



TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA

THURSDAY, JULY 18, 2024

9:00 A.M. TAC REGULAR 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 JUNE 20 REGULAR and JUNE 28 SPECIAL, MEETING MINUTES 

4. DISCUSSION AND POSSIBLE ACTION ITEMS

A. DRAFT 2020-2045 Metropolitan Transportation Plan (MTP) with Amendment 1 

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

B. DRAFT 2020-2045 MTP with Amendment 2 

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

C. DRAFT 2050 MTP Objectives 

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

5. INFORMATION ITEMS

A. DRAFT 2025 Regional Safety Action Plan (RSAP) 

B. 2050 MTP

i. Updating Federal Functional Classification of Roads 

ii. MPO Boundary Change Process Update 

iii. Timeline 



C. Regional Coordination Group for Federal Transportation Grants 

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

7. UPCOMING MEETINGS/EVENTS

A. Transportation Policy Committee:	Regular Meeting	August 1, 2024
B. Regional Traffic Safety Task Force:	Meeting	August 14, 2024
C. Technical Advisory Committee:	Regular Meeting/Workshops	August 15, 2024
D. Small Area Forecast Task Force:	Meeting	August 21, 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 ccmpo@cctxmpo.us, by regular mail, or by hand-delivery to the Corpus Christi MPO Office at 602 N. Staples St., Suite 300, Corpus

Christi, TX 78401. Please limit written comments to 1,000 characters. Written comments should be provided at least 1 hour before the start of the TAC meeting.

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

MEETING LOCATION MAP



**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING MINUTES**

JUNE 20, 2024

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

Jeff Pollack Vice Chairperson called the meeting to order at 9:02 a.m.

TAC Members Present:

Jeff Pollack, AICP, Port of Corpus Christi, Vice Chairperson
Tom Yardley, San Patricio County
Paula Sales-Evans, P.E., TxDOT - Corpus Christi District (CRP)
Dan McGinn, AICP, City of Corpus Christi
Liann Alfaro, Corpus Christi Regional Transportation Authority (CCRTA)

MPO Staff Present: Craig Casper, AICP, Daniel Carrizales, Victor Mendieta, and Karla Carvajal, MBA

2. NON AGENDA ITEMS PUBLIC COMMENTS

None were offered or made.

3. APPROVAL OF THE TAC MAY 16, 2024 REGULAR MEETING MINUTES

Ms. Sales-Evans made a motion to approve the May 16, 2024 minutes. Mr. Yardley seconded; the motion passed unanimously.

4. DISCUSSION AND POSSIBLE ACTION ITEMS

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

Mr. Casper presented the item.

The DRAFT FY 2025-2028 Transportation Improvement Program (TIP) was 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 public comments cannot be received and addressed before the upload of the Corpus Christi MPO TIP. The current plan is to upload the same version of the TIP that is released to the public and modify it to the adopted version after public comments are addressed and approved by the Corpus Christi MPO on July 11th. This updated document will then be provided (and uploaded) to TxDOT as a public comment during the TxDOT 30-day public comment period that begins July 12.

Public Comment:

The Corpus Christi MPO received a public comment on agenda item 4A, - on June 19, 2024 at 9:00 p.m. The following is the public comment read verbatim with attached map:

“To whom it may concern;

We are writing to express our deep concerns about the recently proposed list of transportation projects. While we understand the importance of infrastructure development, we believe that both of TxDOT/MPO lists (10-year and 4-year) project lists fail to address the critical needs of our communities, particularly for minority and low-income residents.

Also the map on page 8 of the document is old and needs to be corrected. Look at the following websites below for correct information: Climate and Economic Justice Screening Tool (CEJST), Equitable Transportation Community (ETC) Explorer, Areas of Persistent Poverty & Historically Disadvantaged Communities, Environmental Justice (EJ) Screen.

The proposed projects prioritize WANTS in advantaged areas, while neglecting the existing NEEDS and transportation challenges faced by low-income residents and communities of color. This approach contradicts the principles of Title VI of the Civil Rights Act, Executive Order 12898, and Executive Order 13985, which all emphasize fair and equitable distribution of transportation benefits.

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evaluate the benefits from projects to communities that are not within a disadvantaged or EJ area but still provide travel options for those areas.

Mr. Pollack pointed out that linear transportation facilities serve origins and destinations that may be disadvantaged communities. He also thought that the public comment highlights the importance of having a codified process for responding to public comments.

Mr. Casper moved the conversation further, noting that the Corpus Christi MPO received a comment from TxDOT that minor technical corrections to the project list descriptions and funding need to be made.

Mr. Pollack pointed out a discrepancy between the summary in the memo and the recommendation. Mr. Casper clarified that the recommendation is the correct verbiage and that the recommendation is "The Corpus Christi MPO staff proposes that the TAC recommend the TPC approve the DRAFT FY 2025-2028 TIP".

Mr. Casper noted the projects listed are the same projects that were in the previous TIP with the exception of the exclusion of PR 22, which had been moved out a year outside of the TIP years due to fiscal constraint.

Mr. Casper also noted that an amendment to the current 2045 MTP fiscally constrained project list is required to ensure consistency across the MTP and TIP documents.

There was additional discussion about the pros and cons of grouping projects versus showing all of the projects that are funded.

Motion:

Mr. Pollack motioned to table DRAFT FY 2025-2028 Transportation Improvement Program (TIP) and to hold a special meeting to discuss and take possible action on Friday, June 28, 2024. Ms. Alfaro seconded; the motion passed unanimously.

B. DRAFT FY 2023 and FY 2024 Unified Planning Work Program (UPWP) with Amendment 2

Mr. Casper presented the item.

The Corpus Christi MPO staff recommended that the Technical Advisory Committee (TAC) review and discuss the DRAFT Amendment 2 to the FY 2023 and FY 2024 Unified Planning Work Program (UPWP). This Amendment 2 was requested by TxDOT as part of their April 8, 2024 Work Order Letter 2 for FY 2024 that specified the requirement for the Corpus Christi MPO to have specific language in the current Unified Planning Work Program related to the federal requirement to spend a minimum of 2.5% of the MPO's Federal Planning funds (PL) on planning activities "*...to increase safe and accessible options for multiple travel modes for people of all ages and abilities,...*"

Throughout the DRAFT UPWP with Amendment 2 document the title of Subtask 3.3 was changed from "Complete Streets, Active Transportation and Micro-mobility Planning" to "2.5% Set-Aside for Increasing Safe and Accessible Transportation Options." Additionally, a minor reallocation of funds was proposed to ensure compliance with the 2.5% minimum funding levels for the Subtask.

Discussion:

None.

Motion:

Mr. Pollack made a motion to recommend the TPC to approve the DRAFT FY 2023 and FY 2024 UPWP with Amendment 2. Mr. Yardley seconded; the motion passed unanimously.

C. DRAFT FY 2025 and FY 2026 Unified Planning Work Program (UPWP)

Mr. Casper presented the item.

Each Metropolitan Planning Organization (MPO) is required to develop a Unified Planning Work Program (UPWP). The UPWP is both the annual budget document for the Corpus Christi MPO and the

document that coordinates among agencies and informs the public about ongoing transportation planning throughout the region by all local agencies. Key assumptions in this new two-year UPWP are:

- the total Transportation Planning Funding (TPF) amounts shown in the table on page two of this memo and in the UPWP document are the same as from FY 2024 until the new amounts are received;
- that \$700,000 of carryover funds from the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) are a 100% federal grant for the completion of the Corpus Christi MPO Planning Tools and Studies project.

Discussion:

None.

Motion:

Mr. Yardley made a motion to recommend the TPC to approve the DRAFT FY 2025 and FY 2026 UPWP. Ms. Sales-Evans seconded; the motion passed unanimously.

D. DRAFT 2050 MTP Vision and Goals

Mr. Casper presented the item.

The Corpus Christi 2050 MTP is scheduled for the 5-year update on February 6, 2025. There are several critical items that need to be adopted as soon as possible, including Vision, Goals, and Objectives. The outcome needed from this agenda item is recommending a Vision and Goals to the TPC for discussion and possible action in July. The possible July action is to use the DRAFT Vision and Goals to continue development of the 2050 Metropolitan Transportation Plan.

Discussion:

Ms. Sales-Evans commented on the draft safety measures. She expressed concern that relying only on proven safety counter measures might not address all situations effectively. She suggested including a more flexible approach by allowing other reasonable measures beyond the standard proven countermeasures. That approach would ensure that unique situations are addressed appropriately without being constrained to a certain set of solutions.

Motion:

Ms. Sales-Evans made a motion to recommend the TPC to approve the DRAFT 2050 MTP Vision and Goals, with modification to the DRAFT Safety and Security Goal to include "other reasonable measures". Mr. Yardley seconded; the motion passed unanimously.

5. INFORMATION ITEMS

A. 2050 MTP Objective Topics

Mr. Casper presented the item.

MPO Staff is requesting TAC to come up with additional objective topics beyond those in federal law and guidance, that will be assigned to the relevant working goals. Each objective must have a time based performance measure that can be used to improve accountability.

As stated in the 2023 Federal Highway Administration (FHWA) guidance on developing Long Range Plans, "In a performance-based process, the long-range transportation plan identifies goals and objectives, which play a critical role in driving a performance-based approach to decision-making. Goals reflect key priorities for desired outcomes for the transportation system or for society. Supporting objectives that are specific, measurable statements can help support achievement of goals and play a key role in shaping investment and policy priorities."

Ms. Sales-Evans inquired about the objective tree as shown in the memo and asked if this is an example of the type analysis that will be done in future workshops or if this is a final recommendation. Mr. Casper confirmed that it is an example of the process that comes from federal guidance.

Ms. Sales-Evans noted that SMART objectives that are specific in their numerical targets are dependent on thorough data collection that captures those attributes, and that these objectives need to reflect the appropriate level of data that is available.

B. 2050 MTP: Chapter 1 - Introduction

Mr. Casper presented the DRAFT Chapter 1 of the 2050 MTP and requested TAC feedback on the look, feel, and content of the chapter.

Mr. Pollack inquired if there was a definitive timeframe to deliver feedback. Mr. Casper responded February is the ultimate deadline but feedback sooner is appreciated.

C. Regional Safety Action Plan (RSAP) Second List of Project Locations

Mr. Casper presented the second list of crash locations identified as being highly susceptible to improvements that will be incorporated into the Regional Safety Action Plan. Mr. Casper noted that MPO Staff is working towards a potential July release of the RSAP.

Ms. Sales-Evans wanted clarification that “releasing RSAP as a plan” meant that it meant releasing for comment. Mr. Casper confirmed that it will be released for comment.

Mr. Yardley inquired how to read the scores on the list. Mr. Casper noted that they aren’t scores, but are a total number of crashes.

Ms. Sales-Evans noted that within each location, there is an overlap of the project limits and inquired why. Mr. Casper gave a brief overview of the software. To eliminate confusion on how to read the project list, Ms. Sales-Evans recommended revising the list to show only the full project limits of each corridor with the identification of the different types of improvements available within the limits.

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

Mr. Pollack noted that the Port has been incredibly busy in terms grant applications, including about \$135 million for an application to the EPA for the Clean Ports program. Mr. Pollack mentioned that this is a once in a generation, port specific funding opportunity targeted at emissions reductions in the local airshed and secondarily greenhouse gas reductions; however, the money can only be used to purchase zero-emission equipment. Funds have been applied to support the conversion of fleet equipment and all modalities.

Ms. Sales-Evans reminded TAC members that there will be a Regional Parkway North Padre Island Agency scoping meeting in the afternoon and that it is a kick-off process with the resource agencies on the beginning of environmental impact studies associated with that piece of the corridor.

7. UPCOMING MEETINGS/EVENTS

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|--|---------------------------------|-------------------------|
| A. Transportation Policy Committee: | Regular Meeting | July 11, 2024 |
| B. 2050 MTP Public Meetings/Workshops | | July 16-18, 2024 |
| C. Technical Advisory Committee: | Regular Meeting/Workshop | July 18, 2024 |

8. ADJOURN

The meeting was adjourned at 10:10 a.m.

CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE (TAC) SPECIAL MEETING MINUTES

JUNE 28, 2024

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

Jeff Pollack Vice Chairperson called the meeting to order at 12:15 P.M.

TAC Members Present:

Jeff Pollack, AICP, Port of Corpus Christi, Vice Chairperson
Paula Sales-Evans, P.E., TxDOT - Corpus Christi District (CRP)
Dan McGinn, AICP, City of Corpus Christi
Juan Pimentel, P.E., Nueces County

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

2. NON AGENDA ITEMS PUBLIC COMMENTS

None were offered or made.

3. DISCUSSION AND POSSIBLE ACTION ITEMS

A. DRAFT 2045 Metropolitan Transportation Plan (MTP) Amendment 1

Mr. MacDonald presented the item.

The Corpus Christi MPO staff developed the DRAFT 2020-2045 Metropolitan Transportation Plan (2045 MTP) with Amendment 1 for review by the Technical Advisory Committee (TAC). This MTP Amendment 1 is necessary due to a review by FHWA of the FY 2023-2026 TIP With Amendment 2. The proposed DRAFT 2045 MTP with Amendment 1 Fiscally Constrained Project List is shown in Attachment 1. FHWA staff determined there are inconsistencies with a few projects in the 2045 MTP compared to projects in the FY 2023-2026 TIP with Amendment 2. Those projects include:

- **NEVI Charging Station New Project** (MPO-077) (CSJ 5000-00-187) \$1,202,800 CAT 10
- **Holly Rd. Train Trestle to Tourism Trail** (MPO-049) (CSJ 0916-022-282) \$13.034 million CAT 9
- **SH 286 Construct Phase I Freeway Extension by Upgrading Existing 2-LN Rdwy to 4-LN Divided Highway** (MPO-05) (CSJ 0326-01-056) \$65.0 million CAT 2/CAT 7

Discussion:

Ms. Sales-Evans noted that the SH 286 project, as listed in the memo, needs to be revised for future memos and remove 'Phase 1' from the description to be consistent with what is listed in the MTP and the TIP.

Motion:

Ms. Sales-Evans made a motion to recommend the TPC to release the DRAFT 2045 Metropolitan Transportation Plan (MTP) with Amendment 1 for the one-month public comment period at the July 11, 2024 Regular Meeting. Mr. Pimentel seconded; the motion passed unanimously.

B. DRAFT FY 2025-2026 Transportation Improvement Program (TIP)

Mr. Casper presented the item.

The DRAFT FY 2025-2028 Transportation Improvement Program (TIP) is provided as Attachment 1. The Corpus Christi MPO staff recommends the TAC recommend the Transportation Policy Committee approve this TIP. A table summarizing the funded projects was presented, color-coded by year. Attachment 3 is the detailed DRAFT FY 2025-2028 TIP project list. The MPO staff and TxDOT-CRP District Staff met on June 24 to confirm the details of project descriptions and funding for the TIP document. All updates are incorporated into the revised TIP. To date, one public comment has been

received. It is provided as Attachment 4. The Corpus Christi MPO staff response to the sole public comment is provided as Attachment 5.

Discussion:

Mr. Pollack asked about future consideration of new data

Mr. Casper pointed out that during the development of the EJ Title VI document, which happened before President Bidens Executive Orders, the MPO had created its methodology for identifying disadvantaged populations. However, with the availability of several Federal data sources and tools, the MPO will also use these sources as they develop the MTP.

Ms. Sales-Evans advises caution in stating that the MTP hasn't been updated. She suggested it should be noted that the incorporation of new robust documents and information as the MPO works towards developing the updated 2050 MTP.

Mr. MacDonald restated that the MPO acknowledges inconsistencies in the TIP that will be reconciled in the MTP Amendment 1. He assured the TAC that they are working with the district to ensure accurate numbers before Federal Highways reviews the new TIP. Mr. MacDonald stated that staff proposed addressing the inconsistencies in the MTP amendment rather than changing the FY 25-28 TIP, to avoid any discrepancies identified by Federal Highways.

Motion:

Mr. McGinn made a motion to recommend the TPC to approve the DRAFT FY 2025 -2028 TIP. Mr. Pollack seconded; the motion passed unanimously.

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

Ms. Sales Evans reminded TAC members of the upcoming July 2, 2024, public meeting for TxDOT's Unified Transportation Plan (UTP).

Mr. Casper notified TAC members that the Corpus Christi MPO recently had a meeting with TxDOT Transportation Planning and Programming Division (TPP) regarding potential changes to the MPO boundary.

5. ADJOURN

The meeting was adjourned at 12:48 p.m.



Date: July 15, 2024
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4A: DRAFT 2020-2045 Metropolitan Transportation Plan (2045 MTP) with Amendment 1
Action: Review, Discuss and Possible Action

Summary

The Corpus Christi MPO staff developed the DRAFT 2020-2045 Metropolitan Transportation Plan (2045 MTP) with Amendment 1 for review by the public and the Transportation Policy Committee (TPC) and the Technical Advisory Committee (TAC). This Amendment 1 is necessary due to a review by FHWA of the FY 2023-2026 TIP With Amendment 2. The proposed DRAFT 2045 MTP with Amendment 1 Fiscally Constrained Project List is shown in Attachment 1. FHWA staff determined there are inconsistencies with a few projects in the 2045 MTP compared to projects in the FY 2023-2026 TIP with Amendment 2. Those projects include:

- **NEVI Charging Station New Project** (MPO-077) (CSJ 5000-00-187) \$1,202,800 CAT 10
- **Holly Rd. Train Trestle to Tourism Trail** (MPO-049) (CSJ 0916-022-282) \$13.034 million CAT 9
- **SH 286 Construct Freeway Extension by Upgrading Existing 2-LN Rdwy to 4-LN Divided Highway** (MPO-05) (CSJ 0326-01-056) \$65.0 million CAT 2/CAT 7

The details of these projects are provided in Attachment 2 from the TPC-approved FY 2023-2026 TIP with Amendment 2.

The TAC is being asked to review and discuss the DRAFT 2045 MTP with Amendment 1, consider any changes or public comments. The document will be available on the Corpus Christi MPO website following TPC release for one-month public comment period.

Background

In the normal MPO planning processes, there are occasions to add projects awarded through separate processes such as the NEVI Projects and the TxDOT Statewide TA Project selection process, especially when they bring additional funding into the region beyond the fiscal constraint originally approved. Additionally, when projects costs increase, the TIP and MTP are modified to rebalance the funding distribution within fiscal constraint, that is, the projects that are funded cannot exceed the level of funding that is reasonably expected to be available. This rebalancing is the case with the SH 286 Extension Project.

Financial Impacts

The DRAFT 2045 MTP with Amendment 1 clarifies the project descriptions, funding levels and sources for three projects. The DRAFT 2045 MTP with Amendment 1 remains fiscally constrained with the removal of one \$25.0 million project listed below.

MPO-023	23	Rodd Field Road Extension	Construct Phase I consisting of 2-lanes roadway with raised medians on new location	Yorktown Boulevard	Future Regional Parkway (South of Oso Creek)	City of Corpus Christi	Off	7	\$25.00
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The reallocation of \$25.0 million from the recently constructed Rodd Field Road Extension Project to the SH 286 Extension Project provides an equal exchange of funds in the Fiscally Constrained Project List. The additional funds for the two other projects listed in the Summary section of this memo come from additional sources of funds that are added to the Fiscally Constrained Project List.

Recommendation

After the TPC reviewed and released the DRAFT 2045 MTP with Amendment 1 for the one-month public comment period on July 11, 2024, the MPO staff is recommending that the TAC discuss any changes to the document or public comments received, then recommend to the TPC to approve the DRAFT 2045 MTP with Amendment 1 at their August 1, 2024 Regular Meeting.

Proposed Motion

Move to recommend the TPC approve the DRAFT 2045 MTP with Amendment 1 at the August 1, 2024 Regular Meeting.

Attachments

1. Fiscally Constrained Project List from 2045 MTP with Amendment 1
2. Fiscally Constrained Project List from FY 2023-2026 TIP with Amendment 2
3. DRAFT Resolution 24-03 for 2045 MTP with Amendment 1 TPC Approval
4. Public Notice 24-4
5. DRAFT 2045 MTP with Amendment 1 (Pending TPC release for one-month public comment period)

2020-2045 Metropolitan Transportation Plan (MTP) Fiscally Constrained Project List with Amendment 1

Plan Period	Rank	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$, millions)	CAT1	CAT2	CAT4	CAT7	CAT9	CAT10	CAT12	Local/Other	Prior Funding	Total Project Cost (\$, millions)	
TIP/STIP	1	MPO-001	SH 358 (SPID) Ramp Reversal	Ramp reversal Phase II-B	Nile Drive	Staples Street	TxDOT-CRP	On	2	\$35.00		\$35.00									\$45.43
TIP/STIP	1	MPO-002	I-37	Widen freeway by constructing additional 2 travel lanes northbound and 1 additional travel lane southbound	Redbird Lane (Overpass)	Nueces River	TxDOT-CRP	On	2 / 4U / 12	\$60.00		\$12.00	\$15.00				\$33.00				\$77.88
TIP/STIP	1	MPO-003	US 181	Widen freeway by constructing 1 additional travel lane in each direction	North of FM 3296 (Buddy Ganem Drive)	FM 2986 (Wildcat Drive)	TxDOT-CRP	On	2 / 4U	\$14.00		\$2.00	\$12.00								\$18.17
TIP/STIP	1	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									\$5.19
TIP/STIP	1	MPO-005	SH 286 (Crosstown)	The proposed project would improve SH 286 within the project limits from a two-lane undivided highway to a controlled access four-lane freeway with two 12-foot main lanes in each direction, the main lanes having four-foot inside shoulders and 10-foot outside shoulders, two 12-foot frontage road lanes in each direction with a 12-foot outside shoulder, entrance and exit ramps, and five-foot sidewalks outside the frontage road shoulders. The proposed improvements would include grade separations at CR 20A, CR 22, and FM 2444.	FM 43 (Weber Road)	South of FM 2444 (Staples Street)	TxDOT-CRP	On	2 / 7	\$65.00		\$30.00		\$35.00							\$78.00
TIP/STIP	1	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									\$9.09
TIP/STIP	2	MPO-007	Harbor Bridge Hike and Bike - Connectivity	Construct pedestrian and bike facilities	On various city streets from Coles High School	Williams Memorial Park	City of Corpus Christi	Off	7	\$1.42				\$1.42							\$1.84
TIP/STIP	2	MPO-008	US 181 Harbor Bridge Voluntary Relocation Program	US 181 Harbor Bridge Voluntary Relocation Mitigation Program	N/A	N/A	MPO	Off	7 / Local / ROW	\$71.00				\$36.00				\$20.00	\$15.00		\$92.15
TIP/STIP	2	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							\$6.23
TIP/STIP	3	MPO-010	Pedestrian and Bike	Pedestrian and bike facility improvements	At Various Locations on Brewster Street	N/A	City of Corpus Christi	On	7	\$1.42									\$1.42		\$1.84
TIP/STIP	4	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
TIP/STIP	4	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
TIP/STIP	4	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
TIP/STIP	4	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
TIP/STIP	16	MPO-015	PR 22	Feasibility study: intersection improvements	At SH 361/PR 22 intersection	Zahn Road	TBD	On	7	\$1.20				\$1.20							\$1.56
10-Year	1	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									\$19.20
10-Year	1	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									\$46.20
10-Year	1	MPO-018	SH 35	Upgrade/add direct connectors	FM 3284	0.23 North of SH 361	TxDOT-CRP	On	4U	\$21.50			\$21.50								\$25.80
10-Year	9	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							\$6.60
10-Year	12	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							\$5.68
10-Year	13	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							\$2.27
10-Year	13	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							\$54.00
10-Year	14	MPO-024	Yorktown Boulevard	Construct 2 additional travel lanes with turn lanes. Elevate and widen bridge.	Rodd Field Road	Laguna Shores Road	City of Corpus Christi	Off	7	\$39.41				\$39.41							\$47.29
10-Year	15	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							\$24.00
10-Year	19	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							\$20.40
10-Year	22	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							\$7.10

2020-2045 Metropolitan Transportation Plan (MTP) Fiscally Constrained Project List with Amendment 1

Plan Period	Rank	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$, millions)	CAT1	CAT2	CAT4	CAT7	CAT9	CAT10	CAT12	Local/Other	Prior Funding	Total Project Cost (\$, millions)
10-Year	23	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						\$6.00
10-Year	32	MPO-029	US 181 Companion Drainage Project	Construction of the companion drainage project across the TxDOT right-of-way	Sunset Road	FM 3239 (Buddy Ganem Drive)	TxDOT-CRP	On	2 / 7 / Local	\$7.00								\$7.00		\$8.40
10-Year	35	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
10-Year	N/A	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 the 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
10-Year	N/A	MPO-077	NEVI - TxDOT Charging Station	Install 4 Direct Current Fast Charge ports within one mile of the Electric Alternative Fuel Corridors (IH 37).	At 3500 Leopard St., Corpus Christi, Texas 78408	At 3500 Leopard St., Corpus Christi, Texas 78408	Equilon dba Shell	Off	10	\$1.20						\$1.20				\$1.20
Long Range	5	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								\$42.00
Long Range	6	MPO-032	SH 286 (Crosstown)	Construct 1 additional northbound travel lane with ramp upgrades	SS 544 (Agnes Street / Laredo Street)	SH 358 (SPID)	TxDOT-CRP	On	2	\$80.00		\$80.00								\$96.00
Long Range	7	MPO-033	FM 624 (Northwest Boulevard)	Upgrade from 4-lane roadway to 6-lane roadway including raised medians	CR 69	FM 73	TxDOT-CRP	On	2 / 4U / 7	\$18.00		\$6.00	\$10.00	\$2.00						\$21.60
Long Range	8	MPO-034	I-37 / SH 358 Interchange	Reconstruct Interchange to provide 2-lane direct connectors from SB I-37 to EB SH 358 and WB SH 358 to NB I-37	At I-37/SH 358 interchange	N/A	TxDOT-CRP	On	2 / 4U	\$100.00		\$60.00	\$40.00							\$120.00
Long Range	10	MPO-035	FM 43 (Weber Road)	Upgrade to 5-lane roadway by constructing additional 2 lanes and CLTL	SH 286 (Crosstown)	FM 665 (Old Brownsville Road)	TxDOT-CRP	On	2 / 4U	\$40.00		\$15.00	\$25.00							\$48.00
Long Range	11	MPO-036	SH 286 (Crosstown) Braided Ramp	Construct braided ramps northbound from Holly to SH 358	South of Holly Road	SH 358 (SPID)	TxDOT-CRP	On	2 / 4U	\$60.00		\$25.00	\$35.00							\$72.00

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Table 15a. FY 2023-2026 TIP Fiscally Constrained Highway Project List (For Illustration Purposes) – April 4, 2024

TIP Fiscal Year	CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$, millions)	CAT2	CAT4	CAT7	CAT9	CAT10	Local/Other	Prior Funding	Total Project Cost (\$, millions)
2023	1209-01-030	MPO-006	FM 893 (Moore Avenue)	Upgrade the roadway from two 12-ft travel lanes with 3-ft shoulders to a five lane section with curb and gutter including two 12-ft travel lanes in each direction, a 14-ft continuous center turn lane, and pedestrian facilities on either side of the roadway. Pedestrian facilities would include a 10-ft shared use path on the north side of the roadway and sections of 5-ft sidewalk connected to sections of 10-ft shared use path on the south side of the roadway.	CR 3685 (Stark Road)	0.2 miles West of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	\$7.90	\$7.90							\$10.26
2023	0916-35-195	MPO-007	Harbor Bridge Hike and Bike - Connectivity	Construct pedestrian and bike facilities	On various city streets from Coles High School	Williams Memorial Park	City of Corpus Christi	Off	7	\$1.20			\$1.20					\$1.56
2024	0916-35-196	MPO-009	Harbor Bridge Park Improvements	Park mitigation for Harbor Bridge. +\$3.5 million local funding from Bond 2014. Former Washington Elementary School site, TC Ayers Park, Ben Garza Park, Dr. HJ Williams Memorial Park (Hill Crest Park). Construct hike and bike trail connections and develop park to appropriate level of service based on community input.	At various city parks including	Ben Garza, TC Ayers, Hill Crest Park, and new location	City of Corpus Christi	Off	7	\$4.80			\$1.30			\$3.50		\$4.80
2023	0916-00-255	MPO-067	MPO Planning Tools and Studies	Implement enhanced tools and data analysis for use in short-range programming and long-range planning. Models: Travel Demand, Resiliency, Socio-Economic Allocation, Pavement Management, etc... Plans/Programs: Regional Safety, Regional Active Transportation, Resiliency, Regional Complete Streets, Congestion Management Program.	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	MPO	On	7	\$3.18			\$3.18					\$3.18
2024	0916-00-256	MPO-068	Regional Traffic Operations Improvements and Safety Countermeasures	Traffic operations improvements and safety counter-measures including but not limited to the following: 1. Crash reduction on all public roads by targeting locations identified as most statistically anomalous by Vision Zero Suite. 2. Construct the prioritized list of countermeasures that best optimize resources and have the greatest impact on improving safety.	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	Various	On	7	\$4.14			\$4.14					\$5.37
2023	5000-00-916	MPO-069	FY 2022 - FY 2025 STBG-SA/CAT 9 Awarded Projects	STBG-SA (CAT 9) Awarded Project in May 2022 by the TPC.	Various	Various	City of Portland City of Corpus Christi	Off	9	\$5.86				\$5.86				\$7.03
2024	0617-01-177	MPO-001	SH 358 (SPID) Ramp Reversal	Ramp reversal Phase II-B. Reconstruct eastbound entrance and exit ramps. Widen and construct new auxiliary lanes. Improve lighting and reconstruct existing merge lane. Construct new sidewalks to improve safety and access for bicyclists and pedestrians.	Nile Drive	Staples Street	TxDOT-CRP	On	2	\$39.96	\$39.96							\$51.86
2024	0326-01-056	MPO-005	SH 286 (Crosstown)	The proposed project would improve SH 286 within the project limits from a two-lane undivided highway to a controlled access four-lane freeway with two 12-foot main lanes in each direction, the main lanes having four-foot inside shoulders and 10-foot outside shoulders, two 12-foot frontage road lanes in each direction with a 12-foot outside shoulder, entrance and exit ramps, and five-foot sidewalks outside the frontage road shoulders. The proposed improvements would include grade separations at CR 20A, CR 22, and FM 2444.	FM 43 (Weber Road)	South of FM 2444 (Staples Street)	TxDOT-CRP	On	2 / 7	\$65.00	\$30.00		\$35.00					\$78.00

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

TIP Fiscal Year	CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$, millions)	CAT2	CAT4	CAT7	CAT9	CAT10	Local /Other	Prior Funding	Total Project Cost (\$, millions)
2025	0989-02-057	MPO-033	FM 624 (Northwest Boulevard)	Construct additional two travel lanes to upgrade existing four lane rural roadway to an urban six lane boulevard with raised median.	CR 69	FM 73	TxDOT-CRP	On	2 / 4U / 7	\$21.28	\$9.28	\$10.00	\$2.00					\$25.54
2026	0916-022-282	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 the 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
2024	5000-00-187	MPO-077	NEVI – TxDOT Charging Station	Install 4 Direct Current Fast Charge ports within one mile of the Electric Alternative Fuel Corridors (IH 37).	At 3500 Leopard St., Corpus Christi, Texas 78408	At 3500 Leopard St., Corpus Christi, Texas 78408	Equilon dba Shell	Off	10	1.20					\$1.20			1.20



TRANSPORTATION POLICY COMMITTEE (TPC)

RESOLUTION 24-03

Approving the 2020-2045 Metropolitan Transportation Plan (MTP) with Amendment 1

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

WHEREAS, Corpus Christi Urbanized Area has a population greater than 200,000 and has, therefore, been designated as a Transportation Management Area (TMA), and is therefore subject to special planning programming requirements regarding congestion management systems, project selection, certification; and

WHEREAS, one of the primary responsibilities of the Corpus Christi MPO is to prepare and approve a long-range regional transportation plan in accordance with the Fixing America's Surface Transportation (FAST) Act (23 U.S.C. 104, 134) and implementing U.S. Department of Transportation (DOT) regulations (23 C.F.R. 450); and

WHEREAS, the regional transportation plan is a multi-modal transportation systems plan that defines the goals for the region and specifies the policies, projects, and strategies to help achieve these goals, and also ties the goals to performance measures to be used to track the region's progress in meeting plan goals over time; and

WHEREAS, in preparing the 2020-2045 MTP, the Corpus Christi MPO followed federal guidance as set out in the Metropolitan Transportation Planning rule, 23 C.F.R. 450, including consideration of the federal planning factors, identification of performance measures, and preparation of financial, environmental, and environmental justice analyses of the plan and also utilized an extensive public involvement process; and

WHEREAS, the regional transportation plan is intended to guide implementing agencies in development of projects and implementation of other recommendation and supporting actions to guide improvements for all modes of transportation; and

WHEREAS, the Texas Transportation Commission uses the Unified Transportation Program (UTP) as a 10-year guide for transportation project development within their 24-year Statewide Long-Range Transportation Plan (SLRTP) for statewide projects, and the 2020 – 2029 UTP was adopted in August 29, 2019; and

WHEREAS, the Corpus Christi MPO amends the 2045 MTP as necessary to accommodate additional transportation projects funded through separate processes and significant modifications to project scopes, cost estimates and funding sources.

