



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

**2:00 P.M., Thursday, March 3, 2022**

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

**1. Call to Order and Quorum Determination**

**2. Public Comments for Items not on the Agenda:**

Opportunity for public comments for any items not on the Agenda and within the TPC's jurisdiction (except in matters related to pending litigation). Proceedings are recorded. To make a public suggestion or comment at the meeting, please fill out the printed comment card available at the meeting and submit it to Corpus Christi MPO staff 10 minutes before the meeting starts. We ask that remarks be limited to three minutes, that you identify yourself, and give your address. Those persons addressing the TPC through a translator are given twice the amount of time, or six (6) minutes to provide their comments. All Public Comments submitted shall be placed into the record of the meeting.

**3. Resolution Recognizing the Regional Leadership in Transportation Provided by Mr. Edward "Eddie" Martinez ☒**

**4. Approval of the January 6, 2022, TPC Regular Meeting Minutes ☒**

**5. DISCUSSION AND POSSIBLE ACTION**

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

**Action: Review, Discuss and Approve Release for One-Month Public Comment Period**

**6. DISCUSSION AND COMMENTS**

**A. FY 2023 – 2026 Transportation Improvement Program (TIP) Project Selection ☒**

**B. FY 2023 and FY 2024 DRAFT Unified Planning Work Program (UPWP) ☒**

**C. FY 2021 – FY 2022 Unified Planning Work Program (UPWP) Amendment 1 ☒**

**7. Member Agency Statements for Items of Community Interest**

**8. UPCOMING MEETINGS:**

**A. Regional Traffic Safety Task Force Meeting #1**

**March 3, 2022**

**B. Technical Advisory Committee Regular Meeting:**

**March 17, 2022**

**C. Transportation Policy Committee Regular Meeting:**

**April 7, 2022**

**D. Regional Traffic Safety Task Force Meeting #2**

**April 7, 2022**

**9. Adjourn**

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

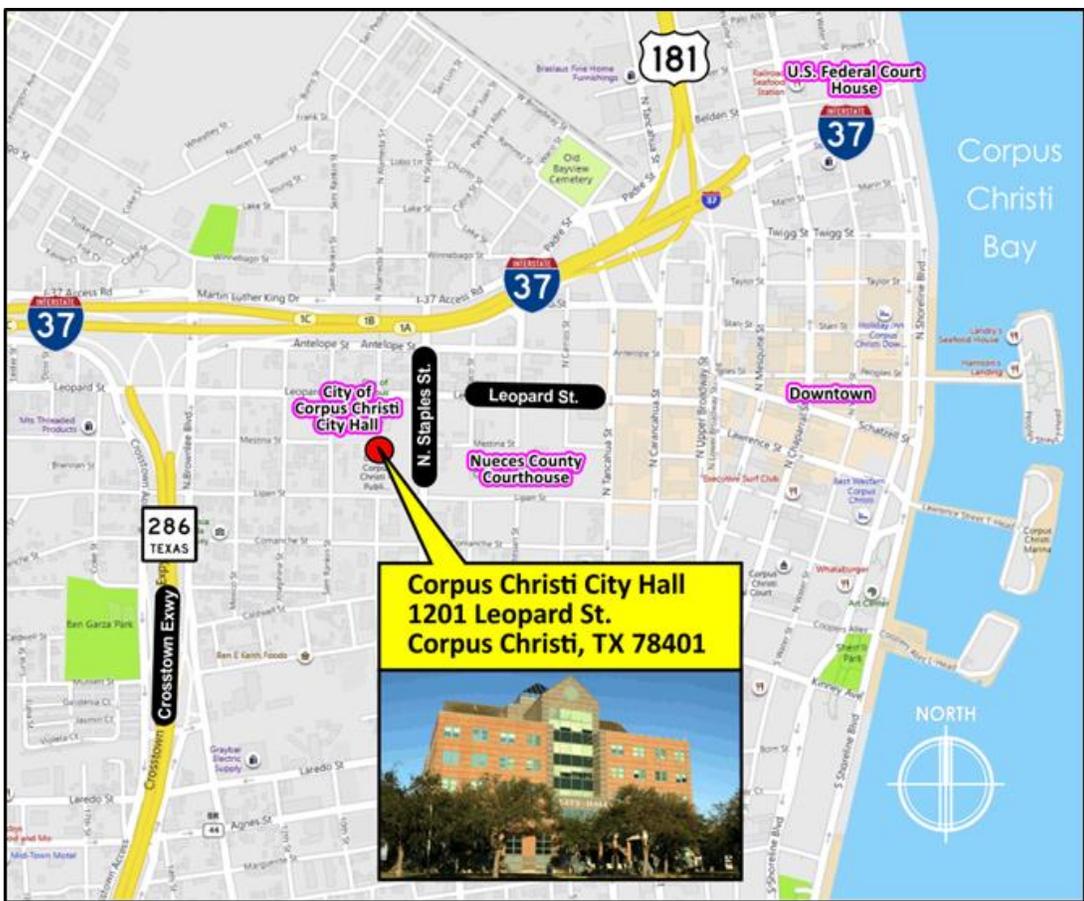
This Transportation Policy Committee meeting will be available to watch online through our [LiveStream](#) page.



