAC members review the projects and funding estimates in the attached lists of projects. (See Attachments 3, 4 and 5)

Eligible Projects List

The fiscally constrained list of projects shown in the 2045 MTP as Table 14 is provided as an attachment (see Attachment 3). This list of projects contains all the projects previously prioritized as part of the 2045 MTP approval. Projects from this list can be proposed for inclusion on the DRAFT FY 2025-2028 TIP list of projects. A new list of eligible projects, likely using updated scoring criteria, will be developed as part of the 2050 MTP in early 2025.

Fiscal Impact Considerations

The latest version of the DRAFT 2025 UTP Project List was approved by the TPC at the March 7th Regular meeting. This is shown as Attachment 4.

After the TAC meeting on February 15, 2024, the MPO staff and TxDOT-CRP District Staff met to review the funding allocations for the projects in the DRAFT 2025 UTP Project List. We agreed to allocate additional Category (CAT) 7 funds in place of CAT 2 or CAT 4 funds on select projects to ensure approximately \$63 million of CAT 7 funds are used within the MPO region in the next 4 years so as to not be at risk of lapsing or reallocation in accord with TxDOT's new policy adopted by the Texas Transportation Commission.

One local project, the Yorktown Boulevard from Rodd Field Road to Laguna Shores Road, had \$39.4 million previously allocated from CAT 7 funds. This project is now funded with local funds from the City of Corpus Christi (Bond 2022). To ensure the MPO allocation of these previously allocated CAT 7 funds are used in the region, we propose the CAT 7 funds be allocated in the DRAFT 2025 UTP and now the DRAFT FY 2025-2028 TIP. Projects proposed to receive \$50 million in CAT 7 funds through FY 2028 are:

- SH 286 Crosstown Extension: \$35 million CAT 7 replacing some of CAT 2 funds
- FM 624 (Northwest Boulevard): \$5 million CAT 7 added to the existing \$2 million
- Gregory SPUI Interchange Projects: \$10 million CAT 7 replacing CAT 2/CAT 4 funds

One additional project is moved out of the TIP years and into the later part of the 10-year UTP window.

- Rodd Field Road Traffic Safety and Operations Project: \$11 million of CAT 7 with CAT 2/CAT 4 funds in years 2029-2034

In future TIPs and UTP development processes, CAT 7 funds and CAT 2/CAT 4 funds will be allocated to projects within the MPO boundary eligible to use those funds.

Projects funded with Category 1, Maintenance, and Category 8, Safety, are selected by TxDOT. The purposes of the TxDOT funds are shown in Attachment 2. As a summary, selected categories are shown below:

- **Category 1** – This **Preventive Maintenance and Rehabilitation** funding is for the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets. This category of funding can supplement mobility projects funding as an open funding line. Preventive Maintenance is defined as work to preserve, rather than improve, the structural integrity of a pavement or structure. Rehabilitation funds are intended for the repair of existing main lanes, structures, and frontage roads. The installation and replacement of signs and their appurtenances, traffic signals, and illumination systems, including minor roadway modifications to improve operations, are also allowed under this category. Funds can be used to install new traffic signals as well as modernize existing signals.
- **Category 2M** – These **Metropolitan and Urban Area Corridor** funds are to address mobility needs on the national highway system or the state highway system to mitigate traffic congestion, improve traffic safety, and can also aid roadway maintenance or rehabilitation. Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements. The projects are selected by the MPOs, in consultation with the TxDOT district, using a performance-based prioritization process. Category 2 addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway

maintenance or rehabilitation. The Texas Transportation Commission allocates funds to each metropolitan planning organization (MPO) in the state, by formula.

- **Category 4 Urban** – This funding category, **Statewide Connectivity Corridors**, includes funds from the federal National Highway Performance Program and the Surface Transportation Block Grant, plus state highway funds for use on: the National Highway System, the Texas Highway System, the National Freight Network, designated Hurricane Evacuation Routes, or on connections to major seaports or border crossings. TxDOT districts select Category 4 Regional (rural) projects in consultation with TxDOT’s Transportation Planning and Programming Division using a performance-based prioritization process that assesses mobility needs on designated connectivity corridors in the district. TxDOT districts select Category 4 Urban projects in consultation with MPOs using a similar prioritization process as with the Category 4 Regional funds.
- **Category 7** - These **Metropolitan Mobility and Rehabilitation** funds primarily come from the federal Surface Transportation Block Grant Program to address transportation needs within the boundaries of MPOs with populations of 200,000 or greater, known as transportation management areas (TMAs). This flexible funding cannot be used on local roads or rural minor collectors, unless: it is a bridge project, safety project, recreational trail, pedestrian and bicycle infrastructure, transit capital projects or a Safe Routes To School project. Generally, these funds are used to meet the goals established in the Metropolitan Transportation Plan.
- **Category 9** - These **Transportation Alternatives Set-Aside Program** funds are for projects included in the federal Surface Transportation Block Grant Set-Aside (STBG-SA) Program.
- **Category 10 CR** – These funds are for projects designated to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.

Project Scoring and Selection Process

The Corpus Christi MPO staff proposes the following process to achieve the 2024 TxDOT TIP/STIP schedule for prioritized projects for funding Categories 2, 4 and 7. The Category 9 project selection process is separate and will lead to projects being amended into the FY 2025-2028 TIP/STIP.

The Corpus Christi MPO staff proposes that the TAC, TPC, and the public use the existing Table 12 from the 2020-2045 MTP (2045 MTP) as the source of possible projects to prioritize for the TxDOT 2025-2028 TIP/STIP in Categories 2, 4, 7, 9 and 10 CR. The projects listed in Table 12 are those projects that have been:

- Approved by the Corpus Christi MPO through the Transportation Policy Committee (TPC)
- Part of the approved fiscally constrained project list of the 2045 MTP
- Projects were scored, ranked, and ultimately selected to be the priority projects for the MPO for the 4-year (2023-2026 TIP), 10-year (FY 2025-2034) of the 2025 DRAFT UTP.

No New 2025-2028 TIP/STIP Projects

As shown in Attachment 5, the Corpus Christi MPO staff proposes that no new projects be considered with this FY 2025-2028 TIP/STIP selection process given the lack of current performance measures tools and information. Additionally, the TIP/STIP schedule has a short duration and the timing for a project application to be developed is challenging in the FY 2025-2028 TIP/STIP approval process. Attachment 6 illustrates the generalized schedule to have a project complete the required, post-award approval processes before receiving a notice to proceed.

TxDOT

The TxDOT Corpus Christi District Selection Process is expected to follow the TxDOT STIP process for performance-based project selection for funding Category 4 (CAT 4). The current FY 2025-2028 STIP process is provided within the TxDOT 2025-2028 STIP Timetable (Attachment 1).

Recommendation

The Corpus Christi MPO staff requests that the TAC members discuss the proposed DRAFT FY 2025-2028 TIP/STIP (see Attachment 7), at their regular meeting on April 18, 2024. Additionally, please note that the FY 2025-2028 TIP document was updated from the current FY 2023-2026 TIP with the most up-to-date information available.

Proposed Motion

Move to recommend the TPC release the DRAFT FY 2025-2028 TIP for the one-month public comment period.

Attachments

1. TxDOT 2025-2028 STIP Timetable
2. TxDOT 2025 UTP Full Funding Category Descriptions from DRAFT 2025 UTP
3. FY 2025-2028 TIP Eligible Project List (2020-2045 MTP Fiscally Constrained Project List) (For Illustration Purposes)
4. TxDOT DRAFT 2025 UTP: Corpus Christi District Project List
5. Corpus Christi MPO DRAFT FY 2025-2028 Fiscally Constrained Project List
6. TxDOT Project Initiation Tasks and Timeline for Federal Funded Projects
7. DRAFT FY 2025-2028 TIP



STIP Development: Current

Current STIP Timeline

Open TIP Instance	June 1, 2024
All Projects must be finalized in the eSTIP portal	June 4 - 18, 2024
TPP check TIPS and prepare TxDOT website	June 18 – July 11, 2024
TX Register Notice posted	July 12, 2024
Public Hearing held week of	July 29, 2024
Public comment period ends week of	August 12, 2024
Earliest date for FHWA/FTA approval	August 13, 2024
Estimated FHWA Approval	October 1, 2024

TxDOT 2025 UTP Funding Category Descriptions with Scoring Processes

Allowable Development Activities by UTP Authority



	UTP Authority	Cost Estimate*	Preliminary Engineering ¹	Environmental ¹	Right of Way & Utilities ¹	Plans, Specification and Estimate	Other Approvals
OUTSIDE THE UTP	Candidate <i>CANDPA</i>	Initial cost estimate	X No activities	X No activities	X No activities	X No activities	Initial discussion with TxDOT Rail Division (new construction large scale projects)
	Plan Authority <i>PLAN</i>	Development of planning level estimate	Preliminary engineering for schematics (internal and external (up to 100% schematic)	Begin preliminary environmental review <i>Environmental clearance</i> ^{2, 3}	Preliminary utility investigations & coordination preliminary ROW scoping <i>Rare Exception: ROW may be acquired with direct Commission authorization</i>	X No activities	Begin formal railroad coordination
INSIDE THE UTP	Develop Authority <i>DDA, SWDA, 6DA, 8DA and UTP Categories 1-12</i>	Refine and monitor cost estimate and update at significant milestones or project changes	Preliminary engineering, schematic approval	Environmental clearance ^{2, 3}	Right of way acquisition and Utility relocations (<i>ENV clearance and legal descriptions is a prerequisite</i>)	Develop PS&E ⁴	Continue railroad coordination
	Construct Authority <i>UTP Categories 1-12</i>	Refine and monitor cost estimate and update at significant milestones or project changes	N/A	Environmental clearance ^{2, 3}	Right of way acquisition, Utility relocations (<i>ENV clearance and legal descriptions is a prerequisite</i>)	Final PS&E ⁴	Finalize federal/state requirements (FPAA), Local agreements (AFA), Finalize railroad agreements, and receive permits (USACE and USCG)

Complete programming guidance is available on the UTP

Crossroads Site. [Link to Crossroads here.](#)

[Link directly to programming guidance here](#)

*Inflation is applied by TxDOTCONNECT. Cost estimates should be updated annually at a minimum.

1. In non-attainment areas, ROW and PE phases must be listed individually in the STIP. This is required for ROW or PE FPAA's to be processed in advance of the CST phase being listed in the TIP/STIP. The ROW and PE amounts listed do not impact the fiscal constraint tables in the STIP as that hits the District's ROW/PEPS budget.
2. MPO: (1) Individually listed for construction in MPO's MTP/RTP (unless the project will be grouped for STIP purposes) and (2) grouped or individually listed in STIP ("E," "R," or "C" are all ok), or if project is outside 4-year STIP window, listed in appendix of TIP for informational purposes.
3. Rural: Grouped or individually listed in STIP ("E," "R," or "C" are all ok). If a project is not fully funded in the 10-year UTP window, the project must be listed for informational purposes in statewide financials to the STIP (see "Rural Development Authority Project List").
4. Exception Design-Build (Alternative Delivery) projects where design is limited to 100% schematic.

2025 UTP Programming Guidance

Funding Category	Funding Program Purpose	Program Manager	Project Selection	Funding Approval	Project Scoring/Ranking
Category 1 Preventive Maintenance & Rehabilitation	Addresses: Preventive maintenance and rehabilitation of the existing state highway system Includes pavement, signs, traffic signals, and other infrastructure assets Supports each district's Pavement Management Plan and Safety Plan Can be used as an open funding line	Districts	TxDOT districts, select projects: using a performance-based prioritization process, assessing: district-wide maintenance and rehab needs district-wide safety needs.	Districts	District scoring/ranking methodologies
Category 2 Metropolitan & Urban Area Corridor Projects	Addresses: Mobility and added capacity projects on urban corridors within MPO boundaries Mitigates traffic congestion, traffic safety, and roadway maintenance or rehabilitation Must be located on the state highway system	MPO/District Collaboration	MPOs and TxDOT districts collaborate to select projects: using a performance-based process to determine priority projects deemed by the MPO within category 10-year planning targets constraint	Texas Transportation Commission via UTP Adoption	MPOs use a performance-based prioritization process that assesses mobility needs within the MPO boundaries. TPP additionally scores projects statewide to assign each project a tier ranking (1, 2, or 3) in the UTP document.
Category 3 Non-Traditionally Funded Transportation Projects	Addresses: transportation projects that qualify for funding from sources not traditionally part of the State Highway Fund state bond financing (such as Proposition 12 and Proposition 14) Texas Mobility Fund pass-through financing regional revenue and concession funds local funding Common project types include new-location roadways, roadway widening (both freeway and non-freeway), and interchange improvements.	Districts	Projects are determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments.	Varies	Varies
Category 3 Design-Build	Addresses: Non-construction costs associated with Design-Build projects fully funded, approved for contract, and within the constraints of project development LAR approval. Costs include those associated with design, utilities and other development costs approved in the Design-Build Guidance Document. Design-Build development fund sources are approved through FIN-Forecasting.	FIN-Forecasting	Projects selected for Design-Build are evaluated by ALD, selected and recommended by Administration. Once a project has been designated for Design-Build and is listed on the approved 2-year Design-Build schedule, it is eligible for Cat 3 Design-Build funds.	FIN-Forecasting	Scored and ranked by ALD Design-Build selection criteria
Category 4 Urban Connectivity	Addresses: Mobility on major state highway system corridors, which provide connectivity in urban areas. Projects must be located within the MPO boundaries on the designated highway connectivity corridor network that includes: The Texas Trunk System, National Highway System (NHS), Connections to major sea ports or border crossings National Freight Network Hurricane evacuation routes.	TPP-Unified Transportation Program	Districts select projects within the constraint of their category 10-year planning targets. Districts submit projects to TPP during the UTP Mobility Project Call.	Texas Transportation Commission via UTP Adoption	Districts use a performance-based prioritization process that assesses mobility needs on designated connectivity corridors within MPO boundaries. TPP additionally scores projects statewide to assign each project a tier ranking (1, 2, or 3) in the UTP document.
Category 4 Regional Connectivity	Addresses: mobility on major state highway system corridors, which provide connectivity between urban areas and other statewide corridors. Projects must be located outside of the MPO boundaries on the designated highway connectivity corridor network that includes: The Texas Trunk System, National Highway System (NHS), Connections to major sea ports or border crossings National Freight Network Hurricane evacuation routes.	TPP-Unified Transportation Program	Districts submit candidate projects to TPP through the annual UTP Mobility Project Call. Projects are recommended by TPP leadership and approved by the Commission.	Texas Transportation Commission via UTP Adoption	Districts use a performance-based prioritization process that assesses mobility needs on designated connectivity corridors outside MPO boundaries. TPP additionally scores projects statewide to assign each project a tier ranking (1, 2, or 3) in the UTP document.
Category 5 CMAQ	Addresses: Attainment of National Ambient Air Quality Standard in non-attainment areas (currently the Dallas-Fort Worth, Houston, San Antonio, and El Paso metro areas). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles.	Districts/MPO Collaboration	MPOs select projects and must obtain District's concurrence on the project for which funds are to be used.	Districts	Local scoring/ranking methodologies

