



TRANSPORTATION POLICY COMMITTEE (TPC) REGULAR MEETING AGENDA

2:00 P.M., Thursday, January 6, 2022

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

1. Call to Order and Quorum Determination

2. Election of Officers for the Transportation Policy Committee ☒

The Corpus Christi MPO Bylaws and Operating Procedures (Chapter III) indicate that the Transportation Policy Committee (TPC) shall elect a Chairperson and a Vice Chairperson from among its voting members during the first meeting of each calendar year. Such election shall be by a majority vote of that voting membership.

3. Public Comments for Items not on the Agenda:

Opportunity for public comments for any items not on the Agenda and within the TPC's jurisdiction (except in matters related to pending litigation). Proceedings are recorded. We ask that remarks be limited to three minutes, that you identify yourself, and give your address. Those persons addressing the TPC through a translator are given twice the amount of time, or six (6) minutes to provide their comments. Please complete a speaker sign-up card.

Public Comments may also 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. All Public Comments submitted shall be placed into the record of the meeting.

4. Approval of the December 2, 2021, TPC Regular Meeting Minutes ☒

5. DISCUSSION AND POSSIBLE ACTION

A. DRAFT Surface Transportation Block Grant Set-Aside (STBG-SA) Category 9 Funding Project Call-for-Projects ☒

Action: Review, Discuss and Approve

B. 2022 Adoption of Safety (PM 1) Performance Measures and Targets ☒

Action: Review, Discuss and Approve

C. Acceptance of the Current Corpus Christi Regional Transportation Authority (CCRTA) Public Transportation Agency Safety Plan (PTASP) ☒

Action: Review, Discuss and Accept

6. DISCUSSION AND COMMENTS

A. TxDOT 2023 Unified Transportation Program (UTP) MPO Project Selection Process ☒

B. FY 2023-2026 Transportation Improvement Program (TIP) Development Process ☒

C. Unified Planning Work Program (UPWP) Partner Agency Planning Study Coordination and Update ☒

7. Member Agency Statements for Items of Community Interest

8. UPCOMING MEETINGS:

- A. Technical Advisory Committee Regular Meeting & STBG-SA Workshop #1: January 20, 2022**
- B. Transportation Policy Committee Regular Meeting: February 3, 2022**

9. Adjourn

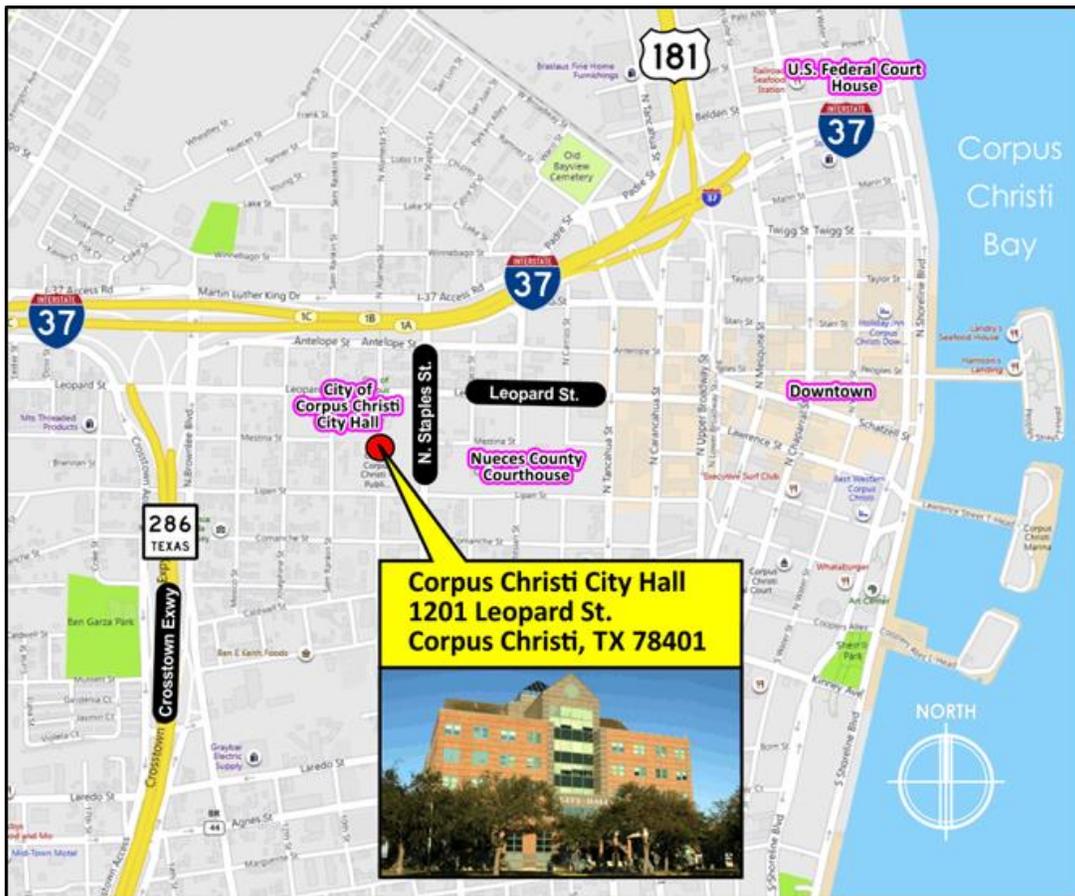
✉ - Indicates attachment(s) for the agenda item.

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



All MPO Committee meetings are public meetings and open to the public subject to the COVID-19 policies of the building owner where the meeting is being held. Any persons with disabilities who plan to attend this meeting and who may need auxiliary aids or services are requested to contact the MPO at (361) 884-0687 at least 48 hours in advance so that appropriate arrangements can be made.

MEETING LOCATION MAP



Bylaws & Operation Procedures of the Corpus Christi Metropolitan Planning Organization
(Chapter III: Bylaws and Operating Procedures of the Transportation Policy Committee (TPC) excerpt)

Organization

1. The Transportation Policy Committee shall elect a Chairperson and a Vice Chairperson from among its voting members. Such election shall be by a majority of that voting membership.
2. Elections shall take place on the first meeting of the calendar year.
3. An officer may succeed with no limitation to number of terms, except that such term will not continue in the event an officer becomes ineligible for membership on the Transportation Policy Committee.
4. The term of office shall be one year, from January to January or until such time new officers are elected.
5. The Chairperson or Vice Chairperson may be removed from office by a vote of the majority of all voting members of the Transportation Policy Committee.

Duties of the Chairperson

1. The Chairperson shall preside at all meetings of the Transportation Policy Committee. During the absence of the Chairperson, the Vice Chairperson shall preside over meetings and shall exercise all the duties of the Chairperson.
2. The Chairperson shall authenticate, by signature, all resolutions adopted by the Transportation Policy Committee.
3. The Chairperson shall serve as chief policy advocate for the Transportation Policy Committee.
4. The Chairperson shall represent the committee at hearings, conferences, and other events as required or designate another member of the Committee, Chairperson of the Technical Advisory Committee, or the Transportation Planning Director to represent the Chairperson.

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

December 2, 2021

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

TPC Vice-Chair Mr. Zahn called the meeting to order at 2:00 p.m.

TPC Members Present:

Mr. Charlie Zahn, Port of Corpus Christi Authority
Mayor Cathy Skurow, City of Portland
Mayor Paulette M. Guajardo, City of Corpus Christi
Judge Barbara Canales, Nueces County
Mr. Valente Olivarez, Jr., TxDOT Corpus Christi District
Ms. Mary Esther-Guerra, Nueces County Assistant Attorney

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

2. Public Comments for items not on the Agenda

Ms. Kathryn Oler, representing the League of Women Voters Corpus Christi Area, commented on the Public Transportation service in this region. The League adopted a position statement that the League supports a public transportation system that provides service to everyone, special services for the elderly, disabled people, and school children, and have proper, well-maintenance vehicles, trained operators, and adequate routes, schedules and shelters. The League is reviewing the data of the public transportation system in this area to see if they are achieving these objectives.

- Comment for an item on the agenda was made at this time by Ms. Judy Telge, and is provided below with Agenda Item 4A.

3. Approval of the November 4, 2021, Transportation Policy Committee meeting minutes

Mayor Guajardo made a motion to approve the November 4, 2021, TPC Meeting Minutes. Mr. Olivarez seconded; the motion passed unanimously.

4. DISCUSSION AND POSSIBLE ACTION

A. FY 2021-2024 Transportation Improvement Program (TIP) Amendment 4 – Inclusion of Additional Transit Projects

Mr. MacDonald presented the FY 2021-2024 TIP Amendment 4 to the Transportation Policy Committee (TPC) on behalf of the Corpus Christi Regional Transportation Authority (CCRTA). CCRTA received additional Federal Transit Administration (FTA) Section 5310 funding (Enhanced Mobility of Seniors & Individuals with Disabilities) and awarded four projects to the Rural Economic Assistance League and the Coastal Bend Center for Independent Living, a total of \$696,845 listed in Attachment 1 of Item 4A.

The CCRTA also received additional COVID 19-related funding from the FTA: Coronavirus Response and Relief Supplemental Appropriations Act of 2021, and American Rescue Plan Act of 2021, totaling \$41 million and requested to list these additional fund amounts in the FY 2021-2024 TIP.

This requested FY 2021-2024 amendment 4 was released for the one-month public comment period on November 4, 2021. Ms. Judy Telge, the Director of Development for the Coastal Bend Center for Independent Living (CIBCIL), commented on the additional \$41 million funding the CCRTA received. She thanked the CCRTA for the two projects CIBCIL was awarded. CIBCIL has been a sub-recipient of FTA Section 5310 funding since 2012 and the funding has been used for the transportation needs of seniors and disabled people. She asked if the additional funding of \$41 million that is currently in the pool will become available for another funding opportunity. Mr. MacDonald answered that the CCRTA is the designated recipient of these funds and they will determine how these additional funds are used. Mr. MacDonald said the Corpus Christi MPO would inform the CCRTA about Ms. Telge's comment, and

encouraged her to talk to Mr. Majchszak, CCRTA's Managing Director of Operation, who was present at the TPC meeting.

The Corpus Christi MPO staff and the Technical Advisory Committee (TAC) recommended the TPC review, comment and approve the DRAFT FY 2021-2024 TIP Amendment 4. The Corpus Christi MPO has not received any other public comments, only those from Ms. Telge.

Mayor Guajardo made a motion to approve FY 2021-2024 TIP Amendment 4. Mr. Olivarez seconded; the motion passed unanimously.

B. Regional Traffic Safety Task Force

As presented at the November TPC meeting, the Corpus Christi MPO is planning to create a Regional Traffic Safety Task Force. The primary purpose is to address safety issues regionally through a collaboration of agencies and to set regional goals, objectives, and actions. The expected nine tasks are listed in the memo.

The TAC discussed and recommended the TPC approve the creation of the Regional Traffic Safety Task Force and the issuing of an invitation letter to the potential local agencies and organizations from the TPC Chairperson, Judge Krebs.

Mayor Guajardo made a motion to approve the creation of the Regional Traffic Safety Task Force and the issuance of a request letter by the TPC Chairperson. Mayor Skurow seconded; the motion passed unanimously.

5. DISCUSSION AND COMMENTS

A. Weighting the Relative Importance of the 8 Goals and 3 non-Goal Scoring Criteria

Mr. Casper briefed on the current situation of weighting the relative importance of the 8 Goals and 3 non-Goal Scoring Criteria for the STBG-SA/Category 9 project selection. Both TAC and TPC were requested to complete the pair-wise comparison of 8 goals from the 2045 Metropolitan Transportation Plan (MTP). These 8 goals were in order based on the combined result of this exercise shown in the memo. The Corpus Christi MPO initiated the process to determine the relative importance of these 8 Goals and 3 non-Goal Scoring Criteria during the November TAC meeting.

The intent of this exercise was to determine regional priorities by allocating points to each goal, for a combined total of 100 points for all 8 goals. More points are assigned for more important goals and less points toward the least important goals. The intended outcome was unattainable because only one submission was made by the TAC and there was a disagreement on the order of importance of these 8 goals.

Mr. Casper requested the TPC's direction for the next step, either: (1) collect TAC's and the public's weight on these 8 goals and 3 non-goal scoring criteria with a revised instruction and bring back the result to January TPC or (2) collect TPC's weighting as is and proceed. Mr. Olivarez recommended collecting TPC's weighting as is. The Corpus Christi MPO will send the exercise to TPC members and bring the results to the January TPC meeting.

Mayor Skurow inquired how the public's input would be collected. Mr. Casper answered that this exercise would be on the Corpus Christi MPO's website and Facebook account.

B. TxDOT 2023 Unified Transportation Program (UTP) MPO Project Selection Process

Mr. MacDonald reported to the TPC that the Corpus Christi MPO is required by TxDOT Transportation Planning and Programming (TPP) Division to nominate Category 2 projects for TxDOT's 2023 UTP by January 11, 2022. The UTP is a 10-year transportation planning and programming document that connects TxDOT's long-range plan (20+ years) and State Transportation Improvement Program (4 years) and is adopted by the Texas Transportation Commission every August. As shown in the memo, the Corpus Christi MPO is forecasting about \$130 million in funding for Category 2 for the next 10 years from FY 2023 to FY 2032, and expecting additional funding from the new federal Infrastructure Bill and rollover monies from prior fiscal years. The Corpus Christi MPO has no official funding amount

provided by TxDOT at this point but once it becomes available, the TAC and TPC will be informed. Due to the very tight schedule, the Corpus Christi MPO staff recommends using the 2045 Metropolitan Transportation Plan (MTP) project list as the starting point to nominate projects since the TAC and TPC reviewed and prioritized these projects two years ago. The sponsoring agencies need to revisit the scope of their projects and provide more detail and information on readiness, and cost estimates and submit the projects to the Corpus Christi MPO in a similar format for the STBG/Category 9 project application form. The Corpus Christi MPO staff will discuss this item during the next TAC meeting and bring more details to the next TPC meeting.

FY 2023-2026 Transportation Improvement Program (TIP) Development

Mr. MacDonald provided the FY 2023-2026 STIP/TIP Development schedule provided by TxDOT. The Corpus Christi MPO needs to program Category 2, Category 7 and Category 9 projects into FY 2023-2026 TIP by mid-March 2022. With the ongoing project selection for STBG-SA/CAT 9, the deadline for these CAT 2 and CAT 7 project submissions are very tight.

This item will be also discussed in the next TAC meeting and brought back to the TPC.

Mr. Olivarez commented that it is very important the TAC goes through the projects, especially the project scope and cost estimate for selecting the CAT 2 and CAT 7 projects.

Infrastructure Investment and Jobs Act (IIJA) 2021

Mr. Casper briefed on the newly adopted Infrastructure Investment and Jobs Act (IIJA). The new bill provides \$567.5 Billion nationally in transportation funding over five years, \$274 Billion more than the previous FAST Act.

The significant changes other than the overall increase in funding are:

- New Highway Formula Program for Carbon Reduction, Resiliency, Bridge, and EV charging
- Highway Grant Program for Bridge Investment, Congestion Relief, Charging & Refueling, rural Surface Transportation, Resiliency, Reducing Truck Emission at Ports, Nationally Significant Federal Lands & Tribal Projects, National Infrastructure Project Assistance, Safe Streets, Strengthening Mobility and Revolutionizing Transportation (SMART) Grant, Wildlife Crossing, Reconnecting Community, and Prioritization Pilot Program
- The Office of the Transportation Secretary has a total of \$19 Billion in discretionary grant programs
- MPOs are required to use 2.5% of the PL funds for safety and accessibility for multiple transportation modes for people of all ages and abilities and adopt a Complete Street Standards or Policies
- New eligibilities for resiliency projects
- Safety funding under the Highway Safety Improvement Program (HSIP) may be used on the non-federal system
- Safe Route to Schools program becomes part of the law and is expanded to include High Schools
- Allow counties to determine local roadway design
- Average 2 years to complete an environmental impact statement (EIS)

Judge Canales commented on the overwhelming opportunities given by this new Infrastructure bill and appealed for regional collaboration efforts to get these grants, possibly through the formation of a regional team to work on prioritizing the projects.

Mr. Casper agreed that a unified effort to determine the regional prioritization is one of the key factors for a successful bid for these grants, and TPC members agreed to work closely together.

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

None was made or offered.

7. Upcoming Meetings:

A. Technical Advisory Committee:	Regular Meeting:	December 16, 2021
B. Transportation Policy Committee:	Regular Meeting:	January 6, 2022

8. Adjourn: The meeting adjourned at 3:03 p.m.



Date: December 30, 2021
To: Transportation Policy Committee (TPC)
From: Craig Casper, Senior Transportation Planning
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5A: DRAFT Program Guidance and Procedures: Surface Transportation Block Grant Set-Aside (STBG-SA) Funding (Category 9) Call-For-Projects and Application Form
Action: Review, Discuss and Approve

Summary

The Corpus Christi MPO is responsible for conducting a competitive selection process for the federal Surface Transportation Block Grant Set-Aside program (STBG-SA). The STBG-SA program corresponds to the TxDOT Category 9 funding program, and was continued in the Infrastructure Investment and Jobs Act (IIJA, also known as the Bipartisan Infrastructure Law) signed by President Biden on November 15, 2021. This law will increase the funding available in fiscal years 2022-2026. The exact funding levels will not be known until after the project scoring process is completed. It may be that the \$4.5 million described in the attached project call will be fully available in fiscal years 2022-2024. This decision will be made by the Transportation Policy Committee at a later date.

The public survey on goal priority and weighting received nearly 100 responses. After reviewing the results of the survey data, which were not specific to Category 9 projects, but instead pertained to the overall investment of transportation funds, the Technical Advisory Committee and the MPO Staff recommend that for this specific Category 9 Call for projects, the 8 MTP goals and 3 implementation goals be weighted as follows:

The 8 Adopted MTP Goals	Initial Public Survey (pre-TAC)	TAC Proposed Weight	Current Public Survey (pre-TPC)	MPO Staff Proposed
3. Manage transportation assets into a state of good repair.	17	25	18	20
5. Efficiently operate, and invest in, the surface transportation system.	12	20	12	15
2. Significantly reduce traffic fatalities and serious injuries on all public roads	13	15	13	15
4. Reduce Congestion on the regional significant corridors.	15	10	14	13
9. Provide an equitable transportation system regardless of age, ability, race, ethnicity, or income	12	10	13	13
8. Protect and enhance communities, the natural environment, and historic and cultural resources.	13	10	15	13
7. Use transportation investments to improve the regional economy.	11	9	11	10
6. Improve regional freight transportation facility performance.	6	1	6	1

1. Consistency with the current Corpus Christi MPO Metropolitan Transportation Plan	N/A	20	N/A	20
10. Connectivity Enhancement	N/A	20	N/A	20
11. Project Readiness and Deliverability	N/A	15	N/A	15

Recommendation

The Corpus Christi MPO staff and the TAC recommend that the TPC members issue a formal Call for Projects based on the attached Program Guidance and Procedures: Surface Transportation Block Grant Set-Aside (STBG-SA) Funding (Category 9) Call-For-Projects and its Project Application Form and approve the weighting system described above. The slight differences in weighting between the TAC and MPO staff is the MPO staff's taking into consideration addition results from the public opinion regarding priority of the goals and the public's opinion on weighting. The MPO staff believes the proposed MPO staff weighting reflects the relative weighting from the TAC, modified by additional public opinion.

Proposed Motion

Move to issue a formal Call for Projects based on the attached Program Guidance and Procedures: Surface Transportation Block Grant Set-Aside (STBG-SA) Funding (Category 9) Call-For-Projects and the attached Project Application Form, along with using the proposed weighting.

Background

The STBG-SA funding program allows all projects and activities that were previously eligible under the Transportation Alternatives Program, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat maintenance. Project eligibility will conform to current law, as described in the IJJA.

Several changes to the documents were suggested last month, some were included, and others were considered. The changes that were suggested are shown below:

- Remove “*Applications in which Project Sponsors provide more than the minimum 20 percent local cash match will receive points as part of project scoring and evaluations.*” on Page 2, item 7. Project Budget Summary. This change was not made. The original language in the Application Form remains. The projects requesting more than 20% local match will be scored depending on the percent of local funding as stated in the DRAFT Corpus Christi MPO Call-for-Project 2021, Criterion 5. Efficiently operate, and invest in, the surface transportation system.
- Remove “*Sponsors are limited in their maximum local match.*” on page 2, 7. Project Budget Summary This change to remove the phrase was made to the Application Form since there is no limit.
- The TAC approved a variety of other reference changes to the Application Form. Most of those changes are within the project description section and are now included in the current version of the Application Form. The Corpus Christi MPO staff concurs with the TAC changes.

The Program Guidance is provided (see Attachment 1) and describes the process, goals, and criteria that will be used by the Corpus Christi MPO to evaluate and select projects for Corpus Christi MPO’s allocation of approximately \$4.5 million in federal funds for fiscal years 2022 through 2025 and includes carryover funds from prior fiscal years. With the new Bipartisan Infrastructure Bill (aka IJJA), additional CAT 9 is anticipated.

The Application Form is provided (see Attachment 2) as the mechanism for project sponsors to submit their projects and programs for consideration for Category 9 (CAT 9) funding. This application is derived from TxDOT’s application for rural CAT 9 funding, with sections and questions not relevant to the Corpus Christi MPO urban setting having been removed from the initial Application Form.

The current schedule includes issuing the formal CAT 9 Call-For-Projects on January 6, 2021. The completed applications are required to be received no later than March 1, 2022. Final approval and inclusion in the

Transportation Improvement Program by the TPC is scheduled to occur on May 5, 2022. Workshops to aid applicants are scheduled as part of the January and February Regular TAC Meetings.

Eligible applicants for these federal funds remain:

1. Local governments;
2. Regional transportation authorities;
3. Transit agencies;
4. Natural resource or public land agencies, including Federal agencies;
5. School districts, local education agencies, or schools;
6. Tribal governments;
7. Any nonprofit entity responsible for the administration of local transportation safety programs;
8. Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency) that the State determines to be eligible, consistent with the goals of subsection (c) of section 213 of Title 23.

The Corpus Christi MPO staff continue to reach out to eligible entities individually to make them aware of the process.

There are 11 general project categories eligible for funding in this Call-For-Projects:

1. Bicycle and Pedestrian Facilities
2. Bicycle and Pedestrian Education (grades K-8 only)
3. Conversion of Abandoned Railway Corridors to Trails
4. Construction of Turnouts, Overlooks, and Viewing Areas
5. Outdoor Advertising Management
6. Historic Preservation and Rehab of Historic Transportation Facilities
7. Vegetation Management
8. Archaeological Activities
9. Stormwater Management
10. Wildlife Mitigation
11. Safe Routes to School

To assist the project applicants in understanding the timing of the project implementation, we have provided the TxDOT Project Initiation Tasks and Timeline for Federal Funded Projects as Attachment 3. Once projects are awarded, the sponsors should be familiar with the process and timing associated with the implementation of their proposed projects. The DRAFT Program Guidance and Procedures: Surface Transportation Block Grant Set-Aside (STBG-SA) Funding (Category 9) Call For Projects provides much of this information for review including links to the TxDOT website.

Attachments

1. DRAFT Program Guidance and Procedures: Surface Transportation Block Grant Set-Aside (STBG-SA) Funding (Category 9) Call For Projects ([WEBLINK](#)).
2. DRAFT Surface Transportation Block Grant Set-Aside (STBG-SA) Funding (Category 9) Project Call for Projects Application Form.
3. TxDOT TA (CAT 9) Project Initiation Tasks and Timeline for Federal Funded Projects.
4. Project Evaluation Form for STBG-SA (CAT 9) Projects 2021.

DRAFT

Additional program information can be found in the 2021 TxDOT TA Program Guide, link below.

<https://www.txdot.gov/inside-txdot/division/public-transportation/bicycle-pedestrian.html>

DRAFT

NOTE: All attachments must be submitted in letter-sized (8.5" x 11") format.

Corpus Christi MPO Point Of Contact: Craig Casper, AICP, Tel: (361) 884-0687 x103 or Email: ccasper@cctxmpo.us

APPLICANT INFORMATION

1. Project Sponsor Name (Only one entity can act as project sponsor)

2. Type of Organization/Agency/Authority

3. Project Sponsor Contact Information (Authorized representative)

Contact Person:	<input type="text"/>	Title:	<input type="text"/>
Mailing Address:	<input type="text"/>	Physical Address:	<input type="text"/>
Mailing City:	<input type="text"/>	Physical City:	<input type="text"/>
Zip Code:	<input type="text"/>	Zip Code:	<input type="text"/>
Contact's Phone:	<input type="text"/>	Entity's Main Phone:	<input type="text"/>
Email:	<input type="text"/>	Website:	<input type="text"/>

PROJECT DESCRIPTION

4. Project Name

5. Project Location Information

a. From/Beginning Point (if applicable):

b. To/End Point (if applicable):

c. Project Length in feet/miles or Area in acres (if applicable):

d. Intersection(s) (if applicable):

Provide a Google map link: (See [TxDOT TA Detailed Application Instructions](#), see pg. 5, for guidance.)

*If project involves multiple locations, please provide project limits for the major segment in above blanks. Additionally, please create a complete list of all improvement locations using the descriptive limits and beginning and ending latitude/longitude and label this attachment as **A-Project Location Information** - No more than 2 pages.*

Project location in relation to roadways:

6. Project Description (See [TxDOT TA Detailed Application Instructions](#) (See pg. 4, for guidance.))

FUNDING OPPORTUNITIES

7. Project Budget Summary (See Guidance Criteria 2,3,6,9 and 11)

Total Itemized Construction Cost	1.	\$	<input style="width: 95%;" type="text"/>
TxDOT Administrative Expenses (10% of Box 1)	2.	\$	<input style="width: 95%;" type="text"/>
Total Project Cost (Boxes 1 & 2)	3.	\$	<input style="width: 95%;" type="text"/>

Local Match: The Project Sponsor will provide the local cash match. Applications in which Project Sponsors provide more than the minimum 20 percent local cash match will receive points as part of project scoring and evaluation.

Enter the Percent Local Match (Minimum 20%)	4		<input style="width: 95%;" type="text"/> %
Dollar Value Local Match (Minimum 20%)	5	\$	<input style="width: 95%;" type="text"/>
Additional Local Contribution	6	\$	<input style="width: 95%;" type="text"/>
Total Local Commitment (Boxes 5 & 6)	7	\$	<input style="width: 95%;" type="text"/>
Total Federal Funds Requested	8	\$	<input style="width: 95%;" type="text"/>
Total Project Cost	9	\$	<input style="width: 95%;" type="text"/>

The minimum local match percentage is 20%. If awarded Federal funds, all cost overruns will be the responsibility of the Project Sponsor.

PROJECT DETAILS

8. Project Details (See Guidance Criteria 2,3,6,9 and 11)

Provide a project layout (required) at scale with clearly labeled streets, end points, and all construction locations as an attachment. Additional recommended attachments include typical sections and photographs that describe and provide details about the project. Attachments for this section should be labeled as **B-Project Details**. (No more than 15 pages)

If the project plans are 30% or more complete, include only example sheets as attachments and provide a weblink for plan review here:

The construction plans for this project are currently: % complete

Primary Facility Type: <input style="width: 100%;" type="text" value="(Select)"/>	Secondary Facility Type: <input style="width: 100%;" type="text" value="(Select)"/>
Total length: <input style="width: 60px;" type="text"/> <input style="width: 100px;" type="text" value="(Select)"/>	Total length: <input style="width: 60px;" type="text"/> <input style="width: 100px;" type="text" value="(Select)"/>
Facility width: <input style="width: 60px;" type="text"/> feet	Facility width: <input style="width: 60px;" type="text"/> feet
Material depth: <input style="width: 60px;" type="text"/> inches	Material depth: <input style="width: 60px;" type="text"/> inches
Surface type/material: <input style="width: 100%;" type="text" value="(Select)"/>	Surface type/material: <input style="width: 100%;" type="text" value="(Select)"/>

Does the project propose lighting adjacent to a roadway?

The project includes the following facilities: (select all that apply)

<input type="checkbox"/> Sidewalks	<input style="width: 60px;" type="text"/> %	New construction width:	<input style="width: 60px;" type="text"/> feet
<input type="checkbox"/> Crosswalks			
<input type="checkbox"/> Curb Ramps	<input style="width: 60px;" type="text"/> %	New construction quantity:	<input style="width: 60px;" type="text"/>

SURFACE TRANSPORTATION BLOCK GRANT SET-ASIDE (STBG-SA) CATEGORY 9 FUNDING CALL FOR PROJECTS

- *Bicycle Facilities
 - Sharrow (Shared Lane) Markings
 - Separated Bicycle Way (1- and 2-Way Cycle Tracks) Width: feet
 - Bicycle Boxes Quantity:
 - Colored Pavement for Separated Bicycle Way
 - Protected Intersections (A road junction in which bicycle facilities are physically separated from motor vehicles)
- *Shared-Use Path/Trail Width (minimum 10', target 14'+): feet % New Construction
- Pedestrian and Bicycle Signalization Quantity:
- Bicycle Parking Quantity:
- Pedestrian Improvements (Lighting, landscaping, etc.)
- Traffic Calming Describe:
- Crossing Safety Improvements (median pedestrian refuge island, curb extensions, etc.)
- Signage
- Bicycle and Pedestrian Traffic Count Equipment Quantity:
- Other

**Projects that include a paved shared-use path (trail) and/or on-street bicycle facilities must a minimum comply with the guidelines set forth by the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities (2012, Fourth Edition). Applicants are also encouraged to consider the following guides as best practices: National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide (Second Edition), the Federal Highway Administration's (FHWA) Separated Bike Lane Planning and Design Guide (2015), and FHWA Bikeway Selection Guide (2019).*

Does this project include bridge improvements? *(Select)* Total # of proposed bridges:

Note: If more than one bridge is proposed, identify the bridge with the longest span length in the detailed application and identify additional bridges in **Attachment B**.

Structural Materials (Deck/Beams): *(Select)* Bridge construction: *(Select)*
 Bridge length: feet Bridge width: feet Rail type: *(Select)*

SAFETY

9. Identified safety hazards and countermeasures (See Guidance Criteria 2,3,6,9 and 11)

Check all of the safety hazards located within the project limits. Next to each checked safety hazard, state the proposed countermeasure(s) addressing the hazard identified. Provide additional information about proposed countermeasures and photos of safety hazards as an attachment: **C-Safety Hazards and Countermeasures**. Clearly identify these features on **Map 1-Safety** and include in Attachment C.

Safety Hazards	Proposed Countermeasures
<input type="checkbox"/> High roadway speed (45 mph or greater)	<input type="text"/>
<input type="checkbox"/> Hazardous intersection/conflict point	<input type="text"/>
<input type="checkbox"/> Uncontrolled intersection/crossing	<input type="text"/>
<input type="checkbox"/> Lack of bike/ped infrastructure	<input type="text"/>
<input type="checkbox"/> High motor vehicle traffic volume	<input type="text"/>

SURFACE TRANSPORTATION BLOCK GRANT SET-ASIDE (STBG-SA) CATEGORY 9 FUNDING CALL FOR PROJECTS

- On-street parking
- Wide roadway crossing (4 or more lanes)
- Lack of lighting
- Other

10. Proposed infrastructure elements (See Guidance Criteria 2,3,6,9 and 11)

Which of the following features are part of the proposed project? Check all that apply. Clearly identify these features on **Map 1-Safety**. New bicycle/pedestrian infrastructure...

- closes a gap in bicycle or pedestrian network
- improves railroad/highway/water crossing
- features new traffic signalization*
- includes a vertical separation element (e.g. curb, flexible delineator, bollard)

*Documentation of signal warrants MUST be included in Attachment C.

i The Corpus Christi MPO is interested in projects that respond to documented safety issues. The Corpus Christi MPO will analyze crash records to determine the documented bicycle and/or pedestrian crash count and rate in proximity to the proposed project.

CONNECTIVITY AND ACCESSIBILITY

11. Connectivity to destinations (See Guidance Criteria 2,3,6,9 and 11)

Does the project provide bicycle and pedestrian access to major destinations immediately surrounding the project area that are likely to attract bicycling or walking trips? Please check destinations below and clearly label on **Map 2-Connectivity** and include in attachment **D-Connectivity**.

- School
- Major employer
- Fresh foods (grocery stores, farmers mkts)
- Park
- Central Business District
- Health facility (medical center, sports field)
- Neighborhood
- Commercial Center
- Community center
- Library
- High density residential
- Other special trip generator (label on map)

12. Connectivity to multimodal transportation (See Guidance Criteria 2,3,6,9 and 11)

a. Transit: Does the project support multi-modal transportation by providing access to a rail station, streetcar, and/or a bus stop? Please clearly label on **Map 2-Connectivity**. Project connections to transit infrastructure are:

(Select)

b. Bike/ped: Does the project connect to existing or planned bicycle and pedestrian facilities? Please check the facilities to which this project would connect and clearly label on **Map 2-Connectivity**. Project connects to:

Bicycle facilities (Select) Pedestrian facilities (Select)

13. Barrier Elimination (See Guidance Criteria 2,3,6,9 and 11)

Does the project eliminate an existing barrier to travel and provide safe crossing of that barrier by individuals with disabilities, pedestrians, bicyclists, and other non-drivers of all ages and abilities? Please clearly label on **Map 2-Connectivity** and enter the number of barriers below.

- ADA barriers
- Four lane or larger roadways
- Waterbody(ies)
- Railroad
- Other

i Projects that add new off-street bicycle or pedestrian facilities along independent rights-of-way, such as creeks, railroads, or utility corridors, may have different benefits or impacts than projects following the alignment of existing roadways. The Corpus Christi MPO will review the response to question 5 to determine whether the project is proposed on independent right-of-way.