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

All MPO Committee meetings are public meetings and open to the public subject to the 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





## **A Resolution Recognizing the Regional Leadership in Transportation Provided by Mr. Edward “Eddie” Martinez**

**WHEREAS, MR. EDWARD “EDDIE” MARTINEZ** served the region as a member of the Transportation Policy Committee from February 1, 2018 through January 6, 2022 and;

**WHEREAS, MR. EDWARD “EDDIE” MARTINEZ** has demonstrated statesmanship, leadership and professionalism in guiding the Corpus Christi Metropolitan Planning Organization to a more prominent role in regional transportation planning through the development of the \$7.0 billion 2020-2045 Metropolitan Transportation Plan (MTP), nearly \$1.0 billion FY 2021-2024 Transportation Improvement Program (TIP) and various projects in the Unified Planning Work Program (UPWP) and;

**WHEREAS,** the members of the Corpus Christi Metropolitan Planning Organization's Transportation Policy Committee, Technical Advisory Committee, and professional staff appreciate the leadership of Mr. Edward “Eddie” Martinez for a job well done!

**NOW THEREFORE, BE IT RESOLVED** that the Corpus Christi Metropolitan Planning Organization expresses its deepest appreciation for the outstanding contributions made by Mr. Edward “Eddie” Martinez during his years working to advance regional transportation solutions through the Corpus Christi Metropolitan Planning Organization.

**UNANIMOUSLY ADOPTED** the 3<sup>rd</sup> day of March 2022, at the Transportation Policy Committee meeting of the Corpus Christi Metropolitan Planning Organization.

Signed this 3<sup>rd</sup> day of March, 2022

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

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Charles W. Zahn, Jr., Vice-Chair  
Port of Corpus Christi Authority - Chairman

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Hon. Cathy Skurow, Mayor of Portland

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Hon. Barbara Canales, Nueces County Judge

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Hon. Paulette Guajardo, Mayor of Corpus Christi

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Dan Leyendecker, Corpus Christi Regional  
Transportation Authority – Board Chairman

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

ATTEST:

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

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

**January 6, 2022**

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

TPC Chair Judge Krebs called the meeting to order at 2:00 p.m.

Judge Krebs and the TPC members welcomed a new member, Mr. Dan Leyendecker, the Board Chairman of the Corpus Christi Regional Transportation Authority (CCRTA).

TPC Members Present:

Judge David Krebs, San Patricio County  
Mr. Charlie Zahn, Jr. 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. Dan Leyendecker, Corpus Christi Regional Transportation Authority  
Mr. Valente Olivarez, Jr., P.E., TxDOT Corpus Christi District  
Ms. Mary Esther-Guerra, Nueces County Assistant Attorney

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

**2. Election of Officers for the Transportation Policy Committee**

In accordance with the Corpus Christi MPO Bylaws, the Transportation Policy Committee shall elect a Chairperson and a Vice Chairperson from among its voting members during the first meeting of each calendar year.

Mr. Zahn made a motion to re-elect Judge Krebs for Chairperson, Mayor Skurow seconded. Judge Krebs made a motion to re-elect Mr. Zahn for Vice Chairperson, Mayor Skurow seconded. Both motions passed unanimously; Judge Krebs is re-elected for the TPC Chairperson and Mr. Zahn is re-elected for the TPC Vice Chairperson for calendar year 2022.