2025 UTP Programming Guidance

Funding Category	Funding Program Purpose	Program Manager	Project Selection	Funding Approval	Project Scoring/Ranking
Category 6 Structures Replacement and Rehabilitation (Bridge)	<p>Addresses: Bridge improvements through the following sub-programs:</p> <p>Highway Bridge Program: For replacement or rehabilitation of eligible bridges on and off the state highway system that are considered to be in poor condition or near poor condition. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges.</p> <p>Bridge Maintenance and Improvement Program: For rehabilitation and preservation of eligible bridges on the state highway system.</p> <p>Bridge System Safety Program: For the mitigation or elimination of higher risks on bridges such as deficient rails, documented scour or scour critical rating, documented history of debris, or steel or timber piling with advanced deterioration. Also for elimination of at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitation or replacement of deficient railroad underpasses on the state highway system.</p>	Bridge Division	Districts submit candidate projects to BRG through the annual project call.	Bridge Division	<p>TxDOT's Bridge Division selects projects using a performance based prioritization process. Highway Bridge projects are ranked first by condition categorization (e.g., Poor, Fair, Good) and then by extent of deterioration.</p> <p>Bridge Maintenance and Improvement projects are selected statewide based on identified bridge maintenance/ improvement needs.</p> <p>Bridge System Safety projects involving railroad grade separations are selected based on a cost-benefit analysis of factors such as vehicle and train traffic, accident rates, casualty costs, and delay costs for at-grade railroad crossings. Other system safety projects are selected on a cost-benefit analysis of the work needed to address the safety concern at bridges identified with higher risk features.</p>
Category 7 Metropolitan Mobility and Rehabilitation	<p>Addresses: Transportation needs within the boundaries of MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs). This funding can be used on any roadway with a functional classification (FC) greater than a local road or rural minor collector (FC 6 or 7).</p> <p>Common project types include roadway widening (both freeway and non-freeway), new-location roadways, and interchange improvements.</p>	Districts/MPO Collaboration	District and MPOs collaborate to select projects.	MPO Policy Board	Local scoring/ranking methodologies
Category 8 Safety	<p>Highway Safety Improvement Program (HSIP): Federal aid program administered by Traffic Safety Division (TRF) to fund safety projects on and off the state highway system, with the purpose to achieve significant reductions in traffic fatalities and serious injuries on all public roads. Traffic projects must align with the emphasis areas in the Texas Strategic Highway Safety Plan (SHSP) such as roadway and lane departures, intersections, older road users, and pedestrian safety.</p> <p>TRF provides districts with funding projections for on-system targeted, on-system systemic, and off-system projects, and districts submit project proposals for review and concurrence by TRF. The funding remains allocated to and supervised by TRF.</p> <p>Systemic Widening Program (SSW): Statewide program to fund the widening of high risk narrow highways on the state highway system.</p> <p><i>Completed Programs with no additional project calls/selections under Category 8: High Risk Rural Roads (HRRR), Safety Bond Program, and Road to Zero.</i></p>	Traffic Division	<p>HSIP: Districts submit project selections for on-system targeted, on-system systemic, and off-system projects meeting TxDOT's HSIP Guidance. TRF reviews and approves projects submitted through annual program calls.</p> <p>SSW: Project locations are prioritized statewide and selected based on high risk factors and cost.</p>	Traffic Division	<p>HSIP: Projects are evaluated, prioritized, and selected at the district level based on three years of crash data (targeted funds) or systemic approved projects as outlined in the HSIP guidance.</p> <p>SSW: Projects are evaluated by roadway safety features for preventable severe crash types using total risk factor weights.</p>

2025 UTP Programming Guidance

Funding Category	Funding Program Purpose	Program Manager	Project Selection	Funding Approval	Project Scoring/Ranking
Category 8 Rail	Rail-Highway Crossing Program (Federal Railroad Set-Aside): Funding set aside from HSIP for safety improvements to reduce fatalities, injuries, and incidents at on and off-system public at-grade crossings. Funds may also be used to mitigate blocked at-grade crossings.	Rail Division	Rail Division manages the selection and management of projects in line with the latest Rail Highway Operations Manual. Project review is based on project calls and to supplement existing HSIP or other traffic signal projects impacted by a railroad crossing.	Rail Division	Projects are evaluated using the railroad crossing index. Projects are ranked and rated based on criteria in the latest Rail Highway Operations Manual. Emphasis is placed on traffic signal preemption.
Category 9 Transportation Alternatives Set-Aside Program (TASA)	<p>Addresses: Projects under the federal Transportation Alternatives (TA) Set-Aside Program such as:</p> <ul style="list-style-type: none"> - Design and construction of bicycle and pedestrian infrastructure - Active transportation network plans - Improved access for bicycle, pedestrian, and transit users along divided highways - Safe routes to schools non-infrastructure programs - Other eligible activities consistent with federal guidelines outlined in rules adopted by MPOs for their TA programs. 	<p>MPO/District Collaboration > 200k Areas ----- Public Transportation Division - Statewide</p>	<p>TxDOT allocates 59% of Category 9 funds to subareas of the state based on population. The other 41% is designated for statewide use, a portion of which may be available to transfer to other federal programs if certain conditions are met.</p> <p>MPOs with a population over 200,000, which are designated as TMAs, administer competitive calls for projects for TA funds suballocated to their areas. For these funds, MPOs select projects in consultation with TxDOT districts.</p>	<p>MPO Policy Boards -> 200k Areas ----- Texas Transportation Commission - Statewide</p>	Projects are evaluated against criteria developed by TxDOT and MPOs to advance regional and statewide transportation planning goals.
Category 10 Carbon Reduction	Addresses: Projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.	TPP-Statewide Planning	TPP-Statewide Planning to coordinate use of non-MPO allocation.	TPP-Statewide Planning	<i>To be determined; additional guidance is forthcoming</i>
	Common types of projects include traffic management, congestion reduction technology, truck parking, energy efficient streetlights, traffic controls and options to reduce congestion through the use of alternatives to single-occupant vehicle trips, including public transportation, pedestrian and bicycle facilities, and shared/pooled vehicle trips.	MPO/District Collaboration	MPOs administer project selection for funds distributed based on population: urbanized area populations over 200,000 (known as Transportation Management Areas), area populations 50,000 to 200,000 (known as Metropolitan Planning Organizations), and small area populations under 50,000	District	Local scoring/ranking methodologies
Category 10 Ferry Boat Program	Addresses: The construction and capital maintenance and rehabilitation of ferry boat facilities along the Texas coast.	Maintenance Division	Ferry Boat projects are ranked based on level of need and selected by Maintenance Division in coordination with the Houston and Corpus Christi Districts.	Maintenance Division	Ferry Boat projects are ranked based on level of need and selected by Maintenance Division in coordination with the Houston and Corpus Christi Districts.
Category 10 Seaport Connectivity Program	Addresses: Projects that will improve connectivity, enhance safety, and relieve congestion in communities around the state's maritime ports. Formerly known as the Port Access Improvement Program.	Maritime Division	Projects are scored and recommended, through a competitive call for projects, to the Port Authority Advisory Committee (PAAC), before being recommended to the Texas Transportation Commission for the approval of project awards.	Texas Transportation Commission	Seaport Connectivity projects are scored based on their ability to increase connectivity and safety, their economic impacts, and project readiness. Projects are selected by the Port Authority Advisory Committee and for recommendation to the Commission for their approval.

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Funding Category	Funding Program Purpose	Program Manager	Project Selection	Funding Approval	Project Scoring/Ranking
Category 10 Information Technology Systems (ITS)	<p>Addresses: Improvements and upgrades to intelligent transportation systems across the state. Funding is distributed to the following divisions:</p> <p>Information Technology Division (ITD): Provides ITS equipment directly on the roadway - Work that will be incorporated into a current/future construction project - Work that supports a specific roadway project development stage - Project provides statewide data/technology solutions for the life-cycle of the transportation network.</p> <p>Strategic Initiatives and Innovations Division (STR): - The Cooperative and Automated Transportation (CAT) program is an initiative established by TxDOT to integrate Connected Vehicles (CV), Automated Vehicles (AV) and related emerging transportation technologies into the state’s transportation system. CAT offers numerous potential benefits and improvements for safety and to accommodate rapidly growing transportation demands by using technology to maximize the transportation infrastructure’s performance.</p>	ITD/STR Divisions	ITD and STR Divisions select projects in coordination with TxDOT districts based on identified conditions and needs.	ITD/STR Divisions	ITD and STR Divisions select projects in coordination with TxDOT districts based on identified conditions and needs.
Category 10 Federal Lands Access Program	<p>Addresses: Transportation facilities that are located on, are adjacent to, or provide access to federal lands.</p>	TPP-Systems Planning	Project applications are scored and ranked by the Programming Decision Committee (PDC). PDC is made up of FHWA, local and TxDOT representatives.	TPP-Systems Planning	Project applications are scored and ranked by the Programming Decision Committee (PDC). PDC is made up of FHWA, local and TxDOT representatives.
Category 10 Texas Parks and Wildlife Department	<p>Addresses: The construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD.</p>	Texas Parks and Wildlife Department	Texas Parks and Wildlife Department (TPWD) selects State Park Roads projects in coordination with TxDOT districts.	Texas Parks and Wildlife Department	Texas Parks and Wildlife Department (TPWD) selects State Park Roads projects in coordination with TxDOT districts.
Category 10 Green Ribbon Program	<p>Addresses: Projects that plant trees, plant material, and appurtenances that support the life of the plants to help mitigate the effects of air pollution in air quality non-attainment or near non-attainment counties.</p>	DES-Landscape Section	Green Ribbon allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain or are near air quality non-attainment counties.	DES-Landscape Section	Green Ribbon allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain or are near air quality non-attainment counties.
Category 10 ADA Pedestrian Program	<p>Addresses: Construction or replacement on system pedestrian facilities to make the system more accessible and safer for all pedestrians including those with disabilities.</p>	DES-Landscape Section	ADA projects are selected statewide based on the identified conditions and needs.	DES-Landscape Section	ADA projects are selected statewide based on the identified conditions and needs.
Category 10 Landscape Incentive Award	<p>Addresses: Joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor’s Community Achievement Awards Program. The awards recognize participating cities’ or communities’ efforts in litter control, quality of life issues, and beautification programs and projects.</p>	DES-Landscape Section	Selection is through a competitive process sponsored by Keep Texas Beautiful.	DES-Landscape Section	Selection is through a competitive process sponsored by Keep Texas Beautiful.
Category 10 Railroad Grade Crossing and Replanking Program	<p>Addresses: The replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide).</p>	Rail Division	TxDOT Rail Division in coordination with TxDOT districts selects Railroad Grade Crossing Replanking projects.	Rail Division	TxDOT Rail Division in coordination with TxDOT districts selects Railroad Grade Crossing Replanking projects.

2025 UTP Programming Guidance

Funding Category	Funding Program Purpose	Program Manager	Project Selection	Funding Approval	Project Scoring/Ranking
Category 10 Railroad Signal Maintenance Program	Addresses: the financial contributions to each railroad company in the state for signal maintenance.	Rail Division	TxDOT Rail Division selects railroad companies based on rail safety inspection fee payments and type of warning devices on public on-system at-grade crossings	Rail Division	TxDOT Rail Division selects railroad companies based on rail safety inspection fee payments and type of warning devices on public on-system at-grade crossings
Category 11 Border State Infrastructure	Addresses: TPP - International Trade Section is currently reviewing guidance on this program. They will coordinate with Districts on updates.	TPP-International Trade	TPP - International Trade Section is currently reviewing guidance on this program. They will coordinate with Districts on updates.	TPP-International Trade	TPP - International Trade Section is currently reviewing guidance on this program. They will coordinate with Districts on updates.
Category 11 District Discretionary	Addresses: District transportation needs at the discretion of each TxDOT District. - should not be used for right of way acquisition - common project types include roadway maintenance or rehab, added passing lanes (Super 2), and roadway widening (non-freeway) - can be used as an open funding line	Districts	Districts select projects.	Districts	District scoring/ranking methodologies
Category 11 Energy Sector	Addresses: Safety and rehabilitation work on state highways impacted by the energy sector. - generally programmed on roadways most impacted by energy sector activity, outside of MPO boundaries - program should be reviewed on a quarterly basis to ensure funding is programmed to meet the needs of each energy play.	Districts	Districts select projects. Exceptions for projects outside the approved Energy Sector counties must be submitted to the TPP-UTP Director for consideration prior to programming.	Districts	Scored and ranked by districts
Category 11 Safety	Addresses: Safety needs at the district's discretion. Intended to be used on proven engineering safety countermeasures. TxDOT will put these funds toward standalone safety countermeasures that have been proven on a national or state level.	Districts	Districts select projects. Traffic Division will provide technical support in developing projects but does not participate in the management of the program.	Districts	District scoring/ranking methodologies
Category 11 Cost Overruns / Change Orders	Addresses: Cost overruns and change orders that have historically been covered by Category 1 Allocation distributed in FY 2024-2025 will provide additional funding for costs that are realized at letting and during construction.	Governance committee	Districts submit candidate projects to the governance committee for approval.	Governance committee	Not applicable
Category 12 Strategic Priority	Addresses: Projects with specific importance to the state, as determined by the Texas Transportation Commission (TTC), including those that improve: - Congestion and connectivity - Economic opportunity - Energy sector access - Border and port connectivity - Efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report - The ability to respond to both man-made and natural emergencies Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and new-location roadways.	TPP-Unified Transportation Program	Districts submit candidate projects to TPP during the annual UTP Project Call. Projects are selected and approved by the TTC.	Texas Transportation Commission via UTP Adoption	Districts use a performance-based prioritization process to identify candidate projects for Category 12. TPP additionally scores candidate projects statewide and uses this score as a factor in recommending projects for funding authorization. The statewide scores are also used to assign each project a tier ranking (1, 2, or 3) in the UTP document.