Equity Considerations

i The Corpus Christi MPO adopted policy on Equity and Environmental Justice and is interested in how the project improves access to everyday destinations for underserved communities. The Corpus Christi MPO will analyze census data to determine if the project will improve access for seniors, individuals with disabilities, racial or ethnic minorities, people without private vehicles, or low-income communities.

Demand

i The Corpus Christi MPO is interested in projects that improve accessibility among higher density residential and/or employment centers. The Corpus Christi MPO will analyze US Census data to determine whether projects are located in areas with higher residential and employment density. This will be on the data found in the Program Addressing Discrimination, updated with the 2020 Census, if available.

COMMUNITY SUPPORT AND PLANNING

14. Project Sponsor Resolution on Financial Match and Schedule Adherence (See Guidance Criteria 2 and 11)

An adopted resolution from the project sponsor’s governing board is a required attachment to the detailed application. This attachment should be labeled **E-Project Sponsor Resolution**.

15. Public Involvement and Support (See Guidance Criteria 2,3,6,9 and 11)

- a. Public outreach events in the last five years which engaged the public on this project should be summarized as a bulleted list or table, then attached with supporting documentation as **F-Public Outreach and Support**.
- b. List all collaborating partners and their role in developing/implementing the proposed project.

16. Maintenance and Operation (See Guidance Criteria 2,3,6,9 and 11)

Name the entity responsible for project maintenance and operation after construction. Attach a letter of commitment if maintenance and operation will be conducted by a third party and label it **G-Maintenance Documentation**.

17. Planning (See Guidance Criteria 2,3,6,9 and 11)

- a. Projects may be referenced in various planning documents, such as local Bicycle, Pedestrian, Safe Route to School, Corridor, Traffic Safety, Hazardous Routes List, or other Transportation Plan (if applicable).

Is the proposed project included in a local transportation plan?

If yes, include as an attachment ONLY the cover and pages of the plan referring to this project. Label attachment(s) as **H-Local Planning** - No more than 10 pages.

Insert transportation plan weblink:

- b. Transition Plan for ADA Compliance

Is the proposed project included in the project sponsor's Transition Plan for ADA compliance?

If yes, include as an attachment only the cover and pages from the plan relevant to this project. Label attachment(s) as **I-Local Planning** - No more than 10 pages.

PROJECT COMPLEXITY

18. Environmental Documentation (See Guidance Criteria 2,3,6,9 and 11)

- a. An environmental document is required for all federally funded transportation projects. Some site characteristics may require additional environmental evaluation. What are the environmental issues requiring coordination, permitting, or mitigation? See [TxDOT TA Detailed Application Instructions](#), pg. 19, for more details.

- b. Known historic sites are identified in the Texas Historic Sites Atlas (<https://atlas.thc.state.tx.us/>). After reviewing this resource, are there known historic properties near the proposed project requiring coordination?

- c. If there are known environmental or historic preservation issues, is there an approach to avoid delays in project development?
 If "Yes" is marked for either 19a, 19b, or 19c, then provide written description of potential coordination, mitigation, and/or permitting actions foreseen for the proposed project. Label attachment(s) as **J-Environmental Documentation** - No more than 10 pages.

19. Property Ownership and Acquisition Information (See Guidance Criteria 2,3,6,9 and 11)

All proposals must provide documentary evidence of the project sponsor's property rights by title of ownership, lease, or easement for all property within the project limits. Respond to a, b, & c below.

- a. **Has the property needed for the project already been acquired?**
If No - How many parcels will be acquired? Describe in the attachment how the property will be acquired. Include a commitment letter from current owner(s) demonstrating a willingness to transfer the property to project sponsor in accordance with state and federal laws.

- b. **Are there any known encroachments?** (utilities, fences, adjacent property improvements)
If Yes, identify known encroachments in an attachment.

- c. **Was property acquired after 1971 in accordance with the Uniform Act?**
Project property acquired after 1971 must have been acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act (Uniform Act). If No, describe briefly when and how the property was acquired in an attachment.
 Include details as attachment(s) **K-Property Ownership/Acquisition**.

20. Requirements - Signals, Beacons, and School Zones (See Guidance Criteria 2,3,6,9 and 11)

Projects proposing new traffic control devices including flashing beacons (RRFBs and PHBs) and school zones MUST attach supporting documentation demonstrating these improvements meet warrant/conditions in accordance with the TMUTCD and TxDOT policy. Label attachment(s) **L-Signals, Beacons, and School Zones**.

21. Railroad (RR) Support/Right of Entry Letter (if applicable) *(See Guidance Criteria 2,3,6,9 and 11)*

- a. Does the project encroach (within 50') or cross RR right-of-way (ROW)? (Select)
 If yes, the project sponsor must include documentary evidence from the railroad in support of the project and, where appropriate, a willingness by the railroad to enter into an agreement/contract with the local government for project implementation and provisions for right-of-entry for project construction. Where applicable, a cost for railroad work must be included in the budget.
- b. If the project encroaches or crosses RR ROW, has coordination with the RR begun? (Select)
- c. Does this project include rail banked right-of-way? (Select)

Label attachment(s) as **M-RR Support/Right-of-Entry Letter** - No more than 10 pages

22. Project Timeline *(See Guidance Criteria 2,3,6,9 and 11)*

Estimate the number of months it will take to complete this project (from planning through construction). Estimate the time required for each activity listed below. Several activities should be accomplished concurrently (such as environmental documentation, PS&E development, railroad coordination, and property acquisition); as a result, the **Total Projected Time Estimate** will be less than the total of the time estimated for each activity. Refer to the [TxDOT 2021 TA Program Guide](#) for additional guidance.

Label attachment(s) as **N-Project Timeline** - No more than 2 pages.

Months	Activities
	<p>Programming Activities (minimum 6 months)</p> <p>(Include the project in the STIP, execute Advance Funding Agreement (AFA) with the department, complete required local government training, assign local government and department roles and responsibilities, etc.)</p>
	<p>Project Design and Plan Preparation (minimum 6 months)</p> <p>(Solicit, select, negotiate, and execute contract(s) for engineering and environmental services. Develop construction Plans, Specifications, and Estimates (PS&E) to state and federal standards. Include time for review by TxDOT District and Division staff, a registered accessibility specialist, and other agencies as needed.)</p>
	<p>Environmental Clearance (minimum 6 months)</p> <p>(Complete the NEPA Scope Development Tool, environmental documentation, and appropriate resource studies; consider environmental mitigation, permits, and review by resource agencies). All documentation and exhibits must meet state and federal standards.</p>
	<p>ROW Acquisition (acquisitions should occur after environmental clearance)</p> <p>(Include time for surveying, appraisals, title transfer, etc. Only incidental utility adjustments may be eligible.)</p>
	<p>Railroad coordination (1 to 2 years)</p> <p>(Include time for railroad owner review of plan documents and execution of railroad agreement.)</p>
	<p>Other- Describe briefly additional milestones not addressed elsewhere</p> <div style="border: 1px solid black; height: 60px; margin-top: 5px;"></div>

SURFACE TRANSPORTATION BLOCK GRANT SET-ASIDE (STBG-SA) CATEGORY 9 FUNDING CALL FOR PROJECTS

Project Construction/Implementation (minimum 12 months)

(Include time for advertising, procurement of construction contractor, contract negotiations, site preparation, construction, inspection, project close-out, etc.)

Total Project Development Time Estimate

23. Has the project or a substantially similar project been submitted under a prior Corpus Christi MPO TASA Call for Projects? (See Guidance Criteria 2,3,6,9 and 11). Please select the latest program call submission.

(Select)

Reminder: All responses in this Application **MUST** be supported by the attachments. Proposed countermeasures and infrastructure elements **MUST** be specified in the Itemized Budget. Items missing supporting documentation will not be considered during project evaluation.

ITEMIZED BUDGET

24. Itemized Construction Cost Estimate (See Guidance Criteria 2,3,6,9 and 11)

Provide a detailed cost estimate of all construction costs - use appropriate units (SY, SF, LF, LS, EA, etc.).

Refer to [TxDOT's 2019 TA/SRTS Program Guide](#), under Past Calls for Projects – FHWA Funds, for guidance.

Click for [TxDOT's Average Low Bid Unit Prices](#) (or visit: <http://www.txdot.gov/business/letting-bids/average-low-bid-unit-prices.html>). If additional pages are needed, label this attachment as **O-Itemized Construction Cost Estimate**.

Work Activities	Quantity	Unit	Unit Price	Amount
		(Select)		
SUBTOTAL:				

(continued next page)

SURFACE TRANSPORTATION BLOCK GRANT SET-ASIDE (STBG-SA) CATEGORY 9 FUNDING CALL FOR PROJECTS

***TDCs:** If a project sponsor is found eligible to use TDCs, these credits will be applied to the project in lieu of the local match. See Cost Participation Summary on page 11.

****Local Match:** Project sponsors may increase the required Local Match above 20% by adjusting the Local Match percentage in the box above. If the project is eligible for a Transportation Development Credits (TDCs) or Economically Disadvantaged Counties Program (EDCP) reduction (amount shown in number 6 below), then the federal/local share will be fixed at 80% federal participation and 20% local match (refer to calculations below).

Economically Disadvantaged Counties Program (EDCP) Reduction (Must be authorized by TxDOT).

For EDCP guidance visit: <http://www.txdot.gov/inside-txdot/division/transportation-planning/disadvantaged-county.html>.

Allowable EDCP Adjustment	<input type="text" value="(Select, if applicable)"/>
Additional EDCP Adjustment	<input type="text" value="(Select, if applicable)"/>
Total EDCP Adjustment (95% max)	Total <input type="text"/> % 6. \$ <input type="text"/>

	Participation						
	Percent		Preliminary Engineering Cost	Construction Costs	Direct State Costs	Total Project Costs	
Federal	<input type="text"/> %	\$	<input type="text"/>	\$	<input type="text"/>	\$	<input type="text"/>
State	<input type="text"/> %	\$	<input type="text"/>	\$	<input type="text"/>	\$	<input type="text"/>
Local	<input type="text"/> %	\$	<input type="text"/>	\$	<input type="text"/>	\$	<input type="text"/>
Total	<input type="text"/> %	\$	<input type="text"/>	\$	<input type="text"/>	\$	<input type="text"/>

COST PARTICIPATION SUMMARY

Total Federal Participation	<input type="text"/>	%	\$	<input type="text"/>
Total State Participation	<input type="text" value="-"/>			<input type="text" value="-"/>
Total Local Participation	<input type="text"/>	%	\$	<input type="text"/>

PROJECT COMMITMENT

The applicant confirms understanding of the following requirements by checking boxes and signing below.

- This is a reimbursement program. If the project sponsor implements any stage of the project, then they must finance that phase until reimbursement funds are available. Invoices must be submitted with proper documentation on a regular basis (typically monthly, but no less than quarterly).

- If TxDOT implements any phase of the project on behalf of the project sponsor, then any local match would be due in full to TxDOT prior to commencement of each phase (i.e. preliminary engineering or construction). Project selection does not guarantee that TxDOT will implement a project on behalf of any recipient

- Until authorized by TxDOT with a notice to proceed, the project sponsor should not enter into a contract or incur costs for any aspect of the project for which the project sponsor is seeking federal participation. Otherwise, the project sponsor risks incurring costs that will not be reimbursed or credited.

- Project sponsors may manage elements of the project development process with written TxDOT approval. To receive approval, the project sponsor acknowledges that they must complete a Special Project Approval form in accordance with 43 TAC §15.52 and undergo a Risk Assessment.

- The project sponsor understands they are responsible for providing a local match to cover 20% of the total project cost (including TxDOT Direct State Costs). Depending on approved local match options, TxDOT will reimburse a portion of the total expenses on each invoice submitted with proper documentation of expenses.

- The project sponsor must be prepared to fund any project costs in excess of the amounts indicated in the budget entered into this detailed application and/or the amount awarded by the Corpus Christi MPO Transportation Policy Committee (i.e., project cost overruns).

<hr/>	
<i>Signature</i>	
<hr/>	
<i>Print Name and Title</i>	
<hr/>	
<hr/>	<hr/>
<i>Date</i>	<i>Telephone Number</i>

Please, refer to the Corpus Christi MPO [Program Guidance and Procedures – Application Process](#) (page 9) for submitting instructions.



TA funds lapse if not obligated within 3 years of authorization

Federally participating work cannot begin until:

- After TA funding award
- **After project is in a TIP/STIP** (either grouped or individually listed)
- After Local Government Risk Assessment (as needed)
- After Advance Funding Agreement (AFA) is executed
- After Federal Project Authorization & Agreement (FPAA)
- After TxDOT Notice to Proceed
- After TxDOT review and approval of contract documents
- After local government solicitation of bids
- After TxDOT concurrence of award

Even without STIP delays, this can take over 1 year

Federally participating work may include:

- Preliminary engineering (PS&E and environmental documentation)
- In-kind contributions
- **Direct state costs** for TxDOT review of environmental documentation and engineering – even if the work itself is not reimbursed
- Construction and construction direct state costs

Project initiation can be reduced to 4 months for Grouped projects



TxDOT TA - PROJECT INITIATION TIMELINE

Task	Responsible Entity	Month											
		1	2	3	4	5	6	7	8	9	10	11	
Project selection	TTC												
Projects added to TxDOT Connect	District												
Projects added to MPO/Rural TIP revision	District/MPO												
Projects added to STIP revision	District/TPP		X			X			X				X
STIP revision approval	FHWA												
LG Risk Assessments	District												
LG Special Project Approval	District/CSD												
Develop DRAFT AFA	District/PTN												
AFAs partially executed by Project Sponsors	Project Sponsor												
AFAs fully executed	CSS												
FPAAs for PE	DIS/FIN												

X - STIP revisions

PROJECT EVALUATION FORM FOR STBG-SA (CAT 9) PROJECTS 2021

Instructions

Mark how many points the project should earn in the “Points Earned” column. Multiply “Points Earned” by “Weight” to calculate the “Project Score” for each goal. Add all “Project Scores” for each goal together to calculate the TOTAL PROJECT SCORE.

Weight	Goal	Criteria	Possible Points	Select One	Weighted Score
20%	1. Consistency with the current Corpus Christi MPO Metropolitan Transportation Plan	Projects specified in the 2045 MTP	5 points		
		Projects consistent with the 2045 MTP	4 points		
		Projects listed in a local adopted plan	3 points		
		Project consistent with a local adopted plan	2 points		
		Projects included in another agency plan	1 point		
15%	2. Significantly reduce traffic fatalities and serious injuries on all public roads	A program specifically for K-8 users	5 points		
		Construct/reconstruct a separated facility (path) for pedestrians	+2 points		
		Construct enhanced road crossing visibility and signage	+2 points		
		Construct/reconstruct a separate facility (sidewalk) for pedestrians	+1 points		
		Construct ramps at street crossings where sidewalks already exist	+1 point		
20%	3. Manage transportation assets into a state of good repair.	One point for each block (50 yards) repaired or non-compliant street crossing reconstructed or combination of both (maximum of 5 points)	0 to 5 points		
13%	4. Reduce Congestion on the regional significant corridors.	Project connecting 3+ of the listed activity center types	5 points		
		Projects connecting residential areas to 2 of the listed activity center types	3 points		
		Projects connecting residential areas to 1 of the listed activity center types	2 points		
		No connection	0 point		

PROJECT EVALUATION FORM FOR STBG-SA (CAT 9) PROJECTS 2021

Weight	Goal	Criteria	Possible Points	Select One	Weighted Score
15%	5. Efficiently operate, and invest in, the surface transportation system.	Project requesting federal funding with more than 50% in local funding project cost	5 points		
		Projects requesting between 40% to 50% local funding	4 points		
		Projects requesting between 30% to 40% local funding	3 points		
		Projects requesting between 20% to 30% local funding	2 points		
		Projects with 80% federal 20% local	0 points		
		Project with a commitment of non-traditional funding. (add this point if it applies)	+1 point		
1%	6. Improve regional freight transportation facility performance.	One point for each block (50 yards) of continuous separated non-motorized facility, including curb cuts, capable of allowing operation of a Personal Delivery Device with side-by-side passable space for a wheelchair, (minimum seven feet wide). (maximum of 5 points)	0 to 5 points		
10%	7. Use transportation investments to improve the regional economy.	Project provides critical improvement to accessibility	5 points		
		Project is necessary for infill development	4 points		
		Project will enhance facilities for tourism	4 points		
		Project improves utilization of wildlife or heritage areas	3 points		
		Project provides nonmotorized access to recreational facility	1 point		
13%	8. Protect and enhance communities, the natural environment, and historic and cultural resources.	Project is taken from "Protecting Tomorrow: Corpus Christi MPO Mitigation Planning Protocol".	5 points		
		Project is taken from the Texas Parks and Wildlife Department (TPWD) in their "Texas Conservation Action Plan (TCAP) Gulf Coast Prairies and Marshes".	5 points		
		Project directly supports a project that is in one of the above plans.	4 points		
		Project is in a local entities adopted plan related to this criterion.	3 points		
		Project is not connected to any plans related to this criterion.	0 points		

PROJECT EVALUATION FORM FOR STBG-SA (CAT 9) PROJECTS 2021

Weight	Goal	Criteria	Possible Points	Select One	Weighted Score
13%	9. Provide an equitable transportation system for all, regardless of age, ability, race, ethnicity, or income.	Project is located in/borders a zone that is well above average	5 points		
		Project is located in/borders a zone that is above average	4 points		
		Project is located in/borders a zone that is slightly above average	3 points		
		Project is located in/borders a zone that is slightly below average	2 points		
		Project is located in/borders a zone that is below average	1 point		
		Project is located in/borders a zone that is well below average	0 points		

20%	10. Connectivity Enhancement	Projects create new connections to public transportation facilities	4 points		
		Project fully connects two or more existing public transportation facilities	5 points		
		Project extends an existing facility to a new notable destination	3 points		
		Project constructs a new, independent facility (no connection to existing facilities)	0 points		

15%	11. Project Readiness and Deliverability	Project has completed PS&E	5 Points		
		Project has no ROW requirements (if applicable)	+2 points		
		Project has completed environment review	3 points		
		Project has completed preliminary design	2 points		
		Project is desired in year 3 or 4 of the TIP and design or environmental review is currently underway.	1 point		
		Project is in the TxDOT 10-year UTP	1 point		
		Project involves railroad coordination (if applicable)	-5 points		

TOTAL POINTS EARNED					
TOTAL WEIGHTED PROJECT SCORE					



Date: December 30, 2021
To: Transportation Policy Committee (TPC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5B: Resolution 22-02: 2022 Adoption of Safety (PM1) Performance Measures and Targets
Action: Review, Discuss and Approve

Summary

Federal Regulations direct MPOs and state Departments of Transportation to establish both performance measures to track, and targets to work towards for the national performance measures for Safety (PM1). MPOs are not evaluated directly on achieving the targets, therefore we have two options when setting targets for each measure: 1) Establish our own Corpus Christi MPO numerical targets for each of the performance measures, or 2) formally agree to support the TxDOT targets. The Corpus Christi MPO has previously adopted resolutions supporting TxDOTs adopted Safety Targets (PM1). The proposed Resolution 22-02 stating that the Corpus Christi MPO formally supports the TxDOTs targets for PM1 is attached.

The Safety Performance Measures (PM1) include the following targets:

TxDOT Established Safety (PM1) Performance Measures and Targets						
Performance Measure	2018*	2019*	2020*	2021**	2022**	2022***
Number of Fatalities	3,648	3,615	3,896	3,384	3,272	3,563
Rate of Fatalities per 100 million VMT	1.29	1.25	1.33	1.24	1.23	1.27
Number of Serious Injuries	14,975	15,855	14,656	18,835	19,065	16,677
Rate of Serious Injuries per 100 million VMT	5.31	5.50	5.00	6.51	6.47	5.76
Number of Non-Motorized Fatalities and Serious Injuries	2,104	2,291	2,238	2,560	2,642	2,367

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

Source: Texas FY 2022 Highway Safety Plan (HSP)

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

Corpus Christi MPO Proportionally Relevant Safety Measures and Targets (For Illustration Purposes Only)						
Performance Measure	2018*	2019*	2020*	2021**	2022**	2022***
Number of Fatal Crashes	35	39	32	31	30	34
Rate of Fatal Crashes per 100 million VMT	1.10	1.22	1.10	1.06	1.03	1.10
Number of Serious Injury Crashes	124	106	123	119	115	117
Rate of Serious Injury Crashes per 100 million VMT	3.90	3.32	4.21	4.07	3.93	3.89
Number of Non-Motorized Fatal and Serious Injury Crashes	39	26	38	37	35	35

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

Sources: Crash Records Information System (C.R.I.S.), TxDOT Multi-Year Roadway Data Tables (08/16/21)

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

Recommendation

The TAC and MPO staff recommend that the TPC review and approve the attached Resolution 22-02 which reports the regions performance and lists the performance measures and targets for Safety (PM1).

Proposed Motion

Move to approve Resolution 22-02 supporting the Texas Department of Transportation (TxDOT) Safety (PM1) performance measures and targets as presented.

Prior Actions

- February 2, 2018: TPC adopted the state PM1 measures and targets.
- February 7, 2019: TPC adopted the state PM1 measures and targets.
- February 6, 2020: TPC adopted the state PM1 measures and targets during the 2045 MTP.
- December 2, 2021: TPC adopted the FY 2021-2024 TIP with Amendment 4

Attachment:

Resolution 22-02: 2022 Adoption of Safety Performance Measures (PM1) and Targets.



CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (MPO)

RESOLUTION 22-02

2022 ADOPTION OF SAFETY (PM1) PERFORMANCE MEASURES AND TARGETS

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

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

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

WHEREAS, the IIJA also requires each MPO to either support the PM1 targets established by the state DOT (TxDOT) or adopt a separate set of targets no later than 180 days after TxDOT adoption;

NOW, THEREFORE, BE IT RESOLVED that the Corpus Christi MPO Transportation Policy Committee hereby supports the TxDOT PM1 targets for the performance measures and adopts these within this Resolution; and

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

TxDOT Established Safety (PM1) Performance Measures and Targets						
Performance Measure	2018*	2019*	2020*	2021**	2022**	2022***
Number of Fatalities	3,648	3,615	3,896	3,384	3,272	3,563
Rate of Fatalities per 100 million VMT	1.29	1.25	1.33	1.24	1.23	1.27
Number of Serious Injuries	14,975	15,855	14,656	18,835	19,065	16,677
Rate of Serious Injuries per 100 million VMT	5.31	5.50	5.00	6.51	6.47	5.76
Number of Non-Motorized Fatalities and Serious Injuries	2,104	2,291	2,238	2,560	2,642	2,367

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

Source: Texas FY 2022 Highway Safety Plan (HSP)

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

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

ADOPTED AND PASSED this the 6th day of January 2022.

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

David R. Krebs

Print Name

ATTEST:

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



Date: December 30, 2021
To: Transportation Policy Committee (TPC)
From: Robert MacDonald, Transportation Planning Director
Subject: Item 5C: Acceptance of the Current Corpus Christi Regional Transportation Authority (CCRTA) Public Transportation Agency Safety Plan (PTASP)
Action: Review, Discuss and Accept

Summary

Federal Regulations direct MPOs to incorporate the Public Transportation Agency Safety Plan (PTASP) into our performance-based planning process as part of the collection of performance measures. The Corpus Christi MPO develops the Transportation Improvement Program or TIP that illustrates the use of performance measures. The current FY 2021-2024 TIP with Amendment 4 provides this information and is available on the Corpus Christi MPO website. The current version is attached.

Recommendation

The MPO staff recommends that the TPC accept the current version of the PTASP as the official document from the Corpus Christi Regional Transportation Authority (CCRTA) as part of the required MPO documents as required from the federal transportation law and guidance from the FHWA and FTA.

Proposed Motion

Move to accept the CCRTA's PTASP as presented.

Background

According to the Federal Transit Administration (FTA) website: on July 19, 2018, FTA published the [Public Transportation Agency Safety Plan \(PTASP\) Final Rule](#), which requires certain operators of public transportation systems that receive federal funds under FTA's [Urbanized Area Formula Grants](#) to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS).

- The PTASP rule became effective on July 19, 2019.
- FTA published a Notice of Enforcement Discretion on April 22, 2020 effectively extending the PTASP compliance deadline from July 20, 2020 to December 31, 2020.
- FTA published a second Notice of Enforcement Discretion on December 11, 2020 effectively extending the PTASP compliance deadline to July 20, 2021.

The plan must include safety performance targets. Additional guidance on planning and target setting is found on FTA's [Performance-Based Planning](#) pages. Transit operators also must certify they have a safety plan in place meeting the requirements of the rule by July 20, 2021. The plan must be updated and certified by the transit agency annually.

The rule applies to all operators of public transportation systems that are recipients and sub-recipients of federal financial assistance under the Urbanized Area Formula Program (49 U.S.C. § 5307). However, FTA is deferring applicability of this requirement for operators that only receive funds through FTA's [Enhanced](#)

[Mobility of Seniors and Individuals with Disabilities Formula Program](#) (Section 5310) and/or [Rural Area Formula Program](#) (Section 5311).

Attachment:

Corpus Christi Regional Transportation Authority (CCRTA) Public Transportation Agency Safety Plan (PTASP)

Corpus Christi Regional Transportation Authority

Public Transportation Agency Safety Plan

Version 1

Adopted July 1, 2020

In compliance with 49 CFR Part 673

Developed in conjunction with the
Texas Department of Transportation

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1. EXECUTIVE SUMMARY

Moving Ahead for Progress in the 21st Century (MAP-21) granted the Federal Transit Administration (FTA) the authority to establish and enforce a comprehensive framework to oversee the safety of public transportation throughout the United States. MAP-21 expanded the regulatory authority of FTA to oversee safety, providing an opportunity to assist transit agencies in moving towards a more holistic, performance-based approach to Safety Management Systems (SMS). This authority was continued through the Fixing America's Surface Transportation Act (FAST Act).

In compliance with MAP-21 and the FAST Act, FTA promulgated a Public Transportation Safety Program on August 11, 2016 that adopted SMS as the foundation for developing and implementing a Safety Program. FTA is committed to developing, implementing, and consistently improving strategies and processes to ensure that transit achieves the highest practicable level of safety. SMS helps organizations improve upon their safety performance by supporting the institutionalization of beliefs, practices, and procedures for identifying, mitigating, and monitoring safety risks.

There are several components of the national safety program, including the National Public Transportation Safety Plan (NSP), that FTA published to provide guidance on managing safety risks and safety hazards. One element of the NSP is the Transit Asset Management (TAM) Plan. Public transportation agencies implemented TAM plans across the industry in 2018. The subject of this document is the Public Transportation Agency Safety Plan (PTASP) rule, 49 CFR Part 673, and guidance provided by FTA.

Safety is a core business function of all public transportation providers and should be systematically applied to every aspect of service delivery. At Corpus Christi Regional Transportation Authority (CCRTA), all levels of management, administration and operations are responsible for the safety of their clientele and themselves. To improve public transportation safety to the highest practicable level in the State of Texas and comply with FTA requirements, the Texas Department of Transportation (TxDOT) has developed this Agency Safety Plan (ASP) in collaboration with CCRTA and the CCRTA Board of Directors.

To ensure that the necessary processes are in place to accomplish both enhanced safety at the local level and the goals of the NSP, CCRTA and the CCRTA Board of Directors adopt this ASP and the tenets of SMS including a Safety Management Policy (SMP) and the processes for Safety Risk Management (SRM), Safety Assurance (SA), and Safety Promotion (SP), per 49 U.S.C. 5329(d)(1)(A).¹ While safety has always been a primary function at CCRTA, this document lays out a process to fully implement an SMS over the next several years that complies with the PTASP final rule.

¹ Federal Register, Vol. 81, No. 24

A. Plan Adoption – 673.11(a)(1)

This Public Transit Agency Safety Plan is hereby adopted, certified as compliant, and signed by:

Jorge Cruz-Aedo, Chief Executive Officer



07/01/2020

ACCOUNTABLE EXECUTIVE SIGNATURE

DATE

The main governing body of CCRTA is the CCRTA Board of Directors. Approval of this plan by the CCRTA Board of Directors occurred on July 1, 2020 and is documented in 070120 Board Meeting Minutes from the Board meeting.

B. Certification of Compliance – 673.13(a)(b)

TxDOT certifies on July 17, 2020, that this Agency Safety Plan is in full compliance with 49 CFR Part 673 and has been adopted and will be implemented by CCRTA as evidenced by the plan adoption signature and necessary Board of Directors approvals under Section 1.A of this plan.

2. TRANSIT AGENCY INFORMATION – 673.23(D)

CCRTA is the regional transportation authority for Nueces County, Texas and is the largest transit provider in the region. The CCRTA main office is located at 5658 Bear Lane, Corpus Christi, Texas and the main transfer center (Staples Street Station) is located in downtown Corpus Christi at 602 N Staples Street.

CCRTA currently operates thirty-six (36) fixed routes, five (5) of which are shuttle routes, and seven (7) regional express routes, along with several park and ride programs and a vanpool program. Fixed route service is operated seven (7) days a week ranging from 5:00 am to 10:30 pm depending on the route. CCRTA also operates Americans with Disabilities Act (ADA) paratransit services, known as the B-Line, for those who have disabilities that would prevent them from using the fixed route services. Recently, CCRTA has begun offering a flexible, deviated fixed route service as an addition to our normal services, which our agency plans to expand in the future.

CCRTA is managed by the CEO and the management team consisting of the Asset Management Executives, Project Managers, and Transit Asset Team Members.

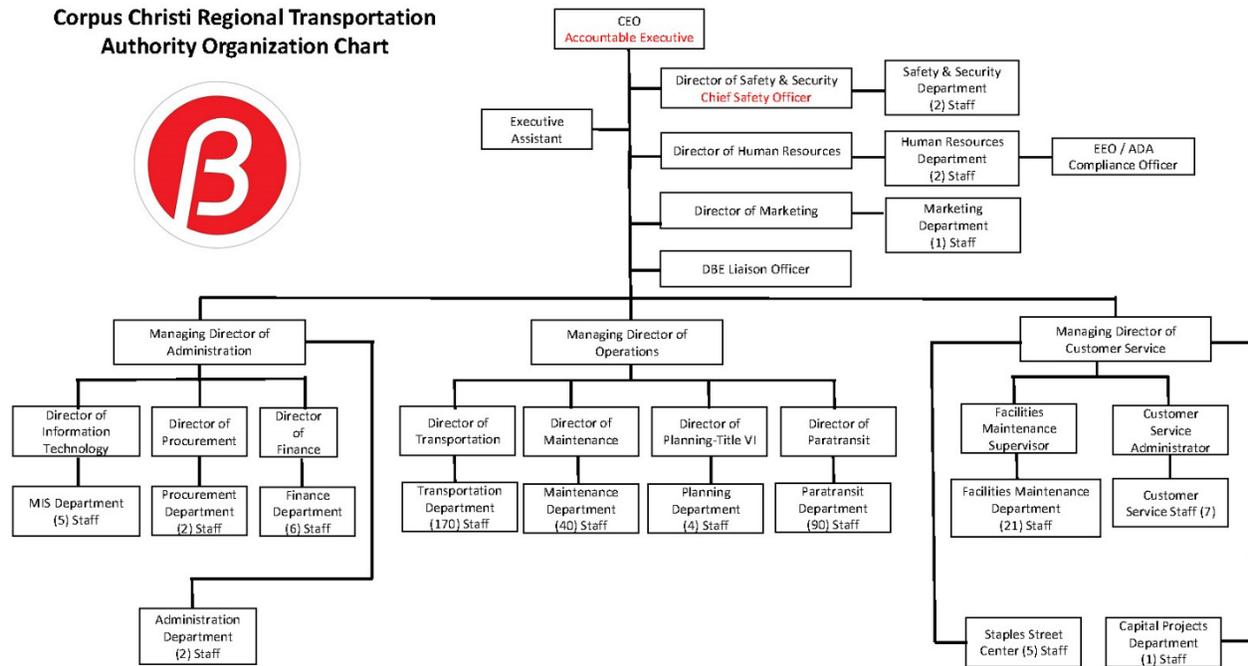
No additional transit service is provided by CCRTA on behalf of another transit agency or entity at the time of the development of this plan.

Table 1 contains agency information while an organizational chart for CCRTA is provided in Figure 1.

TABLE 1: AGENCY INFORMATION

Information Type	Information
Full Transit Agency Name	Corpus Christi Regional Transportation Authority
Transit Agency Address	5658 Bear Lane, Corpus Christi, TX 78405
Name and Title of Accountable Executive 673.23(d)(1)	Jorge Cruz-Aedo, Chief Executive Officer
Name of Chief Safety Officer or SMS Executive 673.23(d)(2)	Mike Rendon, Director of Safety & Security
Key Staff	John Esparza, Safety & Security Administrator
Mode(s) of Service Covered by This Plan 673.11(b)	Fixed Route Bus, Demand Response, ADA Paratransit
List All FTA Funding Types (e.g., 5307, 5310, 5311)	5307, 5310, & 5339
Mode(s) of Service Provided by the Transit Agency (Directly operated or contracted service)	Fixed Route Bus, Demand Response, ADA Paratransit
Number of Vehicles Operated	135

FIGURE 1: CCRTA ORGANIZATIONAL CHART



A. Authorities & Responsibilities – 673.23(d)

As stated in 49 CFR Part 673.23(d), CCRTA is establishing the necessary authority, accountabilities, and responsibilities for the management of safety amongst the key individuals within the organization, as those individuals relate to the development and management of our SMS. In general, the following defines the authority and responsibilities associated with our organization.

The **Accountable Executive** has ultimate responsibility for carrying out the SMS of our public transportation agency, and control or direction over the human and capital resources needed to develop and maintain both the ASP (in accordance with 49 U.S.C. 5329(d)), and the agency's TAM Plan, in accordance with 49 U.S.C. 5326. The Accountable Executive has authority and responsibility to address substandard performance in the CCRTA SMS, per 673.23(d)(1).