**3. Public Comments for items not on the Agenda**

Dr. Guy Watts commented on the rapid development of the City's southside and the necessity to accommodate the growing traffic volume, specifically the extension of Rodd Field Road to the Nueces County boundary.

**4. Approval of the December 2, 2021, Transportation Policy Committee meeting minutes**

Mr. Zahn made a motion to approve the December 2, 2021, TPC Meeting Minutes. Judge Canales seconded; the motion passed unanimously.

**5. DISCUSSION AND POSSIBLE ACTION**

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

Mr. MacDonald presented results of the Public Survey on the Investment of Transportation Funds to the TPC, and both the Technical Advisory Committee (TAC) and the Corpus Christi MPO staff's recommended weighting. The Corpus Christi MPO successfully collected over sixty responses from the public before the December TAC meeting and discussed it with the TAC. The TAC made their recommended weights reflecting the public's input along with their professional judgement. The Corpus Christi MPO received more public input after the TAC meeting, in total 102, by December 27, 2021, and based on the TPC, TAC, and the public survey results, the Corpus Christi MPO made its own recommendations for the weighting of the eight 2045 Metropolitan Transportation Plan (MTP) regional

goals. The recommended weights from the public survey results (pre-TAC and pre-TPC), the TAC, and the Corpus Christi MPO staff are shown in the Item 5A memo.

Mr. MacDonald requested the TPC's direction to move the STBG-SA Call-for-Projects forward: TPC can select (1) the Corpus Christi MPO recommended weights, (2) the TAC recommended weights, (3) the public input, or (4) the TPC's own recommended weights.

Mayor Skurow commended the successful public involvement and the process to determine the weight on the eight regional goals, and the application/scoring procedures for the Category 9 Call-for-Projects.

Mr. Olivarez asked whether the 100 public responses came solely from the MPO website or if it came from other outreach sources, such as the county or the city. Mr. MacDonald answered that all of the responses came from the Corpus Christi MPO website.

Mayor Guajardo made a motion to approve the DRAFT Surface Transportation Block Grant Set-Aside (STBG-SA) Category 9 Funding Project Call-for-Projects, the Program Guidance and Procedures, the Application Form, and the Corpus Christi MPO recommended weighting of the regional goals. Mayor Skurow seconded; the motion passed unanimously.

#### **B. 2022 Adoption of Safety (PM1) Performance Measures and Targets**

The Corpus Christi MPO is required to establish five Performance Measures and Targets: Safety (PM1), Pavement and Bridge Condition (PM2), System Performance and Freight Movement (PM3), Transit Asset Management (TAM), and Public Transportation Agency Safety Plan (PTASP).

The Safety (PM1) Performance Measures and Targets are adopted annually. The Corpus Christi MPO can establish its own Performance Measures and Targets or support and adopt the TxDOT's Performance Measures and Targets; the Corpus Christi MPO has historically been adopting and supporting the TxDOT Performance Measures and Targets.

Mr. Casper provided the TxDOT's 2022 Safety Performance Measures and Targets and the Corpus Christi MPO's 2022 Safety Performance Measures and Targets in the Item 5B memo. The Corpus Christi MPO's 2022 Safety Performance Measures and Targets are based on the TxDOT's 2022 Safety Performance Measures and Targets and interpreted the numbers relevant to the Corpus Christi MPO region.

Safety is one of the crucial considerations in transportation planning and operation for the State of Texas and the Corpus Christi MPO. The State of Texas has been working on roadway safety and has budgeted a considerable amount for safety programs, however the fatality rate is increasing and currently occurring at a rate of eleven deaths on the Texas roadway per day. Locally, twelve fatal crashes have occurred on the portion of South Padre Island Drive (SPID) from Rodd Field Road to Old Brownsville Road. TxDOT created the Statewide Safety Task Force, and the Corpus Christi MPO is now working on the creation of the Regional Traffic Safety Task Force that was approved by the TPC in the December TPC meeting.

Judge Canales inquired if the lighting could be one of the causes that contributed to the fatality. Mr. Casper answered that is considered as one of the identified causes.

Mayor Skurow inquired if the causes of these fatal crashes could be analyzed. Mr. Casper informed the TPC that the Corpus Christi MPO has hired a consultant to develop a crash analysis system and the work is expected to be completed in March 2022.