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Funding Category	Funding Program Purpose	Program Manager	Project Selection	Funding Approval	Project Scoring/Ranking
Category 12 Texas Clear Lanes	Addresses: Sub-program for large congestion projects in five TxDOT districts (AUS, DAL, FTW, HOU, SAT). These projects must be vetted through the Congestion Task Force and are selected at the Texas Transportation Commission's discretion.	TPP-Unified Transportation Program	Projects must be presented and vetted through the Congestion Task Force. Once vetted, districts submit projects to TPP during the annual UTP Project Call. Projects are selected and approved by the TTC.	Texas Transportation Commission via UTP Adoption	Districts use a performance-based prioritization process to identify candidate projects for Category 12. TPP additionally scores candidate projects statewide and uses this score as a factor in recommending projects for funding authorization. The statewide scores are also used to assign each project a tier ranking (1, 2, or 3) in the UTP document.
CANDPA - Candidate Plan Authority	Candidate Plan Authority (CANDPA) projects must be programmed outside of the 10-year UTP development window. CANDPA projects are not eligible for development activities (non-chargeable).	Districts	Districts select CANDPA projects.	District	District scoring/ranking methodologies
Feasibility Studies (FEAS)	A planning study for when a solution is unknown to evaluate possible alternatives and determine economical and environmental feasibility. Studies can be programmed within the 10-year UTP with the estimated let date as the study completion date and the associated costs representing the cost of the study.	TPP-Corridor Planning	Districts seek approval by submitting request through TxDOTConnect's Feasibility Study Request form. May be approved by TPP Corridor Planning Coordinator.	TPP-Corridor Planning	District scoring methodology and review/prioritization against statewide needs in coordination with TPP.
PLAN	Reserved for statewide initiatives and large, regionally impactful planning projects requiring long lead times for development and major funding commitments outside of the 10-year UTP window. It is prioritized for Interstate Highways, US routes, and State Highways. Refer to UTP authority programming for specific guidance on allowable development activities.	TPP-Corridor Planning	Districts seeks approval by submitting request through TxDOTConnect's Plan Authority Request form. May be approved by TPP Corridor Planning Coordinator.	TPP-Corridor Planning	District scoring methodology and review/prioritization against statewide needs in coordination with TPP.
DA - Develop Authority	DA Target = The amount of the district's non-programmed balance across allocated UTP categories DA Balance = The remainder of the UTP that has not yet been programmed on specific projects Programming Window: Within Years 5-10 of the UTP	TPP-Unified Transportation Program	DDA - District discretion subject to TPP review for constraint within set targets. DDA projects are eligible for eventual funding from any of the 12 categories but are primarily expected to be candidates for Categories 2 and 4U	TPP-Unified Transportation Program	District scoring methodology
	Authorized Activities: Early development activities, including schematic approval, environmental clearance, right of way acquisition, and the start of PS&E.		SWDA - Projects located on statewide connectivity corridors and are likely to compete for Category 4 Regional or Category 12 funding	TPP-Leadership	
	Sub-sets: DDA: For mobility projects chosen by the district SWDA: For regionally significant projects likely to compete for statewide funding				
	6DA: For potential Category 6 funding on bridge projects	Bridge Division	6DA - district submits request to Bridge	Bridge Division	
8DA: For potential Category 8 funding on safety projects	Traffic Division	8DA - district submits request to Traffic	Traffic Division		

2025 UTP Authority Guidelines

UTP Authority	Work Program	Terminology	Approval	Estimated Let Date	Authorized Activities	End Point	Project Types/Comments
Plan	CANDPA	Candidate/Proposed Projects	District	Estimated let date outside the current UTP 10-year window	None. For planning purposes only. No resources can be assigned and no expenditures can be made. These projects were formerly classified as "900" CSJs in DCIS.	Project is prioritized to move to Develop Authority and initiate development activities	Any proposed project.
FS	FEAS	Feasibility Studies	TPP Corridor Planning Coordinator	Anticipated year of study completion	A planning study for when a solution is unknown that includes design concepts, general right-of-way requirements, alternative project solutions, traffic analysis, environmental fatal flaws, and planning-level cost estimates.	Completion of feasibility study	
Plan	PLAN	Planning Projects	TPP Corridor Planning Coordinator for statewide initiatives or large, regionally impactful planning projects	Estimated let date outside the current UTP 10-year window	<p>Early-stage activities including corridor studies, route studies, preliminary engineering for schematics, preliminary environmental review, preliminary utility investigations and coordination, preliminary ROW scoping, and planning-level cost estimate for construction.</p> <p>Environmental clearance can occur once the planning project is listed in a regional MTP/RTP (20-year plan). Planning projects outside the MPO boundary will be handled on a case by case basis for consideration of PLAN Authority eligibility.</p>	Project is prioritized for the UTP 10-year window to continue development activities	For future major projects requiring long-term development. Eligible candidates should be submitted through TPP.
Develop	DDA	District Develop Authority	TPP-UTP	Estimated let date within Years 5-10 of the current UTP	Preliminary engineering, schematic approval, environmental clearance, right of way acquisition, and the start of PS&E. Environmental review can begin once a project is developed enough to determine scope and limits. However, environmental clearance cannot occur until the project is listed in a regional MTP/RTP (20-year plan) and TIP/STIP (or, if outside of the 4-year window of the STIP, in an appendix to the TIP or in a rural area in an appendix to the STIP). Final design cannot occur until after environmental clearance.	Project is fully funded and ready to move to Construct Authority based on its stage of development. Once fully funded, projects can remain in Develop Authority if stage of development does not warrant a move into Construct Authority.	<p>DA funds represent the balance of the UTP that has not yet been programmed on specific projects. Districts may collectively program DA up to the amount of the current UTP balance, which is subject to TPP-UTP review for <u>constraint</u>. DA targets, balances and programming levels can be viewed via the Tableau Engineering Operations DA Dashboard. This is updated twice every quarter.</p> <p>DA projects may be eligible for eventual funding from any UTP category but should not be maintenance projects.</p> <p>DA projects should be fully programmed to warrant development activities. Fully programmed means the combination of programming (category and DA funds) equals the current/latest construction estimate.</p>
	6DA	Bridge Develop Authority	Bridge Division				
	8DA	Safety Develop Authority	Traffic Division				
	SWDA	Statewide Develop Authority	TPP leadership, for large strategic projects and future statewide initiatives				
Construct	UTP Categories 1-12	Construct Authority	Commission authorization for Categories 2, 4, and 12. Districts and Divisions decide other category programming as outlined in the UTP Programming Guidance specific to each funding category.	Estimated let date within Years 1-4 of the current UTP	<p>Completion of all project development activities needed for letting, including ENV clearance, ROW acquisition, utility adjustments, and PS&E activities. Under Construct Authority, projects are finalizing Federal/state requirements in anticipation of letting (CBI, CMAQ, FPAA, railroad agreements, AFA).</p> <p>Environmental review can begin once a project is developed enough to determine scope and limits. However, environmental clearance cannot occur until the project is listed in a regional MTP/RTP (20-year plan) and TIP/STIP (or, if outside of the 4-year window of the STIP, in an appendix to the TIP or in a rural area in an appendix to the STIP). Final design cannot occur until after environmental clearance.</p>	All development activities are complete and project goes to letting	<p>Includes all 12 UTP Categories. Must be fully funded. No DDA/SWDA/etc. or partially funded projects.</p> <p>Projects on the 2-year Letting Schedule must be ready to let (RTL) or projected to be RTL by the scheduled letting date.</p> <p>Projects with Construct authority must also be approved within the 4-year STIP.</p>

2025 UTP Programming Approval Guidelines

Approvals Required for Project Changes

Category	New Project Authorization	Increase to Authorized Amount	Decrease to Authorized Amount	Moving Project to another Year	Significant Project Change or Exchange	Division support
1	District	District	District	District	District	FIN
2	TTC	TTC*	TPP	ESC	TTC	TPP
3 LOCAL	District	District	District	District	District	FIN
3 PTF	TTC	TTC	TTC	FIN/PFD	TTC/PFD	PFD
3 TMF (PCI)	FIN	FIN	FIN	FIN	FIN	FIN
3 RTR	TTC	TTC	TTC	District	District	FIN/TPP
3 CONC	TTC	TTC	TTC	District	District	FIN/PFD
3 TOLREV	TTC	TTC	TTC	District	District	FIN/PFD
3 DB	FIN	FIN	District/FIN	ALD/ESC	ALD/ESC	ALD/FIN
4	TPP	TPP^	TPP	ESC	TPP	TPP
5	District	District	District	District	District	FIN/TPP
6	BRG	BRG	BRG	BRG	BRG	BRG
7	District	District	District	District	District	FIN/TPP
8	TRF	TRF	TRF	TRF	TRF	TRF
9**	Dist/PTN	Dist/PTN	Dist/PTN	Dist/PTN	Dist/PTN	FIN/PTN/TPP/MNT
10 Carbon	TPP/MPO	TPP/MPO	TPP/MPO	TPP/MPO	TPP/MPO	TPP
10 (CBI)	TPP/FHWA	TPP	TPP/District	TPP	TPP/FHWA	TPP
10 EARMARK	N/A	N/A	N/A	District	FIN/FHWA	FIN
10 TPW	TPW	TPW	TPW	District	TPW	FIN/DES/TPP
10 GR	DES	DES	DES	DES	DES	DES
10 LIA	DES	DES	DES	DES	DES	DES
10 RR	RAIL	RAIL	RAIL	RAIL	RAIL	RAIL
10 FLA	TPP	TPP	TPP	District	TPP	TPP
10 FB	MNT	MNT	MNT/District	District	MNT	MNT/TPP
10 BLD GRANT	FHWA	FHWA	FHWA	District	FHWA	FIN/FED
10 ADA	DES	DES	DES	DES	DES	DES
10 ITS	ITD/STR	ITD/STR	ITD/STR	ITD/STR	ITD/STR	ITD/STR
11	District	District	District	District	District	FIN/TPP
11 (ES)	ESP	ESP	District	TPP/ESP	ESP	TPP
11 (BSIF)	TPP/FHWA	TPP	TPP/District	TPP	TPP/FHWA	TPP
11 (Safety)	District	District	District	District	District	TRF/FIN/TPP
11 (CO/CO)	Committee	Committee	N/A	N/A	N/A	TPP
12	TTC	TTC	TPP	ESC	TTC	TPP
DDA	TPP	TPP	TPP	TPP	District/TPP	TPP
SWDA	TPP	TPP	TPP	TPP	TPP	TPP
6DA	BRG	BRG	BRG	BRG	BRG	BRG
8DA	TRF	TRF	TRF	TRF	TRF	TRF
CANDPA	District	District	District	District	District	FIN/TPP
PLAN	TPP	TPP	TPP	TPP	TPP	TPP

Additional Notes:

New funding allocations or distributions will be handled in the annual UTP update.

*Cat. 2: TPP may approve an increase within 10% of the current authorized Cat. 2 amount or \$500,000, whichever is greater.

^Cat. 4: Projects selected for Cat. 4 must be on the Connectivity Corridor Network. Changes to a district's overall Cat. 4 allocation require Commission action. With TPP approval, districts may shift allocated Cat. 4U funding between projects on the Connectivity Corridor Network within MPO boundaries or authorized Cat. 4R funding between projects on the same corridor within the same district. Districts may also increase authorized Cat. 4U project funding up to the district's Cat. 4U balance.

Cat. 2, 5, 7: Coordinate with MPOs for any changes to MPO-selected projects

**Cat. 9: TMA projects - coordinate with MPOs for any changes to MPO-selected projects; non-TMA projects - coordinate with PTN; TAP Flex Coordination with TPP/MNT

Cat. 11: Rider 11B projects require approval through the Freight and International Trade Section of TPP.

Cat. 12: Administrative revisions are restricted to: (1) splitting a project into multiple CSJs with the ultimate project (scope, description and limits) and funding remaining the same or (2) shifting between CSJs associated by the same CCSJ and indicated as such in the project listing in the UTP document.

ADA	Americans with Disabilities Act - Managed by DES (Pete Krause)
ALD	Alternative Delivery Division
BRG	Bridge Division
CBI	Coordinated Border Infrastructure (CBI) - Funds managed by TPP (Claudia Lagos) to coordinate FHWA approvals and programming with FIN.
CONC	SH 130 Concession Revenue (AUS/SAT) - Funds managed by FIN; District project Selection/recommendation; Commission approval for use of funds coordinated through TPP-Systems Planning
DB	Design Build (PE/ROW/Developer Costs) - Funds managed by FIN; District/ALD project selection/recommendation; Commission procurement approvals coordinated through ALD
BLD Grant	Build Grant Program - District coordination with FIN-Letting Management
District	District Transportation Planning & Programming Director
ESP	Energy Sector Program Manager
ESC	Executive Steering Committee Business Sponsor must review and approve
FB	Ferry Program - Managed by MNT (James Stevenson)
FHWA	FHWA must approve new CBI projects and major scope changes.
FIN	Financial Management Division
FLA	Federal Land Access - Managed by TPP (Carlos Calle)
GR	Green Ribbon Program - Managed by DES (Pete Krause)
LIA	Land Incentive Program - Managed by DES (Pete Krause)
PFD	Project Finance, Debt and Strategic Contracts
PTN	Public Transportation Division
PTF	Pass Thru Finance - Managed in coordination with FIN-Letting Management and PFD (Dallas Teston)
RR	Railroad Grade Crossing and Replanking Program - Managed by RRD (Robert Travis)
RTR	SH 121/161 Surplus Toll Revenue (DAL/FTW) - Funds managed by FIN; District project selection/recommendation; Commission approval for use of funds coordinated through TPP-Systems Planning
TMF (PCI)	Texas Mobility Fund (Port Capital Improvements) - MRD coordination with FIN
TOLREV	Toll Revenue - Funds managed by FIN with District project selection/recommendation and Commission approval coordinated through TPP Systems Planning
TPP	Transportation Planning and Programming Division
TPW	Texas Parks and Wildlife
TRF	Traffic Safety Division
TTC	Texas Transportation Commission annual UTP adoption

Table 14. FY 2025-2028 TIP Eligible Project List (2020-2045 MTP Fiscally Constrained Project List) (For Illustration Purposes)

MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost	Total Construction Cost	Non-Construction Cost	Total Project Cost
MPO-001	SH 358 (SPID) Ramp Reversal	Ramp reversal Phase II-B	Nile Drive	Staples Street	TxDOT-CRP	On	2	\$35.00	\$35.00	\$15.43	\$45.43
MPO-002	I-37	Widen freeway by constructing additional 2 travel lanes northbound and 1 additional travel lane southbound	Redbird Lane (Overpass)	Nueces River	TxDOT-CRP	On	2	\$12.00	\$60.00	\$17.88	\$77.88
							4U	\$15.00			
							12	\$33.00			
MPO-003	US 181	Widen freeway by constructing 1 additional travel lane in each direction	North of FM 3296 (Buddy Ganem Drive)	FM 2986 (Wildcat Drive)	TxDOT-CRP	On	2	\$2.00	\$14.00	\$4.17	\$18.17
							4U	\$12.00			
MPO-004	US 181 Ramp Reversals	Reverse entrance and exit ramps in Northbound direction	FM 3296 (Buddy Ganem Drive)	FM 2986 (Wildcat Drive)	TxDOT-CRP	On	2	\$4.00	\$4.00	\$1.19	\$5.19
MPO-005	SH 286 (Crosstown)	Extend 4-lane divided freeway by constructing mainlanes, overpasses, and frontage roads	FM 43 (Weber Road)	South of FM 2444 (Staples Street)	TxDOT-CRP	On	2	\$41.58	\$41.58	\$12.38	\$53.96
MPO-006	FM 893 (Moore Avenue)	Upgrade from 2-lane roadway to 5-lane urban roadway by constructing additional 2 lanes and CLTL	CR 3685 (Stark Road)	0.2 miles West of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	\$7.00	\$7.00	\$2.09	\$9.09
MPO-007	Harbor Bridge Hike and Bike - Connectivity	Construct pedestrian and bike facilities	On various city streets from Coles High School	Williams Memorial Park	City of Corpus Christi	Off	7	\$1.42	\$1.42	\$0.42	\$1.84
MPO-008	US 181 Harbor Bridge Voluntary Relocation Program	US 181 Harbor Bridge Voluntary Relocation Mitigation Program	N/A	N/A	MPO	Off	7	\$36.00	\$71.00	\$21.15	\$92.15
							Local	\$20.00			
							ROW	\$15.00			
MPO-009	Harbor Bridge Park Improvements	Park mitigation for Harbor Bridge	At various city parks including	Ben Garza, TC Ayers, and new location	City of Corpus Christi	Off	7	\$4.80	\$4.80	\$1.43	\$6.23
MPO-010	Pedestrian and Bike	Pedestrian and bike facility improvements	At various Locations on Brewster Street	N/A	City of Corpus Christi	On	7	\$1.42	\$1.42	\$0.42	\$1.84
MPO-011	Schanen Ditch Hike and Bike Trail: Phase IV	Construct and design Hike and Bike Trail	Killarmet Drive	Holly Road	City of Corpus Christi	Off	9	\$0.39	\$0.39	--	\$0.39
MPO-012	Region-wide Bike Boulevard Wayfinding Initiative	Designation of bicycle boulevards with pavement markings and signage	Various Locations in Corpus Christi and Portland	N/A	City of Corpus Christi	Off	9	\$0.62	\$0.62	--	\$0.62
MPO-013	Portland Bicycle Lanes	Construct one way cycle track and buffered bike lanes	At various locations in Portland	N/A	City of Portland	On	9	\$0.36	\$0.36	--	\$0.36
MPO-014	Dr Hector P Garcia Park Hike & Bike Trail: Phase II	Construct & design Hike & Bike Trail	At Garcia on Trojan Dr	Horne Road	City of Corpus Christi	Off	9	\$0.70	\$0.70	--	\$0.70
MPO-015	PR 22	Feasibility study: intersection improvements	At SH 361/PR 22 intersection	Zahn Road	TBD	On	7	\$1.20	\$1.20	\$0.36	\$1.56