Agency leadership and executive management are those members of our agency leadership or executive management, other than the Accountable Executive, Chief Safety Officer (CSO)/SMS Executive, who have authority or responsibility for day-to-day implementation and operation of our agency's SMS.

The **CSO** is an adequately trained individual who has the authority and responsibility as designated by the Accountable Executive for the day-to-day implementation and operation of the CCRTA SMS. As such, the CSO is able to report directly to our transit agency's Accountable Executive.

Key staff are staff, groups of staff, or committees to support the Accountable Executive, CSO, or SMS Executive in developing, implementing, and operating our agency's SMS.

Front line employees perform the daily tasks and activities where hazards can be readily identified so the identified hazards can be addressed before the hazards become adverse events. These employees are critical to SMS success through each employee's respective role in reporting safety hazards, which is where an effective SMS and a positive safety culture begins.

Further detail on this authority and these responsibilities are described at length in *Transit Asset Management Plan* (Appendix A, Table 9 shows the document name, file name, and date of adoption). In addition, over the next year, CCRTA will be reviewing and modifying, if necessary, our current job descriptions to ensure the job descriptions comply with 49 CFR Part 673.

3. SAFETY POLICIES AND PROCEDURES

A. Policy Statement – 673.23(a)

Safety is CCRTA's first priority. CCRTA is committed to implementing, developing, and improving strategies, management systems, and processes to ensure that all our activities uphold the highest level of safety performance and meet required safety standards.

We will develop and embed a safety culture in all our activities that recognizes the importance and value of effective safety management and acknowledges at all times that safety is paramount.

We will clearly explain for all staff their accountabilities and responsibilities for the development and operation of the Safety Management System.

For passengers and employees, we will minimize the safety risk associated with transit service to as low as reasonably practicable and we will work to comply with and, wherever possible, exceed legislative and regulatory requirements and standards. We will also work to ensure that all employees are provided with adequate and appropriate safety information and training, are competent in safety matters, and are only allocated tasks commensurate with their skills.

We have established Safety Performance Targets (SPT) to help us measure the overall effectiveness of our processes and ensure we meet our safety objectives. We will issue quarterly reports to the entire organization documenting how well we met our safety performance targets and describing the safety risk mitigations we implemented to reduce safety risk.

I. Employee Safety Reporting Program – 673.23(b)

Frontline employees are a significant source of safety data. These employees are typically the first to spot unsafe conditions that arise from unplanned conditions either on the vehicles, in the maintenance shop, or in the field during operations. For this reason, the Employee Safety Reporting Program (ESRP) is a major tenet of the PTASP Rule. Under this rule, agencies must establish and implement a process that allows employees to report safety conditions directly to senior management; provides protections for employees who report safety conditions to senior management; and includes a description of employee behaviors that may result in disciplinary action.

CCRTA has a policy in place called the *Employee Grievance* procedure (Appendix A), which is only applicable to internal complaints. The procedure requires that complaints be submitted within 30 days of the incident. The complaints are first routed to the immediate supervisor who will conduct an initial investigation. The immediate supervisor has five (5) calendar days to return a written response, unless elevated to the next management level (order: Immediate Supervisor, Department Manager, Division Head, Human Resources Manager, CEO). The decision of the CEO is final in all cases. Over the next year, CCRTA will review and modify, if necessary, our *Employee Grievance* procedure to develop the procedure into a full ESRP to ensure that the procedure complies with 49 CFR Part 673.

As contained in CCRTA's *Employee Handbook* (Appendix A), CCRTA has an Open-Door Policy that allows for both anonymous and identified communication of complaint, question, or suggestion for improvement. This process encourages the employee to first approach their respective immediate supervisor. If the matter cannot be resolved with the immediate supervisor, the employee can move up to the next management channel. Additionally, a Human Resources representative may be involved at any level. CCRTA employees are protected from retaliation for using the Open-Door Policy in good faith and CCRTA maintains the confidentiality of the employee making the complaint.

In general, the CCRTA ESRP will ensure that all employees are encouraged to report safety conditions directly to senior management or their direct supervisor for elevation to senior management. The policy will include any contract employees. The policy will also spell out what protections are afforded employees who report safety related conditions and will describe employee behaviors that are not covered by those protections. The policy will also elaborate on how safety conditions that are reported will be reported back to the initiator(s) – either to the individual or groups of individuals or organization, dependent on the nature of the safety condition.

To bolster the information received from frontline employees, CCRTA will also review our current policy for how our agency receives information and safety related data from employees and customers. If necessary, CCRTA will develop additional means for receiving, investigating and reporting the results from investigations back to the initiator(s) – either to the person, groups of persons, or distributed agency-wide to ensure that future reporting is encouraged.

II. Communicating the Policy Throughout the Agency – 673.23(c)

CCRTA is committed to ensuring the safety of our clientele, personnel and operations. Part of that commitment is developing an SMS and agency wide safety culture that reduces agency risk to the lowest level possible. The first step in developing a full SMS and agency wide safety culture is communicating our SMP throughout our agency.

The SMP and safety objectives are at the forefront of all communications. This communications strategy will include posting the policy in prominent work locations for existing employees and adding the policy statement to the on-boarding material for all new employees. In addition, the policy statement will become part of our agency's regular safety meetings and other safety communications efforts. The policy will be signed by the Accountable Executive so that all employees know that the policy is supported by management.

B. PTASP Development and Coordination with TxDOT – 673.11(d)

This PTASP has been developed by TxDOT on behalf of the Corpus Christi Metropolitan Planning Organization (MPO) and Corpus Christi Regional Transportation Authority in accordance with all requirements stated in 49 CFR Part 673 applicable to a small public transportation provider. TxDOT mailed a formal call for participation in a State sponsored PTASP development process to all Texas Section 5307

small bus transit agencies on January 15, 2019 and followed that call with a series of phone calls and additional correspondence. CCRTA provided a letter to TxDOT opting into participation on March 15, 2019 and has been an active participant in the development of this plan through sharing existing documentation and participating in communication and coordination throughout the development of this plan. The CCRTA documentation used in the development of this plan is presented in Table 9, in Appendix A.

In support of tracking performance on our SA and SP processes, CCRTA conducts a yearly safety culture survey. The survey is intended to help CCRTA assess how well we communicate safety and safety performance information throughout our organization by gauging how safety is perceived and embraced by CCRTA's administrators, supervisors, staff and contractors. The survey is designed to help us assess how well we are conveying information on hazards and safety risks relevant to employees' roles and responsibilities and informing employees of safety actions taken in response to reports submitted through our ESRP. Results from our most recent survey were analyzed and incorporated into the implementation strategies contained in this ASP.

Once the documents were reviewed, an on-site interview was conducted with CCRTA to gain a better understanding of the agency. This understanding was necessary to ensure that the ASP was developed to fit CCRTA's size, operational characteristics, and capabilities.

The draft ASP was delivered to CCRTA in March 2020 for review and comment. Once review was completed and any adjustments made, the final was delivered to CCRTA for review and adoption.

C. PTASP Annual Review – 673.11(a)(5)

Per 49 U.S.C. 5329(d)(1)(D), this plan includes provisions for annual updates of the SMS. As part of CCRTA's ongoing commitment to fully implementing SMS and engaging our agency employees in developing a robust safety culture, CCRTA will review the ASP and all supporting documentation annually. The review will be conducted as a precursor to certifying to FTA that the ASP is fully compliant with 49 CFR Part 673 and accurately reflects the agency's current implementation status. Certification will be accomplished through CCRTA's annual Certifications and Assurances reporting to FTA.

The annual review will include the ASP and supporting documents (Standard Operating Procedures [SOPs], Policies, Manuals, etc.) that are used to fully implement all the processes used to manage safety at CCRTA. All changes will be noted (as discussed below) and the Accountable Executive will sign and date the title page of this document and provide documentation of approval by the CCRTA Board of Directors whether by signature or by reference to resolution.

The annual ASP review will follow the update activities and schedule provided below in Table 2. As processes are changed to fully implement SMS or new processes are developed, CCRTA will track those changes for use in the annual review.

TABLE 2: ASP ANNUAL UPDATE TIMELINE

Task	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept
Review Agency Operations	→							
Review SMS Documentation <ul style="list-style-type: none"> • Safety Policy; • Risk Management; • Safety Assurance; and • Safety Promotion. 		→						
Review Previous Targets and Set or Continue Targets			→					
Report Targets to National Transit Database (NTD), TxDOT, Corpus Christi MPO					→			
Make Any Necessary Adjustments to PTASP						→		
Update Version No., Adopt & Certify Plan Compliance								★

The following table, Table 3, will be used to record final changes made to the ASP during the annual update. This table will be a permanent record of the changes to the ASP over time.

TABLE 3: ASP RECORD OF CHANGES

Document Version	Section/Pages Changed	Reason for Change	Reviewer Name	Date of Change
Header	Text	Text	Text	Text
Header	Text	Text	Text	Text
Header	Text	Text	Text	Text

The implementation of SMS is an ongoing and iterative process, and as such, this PTASP is a working document. Therefore, a clear record of changes and adjustments is kept in the PTASP for the benefit of safety plan performance management and to comply with Federal statutes.

D. PTASP Maintenance – 673.11(a)(2)(c)

CCRTA will follow the annual review process outlined above and adjust this ASP as necessary to accurately reflect current implementation status. This plan will document the processes and activities related to SMS implementation as required under 49 CFR Part 673 Subpart C and will make necessary updates to this ASP as CCRTA continues to develop and refine our SMS implementation.

E. PTASP Documentation and Recordkeeping – 673.31

At all times, CCRTA will maintain documents that set forth our ASP, including those documents related to the implementation of CCRTA’s SMS and those documents related to the results from SMS processes and activities. CCRTA will also maintain documents that are included in whole, or by reference, that describe the programs, policies, and procedures that our agency uses to carry out our ASP and all iterations of

those documents. These documents will be made available upon request to the FTA, other Federal entity, or TxDOT. CCRTA will maintain these documents for a minimum of three years after the documents are created. These additional supporting documents are cataloged in Appendix A and the list will be kept current as a part of the annual ASP review and update.

F. Safety Performance Measures – 673.11(a)(3)

The PTASP Final Rule, 49 CFR Part 673.11(a)(3), requires that all public transportation providers must develop an ASP to include SPTs based on the safety performance measures established under the NSP. The safety performance measures outlined in the NSP were developed to ensure that the measures can be applied to all modes of public transportation and are based on data currently being submitted to the NTD. The safety performance measures included in the NSP are fatalities, injuries, safety events, and system reliability (State of Good Repair as developed and tracked in the TAM Plan).

There are seven (7) SPTs that must be included in each ASP that are based on the four (4) performance measures in the NSP. These SPTs are presented in terms of total numbers reported and rate per Vehicle Revenue Mile (VRM). Each of the seven (7) is required to be reported by mode as presented in Table 4.

TABLE 4: NSP SAFETY PERFORMANCE MEASURES

Safety Performance Measure	SPT	
Fatalities	Total Number Reported	Rate Per Total VRM
Injuries	Total Number Reported	Rate Per Total VRM
Safety Events	Total Number Reported	Rate Per Total VRM
System Reliability	Mean distance between major mechanical failure	

Table 5 presents baseline numbers for each of the performance measures. CCRTA collected the past two (2) years of reported data to develop the rolling averages listed in the table.

TABLE 5: BASELINE 2019 SAFETY PERFORMANCE MEASURES

Mode	Fatalities	Rate of Fatalities*	Injuries	Rate of Injuries*	Safety Events	Rate of Safety Events*	Mean Distance Between Major Mechanical Failure
Fixed Route (Bus)	0	0%	14.5	0.00039%	7.5	0.00020%	28,320
Demand Response	0	0%	2	0.00015%	2	0.00015%	14,932
Van Pool	0	0%	0	0%	0	0%	96,963

*rate = total number for the year/total revenue vehicle miles traveled

While safety has always been a major component of the CCRTA operation, the adoption of this ASP will result in changes across all aspects of the organization. The SPTs set in Table 6, Table 7, and Table 8 reflect an acknowledgment that SMS implementation will produce new information that will be needed to accurately set meaningful SPTs. We will set our targets at the current NTD reported two-year average as we begin the process of fully implementing our SMS and developing our targeted safety improvements. This will ensure that we do no worse than our baseline performance over the last two years.

TABLE 6: FIXED ROUTE (BUS) SAFETY PERFORMANCE TARGETS

Measure	Baseline	Target
Fatalities	0	0
Rate of Fatalities*	0%	0%
Injuries	14.5	14.5
Rate of Injuries*	0.00039%	0.00039%
Safety Events	7.5	7.5
Rate of Safety Events*	0.00020%	0.00020%
Mean Distance Between Major Mechanical Failure	28,320	28,320

*rate = total number for the year/total revenue vehicle miles traveled

TABLE 7: DEMAND RESPONSE SAFETY PERFORMANCE TARGETS

Measure	Baseline	Target
Fatalities	0	0
Rate of Fatalities*	0%	0%
Injuries	2	2
Rate of Injuries*	0.00015%	0.00015%
Safety Events	2	2
Rate of Safety Events*	0.00015%	0.00015%
Mean Distance Between Major Mechanical Failure	14,932	14,932

*rate = total number for the year/total revenue vehicle miles traveled

TABLE 8: VAN POOL SAFETY PERFORMANCE TARGETS

Measure	Baseline	Target
Fatalities	0	0
Rate of Fatalities*	0%	0%
Injuries	0	0
Rate of Injuries*	0%	0%
Safety Events	0	0
Rate of Safety Events*	0%	0%
Mean Distance Between Major Mechanical Failure	96,963	96,963

*rate = total number for the year/total revenue vehicle miles traveled

As part of the annual review of the ASP, CCRTA will reevaluate our SPTs and determine whether the SPTs need to be refined. As more data is collected as part of the SRM process discussed later in this plan, CCRTA may begin developing safety performance indicators to help inform management on safety related investments.

G. Safety Performance Target Coordination – 673.15(a)(b)

CCRTA will make our SPTs available to TxDOT and the Corpus Christi MPO to aid in those agencies' respective regional and long-range planning processes. To the maximum extent practicable, CCRTA will coordinate with TxDOT and the MPO in the selection of State and MPO SPTs as documented in the Interagency Memorandum of Understanding (MOU).

Each year during the FTA Certifications and Assurances reporting process, CCRTA will transmit any updates to our SPTs to both the Corpus Christi MPO and TxDOT (unless those agencies specify another time in writing).

4. SAFETY MANAGEMENT SYSTEMS – 673 SUBPART C

As previously noted, FTA has adopted SMS as the basis for improving safety across the public transportation industry. In compliance with the National Safety Program, National Public Transportation Safety Plan, and 49 CFR Part 673, CCRTA is adopting SMS as the basis for directing and managing safety and risk at our agency. CCRTA has always viewed safety as a core business function. All levels of management and employees are accountable for appropriately identifying and effectively managing risk in all activities and operations in order to deliver improvements in safety and reduce risk to the lowest practical level during service delivery.

SMS is comprised of four basic components - SMP, SRM, SA, and SP. The SMP and SP are the enablers that provide structure and supporting activities that make SRM and SA possible and sustainable. The SRM and SA are the processes and activities for effectively managing safety as presented in Figure 2.

FIGURE 2: SAFETY MANAGEMENT SYSTEMS



Implementing SMS at CCRTA will be a major undertaking over the next several years. This ASP is the first step to putting in place a systematic approach to managing the agency's risk. CCRTA has already taken several steps to implement SMS, such as developing this initial ASP and designating a CSO. During the first year of implementation, CCRTA will identify SMS roles and responsibilities, key stakeholder groups and key staff to support this process. CCRTA will also ensure that these key staff receive SMS training, develop a plan for implementing SMS, inform stakeholders about the ASP, and discuss our progress with the CCRTA Board and our agency's planning partners.

A. Safety Risk Management – 673.25

By adopting this ASP, CCRTA is establishing the SRM process presented in Figure 3 for identifying hazards and analyzing, assessing and mitigating safety risk in compliance with the requirements of 49 CFR Part 673.25. The SRM processes described in this section are designed to implement the CCRTA SMS.

FIGURE 3: SAFETY RISK MANAGEMENT PROCESS



The implementation of the SRM component of the SMS will be carried out over the course of the next year. The SRM components will be implemented through a program of improvement during which the SRM processes will be implemented, reviewed, evaluated, and revised as necessary, to ensure the processes are achieving the intended safety objectives as the processes are fully incorporated into CCRTA's SOPs.

The SRM is focused on implementing and improving actionable strategies that CCRTA has undertaken to identify, assess and mitigate risk. The creation of a Risk Register provides an accessible resource for documenting the SRM process, tracking the identified risks, and documenting the effectiveness of mitigation strategies in meeting defined safety objectives and performance measures. The draft Risk Register is presented in Figure 4.

FIGURE 4: DRAFT RISK REGISTER

Hazard	Type	Likelihood	Consequence	Resolution

What is wrong?

What could happen

What could mitigate this?

As the SRM process progresses through the steps of identifying what may be wrong, what could happen as a result, and what steps CCRTA is taking to resolve the risk and mitigate the hazard, the CSO completes and publishes the various components of the Risk Register. These components include the use of safety hazard identification, safety risk assessment, and safety risk mitigation, as described in the following sections.

I. Safety Hazard Identification – 673.25(b)

CCRTA has a *Hazard Recognition/Identification* strategy located in the *System Safety Program Plan (SSPP)* (Appendix A) in place to identify safety and operational risks based on individual assets. This assessment uses both inductive and deductive identification processes. The purpose of the hazard assessment activities is to determine the acceptability of assuming the hazard risk, or to determine the necessity of recommending corrective measures. These activities involve four steps:

1. Cause identification.
2. Testing and analysis.
3. Determination of severity and likelihood of occurrence.
4. Development of options for control/elimination strategies and costs

This assessment is provided in *Sections 6 through 8* of CCRTA’s *SSPP*.

Although the current procedures have been effective in achieving our safety objectives, to ensure compliance with 49 CFR Part 673, CCRTA is working to implement the following expanded SRM process.

The CCRTA SRM process is a forward-looking effort to identify safety hazards that could potentially result in negative safety outcomes. In the SRM process, a hazard is any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infra-structure of a public transportation system; or, damage to the environment.

Hazard identification focuses on out-of-the-norm conditions that need special attention or immediate action, new procedures, or training to resolve a condition that is unacceptable and return conditions to an acceptable level. CCRTA uses a variety of mechanisms for identifying and documenting hazards, namely:

- Through training and reporting procedures, CCRTA ensures personnel can identify hazards and that each employee clearly understands that the employee has a responsibility to immediately report any safety hazards identified to the employee's supervisors. Continued training helps employees to develop and improve the skills needed to identify hazards.
- Employee hazard training coupled with the ESRP ensures that CCRTA has full use of information from frontline employees for hazard identification.
- Upon receiving the hazard report, supervisors communicate the identified hazard to the CSO for entry into the risk register for risk assessment, classification and possible mitigation.
- In carrying out the risk assessment, the CSO uses standard reporting forms (e.g. *Pre-and Post-trip Inspection Forms* and *Collision Reports* to mitigate mechanical based safety hazards that are identified) and other reports completed on a routine basis by administrative, operations and maintenance. The CCRTA *SSPP* contains procedures for flagging and reporting hazards as a part of day-to-day operations.
- Supervisors are responsible for performing and documenting regular safety assessments, which include reporting and recommending methods to reduce identified hazards.
- CCRTA uses incident reports and records to determine specific areas of training that need to be covered with employees to ensure safety hazard identification is continually improved, and thus ensure that hazards are identified before an event recurrence.
- Incident reports are also analyzed by the risk management team to identify any recurring patterns or themes that would help to identify underlying hazards and root causes of the event that can be mitigated to prevent recurrence.
- If a hazard is such that an employee would be reluctant to report the information due to perceived negative consequences (e.g. disciplinary action), alternative, anonymous reporting mechanisms are available through an anonymous suggestion box or anonymous online reporting form, or other secure mechanism.

- To increase the safety knowledge of our agency, Safety Department personnel are also encouraged to participate in available professional development activities and peer-to-peer exchanges as a source of expertise and information on lessons learned and best practices in hazard identification.
- Other sources for hazard identification include:
 - ESRP
 - Inspections of personnel job performance, vehicles, facilities and other data
 - Investigations of safety events
 - Safety trend analysis on data currently collected
 - Training and evaluation records
 - Internal safety audits
 - External sources of hazard information could include:
 - FTA and other federal or state authorities
 - Reports from the public
 - Safety bulletins from manufacturers or industry associations

In addition to identifying the hazard, the hazard identification process also classifies the hazard by type (organizational, technical or environmental) to assist the CSO in identifying the optimal combination of departmental leadership and subject matter expertise to select in assembling the safety risk assessment team.

The various hazard types can also be categorized by subcategory for each type. For example, organizational hazards can be subcategorized into resourcing, procedural, training or supervisory hazards. Each of the subcategories implies different types of mitigation strategies and potentially affect overall agency resources through varying costs for implementation. Technical hazards can be subcategorized into operational, maintenance, design and equipment. Additionally, environmental hazards can be subcategorized into weather and natural, which is always a factor for every operation.

II. Safety Risk Assessment – 673.25(c)

CCRTA currently uses a *Hazard Analysis/Assessment/Evaluation* process with a framework for assessing risks and threats with reference to security for the transportation system. This assessment procedure can be found in *Section 7* of the *SSPP* and shows the likelihood of occurrence and the impact on transportation assets and the system as a whole.

As part of the new SRM process, CCRTA has developed methods to assess the likelihood and severity of the consequences of identified hazards, and prioritizes the hazards based on the safety risk. The process continues the use of the Risk Register described in the previous section to address the next two components.

To accurately assess a risk, CCRTA may need to perform an investigation. CCRTA currently investigates accidents or crashes but will need to develop a full investigation procedure to inform the SRM process. The investigation procedure will start with an Assessment Form and framework found in the *Hazard Analysis/Assessment/Evaluation* procedures and will be developed to cover all risk assessment. Once fully developed, the document will become the Investigation SOP. The SOP will include accident investigation procedures as well as risk investigation procedures. These procedures will be used to investigate risks identified from multiple sources including the ESRP.

Safety risk is based on an assessment of the likelihood of a potential consequence and the potential severity of the consequences in terms of resulting harm or damage. The risk assessment also considers any previous mitigation efforts and the effectiveness of those efforts. The results of the assessment are used to populate the third and fourth components of the Risk Register as presented in Figure 5.

FIGURE 5: SAFETY RISK ASSESSMENT STEPS IN POPULATING THE RISK REGISTER

Hazard	Type	Likelihood	Consequence	Resolution

The risk assessment is conducted by the CSO and Safety Department supplemented by subject matter experts from the respective department or section to which the risk applies. The process employs a safety risk matrix, similar to the one presented in Figure 6, that allows the safety team to visualize the assessed likelihood and severity, and to help decision-makers understand when actions are necessary to reduce or mitigate safety risk.

FIGURE 6: SAFETY RISK ASSESSMENT MATRIX

RISK ASSESSMENT MATRIX				
SEVERITY LIKELIHOOD	Catastrophic (1)	Critical (2)	Marginal (3)	Negligible (4)
Frequent (A)	High	High	High	Medium
Probable (B)	High	High	Medium	Medium
Occasional (C)	High	Medium	Medium	Low
Remote (D)	Medium	Medium	Low	Low
Improbable (E)	Medium	Low	Low	Low

Although the current version of the matrix relies heavily on the examples and samples that are listed on the PTASP Technical Assistance Center website, lessons learned from the implementation process during the coming years will be used to customize the matrix that CCRTA will use to address our unique operating realities and leadership guidance.

The Risk Assessment Matrix is an important tool. If a risk is assessed and falls within one of the red zones, the risk is determined to be unacceptable under existing circumstances. This determination means that management must take action to mitigate the situation. This is the point in the process when SRMs are developed. If the risk is assessed and falls within one of the yellow zones, the risk is determined to be acceptable, but monitoring is necessary. If the risk falls within one of the green zones, the risk is acceptable under the existing circumstances.

Once a hazard's likelihood and severity have been assessed, the CSO enters the hazard assessment into the Risk Register that is used to document the individual hazard and the type of risk it represents. This information is used to move to the next step, which is hazard mitigation.

III. Safety Risk Mitigation – 673.25(d)

As part of the SSPP, CCRTA currently has a *Hazard Resolution* policy found in Section 8. The SSPP lists specific resolution strategies according to the assigned Likelihood Categories, with additional precautionary measures to take moving forward.

Upon completion of the risk assessment, the CSO and the safety committee continue populating the Risk Register by identifying mitigations or strategies necessary to reduce the likelihood and/or severity of the consequences. The goal of this step is to avoid or eliminate the hazard or, when elimination is not likely

or feasible, to reduce the assessed risk rating to an acceptable level (Figure 7). However, mitigations do not typically eliminate the risk entirely.

FIGURE 7: RISK REGISTER MITIGATION COMPONENT

Hazard	Type	Likelihood	Consequence	Resolution

To accomplish this objective, the CSO, through the risk management team, works with subject matter experts from the respective department or section to which the risk applies. The risk management team then conducts a brainstorming exercise to elicit feedback from staff and supervisors with the highest level of expertise in the components of the hazard.

Documented risk resolution and hazard mitigation activities from previous Risk Register entries and the resolution’s documented level of success at achieving the desired safety objectives may also be reviewed and considered in the process. If the hazard is external (e.g., roadway construction by an outside agency) information and input from external actors or experts may also be sought to take advantage of all reasonably available resources and avoid any unintended consequences.

Once a mitigation strategy is selected and adopted, the strategy is assigned to an appropriate staff member or team for implementation. The assigned personnel and the personnel’s specific responsibilities are entered into the Risk Register. Among the responsibilities of the mitigation team leader is the documentation of the mitigation effort, including whether the mitigation was carried out as designed and whether the intended safety objectives were achieved. This information is recorded in the appendix to the Risk Register for use in subsequent SA activities and to monitor the effectiveness of the SRM program.

B. Safety Assurance – 673.27 (a)

Safety Assurance means processes within the CCRTA SMS that function to ensure a) the implementation and effectiveness of safety risk mitigation, and b) CCRTA meets or exceeds our safety objectives through the collection, measurement, analysis and assessment of information.

SA helps to ensure early identification of potential safety issues. SA also ensures that safeguards are in place and are effective in meeting CCRTA’s critical safety objectives and contribute towards SPTs.

I. Safety Performance Monitoring and Measuring – 673.27 (b)

As the first step in the CCRTA SA program, CCRTA collects and monitors data on safety performance indicators through a variety of mechanisms described in the following sections. Safety performance indicators can provide early warning signs about safety risks. CCRTA currently relies primarily on lagging indicators representing negative safety outcomes that should be avoided or mitigated in the future. However, initiatives are underway to adopt a more robust set of leading indicators that monitor conditions that are likely to contribute to negative outcomes in the future. In addition to the day-to-day monitoring and investigation procedures detailed below, CCRTA will review and document the safety performance monitoring and measuring processes as part of the annual update of this ASP.

MONITORING COMPLIANCE AND SUFFICIENCY OF PROCEDURES – 673.27 (B)(1)

CCRTA monitors our system for personnel compliance with operations and maintenance procedures and monitors these procedures for sufficiency in meeting safety objectives. A list of documents describing the safety related operations and maintenance procedures cited in this ASP is provided in Appendix A of this document.

Supervisors monitor employee compliance with CCRTA SOPs through direct observation and review of information from internal reporting systems such as the *Employee Grievance* procedures from employees and the *Customer Assistance Form (CAF)* (Appendix A) for customers.

CCRTA addresses non-compliance with standard procedures for operations and maintenance activities through a variety of actions, including revision to training materials and delivery of employee and supervisor training if the non-compliance is systemic. If the non-compliance is situational, then activities may include supplemental individualized training, coaching, and heightened management oversight, among other remedies.

Sometimes personnel are fully complying with the procedures, but the operations and maintenance procedures are inadequate and pose the risk of negative safety outcomes. In this case, the cognizant person submits the deficiency or description of the inadequate procedures to the SRM process. Through the SRM process, the SRM team will then evaluate and analyze the potential organizational hazard and assign the identified hazard for mitigation and resolution, as appropriate. The SRM team will also conduct periodic self-evaluation and mitigation of any identified deficiencies in the SRM process itself.

MONITORING OPERATIONS – 673.27(B)(2)

Department Heads are required to monitor investigation reports of safety events and SRM resolution reports to monitor the department's operations to identify any safety risk mitigations that may be ineffective, inappropriate, or not implemented as intended. If it is determined that the safety risk mitigation did not bring the risk to an acceptable level or otherwise failed to meet safety objectives, then the supervisor resubmits the safety risk/hazard to the SRM process. The CSO will work with the supervisor

and subject matter experts to reanalyze the hazard and consequences and identify additional mitigation or alternative approaches to implementing the mitigation.

II. Safety Event Investigation – 673.27(B)(3)

CCRTA currently conducts investigations of safety events. From a SA perspective, the objective of the investigation is to identify causal factors of the event and to identify actionable strategies that CCRTA can employ to address any identifiable organizational, technical or environmental hazard at the root cause of the safety event.

Safety Event Investigations that seek to identify and document the root cause of an accident or other safety event are a critical component of the SA process because they are a primary resource for the collection, measurement, analysis and assessment of information. CCRTA uses gathers various information to help in identifying and documenting root causes of accidents and incidents, including but not limited to:

1. The purpose of these investigations is to:
 - a. Determine responsibility.
 - b. Identify causes and effects.
 - c. Verify identified hazards.
 - d. Implement remedies to eliminate, reduce or control recurrences of a similar accident.
 - e. Gather formal documentation in the event of litigation.
 - f. Develop solutions that will eliminate, nullify, or prevent such accidents and hazards.
 - g. Provide a means of checking the adequacy of past training.
 - h. Make personnel aware of unsafe acts and conditions.
 - i. Promote on-the-spot correction.
2. Investigations will be of two types:
 - a. Those in which the affected department conducts the investigation, and reports and information are provided to Safety.
 - b. Those of a major nature in which the Safety Department will play the leading role and publish a report.
3. The following are necessary for effective investigations:
 - a. Determine field personnel responsibilities for investigation.
 - b. Utilize the Supervisor's Accident Investigation Procedures.
 - c. Integrate Claims' findings into investigations.
 - d. Ensure Safety Department notification of significant accidents, on both an immediate and routine basis.
 - e. Develop criteria for Safety Department investigations.

- f. Prepare procedures, checklists and formats for conducting investigations.
- g. Adopt policies for major accident investigation report publication and follow up systems for compliance with report recommendations. In addition, the Safety Department will establish procedures for coordinating investigations by outside agencies, or peer reviews.

MONITORING INTERNAL SAFETY REPORTING PROGRAMS – 673.27(B)(4)

As a primary part of the internal safety reporting program, CCRTA monitors information reported through the ESRP. When a report originating through the complaint process documents a safety hazard, the supervisor submits the hazards identified through the internal reporting process, including previous mitigation in place at the time of the safety event. The supervisor submits the hazard report to the SRM process to be analyzed, evaluated, and if appropriate, assigned for mitigation/resolution.

OTHER SAFETY ASSURANCE INITIATIVES

Because leading indicators can be more useful for safety performance monitoring and measurement than lagging indicators, CCRTA is undertaking efforts to implement processes to identify and monitor more leading indicators or conditions that have the potential to become or contribute to negative safety outcomes. This may include trend analysis of environmental conditions through monitoring National Weather Service data; monitoring trends toward or away from meeting the identified SPTs; or other indicators as appropriate.

C. Safety Promotion – 673.29

Management support is essential to developing and implementing SMS. SP includes all aspects of how, why, when and to whom management communicates safety related topics. SP also includes when and how training is provided. The following sections outline both the safety competencies and training that CCRTA will implement and how safety related information will be communicated.

I. Safety Competencies and Training – 673.29(a)

CCRTA provides comprehensive training to all employees regarding each employee's job duties and general responsibilities. This training includes safety responsibilities related to the employee's position. In addition, regular driver safety meetings are held to ensure that safety related information is relayed to the key members of our agency's safety processes.

As part of SMS implementation, CCRTA will be conducting the following activities:

- Conduct a thorough review of all current general staff categories (administrative, driver, supervisor, mechanic, maintenance, etc.) and the respective staff safety related responsibilities.
- Assess the training requirements spelled out in 49 CFR Part 672 and the various courses required for different positions. (CCRTA is not subject to the requirements under 49 CFR Part 672 but will

review the training requirements to understand what training is being required of other larger agencies in the event these trainings might be useful).

- Assess the training material available on the FTA PTASP Technical Assistance Center website.
- Review other training material available from industry sources such as the Community Transportation Association of America and the American Public Transportation Association websites.
- Develop a set of competencies and trainings required to meet the safety related activities for each general staff category.
- Develop expectations for ongoing safety training and safety meeting attendance.
- Develop a training matrix to track progress on individuals and groups within the organization.
- Adjust job notices associated with general staff categories to ensure that new personnel understand the safety related competencies and training needs and the safety related responsibilities of the job.
- Include refresher training in all trainings and apply it to agency personnel and contractors.

II. Safety Communication – 673.29(b)

CCRTA regularly communicates safety and safety performance information throughout our agency's organization that, at a minimum, conveys information on hazards and safety risks relevant to employees' roles and responsibilities and informs employees of safety actions taken in response to reports submitted through the ESRP (noted in 3.A.I) or other means.

CCRTA reports any safety related information to the CCRTA Board of Directors at their regular meetings and will begin including safety performance information. In addition, CCRTA holds regularly scheduled meetings with drivers to ensure that any safety related information is passed along that would affect the execution of the drivers' duties. CCRTA also posts safety related and other pertinent information in a common room for all employees.

CCRTA will begin systematically collecting, cataloging, and, where appropriate, analyzing and reporting safety and performance information to all staff. To determine what information should be reported, how the information should be reported and to whom, CCRTA will answer the following questions:

- What information does this individual need to do their job?
- How can we ensure the individual understands what is communicated?
- How can we ensure the individual understands what action must be taken as a result of the information?
- How can we ensure the information is accurate and kept up-to-date?