NOW, THEREFORE, BE IT HEREBY RESOLVED, The Transportation Policy Committee (TPC) of the Corpus Christi MPO approves the 2020-2045 Metropolitan Transportation Plan (MTP) with Amendment 1 for the Corpus Christi Area effective August 1, 2024;

BE IT FURTHER RESOLVED that the Transportation Policy Committee (TPC) certifies the plan meets the financial constraint requirements for long-range regional transportation plans;

BE IT FURTHER RESOLVED that the Transportation Policy Committee (TPC) certifies that the federal metropolitan transportation planning process is addressing major issues facing the metropolitan area and is being conducted in accordance with all applicable federal requirements, including:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 200d-1) and 49 C.F.R. Part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Sections 1101(b) of the FAST Act (Pub. L. 114-357) and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT funded projects;
5. 23 C.F.R. Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the American with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. 23 U.S.C. 324 regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. 27 regarding discrimination against individuals with disabilities.

Witnessed, adopted, and signed on this 1st of August 2024 by:

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

David R. Krebs
Print Name

ATTEST:

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



PUBLIC NOTICE #24-4

JULY 11, 2024

The **Corpus Christi Metropolitan Planning Organization** (Corpus Christi MPO) is seeking public input and comments on the **2045 Metropolitan Transportation Plan (MTP) with Amendment 1**.

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

The **2045 Metropolitan Transportation Plan (MTP) with Amendment 1** is being released to the public on July 11, 2024, and public input is invited through August 1, 2024, at the following public meetings:

July 11, 2024, 2:00 p.m.*

Corpus Christi MPO Transportation Policy Committee
Corpus Christi Regional Transportation Authority
602 N. Staples Street, 2nd Floor Board Room
Corpus Christi, TX 78401

July 18, 2024, 9:00 a.m.*

Corpus Christi MPO Technical Advisory Committee
Corpus Christi Regional Transportation Authority
602 N. Staples Street, 2nd Floor Board Room
Corpus Christi, TX 78401

August 1, 2024, 2:00 p.m.*

Corpus Christi MPO Transportation Policy Committee
Corpus Christi Regional Transportation Authority
602 N. Staples Street, 2nd Floor Board Room
Corpus Christi, TX 78401

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

www.corpuschristi-mpo.org

For more information, please visit <http://www.corpuschristi-mpo.org> or contact us at ccmpo@cctxmpo.us for any questions.



Date: July 15, 2024
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4B: DRAFT 2020-2045 Metropolitan Transportation Plan (2045 MTP) with Amendment 2
Action: Review, Discuss and Possible Action

Summary

The Corpus Christi MPO staff developed the DRAFT 2020-2045 Metropolitan Transportation Plan (2045 MTP) with Amendment 2 for review by the Technical Advisory Committee (TAC). Amendment 2 is necessary to address inconsistencies within the fiscally project list after the 2045 MTP with Amendment 1 and the FY 2025-2028 TIP were approved. The proposed DRAFT 2045 MTP with Amendment 2 Fiscally Constrained Project List is shown in Attachment 1. The following is the list of changes made to the fiscally constrained project list of the 2045 MTP after Amendment 1. Unless otherwise noted, all of the following projects had adjustments to either projects names, descriptions, project limits, cost estimates or funding sources.

- REMOVED projects from the Fiscally Constrained Project list:

MPO-010: Pedestrian and Bike: Pedestrian and bike facility improvements at Various Locations on Brewster Street; City of Corpus Christi; CAT 7; \$1.42 million Construction Cost; \$1.84 million Total Project Cost

MPO-011: Schanen Ditch Hike and Bike Trail: Phase IV: Construct and design Hike and Bike Trail; Killarmet Drive to Holly Road; City of Corpus Christi; CAT 9; \$0.39 million Construction Costs; \$0.39 million Total Project Costs

MPO-012: Region-wide Bike Boulevard Wayfinding Initiative: Designation of bicycle boulevards with pavement markings and signage; Various Locations in Corpus Christi and Portland: City of Corpus Christi; CAT 9; \$0.62 million Construction Costs; \$0.62 million Total Project Costs

MPO-013: Portland Bicycle Lanes: Construct one way cycle track and buffered bike lanes at Various Locations in Portland; City of Portland; CAT 9; \$0.36 million Construction Costs; \$0.36 million Total Project Costs

MPO-014: Dr Hector P Garcia Park Hike & Bike Trail: Phase II: Construct & design Hike & Bike Trail at Garcia on Trojan Dr to Horne Road: City of Corpus Christi; CAT 9; \$0.70 million Construction Costs; \$0.70 million Total Project Costs

MPO-024: Yorktown Boulevard: Construct 2 additional travel lanes with turn lanes. Elevate and widen bridge; Rodd Field Road to Laguna Shores Road; City of Corpus Christi; CAT 7; \$39.41 million Construction Costs; \$47.29 million Total Project Costs

- COST ESTIMATES AND FUNDING-only adjustments made to the following projects (See details in Attachment 1)

MPO-001: SH 358 (SPID) Ramp Reversal-Ramp reversal Phase II-B; Nile Drive to Staples Street; TxDOT-CRP; CAT 2 (Add CAT 4); \$35.00 CAT 2 to CAT 2-\$55.0 million and add CAT 4 \$2.20 million. Construction Cost \$57.20 million. Total Project Costs \$45.43 to \$68.64 million

MPO-005: SH 286 (Crosstown): The proposed project would improve SH 286 within the project limits from a two-lane undivided highway to a controlled access four-lane freeway with two 12-foot main lanes in each direction, the main lanes having four-foot inside shoulders and 10-foot outside shoulders, two 12-foot frontage road lanes in each direction with a 12-foot outside shoulder, entrance and exit ramps, and five-foot sidewalks outside the frontage road shoulders. The proposed improvements would include grade separations at CR 20A, CR 22, and FM 2444; FM 43 (Weber Road) to South of FM 2444 (Staples Street) TxDOT-CRP; CAT 2/7 \$65.00 to \$70.0 million; CAT 2-\$30.00 million, CAT 7 \$35.00 to \$40.0 million; Total Project Costs: \$78.00 million to \$92.85 million

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) to 0.2 miles West of CR 79 (Gum Hollow); TxDOT-CRP CAT 2; \$7.00 to \$12.50 million Construction; \$9.09 to \$19.78 million Total Project Cost

MPO-007: Harbor Bridge Hike and Bike – Connectivity; Construct pedestrian and bike facilities On various city streets from Coles High School to Williams Memorial Park; City of Corpus Christi; CAT 7; \$1.42 to \$1.48 million Construction Costs; \$1.84 to \$1.78 million Total Project Cost

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; CAT 7; \$4.80 million Construction Cost; \$6.23 Total Project Cost. Now 2 separate Projects:

MPO-009: Harbor Bridge Park Improvements Part A - Constructing amenities at several parks within the City of Corpus Christi including HJ Williams Park, T.C. Ayers Parks/South Park, Washing School Site/Washington Coles Park, and Ben Garza Park (HB parks mitigation Part A). At various city parks including Ben Garza, TC Ayers, and new location; City of Corpus Christi; CAT 7 and Local; \$15.98 Construction Costs; \$18.81 Total Project Costs

MPO-080: Harbor Bridge Park Improvements Part B - Constructing amenities at greenspace within the City of Corpus Christi to meet Harbor Bridge environmental mitigation requirements (HB parks mitigation Part B); On New Location in Hillcrest Area Near Winnebago St. and Fisk Court; TxDOT -CRP & City of Corpus Christi; CAT 10/Local \$; \$11.50 Construction Costs; \$13.54 million Total Project Costs

- **MOVED projects from the 10-Year plan period to the TIP/STIP time period in the 2045 MTP. UPDATED some project descriptions, costs and funding: (See Details in Attachment 1)**

MPO-016: PR 22 - Corridor upgrade for pedestrian and access management improvements without adding capacity; Aquarius Street to Whitecap Boulevard; TxDOT-CRP; CAT 2; \$17.92 Construction Costs; \$22.84 Total Project Costs

MPO-017: SH 361 - Upgrade/add direct connectors; At SH 35 interchange to 0.6 miles Southeast on SH 361; TxDOT-CRP; CATs 2 / 4 / 7; \$71.28 million Construction Costs; \$88.54 million Total Project Costs

MPO-018: SH 35 Upgrade/add direct connectors; FM 3284 to 0.23 North of SH 361; TxDOT-CRP; CATs 4 / 7; \$56.54 million Construction Costs; \$69.85 million Total Project Costs

MPO-030: Future Category 9 Projects; Projects selected through competitive process; CAT 9; \$12.43 million Construction Costs estimated

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 the Holly Road and Flour Bluff Drive shared-use paths; End of Holly Road across Oso Bay to Flour Bluff Dr/Don Patricio Rd; City of Corpus Christi; CAT 9; \$13.03 million Construction Costs; \$15.50 million Total Project Costs

MPO-077: NEVI - TxDOT Charging Station - Install 4 Direct Current Fast Charge ports within one mile of the Electric Alternative Fuel Corridors (IH 37); At 3500 Leopard St., Corpus Christi, Texas 78408 At 3500 Leopard St., Corpus Christi, Texas 78408; CAT 10; \$1.20 million Construction Costs; \$1.20 million Total Costs

- MOVED project from the Long Range plan period to the TIP/STIP time period in the 2045 MTP. Update Project limits, descriptions, cost estimates and funding.

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 from CR 73 to Wildcat Dr; TxDOT-CRP; CATs 2/4/7/10 CR; \$34.65 million Construction Costs; \$43.03 million Total Project Costs

- ADDED projects to the TIP/STIP plan period in the 2045 MTP.

MPO-067: MPO Planning Tools and Studies Implement enhanced tools and data analysis for use in short-range programming and long-range planning. Modes: Travel Demand, Resiliency, Socio-Economic Allocation, Pavement Management, et. Plans/Programs: Regional Safety, Regional Active Transportation, Resiliency, Regional Complete Streets, Congestion Management Program; Corpus Christi MPO Planning Area; CAT 7; \$3.18 million Total Project Costs

MPO-069: FY 2022-FY 2025 STBG-SA/CAT 9 Awarded Projects STBG-SA (CAT 9) Awarded Project in May 2022 by the TPC; Various locations in the City of Portland and City of Corpus Christi; CAT 9; \$5.86 million Construction Costs; \$7.03 million Total Project Costs

MPO-080: Harbor Bridge Park Improvements Part B - Constructing amenities at greenspace within the City of Corpus Christi to meet Harbor Bridge environmental mitigation requirements (HB parks mitigation Part B); On New Location in Hillcrest Area Near Winnebago St. and Fisk Court; TxDOT -CRP & City of Corpus Christi; CAT 10/Local \$; \$11.50 Construction Costs; \$13.54 million Total Project Costs

The details of these projects are provided in Attachment 2 from the TPC-approved FY 2025-2028 TIP.

The TAC is being asked to review and discuss the release of the DRAFT 2045 MTP with Amendment 2 for a one-month public comment period. The document will be available on the Corpus Christi MPO website following TPC release for one-month public comment period.

Background

In the normal MPO planning processes, there are occasions to add projects awarded through separate processes such as the NEVI Projects and the TxDOT Statewide TA Project selection process, especially when they bring additional funding into the region beyond the fiscal constraint originally approved. Additionally, when projects costs increase, the TIP and MTP are modified to rebalance the funding distribution within fiscal constraint, that is, the projects that are funded cannot exceed the level of funding that is reasonably expected to be available.

Financial Impacts

The DRAFT 2045 MTP with Amendment 2 clarifies the project descriptions, funding levels and sources all amended projects. The DRAFT 2045 MTP with Amendment 2 remains fiscally constrained with the removal of the following projects and their corresponding funding:

MPO-024: Yorktown Boulevard - Construct 2 additional travel lanes with turn lanes. Elevate and widen bridge; Rodd Field Road to Laguna Shores Road; City of Corpus Christi; CAT 7; \$39.41 million Construction Costs; \$47.29 million Total Project Costs. **Reallocate \$39.41 million and \$47.29 million to other 2045 MTP Projects.**

MPO-022: Regional Parkway - NEW Location: Construct Phase I consisting of 4-lane roadway (Segment B): Rodd Field Road to SH 286 (Crosstown); City of Corpus Christi; CAT 7; \$45.0 million

Construction Costs; \$54.0 million Total Project Costs. Reallocate \$45.0 million for Construction Costs and \$ 54.0 million for Total Project Costs.

Recommendation

The Corpus Christi MPO staff proposes that the TAC review the changes to the DRAFT 2045 MTP with Amendment 2 and recommend that the TPC release the document for the one-month public comment period at their August 1, 2024 Regular Meeting.

Proposed Motion

Move to recommend to the Transportation Policy Committee (TPC) to release the DRAFT 2045 MTP with Amendment 2 for the one-month public comment period at the August 1, 2024 Regular Meeting.

Attachments

1. Fiscally Constrained Project List from 2045 MTP with Amendment 2
2. Fiscally Constrained Project List from FY 2025-2028 TIP
3. DRAFT Resolution 24-04 for 2045 MTP with Amendment 2 TPC Approval
4. Public Notice 24-5
5. DRAFT 2045 MTP with Amendment 2 (Pending TPC release for one-month public comment period)

2020-2045 Metropolitan Transportation Plan (MTP) Fiscally Constrained Project List with Amendment 2

Plan Period	Rank	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$, millions)	CAT1	CAT2	CAT4	CAT7	CAT9	CAT10	CAT12	Local/Other	Prior Funding	Total Project Cost (\$, millions)	
TIP/STIP	1	MPO-001	SH 358 (SPID) Ramp Reversal	Ramp reversal Phase II-B	Nile Drive	Staples Street	TxDOT-CRP	On	2 / 4	\$57.20		\$55.00	\$2.20								\$68.64
TIP/STIP	1	MPO-002	I-37	Widen freeway by constructing additional 2 travel lanes northbound and 1 additional travel lane southbound	Redbird Lane (Overpass)	Nueces River	TxDOT-CRP	On	2 / 4U / 12	\$60.00		\$12.00	\$15.00				\$33.00				\$77.88
TIP/STIP	1	MPO-003	US 181	Widen freeway by constructing 1 additional travel lane in each direction	North of FM 3296 (Buddy Ganem Drive)	FM 2986 (Wildcat Drive)	TxDOT-CRP	On	2 / 4U	\$14.00		\$2.00	\$12.00								\$18.17
TIP/STIP	1	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									\$5.19
TIP/STIP	1	MPO-005	SH 286 (Crosstown)	The proposed project would improve SH 286 within the project limits from a two-lane undivided highway to a controlled access four-lane freeway with two 12-foot main lanes in each direction, the main lanes having four-foot inside shoulders and 10-foot outside shoulders, two 12-foot frontage road lanes in each direction with a 12-foot outside shoulder, entrance and exit ramps, and five-foot sidewalks outside the frontage road shoulders. The proposed improvements would include grade separations at CR 20A, CR 22, and FM 2444.	FM 43 (Weber Road)	South of FM 2444 (Staples Street)	TxDOT-CRP	On	2 / 7	\$70.00		\$30.00		\$40.00							\$92.85
TIP/STIP	1	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	\$12.50		\$12.50									\$19.78
TIP/STIP	2	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	\$1.48				\$1.48							\$1.78
TIP/STIP	2	MPO-008	US 181 Harbor Bridge Voluntary Relocation Program	US 181 Harbor Bridge Voluntary Relocation Mitigation Program	N/A	N/A	MPO	Off	7 / Local / ROW	\$71.00				\$36.00				\$20.00	\$15.00		\$92.15
TIP/STIP	2	MPO-009	Harbor Bridge Park Improvements Part A	Constructing amenities at several parks within the City of Corpus Christi including HJ Williams Park, T.C. Ayers Parks/South Park, Washing School Site/Washington Coles Park, and Ben Garza Park (HB parks mitigation Part A).	At various city parks including	Ben Garza, TC Ayers, and new location	City of Corpus Christi	Off	7 / Local	\$15.98				\$4.80				\$11.18			\$18.81
TIP/STIP	2	MPO-080	Harbor Bridge Park Improvements Part B	Constructing amenities at greenspace within the City of Corpus Christi to meet Harbor Bridge environmental mitigation requirements (HB parks mitigation Part B)	On New Location in Hillcrest Area	Near Winnebago St. and Fisk Court	TxDOT -CRP, City of Corpus Christi	Off	10 / Local	\$11.50						\$5.50		\$6.00			\$13.54
TIP/STIP	16	MPO-015	PR 22	Feasibility study: intersection improvements	At SH 361/PR 22 intersection	Zahn Road	TBD	On	7	\$1.20				\$1.20							\$1.56
TIP/STIP	1	MPO-016	PR 22	Corridor upgrade for pedestrian and access management improvements without adding capacity	Aquarius Street	Whitecap Boulevard	TxDOT-CRP	On	2	\$17.92		\$17.92									\$22.84
TIP/STIP	1	MPO-017	SH 361	Upgrade/add direct connectors	At SH 35 interchange	0.6 miles Southeast on SH 361	TxDOT-CRP	On	2 / 4 / 7	\$71.28		\$46.86	\$18.78	\$5.64							\$88.54
TIP/STIP	1	MPO-018	SH 35	Upgrade/add direct connectors	FM 3284	0.23 North of SH 361	TxDOT-CRP	On	4 / 7	\$56.54			\$52.14	\$4.40							\$69.85
TIP/STIP	35	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
TIP/STIP	N/A	MPO-069	FY 2022-FY 2025 STBG-SA/CAT 9 Awarded Projects	STBG-SA (CAT 9) Awarded Project in May 2022 by the TPC	Various	Various	City of Portland, City of Corpus	Off	9	\$5.86					\$5.86						\$7.03
TIP/STIP	N/A	MPO-067	MPO Planning Tools and Studies	Implement enhanced tools and data analysis for use in short-range programming and long-range planning. Modes: Travel Demand, Resiliency, Socio-Economic Allocation, Pavement Management, et. Plans/Programs: Regional Safety, Regional Active Transportation, Resiliency, Regional Complete Streets, Congestion Management Program.	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	MPO	On	7	\$3.18					\$3.18						\$3.18
TIP/STIP	N/A	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 the Holly Road and Flour Bluff Drive shared-use paths.	End of Holly Road across Oso Bay	Flour Bluff Dr / Don Patricio Rd	City of Corpus Christi	Off	9	\$13.03					\$13.03						\$15.50
TIP/STIP	N/A	MPO-077	NEVI - TxDOT Charging Station	Install 4 Direct Current Fast Charge ports within one mile of the Electric Alternative Fuel Corridors (IH 37).	At 3500 Leopard St., Corpus Christi, Texas 78408	At 3500 Leopard St., Corpus Christi, Texas 78408	Equilon dba Shell	Off	10	\$1.20						\$1.20					\$1.20
TIP/STIP	7	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 73	Wildcat Dr	TxDOT-CRP	On	2 / 4 / 7 / 10 CR	\$34.65		\$11.65	\$11.00	\$7.00		\$5.00					\$43.03
10-Year	9	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							\$6.60
10-Year	12	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							\$5.68

2020-2045 Metropolitan Transportation Plan (MTP) Fiscally Constrained Project List with Amendment 2

Plan Period	Rank	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$, millions)	CAT1	CAT2	CAT4	CAT7	CAT9	CAT10	CAT12	Local/Other	Prior Funding	Total Project Cost (\$, millions)
10-Year	13	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						\$2.27
10-Year	13	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						\$54.00
10-Year	15	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						\$24.00
10-Year	19	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						\$20.40
10-Year	22	MPO-027	CR 72	Construct 2 additional travel lanes (CTWLT)	FM 2986 (Wildcat Drive)	CR 2032	City of Portland	Off	7	\$5.92				\$5.92						\$7.10
10-Year	23	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						\$6.00
10-Year	32	MPO-029	US 181 Companion Drainage Project	Construction of the companion drainage project across the TxDOT right-of-way	Sunset Road	FM 3239 (Buddy Ganem Drive)	TxDOT-CRP	On	2 / 7 / Local	\$7.00								\$7.00		\$8.40
Long Range	5	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								\$42.00
Long Range	6	MPO-032	SH 286 (Crosstown)	Construct 1 additional northbound travel lane with ramp upgrades	SS 544 (Agnes Street / Laredo Street)	SH 358 (SPID)	TxDOT-CRP	On	2	\$80.00		\$80.00								\$96.00
Long Range	8	MPO-034	I-37 / SH 358 Interchange	Reconstruct Interchange to provide 2-lane direct connectors from SB I-37 to EB SH 358 and WB SH 358 to NB I-37	At I-37/SH 358 Interchange	N/A	TxDOT-CRP	On	2 / 4U	\$100.00		\$60.00	\$40.00							\$120.00
Long Range	10	MPO-035	FM 43 (Weber Road)	Upgrade to 5-lane roadway by constructing additional 2 lanes and CLTL	SH 286 (Crosstown)	FM 665 (Old Brownsville Road)	TxDOT-CRP	On	2 / 4U	\$40.00		\$15.00	\$25.00							\$48.00
Long Range	11	MPO-036	SH 286 (Crosstown) Braided Ramp	Construct braided ramps northbound from Holly to SH 358	South of Holly Road	SH 358 (SPID)	TxDOT-CRP	On	2 / 4U	\$60.00		\$25.00	\$35.00							\$72.00

Table 12a. 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	0326-01-056	MPO-005	SH 286 (Crosstown)	Extend 4-lane divided freeway by constructing mainlanes, overpasses, and frontage roads	FM 43 (Weber Road)	South of FM 2444 (Staples Street)	TxDOT-CRP	On	2	\$30.00	\$70.00	\$22.85	\$92.85
									7	\$40.00			
2025	1209-01-030	MPO-006	FM 893 (Moore Avenue)	Upgrade from 2-lane roadway to 5-lane urban roadway by constructing additional 2 lanes and CLTL	CR 3685 (Stark Road)	0.2 miles West of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	\$12.50	\$12.50	\$7.28	\$19.78
2025	0916-35-195	MPO-007	Harbor Bridge Hike and Bike-Connectivity	Construct pedestrian and bike facilities	On various city streets from Coles High School	Williams Memorial Park	City of Corpus Christi	Off	7	\$1.48	\$1.48	\$0.30	\$1.78
2025	0916-35-196	MPO-009	Harbor Bridge Park Improvements Part A	Constructing amenities at several parks within the City of Corpus Christi including HJ Williams Park, T.C. Ayers Parks/South Park, Washington School Site/Washing Coles Park, and Ben Garza Park (HB parks mitigation Part A).	At various city parks including	Ben Garza, TC Ayers, HJ W & New Location	City of Corpus Christi	Off	7	\$4.80	\$15.98	\$2.84	\$18.81
									Local	\$11.18			
2025	0916-35-265	MPO-080	Harbor Bridge Park Improvements Part B	Constructing amenities at greenspace within the City of Corpus Christi to meet Harbor Bridge environmental mitigation requirements (HB parks mitigation Part B)	On New Location in Hillcrest Area	Near Winnebago St. and Fisk Court	TxDOT City of Corpus Christi	Off	10	\$5.50	\$11.50	\$2.04	\$13.54
									Local	\$6.00			
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 73	Wildcat Dr	TxDOT-CRP	On	2	\$11.65	\$34.65	\$8.38	\$43.03
									4	\$11.00			
									7	\$7.00			
									10CR	\$5.00			
2026	0916-00-256	MPO-068	Regional Traffic Operations Improvements and Safety Countermeasures	Traffic operations improvements and safety countermeasures including but not limited to the following: 1. Crash reduction on all public roads by targeting locations identified as most statistically anomalous by Vision Zero Suite. 2. Construct the prioritized list of countermeasures that best optimize resources and have the greatest impact on improving safety. 3. Implement TSMO strategies on Regionally Significant Corridors without adding capacity.	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	Various	On	7	\$6.40	\$10.20	\$1.52	\$11.52
									10CR	\$3.80			
2026	0916-00-282	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	Flour Bluff Dr / Don Patricio Rd	City of Corpus Christi	Off	9	\$13.03	\$13.03	\$2.47	\$15.50
2027	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	\$46.86	\$71.28	\$17.26	\$88.54
									4	\$18.78			
									7	\$5.64			
2027	0180-06-118	MPO-018	SH 35	Upgrade/add direct connectors	FM 3284	0.23 North of SH 361	TxDOT-CRP	On	4	\$52.14	\$56.54	\$13.31	\$69.85
									7	\$4.40			
2027	0180-11-016	MPO-078	SS 202	Construct Single Point Urban Intersection	Ave H in Gregory	SH 35 northbound frontage Rd.	TxDOT-CRP	On	2	\$2.70	\$2.70	\$3.39	\$6.09
2028	0617-02-073	MPO-016	PR 22	Corridor upgrade for pedestrian and access management improvements without adding capacity	Aquarius St	Whitecap Blvd	TxDOT-CRP	On	2	\$17.92	\$17.92	\$4.92	\$22.84

Table 12b. Rollover Highway Projects from Prior Fiscal Years (For Illustration Purposes)

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)
2023	0916-00-255	MPO-067	MPO Planning Tools and Studies	Implement enhanced tools and data analysis for use in short-range programming and long-range planning. Models: Travel Demand, Resiliency, Socio-Economic Allocation, Pavement Management, et. Plans/Programs: Regional Safety, Regional Active Transportation, Resiliency, Regional Complete Streets, Congestion Management Program.	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	MPO	On	7	\$3.18	\$3.18	--	\$3.18
2023	5000-00-916	MPO-069	FY 2022-FY 2025 STBG-SA/CAT 9 Awarded Projects	STBG-SA (CAT 9) Awarded Project in May 2022 by the TPC.	Various	Various	City of Portland City of Corpus Christi	Off	9	\$5.86	\$5.86	\$1.17	\$7.03
2024	0617-01-177	MPO-001	SH 358 (SPID) Ramp Reversal	Ramp reversal Phase II-B	Nile Drive	Staples Street	TxDOT-CRP	On	2	\$55.00	\$57.20	\$11.44	\$68.64
									4	\$2.20			
2024	5000-00-187	MPO-077	NEVI-TxDOT Charging Station	Install 4 Direct Current Fast Charge ports within one mile of the Electric Alternative Fuel Corridors (IH 37)	At 3500 Leopard St, Corpus Christi, Texas 78408	At 3500 Leopard St, Corpus Christi, Texas 78408	Equilion dba Shell	Off	10	\$1.20	\$1.20	--	\$1.20



TRANSPORTATION POLICY COMMITTEE (TPC)

RESOLUTION 24-04

Approving the 2020-2045 Metropolitan Transportation Plan (MTP) with Amendment 2

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

WHEREAS, Corpus Christi Urbanized Area has a population greater than 200,000 and has, therefore, been designated as a Transportation Management Area (TMA), and is therefore subject to special planning programming requirements regarding congestion management systems, project selection, certification; and

WHEREAS, one of the primary responsibilities of the Corpus Christi MPO is to prepare and approve a long-range regional transportation plan in accordance with the Fixing America's Surface Transportation (FAST) Act (23 U.S.C. 104, 134) and implementing U.S. Department of Transportation (DOT) regulations (23 C.F.R. 450); and

WHEREAS, the regional transportation plan is a multi-modal transportation systems plan that defines the goals for the region and specifies the policies, projects, and strategies to help achieve these goals, and also ties the goals to performance measures to be used to track the region's progress in meeting plan goals over time; and

WHEREAS, in preparing the 2020-2045 MTP, the Corpus Christi MPO followed federal guidance as set out in the Metropolitan Transportation Planning rule, 23 C.F.R. 450, including consideration of the federal planning factors, identification of performance measures, and preparation of financial, environmental, and environmental justice analyses of the plan and also utilized an extensive public involvement process; and

WHEREAS, the regional transportation plan is intended to guide implementing agencies in development of projects and implementation of other recommendation and supporting actions to guide improvements for all modes of transportation; and

WHEREAS, the Texas Transportation Commission uses the Unified Transportation Program (UTP) as a 10-year guide for transportation project development within their 24-year Statewide Long-Range Transportation Plan (SLRTP) for statewide projects, and the 2020 – 2029 UTP was adopted in August 29, 2019; and

WHEREAS, the Corpus Christi MPO amends the 2045 MTP as necessary to accommodate additional transportation projects funded through separate processes and significant modifications to project scopes, cost estimates and funding sources.

NOW, THEREFORE, BE IT HEREBY RESOLVED, The Transportation Policy Committee (TPC) of the Corpus Christi MPO approves the 2020-2045 Metropolitan Transportation Plan (MTP) with Amendment 2 for the Corpus Christi Area effective September 5, 2024;

BE IT FURTHER RESOLVED that the Transportation Policy Committee (TPC) certifies the plan meets the financial constraint requirements for long-range regional transportation plans;

BE IT FURTHER RESOLVED that the Transportation Policy Committee (TPC) certifies that the federal metropolitan transportation planning process is addressing major issues facing the metropolitan area and is being conducted in accordance with all applicable federal requirements, including:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 200d-1) and 49 C.F.R. Part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Sections 1101(b) of the FAST Act (Pub. L. 114-357) and 49 C.F.R. Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT funded projects;
5. 23 C.F.R. Part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. The provisions of the American with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 C.F.R. Parts 27, 37, and 38;
7. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. 23 U.S.C. 324 regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 C.F.R. 27 regarding discrimination against individuals with disabilities.

Witnessed, adopted, and signed on this 5th of September 2024 by:

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

David R. Krebs
Print Name

ATTEST:

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



PUBLIC NOTICE #24-4

August 1, 2024

The **Corpus Christi Metropolitan Planning Organization** (Corpus Christi MPO) is seeking public input and comments on the **2045 Metropolitan Transportation Plan Amendment 2**.

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

The **2045 Metropolitan Transportation Plan Amendment 2** is being released to the public on August 11, 2024, and public input is invited through September 5, 2024, at the following public meetings:

August 1, 2024, 2:00 p.m.*

Corpus Christi MPO Transportation Policy Committee
Corpus Christi Regional Transportation Authority
602 N. Staples Street, 2nd Floor Board Room
Corpus Christi, TX 78401

August 15, 2024, 9:00 a.m.*

Corpus Christi MPO Technical Advisory Committee
Corpus Christi Regional Transportation Authority
602 N. Staples Street, 2nd Floor Board Room
Corpus Christi, TX 78401

September 5, 2024, 2:00 p.m.*

Corpus Christi MPO Transportation Policy Committee
Corpus Christi Regional Transportation Authority
602 N. Staples Street, 2nd Floor Board Room
Corpus Christi, TX 78401

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

www.corpuschristi-mpo.org

For more information, please visit <http://www.corpuschristi-mpo.org> or contact us at ccmpo@cctxmpo.us for any questions.