TIP/STIP

Table 14. FY 2025-2028 TIP Eligible Project List (2020-2045 MTP Fiscally Constrained Project List)

	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost	Total Construction Cost	Non-Construction Cost	Total Project Cost
10-Year	MPO-016	PR 22	Corridor upgrade for pedestrian and access management improvements without adding capacity	Aquarius Street	Whitecap Boulevard	TxDOT-CRP	On	2	\$16.00	\$16.00	\$3.20	\$19.20
	MPO-017	SH 361	Upgrade/add direct connectors	At SH 35 interchange	0.6 miles Southeast on SH 361	TxDOT-CRP	On	2	\$38.50	\$38.50	\$7.70	\$46.20
	MPO-018	SH 35	Upgrade/add direct connectors	FM 3284	0.23 North of SH 361	TxDOT-CRP	On	4U	\$21.50	\$21.50	\$4.30	\$25.80
	MPO-019	SS 544 (Agnes Street / Laredo Street)	Operational improvements without adding capacity	SH 286 (Crosstown)	Coopers Alley	City of Corpus Christi	Off	7	\$5.50	\$5.50	\$1.10	\$6.60
	MPO-020	Holly Road Travel Lanes	Construct Phase II by adding 2 additional travel lanes	SH 286	Greenwood Drive	City of Corpus Christi	Off	7	\$4.73	\$4.73	\$0.95	\$5.68
	MPO-021	Regional Parkway / Rodd Field Road Extension	NEPA Process for new location 4-lane roadway (Segment B) and Rodd Field Road	Yorktown Boulevard	SH 286 (Crosstown)	City of Corpus Christi	Off	7	\$1.89	\$1.89	\$0.38	\$2.27
	MPO-022	Regional Parkway	NEW Location: Construct Phase I consisting of 4-lane roadway (Segment B)	Rodd Field Road	SH 286 (Crosstown)	City of Corpus Christi	Off	7	\$45.00	\$45.00	\$9.00	\$54.00
	MPO-023	Rodd Field Road Extension	Construct Phase I consisting of 2-lane roadway with raised medians on new location	Yorktown Boulevard	Future Regional Parkway (South of Oso Creek)	City of Corpus Christi	Off	7	\$25.00	\$25.00	\$5.00	\$30.00
	MPO-024	Yorktown Boulevard	Construct 2 additional travel lanes with turn lanes. Elevate and widen bridge.	Rodd Field Road	Laguna Shores Road	City of Corpus Christi	Off	7	\$39.41	\$39.41	\$7.88	\$47.29
	MPO-025	Timon Boulevard / Surfside Boulevard	Rehabilitate without additional capacity, construct bicycle facilities	Beach Avenue	Burleson Street	City of Corpus Christi	Off	7	\$20.00	\$20.00	\$4.00	\$24.00
	MPO-026	Flour Bluff Drive	Upgrade to 5-lane urban roadway by constructing additional 2-lanes and CLTL	South of Don Patricio Road	Yorktown Boulevard	City of Corpus Christi	Off	7	\$17.00	\$17.00	\$3.40	\$20.40
	MPO-027	CR 72	Construct 2 additional travel lanes (CTWLTL)	FM 2986 (Wildcat Drive)	CR 2032	City of Portland	Off	7	\$5.92	\$5.92	\$1.18	\$7.10
	MPO-028	Joe Fulton International Trade Corridor (JFITC) Realignment	Corridor improvements	0.5 miles west of Navigation Boulevard	0.5 miles east of Navigation Boulevard	Port of Corpus Christi	Off	7	\$5.00	\$5.00	\$1.00	\$6.00
	MPO-029	US 181 Companion Drainage Project	Construction of the companion drainage project across the TxDOT right-of-way B) and Rodd Field Road	Sunset Road	FM 3239 (Buddy Ganem Drive)	TxDOT-CRP	On	Local	\$7.00	\$7.00	\$1.40	\$8.40
MPO-030	Future Category 9 Projects	Projects selected through competitive process	N/A	N/A	TBD	On/Off	9	\$12.43	\$12.43	--	\$12.43	
Long Range	MPO-031	SH 358 (SPID) Ramp Reversal	Ramp Reversal Phase II-C (Braided ramps)	Airline Road	Everhart Road	TxDOT-CRP	On	2	\$35.00	\$35.00	\$7.00	\$42.00
	MPO-032	SH 286 (Crosstown)	Construct 2 additional travel lanes with turn lanes. Elevate and widen bridge.	SS 544 (Agnes Street / Laredo Street)	SH 358 (SPID)	TxDOT-CRP	On	2	\$80.00	\$80.00	\$16.00	\$96.00
	MPO-033	FM 624 (Northwest Boulevard)	Upgrade from 4-lane roadway to 6-lane roadway including raised medians	CR 69	FM 73	TxDOT-CRP	On	2	\$6.00	\$18.00	\$3.60	\$21.60
								4U	\$10.00			
								7	\$2.00			
	MPO-034	I-37 / SH 358 Interchange	Reconstruct Interchange to provide 2-lane direct connectors from SB I-37 to EB SH 358 and WB SH 358 to NB I-37	At I-37/SH 358 interchange	N/A	TxDOT-CRP	On	2	\$60.00	\$100.00	\$20.00	\$120.00
4U	\$40.00											
MPO-035	FM 43 (Weber Road)	Upgrade to 5-lane roadway by constructing additional 2 lanes and CLTL	SH 286 (Crosstown)	FM 665 (Old Brownsville Road)	TxDOT-CRP	On	2	\$15.00	\$40.00	\$8.00	\$48.00	
							4U	\$25.00				
MPO-036	SH 286 (Crosstown) Braided Ramp	Construct braided ramps northbound from Holly to SH 358	South of Holly Road	SH 358 (SPID)	TxDOT-CRP	On	2	\$25.00	\$60.00	\$12.00	\$72.00	
							4U	\$35.00				

TxDOT-CRP District 2025 UTP Candidate Project List March 2024 Revised Candidate Project List

TxDOT-CRP District and CCMPO 2025 UTP Candidate Project List

CSJ	COUNTY	HWY	PROJECT DESCRIPTION	EST LET DATE RANGE	AUTHORIZED IN THE 2024 UTP			UPDATED CONSTRUCTION ESTIMATE	% Increase	2025 UTP CANDIDATES REQUESTED AMOUNTS			COMMENTS	
					AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	FUNDING APPROVED & AUTHORIZED IN THE 2024 UTP	TOTAL AUTHORIZED IN THE 2024 UTP (Previous Estimate)			PROPOSED EST LET DATE RANGE	FUNDING CATEGORY REQUESTED	TOTAL REQUESTED AMOUNT IN DRAFT 25 UTP (including inflation)		
0617-01-177	Nueces	SH 358	RAMP REVERSAL PHASE II-B	FY 2024-2027	CAT 2M	\$50,000,000	\$50,000,000	\$44,000,000	-12%				Project scheduled to bid in 2024 so no requested amount in 2025 UTP.	
0326-01-056	Nueces	SH 286	CONSTRUCT PHASE I FREEWAY EXTENSION BY UPGRADING EXISTING 2- LN RDWY TO 4-LN DIVIDED HIGHWAY	FY 2024-2027	CAT 2M	\$60,000,000	\$60,000,000	\$70,000,000	17%				Project scheduled to bid in 2024 so no requested amount in 2025 UTP. Requested \$35 million of Cat 7 to offset some of Cat 2 funding.	
1209-01-030	San Patricio	FM 893	UPGRADE TO 5-LANE URBAN ROADWAY BY CONSTRUCTING ADDTNL 2 LANES AND CLTL	FY 2024-2027	CAT 2M	\$12,500,000	\$13,000,000	\$12,500,000	-4%	FY 2025-2028	CAT 2 METRO	\$12,500,000	Bid date pending City of Portland drainage project finalization.	
				CAT 1	\$500,000									
0989-02-057	Nueces	FM 624	CONSTRUCT ADDITIONAL 2 TRAVEL LANES TO UPGRADE TO 6 LN BLVD WITH RAISED MEDIAN	FY 2024-2027	CAT 2M	\$11,640,000	\$29,640,000	\$34,650,000	17%	FY 2025-2028	CAT 2 METRO	\$11,650,000	Updated to current bid prices and including additional pedestrian/cycling elements and updated drainage costs.	
				CAT 4U	\$16,000,000	CAT 4 URBAN					\$16,000,000			
				CAT 7	\$2,000,000	CAT 7					\$7,000,000			
0180-06-118	San Patricio	SH 35	UPGRADE/ADD ELEVATED SPUI	FY 2024-2027	CAT 4U	\$36,400,000	\$36,400,000	\$56,538,000	55%	FY 2025-2028	CAT 4 URBAN	\$36,400,000	Updated to current bid prices and reallocated funding amongst the projects. High level of risk on accuracy of cost estimate due to complexity of the project.	
0180-10-082	San Patricio	SH 361	UPGRADE/ADD ELEVATED SPUI	FY 2024-2027	CAT 2M	\$46,862,407	\$59,360,000	\$71,280,000	20%	FY 2025-2028	CAT 2 METRO	\$46,862,407		
				CAT 4U	\$12,497,593	CAT 4 URBAN					\$18,777,592			
0180-11-016	San Patricio	SP 202	UPGRADE/ADD ELEVATED SPUI	FY 2024-2027	CAT 2M	\$16,800,000	\$16,800,000	\$2,700,000	-84%	FY 2025-2028	CAT 2 METRO	\$2,700,000	Previous Estimate Total = \$112.5M Updated Estimate Total = \$130.5M	
0326-03-103	Nueces	SH 286	CONSTRUCT 1 ADDITIONAL TRAVEL LANE NORTHBOUND	FY 2024-2027	CAT 2M	\$28,000,000	\$33,600,000	\$34,843,000	4%	FY 2025-2028	CAT 2 METRO	\$29,243,000	Updated to current bid prices and added 1 year (4%) of inflation.	
				CAT 4U	\$5,600,000	CAT 4 URBAN					\$5,600,000			
0617-02-073	Nueces	PR 22	CORRIDOR UPGRADE FOR PEDESTRIAN AND ACCESS _MANAGEMENT IMPROVEMENTS WITHOUT ADDING CAPACITY	FY 2028-2033	CAT 2M	\$15,920,000	\$17,920,000	\$16,000,000	-11%	FY 2029-2034	CAT 2 METRO	\$17,920,000	Requesting project to be entirely funded with Cat 2. Project is outside of the TIP years, so no inflation has been added.	
				TBD	\$2,000,000									
1069-01-042	Nueces	SH 357	IMPLEMENTATION OF TRAFFIC SAFETY AND OPERATIONAL IMPROVEMENTS ON RODD FIELD FROM SH 358 TO SARATOGA					\$23,500,000		FY 2029-2034	CAT 2 METRO	\$8,500,000	New Candidate Project request Project is outside of the TIP years, so no inflation has been added.	
											CAT 4 URBAN	\$4,000,000		
											CAT 7	\$11,000,000		
1557-01-045	Nueces	FM 43	CONSTRUCT 2 ADDITIONAL TRAVEL LANES FOR 4 LN DIVIDED HIGHWAY					\$44,800,000		FY 2029-2034	CAT 2 METRO	\$10,000,000	New Candidate Project request Project is outside of the TIP years, so no inflation has been added.	
											CAT 4 URBAN	\$12,400,000		
											Statewide DA	\$22,400,000		
0074-06-252	Nueces	IH 37	RECONSTRUCT INTERCHANGE AT IH 37/SH 358	CANDIDATE PROJECT FOR FUTURE UTP REQUESTS				\$100,000,000						Defer project past 2034

2/28/2024

FISCAL YEARS 2025 – 2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Table 15a. FY 2025-2028 TIP Fiscally Constrained Highway Project List (For Illustration Purposes) – June 6, 2024

TIP Fiscal Year	CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost	Total Construction Cost	Non-Construction Cost	Total Project Cost (\$, millions)
2025	0617-01-177	MPO-01	SH 358 (SPID) Ramp Reversal	Ramp reversal Phase II-B	Nile Drive	Staples Street	TxDOT-CRP	On	2	\$35.00	\$35.00	\$15.43	\$45.43
2025	0989-02-057	MPO-033	FM 624 (Northwest Boulevard)	Construct additional two travel lanes to upgrade existing four lane rural roadway to an urban six lane boulevard with raised median.	CR 69	FM 73	TxDOT-CRP	On	2	\$9.28	\$21.28	\$10.00	\$25.54
									4U	\$10.00			
									7	\$2.00			
2026	0326-01-056	MPO-05	SH 286 (Crosstown)	Extend 4-lane divided freeway by constructing mainlanes, overpasses, and frontage roads	FM 43 (Weber Road)	South of FM 2444 (Staples Street)	TxDOT-CRP	On	2	\$30.00	\$65.00	\$13.00	\$78.00
									7	\$35.00			
2026	1209-01-030	MPO-06	FM 893 (Moore Avenue)	Upgrade from 2-lane roadway to 5-lane urban roadway by constructing additional 2 lanes and CLTL	CR 3685 (Stark Road)	0.2 miles West of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	\$7.00	\$7.00	\$2.09	\$9.09
2026	0916-022-282	MPO-049	Holly Rd. Train Trestle to Tourism Trail	The project will construct a 15-foot wide shared-use path and a new pedestrian bridge across Oso Bay. The project will renovate the existing train trestle bridge and connect Holly Road and Flour Bluff Drive shared-use paths.	End of Holly Road across Oso Bay	Holly Road to Flour Bluff Drive	City of Corpus Christi	Off	9	\$13.03	\$13.03	--	\$13.03
2028	0617-02-073	MPO-016	PR 22	Corridor upgrade for pedestrian and access management improvements without adding capacity	Aquarius Street	Whitecap Boulevard	TxDOT-CRP	On	2	\$16.00	\$16.00	\$3.20	\$19.20
2028	0180-10-082	MPO-017	SH 361	Upgrade/add direct connectors	At SH 35 interchange	0.6 miles Southeast on SH 361	TxDOT-CRP	On	2	\$38.50	\$38.50	\$7.70	\$46.20
2028	0180-06-118	MPO-018	SH 35	Upgrade/add direct connectors	FM 3284	0.23 North of SH 361	TxDOT-CRP	On	4U	\$21.50	\$21.50	\$4.30	\$25.80

TxDOT's Project Development Process



Timelines are estimates. The timeframe to complete all phases of work are estimates and span approximately 8-12 years, depending on funding availability.