- Are there any privacy or security concerns to consider when sharing information? If so, what should we do to address these concerns?

In addition, CCRTA will review our current communications strategies and determine whether others are needed. As part of this effort, CCRTA has conducted, and will continue to conduct, a Safety Culture Survey to understand how safety is perceived in the workplace and what areas CCRTA should be addressing to fully implement a safety culture at our agency.

5. APPENDIX A

TABLE 9: PTASP SUPPORTING DOCUMENTS

File Name	Revision Date	Document Name	Document Owner
Interview Tech.pdf	5/1/2004	Interview Techniques	CCRTA
Rep. Writing SG.pdf	N/A	Report Writing: An Overview	CCRTA
2018 Monthly Accident _Incident Reports.xls	12/31/2018	Monthly Accident/Incident Reports	CCRTA
Customer Assistance Form.docx	2018	Customer Assistance Form (CAF)	CCRTA
Attachment B - Revised Drug and Alcohol Policy 2019.pdf"	3/6/2019	Drug and Alcohol Policy	CCRTA
Attachment A - Section 103 Employee Grievance.pdf	3/6/2009	Employee Grievance	CCRTA
Attachment C - 2010 Employee Handbook.pdf	2/1/2010	Employee Handbook	CCRTA
CCRTA IT Policy and Procedure Manual 2018 (003).pdf"	2018	Information Technology Policy and Procedure Manual	CCRTA
Dispatch Operations Administrator 2019.pdf	N/A	Job Description: Dispatch Operations Administrator	CCRTA
JD - Dispatcher.pdf	N/A	Job Description: Dispatcher	CCRTA
Street Operations Administrator 2019.pdf	2019	Job Description: Street Operations Administrator	CCRTA
Street Operations Supervisor 2019.pdf	2019	Job Description: Street Operations Supervisor	CCRTA
Training Instructor 2016.pdf	2016	Job Description: Training Instructor	CCRTA
Transportation Services Administrator 2019.pdf	2019	Job Description: Transportation Services Administrator	CCRTA
vamonos-lrp-final.pdf	Oct-12	Long Range Plan	CCRTA

File Name	Revision Date	Document Name	Document Owner
Corpus Christi MPO Boundary.pdf	N/A	Corpus Christi Metropolitan Planning Organization (MPO)	CC MPO
Biohazard - Final.pdf	7/12/2017	Biohazard on a RTA Vehicle	CCRTA
BTW Training 5.3.19.pdf	5/3/2019	Behind the Wheel Training	CCRTA
Bus Operator Trainee Requirements.pdf	9/19/2018	Bus Operator Trainee Requirements	CCRTA
Daily Schedule Posting and Rotation - Final.pdf	7/12/2017	Daily Schedule Posting and Rotation	CCRTA
Dispatch Responsibilities - Final 1.1.pdf	7/12/2017	Dispatch Responsibilities	CCRTA
Electronic Fare-box Road call Instructions - Final.pdf	7/12/2017	Electronic Fare-box Road Call Instructions	CCRTA
Emergency Procedures 1.24.19.pdf	1/24/2019	Emergency Procedures (Dispatch)	CCRTA
Handheld Radio - Final.pdf	7/12/2017	Handheld Radio: Basic Operating Guide	CCRTA
Health Care Providers Statement - Final.pdf	7/12/2017	Health Care Providers Statement	CCRTA
Health Leave - Final.pdf	7/14/2017	Health Leave	CCRTA
Lost and Found Articles - Revision 2.pdf	4/20/2018	Lost and Found Articles	CCRTA
Red Light and Stop Sign Procedures.pdf	5/24/2019	Red Light and Stop Sign Procedures	CCRTA
Request for Leave - Final.pdf	8/10/2017	Request for Leave	CCRTA
Request Video Pull - Final.pdf	7/12/2017	Video Request Pull Instructions	CCRTA
Retraining.pdf	2/6/2018	Retraining	CCRTA
Return to Work Revised 2-13-18.pdf	2/13/2018	Return to Work	CCRTA
Road Call Report.pdf	2/5/2018	Road Call Report	CCRTA
Road Monitor Work Schedule - Final.pdf	5/1/2018	Road Monitor Work Schedule	CCRTA

File Name	Revision Date	Document Name	Document Owner
Service Stop Removal or Temporary Closure - Final.pdf	7/12/2017	Service Stop Closure / Removal	CCRTA
Setting up Detours - Final.pdf	7/12/2017	Detour Set Up	CCRTA
Transporting Passengers in Non-Revenue Vehicle - Final.pdf	4/1/2018	Transporting people in a non-revenue RTA vehicle	CCRTA
Utilizing EB Operators - Rev 5-21-19.pdf	4/9/2018	Utilizing Extra Board Operators	CCRTA
Final Procurement Policy 2010 (revised 07-26-2010).pdf	2/1/2010	Procurement Policy	CCRTA
2010 Policy Book final.pdf	2/1/2010	Employee Handbook	CCRTA
Original Manual 2009.pdf	3/11/2009	Bus Operator's Guidelines	CCRTA
Red Light and Stop Sign Procedures.pdf	5/24/2019	Red Light and Stop Sign Procedures	CCRTA
RTA System Safety Program Plan.doc	Jun-13	System Safety Program Plan	CCRTA
FINAL Emergency Response Plan 5-24-19.docx	5/20/2019	Emergency Response Plan	CCRTA
Transit-Plan-2020-Five-Year-Service-Plan-Executive-Summary.pdf	Sep-16	Transit Plan 20/20	CCRTA
Cover Page (3).pdf	N/A	Instructors Course in Bus Operator Training: Participant Manual	Transportation Safety Institute (TSI)
Tab1 VEH OP Part 1 (3).pdf	N/A	Vehicle Operation: Part 1	Transportation Safety Institute (TSI)
Tab1 VEH OP Part 2.pdf	N/A	Vehicle Operation: Part 2	Transportation Safety Institute (TSI)
Tab1 VEH OP Part 3.pdf	N/A	Vehicle Operation: Part 3	Transportation Safety Institute (TSI)
Tab2 CUST REL Part 1.pdf	N/A	Customer Relations: Part 1	Transportation Safety Institute (TSI)

File Name	Revision Date	Document Name	Document Owner
Tab2 CUST REL Part 2.pdf	N/A	Customer Relations: Part 2	Transportation Safety Institute (TSI)
Tab3 EM MGMT.pdf	N/A	Emergency Management	Transportation Safety Institute (TSI)
Tab4 OperationalProcedures .pdf	N/A	Operational Procedures Schedule	CCRTA
Tab5 BUS GUIDE Part 1.pdf	3/11/2009	Bus Operator's Guidelines	CCRTA
6.a1-4_Transit Asset Management Plan MPO.pdf	10/1/2018	Transit Asset Management Plan	CCRTA
June 2017 CCRTA Service Standards.pdf	Jun-17	Fixed Route Service Standards	CCRTA

A. Glossary of Terms

Accident: means an event that involves any of the following: a loss of life; a report of a serious injury to a person; a collision of transit vehicles; an evacuation for life safety reasons; at any location, at any time, whatever the cause.

Accountable Executive (typically the highest executive in the agency): means a single, identifiable person who has ultimate responsibility for carrying out the SMS of a public transportation agency, and control or direction over the human and capital resources needed to develop and maintain both the agency's PTASP, in accordance with 49 U.S.C. 5329(d), and the agency's TAM Plan in accordance with 49 U.S.C. 5326.

Agency Leadership and Executive Management: Those members of agency leadership or executive management (other than an Accountable Executive, CSO, or SMS Executive) who have authorities or responsibilities for day-to-day implementation and operation of an agency's SMS.

Chief Safety Officer (CSO): means an adequately trained individual who has responsibility for safety and reports directly to a transit agency's chief executive officer, general manager, president, or equivalent officer. A CSO may not serve in other operational or maintenance capacity, unless the CSO is employed by a transit agency that is a small public transportation provider as defined in this part, or a public transportation provider that does not operate a rail fixed guideway public transportation system.

Corrective Maintenance: Specific, unscheduled maintenance typically performed to identify, isolate, and rectify a condition or fault so that the failed asset or asset component can be restored to a safe operational condition within the tolerances or limits established for in-service operations.

Equivalent Authority: means an entity that carries out duties similar to that of a Board of Directors, for a recipient or subrecipient of FTA funds under 49 U.S.C. Chapter 53, including sufficient authority to review and approve a recipient or subrecipient's PTASP.

Event: means an accident, incident, or occurrence.

Federal Transit Administration (FTA): means the Federal Transit Administration, an operating administration within the United States Department of Transportation.

Hazard: means any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.

Incident: means an event that involves any of the following: a personal injury that is not a serious injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.

Investigation: means the process of determining the causal and contributing factors of an accident, incident, or hazard, for the purpose of preventing recurrence and mitigating risk.

Key staff: means a group of staff or committees to support the Accountable Executive, CSO, or SMS Executive in developing, implementing, and operating the agency's SMS.

Major Mechanical Failures: means failures caused by vehicle malfunctions or subpar vehicle condition which requires that the vehicle be pulled from service.

National Public Transportation Safety Plan (NSP): means the plan to improve the safety of all public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53.

Occurrence: means an event without any personal injury in which any damage to facilities, equipment, rolling stock, or infrastructure does not disrupt the operations of a transit agency.

Operator of a Public Transportation System: means a provider of public transportation as defined under 49 U.S.C. 5302(14).

Passenger: means a person, other than an operator, who is on board, boarding, or alighting from a vehicle on a public transportation system for the purpose of travel.

Performance Measure: means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.

Performance Target: means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the FTA.

Preventative Maintenance: means regular, scheduled, and/or recurring maintenance of assets (equipment and facilities) as required by manufacturer or vendor requirements, typically for the purpose

of maintaining assets in satisfactory operating condition. Preventative maintenance is conducted by providing for systematic inspection, detection, and correction of anticipated failures either before they occur or before they develop into major defects. Preventative maintenance is maintenance, including tests, measurements, adjustments, and parts replacement, performed specifically to prevent faults from occurring. The primary goal of preventative maintenance is to avoid or mitigate the consequences of failure of equipment.

Public Transportation Agency Safety Plan (PTASP): means the documented comprehensive agency safety plan for a transit agency that is required by 49 U.S.C. 5329 and this part.

Risk: means the composite of predicted severity and likelihood of the potential effect of a hazard.

Risk Mitigation: means a method or methods to eliminate or reduce the effects of hazards.

Road Calls: means specific, unscheduled maintenance requiring either the emergency repair or service of a piece of equipment in the field or the towing of the unit to the garage or shop.

Safety Assurance (SA): means the process within a transit agency's SMS that functions to ensure the implementation and effectiveness of safety risk mitigation and ensures that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.

Safety Management Policy (SMP): means a transit agency's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities of the agency's employees regarding safety.

Safety Management System (SMS): means the formal, top-down, data-driven, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk mitigation. SMS includes systematic procedures, practices, and policies for managing risks and hazards.

Safety Management System (SMS) Executive: means a CSO or an equivalent.

Safety Objective: means a general goal or desired outcome related to safety.

Safety Performance: means an organization's safety effectiveness and efficiency, as defined by safety performance indicators and targets, measured against the organization's safety objectives.

Safety Performance Indicator: means a data-driven, quantifiable parameter used for monitoring and assessing safety performance.

Safety Performance Measure: means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.

Safety Performance Monitoring: means activities aimed at the quantification of an organization's safety effectiveness and efficiency during service delivery operations, through a combination of safety performance indicators and SPTs.

Safety Performance Target (SPT): means a quantifiable level of performance or condition, expressed as a value for a given performance measure, achieved over a specified timeframe related to safety management activities.

Safety Promotion (SP): means a combination of training and communication of safety information to support SMS as applied to the transit agency's public transportation system.

Safety Risk: means the assessed probability and severity of the potential consequence(s) of a hazard, using as reference the worst foreseeable, but credible, outcome.

Safety Risk Assessment: means the formal activity whereby a transit agency determines SRM priorities by establishing the significance or value of its safety risks.

Safety Risk Management (SRM): means a process within a transit agency's Safety Plan for identifying hazards, assessing the hazards, and mitigating safety risk.

Safety Risk Mitigation: means the activities whereby a public transportation agency controls the probability or severity of the potential consequences of hazards.

Safety Risk Probability: means the likelihood that a consequence might occur, taking as reference the worst foreseeable, but credible, condition.

Safety Risk Severity: means the anticipated effects of a consequence, should the consequence materialize, taking as reference the worst foreseeable, but credible, condition.

Serious Injury: means any injury which:

- Requires hospitalization for more than 48 hours, commencing within seven days from the date that the injury was received;
- Results in a fracture of any bone (except simple fractures of fingers, toes, or nose);
- Causes severe hemorrhages, nerve, muscle, or tendon damage;
- Involves any internal organ; or
- Involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.

Small Public Transportation Provider: means a recipient or subrecipient of Federal financial assistance under 49 U.S.C. 5307 that has one hundred (100) or fewer vehicles in peak revenue service and does not operate a rail fixed guideway public transportation system.

State: means a State of the United States, the District of Columbia, or the Territories of Puerto Rico, the Northern Mariana Islands, Guam, American Samoa, and the Virgin Islands.

State of Good Repair: means the condition in which a capital asset is able to operate at a full level of performance.

State Safety Oversight Agency: means an agency established by a State that meets the requirements and performs the functions specified by 49 U.S.C. 5329(e) and the regulations set forth in 49 CFR part 674.

Transit Agency: means an operator of a public transportation system.

Transit Asset Management (TAM) Plan: means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation, as required by 49 U.S.C. 5326 and 49 CFR part 625.

Vehicle Revenue Miles (VRM): means the miles that vehicles are scheduled to or actually travel while in revenue service. Vehicle revenue miles include layover/recovery time and exclude deadhead; operator training; vehicle maintenance testing; and school bus and charter services.

B. Additional Acronyms Used

ADA: Americans with Disabilities Act

ASP: Agency Safety Plan

CAF: Customer Assistance Form

CCRТА: Corpus Christi Regional Transportation Authority

ESRP: Employee Safety Reporting Program

FAST Act: Fixing America's Surface Transportation Act

MAP-21: Moving Ahead for Progress in the 21st Century Act

MOU: Memorandum of Understanding

MPO: Metropolitan Planning Organization

NTD: National Transit Database

SOP: Standard Operating Procedure

SSPP: System Safety Program Plan

TxDOT: Texas Department of Transportation

6. APPENDIX B

A. Board Minutes or Resolution

CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS MEETING MINUTES
WEDNESDAY, JULY 1, 2020

1. Pledge of Allegiance
2. Roll Call
3. Safety Briefing
4. Adopted a Resolution for outgoing City of Corpus Christi Appointed Board Member, Mr. George Clower, who served from July 11, 2012 until June 30, 2020
5. Administered the Oath of Office Appointment by the City of Corpus Christi to the CCRTA Board of Directors, a) Mr. Eloy H. Salazar
6. Administered the Oath of Office Re-Appointments by the City of Corpus Christi to the CCRTA Board of Directors, a) Anne Bauman; b) Patricia Dominguez; c) Philip Skrobarczyk and d) Matt Woolbright
7. Receipt of Conflict of Interest Affidavits
8. Opportunity for Public Comment
9. Heard Update – CCRTA’s COVID-19 Response
10. Heard Update – RCAT Committee Activities
11. Action to Approve the Board of Directors Meeting Minutes of June 3, 2020.
12. Heard Consent Items –
 - a) Action to Adopt the 2020 Public Transportation Action Safety Plan (PTASP) Manual (pgs. 7-8)
 - b) Action to Award a One-Year Contract to Carlisle Insurance for Windstorm and Hail Insurance Coverage (pgs. 9-10)
 - c) Action to Execute a One-Year Memorandum of Agreement (MOA) with Texas A&M University-Corpus Christi for Transportation Services (pgs. 11-12)
13. Action to Approve Entering into a Professional Service Agreement, and if unable, then Approve Issuing a Request for Proposal (RFP) to Negotiate a Professional Service Agreement for a Third-Party Administrator of the CCRTA Employee Group Health, Vision, and Dental Benefit Program Administration
14. Heard Presentations –
 - a) May 2020 Financial Report
 - b) May Procurement Update
 - c) May 2020 Safety & Security Report
 - d) May 2020 Operations Report
15. Heard CEO’s Report
16. Heard Chairman’s Report
17. Adjournment
18. Informational Items

The Corpus Christi Regional Transportation Authority Board of Directors met at 8:30 a.m. in the Corpus Christi Regional Transportation Authority Staples Street Center facility located at 602 N. Staples Street, 2nd Floor Board Room, Corpus Christi, Texas.

Call to Order & Roll Call

Mr. Edward Martinez, Board Chairman, called the meeting to order at 8:30 a.m., and held the Pledge of Allegiance. Ms. Dena Linnehan called Roll and stated a quorum was present.

Board Members Present: Edward Martinez, Board Chair; Michael Reeves, Board Vice Chairman; Dan Leyendecker, Board Secretary; Lynn Allison, Anne Bauman, George B. Clower; Patricia Dominguez, Anna Jimenez, Glenn Martin, Philip Skrobarczyk and Matt Woolbright.

Board Members Absent: None.

Staff Present: Jorge G. Cruz-Aedo, CEO; David Chapa, Dena Linnehan, Derrick Majchszak, Sharon Montez, Rita Patrick, Mike Rendón and Robert Saldaña.

Public Present: Mr. Roland Barrera, Roland Barrera Insurance. Public Comment has been made available online to the Public on the CCRTA website at the following link below. No online comments have been received.

<https://www.ccrta.org/news-opportunities/agendas/>

Held Safety Briefing

Mr. Mike Rendón provided safety information in the event of an emergency for the Board members and guests in the audience. He pointed out three exits to the Board of Directors room, to the back by the kitchen, my immediate right, and to the back of this boardroom. He said during an emergency you will utilize the west side door, report to the clock tower adjacent to the transfer station,

Ms. Linnehan will account for the Board of Directors members, and that he will make sure everyone exits properly. Mr. Rendón also commented do not use the elevator, do not return to the building unless an 'all clear' has been given, and if we have to shelter in place, we will shelter in place in the west side of the building.

Adopted a Resolution for outgoing City of Corpus Christi Appointed Board Member, Mr. George Clower, who served from July 11, 2012 until June 30, 2020

Mr. Edward Martinez read the Resolution for Mr. George Clower and thanked him for his dedication and service to the agency. He asked Mr. Clower to join everyone at the podium. Mr. Michael Reeves commented Mr. Clower would be missed sorely and thanked him for the comic relief at our meetings, and for everything he has done for the agency. He also thanked him for being you. Mr. Martinez allowed for Mr. Clower's parting words. Mr. Clower thanked the agency and said it's been a long and memorable ride. He has had a lot of good times here at the CCRTA, made a lot of good friends. He also commented he would always have a heart for the CCRTA in the future, and said he hoped someday our paths will cross that I can work with the CCRTA again

in the future. Mr. Clower said to Mr. Jorge Cruz-Aedo, that he wanted to say it's been great to get to know you, and that Jorge, you have done an outstanding job as CEO of the CCRTA, and I want you to continue forward with the mission statement. Mr. Clower also mentioned to Mr. Edward Martinez, that you have been a great chairman, and I have loved working with you over the last couple of years. Mr. Clower mentioned, and Glenn, I know we haven't been on the board too long, but have you on my speed dial. Each board member provided their sincere comments and thank Mr. Clower and said he will be sorely missed by all. Mr. Martinez then asked for a vote on the Resolution.

MR. DAN LEYENDECKER MADE A MOTION TO ADOPT A RESOLUTION FOR OUTGOING CITY OF CORPUS CHRISTI APPOINTED BOARD MEMBER, MR. GEORGE CLOWER, WHO SERVED FROM JULY 11, 2012 UNTIL JUNE 30, 2020. MR. MICHAEL REEVES SECONDED THE MOTION. THE MOTION CARRIED. MARTINEZ, REEVES, ALLISON, BAUMAN, DOMINGUEZ, JIMENEZ, LEYENDECKER, MARTIN, SKROBARCZYK AND WOOLBRIGHT VOTING IN FAVOR. ABSENT NONE.

Administered the Oath of Office Appointment by the City of Corpus Christi to the CCRTA Board of Directors, a) Mr. Eloy H. Salazar

Mr. Martinez asked Mr. Eloy Salazar to join Mr. John Bell, Legal Counsel at the Podium to take the Oath of Office. Mr. Bell administered the Oath of Office to Mr. Salazar and welcomed him to the CCRTA Board of Directors. Mr. Martinez and the other board members also welcomed him to the Board. Mr. Salazar joined the others at the panel area to begin his term.

Administered the Oaths of Office Re-Appointments by the City of Corpus Christi to the CCRTA Board of Directors, a) Anne Bauman; b) Patricia Dominguez; c) Philip Skrobarczyk and d) Matt Woolbright

Mr. Martinez asked each of them to join Mr. John Bell, Legal Counsel, via the virtual meeting, to take the Oath of Office. Mr. Bell administered the Oath of Office to Ms. Anne Bauman and Ms. Patricia Dominguez, and Messrs. Philip Skrobarczyk and Matt Woolbright. He welcomed each of them to their next term as a CCRTA Board of Directors member. Mr. Martinez and the other board members also welcomed each of them again to the Board.

Action to receive Conflict of Interest Affidavits

None received.

Provided Opportunity for Public Comment

No Public Comments received.

Heard Update – CCRTA's COVID-19 Response

Mr. Jorge G. Cruz-Aedo commented the agency continues to be very engaged with the COVID-19 pandemic to ensure that both employees and riders are provided the safest environment to have public transportation in our community. He said as of this report, there had been no positive

cases. Unfortunately, last evening, he received word that we in fact have received our first confirmation of a confirmed case at our Bear Lane facility. Mr. Cruz-Aedo said the person is now quarantined and contact tracing is now being done. He also commented the agency is still working tirelessly to ensure we have a safe and clean environment to provide transportation. Last Saturday we began the compliance with Nueces County mask order that everyone is to wear facial coverings while in public places, i.e., public transportation. He said face coverings need to be not necessarily surgical masks, hospital grade, and worn by children 10 years of age and under, and worn in public areas where social distancing is not possible and you are confined space like a bus. He also mentioned the order does provide exceptions to individuals who have conditions. Mr. Cruz-Aedo continued that there are no penalties for noncompliance, yet the agency strongly encourages all of our riders to do facial coverings while at our facilities, and at our bus stops and on our buses. He also said riders are also given the opportunity to receive masks by the CCRTA if the rider does not have one. This has also been put on our social media, our messaging systems to make sure riders know facial coverings are required.

Mr. Cruz-Aedo commented the executive team still continue to meet daily to make sure we are current with situations pertaining to transportation. He said we continue to deep clean all our buses every evening, and our facilities are cleaned regularly during the day and again at night. Any personal protective equipment needed for employees are monitored to procure immediately and we continue to advertise all our venues to reinforce to the community the efforts to help reduce the spread of COVID-19. Mr. Cruz-Aedo also provided some financial costs spent to-date for employee cards at \$52,530 to help them be able to get the pandemic cleansing equipment needed at home for a safe environment. He said the agency is currently paying employees \$2 more per hour while on duty. Emergency supplies bought, masks, cleansers, foams costs are at \$669,000, we have our additional security personnel costs and police officers on duty at \$15,311. Mr. Cruz-Aedo said that the purchase transportation services costs are at \$67,761 for the direct supplies and equipment for the use of the CCRTA by MV Transportation. He said that we have submitted all of these items to the federal transit administration (FTA) who has concurred these expenses and reimbursement is anticipated assumed for these costs, and these costs would be covered strictly by FTA and not an item of the CCRTA.

He commented we are now going to be testing our employees for their temperatures and the customer service area is still closed, yet the community can still get passes, and our employees are able to get all their equipment needed in the H-E-B stores in this community. Mr. Cruz-Aedo also pointed out that we have a video which shows what we do and that we're good stewards. He said it is all about ensuring safety for the employees of the CCRTA, safety for our riders and safety for our communities, and we stay diligent every day, and available to answer any questions the board may have.

Heard Update – RCAT Committee Activities

Ms. Sharon Montez commented on the RCAT Committee for our new board member Mr. Salazar and stated that the RCAT committee represents the voice of the disabled community in Corpus Christi and is the Regional Committee for Accessible Transportation. Ms. Montez said she

wanted to brief the Board members this morning in our continuing efforts to enhance the safety for the community and our riders. She said we have decided to delay the RCAT meetings until January of next year, as we will continue to monitor and stay informed on COVID in the community, and if there are any changes to our current timeline, I will come back to the board to keep everyone informed.

Action to Approve the Board of Directors Meeting Minutes of June 3, 2020

MR. REEVES MADE A MOTION TO APPROVE THE BOARD OF DIRECTORS MEETING MINUTES OF JUNE 3, 2020. MR. LEYENDECKER SECONDED THE MOTION. THE MOTION CARRIED. MARTINEZ, REEVES, ALLISON, BAUMAN, DOMINGUEZ, JIMENEZ, LEYENDECKER, MARTIN, SALAZAR, SKROBARCZYK AND WOOLBRIGHT VOTING IN FAVOR. ABSENT NONE.

Heard Consent Items

- a) Action to Adopt the 2020 Public Transportation Action Safety Plan (PTASP) Manual (pgs. 7-8)
- b) Action to Award a One-Year Contract to Carlisle Insurance for Windstorm and Hail Insurance Coverage (pgs. 9-10)
- c) Action to Execute a One-Year Memorandum of Agreement (MOA) with Texas A&M University-Corpus Christi for Transportation Services (pgs. 11-12)

MR. MATT WOOLBRIGHT ASKED TO PULL CONSENT ITEM C) FOR FURTHER DISCUSSION.

MR. LEYENDECKER MADE A MOTION TO APPROVE CONSENT ITEMS A) AND B). MS. ALLISON SECONDED THE MOTION. THE MOTION CARRIED. MARTINEZ, REEVES, ALLISON, BAUMAN, DOMINGUEZ, JIMENEZ, LEYENDECKER, MARTIN, SALAZAR, SKROBARCZYK AND WOOLBRIGHT VOTING IN FAVOR. ABSENT NONE.

Mr. Cruz-Aedo mentioned that this is an important relationship for the CCRTA, and for our new board member, it would be beneficial to go over the high level of what this agreement entails and what that relationship looks like as we have a number of things going with them at the same time and we're in a weird situation. Mr. Derrick Majchszak presented the consent item C) again for the new board member and for further discussion. Mr. Salazar said he believes this is a great program and for the agency to continue on the path and partnership with the University. He continued to say he congratulates the Board with supporting it, and continuing to support it. A motion was asked by the Chairman to approve.

MR. REEVES MADE A MOTION TO APPROVE CONSENT ITEM C) AFTER FURTHER DISCUSSION. MR. LEYENDECKER SECONDED THE MOTION. THE MOTION CARRIED. MARTINEZ, REEVES, ALLISON, BAUMAN, DOMINGUEZ, JIMENEZ,

**LEYENDECKER, MARTIN, SALAZAR, SKROBARCZYK AND WOOLBRIGHT VOTING
IN FAVOR. ABSENT NONE.**

Action to Approve Entering into a Professional Service Agreement, and if unable, then Approve Issuing a Request for Proposal (RFP) to Negotiate a Professional Service Agreement for a Third-Party Administrator of the CCRTA Employee Group Health, Vision, and Dental Benefit Program Administration

Mr. Reeves commented, on behalf of the Administration & Finance Committee, we have spent a great deal of time on this item. He said, I believe it is in the best interest of us to move forward on this item, knowing these things can become very difficult, and the reasoning behind offering this option, by Staff, it makes a lot of sense to us, so if we want to move forward with hearing the presentation, we can, but on behalf of the Board, I would like to make a motion at this time to move forward with this recommendation. Mr. Leyendecker seconded the motion, yet wanted a little further discussion and would have like to have had the name of the firm 90 Degree Benefit listed on the Agenda of who we are trying to enter an agreement with, for transparency sake, and although in our Packet, the Public does not get the Packet.

Mr. Salazar asked for an explanation of the recommendation on the agenda as it was modified a little. Mr. Cruz-Aedo provided background information where the item went to the committee for review as we were looking at doing a Request for Proposal (RFP) as the likely option we would want to pursue. He said at committee, we introduced the suggestion language of trying to negotiate a deal with 90 Degree Benefit which was formerly Entrust, and if this option wasn't successful, we would have the ability to still issue an RFP. He said in time since committee to now, 90 Degree Benefit is interested in pursuing a new deal to help administer the program. Mr. Cruz-Aedo explained the program and stated we have approximately 230 employees that are covered health care, vision care and dental care. This is a self-funded program that the CCRTA designed years ago and has been updated throughout time to reflect the current changes that takes place in the medical industry. He stated 90 Degree Benefit has helped us manage this program very well. He said the program designed by the CCRTA with the help of consultants that we've brought in along from time to time, we have Mr. Roland Barrera with Roland Barrera Insurance, who is our current consultant that helps us administer the program. Mr. Cruz-Aedo commented they do a great job, employees love the benefits and it is a fair program. He commented the program costs us the normal amounts employers pay in the ranges of reasonable care, and I do not want us to be changing administrators right now, especially because of the COVID, and a few potential claims that we are going to be looking at over time. He stated that he has asked the consultants, Mr. Barrera and staff, to look at ways to ensure that we optimize this program if we go with the renewal, and asked Mr. Barrera, if he could maybe add or correct some of the things Mr. Cruz-Aedo may have commented on.

Mr. Barrera commented he wanted to congratulate Mr. Salazar on his appointment to the CCRTA Board of Directors and welcome. He provided background information as stated at the committee meeting last month, the base plan has a \$300 deductible that resets every month, so if an employee has some type of claim in a period with the 30 days, they pay only

\$300, and is also set for the entire family. He provided an example of a family claim with complications and how the deductible works as employees have a primary care benefit allowance in lieu of a copay. What it provides is that the families have \$2K of primary care. Most asks what is my copay, so there is a separate arrangement with the Doctors Center that is covered under 100 percent without being subject to the primary care allowance. He also commented that 90 Degree Benefit is one of the largest vendors of Spohn Hospital system. Mr. Barrera commented on the costs with the City and County and that the CCRTA plan per participant is lower than theirs at \$43.78. He said when you customize a plan, it can discourage other bidders which could encourage a proposer to charge whatever they want because they know they provide a product that is difficult for others to administer. He commented he believes we have a better opportunity to negotiate a good deal rather than sending it out. Mr. Salazar said being new to the Board, it was more of a question than anything. After further discussion, the Chairman asked for a motion.

MR. REEVES MADE A MOTION TO APPROVE ENTERING INTO A PROFESSIONAL SERVICE AGREEMENT, AND IF UNABLE, THEN APPROVE ISSUING A REQUEST FOR PROPOSAL (RFP) TO NEGOTIATE A PROFESSIONAL SERVICE AGREEMENT FOR A THIRD-PARTY ADMINISTRATOR OF THE CCRTA EMPLOYEE GROUP HEALTH, VISION, AND DENTAL BENEFIT PROGRAM ADMINISTRATION. MR. LEYENDECKER SECONDED THE MOTION. THE MOTION CARRIED. MARTINEZ, REEVES, ALLISON, BAUMAN, DOMINGUEZ, JIMENEZ, LEYENDECKER, MARTIN, SALAZAR, SKROBARCZYK AND WOOLBRIGHT VOTING IN FAVOR. ABSENT NONE.

Heard Presentations –

a) May 2020 Financial Report

Mr. Robert Saldaña reported on highlights for the month of May of departmental expense right now at 13.8 percent shy of budget. He explained the far left column is our annual budget we adopted for that line item, the 2ND column is the actual where we came in for May, and the 3RD column is the monthly budget for May. He said operating revenues are a little more than \$42M for the year, and May was at \$3M, or right at budget. Our baseline is about \$3.2M, capital funding comes a lot from our grants about \$146,921, and for May we came in under baseline. He said operating expenses are about \$40M for the year, and May we came in at \$2.8M on a budget of \$3.3M, or a \$500K savings. So the bottom line, there is \$14,519 more revenue than expenses for the month. Mr. Saldaña displayed a slide by category showing the breakdown of revenues and commented May passenger services were at \$82,670 and should be \$153K basically due to the shortfall in ridership. Bus advertisements budget is \$13K and we are at \$9,300, or a shortfall of about \$4K. He said sales tax is \$2.8M and what we estimated, although it is going to be short of a little over 11 percent than the previous month as we believe we will be around 16-17 percent short of that this month. Those numbers will come in Thursday or Friday next week. Mr. Saldaña commented total revenues for May are \$3.08M, or \$200K shortfall in revenues.

A pie-chart detailing where monies are allocated by object, with an additional slide of the dollar breakdown. He pointed out that in Other, the \$300K, \$134K were strictly COVID supplies.

Mr. Saldaña reported on the year-to-date highlights should be about 42 percent on revenues and expenses through five months of the year. Revenue-wise, we are at \$14.5M on a budget of \$15.3, or about \$7-8K shy on revenues. He said capital funding is right on budget, operating expenses are budgeted at \$16.7M and we are at \$15.47M, or a \$1.3M savings. For capital expenditures are right at budget, so right now, we are at \$1.8M shy of revenues over expenses. Mr. Saldaña said that on next month's category, a lot of the shortfall from sales tax and other expense we are having is due to COVID. He did mention that the agency is getting the first draw from the COVID CAREs Act allotment of \$16.3M, we drew down last week that hits our bank statement today. He said that with the \$1.8M shortfall is actually now a \$4M positive increase from the CAREs Act monies transit agencies were given to help cover these losses, so we are not behind, but \$4.4M ahead of budget. A year-to-date pie-chart detailing where monies are allocated by object, with an additional slide of the dollar breakdown. He again pointed out that in Other, \$1.8M, \$271K were strictly COVID supplies, some supplies that have been received, paid, and other merchandise we have purchased that has not yet been received. You will see the variances between these and the weekly updates. Mr. Saldaña continued with expenses year-to-date budgeted \$14.8M and we are at \$13.5M, or a \$1.2M savings on expenses.