Date: July 15, 2024
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4C: 2025-2050 Metropolitan Transportation Plan (2050 MTP) Objectives
Action: Review, Discuss and Comment on Proposed Topics for the Objectives

Summary

The Corpus Christi MPO staff is asking the TAC that if they disagree with the objectives to state which parts of the objectives or which objectives. The preliminary objectives were developed based on the following Goals, which were adopted for use in developing the 2050 Metropolitan Transportation Plan (2050 MTP). They have not been adopted as part of the 2050 MTP and may change.

- ✦ **DRAFT Safety and Security Goal (PM-1): Eliminate fatalities, reduce serious injuries, and improve security of the transportation system using proven countermeasures, technology applications, policy adjustments, education, and other reasonable measures.**
- ✦ **DRAFT Asset Management Goal (PM-2): Maintain, preserve, and modernize transportation infrastructure throughout its lifecycle through targeted rehabilitation, modernization, and replacement.**
- ✦ **DRAFT System Performance Goal (PM-3): Improve multimodal and intermodal connectivity and mobility for both goods and people by improving efficiency, reliability, and resiliency.**
- ✦ **DRAFT Stewardship Goal 4: Protect and enhance the human and natural environment while ensuring efficient use of taxpayer dollars.**
- ✦ **DRAFT Economic Goal 5: Build, Operate, and Maintain modern transportation systems that promote regional and personal economic growth, competitiveness, and quality of life.**

The next step of the process for the 2050 MTP is development of Objectives related to the Goals. The MPO staff, TAC as well as MPO Task Forces, Stakeholder Groups, partner agencies and the citizens of the region will be asked to refine or replace these objectives for the 2050 MTP. It is important to keep performance measures and evaluation criteria in mind when developing objectives. The format of performance-based objectives is briefly described below.

- An objective is not general; it identifies exactly what the MPO wants to happen.
- A measurable objective is quantifiable and can detect changes for the annual report.
- An action-oriented objective can be counted or observed.
- A reasonable objective is realistic and reachable, versus what is simply desired.
- A time-bound objective establishes a deadline.

Proposed Objectives for the 2050 MTP

DRAFT Safety and Security Goal: Eliminate fatalities, reduce serious injuries, and improve security of the transportation system using proven countermeasures, technology applications, policy adjustments, education, and other reasonable measures.

1. **Objective A:** By 2028, achieve a 5% reduction in fatalities and serious injuries compared to the 2023 5-year baseline. By 2034, achieve a 50% reduction in fatalities and serious injuries compared to the 2023 5-year baseline. By 2050, eliminate all traffic fatalities and reduce serious injuries by 50% compared to the 2023 5-year baseline.
2. **Objective B:** By 2028, the percentage of safety funding invested in reducing Vulnerable Road User crashes will be proportionate to 8% percentage of 2022's Vulnerable Road User fatal crashes in the region.
3. **Objective C:** By 2034, reduce the lane closure duration due to crashes by 15% compared to the 2023 baseline. *This can be accomplished both by reducing the number of crashes and reducing the average time each crash closes lanes (This is incident management).*
4. **Objective D:** By 2028, all safety projects in the Corpus Christi Metropolitan Region that request federal funds are analyzed using crash diagnosis software that includes Benefit Cost Analysis (BCA) and this information is reported to the Corpus Christi MPO Transportation Policy Committee.

DRAFT Asset Management Goal: Maintain, preserve, and modernize transportation infrastructure throughout its lifecycle through targeted rehabilitation, modernization, and replacement.

5. **Objective A:** By 2034: Maximize life-cycle cost effectiveness of investments in the National Highway System bridges and pavements by reducing fair/poor pavements on the Interstate by X miles, fair/poor pavements on non-Interstates by Y miles, and all bridges in condition in the region by Z square feet.
6. **Objective B:** By 2034, Improve the security of both physical and digital transportation infrastructure through education, training, and increased acquisition of enhanced control systems.
7. **Objective C:** By 2028, as part of preventive and routine maintenance activities include a 4 year average of 7% (from other sources such as Cat 4 or 7) maintenance and operations funding specifically to "harden" infrastructure identified during resiliency planning efforts as critical.
8. **Objective D:** By 2028, utilize AASHTO's Green Book Version 8, TxDOT's Innovative Intersection Guidebook, and NACTO's Urban Street Design Guide to update local design and construction standards for federally classified roads that make streets more complete, more efficient, more safe, while reducing vulnerability to, and improving recovery from, stormwater runoff and extreme weather.

DRAFT System Performance Goal: Improve multimodal and intermodal connectivity and mobility for both goods and people by improving efficiency, reliability, and resiliency.

9. **Objective A:** Achieve a 10% reduction in travel time index during peak commute hours on the designated congestion management corridors by 2040.
10. **Objective B:** By 2034, construct X miles of connected and protected bicycle facilities within the Corpus Christi Metropolitan Planning Area.
11. **Objective C:** By 2034, construct X miles of connected ADA compliant sidewalks within the Corpus Christi Metropolitan Planning Area.
12. **Objective D:** By 2034, increase the percentage of trips within the metropolitan planning area that utilize a multimodal combination (walking, biking, transit, carpooling) by 20%.
13. **Objective E:** By 2034, increase the total annual vehicle revenue hours operated by CCRTA to 350,000.
14. **Objective F:** By 2034, convene a partnership within the Corpus Christi Metropolitan Planning Area among organizations that can expand access for non-emergency services to vulnerable populations and improve the quality and quantity of urban transportation services using eligible federal funding sources such as FTA 5310, Category 7, and Category 10CR.

15. **Objective G:** By 2034, achieve a 20% increase in Reliable Truck Travel Times throughout the Corpus Christi Metropolitan Planning Area.

DRAFT Stewardship Goal: Protect and enhance the human and natural environment while ensuring efficient use of taxpayer dollars.

16. **Objective A:** All federally funded transportation projects in the Corpus Christi Metropolitan Region are analyzed using Benefit Cost Analysis (BCA), all selected projects will have a score above 1.0, and this information is reported to the Corpus Christi MPO Transportation Policy Committee during project selection processes as part of both the MTP and TIP processes.
17. **Objective B:** Invest 40% of federal transportation funds into designated disadvantaged communities so that benefits from federal funds are distributed supporting outcomes of investment are equally desirable for all communities.
18. **Objective C:** By 2028, Update the 2010 Corpus Christi MPO Mitigation Planning Protocol in coordination with state and federal agencies to create a Regional Habitat Mitigation and Resiliency Plan to identify Green Infrastructure projects that incorporates the Beneficial Use Master Plan.
19. **Objective D:** By 2028, all asset management activities within the Public Right-of-Way will comply with the ADA and ABA Accessibility Guidelines for the Public Right-of-Way.

DRAFT Economic Goal: Build, Operate, and Maintain modern transportation systems that promote regional and personal economic growth, competitiveness, and quality of life.

20. **Objective A:** Beginning in 2028, at least 5 traffic signals per year on designated congestion corridors will be interconnected or upgraded using equivalent technology to actively coordinate and dynamically control signal operations.
21. **Objective B:** Beginning in 2028, ensure trip travel time for residents in disadvantaged population tracts is comparable to, or better than, the average for the entire Metropolitan Planning Area.
22. **Objective C:** By 2028, all non-motorized transportation asset condition information within the Corpus Christi Metropolitan Planning Area will be acquired for purposes of prioritizing reconstruction and enhancement activities.
23. **Objective D:** By 2034, all investments into roads federally classified as Principal Arterials and above will modernize infrastructure to support the implementation of emerging transportation technologies.

Background

In their guidebook to Designated Recipients and MPOs regarding Performance-based Planning and Programming (PBPP), the Federal Transit Administration (FTA) states *“Once goals have been identified, the next component of a PBPP process is developing objectives. Although in transportation planning, developing objectives has often been discussed together with goals (i.e., “developing goals and objectives”), it is important to make a critical distinction between goals and objectives within a PBPP approach. Whereas goals relate to the “big picture” or desired end-result, objectives should be specific and measurable. An objective is not just a sub-goal, but provides a level of specificity necessary to fully implement broader based goals. An objective is a specific, measurable statement that supports achievement of a goal. A good objective should include or lead to development of a performance measure in order to support decisions necessary to help achieve each goal. Objectives that include specific targets and delivery dates (e.g., reduce pedestrian fatalities by 15 percent from 2010 levels by 2018) are commonly called “SMART” (Specific, Measurable, Agreed-upon, Realistic, Time-bound).”*

As stated in the 2023 Federal Highway Administration (FHWA) guidance on developing Long Range Plans, *“In a performance-based process, the long-range transportation plan identifies goals and objectives, which play a critical role in driving a performance-based approach to decision-making. Goals reflect key priorities for desired outcomes for the transportation system or for society. Supporting objectives are specific,*

measurable statements that can help support achievement of goals and play a key role in shaping investment and policy priorities.”

23 CFR 450.316(b) states that MPOs should consult or coordinate its planning process with agencies and officials responsible for other planning activities within the metropolitan area that are affected by transportation. This specifically includes local land-use, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, and freight movements. This likely means it is necessary that the Corpus Christi MPO document consideration of the seven National Goals, the eleven IJA Emphasis Areas, plus TxDOT’s objectives from their Long-Range Plan, their Multimodal Plan, their Statewide Freight Plan, their Highway Safety Improvement Plan (HSIP), their Strategic Highway Safety Plan (SHSP), their Statewide Resiliency Plan, and their statewide Bicycle and Pedestrian Program. Some demonstration of consistency is also required with: the 5-year HUD Consolidated Plan/Annual Action Plan, the Comprehensive Economic Development Strategy, the Coastal Bend Bays and Estuaries Plan, the Texas Coastal Resiliency Master Plan, the Nueces and San Patricio All-Hazard Mitigation Plans, the Texas Conservation Action Plan, the State and local Historic Preservation Plans, along with several others.

It is likely that many of these topics will be included within the Objective statements in order to demonstrate this consistency. As shown below, there is a significant overlap in the subject of many of these goals. It is desirable that the topics of the objectives for each Draft Goal be approved in the very near future.

TxDOT Draft Connecting Texas 2050 Long Range Plan May 2024

- **Plan, build, and maintain a safe and secure transportation system for all users. (Goal)**
 - Reduce the frequency of crashes and associated impacts for all modes.
 - Eliminate fatalities and reduce serious injuries on the roadway system.
 - Improve safety for all users of the transportation system, including vulnerable road users.
 - Strengthen the security of physical and digital transportation assets.
 - Improve incident identification and response.
- **Maintain and preserve transportation infrastructure and resources to achieve a state of good repair and mitigate asset deterioration. (Goal)**
 - Preserve the integrity and longevity of pavement and bridges to maintain a state of good repair.
 - Invest in multimodal assets preservation, maintenance, and replacement.
 - Optimize transportation system management and operations.
 - Maintain transportation assets in the most cost-effective manner.
 - Enhance resiliency to natural and humanmade risks, both physical and digital.
- **Address congestion by improving efficiency, resilience, and reliability. (Goal)**
 - Mitigate congestion and enable reliable travel times.
 - Ensure the efficient movement of goods and support a resilient supply chain.
 - Increase system redundancy.
 - Improve cross-border travel time reliability.
- **Improve multimodal and intermodal connectivity at the local, regional, statewide, national, and international level. (Goal)**
 - Increase statewide, regional, and local connections that are inclusive and accessible to all, including urban, rural, and border connections.
 - Increase modal options to enhance alternative transportation.
 - Improve freight network connectivity, including intermodal connections; connectivity between urban and rural areas, and global markets; and access to freight facilities and markets.
 - Modernize infrastructure to support the implementation of emerging transportation technologies.
- **Develop transportation systems that support the movement of people and goods to enhance quality of life and promote personal and statewide economic growth. (Goal)**
 - Expand and modernize transportation assets to spur economic growth.
 - Increase access to and support opportunities for jobs, services, and activity centers.
 - Promote workforce training to support a growing economy and emerging industries.
 - Ensure the state's multimodal transportation system is supportive of all users, including tourism and leisure travel.

- Align with key economic initiatives of the state of Texas.
- Continue the responsible and efficient use of federal, state, and local fiscal and natural resources. (Goal)
 - Identify and maintain sustainable funding.
 - Avoid, minimize, and/or mitigate adverse and/or disproportional impacts to cultural, natural, and historic resources.
 - Protect vulnerable populations from adverse health risks resulting from air pollution from transportation systems.
 - Strategically allocate transportation spending across diverse modes, geographies, and social demographics.
 - Deliver programs and projects efficiently and responsively.

TxDOT Draft Multimodal Plan May 2024

- A safe and secure transit network that strives towards zero fatalities and fosters a culture of transportation safety and security. (Goal)
 - Create an Inherently Safe Transit System
 - Accommodate All Users in Safe Design
 - Plan for Emergencies and Disasters
 - Enhance System Security
 - Prioritize Transit Employee Safety
- Provide local and interregional connectivity to all destinations for everyone that is affordable, accessible, reliable, and easy to use. (Goal)
 - Establish Higher Capacity and Quality Service Connections Between Regional Centers
 - Minimum Levels of Service Tied to Connectivity
 - Aligning Investment in Transit Supportive Land Use
 - Improving Intermodal Connections to Transit
 - Connecting the Customer to Mobility Options Through Technology
- Maintain and preserve a resilient and high-quality transit system that is financially stable and operates in a state of good repair to meet community needs.(Goal)
 - Leverage Technology for Best Use of Assets
 - Create a Proactive Environment for Asset Management and State of Good Repair
 - Assist Transit Operators with Sustainable Funding Opportunities
- Access for all Texans and visitors to Texas to a modally integrated transit system that meets community needs by connecting all users to work, school, essential services, and recreational activities. (Goal)
 - Provide High-Quality Transit Service
 - Availability of Appropriate Modal Options
 - Ensure Universal Equitable Access
- Embrace a fiscally responsible multimodal approach to preserve natural, cultural, and human resources by reducing impacts for a sustainable and resilient transit network. (Goal)
 - Ensure Transit is Foundational Throughout the Planning, Programming, and Project Delivery Process
 - Optimize Available Fiscal Resources
 - Minimize Environmental Impacts
 - Support and Enhance Human Resources
- Ensure the long-term economic competitiveness of Texas through community and workforce development by supporting a holistic and accessible transit system. (Goal)
 - Connect People with Opportunities (Employment and Education)
 - Encourage Transit Use for Tourism and Leisure Activities
 - Preserve Rural Communities

TxDOT Delivers 2050 Statewide Freight Plan *March 2023 (Goals)*

- Improve the safety, efficiency and performance of the Texas Multimodal Freight Network.
- Improve the performance of the Texas Multimodal Freight Network to enhance the contribution of transportation infrastructure to economic competitiveness, productivity and development throughout the state.
- Maintain, preserve and modernize assets on the Texas Multimodal Freight Network to support multimodal movement of goods and people.
- Reduce congestion and improve system efficiency and performance on the Texas Multimodal Freight Network.
- Improve urban and rural system connectivity between all freight modes and all industry sectors to regional, statewide, national and international markets.
- Develop and maintain a resilient and secure multimodal system that can withstand and respond to various sources of disruptions including extreme weather and stormwater runoff and flooding.
- Encourage equitable distribution of the positive and negative impacts of freight movement across all Texans.
- Manage environmental and agency resources responsibly, and foster accountability and transparency in decision-making.
- Identify sustainable funding sources for all freight transportation modes.

TxDOT Draft Statewide Resiliency Plan *June 2024*

- Strengthen infrastructure resilience by implementing strategic measures, resilient design, and proactive planning to ensure the sustained functionality and adaptability of vulnerable multimodal assets. (Goals)
 - Reduce the vulnerabilities of critical transportation assets
 - Develop and implement resilient design and construction standards
 - Provide digital resources and mapping tools for statewide transportation resilience planning
 - Invest in green infrastructure and nature-based solutions
- Ensure the operational continuity of transportation systems by employing resilient recovery and adaptive responses to facilitate the seamless movement of people and goods in an event of a disruption.(Goals)
 - Invest in alternative routes, modes and backup systems
 - Improve supply chain resiliency through investment in alternative modes of freight transit
 - Reduce response time and recovery cost
 - Support post-disaster recovery planning
 - Foster interagency partnerships for coordinated resilience planning, investment and emergency response preparedness.
- Improve adaptability at the organizational level to ensure sustained performance through innovative solutions, continuous learning and cross-functional collaboration.(Goal)
 - Expand education programs and community engagement on resilience initiatives
 - Implement technology and mechanisms for ongoing monitoring and evaluation of resilience measures
 - Establish resilience governance structures and policies that enable decision makers to respond effectively to changing climate conditions

TxDOT Bicycle Pedestrian Program Goals *2023-2024*

- Optimize the performance of bicycling and pedestrian networks by emphasizing connectivity and accessibility while supporting economic vitality;
- Improve safety by planning, designing, and constructing bicycle and pedestrian facilities that meet the needs of various roadway users; and;
- Educate engineers, planners, and the public on safe driving, walking, and bicycling.

TxDOT Statewide Transportation Systems Management and Operations Plan 2018 (Goals?)

- Reduce crashes and fatalities through continuous improvement of traffic management systems and procedures.
- Optimize travel times on transportation systems in critical corridors to ensure travelers are reaching their destinations in the amount of time they expected for the journey;
- Implement projects that optimize existing transportation system capacity and throughput.
- Provide timely and accurate travel information to customers so they can make informed mobility decisions.
- Proactively manage and operate an integrated transportation system through multi-jurisdictional coordination, internal collaboration, and cooperation between various transportation disciplines and partner agencies.
- Prioritize TSMO as a core objective in the agency's planning, design, construction, operations, and maintenance activities.

TxDOT 2024 Unified Transportation Program (UTP) August 2023

- Reduce crashes and fatalities through targeted infrastructure improvements, technology applications, and education.
- Maintain and preserve system/asset conditions through targeted infrastructure rehabilitation, restoration, and replacement.
- Enhance mobility, connectivity, and mitigate congestion through targeted infrastructure and operational improvements.

Recommendation

Staff recommends that the TAC approve the objectives as a working base for use in continuing the development of the 2050 MTP. These are not final objectives.

Proposed Motion

Motion to recommend the TPC approve these as working objectives for use in continuing the development of the 2050 MTP with the understanding that these are not final objectives.

Attachment

None



Date: July 15, 2024
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5A: Draft 2025 Regional Safety Action Plan (RSAP) Overview
Action: Information Only

Summary

As previously discussed the Regional Safety Action Plan (RSAP) is the implementing document for regional safety projects. The RSAP meets all requirements described in the Safe Streets For All (SS4A) grant requirements document and will allow entities in the region to pursue federal grant funding for highly beneficial safety projects. The Corpus Christi MPO RSAP uses Texas specific Safety Performance Functions (SPF) that were recently completed by TxDOT and TTI to examine crash trends, identify regional emphasis areas, and identify a Targeted Road (High Injury) Network (TRN) that has an elevated history of severe (fatal and injury) crashes. This network is useful for focusing activities such as: intersection upgrades, shoulder widening, improved roadsides, barrier installation, etc. The current process has identified 31 locations, (20 initial locations, plus an additional 11 paid for by TxDOT) that are highly susceptible to crash reduction and locations that are appropriate for implementing Proven Safety Countermeasures. Detailed analyses of the corridors in the region, using the TTI Safety Performance Functions (SPF) shows arterials that are highly susceptible to safety enhancing investments.

Recommendation

None. Information Only.

Proposed Motion

None. Information Only.

Attachment:

1. PowerPoint Presentation on RSAP [[WEBLINK](#)] PDF DOCUMENT



Date: July 15, 2024
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5Bi: Updating Federal Functional Classification
Action: Information Only

Summary

The TxDOT SOP and FHWA Guidance Document are Web linked as Attachments 1 and 2.

As mentioned during the TAC Workshops in February and March, the Federal Functional Classifications of roads must be updated as part of the 2050 Metropolitan Transportation Plan. The Corpus Christi MPO staff had a productive meeting with TxDOT HQ and TxDOT Corpus Christi District on July 3rd discussing process, procedures, and submittals for the update. Using the FHWA guidance, consultants have developed Attachment 3, a written summary of the process and draft outcomes. The next step is to coordinate with local jurisdictions. After feedback is received, the TxDOT form will be completed requesting the changes. The MPO staff is now requesting contact information for who to meet with for feedback.

Recommendation

None

Proposed Motion

None

Attachments:

1. TxDOT Federal Functional Classification System Change Request SOP [[WEBLINK](#)] **PDF DOCUMENT**
2. FHWA Functional Classification Guidance [[WEBLINK](#)] **PDF DOCUMENT**
3. Draft Consultant Memo on Federal Functional Classification

MEMORANDUM

DATE: June 24, 2024
TO: Corpus Christi MPO
CC: Halff
FROM: ATG | DCCM
RE: Task 3 – Update Federal Functional Classification

The purpose of Task 3 is **verifying the federal functional classification** network in the metropolitan planning area and designated adjusted urban area.

This memorandum will define the federally eligible network which includes all roads that are functionally classified as collectors and above within this area.

Functional classifications will be reviewed, and revisions suggested using the **TxDOT Federal Functional Classification System Change Request Standard Operating Procedure, Final Draft** (rev. 08/24/2023) and the FHWA guidance document **Highway Functional Classification Concepts, Criteria and Procedures 2023 Edition**. This will serve as an input into the Congestion Management Plan (CMP) Network.

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Background Information

Federal Functional Classification

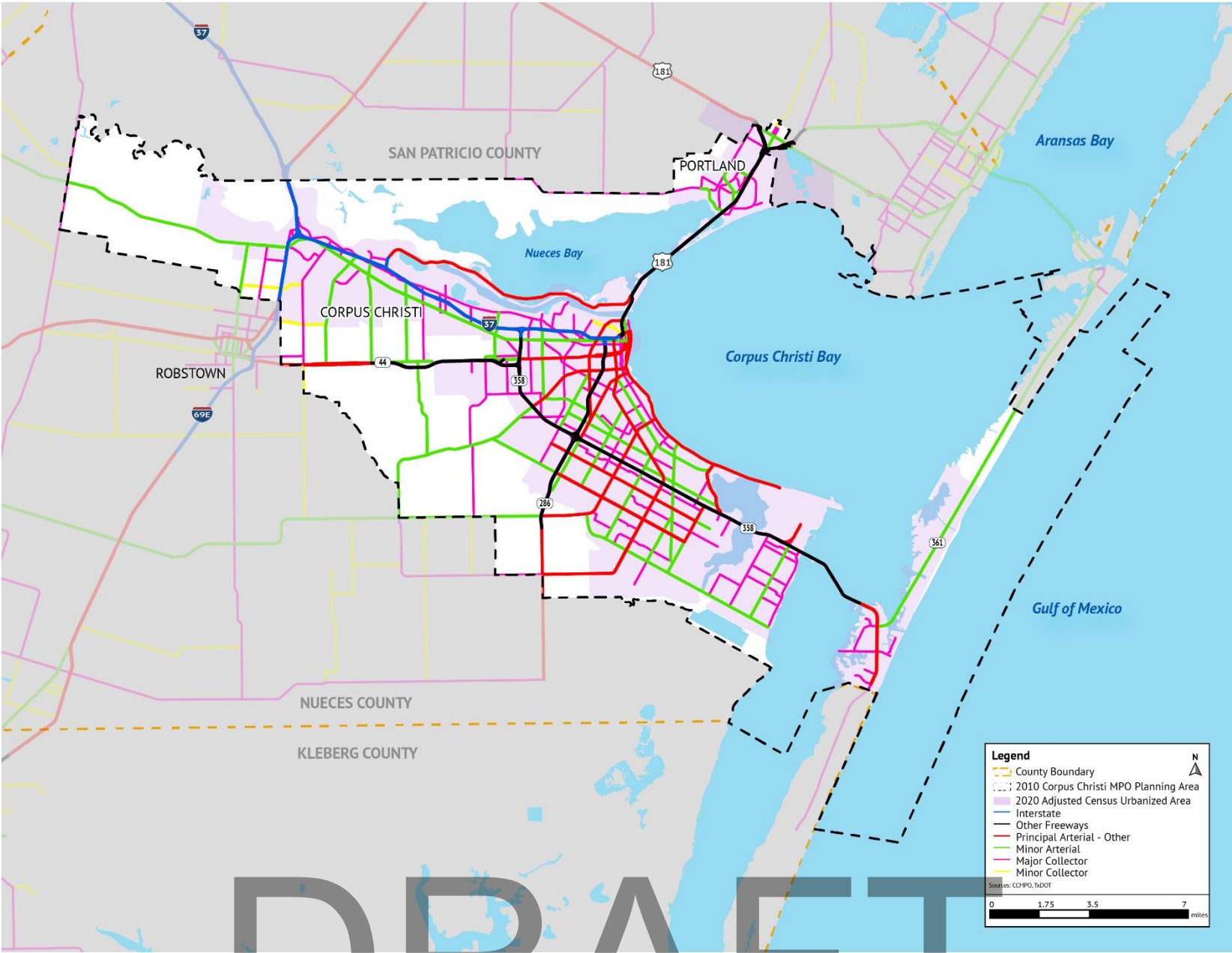
Roads are classified according to the function they serve. Broadly speaking, roads of higher classifications – starting with Interstate Highways, the highest classification – provide more mobility and less access, serving long-distance travel, whereas those of lower classifications – the lowest being Local Streets – provide more access and less mobility, and serve short-distance travel. The seven categories are:

1. Interstate Highways - designated by the Federal Highway Administration.
2. Principal Arterial, Other Freeways and Expressways (OF&E) - containing all limited-access expressways that are not Interstate Highways.
3. Principal Arterial, Other (OPA) - not limited-access but serve regional travel needs and connect Major Activity Centers.
4. Minor Arterials - supplement and connect Principal Arterials, serving shorter-distance travel at slower speeds.
5. Major Collectors - connect local roads to larger roads. In Texas, freeway frontage roads are classified as Major Collectors.
6. Minor Collectors - similar to Major Collectors but tend to be located in rural areas whereas Major Collectors are found more in urban areas. This is because the two categories were once called Rural and Urban Collectors respectively, and though the definitions have changed, existing Federal Functional Classifications still usually reflect this division. Accordingly, few Minor Collectors can be found in the Corpus Christi MPO service area. There has been some discussion of classifying 4-lane collectors as Major Collectors and 2-lane collectors as Minor Collectors, but this would be a large number of changes for no immediate benefit.
7. Local Streets - low-speed and low-volume, and through traffic is discouraged on these roads.

Per the FHWA Highway Functional Classification Concepts, Criteria, and Procedures 2023 Edition, "Ramps and other non-mainline roadways are...the same functional classification as the highest functional classification among the connecting mainline roadways served by the ramp."

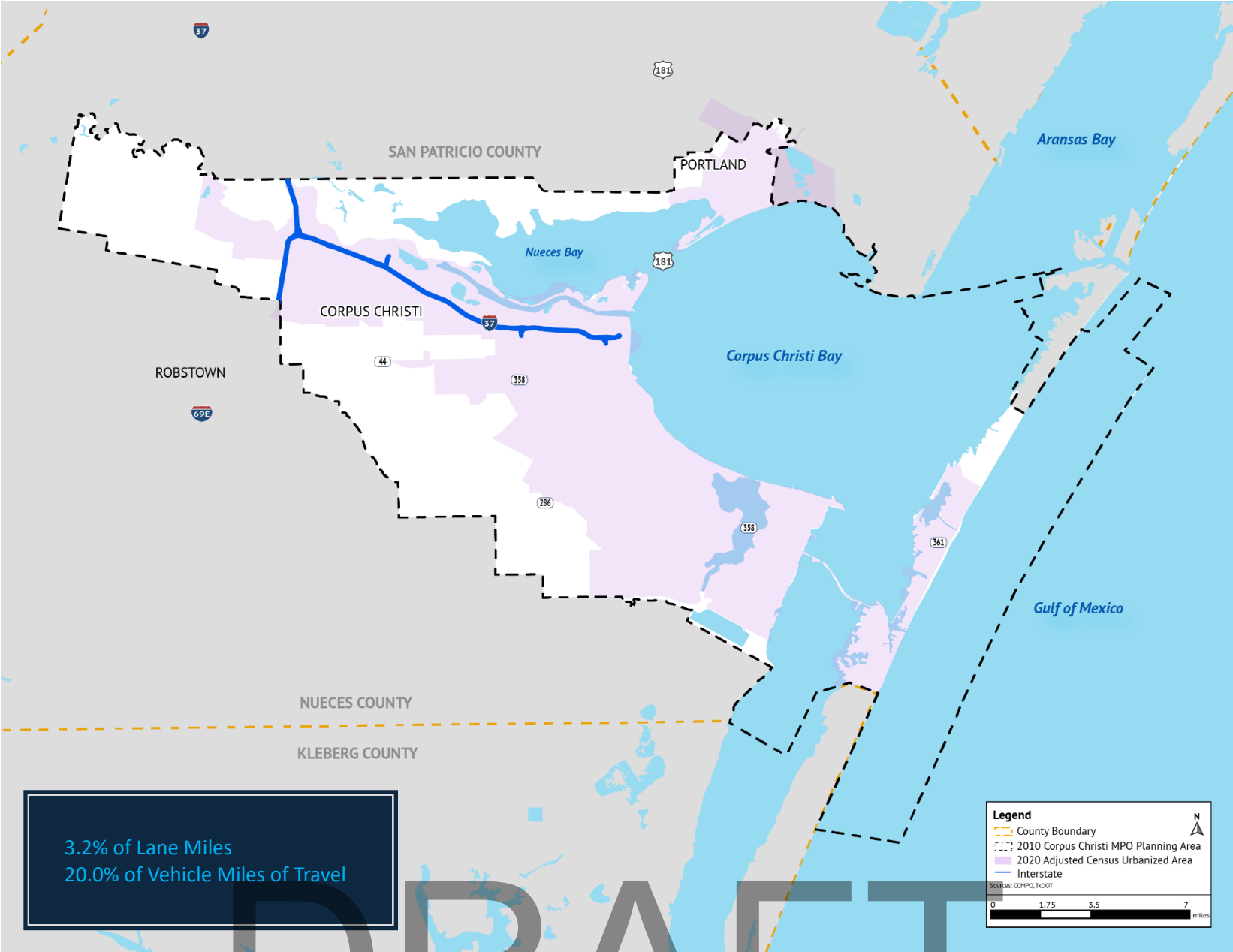
A map of all roadways in the metropolitan planning area and designated adjusted urban by their Federal Functional Classifications is shown below in **Exhibit 1**. **Exhibit 2** through **Exhibit 7** represent the breakdown of the federal functional classification system.