H. Project Stages

Projects progress through various stages of development prior to becoming operational. Transportation investments, particularly new facilities, typically take several years of planning before construction can begin. Prior to construction, transportation projects often require sponsors conduct feasibility studies, route studies, public hearings, environmental and social impact assessments, and purchase of right-of-way. The TxDOT current process is summarized below.

I. TxDOT Project Development Process

1. **Project Initiation:** This phase of the project includes all the steps between needs identification, through programming, up to the execution of the legal agreement (AFA) between the local government and TxDOT. The MTP and TIP will identify the needs, objectives, priorities, and specific activities that will be performed by each project or program. The product of the project initiation phase includes, at a minimum:
 - **Description of the project or program:** In a performance-based planning and programming process, project identification begins with determining the need for the project based on crash frequency and severity, pavement condition, bridge condition, conformance with current geometric standards, security, issues associated with demand for moving people and goods, resiliency, and other adopted Corpus Christi MPO goals and objectives. The evaluation of need is based on measured current and forecast future conditions, not on an assumption that prior decisions are still valid. Providing analyses and/or data to support problems or unsatisfactory conditions identified in the need sentence is required. Project descriptions will be detailed enough to be understandable to the general public with regard to scope of the project, its location, schedule and costs. It will also provide enough detail to allow forecast and evaluation of the relative performance-based merits of the various projects against each other.
 - **Cost:** The preparation of a project cost estimate is a constantly evolving process that begins prior to programming and continues throughout the lifecycle of the project. Funding needs for a project includes the construction cost estimate, both the preliminary and final design plans, the environmental analysis, mitigation activities, and a separate right of way (ROW) cost estimate. The estimate will utilize the description that is used for evaluation purposes.
 - **Funding sources:** Twelve specific purpose categories of funds have been established by federal and state legislation and commission policy for highway transportation programs (See Section G above). Funding categories have formally established target LET dates and are either allocated state or district-wide programs or project specific.
 - **Schedule:** The schedule shown in the TIP should include the year that each phase will begin, with detail realistic enough to provide reasonable assurance that projects will achieve federally required funding milestones, including completion of expenditures within four years of funding obligation.
 - **RPIC:** Prior to beginning work, the local government and TxDOT will each designate a “responsible person in charge” (RPIC) for the project. The local government is also required to assign a “qualified person” to the project.
 - **Minute Order:** Obtain from the Texas Transportation Commission approval of minute orders as appropriate. A minute order is a formal expression of direction or intent approved by the Texas Transportation Commission to authorize actions by TxDOT.
2. **Advance Funding Agreement:** An Advance Funding Agreement (AFA) is a contract under which TxDOT and the local government allocate participation in a transportation improvement project. The AFA defines the scope of work, labor and material resources, and cash funding responsibilities to be contributed by each party that are necessary to accomplish a transportation project. These agreements are used when local entities participate in funding projects or programs. The local government funding may be directed toward

preliminary engineering, construction, right of way, utility relocation costs, maintenance or as a match for federal funds for any other project expense.

The executed AFA will state the party responsible to perform each project development activity and the funding obligations of each party to the agreement. TxDOT is required to determine if the local government is qualified and has adequate resources and controls to perform the desired project work elements prior to the department's authorizing the entity to perform the project work. This is accomplished through the Local Government Risk Assessment process. Standard templates for Voluntary AFAs and AFAs are available from the standard contracts webpage on the Contract Services Division Crossroads website. This process can take 12-18 months. This timeframe should be considered during programming of project funds.

If there is a significant change in the scope of work, funding or schedule, the district will prepare an AFA amendment that sets forth the change and the reason for the change. An amendment to the AFA will frequently trigger a change order in the related bid documents or scope of services. Any change in the scope of the project must be consistent with TxDOT's change order policy. If the proposed change is outside of the change order policy, the district must coordinate with TxDOT's Design Division to get a new minute order from the Transportation Commission to authorize the new project.

After a contract (AFA) is executed between the local entity and TxDOT, the local entity must request and obtain authorization to proceed with the project work. This authorization is a State Letter of Authority (SLOA). The SLOA must be issued on all projects whether the work is done by the local entity or contractors. For non-construction projects, a single SLOA is required prior to initiation of work on the project. For transportation projects that include construction up to three SLOAs may be required during the course of the overall project. The first SLOA is required prior to the Preliminary Engineering phase, the second SLOA is required prior to the acquisition of right of way or the accommodation of utilities and the third is required prior to initiation of advertising for construction.

In addition to the SLOA, a Federal Project Authorization and Agreement (FPAA) is required for both non-construction and construction projects that use federal funds. Upon completion of the FPAA form, the use of federal funds is authorized between FHWA and TxDOT for reimbursement of the approved costs.

The FPAA is required prior to TxDOT issuing each SLOA.

- 3. Environmental Compliance:** The impacts of a project or program upon the social, economic, and environmental conditions of a region are considered during the earliest stages of planning and development for any federally funded project. In many projects, the Environmental Compliance phase is performed concurrently with the preliminary design (30 percent design). The Environmental Compliance phase must be completed prior to right-of-way acquisition or utility accommodation.

During development of an MTP the combined impacts of all funded projects are estimated, and appropriate mitigation is identified. The three major categories of environmental study are: Class I - environmental impact statement (EIS) is very detailed and is used when the project is expected to have significant impacts on the human or natural environment. Class II – Categorical Excluded (CE). Projects which do not have cumulative or significant effects. Class III – Environmental Assessment (EA). Projects in this category are not Class I or Class II. Costs for this activity vary considerably, with four percent (4%) of initial construction cost often used as a starting point.

- 4. Preliminary Engineering and 30% Design:** During this step, project sponsors work with TxDOT and partner entities to define the project location, develop concepts to satisfy the project need, and agree on parameters (such as horizontal curve radii and super elevation, grades and stopping sight distances) for the final design. Parameters for the design may be established if they don't affect objective consideration of

alternatives in the NEPA review process or cause adverse environmental impacts. Preliminary design must include an identification of the environmental issues and commitments that must be considered during the project development.

The Design Summary Report (DSR) contains the record of project development and design and constitutes an understanding of basic features of the project by FHWA, TxDOT divisions, TxDOT district office, and local government agencies. Costs for this activity generally five percent (5%) of initially estimated project construction costs. This activity generally takes 18 months, which should be considered during programming and reprogramming of project funds.

5. **Right-of-Way and Utilities:** Determine existing Right-of-Way (ROW) limits, ownership of the properties that abut ROW, and ownership of any properties that may be temporarily or permanently acquired. It also includes identification of owners of any utilities that are in the existing ROW or on the proposed ROW. Above ground utility information may be obtained by standard land surveying methods. Underground utility locations may be determined by conventional survey methods, newer technologies, or by Subsurface Utility Engineering (SUE). During a Preliminary Design Concept Conference, proposed project limits, impacts, and physical and financial constraints are studied. Preliminary ROW data is used to adjust alignments and minimize ROW impacts to properties. Acquisition of ROW requires a separate cost estimate, which should be noted in the TIP and STIP. The schedule for ROW acquisition can greatly delay a project and should be considered during programming / reprogramming of project construction funds.
6. **Final (100%) Plans, Specifications, and Estimate Development (PS&E):** The Design Concept Conference (DCC) is the beginning of PS&E preparation and occurs after most of the background data is gathered. The DCC finalizes fundamental aspects, concepts, and design criteria of the project. The Design Summary Report (DSR) developed during Preliminary Engineering is updated as these activities are performed. The DSR is the auditable record of project development and is stored in the project File of Record. Make a site visit to inspect existing conditions pertinent to sequence of construction. Outcomes include determining the need for construction speed zoning and traffic control requirements at intersections, prepare preliminary staging plans using typical sections with plan views showing complex areas, and developing detours and road closures plan to ensure safe, continuous operation for motorcyclists, pedestrians and bicyclists, along with work zone safety for the traveling public, department employees, and contractor's employees. It may also be necessary to determine time of day limitations for construction activities to avoid impacts to traffic and adjacent properties. Costs for this activity are generally five percent (5%) of initially estimated project construction costs. This activity generally takes 18 months, which should be considered during programming and reprogramming of project funds.
7. **Letting and Award:** Letting is the process to award a contract, for the erection of public works, to one of several bidders. Bids to construct projects are forwarded to the Transportation Commission for approval and the approved contract is awarded (let) to the lowest responsive bid submitted by a qualified bidder. On an annual basis, the Letting Management Section of the Financial Management Division (FIN) requires districts establish the three-year letting schedule. The one-year letting schedule is a planning document and is subject to change, typically advancing or delaying projects from the following 2 years. Letting schedules are posted on the Internet.
8. **Construction:** Highway construction means construction activities carried out in relation to a highway. This includes the act of locating, supervising, and mapping of an area for a highway. The construction of highways is usually done by state or local communities. The construction of highways will conform to federal or the state laws. Construction plans are the drawings approved by the engineer, or true reproductions thereof, which show the location, character, dimensions, and details of the work and which are a part of the contract.

FISCAL YEARS 2025 – 2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

9. **Proposed Closeout and Maintenance:** Upon completion of the project, the department prepares a Statement of Cost to document actual project costs incurred by the department. If any additional funds are owed by the local government, Financial Management Division sends an invoice to the local government. Any overpayment by the local government, after all cost and claims are paid, is returned Project.



Date: April 12, 2024
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5A: 2025-2050 Metropolitan Transportation Plan (2050 MTP)
Action: Information Only

Summary

Federal funds for transportation projects can only be programmed to projects that are contained within the MPOs Fiscally Constrained Metropolitan Transportation Plan (MTP). The Corpus Christi 2050 MTP must be updated at least every 5 years and was last adopted on February 6, 2020. Attachment 1 is the current 2050 MTP Timeline, based on information compiled from consultants aiding this endeavor, along with other timing information based on MPO staff experience.

In addition to an increase in funding for transportation, the passage of the Infrastructure Investment and Jobs Act (IIJA) brought additional planning requirements. Due to the completion of the Decennial Census, the Governor will need to approve updates to the MPO Boundary. This will begin after the Small Area Forecast is approved by the TPC. As part of the overall 2050 MTP update, several other plans or products are being updated or created new. All of the items listed below will need a formal approval from the TPC, either separately or as part of the overall 2050 MTP. TAC will provide their recommendation to the TPC.

Background

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

The needed approvals, roughly in temporal order, are:



Small Area Forecast (SAF). The Corpus Christi MPO retained a consultant and is using the model *UrbanSim* to aid the allocation of people and jobs throughout the region through the year 2050. The actual regional population estimates that are allocated are developed by the Texas State Demographic Center. The SAF is a foundational input that is used to help with the MPO Boundary and forecasting future transportation needs. It is also a key determinant of transportation project scoring.

Federal Functional Classification. The Corpus Christi MPO retained a consultant to review and update the classification of roads in the region using federal parameters. This federal functional classification determines eligibility for federal funding and is a determinant in project scoring.



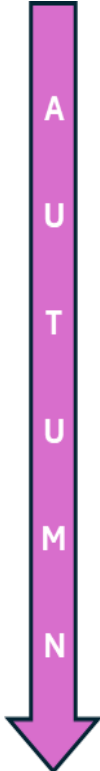
Regional Safety Action Plan (RSAP). The Corpus Christi MPO retained a consultant to develop this near-term comprehensive safety plan aimed at reducing and eliminating serious injury and fatal crashes. The RSAP is being developed using the crash diagnosis software *Vision Zero Suite* to identify both crash locations that are highly susceptible to improvement and which FHWA Proven Safety Countermeasures most effectively address the needs at each location. There are federal funds available exclusively for these projects.

2050 MTP Goals - Objectives - Performance Measures and Evaluation Criteria. Federally funded transportation agencies have been required to use performance-based planning and programming since 2012. A performance-based planning and programming decision-model necessitates developing goals for what the federal funds should accomplish, developing objectives that will achieve those goals, identifying and gathering baseline data on performance measures and committing to acquire future data to quantify project progress toward the objectives, and specifying evaluation criteria that are used to select projects that best improve performance.

The Bicycle and Pedestrian (Active Transportation) Plan. The Corpus Christi MPO retained a consultant to review the previous active transportation plan from 2016 and create a new plan using current conditions and considering future conditions. The Regional Active Transportation Plan is a blueprint for a safe and easy-to-use network of off-road trails, sidewalks, and bike lanes to access destinations and public transit. There are federal funds exclusively for these types of projects.

Regional Complete Streets Policy. This project is underway as part of the Active Transportation Plan consultant contract. The IJA requires MPOs to use at least 2.5% of their federal funds to plan, implement and evaluate Complete Streets that prioritize safety, comfort, and connectivity to destinations for all people. Complete Streets serve pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.

Congestion Management Process (CMP) and Transportation System Management and Operations Plan (TSMO). The Corpus Christi MPO retained a consultant to review and update the current CMP. A CMP is a federally required 8-step process that identifies critical corridors, acceptable levels of congestion, and uses analytic tools to develop and select appropriate strategies to reduce congestion during the next 5 to 10 years. This includes identifying all roads that will use federal funds to add travel lanes. TSMO is a set of operational improvements that can maintain and even restore performance so that extra physical capacity (lanes) is not needed.



Regional Resiliency Plan. The Corpus Christi MPO retained a consultant to aid development of this plan. While there is no requirement for developing this plan, there are incentives in the form of specific federal funds identified for these projects, and in reduction in local match requirements from 20% to 10% if the project is in a Regional Resiliency Plan. This process is identifying critical infrastructure, types of vulnerabilities, and evaluating projects using USDOTs *RDR Tool Suite* to assess transportation resilience return on investment (ROI).