He provided a month-to-month comparison from 2020 to 2019 stated sales tax over the last five years averaged about 76 percent of our total revenue. Another slide of trending sales tax revenues from April 2019 to April 202 as we get our sales tax revenue being 2 months in arrears. So, in June we get April sales tax and received \$2.46M in April 2020, and last April, we received \$2.77M, a decrease of \$312K, or a shortfall at 11.26 percent.

b) May Procurement Update

Mr. Saldaña reported there is one procurement for the month being for Parts Inventory Storage Cabinets and Shelving at \$150K and the Invitation for Bids (IFB) goes out July 14, 2020. For our new board member, the CEO signature authority of \$50K or less that we can spend without having to come to the board and we have 8 items; Marketing & Consulting Services at \$44,100 seven-month base agreement; Fasteners and Shop Supplies at \$27,682 three-year base with two 1-year options; Waste Collection and Disposal Services at \$19,368 one-year agreement with two 1-year options; Mass Notification Software at \$45,715 three-year base agreement; HVAC Services at \$39,681 one-year agreement with two 1-year options; Local and Long Distance Phone Provider at \$24,206 three year service contract with one 2-year option; Brass Fittings at \$24,206 two-year agreement with one 1-year option and Hydraulic Hoses and Fittings at \$49,344 two-

year agreement with one 1-year option. He said we still maintain our Marina Rental Space on a month-to-month contract with the City of Corpus Christi.

c) May 2020 Safety & Security Report

Mr. Mike Rendón reported May at six accidents with one deemed preventable and 5 deemed non-preventable, or a monthly collision rate of 3.25, and operators drove 184K miles for May. He commented the year-to-date collision rate for 2020 is at 0.78 still meeting the industry standard of 2.0. Mr. Rendón stated security stats were for 368 contacts and the top 2 contacts being 75 percent of the contacts with individuals.

Mr. Rendón reported the security updates on the Staples Street Center, we were almost averaging about 90 to 100 per day in the last few weeks due to the COVID situation, and most entering through the DMV. He said for Veterans Services who receive about 80 to 90 percent of the visitors in this building will be going online, only by appointment, so we're having almost zero visitors in this building, and possibility of right now the averaging again, like it was in the past, between 5 to 15 at the most. He said Greyhound continues on a short schedule as they have canceled three of their schedules, putting less people riding their buses and coming into our building.

He said on the CCPD crime reduction unit, we continue to meet and our priority is servicing the areas across the street from this building on the Leopard side, and have done very well on the Staples Street side. Mr. Rendón said we have worked with CCPD in the past year, yet are concentrating on the area across the street. He said we do spot checks throughout the day on the homeless population. He mentioned that there is a new group that has gathered together called the Uptown Initiative Group (UIG), and is a business owners group of the uptown on the Leopard street area. They met about 3 weeks ago, and discussed on how to address the homeless population, because they have had incidents across the street, and are very concerned. Their next meeting will be in about three weeks and I plan to attend, and will update the Board after I do so. The UIG is asking business leaders/owners to contribute to their group, and with these funds, they will be hiring a security guard company to do security down Leopard and Staples Street areas, the Uptown areas between 7 p.m. and 7 a.m., he said he will update you next month on what happens.

Mr. Rendón also commented that the "If you See Something, Say Something" campaign is re-educating our tenants and staff. For our new member, we started this campaign about a year ago, and it is working very, very well. He said the Tenants and staff, when

they saw any criminal activity or any individual that looked suspicious in our area, especially in the parking lot, you know, there's a number that they call for the security 24 hours a day, and the reason we're re-educating and reminding people about this campaign is because even though there's about two-thirds less vehicles in our parking lot, we're still having incidents on tenants and company vehicles that are left unlocked. He said our own staff in this building are leaving their windows down, and so we just want to remind them and re-educate them on this campaign, so I am working with Marketing, and they will be helping me to change the poster that we have up here right now, so next month we plan to bring you a new poster, different colors to make a difference, so maybe we can get back on track with this campaign..

d) May 2019 Operations Report

Mr. Derrick Majchszak reported on behalf of Gordon Robinson. Mr. Majchszak reported on one of the highlights for May 2020, is that our passenger trips were at 196,997, which is about a 56 percent reduction from May 2019. He said revenue service hours are down 25.9 percent, and our revenue service miles were down 26.3 percent. A slide showing monthly ridership trends was displayed and he mentioned while COVID obviously had a large impact on our ridership, we did see an increased trend through May, and may see a small increase through June. For system-wide monthly ridership reports, you can see the system overall was down, 56.4 percent, fixed route by 56.5 percent, and B-line was down 56.1 percent. He said for rural services that encompass, Real did not provide any transportation services for CCRTA during that month of May, and you can also see the contracted demand service which is operated by Port Aransas was down. Mr. Majchszak also commented that Real was closed part of that time, and what they provide, is transportation to the DPS office, it was limited to the CDL tests a good portion of the month. We did not receive any direct complaints due to their closure. He commented Paisano operates in Corpus Christi.

He continued with our year to date ridership down 22.2 percent, 29.8 percent being fixed route, 28.5 percent being on B-line, Van pool is up right now at 19.1 percent, but we'll see a continued downward trend due to laid off employees. He said we still offer services, just limited capacity at this time. Here is all of our fixed route metrics, you can see all of them well within the standards, with the increase of rider ships, the bicycle boardings. A slide showing the list of all of the upcoming bond projects associated with the harbor bridge project and the City's bond projects was displayed, and once these start kicking in, we'll be at 33 percent, or services will be impacted by these detours. The B line metrics, the passengers per metric that we have waived since the beginning of the pandemic, for us

to encourage social distancing in single rider trips as often as possible. No issues with Miles Between Roadcalls (MBRC) with the fleet.

Heard CEO's Report

Mr. Jorge G. Cruz-Aedo commented we are currently in the hurricane season, and as such, we are in Phase I of our preparedness, and that is to make our employees cognizant of the season, encouraging employees to do all the things you need to be doing now before there is any kind of potential for an actual hurricane to be a threat so that in case we need to activate to further phases, we are prepared to do so. We have also worked with the emergency operations center of the county and the City to ensure that coordination is in place, and in case there is a need for any kind of response, we are in a position to do so. So we are preparing and getting ready for unforeseen circumstances that may happen over the hurricane season.

Additionally, we, again, are so focused on ensuring our equipment and our facilities, are cleaned and cleaned deeply every day, and our focus on a daily basis is to ensure it happens. So when you hear about us, be sure and feel comfortable saying that we are working to the fullest extent possible to ensure that we have a safe environment here at the CCRTA.

Mr. Cruz-Aedo commented his final point as of today, is I have taken over the responsibilities of being President of the Texas Transit Association, and a board member of the Southwest Transit Association as well. So, now two board seats of not only the state agency, but the regional agencies as well, so with that, that concludes my report.

Heard Chairman's Report

Mr. Edward Martinez, Board Chairman, applauded Mr. Cruz-Aedo as taking on the position of President for the Texas Transit Association, and that is an incredible honor for the CCRTA, obviously, because as CEO, this is a leading organization for metropolitan, small, urban and rural transportation across the State of Texas. Mr. Martinez said this is a fantastic achievement, you stayed the course.

He continued with, I know you were vice chair for some time interim, and now you're representing the CCRTA as a whole. Mr. Martinez commented for those of you who don't know, the TTA supports the needs of Texas public transportation system throughout the state, and an advocacy agency and education.

Mr. Martinez stated, let me be the first to announce, we are thrilled to broadcast it, the CCRTA will be hosting the 2021 state conference and competition here in Corpus Christi, so, another fantastic announcement Jorge again. We are very proud of all the efforts Jorge across the state and across the nation, so congratulations again.

Mr. Martinez opened it up for other board member's comments. Mr. Michael Reeves, Board Vice Chairman, commented, Jorge, once again, very proud of you, well done, well deserved, you continue over the last several years to become more involved in our local community and outside and abroad, we tasked you with, that you have exceeded those expectations, I commend you for

that. He also said, Staff, once again with this unwritten time period that we are in, with no manual, you continue to stay ahead of things, you are cognizant of what is going on around you, you are watching internal, external customers, and just being safeguards of our agency and our people and our riders, and so I thank you for that, applaud you for that. He also said, Welcome aboard, Director Salazar, looking forward to meeting you and thank you for your commitment to serve, we are glad you're here, and we want you to enjoy it. Mr. Reeves left with, other than that, everybody just stay safe and try to enjoy this 4th of July with your family and your dear ones. Mr. Dan Leyendecker, Board Secretary, stated Director Reeves, you pretty much summed it up. I have to reiterate during this uncertain times, Director Salazar, welcome aboard. I want to do a proper sendoff for George Clower as he was a great friend, a great board member, and I'm going to miss him. Ms. Lynn Allison commented to echo what Mike and Dan have said, and Jorge, congratulations, I know you are going to keep us on the map throughout the state here, representing not only the CCRTA, but transportation in Texas, and to the Staff as well, for all of your work, and always being so prepared for our questions, and Welcome to director Salazar. Ms. Patricia Dominguez commented welcome Director Salazar, and Jorge, great job, and everyone has always expressed all the details of your leadership, and I really appreciate that. Mr. Glenn Martin said I'm going to have to echo from all my fellow board members and welcome to our new board member. He said congratulation Jorge, on your additional job, I think that is well deserved, and thanks for the job you do. He also mentioned I am looking forward to the sendoff for George. Staff Job well done and everybody stay safe. Mr. Philip Skrobarczyk commented mega dittos and I will not restate all that stuff, but thanks to everybody, Jorge you know it is nice to hang with a rock star. Mr. Matt Woolbright commented he echos what everyone else has said, welcome to the Board Mr. Salazar, Staff doing a good job and let's keep it up. Mr. Eloy Salazar commented he looks forward to working with the board and getting educated, and my first meeting I had a lot of questions, I thought I would wait and meet with our Chair and CEO to get caught up in some of the areas that I'm not as up to date as I would like to be, because coming on this board, I see that there is a lot of activity, a lot of things that you do for the community, and I fully support that, and also that we continue to support the local community businesses, obviously, sometimes you have to go outside that area, it looks like you, from what I've seen in the past, you do a good job of trying to make sure that you look within first and then obviously, if competition doesn't allow it, then you go outside, but I look forward to working with each and every one of you, contributing whatever knowledge I have to make it better. In any way that I can. Mr. Martinez as Ms. Anna Jimenez for her comments and she said welcome to the board, Director Salazar, I look forward to working with you.

Jorge, congratulations on your appointments to the board for the Texas Transit Authority, we are glad to have you. She also commented I would like to give a shoutout to Rita, as I have been keeping up with the social media updates she is doing, and she is doing a phenomenal job with our clients and constituents. I appreciate those videos, Rita, thank you. Ms. Anne Bauman also commented I've been here all along, I washed dishes had a cup of coffee although I would have much rather be there with all of you. She said Director Salazar, welcome and I am looking forward to meeting you.

Jorge, I have already expressed to you how proud I am of your advancement within the industry, and she said we do look forward to celebrating George in the proper way.

Adjournment

There being no further review of items, the meeting adjourned at 10:10 a.m.

Submitted by: Dena Linnehan

s/s Dan Leyendecker

Dan Leyendecker, Board Secretary



Date: December 30, 2021
To: Transportation Policy Committee (TPC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 6A: TxDOT 2023 Unified Transportation Program (UTP) MPO Project Selection Process
Action: Discuss Competitive Selection of Projects for the TxDOT 2023-2032 UTP

Summary

TxDOT has begun their process to develop the next iteration of the 10-year Unified Transportation Program or UTP (see Attachment 1). The typical schedule shown in Attachment 2 illustrates the approval process for TxDOT and includes the actions of the MPOs in the state. The 10-year time period is FY 2023 through FY 2032.

The Unified Transportation Program (UTP) is TxDOT's 10-year plan that guides the development of transportation work across the state. Organized into 12 funding categories, with each one addressing a specific type of work, the UTP authorizes the distribution of construction dollars expected during the next 10 years. Within the UTP framework, TxDOT works with elected officials, local planning organizations (MPOs), and the public to select and fund the state's highest priority transportation projects. In addition to highway projects, the UTP addresses public transportation, maritime, aviation, rail, and freight and international trade. The Texas Transportation Commission approves the UTP annually in accordance with Texas state law, and TxDOT publishes the approved UTP each year.

The UTP is part of a comprehensive planning and programming process flowing from TxDOT's agency mission to project-level implementation. That is, the UTP is an intermediate programming document linking the planning activities of the Statewide Long-Range Transportation Plan (SLRTP), the Metropolitan Transportation Plans, and Rural Transportation Plan to the detailed programming activities under the Statewide Transportation Improvement Program (STIP) and TxDOT's 24-month (2-year) Letting Schedule.

The outcome of the UTP process is a list of projects TxDOT intends to develop or begin constructing over the next 10 years, as well as information on the available funding associated with those projects. Project development includes activities such as preliminary engineering work, environmental analysis, right-of-way acquisition and design. Despite its importance to TxDOT as a planning and programming tool, the UTP is neither a budget nor a guarantee that projects will or can be built. However, it is a critical tool in guiding transportation project development within the long-term planning context. In addition, it serves as a communication tool for stakeholders and the public in understanding the project development commitments TxDOT is making.

As part of the joint 2023 UTP planning effort, the Corpus Christi MPO is responsible for conducting a performance-based scoring process and selecting transportation projects for TxDOT Category 2, Category 7, and Category 9 projects. As part of the annual reevaluation of projects an MPO may reevaluate the status of project priorities and selection and provide a report of any changes to TxDOT. The reevaluation must be consistent with criteria applicable to development of the MTP and TIP in accordance with federal requirements. The MPO must also coordinate with TxDOT on their scoring and selecting of projects for

Category 4 Urban. The projects selected for the first 4 years of the 2023 TxDOT UTP are FY 2023-2026, and these correspond to the Corpus Christi’s FY 2023-2026 Transportation Improvement Program (TIP). Additionally, the projects selected for Categories 2 and 4 must be authorized by the Texas Transportation Commission in order to secure the local match required.

TxDOT 2023 UTP Funding Estimates for Corpus Christi MPO

The preliminary estimate for 10 years of funding available for use in the Corpus Christi MPO area, by year, is:

	Category 1 ¹	Category 2	Category 4	Category 7	Category 9	
Agency Lead*	TxDOT	MPO	TxDOT	MPO	MPO	
Coordinated Agency	MPO	TxDOT	MPO	TxDOT	TxDOT	Subtotal
10-Years	\$520,000,000	\$130,000,000	\$59,000,000	\$95,000,000	\$5,800,000	\$289,800,000
2023	\$ 51,600,000	\$12,500,000	\$5,750,000	\$9,500,000	\$580,000	\$28,330,000
2024	\$ 51,300,000	\$12,500,000	\$5,750,000	\$9,500,000	\$580,000	\$28,330,000
2025	\$ 45,400,000	\$9,000,000	\$4,500,000	\$9,500,000	\$580,000	\$23,580,000
2026	\$ 56,700,000	\$15,500,000	\$7,000,000	\$9,500,000	\$580,000	\$32,580,000
2027	\$ 53,600,000	\$15,000,000	\$6,500,000	\$9,500,000	\$580,000	\$31,580,000
2028	\$ 51,400,000	\$13,000,000	\$6,000,000	\$9,500,000	\$580,000	\$29,080,000
2029	\$ 52,500,000	\$13,500,000	\$6,000,000	\$9,500,000	\$580,000	\$29,580,000
2030	\$ 51,700,000	\$13,000,000	\$6,000,000	\$9,500,000	\$580,000	\$29,080,000
2031	\$ 50,800,000	\$13,000,000	\$5,750,000	\$9,500,000	\$580,000	\$28,830,000
2032	\$ 55,000,000	\$13,000,000	\$5,750,000	\$9,500,000	\$580,000	\$28,830,000
<p><i>*Per TxDOT’s 2022 Unified Transportation Program and Corresponding TIP/STIP Years of 2023-2026</i></p> <p>1 Note: The Category 1 funding totals are not included in the row nor column totals. The CAT 1 funds are shown for the entire TxDOT-CRP District of 10 counties at this time. A portion of these funds will be allocated by TxDOT-CRP to the Corpus Christi MPO region based on TxDOT project and program prioritization.</p>						

Projects funded with Category 1, Maintenance, and Category 8, Safety, are selected by TxDOT. The purposes of the TxDOT funds are shown in Attachment 3. As a summary, selected categories are shown below:

- **Category 1** – This **Preventive Maintenance and Rehabilitation** funding is for the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets. This category of funding can supplement mobility projects funding as an open funding line. Preventive Maintenance is defined as work to preserve, rather than improve, the structural integrity of a pavement or structure. Rehabilitation funds are intended for the repair of existing main lanes, structures, and frontage roads. The installation and replacement of signs and their appurtenances, traffic signals, and illumination systems, including minor roadway modifications to improve operations, are also allowed under this category. Funds can be used to install new traffic signals as well as modernize existing signals.
- **Category 2M** – These **Metropolitan and Urban Area Corridor** funds are to address mobility needs on the national highway system or the state highway system to mitigate traffic congestion, improve traffic safety, and can also aid roadway maintenance or rehabilitation. Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements. The projects are selected by the MPOs, in consultation with the TxDOT district, using a performance-based prioritization process. Category 2 addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation. The Texas Transportation Commission allocates funds to each metropolitan planning organization (MPO) in the state, by formula.
- **Category 4 Urban** – This funding category, **Statewide Connectivity Corridors**, includes funds from the federal National Highway Performance Program and the Surface Transportation Block Grant, plus state highway funds for use on: the National Highway System, the Texas Highway System, the National Freight Network, designated Hurricane Evacuation Routes, or on connections to major seaports or border

crossings. TxDOT districts select Category 4 Regional (rural) projects in consultation with TxDOT's Transportation Planning and Programming Division using a performance-based prioritization process that assesses mobility needs on designated connectivity corridors in the district. TxDOT districts select Category 4 Urban projects in consultation with MPOs using a similar prioritization process as with the Category 4 Regional funds.

- **Category 7** - These **Metropolitan Mobility and Rehabilitation** funds primarily come from the federal Surface Transportation Block Grant Program to address transportation needs within the boundaries of MPOs with populations of 200,000 or greater, known as transportation management areas (TMAs). This flexible funding cannot be used on local roads or rural minor collectors, unless: it is a bridge project; safety project; recreational trail, pedestrian and bicycle infrastructure, transit capital projects or a Safe Routes To School project. Generally, these funds are used to meet the goals established in the Metropolitan Transportation Plan.
- **Category 9** - These **Transportation Alternatives Set-Aside Program** funds are for projects included in the federal Surface Transportation Block Grant Set-Aside (STBG-SA) Program. This call for projects has been discussed for several months.

Eligible Projects List

The list of projects shown in the FY 2021-2024 TIP as Table 12 (shown below and as Attachment 5) contains all the projects previously prioritized as part of the 2020-2045 Metropolitan Transportation Plan (2045 MTP). This list is the universe of projects proposed to be use for the project selection process for the MPO 2023 UTP for Categories 2 and 7. This list of projects is also likely the source of prioritized projects for TxDOT to selection in their process for Category 4U. Category 9 projects are to be selected in the MPO's separate Call-for-Projects for the STBG-SA (CAT 9) program.

Additionally, the TxDOT-Corpus Christi District projects are shown in the 2022 TxDOT UTP (see Attachment 6). These were projects previously selected for the TxDOT 2022 UTP.

Table 12. 2020-2045 MTP DRAFT Fiscally Constrained Project List for MPO Funding

Plan Period	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Total Project Cost (\$, millions)
TIP / STIP	SH 358 (SPID) Ramp Reversal	Ramp reversal Phase II-B	Nile Drive	Staples Street	TxDOT-CRP	On	\$45.43
TIP / STIP	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	\$77.88
TIP / STIP	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	\$18.17
TIP / STIP	US 181 Ramp Reversals	Reverse entrance and exit ramps in Northbound direction	FM 3296 (Buddy Ganem Drive)	FM 2986 (Wildcat Drive)	TxDOT-CRP	On	\$5.19
TIP / STIP	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	\$51.92
TIP / STIP	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	\$9.09
TIP / STIP	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	\$1.84
TIP / STIP	US 181 Harbor Bridge Voluntary Relocation Program	US 181 Harbor Bridge Voluntary Relocation Mitigation Program	N/A	N/A	MPO	Off	\$92.15
TIP / STIP	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	\$6.23
TIP / STIP	Pedestrian and Bike	Pedestrian and bike facility improvements	At Various Locations on Brewster Street	N/A	City of Corpus Christi	On	\$1.84
TIP / STIP	Schanen Ditch Hike and Bike Trail: Phase IV	Construct and design Hike and Bike Trail	Killarmet Drive	Holly Road	City of Corpus Christi	Off	\$0.39
TIP / STIP	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	\$0.62
TIP / STIP	Portland Bicycle Lanes	Construct one way cycle track and buffered bike lanes	At Various Locations in Portland	N/A	City of Portland	On	\$0.36
TIP / STIP	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	\$0.70
TIP / STIP	PR 22	Feasibility study: intersection improvements	At SH 361/PR 22 intersection	Zahn Road	TBD	On	\$1.56
10-Year	PR 22	Corridor upgrade for pedestrian and access management improvements without adding capacity	Aquarius Street	Whitecap Boulevard	TxDOT-CRP	On	\$19.20
10-Year	SH 361	Upgrade/add direct connectors	At SH 35 interchange	0.6 miles Southeast on SH 361	TxDOT-CRP	On	\$46.20
10-Year	SH 35	Upgrade/add direct connectors	FM 3284	0.23 North of SH 361	TxDOT-CRP	On	\$25.80

Plan Period	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Total Project Cost (\$, millions)
10-Year	SS 544 (Agnes Street / Laredo Street)	Operational improvements without adding capacity	SH 286 (Crosstown)	Coopers Alley	City of Corpus Christi	Off	\$6.60
10-Year	Holly Road Travel Lanes	Construct Phase II by adding 2 additional travel lanes	SH 286	Greenwood Drive	City of Corpus Christi	Off	\$5.68
10-Year	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	\$2.27
10-Year	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	\$54.00
10-Year	Rodd Field Road Extension	Construct Phase I consisting of 2-lane roadway with raised medians on new location	Yorktown Boulevard	Future Regional Parkway (South of Oso Creek)	City of Corpus Christi	Off	\$30.00
10-Year	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	\$47.29
10-Year	Timon Boulevard / Surfside Boulevard	Rehabilitate without additional capacity, construct bicycle facilities	Beach Avenue	Burleson Street	City of Corpus Christi	Off	\$24.00
10-Year	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	\$20.40
10-Year	CR 72	Construct 2 additional travel lanes (CTWLTL)	FM 2986 (Wildcat Drive)	CR 2032	City of Portland	Off	\$7.10
10-Year	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	\$6.00
10-Year	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	\$8.40
10-Year	Future Category 9 Projects	Projects selected through competitive process	N/A	N/A	TBD	On/Off	\$12.43
Long Range	SH 358 (SPID) Ramp Reversal	Ramp Reversal Phase II-C (Braided ramps)	Airline Road	Everhart Road	TxDOT-CRP	On	\$42.00
Long Range	SH 286 (Crosstown)	Construct 1 additional northbound travel lane with ramp upgrades	SS 544 (Agnes Street / Laredo Street)	SH 358 (SPID)	TxDOT-CRP	On	\$96.00
Long Range	FM 624 (Northwest Boulevard)	Upgrade from 4-lane roadway to 6-lane roadway including raised medians	CR 69	FM 73	TxDOT-CRP	On	\$21.60
Long Range	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	\$120.00
Long Range	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	\$48.00
Long Range	SH 286 (Crosstown) Braided Ramp	Construct braided ramps northbound from Holly to SH 358	South of Holly Road	SH 358 (SPID)	TxDOT-CRP	On	\$72.00

Project Scoring and Selection Process

Corpus Christi MPO

The Corpus Christi MPO staff proposes the following compressed process to achieve the 2023 TxDOT UTP schedule for prioritized projects from the MPO for Categories 2 and 7. A full process will be conducted for the 2024 UTP. This 2024 UTP process will include new projects and use new tools for analyses. The Category 9 project selection process is separate and will lead to projects being inserted in the FY 2023-2026 TIP/STIP at the appropriate time for the FY 2023-2026 TIP/STIP process.

Complete Project Application Form

The Corpus Christi MPO staff is proposing to use a revised version of the recently developed CAT 9 project Application Form for the submittal of projects for consideration and prioritization for other funding categories. A new Application Form was developed to enable the project sponsors to present their complete project details for comprehensive future scoring by the MPO staff, the TAC and the TPC as well as to be evaluated by the partner agencies and the public. The Revised Project Application Form for use in all funding categories and possible other federal funding sources such as the Infrastructure Investment and Jobs Act (IIJA) specific grant programs is attached (see Attachment 7).

We propose for 2023 that the TAC, TPC and the public use only the existing Table 12 from the 2020-2045 MTP (2045 MTP) as the source of projects to prioritize for the TxDOT 2023-2026 TIP/STIP in Categories 2 and 7. The projects listed in Table 12 are those projects that have been:

- Approved by the Corpus Christi MPO through the Transportation Policy Committee (TPC)
- Part of the approved fiscally constrained project list of the 2045 MTP
- Projects were scored, ranked and ultimately selected to be the priority projects for the MPO for the 4-year (2021-2024 TIP), 10-year (FY 2020-2029) of the 2045 MTP and finally part of the FY 2030-2045 final years of the 2045 MTP.

Candidate Projects from 2045 MTP and FY 2021-2024 TIP with Amendment 4 (Table 12 from MTP above)

We propose that the TAC use the existing Table 12 from the 2020-2045 MTP (2045 MTP) as the source of projects to prioritize for the TxDOT 2023 UTP in Categories 2 and 7. The projects listed in Table 12 are those projects that have been:

- Approved by the Corpus Christi MPO through the Transportation Policy Committee (TPC)
- Part of the approved fiscally constrained project list of the 2045 MTP
- Projects were scored, ranked and ultimately selected to be the priority projects for the MPO for the 4-year (2021-2024 TIP), 10-year (FY 2020-2029) of the 2045 MTP and finally part of the FY 2030-2045 final years of the 2045 MTP.

No New 2023 UTP Projects

The Corpus Christi MPO staff proposes that no new projects be considered during this 2023 selection process. This is for two reasons: the lack of current performance information and analysis tools with a resolution able to distinguish between projects, as well as the challenging 2023 UTP selection process schedule. However, MPO staff believe that these tools and information will be available for the 2024 UTP selection process. This will also allow applicants more time to assemble the information for the new projects and that is asked for in the application. It will also allow for more time to understand the new requirements found in the new transportation law, the IIJA.

Attachment 8 illustrates the generalized schedule to have a project complete the required approval processes before receiving a notice to proceed. The example is the CAT 9-type projects, and the timeline is similar for CAT 2 and 7. With the list of approved projects in Table 12 of the 2045 MTP, we believe there are a sufficient number of projects to be used in the allocation of the funding for CAT 2 and 7.

TxDOT

The TxDOT Corpus Christi District Selection Process is expected to follow the TxDOT 2023 UTP process for performance-based planning for funding Category 4 (CAT 4). The general UTP Process is provided within the linked TxDOT 2022 UTP document. The link is here: <https://ftp.txdot.gov/pub/txdot/tpp/utp/utp-2022.pdf>. A separate process for the TxDOT 2023 UTP process schedule and requirements will be provided to the TAC and TPC once it is available.

Attachments

1. TxDOT 2023 UTP Process Start Email
2. TxDOT 2023 UTP Development Timeline
3. TxDOT 2022 UTP Full Funding Category Descriptions from 2022 UTP ([WEBLINK](#))
4. TxDOT 2022 UTP Funding Tables for the Corpus Christi MPO (from FY 2021-2024 TIP)
5. FY 2021-2024 TIP with Amendment 3 Table 12: Project Eligible List for 2023 UTP Selection ([WEBLINK](#))
6. TxDOT 2022 UTP Corpus Christi District Project List and Map
7. DRAFT Corpus Christi MPO Project Application Form
8. TxDOT Project Initiation Tasks and Timeline for Federal Funded Projects

Robert MacDonald

Subject: FW: 2023 UTP Development: Mobility Project Call

From: Jessica Butler <Jessica.Butler@txdot.gov>

Sent: Wednesday, November 3, 2021 9:22 AM

To: ABL <elisa.smetana@abilenetx.com>; Alamo Area (San Antonio-Bexar County)* <IMartinez@alamoareampo.org>; AMA <Travis.Muno@amarillo.gov>; AUS-CAMPO <ashby.johnson@campotexas.org>; bmcbride@longviewtexas.gov; BMT-Port Arthur <bdickinson@setrpc.org>; Bryan College Station <drudge@bcsmmpo.org>; Corpus Christi MPO <ccmmpo@cctxmpo.us>; DAL FTW <mmorris@nctcog.org>; ELP <ECalvo@ELPASOMPO.ORG>; Houston-Galveston* (craig.raborn@h-gac.com) <craig.raborn@h-gac.com>; 'jmendive@ci.laredo.tx.us' <jmendive@ci.laredo.tx.us>; Killeen-Temple** <uryan.nelson@ctcog.org>; djones@mail.ci.lubbock.tx.us; Permian Basin (Midland-Odessa)*** <cwalker@permianbasinmmpo.com>; Andrew Canon <acanon@rgvmpo.org>; San Angelo <major.hofheins@cosatx.us>; Sherman-Denison <barnettc@co.grayson.tx.us>; Texarkana <ReaDonna.Jones@txkusa.org>; Tyler <hnick@tylertexas.com>; Victoria <mbergeron@victoriatx.org>; Waco (ChelseaS@wacotx.gov) <ChelseaS@wacotx.gov>; Wichita Falls <lin.barnett@wichitafallstx.gov>

Cc: Brandye Hendrickson <Brandy.Hendrickson@txdot.gov>; Brian Barth <Brian.Barth@txdot.gov>; Bill Hale <Bill.Hale@txdot.gov>; Quincy Allen <Quincy.Allen@txdot.gov>; Peggy Thurin <Peggy.Thurin@txdot.gov>; Roger Beall <Roger.Beall@txdot.gov>; Mildred Litchfield <Mildred.Litchfield@txdot.gov>; #DE_DDE <#DE_DDE@txdot.gov>; #TPD DIRECTORS <#TPD#032#DIRECTORS@txdot.gov>; Stephen Stewart <Stephen.Stewart@txdot.gov>; Amanda Landry <Amanda.Landry@txdot.gov>

Subject: 2023 UTP Development: Mobility Project Call

All,

We are in the early stages of developing the 2023 Unified Transportation Program (UTP) and have opened the 2023 UTP Mobility Project Call associated with categories 2, 4 and 12. Continued coordination with the MPOs is critical as we work to ensure we identify and prioritize needs and resources towards our top priority projects. TxDOT's Financial Management Division released the annual Planning Cash Forecast, which is the foundation for the 2023 UTP (Fiscal Years 2023 – 2032). Between now and January, the Transportation Planning and Programming (TPP) Division, members of TxDOT's Administration and the Commission will evaluate various scenarios and decide on the recommended funding distribution across the 12 categories that drives allocations to districts, divisions and Metropolitan Planning Organizations.

As in previous years, our aim will be to address your highest priority requests. Given the healthy utilization of Construct Authority (FYs 2022-2026), the 2023 UTP Mobility Project Call associated with categories 2, 4 and 12 will direct new programming to FY 2027-2032. While the planning cash forecast is slightly higher, constraint will still be an area of focus. Because Construct Authority is over programmed, we currently do not anticipate needing to program additional Category 2, 4 or 12 projects in Construct Authority to utilize any potential additional funding that may be provided if/when a new federal bill is passed. Additionally, a process to level out fiscal years 2027-2032 to more closely align with the planning forecast and annual letting targets of \$1.5B in design-builds and \$6.5B in design-bid-builds is planned.

Our initial schedule provided to districts provides a goal to submit initial district programs by **Tuesday, January 11th**.

We look forward to our collaboration on developing the 2023 UTP and appreciate your support and partnership.

Thank you
Jessica



Jessica Butler, P.E.

Director

Transportation Planning and Programming Division

Texas Department of Transportation

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A Texas Department of Transportation message



FISCAL YEAR 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Revenue Projections

The following exhibits and text describe all reasonably available funding for transportation projects in the Corpus Christi MPO region over the FY 2021-2024 time period. These collective revenues will allow implementation of the fiscally- constrained project list identified in this TIP. There is an estimated \$240 million of available funding for all modes of transportation by our regional partners that were part of the development of the FY 2021-2024 TIP.

Table 1 and 2, below, depict the state and federal highway funds that are reasonably available for use within the Corpus Christi urbanized area for the FY 2021-2024 time period.