Exhibit 1: Map of Existing Federal Functional Classifications



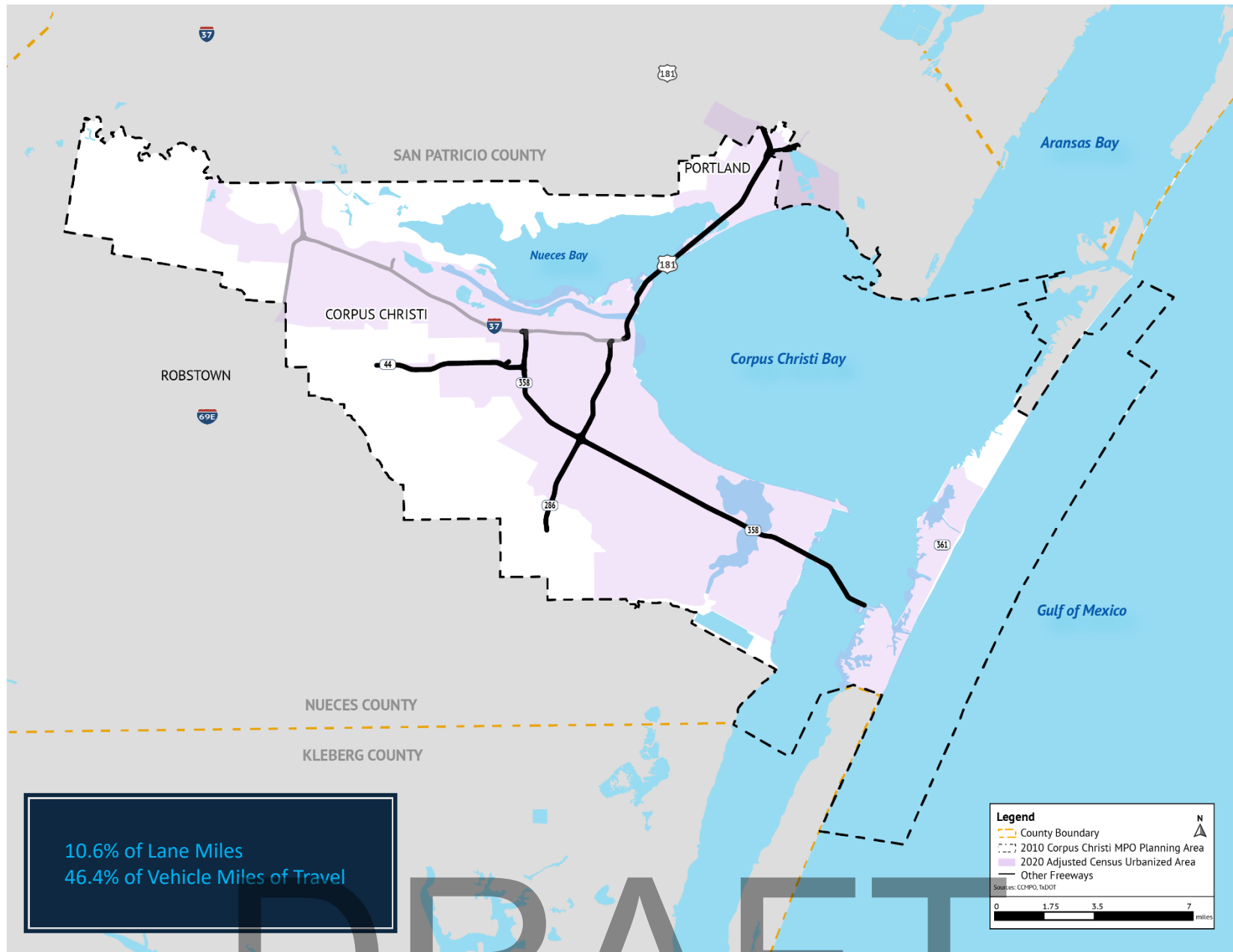
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Exhibit 2: Map of Existing Federal Functional Classifications of Corpus Christi MPO Area Roads – Interstate Highways



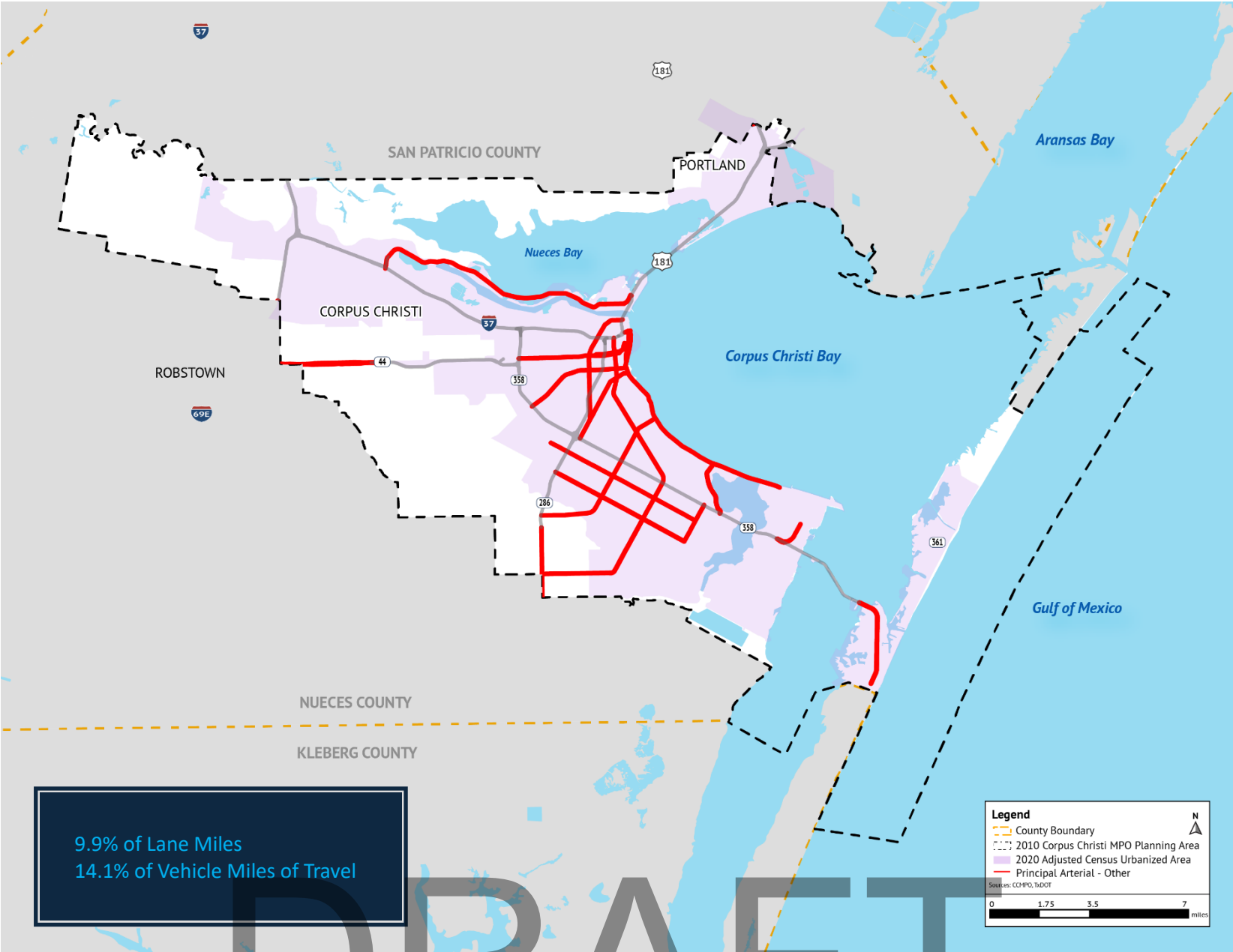
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Exhibit 3: Map of Existing Federal Functional Classifications of Corpus Christi MPO Area Roads - Principal Arterial - Other Freeways and Expressways



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Exhibit 4: Map of Existing Federal Functional Classifications of Corpus Christi MPO Area Roads - Principal Arterial – Other



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Exhibit 5: Map of Existing Federal Functional Classifications of Corpus Christi MPO Area Roads – Minor Arterial

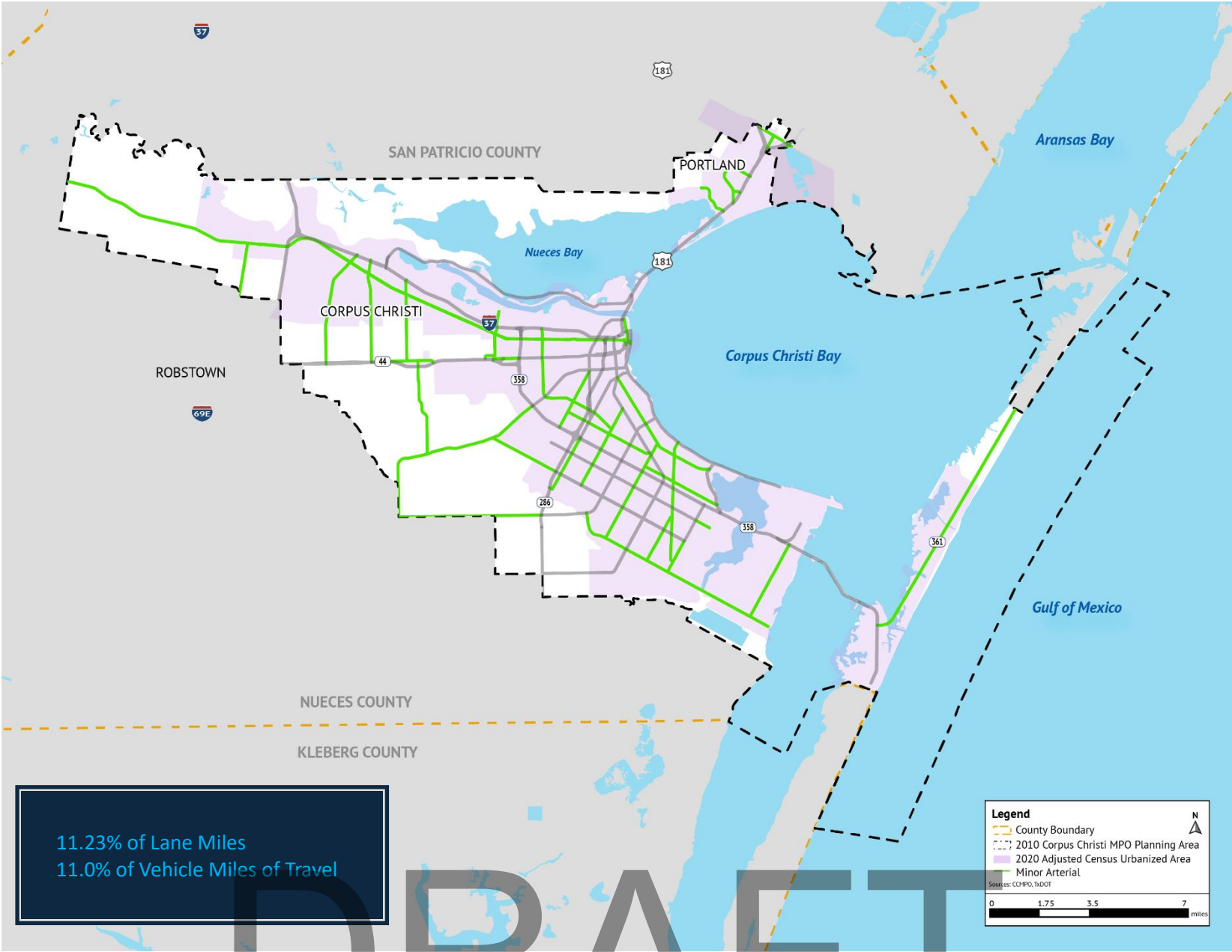


Exhibit 6: Map of Existing Federal Functional Classifications of Corpus Christi MPO Area Roads - Major Collector

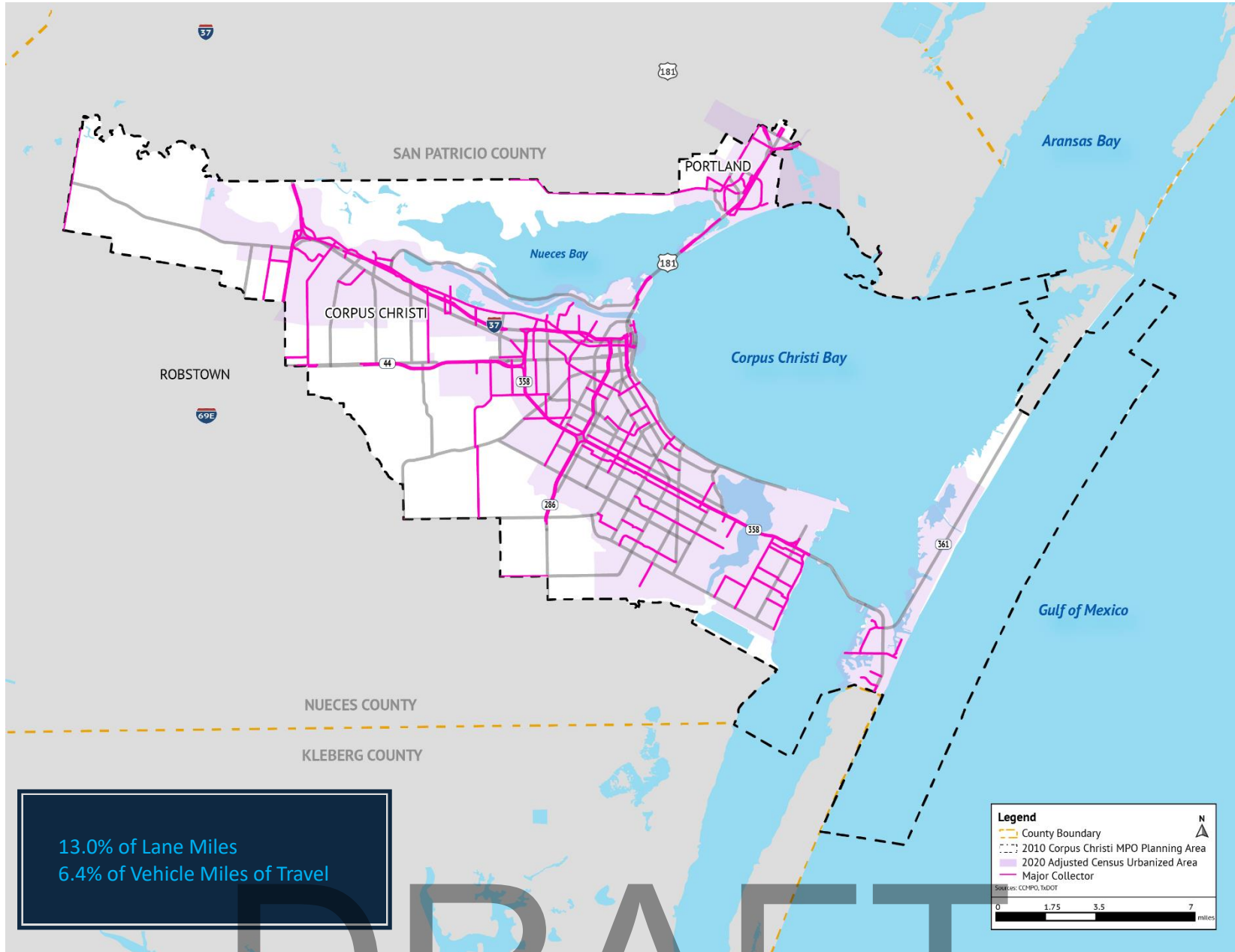
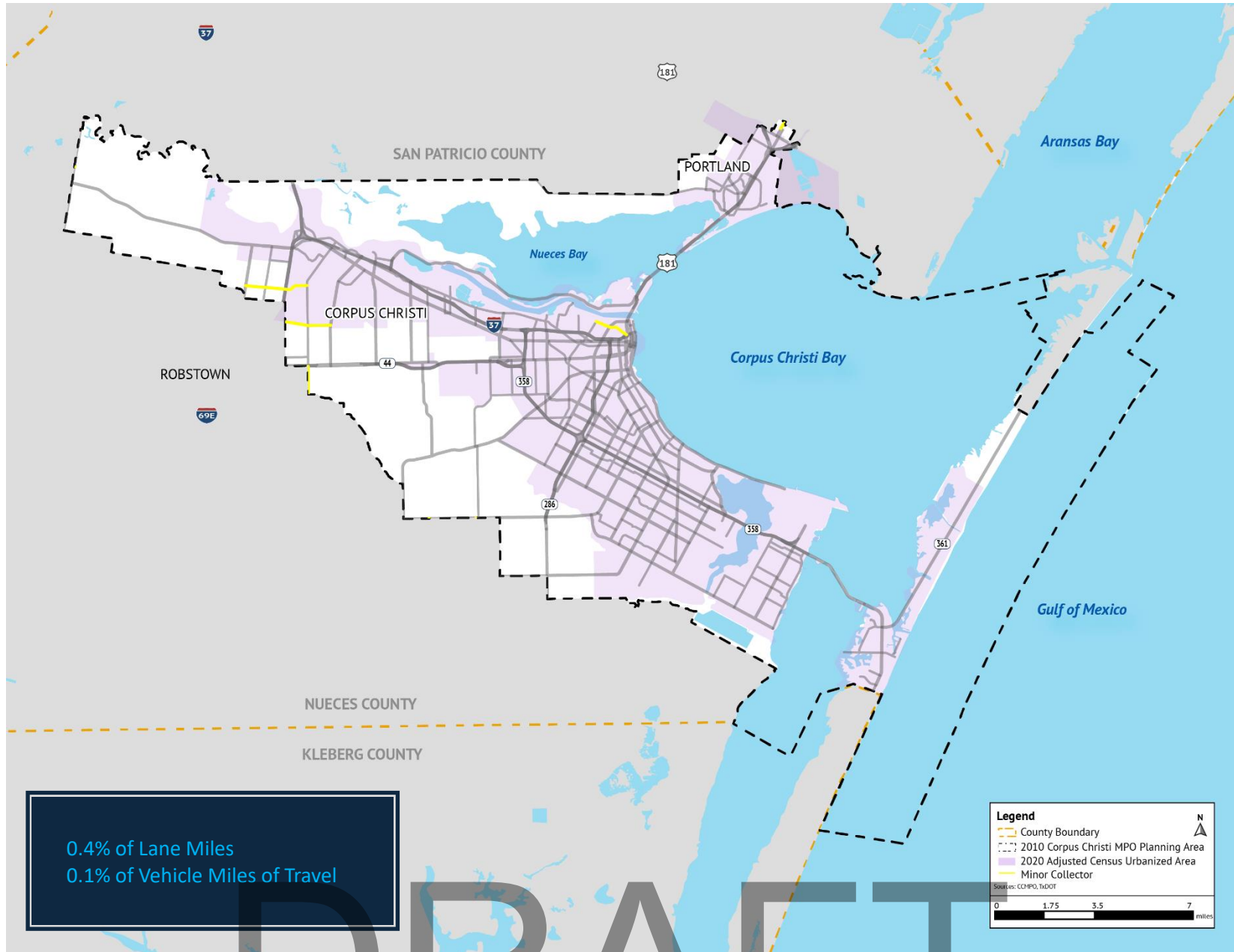


Exhibit 7: Map of Existing Federal Functional Classifications of Corpus Christi MPO Area Roads - Minor Collector



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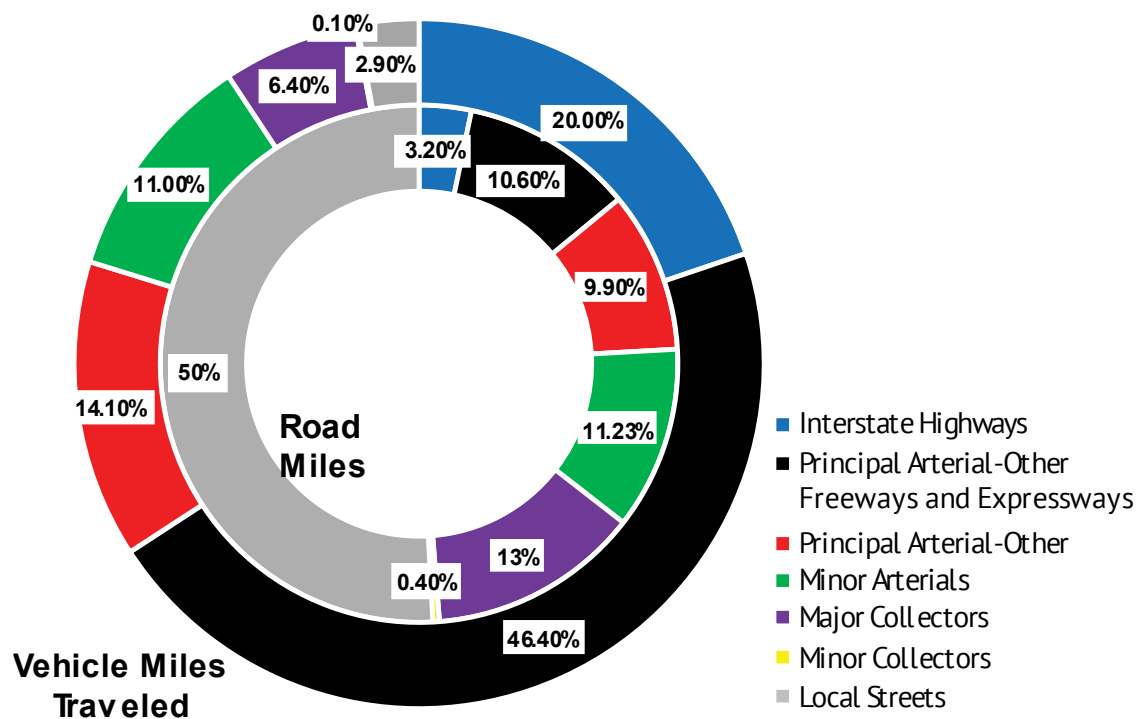
Percentages of mileage and vehicle miles travelled (VMT) in each Federal Functional Classification are shown in **Exhibit 8**. As shown in the doughnut chart in **Exhibit 9** which is based on the data in **Exhibit 8**, higher classifications tend to account for relatively little mileage but the lion's share of VMT, and the reverse is true for the lowest classifications, which account for most road mileage but a small amount of VMT.

Exhibit 8: Table of Federal Functional Classifications by Percentage of Mileage and VMT in the Corpus Christi MPO Planning Area

Federal Functional Classification	Lane Miles of Existing Federal Functional Classification	Lane Miles of Proposed Federal Functional Classification	Percentage of Road Miles in the Corpus Christi MPO (existing)	Percentage of VMT in the Corpus Christi MPO (existing)
Interstate Highways	235.43	235.43	3.2%	20.0%
Principal Arterial – Other Freeways and Expressways	511.52	543.60	10.6%	46.4%
Principal Arterial – Other	474.69	535.08	9.9%	14.1%
Minor Arterials	541.12	476.30	11.23%	11%
Major Collectors	629.77	663.75	13%	6.4%
Minor Collectors	18.38	20.38	0.4%	0.1%
Local Streets	2,408.53	2,344.89	50%	2.9%

Source: FHWA, Highway Functional Classification Concepts, Criteria, and Procedures, 2023 Edition. [hwy-functional-classification-2023.pdf \(dot.gov\)](#). Accessed May 8, 2023.

Exhibit 9. Figure of Comparison of Existing Road Miles (inner ring) to VMT (outer ring) for Federal Functional Classification Roads in Corpus Christi MPO



Source: TxDOT Functional Classification, 2023

TxDOT Federal Functional Classification System Change Request Standard Operating Procedure (SOP)

The TxDOT Federal Functional Classification System Change Request Standard Operating Procedure, Final Draft (rev. 08/24/2023) details how changes should be made to Federal Functional Classifications. Broadly speaking, changes should be made when a project is programmed and funded for a change in a Transportation Improvement Plan. Guidance is not provided for roads without a programmed project that may not have been correctly classified already, as is the case for several roads mentioned in this memo. According to the SOP, roads should be reclassified in any of the following four circumstances:

1. New Roads Built or Extended
2. Existing Roads Realigned or Extended
3. Traffic Pattern or Volume Changes
4. Land Use Pattern Changes

Methodology and Data Used

Existing Federal Functional Classifications were reviewed against actual conditions on Corpus Christi MPO area roadways based on various data sources, as detailed in **Exhibit 10**.

Exhibit 10. Table of Data Sets Used in Analysis

Name	Data Source	Purpose
TxDOT Roadway Inventory File, 2022 & TxDOT Federal Functional Classification 2023	TxDOT Open Data Portal	Existing functional classifications, roadway engineering specifications, and Average Daily Traffic (ADT) estimates
FHWA Functional Classification Guidelines, 2023	FHWA	Determining what ADT estimates and roadway engineering specifications may make a road an appropriate candidate for functional classification change
Major Activity Centers	Stakeholder Input from MPO staff and Technical Advisory Committee (11/16/2023)	Identify which roads serve destinations locally deemed important
Employment and Population Density	MPO Travel Demand Model, (2021-2050)	Aid in identifying Major Activity Centers, above

Recommended Federal Functional Classification Changes

Recommendations for Federal Functional Classification changes are made according to the four circumstances for a change according to the TxDOT SOP.

1. New Roads Built or Extended

No new roads are presently known that should be added to the Federal Functional Classification scheme in these recommendations. Two freeways have been or are being extended along existing roads; these roads are addressed in the next section; Existing Roads Realigned or Reconstructed.

2. Existing Roads Realigned or Reconstructed

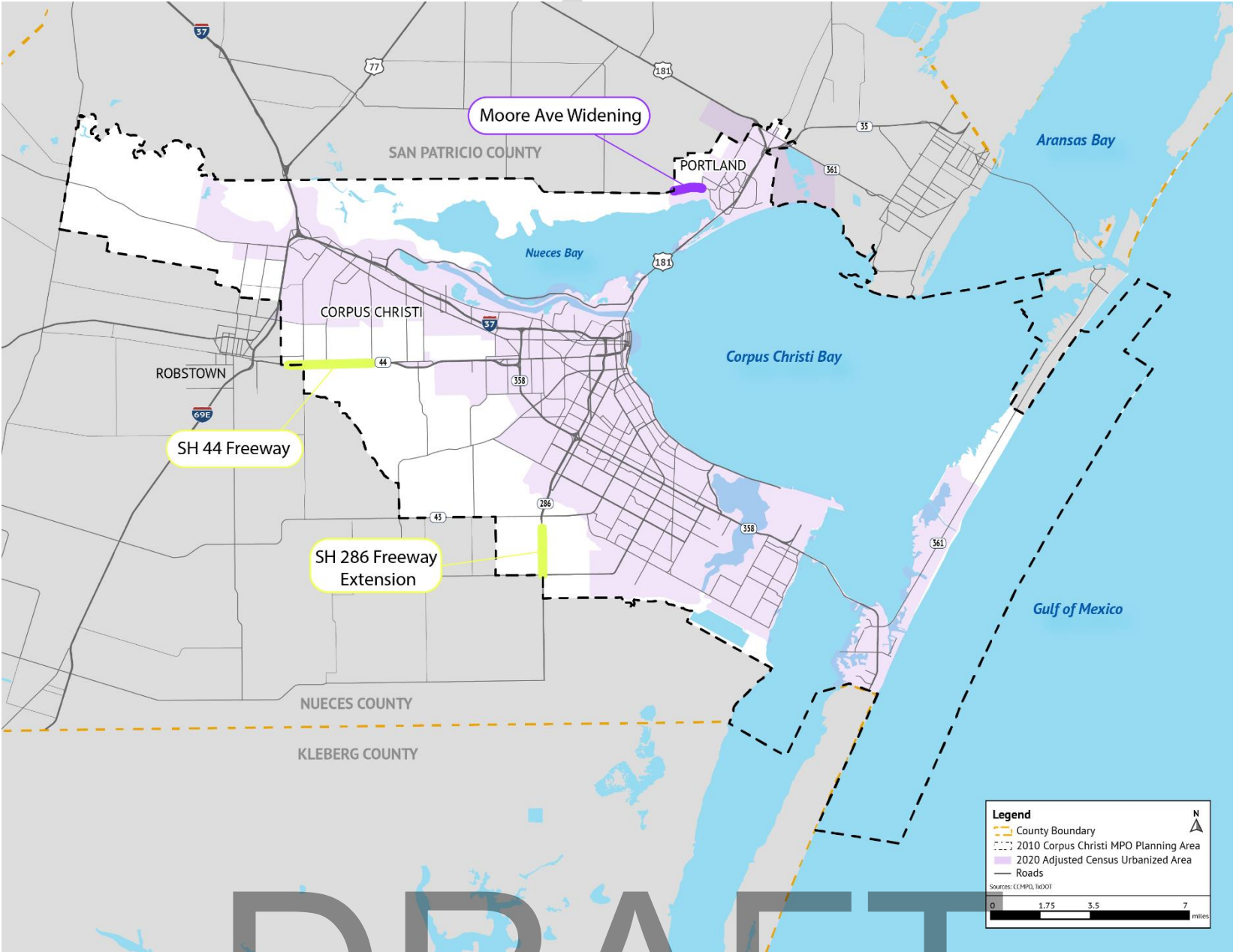
Three segments of road have either been expanded or are funded/in construction to be expanded according to the latest FY 2025 – 2028 Transportation Improvement Program. As these projects have not yet had their Federal Functional Classifications updated accordingly, the following recommended updates are provided in **Exhibit 11** and displayed on the map in **Exhibit 12**.

Exhibit 11: Existing Roads Realigned or Reconstructed Recommended for Inclusion in Federal Functional Classification

Map ID	MPO ID# / CSJ	Project	From	To	Existing Classification	Proposed Classification
1	N/A	SH 44 freeway extension – completed 2022*	FM 3386/ McKinzie Road	East of FM 1694	Principal Arterial – Other	Principal Arterial – Other Freeways or Expressways
2	MPO-005	SH 286 freeway extension – funded	Current freeway end south of FM 43/Weber Road	FM 2444 – Gum Hollow	Principal Arterial – Other	Principal Arterial – Other Freeways or Expressways
3	MPO-006	Moore Avenue widening – funded	Stark Road	Gum Hollow	Major Collector	Minor Arterial

*Note: SH 44 is a completed TxDOT project. [011818-fact-sheet.pdf \(txdot.gov\)](https://www.txdot.gov/011818-fact-sheet.pdf)

Exhibit 12: Map of 2024 Existing Roads Realigned or Reconstructed Recommended for Inclusion



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3. Traffic Pattern or Volume Changes

As Corpus Christi’s traffic volumes change alongside its population and economy, several roads across the metropolitan area may find a different Federal Functional Classification to be more appropriate based on FHWA guidelines. These guidelines for how roads may be classified are listed in **Exhibit 13** below. Based on these, **Exhibit 14** shows how roads were queried to determine which may be reasonable candidates for a higher classification than they currently have.

Exhibit 13: Federal Guidelines for Urban Functional Classification by Class

Name	Access	Divided/ Undivided	Context	ADT Range	
				From	To
Interstate	Full Control	Divided	Urban	35,000	129,000
Other Freeway and Expressway	Full Control to Partial Control	Divided or Undivided	Urban	13,000	55,000
Other Principal Arterials	Partial Control to Uncontrolled	Divided or Undivided	Urban	7,000	27,000
Minor Arterial	Uncontrolled	Undivided	Urban	3,000	14,000
Major Collector	Uncontrolled	Undivided	Urban	1,100	6,300
Minor Collector ¹	Uncontrolled	Undivided	Urban	1,100	6,300
Local	Uncontrolled	Undivided	Urban	*	700

Source: FHWA, *Highway Functional Classification Concepts, Criteria, and Procedures, 2023 Edition*. [hwy-functional-classification-2023.pdf \(dot.gov\)](https://www.fhwa.dot.gov/functional-classification-2023.pdf). Accessed May 8, 2023.

Exhibit 14: Evaluation Thresholds developed for reviewing existing Federal Functional Classification for appropriateness.

A road that currently is a...		Could be changed to a	If it meets these criteria:	
			Traffic Volume	Other criteria
Local	↑	Major Collector	ADT > 1,100	urban
Local	↑	Minor Collector	ADT>1,100	rural
Major Collector	↑	Minor Arterial	ADT > 6,300	
Minor Arterial	↑	Principal Arterial	ADT > 14,000	Partial Controlled Access OR is Divided
Principal Arterial	↑	Other Freeway or Expressway	ADT > 27,000	AND Partially Controlled or Fully Controlled
Principal Arterial	↓	Minor Arterial	ADT<7,000	
Minor Arterial	↓	Major Collector	ADT<3,000	

Source: FHWA, *Highway Functional Classification Concepts, Criteria, and Procedures, 2023 Edition*. [hwy-functional-classification-2023.pdf \(dot.gov\)](https://www.fhwa.dot.gov/functional-classification-2023.pdf). Accessed May 8, 2023.