Mr. Zahn made a motion to approve the adoption of 2022 Safety (PM1) Performance Measures and Targets. Mayor Guajardo seconded; the motion passed unanimously.

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

As Mr. Casper explained in Item 5B, the Corpus Christi MPO is required to establish five Performance Measures and Targets: Safety (PM1), Pavement and Bridge Condition (PM2), System Performance and

Freight Movement (PM3), Transit Asset Management (TAM), and Public Transportation Agency Safety Plan (PTASP).

Transit Asset Management (TAM) and Public Transportation Agency Safety Plan (PTASP), like other documents, are required to be collaboratively developed by the CCRTA, TxDOT, and the Corpus Christi MPO based on the 23 CRF § 450.314, Metropolitan Planning Agreement.

The presented 2020 CCRTA Public Transportation Agency Safety Plan Version 1 was developed by the CCRTA and TxDOT in 2020 and the Corpus Christi MPO did not participate in the process; however, the Corpus Christi MPO staff recommends the TPC accept the 2020 CCRTA PTASP as an official Performance Measures and Targets document developed by the CCRTA and TxDOT. The Corpus Christi MPO is expecting to participate in the next CCRTA PTASP development process.

Mr. Leyenbecker made a motion to accept the Corpus Christi Regional Transportation Authority's Public Transportation Agency Safety Plan Version 1. Mr. Zahn seconded; the motion passed unanimously.

## **6. DISCUSSION AND COMMENTS**

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

As discussed in the December TPC meeting, the Corpus Christi MPO is required to select Category 2 projects for the TxDOT's 2023 UTP. Due to the tight deadline for submission, the Corpus Christi MPO staff recommends revisiting the currently adopted 2045 MTP project list to nominate the Category 2 projects. The attached DRAFT Corpus Christi MPO Project Application Form is for collecting the most current project information for this process. The detail will be discussed in the next couple of TAC meetings and workshops, and the recommendation will be brought to the TPC.

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

As discussed in the December TPC meeting, the Corpus Christi MPO is also required to develop FY 2023-2026 TIP. Due to the tight schedule, the Corpus Christi MPO staff recommends revisiting the 2045 MTP project list for FY 2023-2026 TIP as well, since the projects were prioritized by the TAC and TPC with the required public involvement process two years ago. There might be possible new projects considered by the regional partner entities, but the fact that the time for environmental clearance, feasibility studies, design, Right-of-Way acquisition, and other requirements make it almost impossible to get these new projects in FY 2023-2026 TIP but considered for the 2050 MTP. FY 2023-2026 TIP development will be also discussed in the next couple of TAC meetings and workshops, and the recommendation will be brought to the TPC.

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

Mr. Casper explained that the Corpus Christi MPO is developing the FY 2023-2024 UPWP and needs any information that the local partner entities have for transportation-related planning activities and efforts occurring in FY 2023 and FY 2024, from October 1, 2022 to September 30, 2024. This information needs to be included in the FY 2023- FY 2024 UPWP.

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

None was made or offered.

## **8. Upcoming Meetings:**

- |   |                         |
|---|-------------------------|
| <b>A. Technical Advisory Committee Regular Meeting &amp; STBG-SA Workshop #1:</b> | <b>January 20, 2022</b> |
| <b>B. Transportation Policy Committee Regular Meeting:</b>                        | <b>February 3, 2022</b> |

## **9. Adjourn:** The meeting adjourned at 2:27 p.m.



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**Date:** February 24, 2022  
**To:** Transportation Policy Committee (TPC)  
**From:** Craig Casper, Senior Transportation Planner  
**Through:** Robert MacDonald, Transportation Planning Director  
**Subject:** Item 5A: TxDOT 2023 Unified Transportation Program (UTP) Project Selection  
**Action:** Review, Discuss and Release for the One Month Public Comment Period

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### **Summary**

TxDOT and the Corpus Christi MPO continue to refine the 10-year 2023 Unified Transportation Program (UTP). TxDOT updates their UTPs every year. The 2023 UTP schedule is provided within Attachment 1 and illustrates the approval process for TxDOT including the actions for the Corpus Christi MPO to perform. The 2023 UTP covers the 10-year time period of FY 2023 through FY 2032. The Corpus Christi MPO staff believe that TxDOT will issue the 2024 UTP call for projects in November 2022 for projects desired in years 2024-2033.