Table 1. Category Funding for the Corpus Christi MPO FY 2021-2024 Transportation Improvement Program

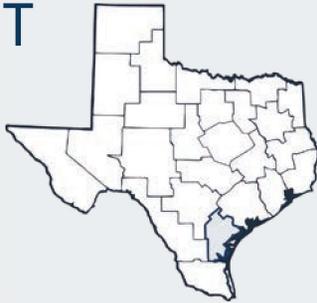
Funding Category	2020 UTP Statewide Funding Authorizations	2020 UTP TxDOT CRP District Funding	TxDOT-CRP District 25-Yr Projected Funding	2020 UTP 10-Yr CCMPO Funding	CCMPO 25-Yr MTP Projected Funding	FY 2021-2024 TIP
1. Preventive Maintenance and Rehabilitation	\$13,926,300,000	\$616,880,000	\$1,542,200,000	\$0	\$0	\$0
2. Metro and Urban Area Corridor Projects	\$11,481,710,000	\$0	\$0	\$150,990,000	\$377,475,000	\$72,600,000
3. Non-Traditionally Funded Transportation Projects	\$6,053,290,000	\$0	\$0	\$0	\$0	\$0
4. Statewide Urban Connectivity	\$5,018,580,000	\$0	\$0	\$66,000,000	\$165,000,000	\$27,000,000
4. Statewide Regional Connectivity Corridor	\$6,201,970,000	\$624,500,000				
5. Congestion Mitigation and Air Quality Improvement (CMAQ)	\$2,213,510,000	-	-	-	-	-
6. Structures Replacement and Rehabilitation (Bridges)	\$3,586,560,000	-	-	-	-	-
7. Metropolitan Mobility and Rehabilitation	\$4,588,130,000	-	-	\$88,880,000	\$222,200,000	\$39,220,000
8. Safety	\$4,031,750,000	-	-	-	-	-
9. Transportation Alternatives (Set-Aside)	\$910,500,000	-	-	\$5,800,000	\$14,500,000	\$2,407,959
10. Supplemental Transportation Projects	\$571,580,000	-	-	-	-	-
11. District Discretionary and Energy Sector Funding	\$3,233,380,000	\$168,640,000	\$94,125,000	-	-	-
12. Strategic Priority	\$15,740,000,000	\$33,000,000		\$33,000,000		\$33,000,000
TOTAL	\$77,557,260,000	\$1,443,020,000	\$1,636,325,000	\$344,670,000	\$779,175,000	\$174,227,959

Table 2. Statewide Funding Levels TxDOT 2020 Unified Transportation Program (UTP) (10-Yr)

Funding Category	2020 UTP Statewide Funding Authorizations
1. Preventive Maintenance and Rehabilitation	\$13,926,300,000
2. Metro and Urban Area Corridor Projects	\$11,481,710,000
3. Non-Traditionally Funded Transportation Projects	\$6,053,290,000
4. Statewide Urban Connectivity	\$5,018,580,000
4 Statewide Regional Connectivity Corridor	\$6,201,970,000
5. Congestion Mitigation and Air Quality Improvement (CMAQ)	\$2,213,510,000
6. Structures Replacement and Rehabilitation (Bridges)	\$3,586,560,000
7. Metropolitan Mobility and Rehabilitation	\$4,588,130,000
8. Safety	\$4,031,750,000
9. Transportation Alternatives (Set-Aside)	\$910,500,000
10. Supplemental Transportation Projects	\$571,580,000
11. District Discretionary and Energy Sector Funding	\$3,233,380,000
12. Strategic Priority	\$15,740,000,000
TOTAL UTP STATEWIDE FUNDING CATEGORIES 1-12	\$77,557,260,000

CORPUS CHRISTI DISTRICT

2022 UTP



DISTRICT FACTS

Population	602,000
Square Miles	7,800
Daily Vehicle Miles	16.3 million
Highway Lane Miles	7,300

REGIONAL PLANNING RESOURCES

Corpus Christi TxDOT District [page](#)

MPO: [Corpus Christi Metropolitan Planning Organization](#)

Contact:

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Make sure to visit TxDOT's [Project Tracker website](#) to view up-to-date information on transportation projects.

★ DISTRICT HIGHLIGHTS AND PRIORITIES

The Corpus Christi District's planning reflects a big-picture perspective focused on statewide and regional mobility, as well as safety and maintenance of transportation facilities. The designation of US 77, US 281, and US 59 as future interstate highway corridors uniquely positions the district to plan and develop these corridors to add new interstate lane mileage to the transportation system. Improvements to both US 77 and US 281, including new overpasses, frontage roads, and several relief routes, are preparing these roadways to become I-69E and I-69C, respectively. Category 4 funding allows the district to continue work on these nationally significant projects, and funding levels demonstrate ambitious planning for the next decade.

Our Port Aransas Ferry is a unique part of TxDOT's transportation system. As energy-related ship traffic and coastal tourism surge, the district is committing \$60 million of Category 10 Ferry Program funding to upgrade infrastructure at the ferry landings.

Staff also routinely requests statewide Category 6 and Category 8 funds to address various bridge and safety needs throughout the district.

KEY PROJECTS

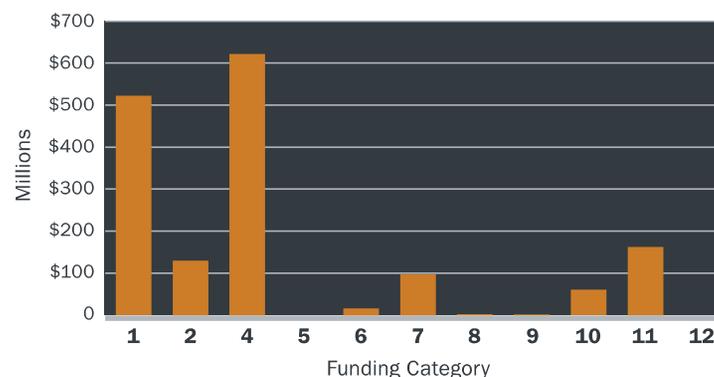
Short Term (four or fewer years)

- **US 77, Kleberg County:** upgrade to interstate standards from Kingsville to Riviera
- **US 281, Jim Wells County:** upgrade to interstate standards and construct grade separations at County Roads 116 and 117
- **SH 358, Nueces County:** operational improvements to enhance mobility and increase safety

Long Term (five or more years)

- **US 77, Kleberg County:** construct Riviera relief route to meet interstate standards
- **US 77, San Patricio County:** upgrade Sinton relief route to meet interstate standards
- **SH 35/SH 361, San Patricio County:** interchange improvements in Gregory to address industrial development

CORPUS CHRISTI DISTRICT 2022 PLANNING TARGETS BY CATEGORY



TxDOT funding categories:

- 1 Preventive Maintenance & Rehabilitation
- 2 Metropolitan & Urban Area Corridor Projects
- 3 Non-Traditionally Funded Transportation Projects
- 4 Statewide Connectivity Corridor Projects
- 5 Congestion Mitigation & Air Quality Improvement
- 6 Structures Replacement & Rehabilitation
- 7 Metropolitan Mobility & Rehabilitation
- 8 Safety
- 9 Transportation Alternatives Program
- 10 Supplemental Transportation Projects
- 11 District Discretionary
- 12 Strategic Priority

CORPUS CHRISTI DISTRICT Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category		Tier
Aransas County											
1	SH 35	Grade Separation - Rockport 0180-04-120	ON SH35 AT CORPUS CHRISTI ST. INTER	.	FY 2022-2025	\$16,328,000	Funding Adjustment	No	Cat. 4 Regional TOTAL	\$16,328,000 \$16,328,000	1

										Cat. 4 increased \$1.3M	
Jim Wells County											
2a	US 281	Upgrade to Freeway - Alice Relief Route 0254-07-008	US 281 AT CR 116 & 117 INTERSECTIONS	.	FY 2022-2025	\$26,000,000	Funding Adjustment	No	Cat. 4 Regional TOTAL	\$26,000,000 \$26,000,000	1

										Cat. 4 increased \$1M	
2b	US 281	Upgrade to Freeway - Alice Relief Route 0254-07-010	BU 281R N OF ALICE	BU 281R S OF ALICE	FY 2022-2025	\$92,000,000	Funding Adjustment	No	Cat. 4 Regional TOTAL	\$92,000,000 \$92,000,000	1

										Cat. 4 increased \$2M	
Kleberg County											
3a	US 77	Upgrade to Freeway - Ricardo 0102-04-097	CR 2130	1.5 MI. N. OF SH 285	FY 2022-2025	\$118,000,000	Funding Adjustment	No	Cat. 4 Regional TOTAL	\$118,000,000 \$118,000,000	1

										Cat. 4 increased \$3M	
3b	US 77	Riviera Relief Route 0327-09-002	1.5 MI N. OF SH 285 INTERSECTION	KENEDY/KLEBERG COUNTY LINE	FY 2022-2025	\$118,800,000	Funding Adjustment	No	Cat. 4 Regional TOTAL	\$118,800,000 \$118,800,000	1

										Cat. 4 increased \$8.8M	
Nueces County											
4	SH 286	Upgrade to Freeway (Crosstown Extension) - Corpus Christi 0326-01-056	FM 43	SOUTH OF FM 2444	FY 2022-2025	\$41,580,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor TOTAL	\$41,580,000 \$41,580,000	2

										Cat. 2 increased \$1.5M	
5	SH 358	Freeway Ramps - Corpus Christi 0617-01-177	NILE DRIVE	STAPLES STREET	FY 2022-2025	\$39,960,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor TOTAL	\$39,960,000 \$39,960,000	1

										Cat. 2 increased \$4.9M	
6	FM 624	Widen Non-Freeway - Corpus Christi 0989-02-057	CR 73	WILDCAT DR.	FY 2022-2025	\$21,280,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor Cat. 4 Urban Cat. 7 TOTAL	\$9,280,000 \$10,000,000 \$2,000,000 \$21,280,000	1

										Cat. 2 increased \$3.2M	
7	PR 22	Safety & Operational Improvements - Corpus Christi 0617-02-073	AQUARIUS ST.	WHITECAP BLVD.	FY 2026-2031	\$17,920,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor TOTAL	\$17,920,000 \$17,920,000	2

										Cat. 2 increased \$1.9M	

CORPUS CHRISTI DISTRICT Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier
San Patricio County										
8a	US 77	Upgrade to Freeway - Sinton Relief Route 0371-04-062	CHILTIPI CREEK BR (CONTROL BREAK)	BUSINESS NORTH (SINTON)	FY 2026-2031	\$31,360,000	Funding Adjustment	No	Cat. 4 Regional TOTAL \$31,360,000 \$31,360,000	1
8b	US 77	Upgrade to Freeway - Sinton Relief Route 0372-01-101	BUSINESS SOUTH (SINTON)	CHILTIPI CREEK BR (CONTROL BREAK)	FY 2026-2031	\$62,720,000	Funding Adjustment	No	Cat. 4 Regional TOTAL \$62,720,000 \$62,720,000 <i>Cat. 4 increased \$22M</i>	1
9	US 77	Upgrade to Freeway at IH 37 0372-01-106	IH 37 AND INTERCHANGE	SOUTH OF ODEM	FY 2026-2031	\$134,400,000	No Funding Change	No	Cat. 4 Regional -Remaining funding TBD- TOTAL \$127,500,000 \$6,900,000 \$134,400,000	1
10a	SH 35	SH 35 Interchange at SH 361 - Gregory 0180-06-118	FM 3284	.23 MI N OF SH 361	FY 2026-2031	\$25,200,000	Funding Adjustment	No	Cat. 4 Urban TOTAL \$25,200,000 \$25,200,000 <i>Cat. 4 increased \$3.7M</i>	1
10b	SH 361	SH 35 Interchange at SH 361 - Gregory 0180-10-082	AT SH35 INTERCHANGE	.6 MI SE ON SH 361	FY 2026-2031	\$43,120,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor TOTAL \$43,120,000 \$43,120,000 <i>Cat. 2 increased \$4.6M</i>	1
11	FM 893	Widen Non-Freeway - Portland 1209-01-030	CR 3685 (STARK RD)	.2 MI W OF CR 79 (GUM HOLLOW)	FY 2022-2025	\$7,904,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor TOTAL \$7,904,000 \$7,904,000 <i>Cat. 2 increased \$900K</i>	3

DRAFT CATEGORY 2, 4, AND 7 APPLICATION FORM

Additional program information can be found in the Corpus Christi MPO Application Guide, link below.

<https://www.corpuschristi-mpo.org>

NOTE: All attachments must be submitted in letter-sized (8.5" x 11") format.

APPLICANT INFORMATION

1. Project Sponsor Name (Only one entity can act as project sponsor)

2. Type of Organization/Agency/Authority

(Select)

3. Project Sponsor Contact Information (Authorized representative)

Contact Person:	<input style="width: 280px; height: 20px;" type="text"/>	Title:	<input style="width: 280px; height: 20px;" type="text"/>
Mailing Address:	<input style="width: 240px; height: 20px;" type="text"/>	Physical Address:	<input style="width: 240px; height: 20px;" type="text"/>
Mailing City:	<input style="width: 240px; height: 20px;" type="text"/>	Physical City:	<input style="width: 240px; height: 20px;" type="text"/>
Zip Code:	<input style="width: 240px; height: 20px;" type="text"/>	Zip Code:	<input style="width: 240px; height: 20px;" type="text"/>
Contact's Phone:	<input style="width: 240px; height: 20px;" type="text"/>	Entity's Main Phone:	<input style="width: 240px; height: 20px;" type="text"/>
Email:	<input style="width: 280px; height: 20px;" type="text"/>	Website:	<input style="width: 280px; height: 20px;" type="text"/>

PROJECT DESCRIPTION

4. Project Name

5. Project Location Information

a. From/Beginning Point (if applicable):

b. To/End Point (if applicable):

c. Project Length in feet/miles or Area in acres (if applicable):

d. Intersection(s) (if applicable):

Provide a Google map link: (See [Detailed Application Instructions](#), pg. 5, for guidance.)

*If project involves multiple locations, please provide project limits for the major segment in above blanks. Additionally, please create a complete list of all improvement locations using the descriptive limits and beginning and ending latitude/longitude and label this attachment as **A-Project Location Information** - No more than 2 pages.*

Project location in relation to roadways:

6. Project Description (See [Detailed Application Instructions](#), pg. 4.)

FUNDING SUMMARY

7. Project Budget Summary

Total Itemized Construction Cost	1.	\$	<input type="text"/>
Contingency Expenses (If applicable)	2.	\$	<input type="text"/>
Total Project Cost (Boxes 1 & 2)	3.	\$	<input type="text"/>

Local Match: The Project Sponsor will provide the local cash match. Applications in which Project Sponsors provide more than the minimum 20 percent local cash match will receive points as part of project scoring and evaluation.

Enter the Percent Local Match (Typical 20%)	4	<input type="text"/>	%
Local Match Dollars	5	\$	<input type="text"/>
Additional Local Contribution	6	\$	<input type="text"/>
Total Local Commitment (Boxes 5 & 6)	7	\$	<input type="text"/>
Total Federal Funds Requested	8	\$	<input type="text"/>
Total Project Cost	9	\$	<input type="text"/>

All cost overruns are the responsibility of the Project Sponsor. Please include Year of engineers estimate in order to aid inflation calculations.

PROJECT DETAILS

8. Project Features

Provide a project layout (required) with clearly labeled streets, end points, and all construction locations as an attachment. Additional recommended attachments include typical sections and photographs that describe and provide details about the project. Attachments for this section should be labeled as **B-Project Details**. (No more than 15 pages)

If the project plans are 30% or more complete, include only example sheets as attachments and provide a weblink for plan review here:

The construction plans for this project are currently: (Select) % complete

Primary Facility Type:	<input type="text"/> (Select)	Secondary Facility Type:	<input type="text"/> (Select)
Total length:	<input type="text"/> (Select)	Total length:	<input type="text"/> (Select)
Facility width:	<input type="text"/> feet	Facility width:	<input type="text"/> feet
Material depth:	<input type="text"/> inches	Material depth:	<input type="text"/> inches
Surface type/material:	<input type="text"/> (Select)	Surface type/material:	<input type="text"/> (Select)

Does the project propose lighting adjacent to a roadway? (Select)

The project includes the following facilities: (select all that apply)

- Sidewalks Feet new and repaired Separated Path: feet
- Crosswalks / Curb Ramps
- Transit Stops # Transit Routes Served:
- Improvements to CMP Corridor of Concern

- CMP Corridor of Note TWLTL: feet
- Intersection Turn Lanes
- Barrier Construction Length: feet
- ITS / Signal Improvements Type:
- Access Management
- Other Intersection Upgrades (Describe)
- Interconnected Coordinated Signals Number: Length:
- Pedestrian and Bicycle Signalization Quantity:
- Wayfinding Traveler Information Quantity:
- Transit Signal Priority
- Proven Countermeasures List:
- Drainage Improvements (Describe)
- Complete Streets
- Resurfaced Reconstructed Pavement Lane feet:
- Other

**Projects must be consistent with the current Congestion Management Program and the priority services identified in Corpus Christi Regional ITS Architecture. Applicants are also encouraged to consider the following guides: National Association of City Transportation Officials (NACTO) Urban Street Design Guide, and the Corpus Christi Strategic Plan for Active Mobility.*

Does this project include bridge improvements? Total # of proposed bridges:

Note: If more than one bridge is proposed, identify the bridge with the longest span length in the detailed application and identify additional bridges in **Attachment B**.

Structural Materials (Deck/Beams): Bridge construction:

Bridge length: feet Bridge width: feet Rail type:

SAFETY

9. Identified safety hazards and proven countermeasures

Check all of the safety hazards located within the project limits. Next to each checked safety hazard, state the proposed countermeasure(s) addressing the hazard identified. Provide additional information about proposed countermeasures and photos of safety hazards as an attachment: **C-Safety Hazards and Countermeasures**. Clearly identify these features on **Map 1-Safety** and include in Attachment C.

Safety Hazards	Proposed Countermeasures
<input type="checkbox"/> Identified Safety Performance Measure A	<input type="text"/>
<input type="checkbox"/> Identified Safety Performance Measure B	<input type="text"/>
<input type="checkbox"/> Uncontrolled intersection/crossing	<input type="text"/>
<input type="checkbox"/> Lack of bike/ped infrastructure	<input type="text"/>
<input type="checkbox"/> High motor vehicle travel speed	<input type="text"/>
<input type="checkbox"/> On-street parking	<input type="text"/>

- Wide roadway crossing (4 or more lanes)
- Lack of lighting
- Other

10. Proposed infrastructure elements

Which of the following features are part of the proposed project? Check all that apply. Clearly identify these features on **Map 1-Description**.

- Additional Travel Lanes
- Improved railroad/highway/water crossing
- New traffic signalization*
- Multi-modal (Transit, Pedestrian, Bicycle) Improvements

*Documentation of signal warrants MUST be included in Attachment C.

i The Corpus Christi MPO is interested in projects that respond to documented safety issues. The Corpus Christi MPO will analyze crash records to determine the documented project/program crash count and rate in proximity to the proposed project.

CONNECTIVITY AND ACCESSIBILITY

11. Connectivity to destinations

Does the project provide access to major destinations immediately surrounding the project area that are likely to attract trips? Please check destinations below and clearly label on **Map 2- Connectivity** and include in attachment **D-Connectivity**.

- School
- Major employer
- Fresh foods (grocery stores, farmers mkts)
- Park
- Central Business District
- Health facility (medical center, sports field)
- Neighborhood
- Commercial Center
- Community center
- Library
- High density residential
- Other special trip generator (label on map)

12. Connectivity to multimodal transportation

a. Transit: Does the project improve multi-modal transportation serving a ferry station, Park and Ride, and/or a bus stop? Please clearly label on **Map 2-Connectivity**. Project connections to transit infrastructure are:

(Select)

b. Bike/ped: Does the project connect to existing or planned bicycle and pedestrian facilities? Please check the facilities to which this project would connect and clearly label on **Map 2-Connectivity**. Project connects to:

Bicycle facilities (Select) Pedestrian facilities (Select)

13. Barrier Elimination

Does the project eliminate an existing barrier to travel and provide safe crossing of that barrier by individuals with disabilities, pedestrians, bicyclists, and other non-drivers of all ages and abilities? Please clearly label on **Map 2-Connectivity** and enter the number of barriers below.

- ADA barriers
- Four lane or larger roadways
- Waterbody(ies)
- Railroad
- Other

i Projects that add new along independent rights-of-way, such as creeks, railroads, or utility corridors, may have different benefits or impacts than projects following the alignment of existing roadways. The Corpus Christi MPO will review the response to question 5 to determine whether the project is proposed on independent right-of-way.

EQUITY CONSIDERATIONS



The Corpus Christi MPO adopted policy on Equity and Environmental Justice and is interested in how the project improves access to everyday destinations for underserved communities. The Corpus Christi MPO will analyze census data to determine if the project will improve access for seniors, individuals with disabilities, racial or ethnic minorities, people without private vehicles, or low-income communities.

CONGESTION MANAGEMENT PROCESS



The CMP provides a mechanism for identifying short, medium, and long-term strategies for addressing congestion on a system-wide, corridor-level, and site-specific basis. Alternatives to major capital investments are identified and may be more cost-effective in the short-term than larger capacity adding projects, or they could be integrated into capacity projects in order to enhance their effectiveness. The Corpus Christi MPO will review the CMP to ensure conformity with adopted solutions.

COMMUNITY OUTREACH AND PLANNING

14. Project Benefits and Equity Considerations

A description of outreach to, and anticipated benefits received by, disadvantaged communities is a required attachment to the detailed application. This attachment should be labeled **E-Disadvantaged Community Benefits**. This tool can help provide insight into the project area. <https://ejscreen.epa.gov/mapper/>

15. Public Involvement and Support

- a. Public outreach events in the last five years which engaged the public on this project should be summarized as a bulleted list or table, then attached with supporting documentation as **F-Public Outreach and Support**.
- b. List all collaborating partners and their role in developing/implementing the proposed project.

16. Maintenance and Operation

Name the entity responsible for project maintenance and operation after construction. Attach a letter of commitment if maintenance and operation will be conducted by a third party and label it **G-Maintenance Documentation**.

17. Planning

- a. Projects may be referenced in various planning documents, such as Area Development Plans, Bicycle, Pedestrian, Corridor, Traffic Safety, Mitigation Plans, Economic Development or other Transportation Plan (if applicable). The Corpus Christi MPO will review the

Is the proposed project included in a local transportation plan?

If yes, include as an attachment ONLY the cover and pages of the plan referring to this project. Label attachment(s) as **H-Local Planning** - No more than 10 pages.

Insert transportation plan weblink:

- b. Transition Plan for ADA Compliance

Is the proposed project included in the project sponsor's Transition Plan for ADA compliance?

If yes, include as an attachment only the cover and pages from the plan relevant to this project. Label attachment(s) as **I-Local Planning** - No more than 10 pages.

PROJECT COMPLEXITY

18. Environmental Documentation

- a. An environmental document is required for all federally funded transportation projects. Some site characteristics may require additional environmental evaluation. What are the environmental issues requiring coordination, permitting, or mitigation?
[See Detailed Application Instructions](#), pg. 19, for more details.

- b. Known historic sites are identified in the Texas Historic Sites Atlas (<https://atlas.thc.state.tx.us/>). After reviewing this resource, are there known historic properties near the proposed project requiring coordination?

- c. If there are known environmental or historic preservation issues, is there an approach to avoid delays in project development? <https://nepassistool.epa.gov/nepassist/nepamap.aspx>

If "Yes" is marked for either 18a, 18b, or 18c, then provide written description of potential coordination, mitigation, and/or permitting actions foreseen for the proposed project. Label attachment(s) as **J-Environmental Documentation** - No more than 10 pages.

19. Property Ownership and Acquisition Information

All proposals must provide documentary evidence of the project sponsor's property rights by title of ownership, lease, or easement for all property within the project limits. Respond to a, b, & c below.

- a. **Has the property needed for the project already been acquired?**

If No - How many parcels will be acquired? Describe in the attachment how the property will be acquired. Include a commitment letter from current owner(s) demonstrating a willingness to transfer the property to project sponsor in accordance with state and federal laws.

- b. **Are there any known encroachments?** (utilities, fences, adjacent property improvements)

If Yes, identify known encroachments in an attachment.

- c. **Was property acquired after 1971 in accordance with the Uniform Act?**

Project property acquired after 1971 must have been acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act (Uniform Act). If No, describe briefly when and how the property was acquired in an attachment.

Include details as attachment(s) **K-Property Ownership/Acquisition**.

20. Requirements – ITS, Signals, and School Zones

Projects proposing new or improved traffic control devices MUST attach supporting documentation demonstrating these improvements adhere to the adopted ITS master plan and meet warrant/conditions in accordance with the TMUTCD and TxDOT policy. Label attachment(s) **L-ITS, Signals, and School Zones**.

21. Railroad (RR) Support/Right of Entry Letter (if applicable)

- a. Does the project encroach (within 50') or cross RR right-of-way (ROW)?
If yes, the project sponsor must include documentary evidence from the railroad in support of the project and, where appropriate, a willingness by the railroad to enter into an agreement/contract with the local government for project implementation and provisions for right-of-entry for project construction. Where applicable, a cost for railroad work must be included in the budget.
- b. If the project encroaches or crosses RR ROW, has coordination with the RR begun?
- c. Does this project include rail banked right-of-way?

22. Project Timeline

Estimate the number of months it will take to complete this project (from planning through construction). Estimate the time required for each activity listed below. Several activities should be accomplished concurrently (such as environmental documentation, PS&E development, railroad coordination, and property acquisition); as a result, the **Total Projected Time Estimate** will be less than the total of the time estimated for each activity. Refer to the [2021 Program Guide](#) for additional guidance. Label attachment(s) as N-Project Timeline - No more than 2 pages.

Months	Activities
<input type="text"/>	Programming Activities (Include the project in the STIP, execute Advance Funding Agreement (AFA) with the department, complete required local government training, assign local government and department roles and responsibilities, etc.)
<input type="text"/>	Project Design and Plan Preparation (Solicit, select, negotiate, and execute contract(s) for engineering and environmental services. Develop construction Plans, Specifications, and Estimates (PS&E) to state and federal standards. Include time for review by TxDOT, a registered accessibility specialist, and other agencies as needed.)
<input type="text"/>	Environmental Clearance (Complete the NEPA Scope Development Tool, environmental documentation, and appropriate resource studies; consider environmental mitigation, permits, and review by resource agencies). All documentation and exhibits must meet state and federal standards.
<input type="text"/>	ROW Acquisition (acquisitions should occur after environmental clearance) (Include time for surveying, appraisals, title transfer, etc. Only incidental utility adjustments may be eligible.)
<input type="text"/>	Railroad coordination
<input type="text"/>	Other - Describe briefly additional milestones not addressed elsewhere on the following page.

***TDCs:** If a project sponsor is found eligible to use TDCs, these credits will be applied to the project in lieu of the local match. See Cost Participation Summary on page 11.

****Local Match:** Project sponsors may increase the required Local Match above 20% by adjusting the Local Match percentage in the box above. If the project is eligible for a Transportation Development Credits (TDCs) or Economically Disadvantaged Counties Program (EDCP) reduction (amount shown in number 6 below), then the federal/local share will be fixed at 80% federal participation and 20% local match (refer to calculations below).

Economically Disadvantaged Counties Program (EDCP) Reduction (Must be authorized by TxDOT).
 For EDCP guidance visit: <http://www.txdot.gov/inside-txdot/division/transportation-planning/disadvantaged-county.html>.

Allowable EDCP Adjustment	<input type="text" value="(Select, if applicable)"/>
Additional EDCP Adjustment	<input type="text" value="(Select, if applicable)"/>
Total EDCP Adjustment (95% max)	Total <input type="text"/> % 6. \$ <input type="text"/>

	Participation						
	Percent	Preliminary Engineering Cost	Construction Costs	Direct State Costs	Total Project Costs		
Federal	<input type="text"/> %	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>		
State	<input type="text"/> %	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>		
Local	<input type="text"/> %	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>		
Total	<input type="text"/> %	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>		

COST PARTICIPATION SUMMARY

Total Federal Participation	<input type="text"/> %	\$ <input type="text"/>
Total State Participation	<input type="text" value="-"/>	<input type="text" value="-"/>
Total Local Participation	<input type="text"/> %	\$ <input type="text"/>

PROJECT COMMITMENT

The applicant confirms understanding of the following requirements by checking boxes and signing below.

- This is a reimbursement program. If the project sponsor implements any stage of the project, then they must finance that phase until reimbursement funds are available. Invoices must be submitted with proper documentation on a regular basis (typically monthly, but no less than quarterly).

- If TxDOT implements any phase of the project on behalf of the project sponsor, then any local match would be due in full to TxDOT prior to commencement of each phase (i.e. preliminary engineering or construction). Project selection does not guarantee that TxDOT will implement a project on behalf of any recipient

- Until authorized by TxDOT with a notice to proceed, the project sponsor should not enter into a contract or incur costs for any aspect of the project for which the project sponsor is seeking federal participation. Otherwise, the project sponsor risks incurring costs that will not be reimbursed or credited.

- Project sponsors may manage elements of the project development process with written TxDOT approval. To receive approval, the project sponsor acknowledges that they must complete a Special Project Approval form in accordance with 43 TAC §15.52 and undergo a Risk Assessment.

- The project sponsor understands they are responsible for providing a local match to cover 20% of the total project cost (including TxDOT Direct State Costs). Depending on approved local match options, TxDOT will reimburse a portion of the total expenses on each invoice submitted with proper documentation of expenses.

- The project sponsor must be prepared to fund any project costs in excess of the amounts indicated in the budget entered into this detailed application and/or the amount awarded by the Corpus Christi MPO Transportation Policy Committee (i.e., project cost overruns).

<hr/>	
<i>Signature</i>	
<hr/>	
<i>Print Name and Title</i>	
<hr/>	
<i>Date</i>	<i>Telephone Number</i>

Please, refer to the Corpus Christi MPO Program Guidance and Procedures – Application Process (page 9) for submitting instructions.



TA funds lapse if not obligated within 3 years of authorization

Federally participating work cannot begin until:

- After TA funding award
- **After project is in a TIP/STIP** (either grouped or individually listed)
- After Local Government Risk Assessment (as needed)
- After Advance Funding Agreement (AFA) is executed
- After Federal Project Authorization & Agreement (FPAA)
- After TxDOT Notice to Proceed
- After TxDOT review and approval of contract documents
- After local government solicitation of bids
- After TxDOT concurrence of award

Even without STIP delays, this can take over 1 year

Federally participating work may include:

- Preliminary engineering (PS&E and environmental documentation)
- In-kind contributions
- **Direct state costs** for TxDOT review of environmental documentation and engineering – even if the work itself is not reimbursed
- Construction and construction direct state costs

Project initiation can be reduced to 4 months for Grouped projects



TxDOT TA - PROJECT INITIATION TIMELINE

Task	Responsible Entity	Month											
		1	2	3	4	5	6	7	8	9	10	11	
Project selection	TTC												
Projects added to TxDOT Connect	District												
Projects added to MPO/Rural TIP revision	District/MPO												
Projects added to STIP revision	District/TPP		X			X			X				X
STIP revision approval	FHWA												
LG Risk Assessments	District												
LG Special Project Approval	District/CSD												
Develop DRAFT AFA	District/PTN												
AFAs partially executed by Project Sponsors	Project Sponsor												
AFAs fully executed	CSS												
FPAA for PE	DIS/FIN												

X - STIP revisions



Date: December 30, 2021
To: Transportation Policy Committee (TPC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 6B: FY 2023-2026 Transportation Improvement Program (TIP)
Project Selection Process
Action: Discuss Competitive Selection of Projects for the FY 2023-2026 TIP

Summary

TxDOT has stated their process to develop the next iteration of the State Transportation Improvement Program (STIP), for the FY 2023-2036 time period. The Corpus Christi MPO is beginning our process to update the FY 2021-2024 TIP to the FY 2023-2026 TIP to align the STIP with the TIP documents. The current FY 2023-2026 TIP/STIP Timetable is provided as Attachment 1 and illustrates the process flow of activities leading to the FY 2023-2036 TIP/STIP approval. Attachment 2 shows the project timeline for the activities for the TIP/STIP. The Corpus Christi MPO staff will present a detailed local timeline for our FY 2023-2026 TIP process at the January TAC meeting. The Corpus Christi MPO's TIP timeline will coincide with both the TxDOT 2023 UTP and FY 2023-2026 STIP development processes as these companion efforts are being developed in unison.

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

The Corpus Christi MPO must also coordinate with TxDOT on their scoring and selecting of projects for Category 4. The Corpus Christi MPO and TxDOT Corpus Christi District also coordinate on other funding categories to ensure consistency of projects and any funding that contributes to the improvements of the regional transportation systems. As described in the TxDOT 2023 UTP TPC Agenda Item 6A, the projects selected for the first four years of the 2023 TxDOT UTP are those that likely become part of the TxDOT FY 2023-2026 STIP. These first four years of projects and programs correspond to the Corpus Christi's FY 2023-2026 TIP. Additionally, the projects selected for Categories 2 and 4 must be authorized by the Texas Transportation Commission in order to secure the local match required.