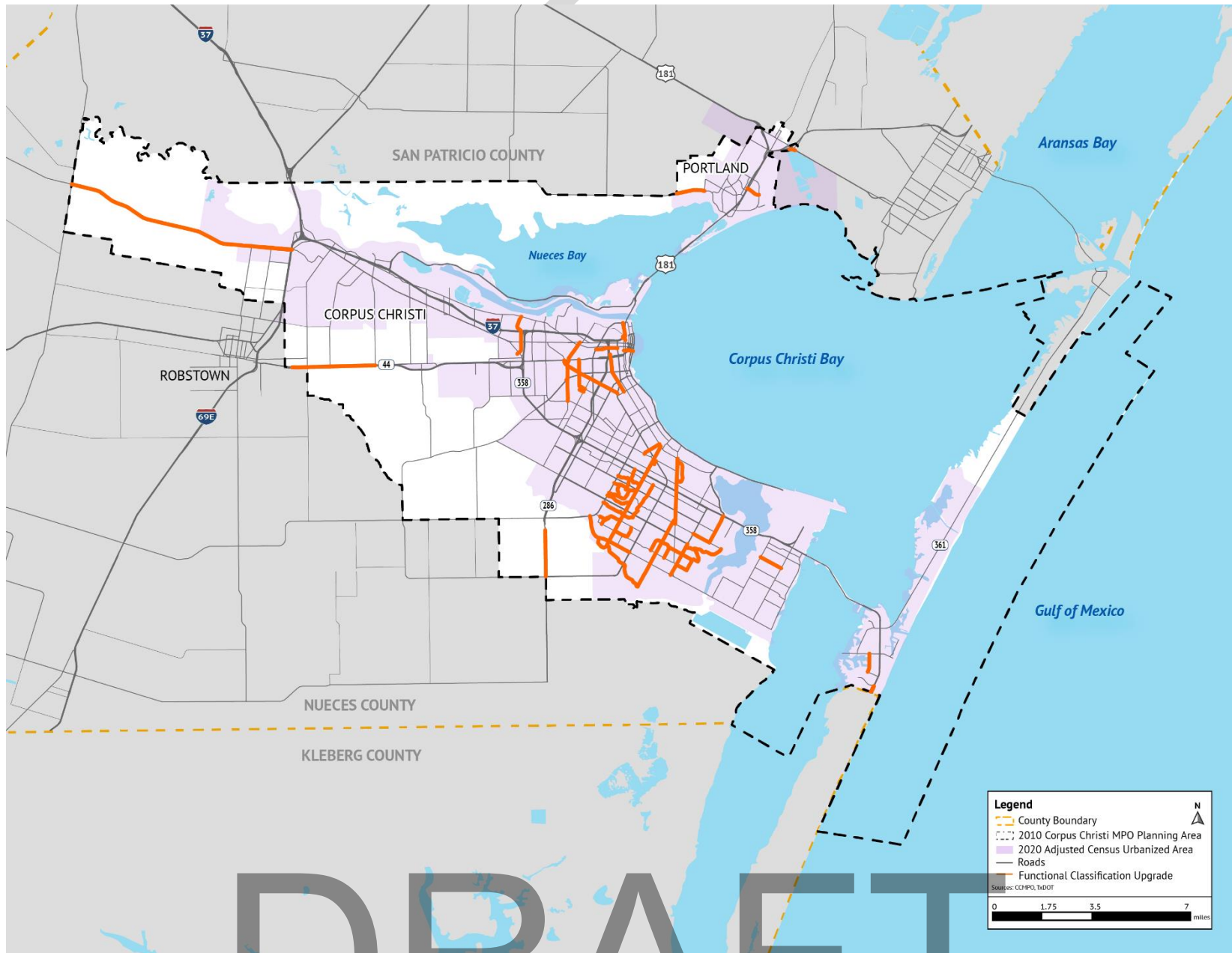
¹ According Table 3-6 VMT and Mileage Guidelines by Functional Classification – Collectors and Locals in the FHWA Highway Functional Classification Concepts, Criteria, and Procedures 2023 Edition, the major distinction between Major and Minor Collectors is that Major Collectors usually distribute traffic from local streets to major streets and are greater than .75 miles, while Minor Collectors are usually less than .75 miles. Additionally, Major Collectors are more often seen in higher density areas, whereas Minor Collectors may be more frequently seen in lower density areas. Additionally, the Minor Collector designation was not applicable in urban areas until the 2023 revision of the manual.

These criteria were only used for an initial evaluation, and a second check eliminated candidates that were qualitatively incongruent with a reclassification based on access control and traffic pattern alone. Criteria considered include length, adjacent land use, development scale, driveway spacing, and pavement use/lane and parking marking. **Exhibit 15** through **Exhibit 18** shows all the roads assessed as candidates to be moved to a higher classification, lower classification, all changes and the new revised recommended Federal Functional Classification system. **Exhibit 19** through **24** detail the roads identified.

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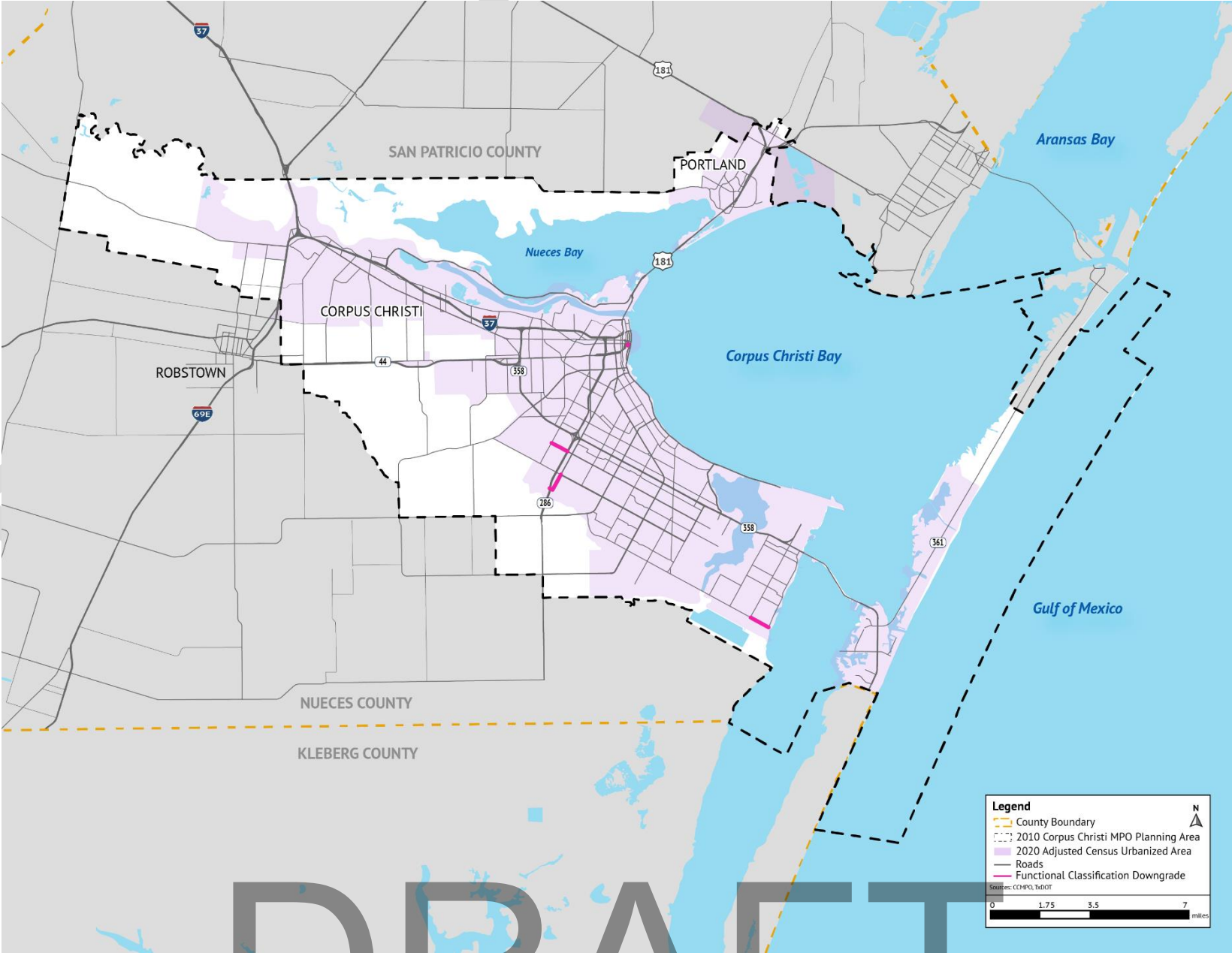
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Exhibit 15: Map of 2024 Federal Functional Class Proposed Upgrades



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Exhibit 16: Map of 2024 Federal Functional Change Proposed Downgrades



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Exhibit 17: Map of All 2024 Federal Functional Change Proposals

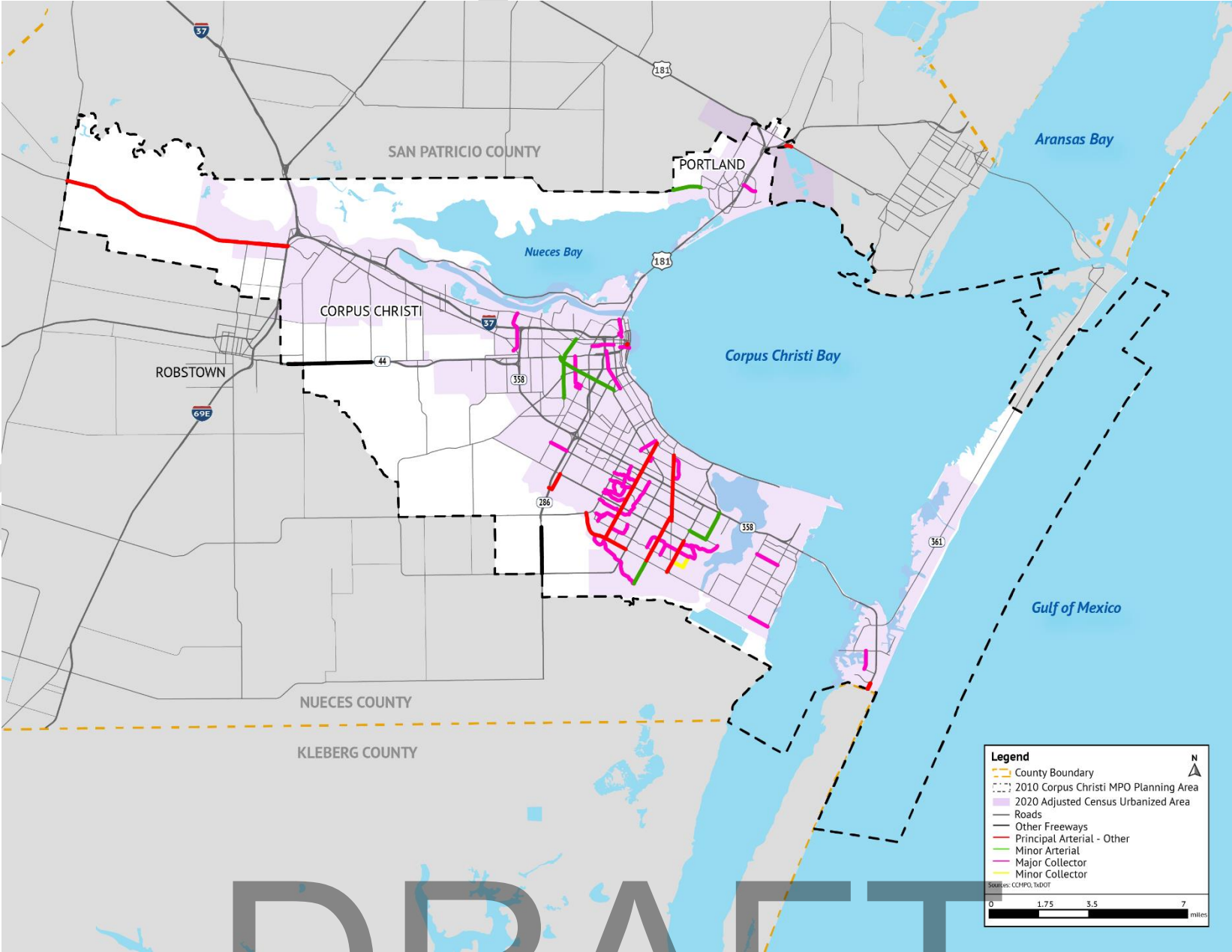
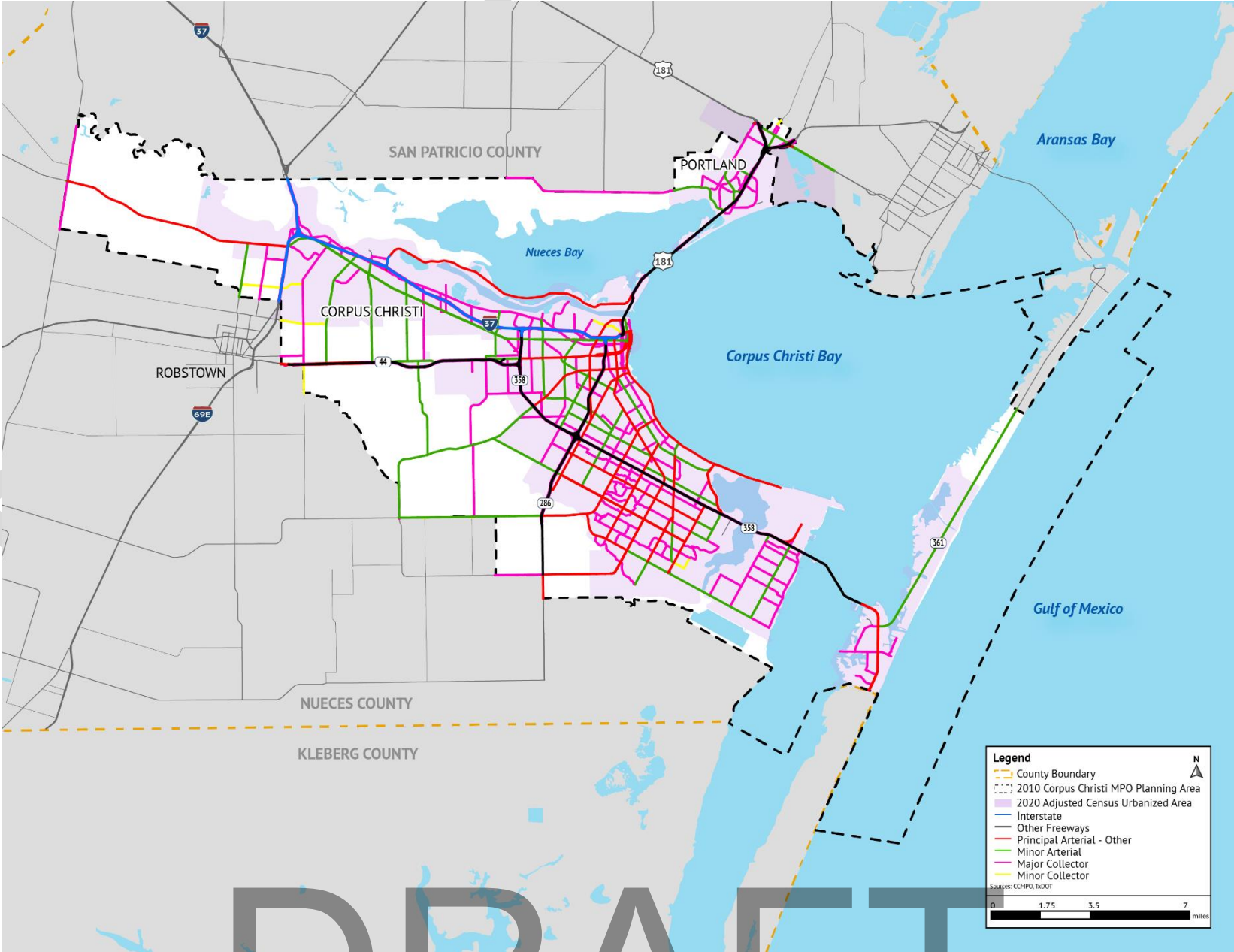


Exhibit 18: Map of 2024 Federal Functional Classification Recommended Network



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Exhibit 19. Table of Local Streets Recommended for Upgrade to Major Collector

Name	From	To	Criteria	Justification ADT > 1,100	City
Aaron Dr.	Grand Junction Dr.	Weber Rd.	ADT / Connectivity	ADT = 6,287; 263*	Corpus Christi
Acushnet Dr.	Everhart Rd.	Weber Rd.	ADT / Connectivity	ADT = 2,507	Corpus Christi
Belmeade Dr.	Airline Rd.	Airline Rd.	ADT	ADT = 1,605	Corpus Christi
Betty Jean Dr / St. Andrews Dr /Long Meadow Dr	Williams Dr.	TX 357	Connectivity	ADT = 3954; 263*	Corpus Christi
Brockhampton / Bronx Ave.	Lipes Blvd.	Bronx Ave.	ADT	ADT = 1,105	Corpus Christi
Brooke Rd.	Bronx Ave.	Rodd Field Rd	ADT / Connectivity	ADT = 263	Corpus Christi
Burney Dr Autotown Dr	Everhart Rd.	S. Staples St.	ADT / Connectivity	ADT = 263	Corpus Christi
Carmel Pkwy.	S. Alameda St.	Gollihar Rd.	ADT	ADT = 1,605; 794	Corpus Christi
Carver Dr. / Tarlton St. / Soledad St.	Elgin St	Elgin St	ADT / Connectivity	ADT = 9,892; 8,610; 263	Corpus Christi
Cheyenne St.	Agnes St.	Tarlton St.	ADT	ADT = 1,500	Corpus Christi
Comanche St.	N. Port Ave.	N. Staples St.	ADT / Connectivity	ADT = 3,021	Corpus Christi
Congressional Dr	Everhart Rd.	Weber Rd.	ADT / Connectivity	ADT = 263	Corpus Christi
Coopers Alley	N Tanchua St.	N. Shoreline Blvd.	ADT	ADT = 1908	Corpus Christi
Del Starr Dr.	Killarmet Dr.	Schanen Blvd.	ADT / Connectivity	ADT = 263	Corpus Christi
Don Patricio Rd.	Waldron Rd.	Flour Bluff Dr.	ADT / Connectivity	ADT = 1,277	Corpus Christi
Everhart Rd.	Yorktown Blvd.	Oso Pkwy.	ADT	ADT = 1,593	Corpus Christi
Flynn Pkwy.	N. Shea Pkwy.	S. Padre Island Dr.	ADT	ADT = 2,725	Corpus Christi
Glasgow Dr. / Cedar Pass Rd.	Timbergate Dr.	SunValley Dr.	ADT	ADT = 5,216; 3,097; 263	Corpus Christi
Grand Junction	Cedar Pass Dr.	Everhart Rd.	ADT / Connectivity	ADT = 263	Corpus Christi
Gypsy St.	Whitecap Blvd.	Encantada Ave.	ADT / Connectivity	ADT = 3,703	Corpus Christi
Holly Rd. /Greenwood Dr.	Wood St.	S. Padre Island Dr.	ADT / Connectivity	ADT = 10,927; 4,436	Corpus Christi
Killarmet Dr. / Schanen Loop	Weber Rd.	Weber Rd.	ADT / Connectivity	ADT = 263	Corpus Christi
Lantana Rd.	Jasper Dr.	Up River Rd.	ADT	ADT = 4,220	Corpus Christi
Long Meadow Dr.	Middlecoff Rd.	Saratoga Blvd	ADT / Connectivity	ADT = 263	Corpus Christi

Name	From	To	Criteria	Justification ADT > 1,100	City
Middlecoff Rd.	Acushnet Dr.	End of Middlecoff Rd.	ADT	ADT = 2,995	Corpus Christi
Northshore Blvd.	US 181	Broadway Blvd.	ADT	ADT = 3,865	Portland
N Carancahua St	Padre St.	Buffalo St.	ADT	ADT = 2,901; 4,654	Corpus Christi
N. Tanchua St.	E. Port Ave.	Padre St.	ADT	ADT = 2,137	Corpus Christi
N. Tanchua St.	IH-37	Padre St.	ADT	ADT = 1,209	Corpus Christi
The Mansions Dr.	Rodd Field Rd.	Oso Pkwy.	ADT	ADT = 3,984	Corpus Christi
Oso Pkwy N./ The Mansions Dr.	Rodd Field Rd.	Holly Rd.	ADT / Connectivity	ADT = 3,023	Corpus Christi
Oso Pkwy E./Terrapin Dr/Brooke Rd.	Oso Pkwy.	Rodd Field Rd.	ADT / Connectivity	ADT = 263	Corpus Christi
Oso Pkwy./Lens Dr	Cimarron Blvd.	Yorktown Blvd.	ADT / Connectivity	ADT = 3,023	Corpus Christi
Oso Pkwy.	The Mansions Dr.	Wooldridge Rd.	ADT	ADT = 3,023	Corpus Christi
Schanen Blvd.	Killarmet Dr.	Everhart Rd.	ADT / Connectivity	ADT = 263	Corpus Christi
Slough Rd. / County Rd. 78	Rodd Field Rd.	Brooke Rd.	ADT / Connectivity	ADT = 263	Corpus Christi
S. Brownlee. Blvd.	Laredo St.	Louisiana Ave.	ADT	ADT = 2,734	Corpus Christi
Tripoli Dr. / Philippine Dr. / Bonner Dr.	Everhart Rd.	Weber Rd.	ADT / Connectivity	ADT = 263	Corpus Christi
Yorktown East	Waldron Rd.	Laguna Shores Rd.	ADT / Connectivity	ADT = 3,196	Corpus Christi

Exhibit 20. Table of Major Collectors Recommended for Upgrade to Minor Arterial

Name	From	To	Criteria	Justification ADT > 6,300	City
Airport Rd.	Leopard St.	Horne Rd.	ADT	ADT = 6,607	Corpus Christi
Baldwin Blvd.	Agnes St.	S. Staples St.	ADT	ADT = 7,696, 8,740; 14,309; 15,404; 18, 474; 22,389	Corpus Christi
Cimarron Blvd.	Yorktown Blvd.	Lens Dr.	ADT	ADT = 13,623	Corpus Christi
Ennis Joslin Rd.	S. Padre Island Rd.	Wooldridge Rd.	ADT / Connectivity	ADT = 263	Corpus Christi
Holly Rd.	Ennis Joslin Rd.	Tx 357	ADT / Connectivity	ADT = 3,125	Corpus Christi
Old Robstown Rd.	Tx44	Leopard St.	ADT	ADT = 6,950	Corpus Christi
Wooldridge Rd.	Ennis Joslin Rd.	Tx 357	ADT / Connectivity	ADT = 6,955	Corpus Christi

Source: TxDOT Roadway Inventory, and Google Maps

Exhibit 21. Table of Minor Arterials Recommended for Upgrade to Principal Arterial

Name	From	To	Criteria	Justification ADT > 14,000	City
Airline Rd	S Alameda St	Wooldridge Rd	ADT	ADT = 21,621; 28,949; 36,218	Corpus Christi
Cimmaron Blvd	Airline Rd	Yorktown Blvd	ADT	ADT = 19,791; 19,560	Corpus Christi
Everhart Rd	S Alameda St	Yorktown Blvd	ADT	ADT = 14,236; 18,435; 20,957; 21,452; 22,892; 23,500; 23,790; 25,817	Corpus Christi
Northwest Blvd	FM 666	IH-69	ADT	ADT = 9,047; 10,969; 13,396; 23,075; 33,113; 36,351	Unincorporated
Rodd Field Rd	Wooldridge Rd	Yorktown Blvd	ADT	ADT = 16,550	Corpus Christi
S. Padre Island Dr.	Sea Pines Dr.	MPO Boundary	ADT / Connectivity	ADT = 715; (19,559)	Corpus Christi
Yorktown Blvd.	S. Staples St.	Weber Rd.	ADT / Connectivity	ADT = 13,140; 15,076	Corpus Christi
FM 624	I-69	FM 646	ADT	ADT = 26,707	Corpus Christi Unincorporated

Source: TxDOT Roadway Inventory, and Google Maps

Exhibit 22. Table of Principal Arterial – Other Roadways Recommended for Downgrade to Minor Arterial

Name	From	To	Criteria	Justification ADT < 7,000	City
Greenwood Dr	Ayers St.	SH 288	Low ADT	ADT = 1,380	Corpus Christi
Ayers St.	Greenwood Dr.	Saratoga Blvd.	Low ADT	ADT = 1,380	Corpus Christi
Water St.	IH 37	Lawrence St.	Low ADT	ADT = 4,229	Corpus Christi
Holly Rd.	Greenwood Dr.	SH 286	Low ADT	ADT = 4,436	Corpus Christi

Exhibit 23: Table of Major Collector Stubs Recommended for Downgrade to Local Street

Name	From	To	Criteria	Justification ADT < 7,000	City
Aquarius St	Bello	Commodores Dr	Low ADT	ADT = 606	Corpus Christi
Country Club Blvd	E Broadway St	Inverness Dr	Low ADT	ADT = 1,838	Corpus Christi
Paul Jones Ave	Holly Rd	358	Low ADT	ADT = 4,400	Corpus Christi

Exhibit 24: Table of Major Collector Stubs Recommended for Termini Change

Name	Old		New		City
	From	To	From	To	
Middlecoff Rd	Everhart Rd	End	Long Meadow Rd	End	Corpus Christi
Commodores Dr	Aquarius	361	Aquarius	361	Corpus Christi
Gypsy	Whitecap Blvd	Cuttysack St	Whitecap Blvd	Encantada Ave	Corpus Christi
McKinzie Rd	IH 37	Castle Ridge Dr	IH 37	McKinzie Ln	Corpus Christi

No Principal Arterials were recommended to be upgraded to freeway status – other than those extensions already mentioned in the section on Existing Roads Realigned or Reconstructed, above, all freeways are properly classified at this time.

4. Land Use Pattern Changes

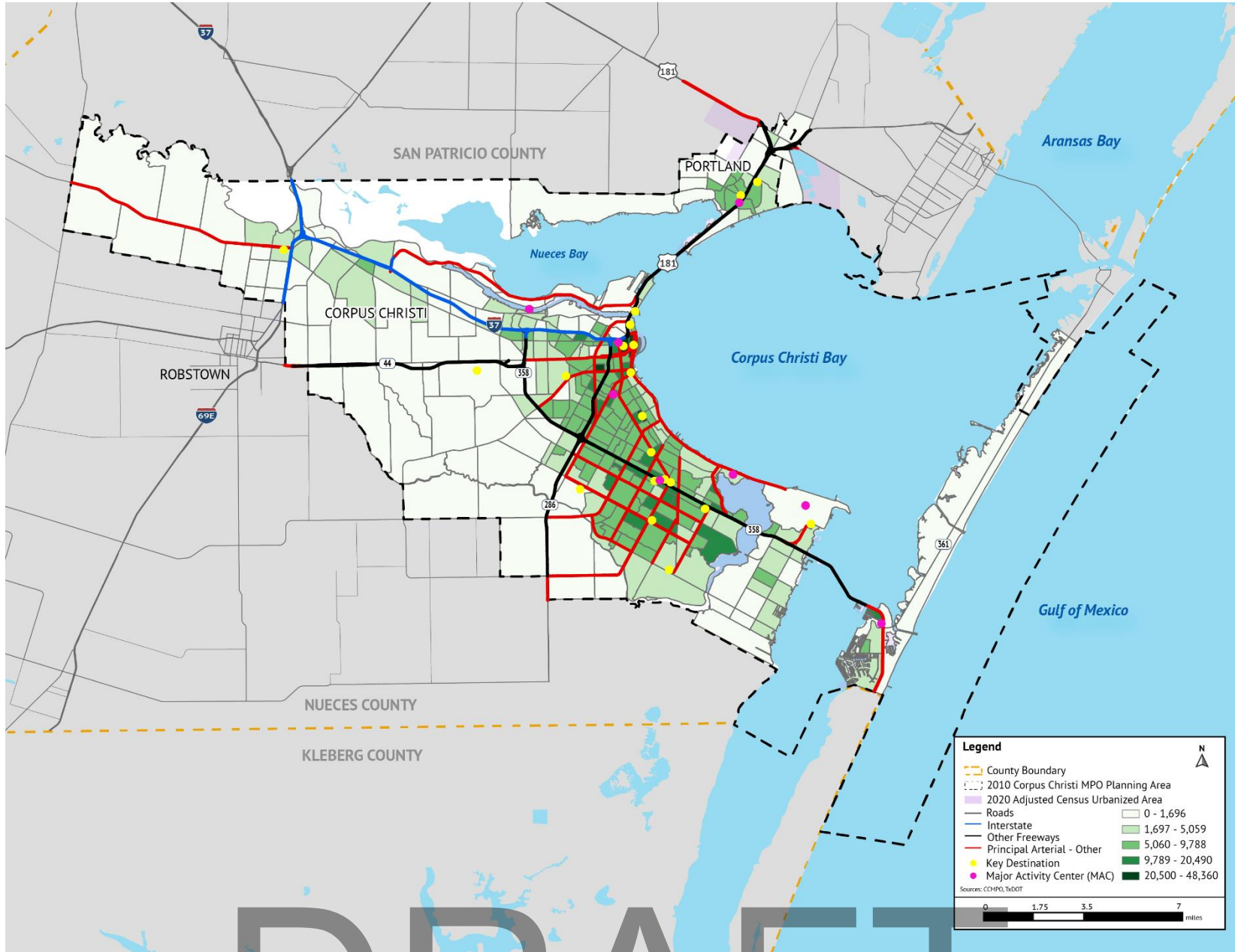
Land use changes are also listed in TxDOT's SOP as potential reasons to change classification. While no land use changes led to recommendations on classification updates at this time, a list of Major Activity Centers that would drive traffic generation was produced.

Major Activity Centers

Major Activity Centers (MACs) were determined based on stakeholder input, aided by model data on population and employment density by Traffic Analysis Zone (TAZ)². The CCMPO's stakeholders on the staff and the Technical Advisory Committee identified the shown in **Exhibit 25**, superimposed on a map of employment density.

² Total population and employment in 2021 by Traffic Analysis Zone (TAZ) data provided by CCMPO.
Corpus Christi MPO

Exhibit 23: Map of Major Activity Centers (MAC), Key Destinations and Population/Employment Density



DRAFT

The Major Activity Centers (MAC)s are:

- Downtown Corpus Christi
- Downtown Portland
- Port of Corpus Christi
- Del Mar College Windward Campus
- Del Mar College East Campus
- SPID/Moore Plaza
- TAMU Corpus Christi
- Corpus Christi Naval Air Station - CCAD
- North Padre Island

Key destinations are locations that receive high traffic from residents; such as retail areas or college and business campuses The following locations have been identified as key destinations within the Corpus Christi MPO Metropolitan Planning Area:

- Carmel Shopping Mall
 - Regional Shopping
 - Regional Shopping Area
 - Driscoll Childrens Hospital and Regional Medical
 - Christus Spohn Hospital and Regional Medical
 - La Palmera Regional Mall
 - Regional Medical Center Heart Cancer
 - Del Mar Oso Creek
 - Best Buy Sams Regional Shopping Strip
 - Del Mar West Campus
 - SEA District
 - Corpus Christi Marina District
 - Corpus Christi Uptown
 - Corpus Christi International Airport
 - Lexington Aquarium
 - Cabaniss Sports Complex
 - Delmar Windward Campus FEMA Dome
-



Date: July 15, 2024
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5Bii: Metropolitan Planning Area Discussion
Action: Information Only

Summary

The TxDOT and FHWA approved the Adjusted Urban Areas shown in Attachment 1.

As mentioned at the November 2023 TAC meeting, after the Adjusted Urban Areas are approved the Metropolitan Planning Area is adjusted based on adjacent urban density areas. It is within the Corpus Christi MPO Area (approved by the Texas Governor) that membership of the Corpus Christi Transportation Policy Committee (TPC) is comprised. The TPC has jurisdiction for the 3C Planning Process within the approved MPO boundary to fund projects.

§ 450.312 Metropolitan Planning Area boundaries.