The outcome of the 2023 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, the MPO may reevaluate the status of project priorities and selection and provide a report of any changes to TxDOT in the UTP development process. The reevaluation must be consistent with criteria applicable to the development of the current MTP and TIP in accordance with federal requirements. The MPO must also coordinate with TxDOT on the state's scoring and selecting of projects for funding Category 4-Urban (CAT 4U).

The projects selected for the first 4 years of the 2023 TxDOT UTP are likely to be included in the FY 2023-2026 TIP/STIP, however, the 2023 UTP process does not guarantee the projects will be included in the FY 2023-2026 TIP/STIP that will be approved by the Corpus Christi MPO. Additionally, the projects selected for Categories 2 and 4 must also be eventually authorized by the Texas Transportation Commission. The development of the Corpus Christi MPO FY 2023-2026 TIP is a separate process that is linked to the project submittals, review, prioritization and selection for the 2023 UTP.

The current 2023 UTP development process proposes to rely on prior Corpus Christi MPO performance-based selection processes for Categories 2, 4 and 7. These processes were:

- The 2020-2045 Metropolitan Transportation Plan (2045 MTP)

- FY 2021-2024 Transportation Improvement Program (FY 2021-2024 TIP)
- 2022 Unified Transportation Program

**TxDOT 2023 UTP Funding Estimates for Corpus Christi MPO**

In order to select the prioritized projects, the process requires that the 2023 UTP be fiscally constrained. The current (February 2022) estimate for 10 years of funding available for use in the Corpus Christi MPO area, by year, is:

	Category 1 <sup>1</sup>	Category 2	Category 4	Category 7	Category 9	
Agency Lead*	TxDOT	MPO	TxDOT	MPO	MPO	
Coordinated Agency	MPO	TxDOT	MPO	TxDOT	TxDOT	<b>Subtotal</b>
<b>10-Years</b>	<b>\$622,371,753</b>	<b>\$137,206,153</b>	<b>\$68,210,451</b>	<b>\$111,201,289</b>	<b>\$12,894,153</b>	<b>\$329,512,042</b>
<b>2023</b>	\$104,394,464	\$31,076,423	\$15,449,284	\$10,855,235	\$1,258,700	\$58,639,642
<b>2024</b>	\$53,100,668	\$11,480,367	\$5,707,332	\$11,072,354	\$1,283,876	\$29,543,929
<b>2025</b>	\$54,162,682	\$13,156,983	\$6,540,842	\$11,293,815	\$1,309,555	\$32,301,195
<b>2026</b>	\$55,245,935	\$12,098,277	\$6,014,518	\$11,519,706	\$1,335,748	\$30,968,249
<b>2027</b>	\$56,350,854	\$12,910,583	\$6,418,347	\$11,076,696	\$1,284,379	\$31,690,005
<b>2028</b>	\$57,477,871	\$11,959,505	\$5,945,529	\$11,076,696	\$1,284,379	\$30,266,109
<b>2029</b>	\$58,627,429	\$10,126,351	\$5,034,198	\$11,076,696	\$1,284,379	\$27,521,624
<b>2030</b>	\$59,799,977	\$12,773,509	\$6,350,202	\$11,076,696	\$1,284,379	\$31,484,786
<b>2031</b>	\$60,995,977	\$11,738,783	\$5,835,800	\$11,076,696	\$1,284,379	\$29,935,658
<b>2032</b>	\$62,215,896	\$9,885,372	\$4,914,398	\$11,076,696	\$1,284,379	\$27,160,845
<p><i>*Per TxDOT's 2023 Unified Transportation Program and Corresponding TIP/STIP Years of 2023-2026 (2/4/22)</i></p> <p><b>1</b> Note: <i>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.</i></p>						

Current funding targets/estimates were provided by TxDOT on February 4, 2022 and are included in the table above. There may also be some additional carryover funds from FY 2022 and prior years for some of the funding Categories (CATs). Once these estimates are known, we will add the amounts to the available funds in the Financial Plan for the FY 2023-2026 TIP so that projects can be selected using all anticipated funding. For the 2023 UTP, these funding estimates will be used to select projects within the fiscal limits of the February 2022 values. The current TxDOT description of all funding categories (CATs) is from the 2022 UTP and is provided as Attachment 2. Any changes to the funding category descriptions will be provided to the TPC in future meetings.