Regional Freight and Urban Goods Plan. The Corpus Christi MPO Regional Freight and Urban Goods Plan is distilled from the TxDOT Statewide Freight Plan, along with the Port of Corpus Christi Strategic Plan and the Corpus Christi International Airport Master Plan. It also includes the growth in online commerce and deliveries that are increasing the presence of trucks in residential areas. The value of these goods, and the trips that deliver them, are now a significant factor in the urban economy unaccounted for in other transportation planning efforts.

Regional Financial Plan. The Financial Plan is the tool that demonstrates that the 2050 MTP is financially constrained (there are sufficient funds to fully pay for every project included in the plan). The Financial Plan must include project costs using the year-of-expenditure costs (with inflation, currently 4% per year) to determine the total cost of the project. Federal requirements for developing this financial plan include mandating MPOs, public transportation operator(s), and the State DOT cooperatively develop the estimates of all financial resources from public and private sources that are reasonably expected to be available during at least the first 20 years of the MTP.



2024 Corpus Christi MPO Boundary. The Corpus Christi MPO staff is reviewing the procedures for getting approval of the Texas Governor for the updated 2024 Corpus Christi MPO Boundary. According to CFR 450.312, “At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period...”

Regional Safe System Plan. The Corpus Christi MPO staff is developing a scope of work for consultant assistance on developing this plan. The USDOT has adopted the Safe System Approach which aims to eliminate fatal & serious injuries for all road users. It uses a 5-part approach to road safety that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels.

Environmental Mitigation. The Corpus Christi MPO is required to discuss the types of potential environmental mitigation activities and identify potential areas to carry out these activities as part of the 2050 MTP. This includes specifying activities that have the greatest potential to restore and maintain the environmental functions affected by the Metropolitan Transportation Plan.

Development of 2050 MTP Vision

Visioning is an optional exercise that provides an opportunity for participants to establish a common foundation for decision-making. Adopting a regional vision ensures that transportation plans and projects are advancing the values and opportunities that the community supports.

When used to support transportation planning, visioning often includes scenario planning. Visioning scenarios extend beyond conventional 10 to 25-year planning horizons and address dynamic relationships among social, economic, educational, environmental, and technological factors, as well as mobility, accessibility, and system performance. Below are conceptual vision statements that were developed by MPO staff to aid the development process. Attachment 1 contains adopted vision statements from related documents.

Vision Statement Alpha: The Corpus Christi Metropolitan regional multi-modal transportation system is a safe system with coordinated and efficient interventions that provides access for all residents, visitors and goods to destinations and activities that improve the regional economy and quality of life.

Vision Statement Bravo: The Corpus Christi Metropolitan regional multi-modal transportation system is a well-maintained multi-modal system that connects people and freight with destinations in a cost effective and environmentally sensitive manner.

Vision Statement Charlie: The Corpus Christi Metropolitan regional multi-modal transportation system supports and enhances the economic and cultural conditions along the Gulf Coast. The roads and bridges resiliently respond to extreme weather and the transit system utilizes the newest technologies to allow people to easily access destinations.

Vision Statement Delta: The Corpus Christi Metropolitan regional multi-modal transportation system is renowned for resiliently providing effective and efficient movement of people and goods now, while preparing for a competitive and evolving future.

Vision Statement Echo: The Corpus Christi Metropolitan regional multi-modal transportation system supports a strong economy and a high quality of life in an environmentally responsible and safe manner.

Vision Statement Foxtrot: Investment in the Corpus Christi Metropolitan regional multi-modal transportation system eliminates deaths and reduces life-cycle costs while increasing return on infrastructure investments and enhancing the quality of life for residents and visitors.

Vision Statement Golf: Investments in the Corpus Christi Metropolitan regional multi-modal transportation system increases the resiliency of the infrastructure while also enhancing the ability of the system to adapt to changes in the regions; society, economy, and environmental conditions.

Vision Statement Hotel: The Corpus Christi Metropolitan region has a well-maintained multi-modal transportation system that affordably provides access for all residents, visitors, and goods to

destinations and activities which leverages our unique attributes to ensure a high-quality of life and regional economic success.

Vision Statement India: The Corpus Christi Metropolitan area is a dynamic, thriving region dedicated to improving the quality of life for residents and visitors through high quality economic development and by operating and maintaining the regional multi-modal transportation system in a fiscally and environmentally responsible manner.

Vision Statement Juliet: The Corpus Christi Metropolitan regional multi-modal transportation system will provide context-sensitive, multi-modal transportation choices that support economic growth and social equity while protecting natural resources and promoting public health and safety.

Development of 2050 MTP Goals

Goals are the compass for transportation investment. They provide a clear direction and purpose, helping decision-makers prioritize projects and allocate resources effectively. Without well-defined goals that articulate the desired reasons for investing it is more difficult to allocate resources where they will have the most significant impact. Objectives that support each of the adopted goals, and performance measures that quantify attainment of the objectives will be developed as the process advances. Several of these objectives will likely be framed by current Corpus Christi MPO policies.

Conceptual Transportation Goal 1: Maximize the safety of the multi-modal transportation system.

Conceptual Transportation Goal 2: Use transportation investments to enhance the quality of life for residents and visitors.

Conceptual Transportation Goal 3: Augment regional prosperity using efficient and effective transportation investments.

Conceptual Transportation Goal 4: Leverage emerging technologies and innovations in transportation data and solutions to magnify the benefit of transportation interventions.

Conceptual Transportation Goal 5: Protect and enhance the natural environment while enhancing transportation performance.

Recommendation

None. Information-only Item.

Proposed Motion

None. Information-only Item.

Attachments

1. Related Vision Statements
2. Schedule for 2050 MTP Items
3. Link to [2045 MTP Plan](#)

PARTNER OR SIMILAR AGENCY VISION STATEMENTS

Visions Related to the Corpus Christi MPO Metropolitan Transportation Plan

City of Portland Vision Statement: Portland is a dynamic and safe community, dedicated to maintaining and improving the quality of life for its citizens, supporting high moral values and ethical standards, and promoting excellence in education through high-quality economic development and orderly growth.

City of Corpus Christi Vision: In 2035...Corpus Christi is a thriving community with a strong, diversified economy, a high quality of life for individuals and families throughout the city, and a well-protected environment of natural beauty. Our unique combination of Gulf Coast bay and beach attractions, vibrant cultural life, economic opportunity, and a variety of housing choices supports long-established families and makes Corpus Christi a magnet for young professionals, entrepreneurs, retirees and visitors to the most distinctive destination on the Texas Gulf Coast.

Nueces County Public Works Vision: Support and enhance the area's economic development in an environmentally responsible manner and to protect the safety, health, and welfare of the citizens of Nueces County by managing and operating a progressive, proactive, effective and efficient Department of Public Works.

City of Corpus Christi Vision Zero Vision: Working together, we will take equitable and data driven actions that will eliminate deaths and serious injuries for all who share Corpus Christi streets and waterways by 2040.

TxDOTs DRAFT long range plan *Connecting Texas 2050* Vision: Create an innovative multimodal transportation system that safely and efficiently moves people and freight and supports future growth.

The (Texas) Statewide Multimodal Transit Plan will identify actions necessary to increase mobility and connectivity options for all Texans, support economic development, and address congestion in regional and intercity corridors through 2050. It will be inclusive of all current and emerging forms of public transportation, supporting technologies, and intersection with other modes.

Capital Area MPO Vision: Coordinate regional infrastructure and operations investments for better safety, connectivity, personal mobility and access that balances economic growth, stewardship of scarce resources and regional competitiveness.

El Paso MPO Vision: A seamless and reliable multimodal network which enables connectivity, promotes quality of life and economic wellbeing, and preserves the human environment.

Killeen MPO Vision: Preserve and enhance the KTMO area by developing a fully-integrated, multi-modal transportation system focusing on moving people and freight.

Laredo MPO Vision: Develop a transportation system that offers safe, efficient, affordable travel choices for people and goods, while supporting economic development and long-term quality of life.

Permian Basin MPO Vision: Develop a sustainable multimodal transportation system that meets the future needs of all users.

San Angelo MPO Vision: Provide and manage a safe, well-maintained comprehensive and integrated transportation network that improves connectivity, equalizes transportation options and anticipates future demand to ensure all needs are met.

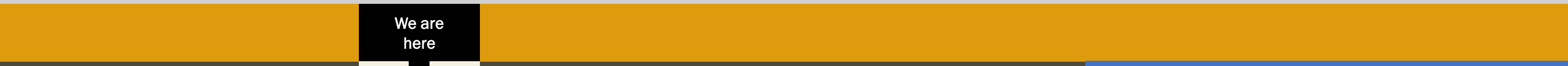
Texarkana MPO Vision: the Texarkana MPO planning area will be served by a reliable multimodal transportation system which ensures safety for all transportation system users, equitably enhances accessibility and connectivity within the region and beyond, preserves the environment, and promotes a high quality of life and economic well-being.

Tyler MPO Vision: Develop a safe, efficient, and economically feasible multimodal transportation system that will accommodate the mobility needs of all people and goods traveling within and through the Tyler Area over the next 25 years.

Wichita Falls MPO Vision: Work with area stakeholders, citizens, and other interested parties to build and maintain a safe and secure transportation system that promotes the unique character of its communities, neighborhoods and business districts, creates attractive and sustainable destinations, improves property values, preserves the environment, reduces traffic congestion and offers more transportation choices for everyone.

2050 Metropolitan Transportation Plan Timeline

Meetings and Events



NAME	FISCAL YEAR 2024				FISCAL YEAR 2025								
	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	JAN 25	
Transportation Policy Committee (TPC)	TPC Meeting Feb. 1	TPC Meeting Mar. 7	TPC Meeting Apr. 4	TPC Meeting May 9	TPC Meeting Jun 6	TPC Meeting Jul. 11	TPC Meeting Aug. 1	TPC Meeting Sept. 5	TPC Meeting Oct. 3	TPC Meeting Nov. 7	TPC Meeting Dec. 5	TPC Meeting Jan. 2	
				TPC releases Draft FY 2025-2028 TIP for one-month public comment period	TPC approval of Draft FY 2025-2028 TIP TPC releases Draft FY 2025 & FY 2026 UPWP for one-month public comment period TPC releases Draft RSAP for one-month public comment period	TPC approval of Draft FY 2025 & FY 2026 UPWP TPC approval of Draft RSAP	TPC releases Draft Resiliency Plan for one-month public comment period	TPC approval of Draft Resiliency Plan				TPC releases Draft 2050 MTP for one-month public comment period	
Technical Advisory Committee (TAC)	TAC Meeting Feb. 15	TAC Meeting Mar. 21	TAC Meeting Apr. 18	TAC Meeting May 16	TAC Meeting Jun. 20	TAC Meeting Jul. 25	TAC Meeting Aug. 15	TAC Meeting Sept. 19	TAC Meeting Oct. 17	TAC Meeting Nov. 21	TAC Meeting Dec. 19	TAC Meeting Jan. 16	
			TAC recommends release of Draft FY 2025-2028 TIP for one-month public comment period	TAC recommends approval of Draft FY 2025-2028 TIP TAC recommends release of Draft FY 2025 & FY 2026 UPWP for one-month public comment period TAC recommends release of Draft RSAP for one-month public comment period	TAC recommends approval of Draft FY 2025 & FY 2026 UPWP TAC recommends approval of Draft RSAP	TAC recommends release of DRAFT Resiliency Plan for one-month public comment period	TAC recommends approval of Draft Resiliency Plan				TAC recommends release of Draft 2050 for one-month public comment period.	TAC recommends approval of Draft 2050 MTP	
General Public		2050 MTP Social Pinpoint website launch with Active Transportation, Planning, Driving Habits and Public Safety Surveys		Draft FY 2025-2028 TIP open for one-month public comment period	Draft FY 2025 & FY 2026 UPWP open for one-month public comment period Draft RSAP open for one-month public comment period							Draft 2050 MTP open for one-month public comment period	

Acronyms
 TIP: Transportation Improvement Plan
 UPWP: Unified Planning Work Program
 MTP: Metropolitan Transportation Plan
 RSAP: Regional Safety Action Plan

AFA TASK KEY	Task 3: Travel Demand & Corridor Model Development	Task 4: Socio-Economic Allocation Model Data Acquisition & Calibration	Task 5: Infrastructure Condition Data Aggregation & Analysis Model	Task 6: Community Impact Model Development & Implementation	Task 7: Economic Analysis Model Development & Implementation	Task 8: Transportation Improvement Program (TIP) Update	Task 9: Regional Resiliency Improvement Plan Phase I	Task 10: CMP/TSMO/ITS Architecture Plan Development	Task 11: Complete Streets, Active Transportation & Micro Mobility Planning	Task 12: Crash Analysis & Regional Safety Action Plan	2050 MTP	UPWP/TIP Focus Groups
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Date: April 12, 2024
To: Technical Advisory Committee (TAC)
From: Robert MacDonald, Transportation Planning Director
Subject: Item 5B: Corpus Christi MPO Regional Coordination Group for Federal Transportation Grants Update
Action: Review and Discuss Grant Proposals and Coordination

Summary

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

The TAC members and Corpus Christi MPO staff are encouraged to 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:

- **Low or No Emission and Grants for Buses and Bus Facilities Competitive Programs Grant**, the deadline for the grant is April 25, 2024
- **Safe Streets and Roads for All Funding (SS4A)**, the deadline for Planning Grants was April 4, 2024 and the Implementation Grants are due May 16, 2024. See attachment # for the grant description.

Grant Submittals

The Corpus Christi Regional Transportation Authority (CCRTA) is planning to submit for the FY 2024 **Low or No Emission and Grants for Buses and Bus Facilities Competitive Programs Grant** due on April 25, 2024. We have included in Attachment 2 the CCRTA Board of Director's information regarding this proposed **Low or No Emission and Grants for Buses and Bus Facilities Competitive Programs Grant** submittal. The FHWA Fact Sheet for this Grant is provided as Attachment 3.

To date, no local government has indicated a proposed submission for the **Safe Streets and Roads for All Funding Grant**. The Corpus Christi MPO's Regional Safety Action Plan (RSAP) is nearing completion and will be a great source of projects for a future SS4A Grant.

Federal Grant Results

There has been an announcement of awards for the RCN Grants for FY 2023. The U.S. Department of Transportation's Reconnecting Communities and Neighborhoods (RCN) Grant Program awarded 132 communities with a total of \$3.3 billion in fiscal year 2023 to plan or construct transportation projects that aim to:

- Improve access to daily needs such as jobs, education, healthcare, food, and recreation
- Foster equitable development and restoration
- Reconnect communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development
- Prioritize disadvantaged communities

In Texas, several projects were awarded. Attachment 5, illustrates those projects. Fact sheets for those RCN awarded projects are provided in Attachment 6.