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

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

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

The next step is to forecast different potential scenarios of development during the 2050 Small Area Forecast (SAF) and create a consensus as to which should be used to identify areas that will be urban in density in year 2050 (the year of the Metropolitan Transportation Plan). Federal regulations, as summarized below, require MPO boundaries to include existing Urban Areas as well as those areas projected to become urban during the next 20+ years. This includes contiguous Adjusted Urban Areas for Robstown and Ingleside-Aransas Pass-Port Aransas as they are already urban density.

Background

In March 2022, the Census Bureau published a rule basing future identification of urban density on density of residential units. According to the Final Criteria (87 FR 16706) the Census Bureau classifies urban density in 3 ways:

“Three density thresholds are used in the delineation process:

- 1. 425 housing units per square mile define the initial urban core.*
- 2. Then 200 units per square mile fill in the remainder of the urban area, which is similar to the 2000 and 2010 censuses.*

3. *1,275 housing units per square mile ensures each qualifying urban area contains at least one high density nucleus.*

The use of housing unit density also provides the ability to update urban areas between censuses. This is especially important in faster growing areas of the nation."

Given that there are 640 acres in a square mile, then using 200 units per square mile, an area needs to average one unit per 3.2 acres for classification as urban.

The following definitions are provided for the discussion:

Please note that both the Census Urban Area and the Adjusted Urban Area are different from the Metropolitan Planning Area boundary, which will be updated to incorporate the Adjusted Urban Area and the area that the Small Area Forecast shows is Urbanizing Area.

Census Urban Area: The area defined by the Census as Urban based on density of residential units in Year 2020.

Adjusted Urban Area: The area smoothed by local entities and TxDOT to create a single, contiguous boundary. It is approved by FHWA and is based on 9 factors and must include all of the Census Urban Area.

Metropolitan Planning Boundary / Metropolitan Planning Area: The Federal Highway Administration recognizes the Metropolitan Planning Areas that state Governors designate. The MPO planning Area is the area that the Corpus Christi MPO Transportation Policy Committee is responsible for conducting the 3C Planning Process within. The new boundary must be approved by Governor Abbott. It will include the Adjusted Urban Area plus all contiguous areas that are forecast to have urban density in Year 2050.

Metropolitan Statistical Area: The United States Office of Management and Budget (OMB) delineates the 384 metropolitan statistical areas to the entirety of county boundaries. The Corpus Christi Metropolitan Statistical Area is 2 counties: Nueces County and San Patricio County.

Combined Statistical Area: The United States Office of Management and Budget amalgamates the boundaries of multiple Metropolitan Statistical Areas to form the 181 Combined Statistical Areas. The relevant CSA for our region is the 6-county Corpus Christi-Kingsville-Alice, TX CSA.

Urban Density: having developed density equivalent to 200 housing units per square mile.

Urbanizing Area: The area that was rural according to the 2020 Census, but the adopted Corpus Christi MPO Small Area Forecast says will reach urban density.

Descriptions of the Options shown in Attachments 4 through 8:

Option 1: Shown as Attachment 4, this is the least expansion possible. It only encompasses the contiguous Adjusted Urban Areas and does so by assuming all growth to 2050 occurs as infill within the three Adjusted Urban Areas. It contracts the MPO Boundary in several areas where urban growth will not occur by 2050 and brings in Robstown, Ingleside, Ingleside on the Bay, Port Aransas, Aransas Pass and Aransas County.

Option 2: Shown as Attachment 5, this option includes all of Option 1 plus the area between Aransas Pass and Rockport that preliminary investigation shows growth since 2020 (See Attachment 3) may already meet the residential units definition of urban density. Because this then connects to the Rockport Adjusted Urban Area, it also includes Rockport, Fulton, and Holiday Beach into the Option 1 group of Robstown, Ingleside, Ingleside on the Bay, Port Aransas, Aransas Pass and Aransas County.

Option 3: Shown as Attachment 6, this option Includes the Metropolitan Statistical Area (all of Nueces County and San Patricio County) plus the Adjusted Urban Area of Aransas Pass that extends into Aransas County. This would bring in Odem, Sinton, Taft, and Mathis to the Option 1 group of Robstown, Ingleside, Ingleside on the Bay, Port Aransas, Aransas Pass and Aransas County.

Option 4: Shown as Attachment 7, this Option utilizes the full county boundaries for both counties in the MSA plus Aransas County. This would bring in Odem, Sinton, Taft, and Mathis along with Robstown, Ingleside, Ingleside on the Bay, Port Aransas, Aransas Pass, Rockport, Fulton, Holiday Beach and Aransas County.

Option 5: Shown as Attachment 8, this is the Combined Statistical Area. This includes 6 counties (Nueces, San Patricio, Aransas, Kleberg, Jim Wells, and Brooks), and the incorporated municipalities within those counties. This is the largest expansion possible.

Recommendation

None

Proposed Motion

None

Attachments:

1. MPO Planning Area guidance from TxDOT
2. Map of the approved 2020 Adjusted Urban Areas
3. Map of adjacent Growth Areas Based on Residential Units
4. Map of Option 1 MPO boundary - Contiguous Urban Areas
5. Map of Option 2 MPO boundary - Contiguous Urban Areas plus Rockport Urban Area
6. Map of Option 3 MPO boundary - Metropolitan Statistical Area plus Aransas Urban Area
7. Map of Option 4 MPO boundary – Metropolitan Statistical Area plus Aransas County
8. Map of Option 5 MPO boundary - Combined Statistical Area



MPO Boundary Expansion

Guidance and Workshop



June 21, 2024

Workshop Agenda

- 1 | Welcome and Introductions
- 2 | Why Expand the MPO Boundary?
- 3 | 2020 Census Urbanized Area Boundary Impacts
- 4 | Travel Demand Model Planning Area Boundaries
- 5 | MPO Boundary Expansion Process
- 6 | Document Checklist and Interactive Map
- 7 | Q&A

Appendices

- Federal and State Regulations
- Other resources

2

Purpose of Meeting

- Clarify the process for expanding an MPO boundary
- Discuss implications of boundary expansions
- Discuss boundary expansion needs
- Gather input on critical boundary expansion questions

3

Introductions

What is your previous experience with MPO boundary changes?

4

Why expand an MPO Boundary?



Census Urbanized Area expands beyond the current MPO boundary



Current MPO boundary does not capture anticipated regional growth over the next 20 years



Current MPO boundary and Policy Board composition does not allow for coordinated transportation planning

MPO Boundary Expansion Status

Required Due to UA Boundary Change

Alamo Area	Longview
Amarillo*	Lubbock
Corpus Christi	Texarkana*
El Paso (NM only)*	(TX and AR)
Killeen-Temple*	

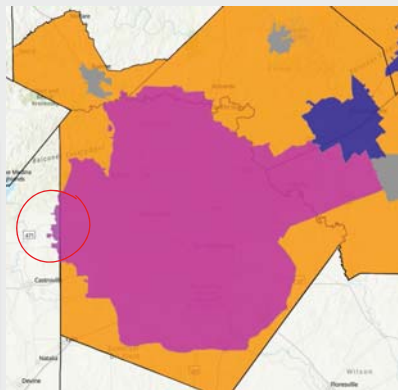
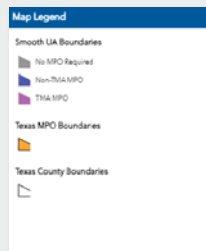
*Small change not incorporating new jurisdictions

Previously Expressed Interest

Abilene
H-GAC
Laredo
SETRPC

Example: Alamo Area MPO

Smoothed 2020 Census Urbanized Area boundary extends into Medina County



MPO Boundary Considerations (1 of 2)

- Must include 2020 Smoothed Census UA boundary at minimum
- Boundaries must be contiguous and cannot overlap with another MPO area
- Include anticipated urbanization in the next 20 years:
 - Future land use
 - Development patterns and known developments
 - Population projections
 - Traffic growth

23 CFR 450.312

The MPA must include the current urbanized area defined by the Census Bureau and the contiguous area expected to urbanize within a 20-year forecast period for the metropolitan transportation plan.

MPO Boundary Considerations (2 of 2)

- Other boundaries to review:
 - Metropolitan Statistical Area or Combined Statistical Area boundaries
 - Economic development areas
 - Non-attainment areas

23 CFR 450.312

The MPA must include the current urbanized area defined by the Census Bureau and the contiguous area expected to urbanize within a 20-year forecast period for the metropolitan transportation plan.

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Boundary Expansion Process – Redesignation Necessary?

- Redesignation is not required when adding members to the MPO as a result of boundary expansions unless substantial changes to the MPO are made¹
- Substantial changes include:
 - A substantial change in the proportion of voting members on the existing MPO representing the largest incorporated city, other units of general purpose local government served by the MPO, and the State(s)²
 - A substantial change in the decision-making authority or responsibility of the MPO, or in decision-making procedures established under MPO by-laws.³
- Redesignation must follow 23 CFR 450.310(h)⁴

¹23 CFR 450.310(l) ²23 CFR 450.310(j)(1) ³23 CFR 450.310(j)(2) ⁴23 CFR 450.310(l)

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Special Considerations for Boundary Expansions (1 of 2)

- **Pre-2005 Non-Attainment Areas:** If the MPO was in a non-attainment for ozone or carbon before August 10, 2005, MPO boundary adjustment requires redesignation through a resolution of support from jurisdictions representing 75% of affected populations and the central city.¹ A list of Pre-2005 non-attainment MPOs is provided [here](#)
- If a **Census Urbanized Area extends across multiple MPOs**, an agreement is required to identify coordination and division of transportation planning responsibilities. CAMPO-AAMPO exemplifies an instance where a UA extends across multiple MPOs.²

¹23 CFR 450.312(b) ²23 CFR 450.312(h)

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Special Considerations for Boundary Expansions (2 of 2)

- **Multistate MPOs** “will need to work with the relevant jurisdictions and the Governor of the neighboring State to develop an agreement to include that area [in the other state] in the MPO’s planning process and MPO policy board, to the extent appropriate.”¹

¹FHWA FAQ Topic 4: Existing MPOs

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Model Area Boundary

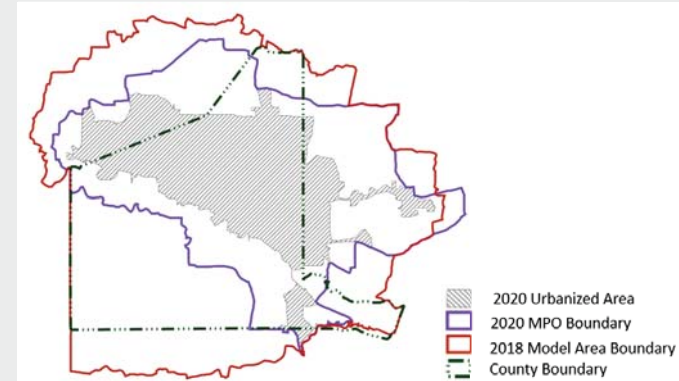
A model area boundary denotes the area that a travel demand model (TDM) represents.

Identifying the planning area for Texas urban models is the first step in a series of building blocks that serve as the foundation of a TDM. Once the model area boundary is finalized, the model network and the TAZ geography are developed and the three serve as base for the model.

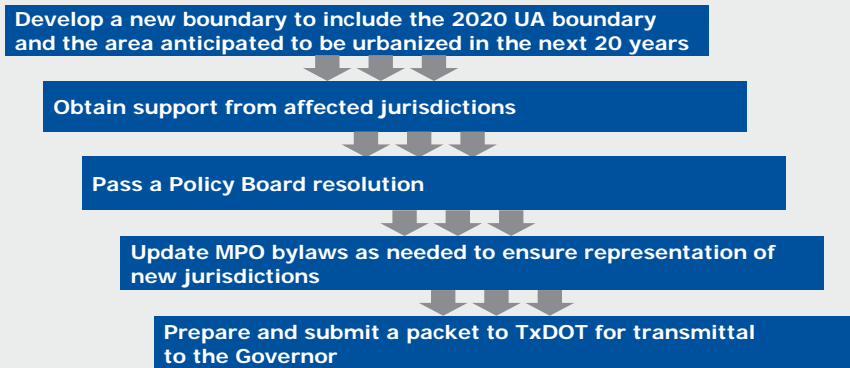
A model area boundary should encompass:

- urbanized area(s) as identified by the US Census Bureau,
- MPO boundaries,
- surrounding areas where growth is anticipated within 20 years
- county boundaries, and
- air quality designated areas.

Example of Planning Boundaries



MPO Boundary Expansion Process

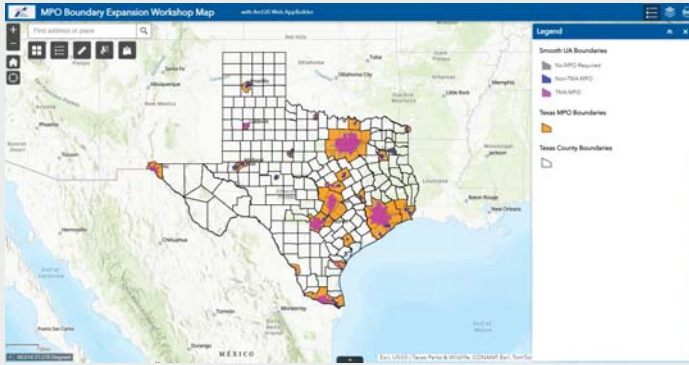


The new MPO boundary is official following Governor approval. TxDOT will submit an updated boundary to FHWA and FTA.

MPO Boundary Revision Document Checklist

Item	Compliance Review
MPO Cover Letter	<input type="checkbox"/>
MPO Policy Board Resolution	<input type="checkbox"/>
Proposed Updated MPO Bylaws	<input type="checkbox"/>
Policy Board Minutes Showing Discussion of MPO Boundary and Adoption of New Boundary and Bylaws (incl. Justification for Expansion)	<input type="checkbox"/>
Letters of support – Redesignation needed? • No: Signed Resolutions of Support from All Newly-Added Political Subdivisions (Including Cities and Counties) • Yes: Resolution of support from jurisdictions representing 75% of affected populations and the central city	<input type="checkbox"/>
Text Description and/or GIS Layer of Proposed MPO Boundary	<input type="checkbox"/>
Existing Boundary Map	<input type="checkbox"/>
Proposed Boundary Map	<input type="checkbox"/>

Interactive Map



[Link to Interactive Map](#)

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Next Steps



Mapping support



Support with Technical Advisory Committee and Policy Board meetings



Draft templates and examples



Review of MPO Boundary Expansion packet

Please contact your MPO Planner for questions or support needs

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MPO Planner Assignments

Sara Garza
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Corpus Christi
Eagle Pass
Laredo Webb County Area
Permian Basin

Mansour Shiraz
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Houston-Galveston AC
Longview
Southeast TX RPC
Tyler
Wichita Falls

Raymond Sanchez
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Alamo Area
El Paso
Rio Grande Valley
San Angelo
Victoria

Shannon Hawkins
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Abilene
Amarillo
Grayson County
North Central Texas COG
Texarkana

Todd Gibson
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Bryan-College Station
Capital Area
Killeen-Temple
Lubbock
Waco

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June 28, 2024

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HNTB Project Manager
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Director
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Thank you!



June 28, 2024

Appendices



June 28, 2024

Summary of Relevant State and Federal Regulations



Connecting you with Texas.

Summary of Relevant State Regulations

43 TAC §16.51 (c) – Approval of Boundaries

- The Governor must approve an MPO boundary and any revision.
- MPO must provide all supporting documentation for boundary revisions

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Connecting you with Texas.

Summary of Relevant Federal Regulations

23 CFR §450.312 – Metropolitan Planning Area Boundaries

- Boundaries determined by Governor and MPO
 - Must minimally include entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan
 - May be further expanded to encompass the entire metropolitan statistical area or combined statistical area, as defined by the Office of Management and Budget.
- The MPA boundaries for Pre-2005 Non-attainment areas may only be adjusted by agreement of the Governor and the affected MPO through a formal redesignation (See Slide 10)
- Planning Area may include more than one urbanized area
- Identification of new urbanized areas within current planning area does not require a redesignation
- MPAs shall not overlap
- Planning Area boundaries shall be reviewed after every Census

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Summary of Relevant Federal Regulations

23 CFR §450.310 – Metropolitan planning organization designation and redesignation

- Requires approval of Governor and local governments representing at least 75% of the population of the current MPO.
- Redesignation is required if
 - A substantial change in the proportion of voting members on the existing MPO representing the largest incorporated city, other units of general purpose local government served by the MPO, and the State(s); or
 - A substantial change in the decisionmaking authority or responsibility of the MPO, or in decisionmaking procedures established under MPO by-laws.
 - A change in the boundary of a Pre-2005 Non-attainment area MPO (See [23 CFR §450.312\(b\)](#)).
- Redesignation is not required unless otherwise triggered above:
 - (1) The identification of a new urbanized area within an existing MPA;
 - (2) Adding members to the MPO that represent new units of general purpose local government resulting from expansion of the metropolitan planning area; **(cannot be a substantial change in proportions)**
 - (3) Adding members to satisfy the specific membership requirements of Map-21 for an MPO that serves a TMA **(this requirement was to be completed by 2014 and should no longer apply)**; or
 - (4) Periodic rotation of members representing units of general-purpose local government, as established under MPO by-laws. **25**

Resources

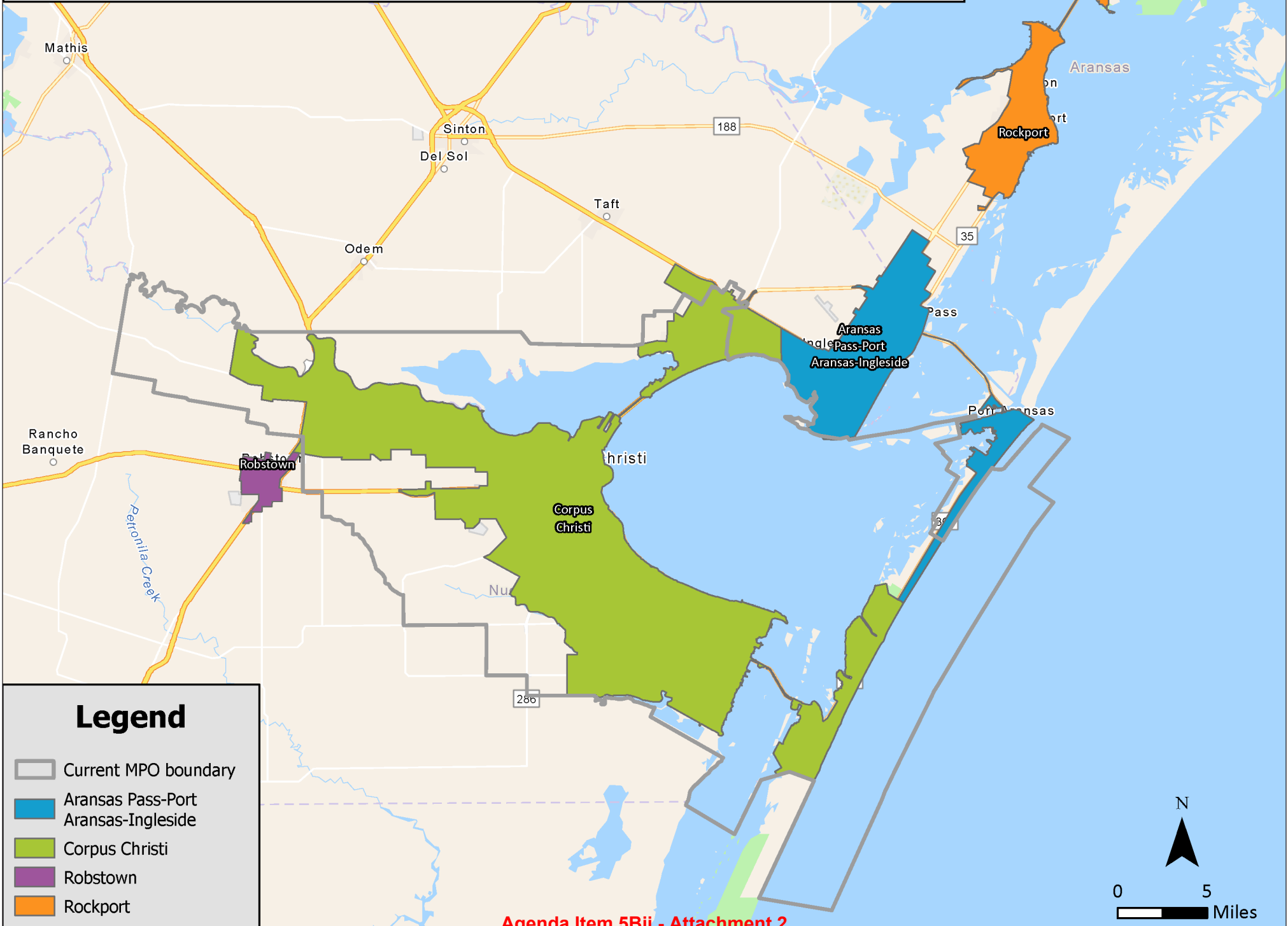
MPOs in Nonattainment for Ozone or Carbon Pre-2005 requiring redesignation under 23 CFR 450.312(b)

- El Paso
- HGAC
- NCTCOG
- SERTPC
- Victoria

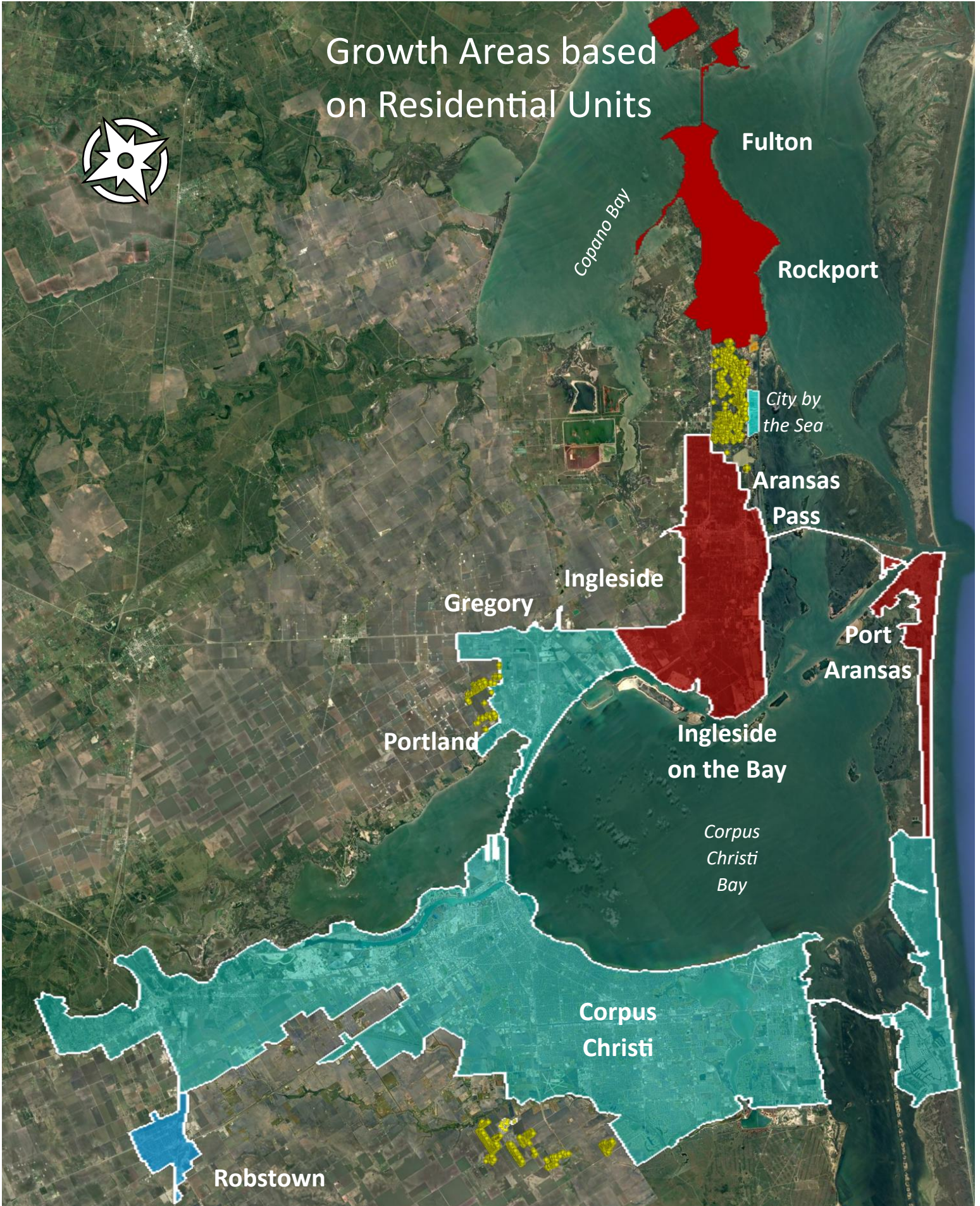
Resources

- Compliance
 - [eCFR :: 23 CFR 450.310 -- Metropolitan planning organization designation and redesignation.](#)
 - [eCFR :: 23 CFR 450.312 -- Metropolitan Planning Area boundaries.](#)
 - [43 TAC §16.51 - Responsibilities of Metropolitan Planning Organizations \(MPO\) \(state.tx.us\)](#)
- FAQs
 - [FHWA FAQ on MPO Boundary Expansions, Urban Area Boundaries for Existing MPOs](#)

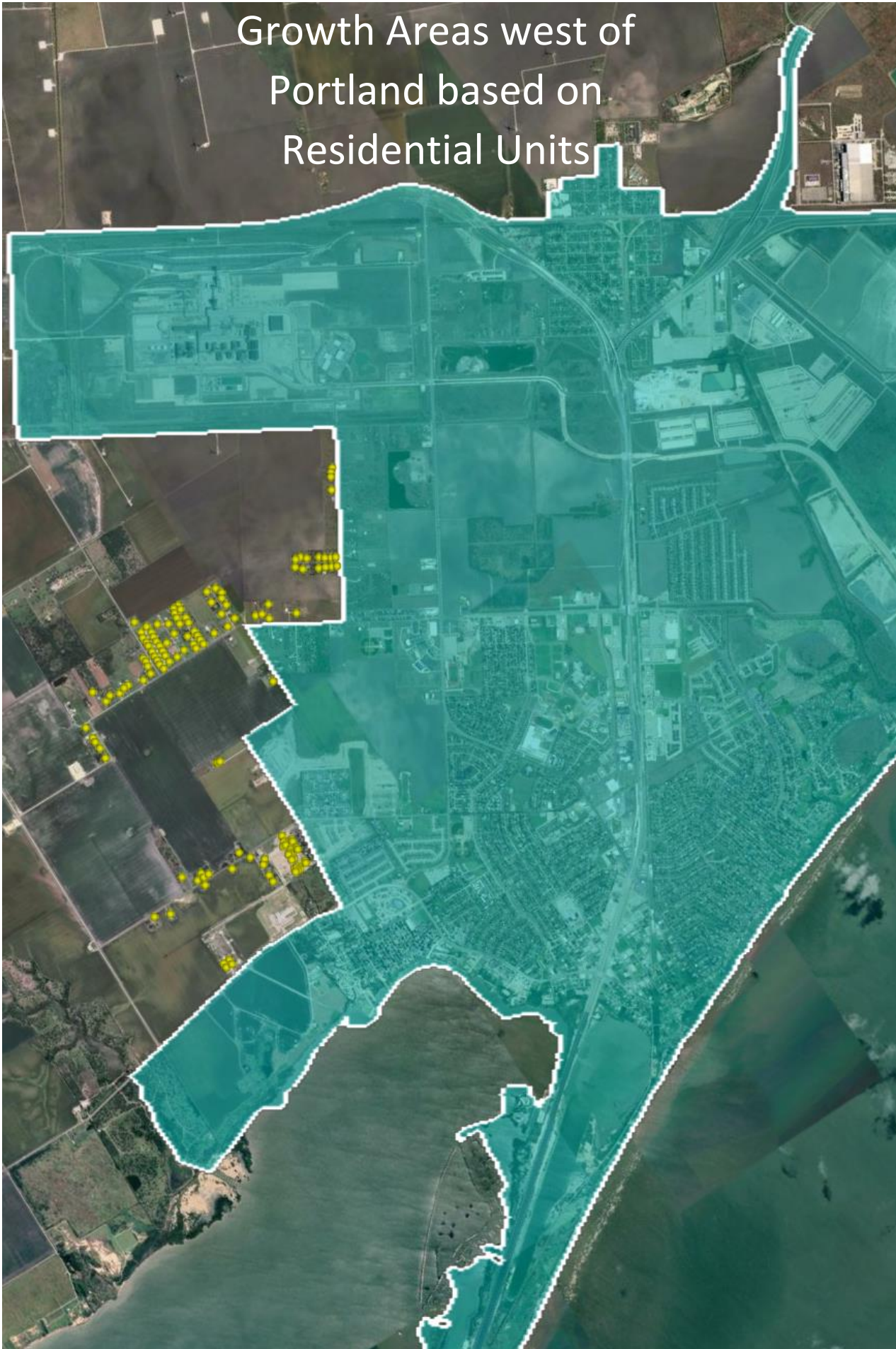
TxDOT and FHWA approved 2020 Census Adjusted Urbanized Areas