FY 2023-2026 TIP/STIP Funding Estimates for the Corpus Christi MPO

The preliminary estimate for funding available for use in the Corpus Christi MPO area, by year, is:

	Category 1 ¹	Category 2	Category 4	Category 7	Category 9	
Agency Lead*	TxDOT	MPO	TxDOT	MPO	MPO	
Coordinated Agency	MPO	TxDOT	MPO	TxDOT	TxDOT	Subtotal
4-Years	\$205,000,000	\$49,500,000	\$23,000,000	\$38,000,000	\$2,320,000	\$112,820,000
2023	\$ 51,600,000	\$12,500,000	\$5,750,000	\$9,500,000	\$580,000	\$28,330,000
2024	\$ 51,300,000	\$12,500,000	\$5,750,000	\$9,500,000	\$580,000	\$28,330,000
2025	\$ 45,400,000	\$9,000,000	\$4,500,000	\$9,500,000	\$580,000	\$23,580,000
2026	\$ 56,700,000	\$15,500,000	\$7,000,000	\$9,500,000	\$580,000	\$32,580,000
<p><i>*Per TxDOT's 2022 Unified Transportation Program and Corresponding TIP/STIP Years of 2023-2026</i></p> <p>1 Note: The Category 1 funding totals are not included in the row nor column totals. The CAT 1 funds are shown for the entire TxDOT-CRP District of 10 counties at this time. A portion of these funds will be allocated by TxDOT-CRP to the Corpus Christi MPO region based on TxDOT project and program prioritization.</p>						

Projects funded with Category 1, Maintenance, and Category 8, Safety, are selected by TxDOT. The purposes of the TxDOT funds are shown in Attachment 3. As a summary, selected categories are shown below:

- Category 1** – This **Preventive Maintenance and Rehabilitation** funding is for the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets. This category of funding can supplement mobility projects funding as an open funding line. Preventive Maintenance is defined as work to preserve, rather than improve, the structural integrity of a pavement or structure. Rehabilitation funds are intended for the repair of existing main lanes, structures, and frontage roads. The installation and replacement of signs and their appurtenances, traffic signals, and illumination systems, including minor roadway modifications to improve operations, are also allowed under this category. Funds can be used to install new traffic signals as well as modernize existing signals.
- Category 2M** – These **Metropolitan and Urban Area Corridor** funds are to address mobility needs on the national highway system or the state highway system to mitigate traffic congestion, improve traffic safety, and can also aid roadway maintenance or rehabilitation. Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements. The projects are selected by the MPOs, in consultation with the TxDOT district, using a performance-based prioritization process. Category 2 addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation. The Texas Transportation Commission allocates funds to each metropolitan planning organization (MPO) in the state, by formula.
- Category 4 Urban** – This funding category, **Statewide Connectivity Corridors**, includes funds from the federal National Highway Performance Program and the Surface Transportation Block Grant, plus state highway funds for use on: the National Highway System, the Texas Highway System, the National Freight Network, designated Hurricane Evacuation Routes, or on connections to major seaports or border crossings. TxDOT districts select Category 4 Regional (rural) projects in consultation with TxDOT's Transportation Planning and Programming Division using a performance-based prioritization process that assesses mobility needs on designated connectivity corridors in the district. TxDOT districts select Category 4 Urban projects in consultation with MPOs using a similar prioritization process as with the Category 4 Regional funds.
- Category 7** - These **Metropolitan Mobility and Rehabilitation** funds primarily come from the federal Surface Transportation Block Grant Program to address transportation needs within the boundaries of MPOs with populations of 200,000 or greater, known as transportation management areas (TMAs). This flexible funding cannot be used on local roads or rural minor collectors, unless: it is a bridge project;

safety project; recreational trail, pedestrian and bicycle infrastructure, transit capital projects or a Safe Routes To School project. Generally, these funds are used to meet the goals established in the Metropolitan Transportation Plan.

- **Category 9** - These **Transportation Alternatives Set-Aside Program** funds are for projects included in the federal Surface Transportation Block Grant Set-Aside (STBG-SA) Program. This call for projects has been discussed for several months.

Eligible Projects List

The list of projects shown in the FY 2021-2024 TIP as reduced-detailed Table 12 (shown below). The fully detailed and original table 12 is provided as Attachment 5 and contains all the projects previously prioritized as part of the 2020-2045 Metropolitan Transportation Plan (2045 MTP). This list is the proposed universe of projects proposed to be used for the selection/prioritization process leading to inclusion in the Corpus Christi MPO’s FY 2023-2026 TIP for Categories 2 and 7. This list of projects is also likely the source of prioritized projects for TxDOT to selection in their process for Category 4. Category 9 projects are to be selected in the Corpus Christi MPO’s separate Call-for-Projects for the STBG-SA (CAT 9) program.

Additionally, the TxDOT-Corpus Christi District previously selected projects are shown in the 2022 TxDOT UTP (see Attachment 6). These were projects previously selected for the TxDOT 2022 UTP and are likely candidates for TxDOT sponsored projects in the FY 2023-2026 TIP/STIP development process.

Table 12. 2020-2045 MTP Fiscally Constrained Project List (FY 2023-2026 TIP/STIP Eligible List)

Plan Period	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Total Project Cost (\$, millions)
TIP / STIP	SH 358 (SPID) Ramp Reversal	Ramp reversal Phase II-B	Nile Drive	Staples Street	TxDOT-CRP	On	\$45.43
TIP / STIP	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	\$77.88
TIP / STIP	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	\$18.17
TIP / STIP	US 181 Ramp Reversals	Reverse entrance and exit ramps in Northbound direction	FM 3296 (Buddy Ganem Drive)	FM 2986 (Wildcat Drive)	TxDOT-CRP	On	\$5.19
TIP / STIP	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	\$51.92
TIP / STIP	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	\$9.09
TIP / STIP	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	\$1.84
TIP / STIP	US 181 Harbor Bridge Voluntary Relocation Program	US 181 Harbor Bridge Voluntary Relocation Mitigation Program	N/A	N/A	MPO	Off	\$92.15
TIP / STIP	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	\$6.23
TIP / STIP	Pedestrian and Bike	Pedestrian and bike facility improvements	At Various Locations on Brewster Street	N/A	City of Corpus Christi	On	\$1.84
TIP / STIP	Schanen Ditch Hike and Bike Trail: Phase IV	Construct and design Hike and Bike Trail	Killarmet Drive	Holly Road	City of Corpus Christi	Off	\$0.39
TIP / STIP	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	\$0.62
TIP / STIP	Portland Bicycle Lanes	Construct one way cycle track and buffered bike lanes	At Variolius Locations in Portland	N/A	City of Portland	On	\$0.36
TIP / STIP	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	\$0.70
TIP / STIP	PR 22	Feasibility study: intersection improvements	At SH 361/PR 22 intersection	Zahn Road	TBD	On	\$1.56
10-Year	PR 22	Corridor upgrade for pedestrian and access management improvements without adding capacity	Aquarius Street	Whitcap Boulevard	TxDOT-CRP	On	\$19.20
10-Year	SH 361	Upgrade/add direct connectors	At SH 35 interchange	0.6 miles Southeast on SH 361	TxDOT-CRP	On	\$46.20
10-Year	SH 35	Upgrade/add direct connectors	FM 3284	0.23 North of SH 361	TxDOT-CRP	On	\$25.80
10-Year	SS 544 (Agnes Street / Laredo Street)	Operational improvements without adding capacity	SH 286 (Crosstown)	Coopers Alley	City of Corpus Christi	Off	\$6.60
10-Year	Holly Road Travel Lanes	Construct Phase II by adding 2 additional travel lanes	SH 286	Greenwood Drive	City of Corpus Christi	Off	\$5.68
10-Year	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	\$2.27
10-Year	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	\$54.00
10-Year	Rodd Field Road Extension	Construct Phase I consisting of 2-lane roadway with raised medians on new location	Yorktown Boulevard	Future Regional Parkway (South of Oso Creek)	City of Corpus Christi	Off	\$30.00

Plan Period	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Total Project Cost (\$, millions)
10-Year	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	\$47.29
10-Year	Timon Boulevard / Surfside Boulevard	Rehabilitate without additional capacity, construct bicycle facilities	Beach Avenue	Burleson Street	City of Corpus Christi	Off	\$24.00
10-Year	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	\$20.40
10-Year	CR 72	Construct 2 additional travel lanes (CTWLTL)	FM 2986 (Wildcat Drive)	CR 2032	City of Portland	Off	\$7.10
10-Year	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	\$6.00
10-Year	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	\$8.40
10-Year	Future Category 9 Projects	Projects selected through competitive process	N/A	N/A	TBD	On/Off	\$12.43
Long Range	SH 358 (SPID) Ramp Reversal	Ramp Reversal Phase II-C (Braided ramps)	Airline Road	Everhart Road	TxDOT-CRP	On	\$42.00
Long Range	SH 286 (Crosstown)	Construct 1 additional northbound travel lane with ramp upgrades	SS 544 (Agnes Street / Laredo Street)	SH 358 (SPID)	TxDOT-CRP	On	\$96.00
Long Range	FM 624 (Northwest Boulevard)	Upgrade from 4-lane roadway to 6-lane roadway including raised medians	CR 69	FM 73	TxDOT-CRP	On	\$21.60
Long Range	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	\$120.00
Long Range	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	\$48.00
Long Range	SH 286 (Crosstown) Braided Ramp	Construct braided ramps northbound from Holly to SH 358	South of Holly Road	SH 358 (SPID)	TxDOT-CRP	On	\$72.00

Project Scoring and Selection Process

Corpus Christi MPO

The Corpus Christi MPO staff proposes the following process to achieve the 2023 TxDOT TIP/STIP schedule for prioritized projects for funding Categories 2 and 7. The Category 9 project selection process is separate and will lead to projects being inserted in the FY 2023-2026 TIP/STIP at the appropriate time for the FY 2023-2026 TIP/STIP process.

Complete Project Application Form

The Corpus Christi MPO staff is proposing to use a revised version of the recently developed CAT 9 project Application Form for the submittal of projects for consideration and prioritization for other funding categories. A new Application Form was developed to enable the project sponsors to present their complete project details for comprehensive future scoring by the MPO staff, the TAC and the TPC as well as to be evaluated by the partner agencies and the public. The Revised Project Application Form for use in all funding categories and possible other federal funding sources such as the IJIA specific grant programs is attached (see Attachment 7).

We propose that the TAC, TPC and the public use the existing Table 12 from the 2020-2045 MTP (2045 MTP) as the source of projects to prioritize for the TxDOT 2023-2026 TIP/STIP in Categories 2 and 7. The projects listed in Table 12 are those projects that have been:

- Approved by the Corpus Christi MPO through the Transportation Policy Committee (TPC)
- Part of the approved fiscally constrained project list of the 2045 MTP
- Projects were scored, ranked and ultimately selected to be the priority projects for the MPO for the 4-year (2021-2024 TIP), 10-year (FY 2020-2029) of the 2045 MTP and finally part of the FY 2030-2045 final years of the 2045 MTP.

No New 2023-2026 TIP/STIP Projects

The Corpus Christi MPO staff proposes that no new projects be considered with this FY 2023-2026 TIP/STIP selection process given the lack of current performance measures tools and information. Additionally, the TIP/STIP schedule has a short duration and the timing for a project application to be developed is challenging in the FY 2023-2026 TIP/STIP selection process schedule. Attachment 8 illustrates the generalized schedule to have a project complete the required, post-award approval processes before receiving a notice to proceed. The example is the CAT 9-type projects, and the implementation timeline is similar for CAT 2 and 7. With the list of approved projects in Table 12 of the 2045 MTP, we believe there are a sufficient number of projects to be used in the allocation of the funding for CAT 2 and 7.

TxDOT

The TxDOT Corpus Christi District Selection Process is expected to follow the TxDOT STIP process for performance-based project selection for funding Category 4 (CAT 4). The current FY 2023-2026 STIP process is provided within the TxDOT 2023-2026 STIP Timetable and Timeline (Attachments 1 and 2).

Recommendation

The Corpus Christi MPO TAC and staff requests that the TPC members discuss the proposed FY 2023-2026 TIP/STIP selection process at their regular meeting on January 6, 2022. Additionally, please note that the FY 2023-2026 TIP document will be updated from the current FY 2021-2024 TIP with the most up-to-date information available.

Proposed Motion

None. This is a discussion item only.

Attachments

1. TxDOT 2023-2026 STIP Timetable
2. TxDOT 2023-2026 STIP Timeline
3. TxDOT 2022 UTP Full Funding Category Descriptions from 2022 UTP ([WEBLINK](#))
4. TxDOT 2022 UTP Funding Tables for the Corpus Christi MPO (from FY 2021-2024 TIP)
5. FY 2021-2024 TIP with Amendment 3 Table 12: Project Eligible List for 2023-2026 TIP/STIP Selection ([WEBLINK](#))
6. TxDOT 2022 UTP: Corpus Christi District Project List and Map
7. DRAFT Corpus Christi MPO Project Application Form
8. TxDOT Project Initiation Tasks and Timeline for Federal Funded Projects

Robert MacDonald

Subject: FW: 2023 UTP Development: Mobility Project Call

From: Jessica Butler <Jessica.Butler@txdot.gov>

Sent: Wednesday, November 3, 2021 9:22 AM

To: ABL <elisa.smetana@abilenetx.com>; Alamo Area (San Antonio-Bexar County)* <IMartinez@alamoareampo.org>; AMA <Travis.Muno@amarillo.gov>; AUS-CAMPO <ashby.johnson@campotexas.org>; bmcbride@longviewtexas.gov; BMT-Port Arthur <bdickinson@setrpc.org>; Bryan College Station <drudge@bcsmmpo.org>; Corpus Christi MPO <ccmmpo@cctxmpo.us>; DAL FTW <mmorris@nctcog.org>; ELP <ECalvo@ELPASOMPO.ORG>; Houston-Galveston* (craig.raborn@h-gac.com) <craig.raborn@h-gac.com>; 'jmendive@ci.laredo.tx.us' <jmendive@ci.laredo.tx.us>; Killeen-Temple** <uryan.nelson@ctcog.org>; djones@mail.ci.lubbock.tx.us; Permian Basin (Midland-Odessa)*** <cwalker@permianbasinmmpo.com>; Andrew Canon <acanon@rgvmpo.org>; San Angelo <major.hofheins@cosatx.us>; Sherman-Denison <barnettc@co.grayson.tx.us>; Texarkana <ReaDonna.Jones@txkusa.org>; Tyler <hnick@tylertexas.com>; Victoria <mbergeron@victoriatx.org>; Waco (ChelseaS@wacotx.gov) <ChelseaS@wacotx.gov>; Wichita Falls <lin.barnett@wichitafallstx.gov>

Cc: Brandye Hendrickson <Brandy.Hendrickson@txdot.gov>; Brian Barth <Brian.Barth@txdot.gov>; Bill Hale <Bill.Hale@txdot.gov>; Quincy Allen <Quincy.Allen@txdot.gov>; Peggy Thurin <Peggy.Thurin@txdot.gov>; Roger Beall <Roger.Beall@txdot.gov>; Mildred Litchfield <Mildred.Litchfield@txdot.gov>; #DE_DDE <#DE_DDE@txdot.gov>; #TPD DIRECTORS <#TPD#032#DIRECTORS@txdot.gov>; Stephen Stewart <Stephen.Stewart@txdot.gov>; Amanda Landry <Amanda.Landry@txdot.gov>

Subject: 2023 UTP Development: Mobility Project Call

All,

We are in the early stages of developing the 2023 Unified Transportation Program (UTP) and have opened the 2023 UTP Mobility Project Call associated with categories 2, 4 and 12. Continued coordination with the MPOs is critical as we work to ensure we identify and prioritize needs and resources towards our top priority projects. TxDOT's Financial Management Division released the annual Planning Cash Forecast, which is the foundation for the 2023 UTP (Fiscal Years 2023 – 2032). Between now and January, the Transportation Planning and Programming (TPP) Division, members of TxDOT's Administration and the Commission will evaluate various scenarios and decide on the recommended funding distribution across the 12 categories that drives allocations to districts, divisions and Metropolitan Planning Organizations.

As in previous years, our aim will be to address your highest priority requests. Given the healthy utilization of Construct Authority (FYs 2022-2026), the 2023 UTP Mobility Project Call associated with categories 2, 4 and 12 will direct new programming to FY 2027-2032. While the planning cash forecast is slightly higher, constraint will still be an area of focus. Because Construct Authority is over programmed, we currently do not anticipate needing to program additional Category 2, 4 or 12 projects in Construct Authority to utilize any potential additional funding that may be provided if/when a new federal bill is passed. Additionally, a process to level out fiscal years 2027-2032 to more closely align with the planning forecast and annual letting targets of \$1.5B in design-builds and \$6.5B in design-bid-builds is planned.

Our initial schedule provided to districts provides a goal to submit initial district programs by **Tuesday, January 11th**.

We look forward to our collaboration on developing the 2023 UTP and appreciate your support and partnership.

Thank you
Jessica



Jessica Butler, P.E.

Director

Transportation Planning and Programming Division

Texas Department of Transportation

Mailing Address: 125 E. 11th Street, Austin, TX 78701

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Cell (512) 221-7454

A Texas Department of Transportation message



FISCAL YEAR 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Revenue Projections

The following exhibits and text describe all reasonably available funding for transportation projects in the Corpus Christi MPO region over the FY 2021-2024 time period. These collective revenues will allow implementation of the fiscally- constrained project list identified in this TIP. There is an estimated \$240 million of available funding for all modes of transportation by our regional partners that were part of the development of the FY 2021-2024 TIP.

Table 1 and 2, below, depict the state and federal highway funds that are reasonably available for use within the Corpus Christi urbanized area for the FY 2021-2024 time period.

Table 1. Category Funding for the Corpus Christi MPO FY 2021-2024 Transportation Improvement Program

Funding Category	2020 UTP Statewide Funding Authorizations	2020 UTP TxDOT CRP District Funding	TxDOT-CRP District 25-Yr Projected Funding	2020 UTP 10-Yr CCMPO Funding	CCMPO 25-Yr MTP Projected Funding	FY 2021-2024 TIP
1. Preventive Maintenance and Rehabilitation	\$13,926,300,000	\$616,880,000	\$1,542,200,000	\$0	\$0	\$0
2. Metro and Urban Area Corridor Projects	\$11,481,710,000	\$0	\$0	\$150,990,000	\$377,475,000	\$72,600,000
3. Non-Traditionally Funded Transportation Projects	\$6,053,290,000	\$0	\$0	\$0	\$0	\$0
4. Statewide Urban Connectivity	\$5,018,580,000	\$0	\$0	\$66,000,000	\$165,000,000	\$27,000,000
4. Statewide Regional Connectivity Corridor	\$6,201,970,000	\$624,500,000				
5. Congestion Mitigation and Air Quality Improvement (CMAQ)	\$2,213,510,000	-	-	-	-	-
6. Structures Replacement and Rehabilitation (Bridges)	\$3,586,560,000	-	-	-	-	-
7. Metropolitan Mobility and Rehabilitation	\$4,588,130,000	-	-	\$88,880,000	\$222,200,000	\$39,220,000
8. Safety	\$4,031,750,000	-	-	-	-	-
9. Transportation Alternatives (Set-Aside)	\$910,500,000	-	-	\$5,800,000	\$14,500,000	\$2,407,959
10. Supplemental Transportation Projects	\$571,580,000	-	-	-	-	-
11. District Discretionary and Energy Sector Funding	\$3,233,380,000	\$168,640,000	\$94,125,000	-	-	-
12. Strategic Priority	\$15,740,000,000	\$33,000,000		\$33,000,000		\$33,000,000
TOTAL	\$77,557,260,000	\$1,443,020,000	\$1,636,325,000	\$344,670,000	\$779,175,000	\$174,227,959

Table 2. Statewide Funding Levels TxDOT 2020 Unified Transportation Program (UTP) (10-Yr)

Funding Category	2020 UTP Statewide Funding Authorizations
1. Preventive Maintenance and Rehabilitation	\$13,926,300,000
2. Metro and Urban Area Corridor Projects	\$11,481,710,000
3. Non-Traditionally Funded Transportation Projects	\$6,053,290,000
4. Statewide Urban Connectivity	\$5,018,580,000
4 Statewide Regional Connectivity Corridor	\$6,201,970,000
5. Congestion Mitigation and Air Quality Improvement (CMAQ)	\$2,213,510,000
6. Structures Replacement and Rehabilitation (Bridges)	\$3,586,560,000
7. Metropolitan Mobility and Rehabilitation	\$4,588,130,000
8. Safety	\$4,031,750,000
9. Transportation Alternatives (Set-Aside)	\$910,500,000
10. Supplemental Transportation Projects	\$571,580,000
11. District Discretionary and Energy Sector Funding	\$3,233,380,000
12. Strategic Priority	\$15,740,000,000
TOTAL UTP STATEWIDE FUNDING CATEGORIES 1-12	\$77,557,260,000

CORPUS CHRISTI DISTRICT

2022 UTP



DISTRICT FACTS

Population	602,000
Square Miles	7,800
Daily Vehicle Miles	16.3 million
Highway Lane Miles	7,300

REGIONAL PLANNING RESOURCES

Corpus Christi TxDOT District [page](#)

MPO: [Corpus Christi Metropolitan Planning Organization](#)

Contact:

rickey.dailey@txdot.gov
1701 S. Padre Island Drive
Corpus Christi, TX 78416
(361) 808-2544

[@TxDOT_CRP](#)



Make sure to visit TxDOT's [Project Tracker website](#) to view up-to-date information on transportation projects.

★ DISTRICT HIGHLIGHTS AND PRIORITIES

The Corpus Christi District's planning reflects a big-picture perspective focused on statewide and regional mobility, as well as safety and maintenance of transportation facilities. The designation of US 77, US 281, and US 59 as future interstate highway corridors uniquely positions the district to plan and develop these corridors to add new interstate lane mileage to the transportation system. Improvements to both US 77 and US 281, including new overpasses, frontage roads, and several relief routes, are preparing these roadways to become I-69E and I-69C, respectively. Category 4 funding allows the district to continue work on these nationally significant projects, and funding levels demonstrate ambitious planning for the next decade.

Our Port Aransas Ferry is a unique part of TxDOT's transportation system. As energy-related ship traffic and coastal tourism surge, the district is committing \$60 million of Category 10 Ferry Program funding to upgrade infrastructure at the ferry landings.

Staff also routinely requests statewide Category 6 and Category 8 funds to address various bridge and safety needs throughout the district.

KEY PROJECTS

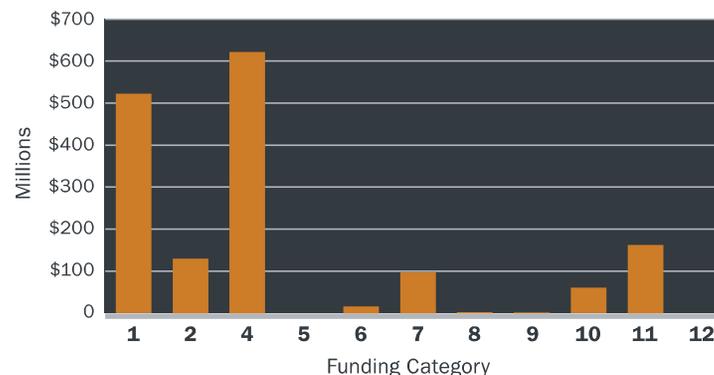
Short Term (four or fewer years)

- **US 77, Kleberg County:** upgrade to interstate standards from Kingsville to Riviera
- **US 281, Jim Wells County:** upgrade to interstate standards and construct grade separations at County Roads 116 and 117
- **SH 358, Nueces County:** operational improvements to enhance mobility and increase safety

Long Term (five or more years)

- **US 77, Kleberg County:** construct Riviera relief route to meet interstate standards
- **US 77, San Patricio County:** upgrade Sinton relief route to meet interstate standards
- **SH 35/SH 361, San Patricio County:** interchange improvements in Gregory to address industrial development

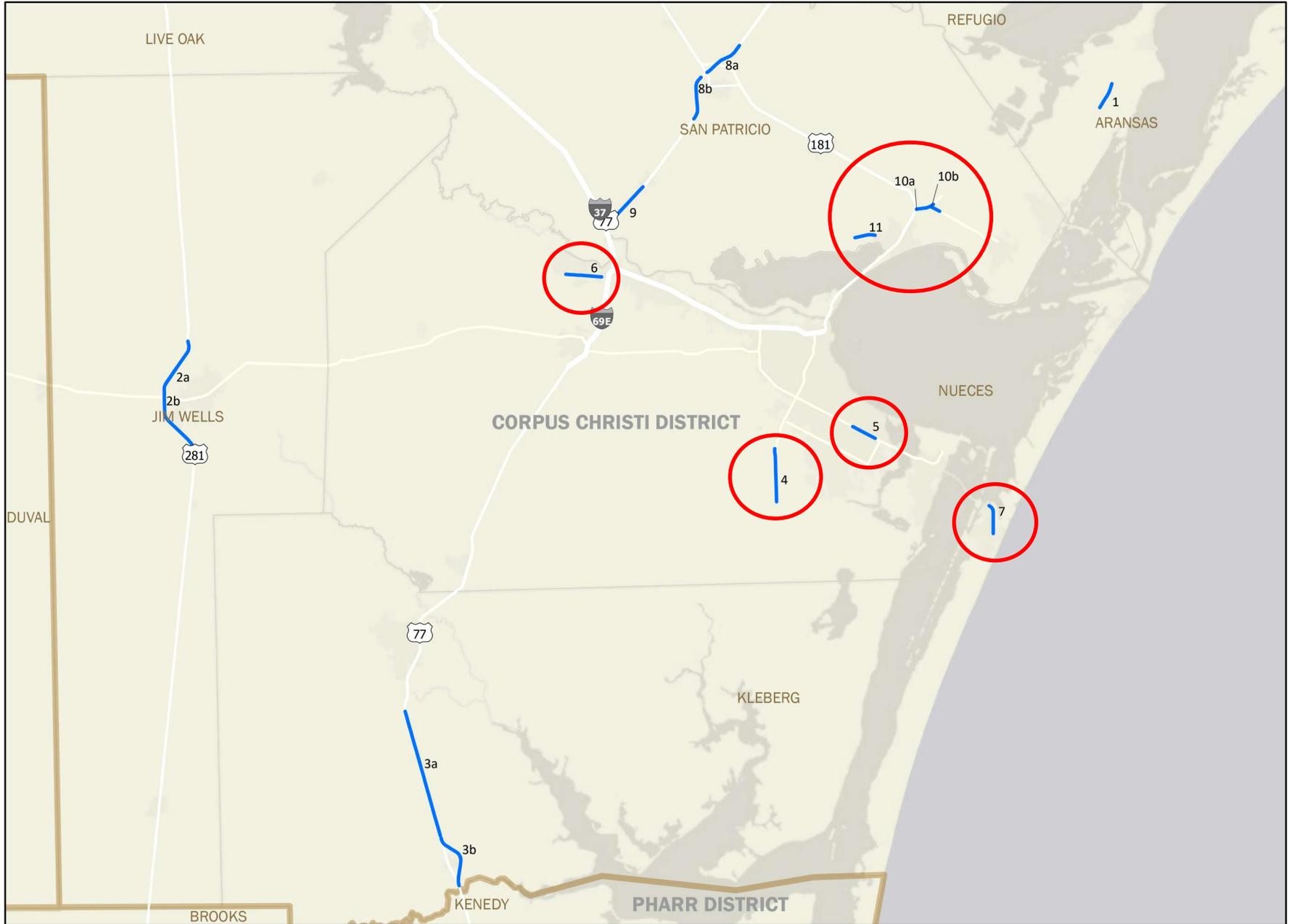
CORPUS CHRISTI DISTRICT 2022 PLANNING TARGETS BY CATEGORY



TxDOT funding categories:

- 1 Preventive Maintenance & Rehabilitation
- 2 Metropolitan & Urban Area Corridor Projects
- 3 Non-Traditionally Funded Transportation Projects
- 4 Statewide Connectivity Corridor Projects
- 5 Congestion Mitigation & Air Quality Improvement
- 6 Structures Replacement & Rehabilitation
- 7 Metropolitan Mobility & Rehabilitation
- 8 Safety
- 9 Transportation Alternatives Program
- 10 Supplemental Transportation Projects
- 11 District Discretionary
- 12 Strategic Priority

CORPUS CHRISTI DISTRICT Listed Projects



— UTP listed project

CORPUS CHRISTI DISTRICT Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
Aransas County											
1	SH 35	Grade Separation - Rockport 0180-04-120	ON SH35 AT CORPUS CHRISTI ST. INTER	.	FY 2022-2025	\$16,328,000	Funding Adjustment	No	Cat. 4 Regional TOTAL ----- <i>Cat. 4 increased \$1.3M</i>	\$16,328,000 \$16,328,000	1
Jim Wells County											
2a	US 281	Upgrade to Freeway - Alice Relief Route 0254-07-008	US 281 AT CR 116 & 117 INTERSECTIONS	.	FY 2022-2025	\$26,000,000	Funding Adjustment	No	Cat. 4 Regional TOTAL ----- <i>Cat. 4 increased \$1M</i>	\$26,000,000 \$26,000,000	1
2b	US 281	Upgrade to Freeway - Alice Relief Route 0254-07-010	BU 281R N OF ALICE	BU 281R S OF ALICE	FY 2022-2025	\$92,000,000	Funding Adjustment	No	Cat. 4 Regional TOTAL ----- <i>Cat. 4 increased \$2M</i>	\$92,000,000 \$92,000,000	1
Kleberg County											
3a	US 77	Upgrade to Freeway - Ricardo 0102-04-097	CR 2130	1.5 MI. N. OF SH 285	FY 2022-2025	\$118,000,000	Funding Adjustment	No	Cat. 4 Regional TOTAL ----- <i>Cat. 4 increased \$3M</i>	\$118,000,000 \$118,000,000	1
3b	US 77	Riviera Relief Route 0327-09-002	1.5 MI N. OF SH 285 INTERSECTION	KENEDY/KLEBERG COUNTY LINE	FY 2022-2025	\$118,800,000	Funding Adjustment	No	Cat. 4 Regional TOTAL ----- <i>Cat. 4 increased \$8.8M</i>	\$118,800,000 \$118,800,000	1
Nueces County											
4	SH 286	Upgrade to Freeway (Crosstown Extension) - Corpus Christi 0326-01-056	FM 43	SOUTH OF FM 2444	FY 2022-2025	\$41,580,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor TOTAL ----- <i>Cat. 2 increased \$1.5M</i>	\$41,580,000 \$41,580,000	2
5	SH 358	Freeway Ramps - Corpus Christi 0617-01-177	NILE DRIVE	STAPLES STREET	FY 2022-2025	\$39,960,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor TOTAL ----- <i>Cat. 2 increased \$4.9M</i>	\$39,960,000 \$39,960,000	1
6	FM 624	Widen Non-Freeway - Corpus Christi 0989-02-057	CR 73	WILDCAT DR.	FY 2022-2025	\$21,280,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor Cat. 4 Urban Cat. 7 TOTAL ----- <i>Cat. 2 increased \$3.2M</i>	\$9,280,000 \$10,000,000 \$2,000,000 \$21,280,000	1
7	PR 22	Safety & Operational Improvements - Corpus Christi 0617-02-073	AQUARIUS ST.	WHITECAP BLVD.	FY 2026-2031	\$17,920,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor TOTAL ----- <i>Cat. 2 increased \$1.9M</i>	\$17,920,000 \$17,920,000	2

CORPUS CHRISTI DISTRICT Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
San Patricio County											
8a	US 77	Upgrade to Freeway - Sinton Relief Route 0371-04-062	CHILTIPI CREEK BR (CONTROL BREAK)	BUSINESS NORTH (SINTON)	FY 2026-2031	\$31,360,000	Funding Adjustment	No	Cat. 4 Regional TOTAL	\$31,360,000 \$31,360,000	1
8b	US 77	Upgrade to Freeway - Sinton Relief Route 0372-01-101	BUSINESS SOUTH (SINTON)	CHILTIPI CREEK BR (CONTROL BREAK)	FY 2026-2031	\$62,720,000	Funding Adjustment	No	Cat. 4 Regional TOTAL <i>Cat. 4 increased \$22M</i>	\$62,720,000 \$62,720,000	1
9	US 77	Upgrade to Freeway at IH 37 0372-01-106	IH 37 AND INTERCHANGE	SOUTH OF ODEM	FY 2026-2031	\$134,400,000	No Funding Change	No	Cat. 4 Regional -Remaining funding TBD- TOTAL	\$127,500,000 \$6,900,000 \$134,400,000	1
10a	SH 35	SH 35 Interchange at SH 361 - Gregory 0180-06-118	FM 3284	.23 MI N OF SH 361	FY 2026-2031	\$25,200,000	Funding Adjustment	No	Cat. 4 Urban TOTAL <i>Cat. 4 increased \$3.7M</i>	\$25,200,000 \$25,200,000	1
10b	SH 361	SH 35 Interchange at SH 361 - Gregory 0180-10-082	AT SH35 INTERCHANGE	.6 MI SE ON SH 361	FY 2026-2031	\$43,120,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor TOTAL <i>Cat. 2 increased \$4.6M</i>	\$43,120,000 \$43,120,000	1
11	FM 893	Widen Non-Freeway - Portland 1209-01-030	CR 3685 (STARK RD)	.2 MI W OF CR 79 (GUM HOLLOW)	FY 2022-2025	\$7,904,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor TOTAL <i>Cat. 2 increased \$900K</i>	\$7,904,000 \$7,904,000	3

DRAFT CATEGORY 2, 4, AND 7 APPLICATION FORM

Additional program information can be found in the Corpus Christi MPO Application Guide, link below.

<https://www.corpuschristi-mpo.org>

NOTE: All attachments must be submitted in letter-sized (8.5" x 11") format.

APPLICANT INFORMATION

1. Project Sponsor Name (Only one entity can act as project sponsor)

2. Type of Organization/Agency/Authority

3. Project Sponsor Contact Information (Authorized representative)

Contact Person:	<input style="width: 280px; height: 20px;" type="text"/>	Title:	<input style="width: 280px; height: 20px;" type="text"/>
Mailing Address:	<input style="width: 240px; height: 20px;" type="text"/>	Physical Address:	<input style="width: 240px; height: 20px;" type="text"/>
Mailing City:	<input style="width: 240px; height: 20px;" type="text"/>	Physical City:	<input style="width: 240px; height: 20px;" type="text"/>
Zip Code:	<input style="width: 240px; height: 20px;" type="text"/>	Zip Code:	<input style="width: 240px; height: 20px;" type="text"/>
Contact's Phone:	<input style="width: 240px; height: 20px;" type="text"/>	Entity's Main Phone:	<input style="width: 240px; height: 20px;" type="text"/>
Email:	<input style="width: 280px; height: 20px;" type="text"/>	Website:	<input style="width: 280px; height: 20px;" type="text"/>

PROJECT DESCRIPTION

4. Project Name

5. Project Location Information

a. From/Beginning Point (if applicable):

b. To/End Point (if applicable):

c. Project Length in feet/miles or Area in acres (if applicable):

d. Intersection(s) (if applicable):

Provide a Google map link: (See [Detailed Application Instructions](#), pg. 5, for guidance.)