Attachments

1. Corpus Christi MPO FY 2024 Competitive Grant Summary Table
2. Corpus Christi Regional Transportation Authority **Low or No Emission and Grants for Buses and Bus Facilities Competitive Programs Grant** Request
3. **Low or No Emission and Grants for Buses and Bus Facilities Competitive Programs Grant** Fact Sheet from FHWA
4. **Safe Streets and Roads for All Funding Grant (SS4A)**
5. **Reconnecting Communities and Neighborhoods (RCN) Grant Program** FY 2023 Texas Awardees List
6. **Reconnecting Communities and Neighborhoods (RCN) Grant Program** FY 2023 Texas Awardees Factsheets
7. **Reconnecting Communities and Neighborhoods (RCN) Grant Program** FY 2023 Other Applicants Texas

Corpus Christi MPO FY 2024 Competitive Grant Summary Table

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
TRANSPORTATION SAFETY, EQUITY, RESILIENCE & OTHER			
<u>Rebuilding American Infrastructure with Sustainability and Equity (RAISE)</u>	Provides grants for surface transportation infrastructure projects that will have a significant local or regional impact (aka Local and Regional Project Assistance).	State, MPO, Local Government	2/28/2024
<u>Nationally Significant Multimodal Freight and Highway Projects (INFRA)</u>	Provides grants for multimodal freight and highway projects of national or regional significance.	State, MPO, Local Government, FLMA	8/21/2023
<u>National Infrastructure Project Assistance (Mega)</u>	Supports large, complex projects that are difficult to fund by other means and likely to generate national/regional economic, mobility, or safety benefits.	State, MPO, Local Government, Political Subdivision	8/21/2023
<u>Bridge Investment Program</u> <u>Planning and other Bridge Projects</u>	Provides grants for projects to improve the condition of bridges and culverts and the safety, efficiency, and reliability of the movement of people and freight over bridges.	State, MPO, Local Government, FLMA	12/20/2023 03/19/2024
<u>Natural Gas Distribution Infrastructure Safety and Modernization Program</u>	Repair, rehabilitate, or replace the natural gas distribution pipeline systems	Local Governments or Community Owned Utility	7/24/2023
<u>Safe Streets and Roads for All (SS4A)</u>	Provides grants to support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as "Vision Zero" or "Toward Zero Deaths" initiatives).	MPO, Local Government	04/04/2024 Planning Grants 05/16/2024 Implementation Grants
<u>Thriving Communities</u>	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 FY 2024 Competitive Grant Summary Table

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
TRANSPORTATION SAFETY, EQUITY, RESILIENCE & OTHER			
<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 FY 2024 Competitive Grant Summary Table

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
TRANSIT & INTERCITY RAIL			
<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	04/25/2024
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 FY 2024 Competitive Grant Summary Table

Program	Description	Eligible Entity	2023/2024 Deadlines
<u>Bus and Bus Facilities Competitive Grants</u>	Bus and Bus Facility Procurements	Public Transit	04/25/2024
PORT & FREIGHT			
<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
CLIMATE, ENERGY, & ENVIRONMENT			
Building Resilient Infrastructure and Communities Program	Hazard mitigation projects		
Flood Mitigation Assistance	Reduce/Eliminate the risk of repetitive flood damage to buildings insured by the national flood insurance program		
Regional Clean Hydrogen Hubs	Development of minimum 4 regional clean hydrogen hubs to improve hydrogen production, processing, delivery, storage, and end use		
AVIATION			
Airport Improvement Program Discretionary Grant	Airport Capital Improvements and Rehabilitation Programs		7/14/2023
Airport Terminals Program	Terminal Development Projects that address the aging air infrastructure at large, medium, and small hub airports	State, Local Government, Transit Agency	

Corpus Christi Regional Transportation Authority Low or No Emission and Grants for Buses and Bus Facilities Competitive Programs Grant Request



CORPUS CHRISTI REGIONAL
TRANSPORTATION AUTHORITY

Board of Directors Meeting Memo

April 3, 2024

Subject: Adopt a Resolution to Apply for FTA Funding for Eight (8) CNG Buses and a New Maintenance Facility

Background

The Federal Transit Administration (FTA) released a Notice of Funding Opportunity on February 8, 2024, announcing the opportunity to apply for \$1.5 billion in FY 2024 funds to support state and local efforts to modernize aging transit fleets with low- or no-emission buses, renovate and construct bus facilities, and support workforce development.

The grant applications will need to be submitted by 11:59PM EST on April 25, 2024.

Identified Need

The grant funds would be used for the transition of CCRTA's fleet to low emission vehicles through the purchase of eight (8) CNG vehicles and dedicated workforce development. Funding would also assist CCRTA in purchasing storm-resistant infrastructure through a new Maintenance Facility.

Low emission buses would reduce carbon emissions, leading to cleaner air and healthier communities. The funding of a new Maintenance Facility would ensure that CCRTA can continue to operate during extreme conditions, protect CCRTA personnel, safeguard valued assets, and transport vulnerable communities.

CCRTA would adhere to all regulatory requirements, procurement policies and authorizations throughout the funding process.

Financial Impact

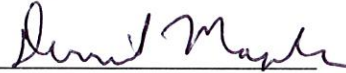
The estimated amount does not exceed \$54.24 million.

Recommendation

Staff requests the Board of Directors adopt a resolution to apply for FTA funding for eight (8) CNG buses and a new Maintenance Facility by authorizing the Chief Executive Officer or designee to execute and submit applications.

Respectfully Submitted,

Submitted by: Rita Patrick
Managing Director of Public Relations

Final Approval by: 
Derrick Majchszak
Chief Executive Officer



Resolution

IN SUPPORT OF LOW EMISSION BUSES & A NEW MAINTENANCE FACILITY

WHEREAS, the Corpus Christi Regional Transportation Authority has a long-term goal of identifying and implementing alternative forms of transportation to lower emissions, reduce operating costs, provide workforce development, and foster healthier communities.

WHEREAS, the Corpus Christi Regional Transportation Authority is pursuing the construction of a new storm-resistant Maintenance Facility, ensuring that the organization can continue to operate during extreme conditions, protect personnel, safeguard valued assets, and provide a lifeline for vulnerable communities.

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 eight (8) CNG buses to address alternative forms of transportation, lower collective emissions, reduce operating costs, provide workforce development, and cultivate a healthier community.

Section 2. The Board also hereby declares its support for the development of a new Maintenance Facility, which would ensure that transportation services could continue during extreme conditions, protect personnel, shelter valued assets, and provide a lifeline for vulnerable communities.

Section 3. The Board further declares its intention to support the exploration of grant opportunities for low emission vehicles and a new Maintenance Facility, which would reduce collective carbon emissions, improve transit reliability during extreme conditions, reduce operating costs, and enhance safety for community members and employees.

DULY PASSED AND ADOPTED this ____ day of April 2024

ATTEST:

**CORPUS CHRISTI REGIONAL
TRANSPORTATION AUTHORITY**

Derrick Majchszak
Chief Executive Officer

Arthur Granado
Board Chair

Low or No Emission and Grants for Buses and Bus Facilities Competitive Programs Grant Fact Sheet from FHWA

An official website of the United States government [Here's how you know](#) 

United States Department of Transportation

 **Federal Transit Administration**

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IN THIS SECTION

Related Links

- [Low or No Emission Grant Program - 5339\(c\)](#)
- [Grants for Buses and Bus Facilities Program](#)
- [FTA Bus and Low-No Emission Reduction Calculator](#)

Related Documents

- [Low or No Emission and Grants for Buses and Bus Facilities Competitive Programs FY2024 NOFO Supplemental Form](#)

Contact Us

Office of Program Management
Federal Transit Administration
1200 New Jersey Avenue, S.E.
Washington, DC 20590
United States

Phone: 202-366-2053

Fax: 202-366-7951

Business Hours:

8:30 a.m.-5 p.m. ET, M-F

If you are deaf, hard of hearing, or have a speech disability, please dial 7-1-1 to access telecommunications relay services.

Facilities Competitive Programs FY2024 Notice of Funding Opportunity

Date Posted: February 8, 2024

Date Closed: April 25, 2024

Opportunity ID: FTA-2024-003-TPM-LWNO, FTA-2024-004-TPM-BUS

Opportunity Announcement PDF:

<https://www.govinfo.gov/content/pkg/FR-2024-02-08/pdf/2024-02246.pdf>

Opportunity Announcement TXT:

<https://www.govinfo.gov/content/pkg/FR-2024-02-08/html/2024-02246.htm>

Grant Program:

[Low or No Emission Grant Program](#)

[Grants for Buses and Bus Facilities Program](#)

Details: 2/8/2024. Notice of Funding Opportunity (NOFO): Solicitation of Project Proposals for the 5339(c) Low or No Emission Grant Program and 5339(b) Grants for Buses and Bus Facilities Competitive Program. The Federal Transit Administration (FTA) announces the opportunity to apply for \$1,103,963,762 in competitive grants under the Low or No Emission Grant Program (Low-No Program) and \$390,045,823 under the Grants for Buses and Bus Facilities Competitive Program (Buses and Bus Facilities Program). FTA is joining these two grant opportunities in one NOFO, and applicants are welcome to apply to either program or both (see instructions below). Synopses and full announcement are posted on Grants.Gov as opportunity [FTA-2024-003-TPM-LWNO](#) for Low-No applications and [FTA-2024-004-TPM-BUS](#) for Buses and Bus Facilities applications. Proposals must be submitted electronically through Grants.Gov website by 11:59 PM Eastern Time 04/25/2024.

Safe Streets and Roads for All Funding Grant (SS4A)

BILLING CODE 4910-9X

DEPARTMENT OF TRANSPORTATION

Office of the Secretary of Transportation

DOT-OST-2024-01

USDOT FY24 Safe Streets and Roads for All Funding

AGENCY: Office of the Secretary of Transportation, U.S. Department of Transportation (DOT or the Department)

ACTION: Notice of Funding Opportunity (NOFO), Assistance Listing # 20.939

SUMMARY

SUMMARY OVERVIEW OF KEY INFORMATION: Safe Streets and Roads for All (SS4A)

Issuing Agency	Office of the Secretary of Transportation, U.S. Department of Transportation
Program Overview	Funds for the fiscal year (FY) 2024 SS4A grant program are to be awarded on a competitive basis to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators.
Objective	The purpose of this notice is to solicit applications for Safe Streets and Roads for All (SS4A) grants.
Eligible Applicants	Metropolitan planning organizations; Political subdivisions of a State or territory (e.g., cities, towns, counties); Federally recognized Tribal governments; and A multijurisdictional group of entities described in any of the aforementioned three types of entities.
Eligible Project Types	Develop a comprehensive safety action plan (Action Plan). Conduct supplemental safety planning to enhance an Action Plan. Carry out demonstration activities to inform the development of, or an update to, an Action Plan. Perform planning, design, and development activities for projects and strategies identified in an Action Plan. Implement projects and strategies identified in an Action Plan that address roadway safety problems.
Funding	This Notice makes available up to \$1,256,687,000 for FY 2024 grants under the SS4A program. Of the funding made available, up to \$580 million is available to implement projects and strategies. The remainder, \$656,687,000, must be awarded for developing Action Plans; conducting supplemental planning to update existing Action Plans; or carrying out demonstration activities to inform the development of, or updates to, Action Plans.
Deadlines	Planning and Demonstration Grant applicants have three deadlines: <ul style="list-style-type: none">• Thursday, April 4, 2024, 5:00 PM (EDT)• Thursday, May 16, 2024, 5:00 PM (EDT)• Thursday, August 29, 2024, 5:00 PM (EDT) Implementation Grant applications must be submitted by 5:00 PM (EDT) on Thursday, May 16, 2024.

RCN FY23 Awards Factsheet

NAE	Planning	Susquehanna Depot Pedestrian Grade Crossing and Parking Lot	Susquehanna Depot Borough	Pennsylvania	\$125,389.00
RCP	Planning	Penn Avenue Cap Connector Project	Allegheny County Industrial Development Authority	Pennsylvania	\$2,000,000.00
NAE	Planning	Redesigning Route 291: Safety, Equity, and Connection	Delaware County, PA	Pennsylvania	\$2,500,000.00
NAE	Capital	Dave Lyle Boulevard Pedestrian Bridge	South Carolina Department of Transportation	South Carolina	\$10,109,074.00
RCP	Planning	Downtown Fort Mill Mobility and Parking Plan	Town of Fort Mill	South Carolina	\$160,000.00
NAE	Capital	Reconnecting Knoxville	Knoxville's Community Development Corporation (KCDC)	Tennessee	\$42,600,320.00
NAE	Planning	Community-Led Reconnection of the Westside Neighborhood	City of Chattanooga	Tennessee	\$2,000,000.00
NAE	Planning	Over and Under I-40	Memphis and Shelby County Community Redevelopment Agency	Tennessee	\$2,693,160.00
NAE	Capital	Complete, Connected, Resilient Communities: Gulfton & Kashmere Gardens Resilient Sidewalks Project	City of Houston	Texas	\$43,438,830.00
NAE	Capital	Our Future 35: Reconnecting East Austin to the Downtown Core	City of Austin	Texas	\$105,200,000.00
RCP	Planning	Reconnect Alief Planning Project	HARRIS COUNTY	Texas	\$1,200,000.00
NAE	Planning	Paso del Norte and Stanton International Bridges Feasibility Study	City of El Paso	Texas	\$2,000,000.00
NAE	Planning	From Barriers to Benefits: Restoring Connections to San Antonio's Eastside	City of San Antonio	Texas	\$2,960,000.00
NAE	Regional Partnership	Bridging Highway Divides for DFW Communities	North Central Texas Council of Governments	Texas	\$80,000,000.00
NAE	Capital	City of St. George 400 East and 900 South Interstate Crossings Project	South Interstate Crossings	Utah	\$87,618,600.00
RCP	Capital	Multimodal Improvements on South Laburnum Avenue Over I-64	Henrico County	Virginia	\$6,300,000.00
NAE	Capital	Virginia Beach Trail Phase 1: A Regional Connector	City of Virginia Beach	Virginia	\$14,900,000.00
NAE	Planning	The Southeast Community Greenway Reconnector	City of Newport News	Virginia	\$1,000,000.00

Complete, Connected, Resilient Communities: Gulfton & Kashmere Gardens Resilient Sidewalks Project

Houston, Texas

Grant Type: Construction

Funding Source: NAE

Award: \$43,438,830

Estimated Total Project Cost: \$43,438,830

Project Summary:

The Complete, Connected, Resilient Communities: Gulfton & Kashmere Gardens Resilient Sidewalks Project will work to address historic underinvestment and barriers in two Houston neighborhoods by improving sidewalks, drainage, and tree cover, which will work together to create climate-resilient streets that support a multimodal mobility network. The Project will invest \$43 million in walkability and resiliency improvements. Sidewalks in the Gulfton and Kashmere Gardens communities are intermittent or nonexistent, which creates safety concerns and barriers for all people, including students, elderly, and those with disabilities. There are few trees to provide relief from heat, improve air quality, or restore mental health. Flooding is a consistent concern among people who have few resources. The conditions along the corridors presented for this grant application create extremely unpleasant and often dangerous conditions for people walking, cycling, rolling, and using transit.

The Project will help two of Houston's most economically disadvantaged communities address mobility and accessibility needs, social equity concerns (as identified under the Justice-40 program), and climate vulnerability while acting as a model for future neighborhood investments. The award of this grant will allow for the creation of resilient pedestrian networks that enhance mobility and connectivity while alleviating environmental and socio-economic barriers that burden the communities.