Growth Areas based on Residential Units

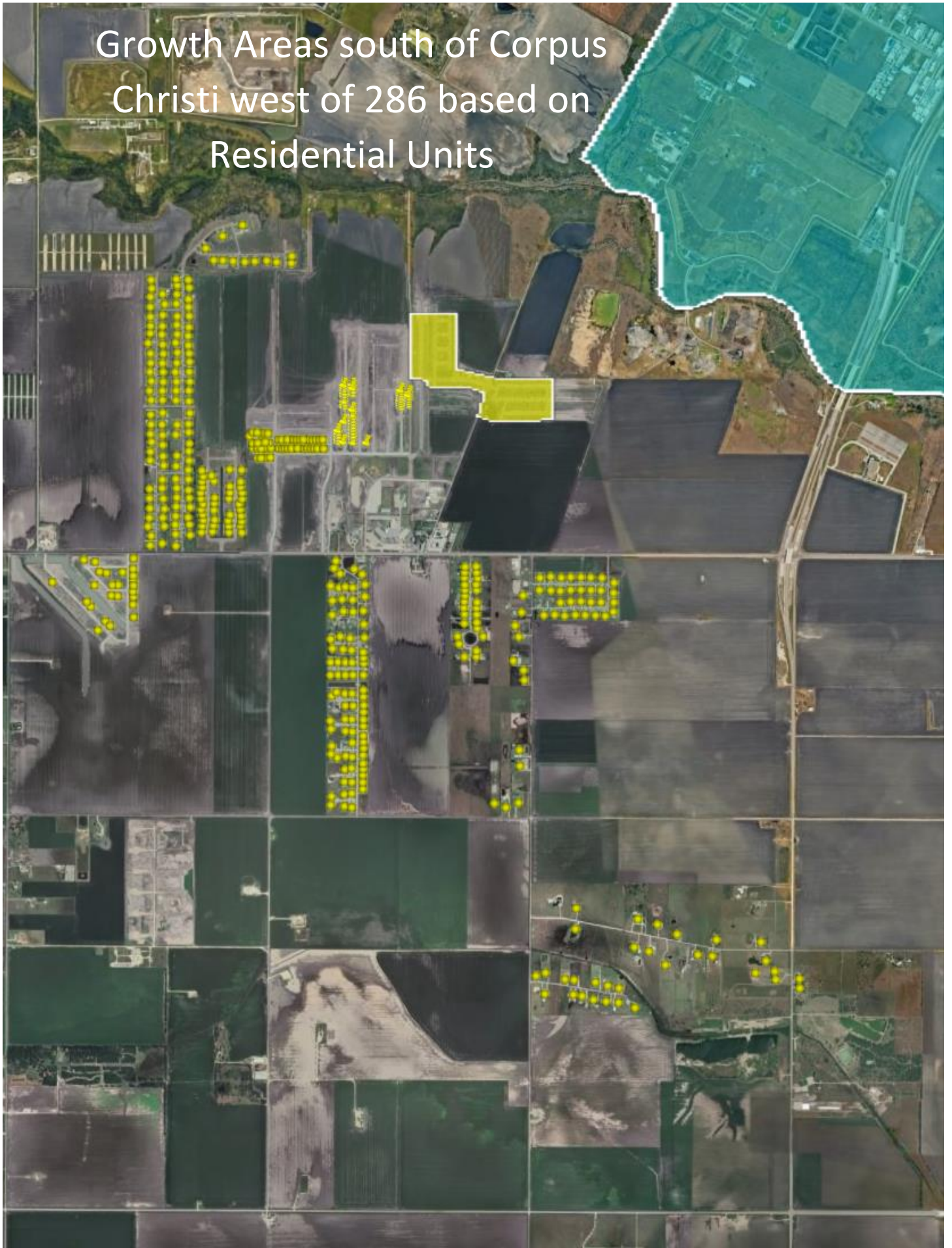


Growth Areas west of
Portland based on
Residential Units



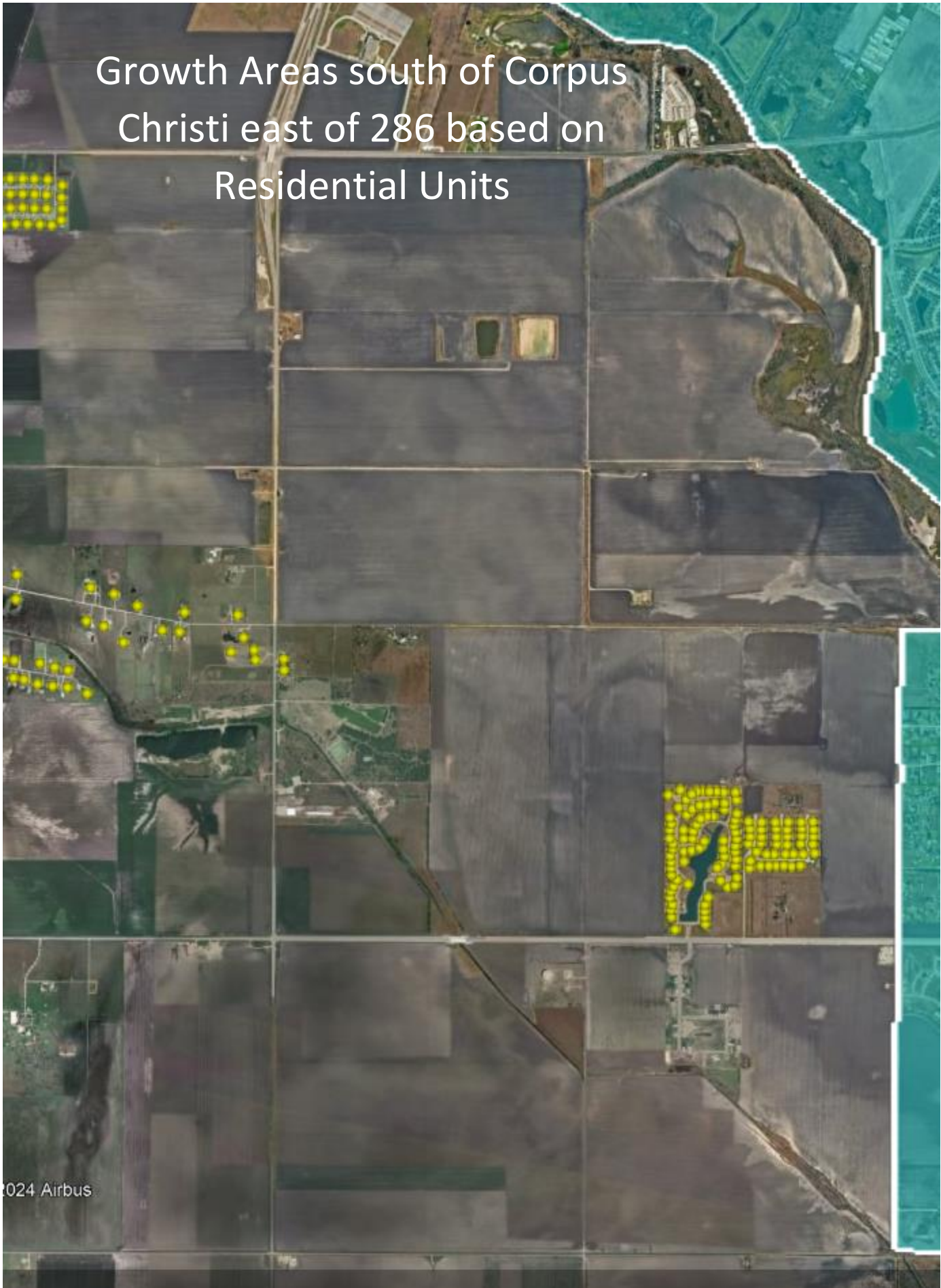
West of Portland Growth Area Map

Growth Areas south of Corpus Christi west of 286 based on Residential Units



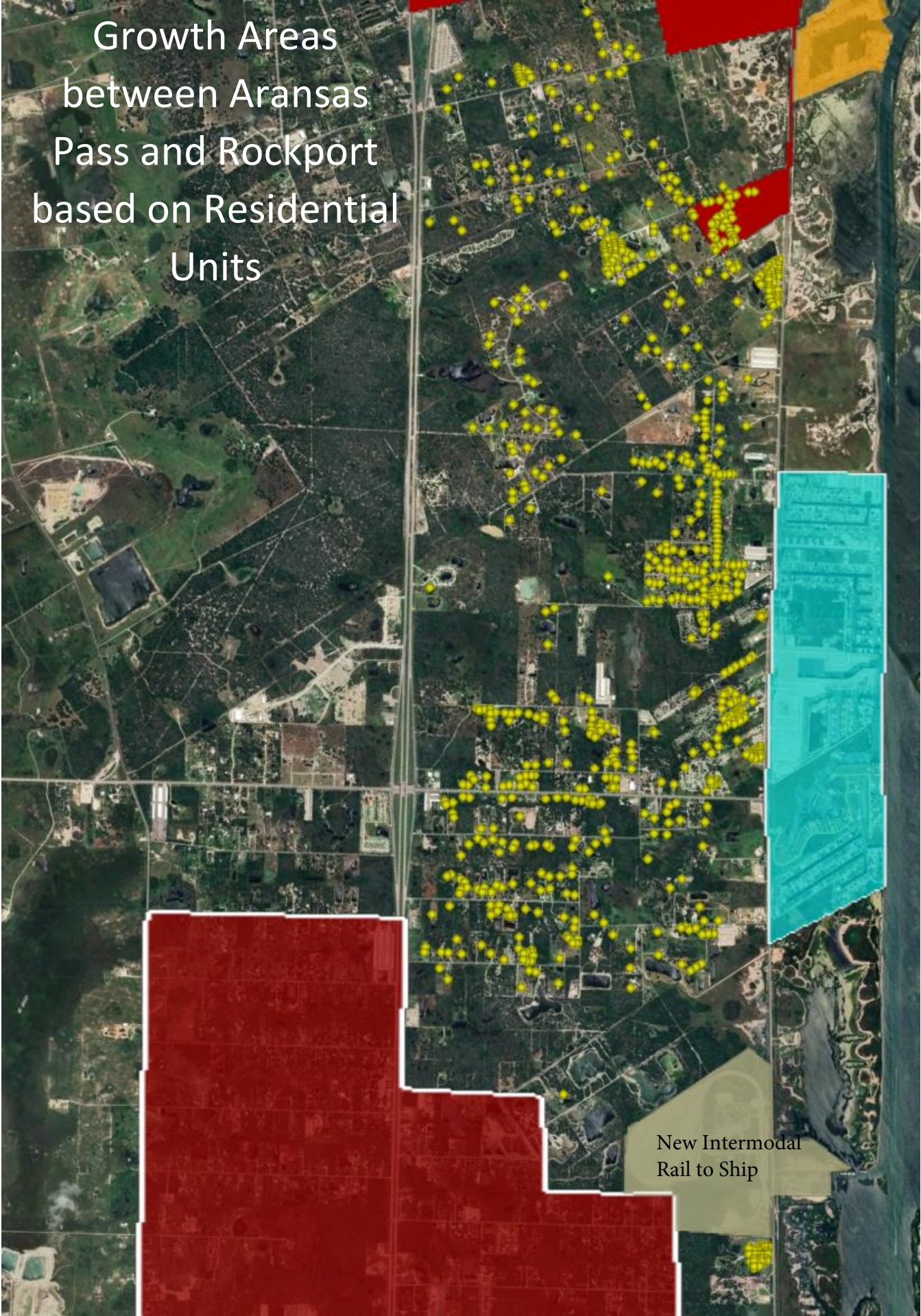
South of Corpus Christi West of 286 Growth Area Map

Growth Areas south of Corpus Christi east of 286 based on Residential Units



South of Corpus Christi East of 286 Growth Area Map

Growth Areas
between Aransas
Pass and Rockport
based on Residential
Units



New Intermodal
Rail to Ship

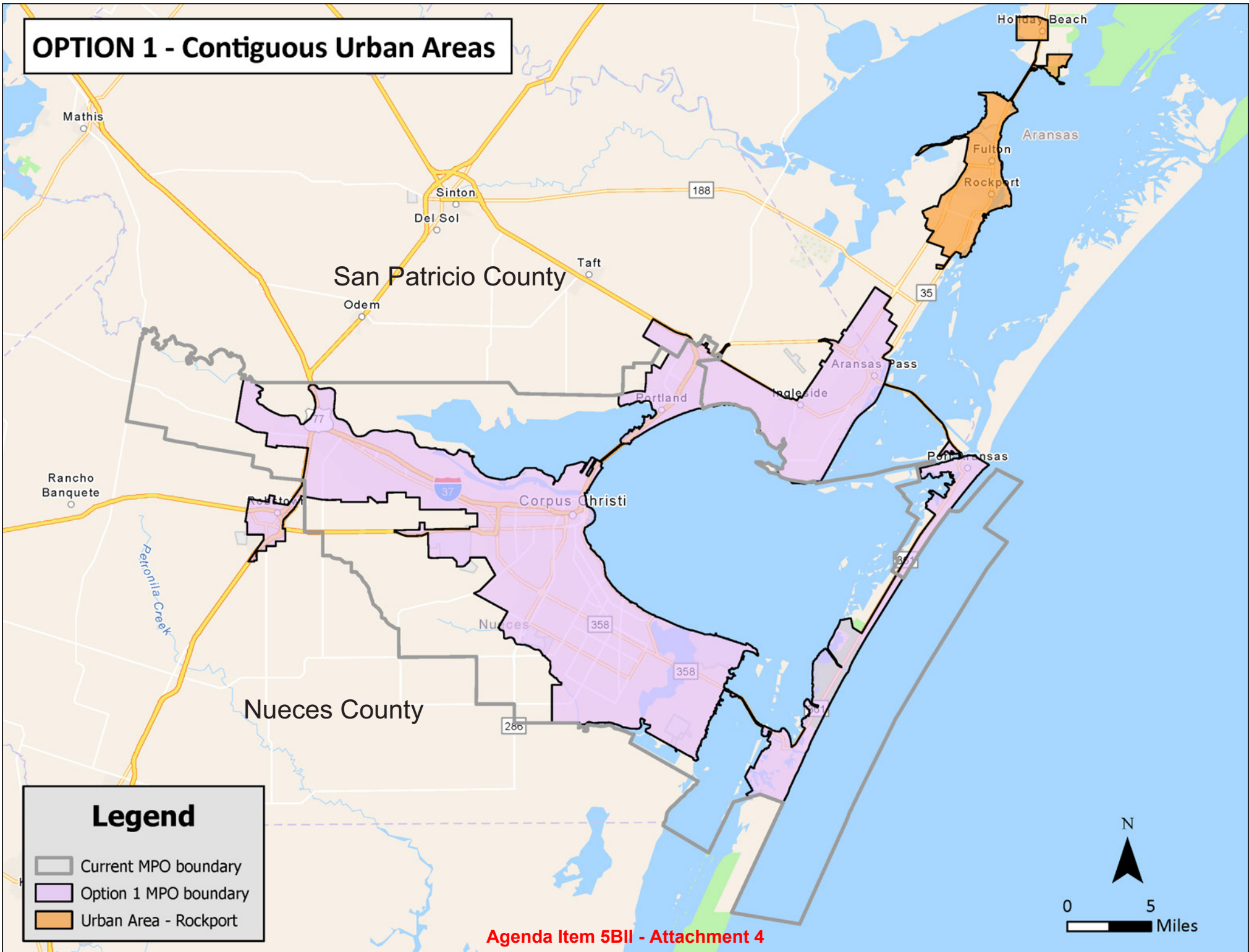


Affordable homes in an RV Park near City by the Sea

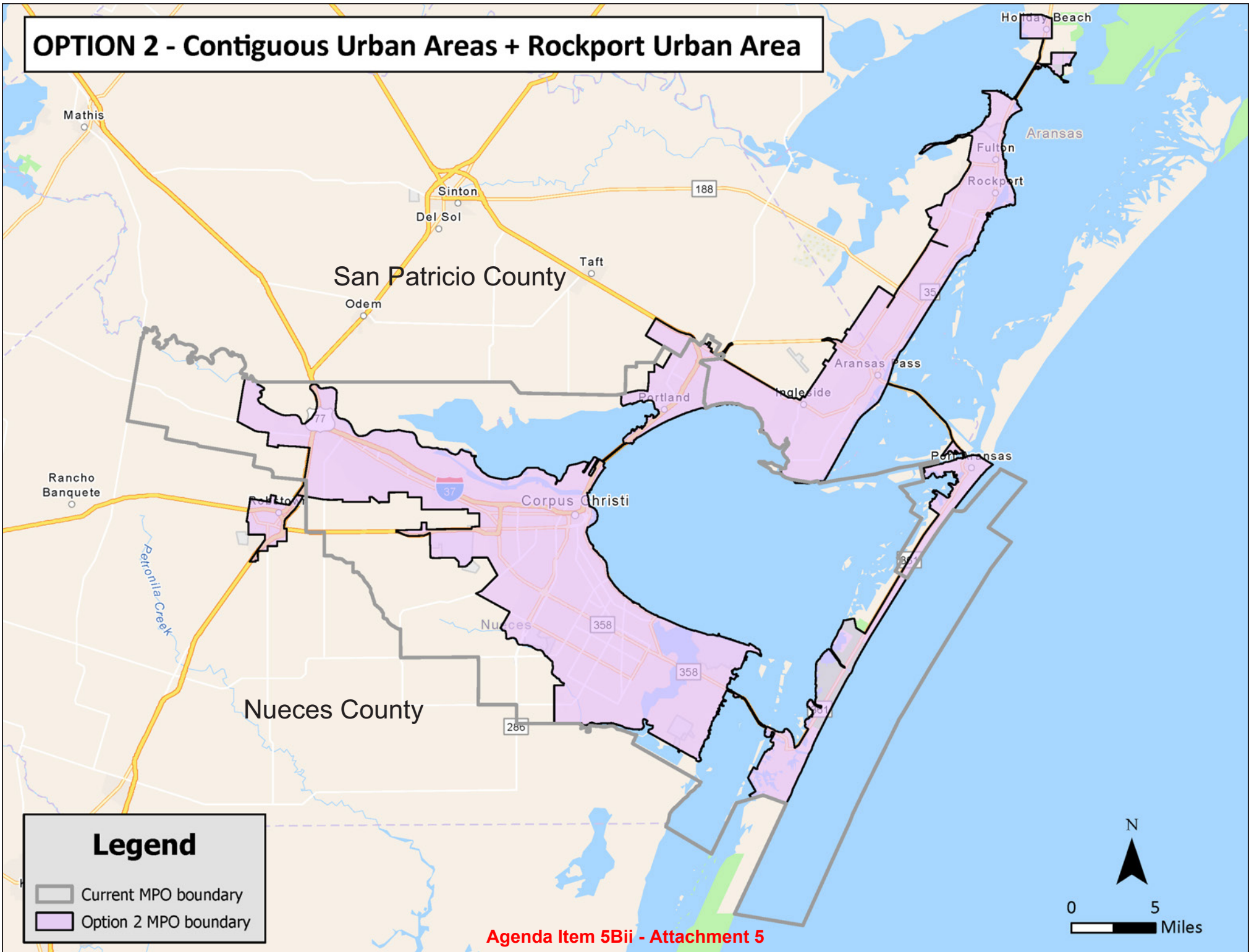


Night Satellite View of Southern Texas Gulf Coast in 2021

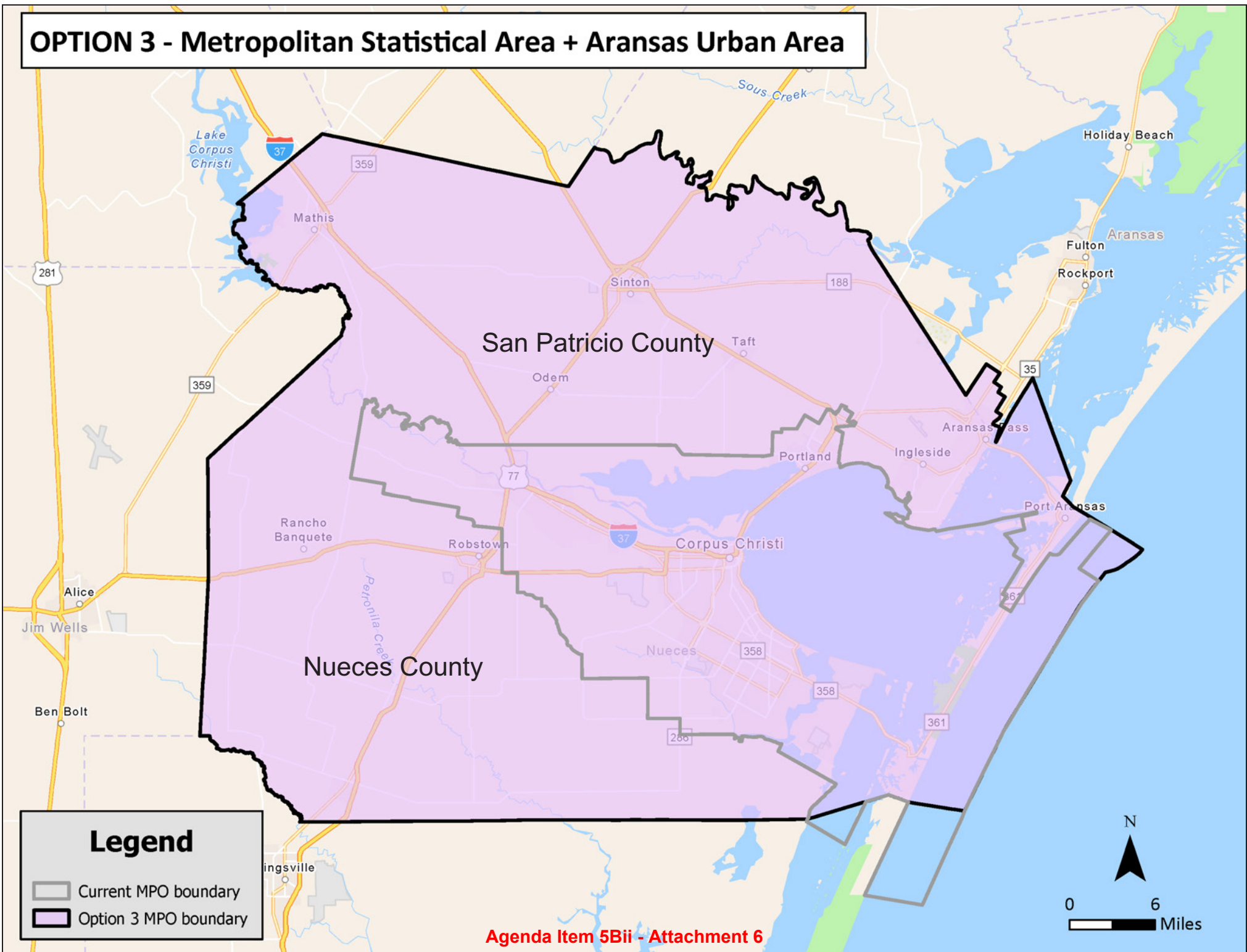
OPTION 1 - Contiguous Urban Areas



OPTION 2 - Contiguous Urban Areas + Rockport Urban Area

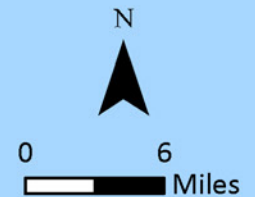


OPTION 3 - Metropolitan Statistical Area + Aransas Urban Area

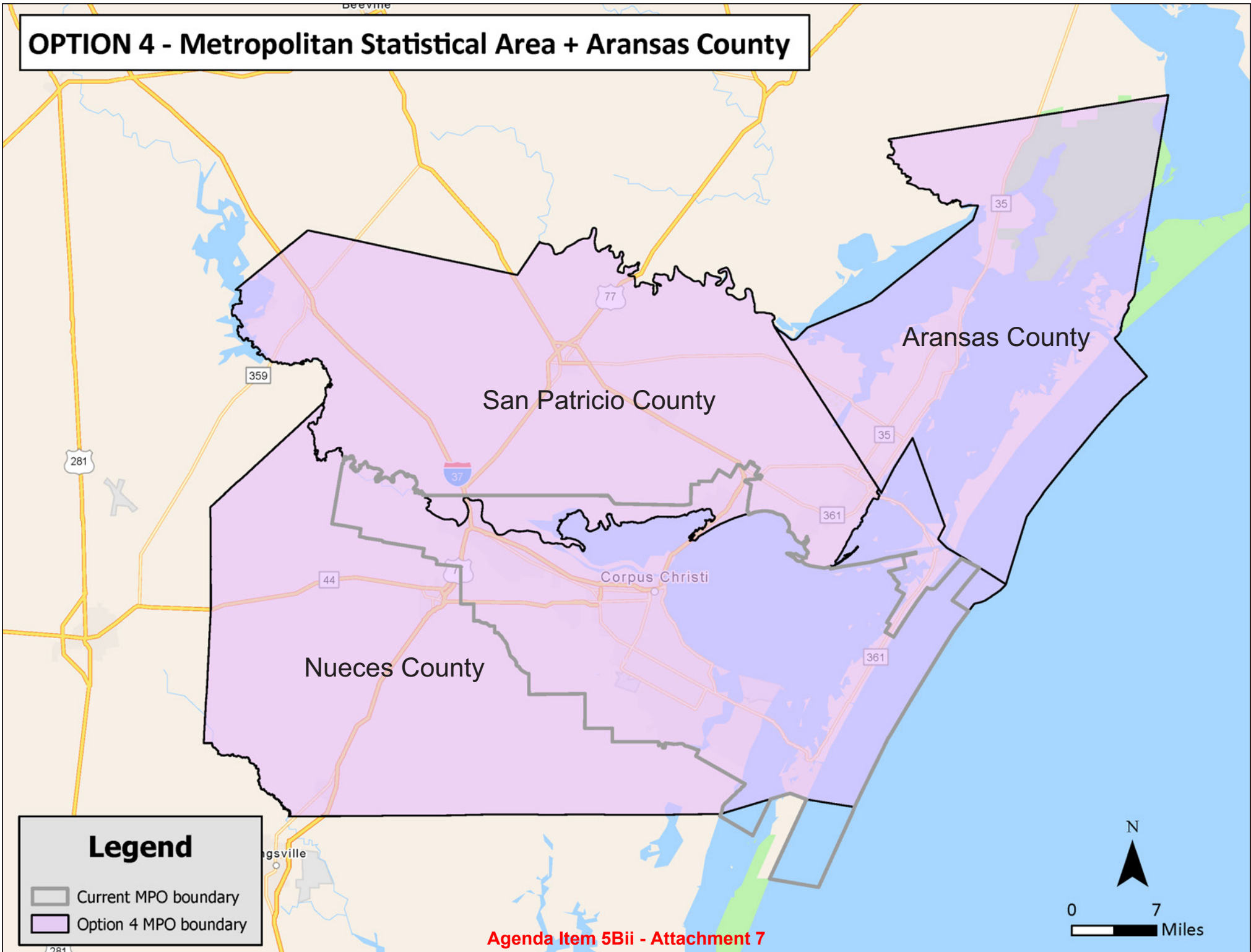


Legend

- Current MPO boundary
- Option 3 MPO boundary

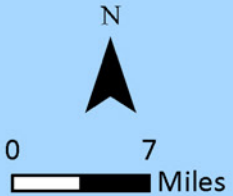


OPTION 4 - Metropolitan Statistical Area + Aransas County

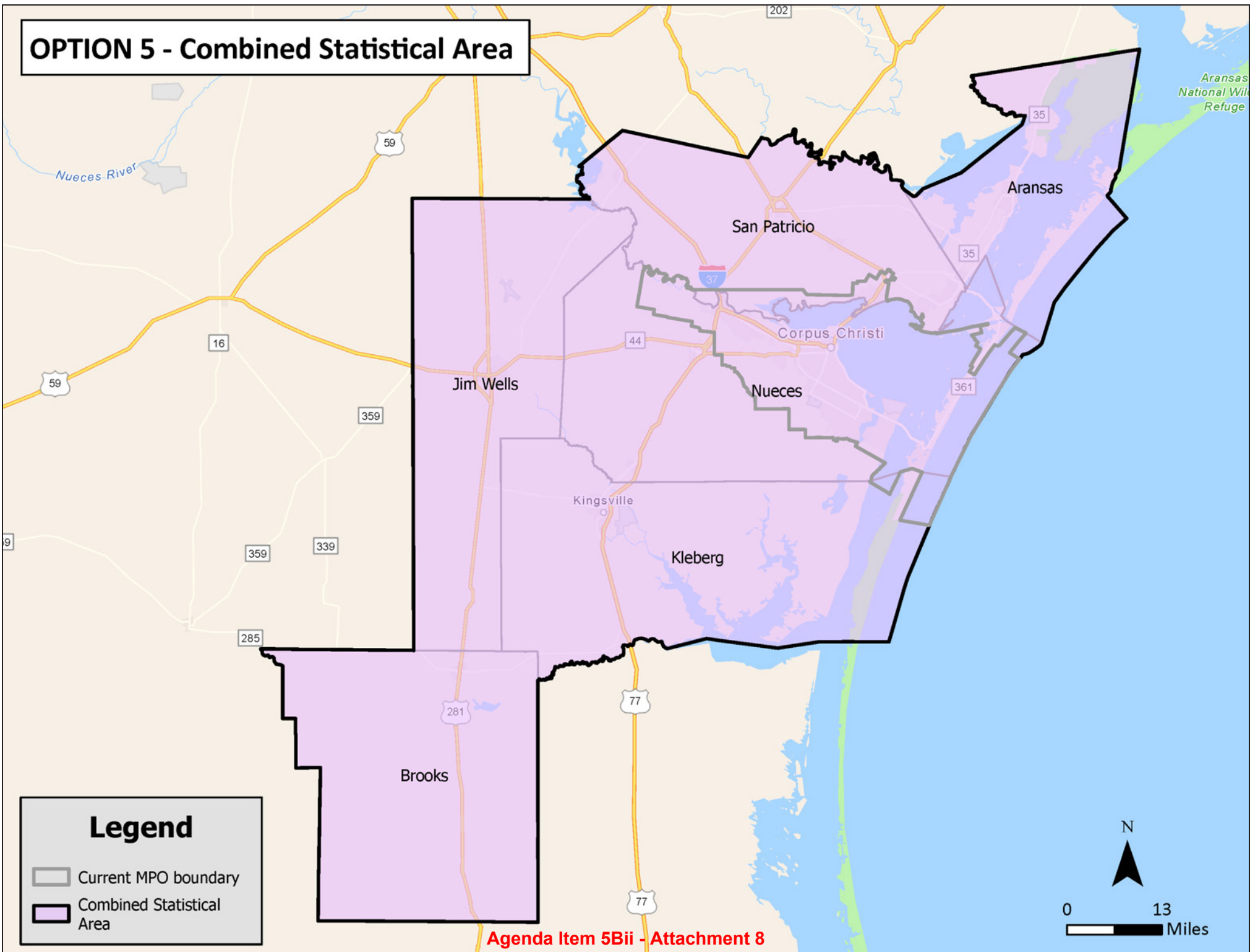


Legend

- Current MPO boundary
- Option 4 MPO boundary



OPTION 5 - Combined Statistical Area



2050 Metropolitan Transportation Plan Timeline Meetings and Events



		FISCAL YEAR 2024			FISCAL YEAR 2025
NAME	JUL TPC Meeting July 17	AUG TPC Meeting August 1	SEPT TPC Meeting September 5	OCT TPC Meeting October 3	
Transportation Policy Committee	<ul style="list-style-type: none"> ■ Draft 2050 MTP Vision & Goals Approval ■ Draft FY 2025-2028 TIP Approval ■ Draft 2050 MTP Chapter 1 Approval ■ Draft 2045 MTP Amendment 1 Release one-month public comment period 	<ul style="list-style-type: none"> ■ Draft 2045 MTP Amendment 1 Approval ■ Draft 2045 MTP Amendment 2 Release for one-month public comment period ■ Draft 2050 MTP Objectives Approval 	<ul style="list-style-type: none"> ■ Draft Regional Safety Action Plan (RSAP) Release for one-month public comment period ■ Draft Regional Resiliency Plan Phase 1 - Release for one-month public comment period ■ Draft 2045 MTP Amendment 2 Approval 	<ul style="list-style-type: none"> ■ Draft Regional Safety Action Plan (RSAP) - Approval ■ Draft Regional Resiliency Plan Phase 1 - Approval ■ Small Area Forecast Information ■ Draft 2050 MTP Financial Plan Information 	
	Technical Advisory Committee	<p style="text-align: center;">TAC Meeting July 18</p> <ul style="list-style-type: none"> ■ Draft 2045 MTP Amendment 1 Recommend approval ■ Draft 2045 MTP Amendment 2 Recommend release for one-month public comment period ■ Draft 2050 MTP Objectives Recommend approval 	<p style="text-align: center;">TAC Meeting August 15</p> <ul style="list-style-type: none"> ■ Draft Regional Safety Action Plan (RSAP) – Recommend release for one-month public comment period ■ Draft Regional Resiliency Plan Phase 1 – Recommend release for one-public public comment period ■ Draft 2045 MTP Amendment 2 Recommend approval 	<p style="text-align: center;">TAC Meeting September 19</p> <ul style="list-style-type: none"> ■ Draft Regional Safety Action Plan (RSAP) Recommend approval ■ Draft Resiliency Plan Recommend approval ■ Small Area Forecast Meeting/Workshop ■ Draft 2050 MTP Financial Plan 	<p style="text-align: center;">TAC Meeting October 17</p> <ul style="list-style-type: none"> ■ Draft Functional Classification Update - Recommend release for one-month public comment period ■ Draft Small Area Forecast Recommend release for one-month public comment period ■ Draft MPO Boundary Change Recommend release for one-month public comment period ■ Draft Congestion Management Process (CMP) - Recommend release for one-month public comment period
General Public	<ul style="list-style-type: none"> ■ 2050 MTP Public Meetings July 16th and 17th, in Corpus Christi and July 18th, in Portland ■ Draft 2045 MTP Amendment 1 Open for one-month public comment period 	<ul style="list-style-type: none"> ■ Draft 2045 MTP Amendment 2 Open for one-month public comment period 	<ul style="list-style-type: none"> ■ 2050 MTP – Public Meetings (TBD) <ul style="list-style-type: none"> • Draft Regional Safety Action Plan (RSAP) • Draft Resiliency Plan • Draft Functional Classification Update • Draft 2050 MTP Financial Plan ■ Draft Regional Resiliency Plan Phase 1 Open for one-month public comment period 		

Agenda Item 5Biii

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
											■ 2045 MTP	■ Focus Groups

2050 Metropolitan Transportation Plan Timeline Meetings and Events



FISCAL YEAR 2025

NAME	NOV TPC Meeting November 7	DEC TPC Meeting December 5	JAN TPC Meeting January 9	FEB TPC Meeting February 6
Transportation Policy Committee	<ul style="list-style-type: none"> Draft Functional Classification Update - Release for one-month public comment period Draft MPO Boundary Change Release for one-month public comment period Draft Congestion Management Process (CMP) – Release for one-month public comment period 	<ul style="list-style-type: none"> Draft Small Area Forecast Release for one-month public comment period Draft Functional Classification Update Approval Draft MPO Boundary Change Approval Draft Congestion Management Process (CMP) - Approval Draft Small Area Forecast Approval 	<ul style="list-style-type: none"> Draft 2050 MTP - Release for one-month public comment period 	<ul style="list-style-type: none"> Draft 2050 MTP Approval
Technical Advisory Committee	TAC Meeting November 21	TAC Meeting December 19	TAC Meeting January 16	TAC Meeting February 20
	<ul style="list-style-type: none"> Draft Functional Classification Update - Recommend approval Draft MPO Boundary Change Recommend approval Draft Congestion Management (CMP) - Recommend approval Draft Small Area Forecast Recommend approval 	<ul style="list-style-type: none"> Draft 2050 MTP - Recommend release for one-month public comment period 	<ul style="list-style-type: none"> Draft 2050 MTP Recommend approval 	
General Public	<ul style="list-style-type: none"> 2050 MTP – Public Meetings (TBD) <ul style="list-style-type: none"> Draft Regional Safety Action Plan (RSAP) Draft Regional Resiliency Plan Phase 1 Draft 2050 MTP Financial Plan Draft Functional Classification Update and Draft MPO Boundary Change - Open for one-month public comment period Draft Congestion Management Process (CMP) – Open for one-month public comment period 		<ul style="list-style-type: none"> 2050 MTP - Public Meetings (TBD) 	

Agenda Item 5Biii

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
- 2045 MTP
- UPWP/TIP
- Focus Groups



Date: July 15, 2024
To: Technical Advisory Committee (TAC)
From: Robert MacDonald, Transportation Planning Director
Subject: Item 5C: Corpus Christi MPO Regional Coordination Group for Federal Transportation Grants
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:

FY24 Stage 1 SMART Grants Notice of Funding Opportunity

- The purpose of this notice is to solicit applications for Strengthening Mobility and Revolutionizing Transportation (SMART) Stage 1 Planning and Prototyping grants. Funds for the fiscal year (FY) 2024 SMART Grants Program are to be awarded on a competitive basis to conduct demonstration projects focused on advanced smart city or community technologies and systems to improve transportation efficiency and safety. Details are in Attachment 2.