*If project involves multiple locations, please provide project limits for the major segment in above blanks. Additionally, please create a complete list of all improvement locations using the descriptive limits and beginning and ending latitude/longitude and label this attachment as **A-Project Location Information** - No more than 2 pages.*

Project location in relation to roadways:

6. Project Description (See [Detailed Application Instructions](#), pg. 4.)

FUNDING SUMMARY

7. Project Budget Summary

Total Itemized Construction Cost	1.	\$	<input type="text"/>
Contingency Expenses (If applicable)	2.	\$	<input type="text"/>
Total Project Cost (Boxes 1 & 2)	3.	\$	<input type="text"/>

Local Match: The Project Sponsor will provide the local cash match. Applications in which Project Sponsors provide more than the minimum 20 percent local cash match will receive points as part of project scoring and evaluation.

Enter the Percent Local Match (Typical 20%)	4	<input type="text"/>	%
Local Match Dollars	5	\$	<input type="text"/>
Additional Local Contribution	6	\$	<input type="text"/>
Total Local Commitment (Boxes 5 & 6)	7	\$	<input type="text"/>
Total Federal Funds Requested	8	\$	<input type="text"/>
Total Project Cost	9	\$	<input type="text"/>

All cost overruns are the responsibility of the Project Sponsor. Please include Year of engineers estimate in order to aid inflation calculations.

PROJECT DETAILS

8. Project Features

Provide a project layout (required) with clearly labeled streets, end points, and all construction locations as an attachment. Additional recommended attachments include typical sections and photographs that describe and provide details about the project. Attachments for this section should be labeled as **B-Project Details**. (No more than 15 pages)

If the project plans are 30% or more complete, include only example sheets as attachments and provide a weblink for plan review here:

The construction plans for this project are currently: (Select) % complete

Primary Facility Type: (Select) Secondary Facility Type: (Select)

Total length: (Select) Total length: (Select)

Facility width: feet Facility width: feet

Material depth: inches Material depth: inches

Surface type/material: (Select) Surface type/material: (Select)

Does the project propose lighting adjacent to a roadway? (Select)

The project includes the following facilities: (select all that apply)

- Sidewalks Feet new and repaired Separated Path: feet
- Crosswalks / Curb Ramps
- Transit Stops # Transit Routes Served:
- Improvements to CMP Corridor of Concern

- CMP Corridor of Note TWLTL: feet
- Intersection Turn Lanes
- Barrier Construction Length: feet
- ITS / Signal Improvements Type:
- Access Management
- Other Intersection Upgrades (Describe)
- Interconnected Coordinated Signals Number: Length:
- Pedestrian and Bicycle Signalization Quantity:
- Wayfinding Traveler Information Quantity:
- Transit Signal Priority
- Proven Countermeasures List:
- Drainage Improvements (Describe)
- Complete Streets
- Resurfaced Reconstructed Pavement Lane feet:
- Other

**Projects must be consistent with the current Congestion Management Program and the priority services identified in Corpus Christi Regional ITS Architecture. Applicants are also encouraged to consider the following guides: National Association of City Transportation Officials (NACTO) Urban Street Design Guide, and the Corpus Christi Strategic Plan for Active Mobility.*

Does this project include bridge improvements? Total # of proposed bridges:

Note: If more than one bridge is proposed, identify the bridge with the longest span length in the detailed application and identify additional bridges in **Attachment B**.

Structural Materials (Deck/Beams): Bridge construction:

Bridge length: feet Bridge width: feet Rail type:

SAFETY

9. Identified safety hazards and proven countermeasures

Check all of the safety hazards located within the project limits. Next to each checked safety hazard, state the proposed countermeasure(s) addressing the hazard identified. Provide additional information about proposed countermeasures and photos of safety hazards as an attachment: **C-Safety Hazards and Countermeasures**. Clearly identify these features on **Map 1-Safety** and include in Attachment C.

Safety Hazards	Proposed Countermeasures
<input type="checkbox"/> Identified Safety Performance Measure A	<input type="text"/>
<input type="checkbox"/> Identified Safety Performance Measure B	<input type="text"/>
<input type="checkbox"/> Uncontrolled intersection/crossing	<input type="text"/>
<input type="checkbox"/> Lack of bike/ped infrastructure	<input type="text"/>
<input type="checkbox"/> High motor vehicle travel speed	<input type="text"/>
<input type="checkbox"/> On-street parking	<input type="text"/>

- Wide roadway crossing (4 or more lanes)
- Lack of lighting
- Other

10. Proposed infrastructure elements

Which of the following features are part of the proposed project? Check all that apply. Clearly identify these features on **Map 1-Description**.

- Additional Travel Lanes
- Improved railroad/highway/water crossing
- New traffic signalization*
- Multi-modal (Transit, Pedestrian, Bicycle) Improvements

*Documentation of signal warrants MUST be included in Attachment C.

i The Corpus Christi MPO is interested in projects that respond to documented safety issues. The Corpus Christi MPO will analyze crash records to determine the documented project/program crash count and rate in proximity to the proposed project.

CONNECTIVITY AND ACCESSIBILITY

11. Connectivity to destinations

Does the project provide access to major destinations immediately surrounding the project area that are likely to attract trips? Please check destinations below and clearly label on **Map 2- Connectivity** and include in attachment **D-Connectivity**.

- School
- Major employer
- Fresh foods (grocery stores, farmers mkts)
- Park
- Central Business District
- Health facility (medical center, sports field)
- Neighborhood
- Commercial Center
- Community center
- Library
- High density residential
- Other special trip generator (label on map)

12. Connectivity to multimodal transportation

a. Transit: Does the project improve multi-modal transportation serving a ferry station, Park and Ride, and/or a bus stop? Please clearly label on **Map 2-Connectivity**. Project connections to transit infrastructure are:

(Select)

b. Bike/ped: Does the project connect to existing or planned bicycle and pedestrian facilities? Please check the facilities to which this project would connect and clearly label on **Map 2-Connectivity**. Project connects to:

Bicycle facilities (Select) Pedestrian facilities (Select)

13. Barrier Elimination

Does the project eliminate an existing barrier to travel and provide safe crossing of that barrier by individuals with disabilities, pedestrians, bicyclists, and other non-drivers of all ages and abilities? Please clearly label on **Map 2-Connectivity** and enter the number of barriers below.

- ADA barriers
- Four lane or larger roadways
- Waterbody(ies)
- Railroad
- Other

i Projects that add new along independent rights-of-way, such as creeks, railroads, or utility corridors, may have different benefits or impacts than projects following the alignment of existing roadways. The Corpus Christi MPO will review the response to question 5 to determine whether the project is proposed on independent right-of-way.

EQUITY CONSIDERATIONS



The Corpus Christi MPO adopted policy on Equity and Environmental Justice and is interested in how the project improves access to everyday destinations for underserved communities. The Corpus Christi MPO will analyze census data to determine if the project will improve access for seniors, individuals with disabilities, racial or ethnic minorities, people without private vehicles, or low-income communities.

CONGESTION MANAGEMENT PROCESS



The CMP provides a mechanism for identifying short, medium, and long-term strategies for addressing congestion on a system-wide, corridor-level, and site-specific basis. Alternatives to major capital investments are identified and may be more cost-effective in the short-term than larger capacity adding projects, or they could be integrated into capacity projects in order to enhance their effectiveness. The Corpus Christi MPO will review the CMP to ensure conformity with adopted solutions.

COMMUNITY OUTREACH AND PLANNING

14. Project Benefits and Equity Considerations

A description of outreach to, and anticipated benefits received by, disadvantaged communities is a required attachment to the detailed application. This attachment should be labeled **E-Disadvantaged Community Benefits**. This tool can help provide insight into the project area. <https://ejscreen.epa.gov/mapper/>

15. Public Involvement and Support

- a. Public outreach events in the last five years which engaged the public on this project should be summarized as a bulleted list or table, then attached with supporting documentation as **F-Public Outreach and Support**.
- b. List all collaborating partners and their role in developing/implementing the proposed project.

16. Maintenance and Operation

Name the entity responsible for project maintenance and operation after construction. Attach a letter of commitment if maintenance and operation will be conducted by a third party and label it **G-Maintenance Documentation**.

17. Planning

- a. Projects may be referenced in various planning documents, such as Area Development Plans, Bicycle, Pedestrian, Corridor, Traffic Safety, Mitigation Plans, Economic Development or other Transportation Plan (if applicable). The Corpus Christi MPO will review the

Is the proposed project included in a local transportation plan?

If yes, include as an attachment ONLY the cover and pages of the plan referring to this project. Label attachment(s) as **H-Local Planning** - No more than 10 pages.

Insert transportation plan weblink:

- b. Transition Plan for ADA Compliance

Is the proposed project included in the project sponsor's Transition Plan for ADA compliance?

If yes, include as an attachment only the cover and pages from the plan relevant to this project. Label attachment(s) as **I-Local Planning** - No more than 10 pages.

PROJECT COMPLEXITY

18. Environmental Documentation

- a. An environmental document is required for all federally funded transportation projects. Some site characteristics may require additional environmental evaluation. What are the environmental issues requiring coordination, permitting, or mitigation?
[See Detailed Application Instructions](#), pg. 19, for more details.

- b. Known historic sites are identified in the Texas Historic Sites Atlas (<https://atlas.thc.state.tx.us/>). After reviewing this resource, are there known historic properties near the proposed project requiring coordination?

- c. If there are known environmental or historic preservation issues, is there an approach to avoid delays in project development? <https://nepassistool.epa.gov/nepassist/nepamap.aspx>

If "Yes" is marked for either 18a, 18b, or 18c, then provide written description of potential coordination, mitigation, and/or permitting actions foreseen for the proposed project. Label attachment(s) as **J-Environmental Documentation** - No more than 10 pages.

19. Property Ownership and Acquisition Information

All proposals must provide documentary evidence of the project sponsor's property rights by title of ownership, lease, or easement for all property within the project limits. Respond to a, b, & c below.

- a. **Has the property needed for the project already been acquired?**

If No - How many parcels will be acquired? Describe in the attachment how the property will be acquired. Include a commitment letter from current owner(s) demonstrating a willingness to transfer the property to project sponsor in accordance with state and federal laws.

- b. **Are there any known encroachments?** (utilities, fences, adjacent property improvements)

If Yes, identify known encroachments in an attachment.

- c. **Was property acquired after 1971 in accordance with the Uniform Act?**

Project property acquired after 1971 must have been acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act (Uniform Act). If No, describe briefly when and how the property was acquired in an attachment.

Include details as attachment(s) **K-Property Ownership/Acquisition**.

20. Requirements – ITS, Signals, and School Zones

Projects proposing new or improved traffic control devices MUST attach supporting documentation demonstrating these improvements adhere to the adopted ITS master plan and meet warrant/conditions in accordance with the TMUTCD and TxDOT policy. Label attachment(s) **L-ITS, Signals, and School Zones**.

21. Railroad (RR) Support/Right of Entry Letter (if applicable)

- a. Does the project encroach (within 50') or cross RR right-of-way (ROW)?
If yes, the project sponsor must include documentary evidence from the railroad in support of the project and, where appropriate, a willingness by the railroad to enter into an agreement/contract with the local government for project implementation and provisions for right-of-entry for project construction. Where applicable, a cost for railroad work must be included in the budget.
- b. If the project encroaches or crosses RR ROW, has coordination with the RR begun?
- c. Does this project include rail banked right-of-way?

22. Project Timeline

Estimate the number of months it will take to complete this project (from planning through construction). Estimate the time required for each activity listed below. Several activities should be accomplished concurrently (such as environmental documentation, PS&E development, railroad coordination, and property acquisition); as a result, the **Total Projected Time Estimate** will be less than the total of the time estimated for each activity. Refer to the [2021 Program Guide](#) for additional guidance. Label attachment(s) as N-Project Timeline - No more than 2 pages.

Months	Activities
<input type="text"/>	Programming Activities (Include the project in the STIP, execute Advance Funding Agreement (AFA) with the department, complete required local government training, assign local government and department roles and responsibilities, etc.)
<input type="text"/>	Project Design and Plan Preparation (Solicit, select, negotiate, and execute contract(s) for engineering and environmental services. Develop construction Plans, Specifications, and Estimates (PS&E) to state and federal standards. Include time for review by TxDOT, a registered accessibility specialist, and other agencies as needed.)
<input type="text"/>	Environmental Clearance (Complete the NEPA Scope Development Tool, environmental documentation, and appropriate resource studies; consider environmental mitigation, permits, and review by resource agencies). All documentation and exhibits must meet state and federal standards.
<input type="text"/>	ROW Acquisition (acquisitions should occur after environmental clearance) (Include time for surveying, appraisals, title transfer, etc. Only incidental utility adjustments may be eligible.)
<input type="text"/>	Railroad coordination
<input type="text"/>	Other- Describe briefly additional milestones not addressed elsewhere on the following page. <div style="border: 1px solid black; height: 50px; width: 100%;"></div>

***TDCs:** If a project sponsor is found eligible to use TDCs, these credits will be applied to the project in lieu of the local match. See Cost Participation Summary on page 11.

****Local Match:** Project sponsors may increase the required Local Match above 20% by adjusting the Local Match percentage in the box above. If the project is eligible for a Transportation Development Credits (TDCs) or Economically Disadvantaged Counties Program (EDCP) reduction (amount shown in number 6 below), then the federal/local share will be fixed at 80% federal participation and 20% local match (refer to calculations below).

Economically Disadvantaged Counties Program (EDCP) Reduction (Must be authorized by TxDOT).
 For EDCP guidance visit: <http://www.txdot.gov/inside-txdot/division/transportation-planning/disadvantaged-county.html>.

Allowable EDCP Adjustment	<input type="text" value="(Select, if applicable)"/>
Additional EDCP Adjustment	<input type="text" value="(Select, if applicable)"/>
Total EDCP Adjustment (95% max)	Total <input type="text"/> % 6. \$ <input type="text"/>

	Participation						
	Percent	Preliminary Engineering Cost	Construction Costs	Direct State Costs	Total Project Costs		
Federal	<input type="text"/> %	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>		
State	<input type="text"/> %	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>		
Local	<input type="text"/> %	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>		
Total	<input type="text"/> %	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>		

COST PARTICIPATION SUMMARY

Total Federal Participation	<input type="text"/> %	\$ <input type="text"/>
Total State Participation	<input type="text" value="-"/>	<input type="text" value="-"/>
Total Local Participation	<input type="text"/> %	\$ <input type="text"/>

PROJECT COMMITMENT

The applicant confirms understanding of the following requirements by checking boxes and signing below.

- This is a reimbursement program. If the project sponsor implements any stage of the project, then they must finance that phase until reimbursement funds are available. Invoices must be submitted with proper documentation on a regular basis (typically monthly, but no less than quarterly).

- If TxDOT implements any phase of the project on behalf of the project sponsor, then any local match would be due in full to TxDOT prior to commencement of each phase (i.e. preliminary engineering or construction). Project selection does not guarantee that TxDOT will implement a project on behalf of any recipient

- Until authorized by TxDOT with a notice to proceed, the project sponsor should not enter into a contract or incur costs for any aspect of the project for which the project sponsor is seeking federal participation. Otherwise, the project sponsor risks incurring costs that will not be reimbursed or credited.

- Project sponsors may manage elements of the project development process with written TxDOT approval. To receive approval, the project sponsor acknowledges that they must complete a Special Project Approval form in accordance with 43 TAC §15.52 and undergo a Risk Assessment.

- The project sponsor understands they are responsible for providing a local match to cover 20% of the total project cost (including TxDOT Direct State Costs). Depending on approved local match options, TxDOT will reimburse a portion of the total expenses on each invoice submitted with proper documentation of expenses.

- The project sponsor must be prepared to fund any project costs in excess of the amounts indicated in the budget entered into this detailed application and/or the amount awarded by the Corpus Christi MPO Transportation Policy Committee (i.e., project cost overruns).

<hr/> <i>Signature</i>	
<hr/> <i>Print Name and Title</i>	
<hr/> <i>Date</i>	<hr/> <i>Telephone Number</i>

Please, refer to the Corpus Christi MPO Program Guidance and Procedures – Application Process (page 9) for submitting instructions.



TA funds lapse if not obligated within 3 years of authorization

Federally participating work cannot begin until:

- After TA funding award
- **After project is in a TIP/STIP** (either grouped or individually listed)
- After Local Government Risk Assessment (as needed)
- After Advance Funding Agreement (AFA) is executed
- After Federal Project Authorization & Agreement (FPAA)
- After TxDOT Notice to Proceed
- After TxDOT review and approval of contract documents
- After local government solicitation of bids
- After TxDOT concurrence of award

Even without STIP delays, this can take over 1 year

Federally participating work may include:

- Preliminary engineering (PS&E and environmental documentation)
- In-kind contributions
- **Direct state costs** for TxDOT review of environmental documentation and engineering – even if the work itself is not reimbursed
- Construction and construction direct state costs

Project initiation can be reduced to 4 months for Grouped projects



TxDOT TA - PROJECT INITIATION TIMELINE

Task	Responsible Entity	Month											
		1	2	3	4	5	6	7	8	9	10	11	
Project selection	TTC												
Projects added to TxDOT Connect	District												
Projects added to MPO/Rural TIP revision	District/MPO												
Projects added to STIP revision	District/TPP		X			X			X				X
STIP revision approval	FHWA												
LG Risk Assessments	District												
LG Special Project Approval	District/CSD												
Develop DRAFT AFA	District/PTN												
AFAs partially executed by Project Sponsors	Project Sponsor												
AFAs fully executed	CSS												
FPAAs for PE	DIS/FIN												

X - STIP revisions



Date: December 30, 2021
To: Transportation Policy Committee (TPC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 6C: FY 2023 - FY 2024 Unified Planning Work Program (UPWP)
Action: Provide Updates and New Information on Local Transportation Planning Studies

Summary

This month, we are asking the TPC members to bring to the January 6th meeting any updates, details, fact sheets, scopes of service, project descriptions, or project ideas for all local transportation-related planning efforts anticipated in the region between now and September 2024. The current listing of these local transportation planning efforts was presented in the adopted FY 2021 - FY 2022 UPWP. Completing this request will allow the Corpus Christi MPO to meet the requirements for the FY 2023 - FY 2024 Unified Planning Work Program (UPWP) to describe all transportation planning efforts that will occur within the MPO Planning Area during the two-fiscal year period (FY 2023 - FY 2024) covered by the next UPWP. These transportation planning projects are included in the UPWP regardless of who is conducting the work or what type of funds (local, state, federal) are used to fund the effort.

We have attached the list of projects from the 2021-2022 UPWP for your convenience as a starting point (see attachment 1). If a project is completed, please provide this information and the document will be revised. We appreciate receiving any additional information on these currently on-going projects as well as other projects that will be undertaken between now and September 30, 2024. Typically these projects include feasibility and corridor studies on any road classified as collector or higher functional type. It also includes any environmental review or design projects that are being prepared for future federal construction funding. Finally, all stormwater projects that may impact classified roads or any environmental mitigation for impacts caused by transportation projects should also be included. For example, the 3-county drainage study in Nueces, Jim Wells, and Kleberg County will be listed in the UPWP.

The effective date of each UPWP is October 1 of each year or the FHWA/FTA date of approval, whichever occurs later. Upon the effective date, the UPWP constitutes a new federal program and supersedes the previous UPWP. After October 1 of each year, TxDOT Transportation Planning and Programming (TPP) Division issues a letter of authorization establishing the effective date of work and the funds authorized to the MPO.

In order to meet TxDOT's review schedule, approval of the FY 2023 – FY 2024 UPWP must be recommended by the TAC no later than March 17, 2022.

Background

Each metropolitan planning organization (MPO) is required, under 23 CFR Sec. 450.314, and in cooperation with the State and operators of publicly owned transit, to develop a Unified Planning Work Program (UPWP) that meets the requirements of 23 CFR Part 420, subpart A. This part prescribes the

Federal Highway Administration (FHWA) policies and procedures for administering activities undertaken by State departments of transportation (State DOTs) and their subrecipients, including Metropolitan Planning Organizations (MPOs), with FHWA planning and research funds. The UPWP will, in part:

“(1) Discuss the planning priorities facing the metropolitan planning area and describe all metropolitan transportation planning activities (including the corridor and subarea studies discussed in Sec. 450.318) anticipated within the area during the next one or two year period, regardless of funding sources or agencies conducting activities, in sufficient detail to indicate who will perform the work, the schedule for completing it and the products that will be produced;

(2) Document planning activities to be performed with funds provided under title 23, U.S.C., and the Federal Transit Act.”

If the FHWA determines that planning activities and the requirements of 23 U.S.C. 134, 135, 303, and 505 are being adequately addressed, the FHWA will allow State DOTs and MPOs:

(1) Maximum possible flexibility in the use of FHWA planning and research funds to meet highway and local public transportation planning and RD&T needs at the national, state, and local levels while ensuring legal use of such funds and avoiding unnecessary duplication of efforts; and

(2) To determine which eligible planning and Research, Development and Technology (RD&T) activities they desire to support with FHWA planning and research funds and at what funding level.

The above description does not remove the FHWA's responsibility and authority to determine which activities are eligible for funding. Activities proposed to be funded with FHWA planning and research funds by the State DOTs and MPOs shall be documented and submitted for FHWA approval and authorization as prescribed in §§420.111 and 420.113.

The State DOTs shall make all PL funds authorized by 23 U.S.C. 104(f) available to the MPOs in accordance with a formula developed by the State DOT, in consultation with the MPOs, and approved by the FHWA Division Administrator. The formula may allow for a portion of the PL funds to be used by the State DOT, or other agency agreed to by the State DOT and the MPOs, for activities that benefit all MPOs in the State, but State DOTs shall not use any PL funds for grant or subgrant administration. The formula may also provide for a portion of the funds to be made available for discretionary grants to MPOs to supplement their annual amount received under the distribution formula.

The State DOTs shall inform the MPOs and the FHWA Division Office of the amounts allocated to each MPO as soon as possible after PL funds have been apportioned by the FHWA to the State DOTs.

Proposed use of FHWA planning and research funds must be documented by the State DOTs and MPOs in a work program, or other document that describes the work to be accomplished and is acceptable to the FHWA Division Administrator. Statewide, metropolitan, other transportation planning activities may be documented in separate programs, paired in various combinations, or brought together as a single work program. A work program(s) for transportation planning activities must include a description of work to be accomplished and cost estimates by activity or task. In addition, each work program must include a summary that shows:

- (i) Federal share by type of fund;
- (ii) Matching rate by type of fund;
- (iii) State and/or local matching share; and
- (iv) All other State or local funds.

The State DOTs and MPOs also are encouraged to include cost estimates for transportation planning and technology transfer related activities funded with other Federal or State and/or local funds; particularly for producing the FHWA-required data specified in paragraph (b) of §420.105, for planning for other transportation modes. The MPOs designated as TMAs must include this information in their work

programs. (The information collection requirements in §§420.111 have been approved by the OMB and assigned control numbers 2125-0039 for States and 2132-0529 for MPOs.)

The MPO's policy board must approve the MPO's proposed UPWP. After receiving the policy board's approval, the MPO submits the approved draft simultaneously to the district, TPP, and TxDOT's Public Transportation Division (PTN). The three departmental offices coordinate, review, and comment on the MPO's draft UPWP. The department sends suggestions to the MPO.

TPP coordinates the federal approval process of the UPWP with FHWA/FTA. After receiving the federal approvals, the UPWP is incorporated by reference into the existing planning contract (Article 7.1). This incorporation occurs when the approved UPWP refers to the existing, executed planning contract.

Attachment

Section VIII: Partner Agency Planning Study Coordination listed in the FY 2021-FY 2022 UPWP

SECTION VIII. PARTNER AGENCY PLANNING STUDY COORDINATION

Other Transportation-Related Planning Activities in the Corpus Christi MPO

In addition to the tasks previously outlined in this UPWP for Corpus Christi MPO staff, other transportation transportation-related activities will be conducted by various transportation planning and implementation agencies. The FAST Act requires that the UPWP include a description of all transportation planning activities anticipated within the metropolitan area during the next two-year period, regardless of funding source or agencies conducting the activities. The following information summarizes the efforts that were submitted to Corpus Christi MPO for inclusion in this document. Note: Project descriptions are provided by the respective government entity staff.

TxDOT – Corpus Christi District Office Planning Efforts

- Regional TSMO / Regional ITS Update Planning Effort
- Household Travel Survey
- Regional Crash Analysis
- District Traffic Count Program
- Pavement Condition Gathering Program
- Smart Mobility Study

Portland	FM 893	Proposed improvements to FM 893 (Moore Ave) from CR 3685 (Stark Road) to 0.2 miles west of CR 79 (Gum Hollow).
Gregory, Portland and Ingleside	SH 361	A feasibility study is to identify opportunities to better connect US 181 and SH 361 while also improving safety and mobility.
Nueces County	FM 70	Proposed improvements to FM 70 from the SH 286/FM 70 intersection to US 77 and on SH 286 from south of FM 244 to FM 70.
Corpus Christi	I-37	Proposed upgrades to I-37 from Redbird Lane to US 77.
Corpus Christi	SH 358	Construction of improvements to enhance safety and increase mobility.
Corpus Christi	SH 286	Proposed improvements to SH 286 from FM 43 to FM 2444.
Woodsboro/Refugio	US 77	Corridor study to review potential route options and environmental constraints for developing I-69.
South Texas	US 77 Upgrade	Upgrade between Corpus Christi and Harlingen to meet interstate highway standards.

- Resiliency
- Evacuation
- Freight Corridor
- Performance Attainment

City of Corpus Christi Planning Efforts

- Pavement Condition Data gathering and Asset Management Study
- Traffic Signal and Intelligent Traffic Systems Study

Northwest Boulevard Corridor Study – The City of Corpus Christi is working with urban planning consultants from Asakura Robinson to create a plan that will guide future development in the area and identify opportunities to improve Northwest Boulevard. The plan will include conceptual drawings and implementation strategies to bring the ideas in the plan to reality. The community’s input is needed to create the plan, and the community will have several opportunities to participate, including online surveys and two public meetings. The nearly three-mile study area comprises a 500-foot buffer to the north and south of Northwest Boulevard from Interstate 69 to Wright Moravek Road (County Road 73).

The City of Corpus Christi anticipates additional residential and commercial development, as well as a new

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elementary school, in the Northwest Boulevard (FM 624) Corridor. Plans to build a new steel factory in nearby Sinton, Texas, could drive additional demand for new housing and commerce in Calallen.

While new development creates new opportunities for people to live, work and do business in Calallen, it can also bring new challenges, such as more auto traffic, and more demands on critical infrastructure. This planning study represents the City of Corpus Christi's effort to proactively plan for orderly, attractive and sustainable growth and development consistent with the community's vision.

Schedule:

May 2020: Visioning

June 2020: Selection of Preferred Development Alternative

September 2020: Public Hearings/Plan Adoption

Flour Bluff Area Redevelopment Plan Update – The City of Corpus Christi is currently working with the Freese and Nichols planning team to create a new Flour Bluff Area Development Plan. This plan will give guidance for future development in the area and identify opportunities to improve existing facilities.

The plan will include conceptual drawings and implementation strategies to bring the ideas in the plan to reality. The community's input is needed to create the plan and the community will have several opportunities to participate, including an online survey and public meetings.

Westside Area Development Plan Update – The City of Corpus Christi is currently working with the Freese and Nichols planning team to create a new Westside Area Development Plan. This plan will give guidance for future development in the area and identify opportunities to improve existing facilities.

The plan will include conceptual drawings and implementation strategies to bring the ideas in the plan to reality. The community's input is needed to create the plan and the community will have several opportunities to participate, including an online survey and public meetings.

Padre Mustang Island Area Development Plan Update – The City of Corpus Christi is currently working with the Freese and Nichols planning team to create a new Padre/Mustang Area Development Plan. This plan will give guidance for future development in the area and identify opportunities to improve existing facilities.

The plan will include conceptual drawings and implementation strategies to bring the ideas in the plan to reality. The community's input is needed to create the plan and the community will have several opportunities to participate, including an online survey and public meetings.

Downtown Gateways Vision Plan – The City of Corpus Christi is working with urban planning consultants from Asakura Robinson, in addition to community members, residents, organizations, and other stakeholders to develop a vision plan for former and current highway infrastructure, key entryways, and the surrounding public areas in the downtown area. A variety of new projects are changing the public realm, most notably the new Harbor Bridge project and associated changes to Interstate 37. This project will engage stakeholders and the public to take advantage of this key opportunity in Downtown's evolution, push forth implementation efforts from existing plans, and creatively improve the public experience for those living in and visiting Downtown Corpus Christi.

Vision Zero Process for the City of Corpus Christi – Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, equitable, mobility for all. It was first implemented in the 1990's in Sweden and has been gaining momentum in major American Cities.

Vision Zero starts with the ethical belief that everyone has the right to move safely in their communities, and that system designers and policy makers share the responsibility to ensure safe systems for travel. Working together, we will take equitable and data driven actions that will eliminate deaths and serious injuries for all who share Corpus Christi streets and waterways by 2040. The City is committed to decreasing crash statistics by endorsing Vision Zero and increasing safe, healthy, equitable mobility for cities, commuters and tourists who live, work and play here. Corpus Christi is a leader in becoming the fourth city in the State to pursue these efforts along with San

Antonio, Austin, and Laredo.

Crossgate Trail Hike and Bike Study

Schanen Hike and Bike Trail Study

Oso Creek Trail Study

FM 43 Corridor Study (likely joint venture with TxDOT)

FM 2444 Corridor Study (likely joint venture with TxDOT)

Nueces County Planning Efforts

- Operation Code Blue: Reviving South Texas' Coastal Economy
- CIP Transportation Projects – Corridor Plans
- County Airport Facilities/Master Plan

City of Portland Planning Efforts

Plan Portland 2040 – The City of Portland is beginning a 12-month process to update its 2012 Comprehensive Plan. The Plan serves as a roadmap for the next 10 to 20 years, which will help guide decisions related to land uses, transportation, housing, parks, community image, and public facilities. Over the next year, the City will host two Community Open House meetings, an online survey, and several steering committee meetings that will be open to the public. Future work will be occurring in the following areas:

- Chapter 1 Baseline Analysis ([Draft 209.03.25](#))
- Chapter 2 Vision
- Chapter 3 Transportation
- Chapter 4 Parks & Open Space
- Chapter 5 Housing
- Chapter 6 Public Facilities
- Chapter 7 Future Land Use
- Chapter 8 Community Image
- Chapter 9 Implementation

San Patricio County Planning Efforts

- Countywide Industrial Master Plan

Corpus Christi Regional Transportation Authority Planning Efforts

- On-board Rider Survey
- Specialized Transit Plan Update

Port of Corpus Christi Authority Planning Efforts

Joe Fulton Corridor, Rincon Industrial Complex Improvements – The Port of Corpus Christi was awarded a grant by the Texas Department of Transportation (TxDOT) under the 2019-2020 Port Access Program for safety improvements to the Joe Fulton International Trade Corridor and Rincon Road leading to the Rincon Industrial Complex. The Port Access Program is funded by the Texas Mobility Fund and is designed to improve safety and fluidity of roads around Texas seaports. The Mobility Fund is underwritten through vehicle title fees, driver record fees, driver's license fees and vehicle inspections.

The significant growth in recent years along the Corpus Christi Ship Channel Inner Harbor, including additional rail infrastructure, necessitates a new frontage road south of the rail corridor that parallels the Joe Fulton Corridor to maintain vehicle safety and mobility.

The Rincon Industrial Complex is one of the newest facilities targeting breakbulk cargo such as wind energy components, military cargo and steel pipe. The Port of Corpus Christi has made significant capital investments on Rincon in the past two years, including the construction of 40 acres of flexible cargo storage space and roughly

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12,000 linear feet of rail to accommodate liquid transloading and processing of breakbulk cargo. Additional congestion from the construction of the new Harbor Bridge has increased the traffic burden on Rincon Road. The TxDOT-funded improvements will enhance truck mobility, highway connectivity and safety, including the addition of intelligent transportation system (ITS) components.

Joe Fulton International Trade Corridor – Corridor Mobility Plan

The project is a three-part corridor mobility plan (assessment, modeling, and concept design) for the Joe Fulton International Trade Corridor. Part I of the plan will evaluate current conditions; Part II will develop scenario-based projections (five- and ten-year time horizons) of travel demand based on pending commercial agreements for development of the last remaining greenfield sites along the Inner Harbor; Part III will yield a prioritized list of/concept design for iterative interventions that include both engineering and traffic management solutions.

First Phase of Avery Point Terminal Redevelopment – The Port of Corpus Christi has received a federal grant of more than \$17 million from the U.S. Department of Transportation – Maritime Administration to expand Oil Dock 3 as the first of four phases in the redevelopment of the Avery Point Terminal (Avery Point).

Located on the Corpus Christi Ship Channel’s Inner Harbor, Avery Point is one of the Port of Corpus Christi’s most productive public oil terminals, currently operating at over 84% capacity. The four ship docks, however, are more than 55 years old and require major rehabilitation or reconstruction to safely and efficiently accommodate today’s modern vessel fleet. This high utilization prohibits the decommissioning and redevelopment without the creation of new berth capacity nearby to accommodate existing (and growing) demand during the reconstruction.

The \$17.6 million grant will double barge berthing capacity at Oil Dock 3 (OD3), located on the easternmost edge of the terminal, to accommodate 90 percent of barge traffic currently calling on the other three Avery Point docks (Docks 4, 7 and 11). This will create enough surplus capacity at the other three docks to allow phased decommissioning and redevelopment of each without any disruption of operations. The Port is committed to maintaining close coordination with all users of the Avery Point Terminal throughout the process to ensure continuity of operations. Total project cost is estimated at \$22 million, with \$17.6 million coming from the Port Infrastructure Development Grant and the remaining balance coming from the Port of Corpus Christi.

Corpus Christi International Airport Planning Efforts

- Master Plan Update

Coastal Bend Council of Governments Planning Efforts

- Specialized Transit Plan Update

Coastal Bend Air Quality Partnership

Continue to participate in the studies and analysis of this group focused on air quality impacts and emerging trends related to air quality in the MPO region.

Military Installation Coordination

Future projects to be identified.