Our Future 35: Reconnecting East Austin to the Downtown Core

Austin, Texas

Grant Type: Construction

Funding Source: NAE

Award: \$105,200,000

Estimated Total Project Cost: \$150,200,000

Project Summary:

The Our Future 35 Cap and Stitch Program is a community-centered initiative to create public spaces and amenities through the design and construction of caps and stitches along eight miles of the I-35 corridor in Austin between US 290 East and SH 71/Ben White Boulevard. As the Texas Department of Transportation (TxDOT) prepares to widen and lower portions of the Austin I-35 corridor, the City has an opportunity to change the landscape of Central Austin through the construction of “caps” and “stitches” that will make important strides toward unifying and mending the divide created by the original construction of I-35 and replacing it with amenities that celebrate and connect all Austinites.

As the City’s extensive work with community members to develop the Our Future 35 Vision Plan nears completion, the City of Austin is poised to begin the work of implementing the community’s vision for new caps and stitches over I-35. This capital grant will secure the vital first phase of cap improvements, reconnecting Austin’s East César Chávez neighborhood, the cultural center of Austin’s Mexican American community, to the heart of downtown and all its economic, educational, and institutional opportunities. The new César Chávez cap will not only help to bridge the physical gap created by the original construction of I-35, but will help the city’s community bridge the economic, cultural, and social divides that the freeway has historically represented in Austin.

Reconnect Alief Planning Project

Alief, Texas

Grant Type: Planning

Funding Source: RCP

Award: \$1,200,000

Estimated Total Project Cost: \$1,500,000

Project Summary:

Reconnect Alief is a community-centered effort focused on reconnecting communities along the Westpark Tollway in Harris County's Alief community. The decision to construct the Westpark Tollway through Alief effectively cut off the very diverse and economically community by placing a physical barrier that restricts north and south travel for members of the impacted area. The tollway cuts off access to multi-modal transportation options available in other parts of the county forcing residents to rely on primarily automobile transportation to access jobs another other important businesses and services.

The Harris County Toll Road Authority (HCTRA) is undertaking an effort to redesign the Westpark Tollway, focusing on adding multimodal infrastructure, public space, and connectivity to major employment centers and METRO's University Bus Rapid Transit corridor. Reconnect Alief is an opportunity to build on this transformative infrastructure investment. This planning effort will include tasks to create a list of recommended projects – bicycle-pedestrian, transit, parks and open spaces, and roadway safety. The planning project will focus on safe accommodation for all users and seamless integration with the surrounding character, context, and land use, considering climate resilience, stormwater, flood risk management, public health, and the economy.

Alief urgently needs multimodal infrastructure to best serve its multicultural community. This planning project proposes to connect the socioeconomically disadvantaged community of Alief with the newly multimodal Westpark Tollway nearby.

Paso del Norte and Stanton International Bridges Feasibility Study

El Paso, Texas

Grant Type: Planning

Funding Source: NAE

Award: \$2,000,000

Estimated Total Project Cost: \$2,000,000

Project Summary:

The proposal aims to investigate the feasibility of meeting the dual needs of the community and commuters crossing the border by: (1) building active transportation and improving operational efficiency to decrease environmental pollutants so community members can access their daily destinations while improving their economic and health outcomes, and (2) improving the operational efficiency of individuals crossing the border. These needs will be met through multiple infrastructure and amenity upgrades (e.g., well-marked crosswalks, signage, and waiting areas); transit (improving reliable service of existing transit operations), and operational measures (e.g. ITS, Dynamic message signs, and adaptive traffic signals) that connect to existing projects for port of entry improvements funded by FHWA and the State of Texas.

The proposed Feasibility Study is needed to develop a comprehensive multimodal transportation network inclusive of walking and cycling infrastructure and public transit routes managed by Sun Metro. The Feasibility Study will implement strategies identified as part of the 2023 Downtown, Uptown, and Surrounding Neighborhoods Master Plan, including the introduction of mid-block passageways for connections to transit corridors and using signal timing and other traffic control infrastructure to prioritize pedestrian movements along Stanton Street (at congested areas from southbound port of entry traffic). While Sun Metro presently provides transit routes for both border crossers and the local community, there is a lack of integration with international port of entry operations, particularly during peak crossing times.

From Barriers to Benefits: Restoring Connections to San Antonio's Eastside

San Antonio, Texas

Grant Type: Planning

Funding Source: NAE

Award: \$2,960,000

Estimated Total Project Cost: \$3,700,000

Project Summary:

The From Barriers to Benefits: Restoring Connections to San Antonio's Eastside project will address the disadvantages created by Interstate Highway 37 through the creation of a study that will incorporate an innovative community planning visioning process along with locally driven design and planning concepts. As one of the most vulnerable neighborhoods in San Antonio, this project will reconnect a community of approximately 10,600 residents that has faced decades of disinvestment and negative impacts from Interstate 37 to the jobs, healthcare facilities, and recreational opportunities in the center city. This Study will focus on transformative and equitable solutions to address walkability, safety, and affordable transportation access through feasibility studies and impact assessments.

The pedestrian underpasses connecting to Downtown are visually oppressive and uncomfortable, characterized by bustling vehicular intersections, wide roadways, high traffic volumes and speeds, and poor lighting. Residents and visitors to San Antonio face significant challenges bicycling, walking, and taking transit given the dangerous crossings used to access employment opportunities in the Downtown area.

The Study will allow San Antonio to initiate a community visioning process, planning study, and conceptual engineering alternatives analysis to prioritize solutions that remedy historic inequities and fractured connections across I-37 in the heart of the community.

Bridging Highway Divides for DFW Communities

Dallas-Fort Worth, TX

Grant Type: Regional Partnerships Challenge with Construction Activities

Funding Source: NAE

Award: \$80,000,000

Estimated Total Project Cost: \$236,800,000

Project Summary:

Bridging Highway Divides for DFW Communities will build four pedestrian caps (though one is an inverted “cap”) through the Dallas-Fort Worth (DFW) region. The four primary components are three locations in Dallas: (1.) Interstate Highway 30 (Dallas IH 30) pedestrian caps, which will install support structures for three pedestrian caps/parks to be constructed across the interstate. This infrastructure will align with the timing of TxDOT’s reconstruction of IH 30 and it is critical that the base structures be constructed now into the roadway project to avoid the inefficiency of taxpayers paying twice to retrofit later. (2.) Klyde Warren Park-Phase 2.0 (KWP 2.0), which extends an existing pedestrian cap/deck park further south to create additional access, connections, and to complete the community vision. (3.) Southern Gateway Park - Phase 2.0 (SGP 2.0), which completes an initial pedestrian crossing to complete the plaza and connect two roadways to provide complete connections. Located in McKinney, Texas is (4.) State Highway 5 (McKinney SH 5), which will be an inverted pedestrian cap that will include construction of a bridge within the corridor and provide pedestrian access in the form of a below-bridge pedestrian plaza to reknit the community and address the highways’ damaging effects. Bridging Highway Divides for DFW will result in a collective effort that will reknit communities and reverse the harm that past transportation choices have had on disadvantaged neighborhoods and nonmotorized access.

All four highways capped by this project disrupted and displaced local communities, removed historical landmarks and resulted in unequal distribution of resources, leaving one side of the highway more prosperous while the others experienced disinvestment. North Texas highways in many cases were used to intentionally cut off access to daily needs. This project will address these historic inequities.

Reconnecting Communities and Neighborhoods (RCN) Grant Program FY 2023 Other Applicants Texas

Round	Grant	Project Type	UEI	State	Application title	Applicant	Applicant Type	Funding Request
RCN FY2023	Neighborhood Access & Equity Program	Construction	HWX7C56NNUV1	TX	City of Laredo NAE 2023	City of Laredo	Unit of local government	\$ 8,100,000.00
RCN FY2023	Neighborhood Access & Equity Program	Construction	QV24JTXLA2B4	TX	City of Palacios	City of Palacios	Unit of local government	\$ 9,824,555.00
RCN FY2023	Reconnecting Communities Pilot Program	Construction	R737LBFW8T13	TX	City of Wichita Falls	City of Wichita Falls	Unit of local government	\$ 320,000.00
RCN FY2023	Neighborhood Access & Equity Program	Construction	71384812	TX	Downtown Tyler Revitalization Project	City of Tyler	Unit of local government	\$ 28,677,790.00
RCN FY2023	Neighborhood Access & Equity Program	Construction	YAEESL5VL8V9	TX	North Houston Highway Improvement Project (NHHIP) Connections	City of Houston	Unit of local government	\$ 50,803,566.40
RCN FY2023	Neighborhood Access & Equity Program, Reconnecting Communities Pilot Program	Construction	KPJ2RC29LY68	TX	Pharr Texas - Reconnecting Underserved Communities and Colonias	Pharr, Texas	Unit of local government	\$ 35,036,589.00
RCN FY2023	Neighborhood Access & Equity Program, Reconnecting Communities Pilot Program	Construction	KZC2VLA6F2P9	TX	Reconnecting Downtown: Chadbourne – Phase B	City of San Angelo	Unit of local government	\$ 12,558,480.00
RCN FY2023	Neighborhood Access & Equity Program, Reconnecting Communities Pilot Program	Construction	NV4JC28TLJL6	TX	Reconnecting Historic North Heights Neighborhood	City of Amarillo	Unit of local government	\$ 17,150,765.00
RCN FY2023	Neighborhood Access & Equity Program	Construction	VBHHYBP7A7R4	TX	Robstown Transit Center with Park & Ride Facility	Robstown, Texas	Political Subdivision of a State	\$ 3,103,122.00
RCN FY2023	Neighborhood Access & Equity Program, Reconnecting Communities Pilot Program	Construction	V3LUNCNZQLD6	TX	State Line Avenue Cultural Corridor	State Line Avenue Cultural Corridor	Metropolitan Planning Organization	\$ 17,691,577.00
RCN FY2023	Neighborhood Access & Equity Program, Reconnecting Communities Pilot Program	Construction	JFMKAENLGN81	TX	The John R. Harris Multimodal Improvements - Reconnecting Communities Capital	Harris County	Unit of local government	\$ 5,000,000.00
RCN FY2023	Neighborhood Access & Equity Program, Reconnecting Communities Pilot Program	Construction	YVZ9KQ92Y1	TX	Three Bridge Reconstruction Project	City of Bowie, Texas	Unit of local government	\$ 3,248,000.00
RCN FY2023	Reconnecting Communities Pilot Program	Planning	HC3UJPVAJH64	TX	2023 Boerne RCN Community Planning Grant	City of Boerne	Unit of local government	\$ 6,500,000.00
RCN FY2023	Neighborhood Access & Equity Program, Reconnecting Communities Pilot Program	Planning	YZKVE68K7FT9	TX	Advancement of Transportation Connectivity for West Dallas Communities	Trinity Park Conservancy	Nonprofit organization	\$ 2,000,000.00
RCN FY2023	Neighborhood Access & Equity Program, Reconnecting Communities Pilot Program	Planning	JLDWNNCYB2P6	TX	Brazos Transit District	Brazos Transit District	Political Subdivision of a State	\$ 17,510,400.00
RCN FY2023	Reconnecting Communities Pilot Program	Planning	JCFDKPGBRSK1	TX	City of Bellaire, TX	City of Bellaire	Unit of local government	\$ 4,600,000.00
RCN FY2023	Neighborhood Access & Equity Program	Planning	KXYWWJZLA2Y9	TX	City of Edinburg Sugar Road Complete Street Conversion Planning Grant	City of Edinburg	Unit of local government	\$ 32,145,162.00

Reconnecting Communities and Neighborhoods (RCN) Grant Program FY 2023 Other Applicants Texas (contined)

Round	Grant	Project Type	UEI	State	Application title	Applicant	Applicant Type	Funding Request
RCN FY2023	Neighborhood Access & Equity Program, Reconnecting Communities Pilot Program	Planning	CSHZNNMNQ259	TX	City of Longview, Tx., Reconnecting Communities and Neighborhoods	City of Longview	Unit of local government	\$ 20,018,150.00
RCN FY2023	Neighborhood Access & Equity Program, Reconnecting Communities Pilot Program	Planning	C46KF6RY7128	TX	City of Pecos	Town of Pecos city	Unit of local government	\$ 500,000.00
RCN FY2023	Reconnecting Communities Pilot Program	Construction	R737LBFW8T13	TX	City of Wichita Falls	City of Wichita Falls	Unit of local government	\$ 46,863,804.00
RCN FY2023	Neighborhood Access & Equity Program	Planning	SDP8GVGK1KJ5	TX	Eliminating Barriers to the Texas Medical Center	Texas Medical Center	Nonprofit organization	\$ 8,200,000.00
RCN FY2023	Neighborhood Access & Equity Program	Planning	YJKKQFGMY838	TX	La Marque Multimodal Connections Spanning I-45	City of La Marque, Texas	Unit of local government	\$ 1,875,000.00
RCN FY2023	Neighborhood Access & Equity Program, Reconnecting Communities Pilot Program	Planning	N1UUQMAGNMT8	TX	OST SPORTS ASSOCIATION	OST Sports Association	Nonprofit organization	\$ 410,000.00
RCN FY2023	Neighborhood Access & Equity Program, Reconnecting Communities Pilot Program	Planning	KLZGKXNFVTL4	TX	I-10 Deck Plaza Design Project	City of El Paso	Unit of local government	\$ 10,000,000.00
RCN FY2023	Neighborhood Access & Equity Program, Reconnecting Communities Pilot Program	Planning	XZ2PYBMQKJ91	TX	Reconnecting Communities and Neighborhoods Grant	City of Sugarland	Unit of local government	\$ 200,000.00
RCN FY2023	Reconnecting Communities Pilot Program	Planning	H2V4WLL5K3G6	TX	Reconnecting El Paso	Texas Farm and City	Nonprofit organization	\$ 1,530,401.00
RCN FY2023	Neighborhood Access & Equity Program, Reconnecting Communities Pilot Program	Planning	Gz6ve21db5p8	TX	Reconnecting the City of Premont	City of Premont	Unit of local government	\$ 2,000,000.00
RCN FY2023	Neighborhood Access & Equity Program, Reconnecting Communities Pilot Program	Planning	LMKML2ZLLDZ3	TX	South Midland County Complete Streets, Trails, and Community Resilience and Co	Midland County, TX	Unit of local government	\$ 252,000.00
RCN FY2023	Neighborhood Access & Equity Program, Reconnecting Communities Pilot Program	Planning	ENS6MKS1ZL18	TX	Southeast Crescent PEL	City of Fort Worth	Unit of local government	\$ 1,904,000.00
RCN FY2023	Neighborhood Access & Equity Program, Reconnecting Communities Pilot Program	Planning	XP53F2W6RLF4	TX	Southwestern Medical District Harry Hines / Inwood Project	City of Dallas	Unit of local government	\$ 3,902,904.00
RCN FY2023	Neighborhood Access & Equity Program, Reconnecting Communities Pilot Program	Regional Partnerships Chall	rmfquezmlm1k4	TX	Walker County	Walker County	Unit of local government	\$ 360,000.00