Pilot Program for Transit- Oriented Development Planning FY 2024 Notice of Funding

- The Pilot Program for TOD Planning provides funding to communities to integrate land use and transportation planning in new fixed guideway and core capacity transit project corridors. As required by statute, any comprehensive or site-specific planning funded through the pilot program must examine ways to improve economic development and ridership potential, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations. The statute also requires that the planning work be associated with a new fixed guideway or core capacity transit project as defined in federal transit statute (49 USC 5309(a); also see the NOFO for specific definitions). Attachment 3 provides more details.

Charging and Fueling Infrastructure (CFI) Discretionary Grant Program ROUND 2

- The purpose of this NOFO is to solicit applications for the Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program) established under the Infrastructure Investment and Jobs Act (“Bipartisan Infrastructure Law” or “BIL”). In addition, funds under the National Electric Vehicle Infrastructure (NEVI) Formula Program 10 percent set-aside (NEVI 10), also established by BIL, will also be awarded under this NOFO. Funding program sources, Fiscal Years (FY), and amounts available for award under this NOFO can be found in the NOFO. This NOFO also announces FHWA’s intention to make additional awards for applications submitted under FY 2022/2023 CFI Round 1 NOFO (693JJ323NF00004) issued March 14, 2023. See Attachment 4 for additional information.

USDOT FY24 Safe Streets and Roads for All Funding, Amendment

- 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. Attachment 5 provides the NOFO for this grant.

Attachments:

1. Corpus Christi MPO FY 2024 Competitive Grant Summary Table
2. FY24 Stage 1 SMART Grants Notice of Funding Opportunity
3. Transit-Oriented Development Planning FY 2024 Notice of Funding
4. Charging and Fueling Infrastructure (CFI) Discretionary Grant Program
5. SS4A - Notice of Funding Opportunity (NOFO)
6. Reconnecting Communities Pilot (RCP) Program
7. CCRTA Memo and Resolution for SMART Grant Application
8. CCRTA Press Release for Grant Award for Low/No Emissions

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	8/29/2024 Planning Grants 08/29/2024 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	07/12/2024
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	TBD

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	8/28/2024
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	8/28/2024
<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	07/22/2024
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	TBD

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 Program PIDP Grants</u>	Port Safety, Reliability, Efficiency		4/30/2024
<u>United States 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		TBD
Flood Mitigation Assistance	Reduce/Eliminate the risk of repetitive flood damage to buildings insured by the national flood insurance program		Flood Mitigation Assistance
Regional Clean Hydrogen Hubs	Development of minimum 4 regional clean hydrogen hubs to improve hydrogen production, processing, delivery, storage, and end use		TBD
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	TBD

FY24 Stage 1 SMART Grants Notice of Funding Opportunity

AGENCY: Office of the Assistant Secretary for Research and Technology (OST-R), U.S. Department of Transportation (USDOT or the Department)

ACTION: Notice of Funding Opportunity (NOFO), Assistance Listing (formerly CFDA) #20.941

SUMMARY: The purpose of this notice is to solicit applications for Strengthening Mobility and Revolutionizing Transportation (SMART) Stage 1 Planning and Prototyping grants. Funds for the fiscal year (FY) 2024 SMART Grants Program are to be awarded on a competitive basis to conduct demonstration projects focused on advanced smart city or community technologies and systems to improve transportation efficiency and safety.

SUMMARY OVERVIEW OF KEY INFORMATION: Strengthening Mobility and Revolutionizing Transportation (SMART) Stage 1 Planning and Prototyping Grant Opportunity

<p>Program Overview</p>	<p>The purpose of this notice is to solicit applications for Strengthening Mobility and Revolutionizing Transportation (SMART) Stage 1 Planning and Prototyping grants. Funds for the fiscal year (FY) 2024 Stage 1 SMART Grants Program are to be awarded on a competitive basis to conduct demonstration projects focused on advanced smart city or community technologies and systems to improve transportation efficiency and safety. This Notice is expected to be the final Stage 1 NOFO under the current authorized funding for the SMART Grants Program. USDOT anticipates up to approximately \$50,000,000 will be awarded for Stage 2 projects in a future Notice of Funding Opportunity to be issued later in calendar year 2024.</p>
<p>Goals and Objectives</p>	<p>As established in law, projects funded by the SMART Grants Program use advanced data, technology, and applications to provide significant benefits to a local area, a State, a region, or the United States. These benefits align to the following categories:</p> <ul style="list-style-type: none"> • Safety and reliability: Improve the safety of systems for pedestrians, bicyclists, and the broader traveling public. Improve emergency response. • Resiliency: Increase the reliability and resiliency of the transportation system, including cybersecurity and resiliency and adaptation to climate change effects. • Equity and access: Connect or expand access for underserved or disadvantaged populations. Improve access to jobs, education, and essential services. • Climate: Reduce congestion and/or air pollution, including greenhouse gas emissions. Improve energy efficiency. • Partnerships: Contribute to economic competitiveness and incentivize private sector investments or partnerships, including technical and financial commitments on the proposed solution. Demonstrate committed leadership and capacity from the applicant, partners, and community. • Integration: Improve integration of systems and promote connectivity of infrastructure, connected vehicles, pedestrians, bicyclists, and the broader traveling public.

<p>Goals and Objectives (Continue)</p>	<p>The Department will prioritize SMART Grant funding applications that demonstrate the following characteristics:</p> <ul style="list-style-type: none"> • Fit, scale, and adoption: Right-size the proposed solution to population density and demographics, the physical attributes of the community and transportation system, and the transportation needs of the community. Confirm technologies are capable of being integrated with existing transportation systems, including transit. Leverage technologies in repeatable ways that can be scaled and adopted by communities. • Data sharing, cybersecurity, and privacy: Promote public and private sharing of data and best practices and the use of open platforms, open data formats, technology-neutral requirements, and interoperability. Promote industry best practices regarding cybersecurity and technology standards. Safeguard individual privacy. • Workforce development: Promote a skilled and inclusive workforce. Support the creation of good-paying jobs with the free and fair choice to join a union and the incorporation of strong labor standards and training and placement programs, especially registered apprenticeships, in project planning stages. • Measurement and validation: Allow for the measurement and validation of the cost savings and performance and safety improvements associated with the installation and use of smart city or community technologies and practices. <p>Note that the SMART Grants Program is a demonstration program. Proposals seeking funding for systems and technologies that are already well-established and broadly adopted will be less competitive.</p>
<p>Eligible Applicants</p>	<p>Eligible applicants for the SMART Grants Program include:</p> <ol style="list-style-type: none"> 1. a State; 2. a political subdivision of a State; 3. a federally recognized Tribal government; 4. a public transit agency or authority; 5. a public toll authority; 6. a metropolitan planning organization; or 7. a group of two or more eligible entities applying through a single lead applicant (Group Application). <p>Section C.1 provides additional applicant eligibility information.</p>
<p>Eligible Projects</p>	<p>The SMART Grants Program funds multiple technology areas, as listed below. Projects <i>must</i> demonstrate at least one technology area and <i>may</i> demonstrate more than one technology area. USDOT will evaluate each application on its merits, and there is no expectation that applications demonstrate more than one technology area.</p> <ul style="list-style-type: none"> • Coordinated Automation • Connected Vehicles • Intelligent, Sensor-Based Infrastructure • Systems Integration • Commerce Delivery and Logistics • Leveraging Use of Innovative Aviation Technology • Smart Grid • Smart Technology Traffic Signals <p>Section C.3 provides additional project eligibility information.</p>

Funding Amount	This Notice makes available approximately \$50,000,000 for FY 2024 Stage 1 grants under the SMART Grants Program. USDOT expects to award approximately 30 Stage 1 grants of up to \$2,000,000 per award. There is an anticipated minimum award size of \$250,000.
Cost Share	Not applicable.
Deadlines	<ul style="list-style-type: none"> Friday, June 28, 2024, at 5:00 PM ET: Deadline to submit technical questions to smart@dot.gov

DATES: Applications must be submitted by 5:00 PM ET on Friday, July 12, 2024. Late applications will not be accepted.

ADDRESSES: Applications must be submitted via Valid Eval, an online submission proposal system used by USDOT, at https://usg.valideval.com/teams/USDOT_SMART_2024/signup. USDOT will not accept or review application materials submitted via Grants.gov.

FOR FURTHER INFORMATION: Please contact SMART Grants Program staff via email at smart@dot.gov or call Madeline Zhu at 202-961-9598. A telecommunications device for the deaf (TDD) is available at 202-366-3993. The deadline to submit technical questions is 5:00PM ET on Friday, June 28, 2024, and USDOT may post answers to questions and requests for clarifications, as well as schedule information regarding webinars providing additional guidance, on the SMART Grants website at <https://www.transportation.gov/grants/SMART>. In addition, USDOT will host a “How to Apply” webinar on May 28, 2024, with the subsequent recording posted on www.transportation.gov/grants/smart/webinars.

Federal Transit Administration

Pilot Program for Transit-Oriented Development Planning FY 2024 Notice of Funding ([Webpage](#))

Date Posted: May 23, 2024

Date Closed: July 22, 2024

Opportunity ID: FTA-2024-005-TPE-TODP

Grant Program:

[Pilot Program for Transit-Oriented Development Planning – Section 20005\(b\)](#)

Opportunity Announcement PDF:

<https://www.govinfo.gov/content/pkg/FR-2024-05-23/pdf/2024-11305.pdf>

Opportunity Announcement TXT:

<https://www.govinfo.gov/content/pkg/FR-2024-05-23/html/2024-11305.htm>

Details: 05/23/2024. Notice of Funding Opportunity (NOFO): Solicitation of Project Proposals for the Pilot Program for Transit-Oriented Development (TOD) Planning. The Federal Transit Administration (FTA) announces the availability of \$10,496,164 million to support comprehensive or site-specific planning associated with new fixed guideway and core capacity improvement projects. The full announcement is posted on Grants.gov as opportunity [FTA-2024-005-TPE-TODP](#). Proposals must be submitted electronically through the Grants.gov website by **11:59 p.m. Eastern Daylight Time on 07/22/2024**.

Summary: The [Pilot Program for TOD Planning](#) provides funding to communities to integrate land use and transportation planning in new fixed guideway and core capacity transit project corridors. As required by statute, any comprehensive or site-specific planning funded through the pilot program must examine ways to improve economic development and ridership potential, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations. The statute also requires that the planning work be associated with a new fixed guideway or core capacity transit project as defined in federal transit statute (49 USC 5309(a); also see the NOFO for specific definitions).

Consistent with statutory direction, FTA is seeking comprehensive or site-specific planning projects for a transit capital project corridor. To ensure that planning work reflects the needs and aspirations of the local community and results in concrete, specific deliverables, and outcomes, FTA requires that transit project sponsors partner with entities with land use planning authority in the project corridor.

Eligible Applicants: Applicants and eventual grant recipients under this program must be FTA grantees as of the publication date of the NOFO. A proposer must either be the project sponsor of an eligible transit capital project as defined above or an entity with land use planning authority in an eligible transit capital project corridor. Evidence of a partnership between these two types of entities will be required unless the applicant has both responsibilities. Please refer to the NOFO for additional details.

Only one application per transit capital project corridor may be submitted to FTA. Multiple applications submitted for a single transit capital project corridor indicate to FTA that partnerships are not in place and FTA will reject all of the applications.

Link and Instructions for attaching the supplemental form to the SF-424: All applicants must complete the Pilot

Program for TOD Planning [supplemental form](#) and attach it to their submission in Grants.gov. Applicants should refer to section D of the NOFO for further information on the required application contents.

Webinar: On June 5th, FTA hosted a webinar for this funding opportunity. During this event, we provided an overview of the program and described the eligibility requirements.

View the [presentation](#)

Listen to the [recording](#) (**Passcode:** vam^2rv%)

Due Date: Proposals must be submitted electronically by **11:59 p.m. Eastern Daylight Time on 07/22/2024**.

Applicants must first register at <https://www.grants.gov/> prior to submitting the application.

Website Snapshot:

[Home](#) / [Funding](#) / [Grants](#) / [Applying](#)

- [Grant Programs](#)
- [Program Pages](#)
- [Applicants](#)
- [Grantee Tools](#)
- [Contact Your Regional Office](#)
- [FAQ](#)

Related Links

- [Transit-Oriented Development](#)
- [Pilot Program for Transit-Oriented Development Planning – Section 20005\(b\)](#)

Related Documents

- [Pilot Program for Transit-Oriented Development Planning FY2024 Notice of Funding Supplemental Form](#)

Contact Us

Office of Planning & Environment
Federal Transit Administration
1200 New Jersey Avenue, SE
Washington, DC 20590
United States

Phone: [202-366-4033](tel:202-366-4033)

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.

View this page here: <https://grants.gov/search-results-detail/354602>

VIEW GRANT OPPORTUNITY

693JJ324NF00017

Charging and Fueling Infrastructure (CFI) Discretionary Grant Program ROUND 2 Department of Transportation DOT Federal Highway Administration

Document Type: Grants Notice
Funding Opportunity Number: 693JJ324NF00017
Funding Opportunity Title: Charging and Fueling Infrastructure (CFI) Discretionary Grant Program ROUND 2
Opportunity Category: Discretionary
Opportunity Category Explanation:
Funding Instrument Type: Grant
Category of Funding Activity: Infrastructure Investment and Jobs Act (IIJA)
Category Explanation:
Expected Number of Awards:
CFDA Number(s): 20.205 -- Highway Planning and Construction
Cost Sharing or Matching Requirement: Yes
Version: Synopsis 4
Posted Date: May 30, 2024
Last Updated Date: Jun 17, 2024
Original Closing Date for Applications: Aug 28, 2024
Current Closing Date for Applications: Aug 28, 2024
Archive Date: Sep 27, 2024
Estimated Total Program Funding: \$ 1,321,200,000
Award Ceiling: \$
Award Floor: \$500,000

Eligibility

Eligible Applicants:	<p>Others (see text field entitled "Additional Information on Eligibility" for clarification)</p> <ul style="list-style-type: none"> Native American tribal governments (Federally recognized) Public housing authorities/Indian housing authorities Public and State controlled institutions of higher education County governments City or township governments Special district governments State governments
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Additional Information on Eligibility:	Eligible Applicants are:• a State or political subdivision of a State as defined by 23 U.S.C. 101;• a metropolitan planning organization;• a unit of local government;• a special purpose district or public authority with a transportation function, including a port authority;• an Indian tribe (as defined in section 4 of the Indian Self-Determination and Education Assistance Act (25 U.S.C. 5304));• a territory of the United States;• an authority, agency, or instrumentality of, or an entity owned by, 1 or more entities described above; or• a group of entities described above. [§ 11401(5); 23 U.S.C. 151(f)(3)]• For Community Grants only, a State or local authority with ownership of publicly accessible transportation facilities is also eligible. [§ 11401(5); 23 U.S.C. 151(f)(8)(C)]
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Additional Information

Agency Name:	DOT Federal Highway Administration	
Description:	<p>New - 6/17/2024: Documents added to the Related Documents tab include the Reconsideration of Round 1 Applications - Webinar slides and the link to the webinar recording. The webinar was held on 6/11/2024.</p> <p>New - 6/12/2024: Documents added to the Related Documents tab include the CFI NOFO Round 2 Overview Webinar slides and the link to the webinar recording. The webinar was held on 6/6/2024. Full NOFO was posted under Related Documents Tab at 10 am Eastern on 5/30/2024.</p> <p>The purpose of this NOFO is to solicit applications for the Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program) established under the Infrastructure Investment and Jobs Act (“Bipartisan Infrastructure Law” or “BIL”). In addition, funds under the National Electric Vehicle Infrastructure (NEVI) Formula Program 10 percent set-aside (NEVI 10), also established by BIL, will also be awarded under this NOFO. Funding program sources, Fiscal Years (FY), and amounts available for award under this NOFO can be found in the NOFO. This NOFO also announces FHWA’s intention to make additional awards for applications submitted under FY 2022/2023 CFI Round 1 NOFO (693JJ323NF00004) issued March 14, 2023.</p> <p>Webinars to share information about the Notice of Funding Opportunity (NOFO) for the CFI Program will be held on the following dates. Webinars are open to the public and registration is required.</p> <p>Webinar 1: Charging and Fueling Infrastructure (CFI) Grant NOFO Overview Thursday, June 6, 2024, 2:00 - 3:00pm ET Link to REGISTER: https://usdot.zoomgov.com/webinar/register/WN_ByQ85zQeTMm9XOOg8BsLXw#/registration</p> <p>Webinar 2: CFI NOFO Overview: Reconsideration of Round 1 Applications Tuesday, June 11, 2024, at 1:00- 1:30pm ET Link to REGISTER: https://usdot.zoomgov.com/webinar/register/WN_V3EBs_qJTpGfNGd60MsDug#/registration</p>	
Link to Additional Information:	CFI Program Website	
Grantor Contact Information:	If you have difficulty accessing the full announcement electronically, please contact: CFIGrants@dot.gov	

DEPARTMENT OF TRANSPORTATION

Office of the Secretary of Transportation

DOT-SS4A-FY24-01

USDOT FY24 Safe Streets and Roads for All Funding, Amendment

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 \$1,261,494,000 \$1,256,687,000 for FY 2024 grants under the SS4A program. Of the funding made available, up to \$780 \$580 million is available to implement projects and strategies. The remainder, \$461,494,000 \$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)

SUMMARY OVERVIEW OF KEY INFORMATION: Safe Streets and Roads for All (SS4A)	
	Implementation Grant applications must be submitted by 5:00 PM (EDT) on Thursday, May 16, 2024.
	<u>Funds will be awarded to applications submitted after each deadline. Funding awards in later deadlines will be contingent on the availability of remaining funds.</u>

DATES: This NOFO has multiple application deadlines depending on the grant type. See above under “Deadlines” and in Section D.4.

Late applications received after the deadlines will not be considered under that deadline unless there is a technical issue directly caused by the online submission proposal system (Valid Eval), and the applicant contacts Valid Eval at support@valideval.com describing the technical issue no less than 4 hours before the deadline. Planning and Demonstration Grant applications that are received after the first deadline (and before the second deadline) will be treated as being submitted under the second deadline; Planning and Demonstration Grant applications that are received after the second deadline (and before the third deadline) will be treated as being submitted under the third deadline.

ADDRESSES: Applications must be submitted via Valid Eval, an online submission proposal system used by USDOT, at https://usg.valideval.com/teams/usdot_ss4a_2024_implementation/signup for Implementation Grant applicants and https://usg.valideval.com/teams/usdot_ss4a_2024_planning_demo/signup for Planning and Demonstration Grants. Customer support for Valid Eval can be reached at support@valideval.com.

FOR FURTHER CONTACT INFORMATION: Please contact the SS4A grant program staff via email at SS4A@dot.gov or call Paul Teicher at 202-366-4114. A telecommunications device for the deaf (TDD) is available at 202-366-3993. In addition, DOT will regularly post answers to questions and requests for clarifications, as well as schedule information regarding webinars providing additional guidance, on DOT’s website at <https://www.transportation.gov/grants/SS4A>. The deadline to submit technical questions **is April 24, 2024 and, The deadline** to submit pre-application eligibility review requests for Implementation Grants is April 17, 2024. Technical questions applicable to Planning and Demonstration Grant applications made on or before March 13, 2024, will be responded to in advance of the first Planning and Demonstration Grant deadline on April 4. The final deadline to submit technical questions for Planning and Demonstration Grants is April ~~24~~ 17, 2024. The NOFO is listed under opportunity number DOT-SS4A-FY24-01 at [Grants.gov](https://www.transportation.gov/grants/SS4A).

SUPPLEMENTARY INFORMATION: Each section of this Notice of Funding Opportunity contains information and instructions relevant to the application process for SS4A grants, and all applicants should read this notice in its entirety so that they have the information they need to submit eligible and competitive applications.

Section	Content
N/A	Summary
N/A	Definitions
A	Program Description
B	Federal Award Information
C	Eligibility Information
D	Application and Submission Information
E	Application Review Information
F	Federal Award Administration Information
G	Federal Awarding Agency Contacts
H	Other Information



VIEW GRANT OPPORTUNITY

DOT-RCP-FY24-01
 Reconnecting Communities Pilot (RCP) Program
 Department of Transportation
 69A345 Office of the Under Secretary for Policy

General Information

<p>Document Type: Grants Notice</p> <p>Funding Opportunity Number: DOT-RCP-FY24-01</p> <p>Funding Opportunity Title: Reconnecting Communities Pilot (RCP) Program</p> <p>Opportunity Category: Discretionary</p> <p>Opportunity Category Explanation:</p> <p>Funding Instrument Type: Grant</p> <p>Category of Funding Activity: Infrastructure Investment and Jobs Act (IIJA)</p> <p>Category Explanation:</p> <p>Expected Number of Awards: 100</p> <p>CFDA Number(s): 20.940 -- Reconnecting Communities Pilot (RCP) Discretionary Grant Program</p> <p>Cost Sharing or Matching Requirement: Yes</p>	<p>Version: Synopsis 12</p> <p>Posted Date: Jul 03, 2024</p> <p>Last Updated Date: Jul 03, 2024</p> <p>Original Closing Date for Applications: Sep 30, 2024</p> <p>Current Closing Date for Applications: Sep 30, 2024</p> <p>Archive Date: Oct 30, 2024</p> <p>Estimated Total Program Funding: \$ 607,000,000</p> <p>Award Ceiling: \$100,000,000</p> <p>Award Floor: \$</p>
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Eligibility

<p>Eligible Applicants:</p> <p>Additional Information on Eligibility:</p>	<ul style="list-style-type: none"> • Native American tribal organizations (other than Federally recognized tribal governments) • Nonprofits having a 501(c)(3) status with the IRS, other than institutions of higher education • State governments • City or township governments • Native American tribal governments (Federally recognized) • County governments • Public and State controlled institutions of higher education
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Additional Information

Agency Name:	69A345 Office of the Under Secretary for Policy
Description:	<p>The United States Department of Transportation (USDOT) is requesting applications for the Reconnecting Communities Pilot (RCP) discretionary grant program through the Notice of Funding Opportunity (NOFO).</p> <p>The RCP Program aims to advance and support reconnection of communities divided by transportation infrastructure – with a priority on helping disadvantaged communities improve access to daily needs (jobs, schools, healthcare, grocery stores, and recreation). Funds for the fiscal years (FY) 2024, 2025, and 2026 RCP grant program are to be awarded on a competitive basis to support planning and capital construction activities that aim to restore community connectivity through the removal, retrofit, mitigation or replacement of highways, roadways, or other infrastructure facilities that create barriers to mobility, access or economic development.</p> <p>Bipartisan Infrastructure Law specifies that the maximum Community Planning Grant award funded with RCP funds is \$2 million and that the minimum Capital Construction Grant award funded with RCP funds is \$5 million.</p> <p>Applications will be submitted through Valid Eval, but the signup links are not yet available. We expect this to be a brief delay. Please check the "How to Apply page" regularly at the Reconnecting Communities Website and sign up for email updates. Once the links are live, they will be located on Valid Eval at:</p> <ul style="list-style-type: none">• Capital Construction Application Portal• Community Planning Application Portal <p><u>DO NOT SUBMIT APPLICATIONS THROUGH GRANTS.GOV</u></p> <p>Applications must be submitted by 11:59 PM Eastern Time on Monday, September 30, 2024. Late applications will not be accepted.</p>
Link to Additional Information:	Reconnecting Communities Pilot (RCP) Program Website
Grantor Contact Information:	<p>If you have difficulty accessing the full announcement electronically, please contact:</p> <p>Andrew Emanuele Grantor Phone: 202-948-3466</p> <p>Grantor Email Address</p>



602 N. Staples St.
Corpus Christi, TX 78401

361-289-2712
ccrta.org

FOR IMMEDIATE RELEASE

Date: July 9, 2024

Contact: Rita Patrick, Managing Director of Public Relations, 361-500-2905 or rpatrick@ccrta.org

CCRTA to Receive \$5.88M in Federal Funding for Low-Emission Buses and Workforce Development

(Corpus Christi, Texas) – The U.S. Department of Transportation’s Federal Transit Administration (FTA) has announced approximately \$1.5 billion in competitive funding to support 117 projects to improve public transportation in 47 states.

Corpus Christi Regional Transportation Authority (CCRTA) has been announced as a recipient of \$5.88 million dollars to replace its aging diesel fleet with eight low-emission compressed natural gas buses (CNG) that will operate in historically disadvantaged areas with high ridership. The project will also provide workforce development training, enabling CCRTA to build an enduring fleet of drivers that can serve generations of customers.

“FTA has announced that CCRTA will receive federal funding to support public transportation in the Corpus Christi region. This \$5.8 million investment will enhance CCRTA’s infrastructure, enhance skillsets of our employees, and support economic growth through transportation. I would like to thank our Board of Directors and the Federal Transit Administration for their support in our efforts,” stated Derrick Majchszak, CCRTA Chief Executive Officer.

CCRTA was one of two transportation authorities in the state of Texas [announced](#) to receive competitive funding. Texas Department of Transportation (TxDOT) also received funding on behalf of 30 regional transportation districts.

“CCRTA’s Board of Directors are appreciative of the FTA, the numerous political stakeholders involved, and our community partners that have helped us to receive funding. We’d especially like to recognize U.S. Senator Cornyn and Congressman Cloud for being instrumental in securing federal funds for our region. We’re excited to continue to work towards fulfilling our mission of providing our riders with safe, accessible, convenient, and sustainable transportation solutions,” stated CCRTA Board Chair Arthur Granado.

[According to FTA](#), the Administration prioritized awards that will help strengthen U.S. bus manufacturing, stabilize the cost of new buses, and accelerate the delivery of new vehicles.

Media inquiries, please contact:

Rita Patrick, CCRTA Managing Director of Public Relations, rpatrick@ccrta.org or (361) 500-2905

###

About Corpus Christi Regional Transportation Authority: *Corpus Christi Regional Transportation Authority (CCRTA) was created by the people in 1986 to provide our riders with safe, accessible, convenient, and sustainable transportation solutions that unite communities and promote local economic growth. CCRTA covers 846 square miles of service and 3.2 million passenger trips annually through approximately 33 fixed-routes, B-Line Paratransit, and other services. For more info, visit ccrta.org.*

Subject: Resolution to Apply for the Strengthening Mobility and Revolutionizing Transportation (SMART) Stage 1 Planning and Prototyping Grant Funding Opportunity**Background**

The Strengthening Mobility and Revolutionizing Transportation (SMART) program was established to provide grants focused on advanced smart community technology and systems to improve transit efficiency and safety.

\$100 million has been appropriated annually for fiscal years (FY) 2022 – 2026.

SMART is a two-stage program. Recipients of Stage 1 grants (up to \$2 million and 18 months) will be eligible to expand their projects through Stage 2 grants (up to \$15 million and 36 months.) **USDOT anticipates this will be the final Stage 1 NOFO of the SMART Grants Program.**

As a public transit authority, CCRTA is eligible to apply for funding. SMART expects to see projects that demonstrate an understanding of local needs and advance purpose-drive innovation.

Application deadline: July 12, 2024

Identified Need

CCRTA would use funding to retrofit 30 buses within CCRTA's fleet with camera systems equipped with collision avoidance technology. The technology would be used to reduce traffic-related fatalities and injuries through advanced driver assistance and alerts to drivers for potentially dangerous situations.

Financial Impact

CCRTA's funding request would be \$695,000 for the technology to be retrofitted on 30 buses within CCRTA's fleet, installation, training, software subscription, and freight shipment. The project would be 100% DOT funded.

Board Priorities

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

Project Outlook

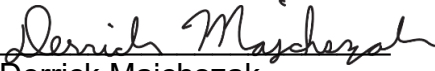
Upon award, CCRTA would work with a vendor to conduct installation for 30 cameras with collision avoidance technology, and training, which would take an estimated 10 – 14 months. Estimation is based on the procurement, shipping, installation, and training processes.

Recommendation

Staff requests the Board of Directors adopt a Resolution to support the Strengthening Mobility and Revolutionizing Technology program grant funding opportunity by authorizing the Chief Executive Officer or designee to execute and submit an application.

Respectfully Submitted,

Submitted by: Rita Patrick
Managing Director of Public Relations

Final Approval by: 
Derrick Majchszak
Chief Executive Officer

Corpus Christi Regional Transportation Authority



Resolution

IN SUPPORT OF ADVANCED CAMERA SYSTEMS WITH COLLISION AVOIDANCE TECHNOLOGY IN ORDER TO ENHANCE TRANSPORTATION SAFETY

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

WHEREAS, the CCRTA has identified camera systems with collision avoidance technology that would reduce traffic-related incidents through advanced driver assistance.

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

Section 1. The Board hereby declares its support for the shipment, installation, training, and subscription of transit artificial intelligence technology to assist CCRTA Bus Operators in the detection of vehicles, pedestrians, lanes, and traffic signs in order minimize any potentially dangerous conditions.

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

DULY PASSED AND ADOPTED this ____ day of July 2024

ATTEST:

**CORPUS CHRISTI REGIONAL
TRANSPORTATION AUTHORITY**

Derrick Majchszak
Chief Executive Officer

Arthur Granado
Chairman of the Board