**Eligible Projects List**

The fiscally constrained list of projects shown in the FY 2021-2024 TIP as Table 12 is provided as an attached and linked spreadsheet (see Attachment 3). This spreadsheet contains all the projects previously prioritized as part of the 2020-2045 Metropolitan Transportation Plan (2045 MTP) and the FY 2021-2024 TIP. Additionally, we have included a separate “tab” on the spreadsheet that lists the “Unfunded” Projects in the 2045 MTP, just in case, there is a proposal to advance any of these projects in the 2023 UTP process or the FY 2023-2026 TIP process.

This spreadsheet list is the proposed source of projects to be used for the selection process for the MPO’s 2023 UTP proposed projects with TxDOT recommendations using funding Categories 2, 4 and 7. This list of projects is also likely the source of prioritized projects for TxDOT to select in their process for CAT 4U. Category 9 projects are to be selected in the separate Corpus Christi MPO’s Call-for-Projects for the STBG-SA (CAT 9) program. The TPC is anticipated to approve the CAT 9 projects at their regular meeting in May 2022.

The TxDOT-Corpus Christi District (CRP) proposed 2023 UTP projects are shown in Attachment 4. These projects are proposed for the TxDOT 2023 UTP. The TxDOT-CRP District has submitted these projects to TxDOT-TPP for review as part of the 2023 UTP process.

**Recommendation**

The Corpus Christi MPO TAC and Staff request that the TPC members review, discuss and approve the release of the DRAFT 2023 UTP project list for the one month public comment period.

**Proposed Motion**

Release the DRAFT 2023 UTP Project List for the one-month public comment period.

**Attachments**

1. TxDOT 2023 UTP Development Presentation from the January 2022 Texas Transportation Commission
2. TxDOT 2022 UTP Complete Category Funding Descriptions
3. Table 12: Project Eligible List for DRAFT 2023 UTP Selection ([Excel Spreadsheet](#))
4. TxDOT-CRP District DRAFT 2023 UTP Project List ([Excel Spreadsheet](#))



# 2023 Unified Transportation Program Development

TEXAS TRANSPORTATION COMMISSION

January 27, 2022

Jessica Butler

Director, Transportation Planning and Programming Division



“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.”

*<https://www.txdot.gov/inside-txdot/division/transportation-planning/utp.html>*

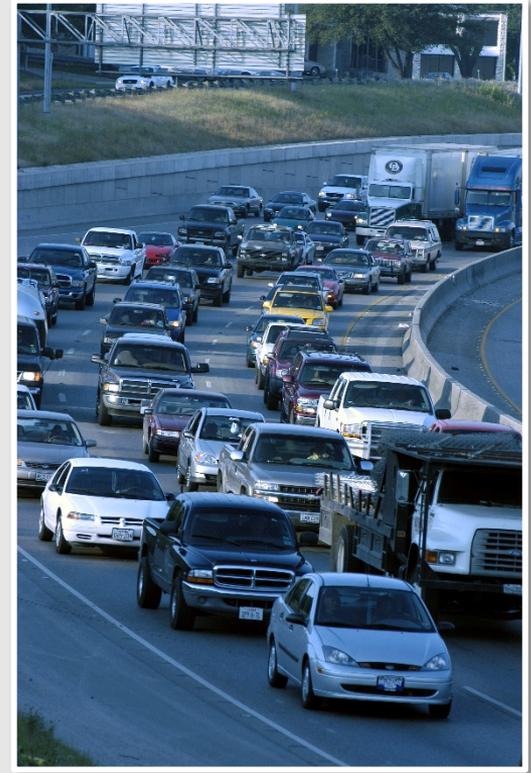
“The funding levels in the UTP are based on a forecast of potential transportation revenue that may be available over the next 10 years. Because funding levels may change in the future, the UTP does not serve as a budget or a guarantee that certain projects will be built. Instead, the plan authorizes TxDOT and local partnering agencies to prepare projects for construction based on a potential future cash flow scenario.”

*2022 Unified Transportation Program (page 5)*

# What is the Unified Transportation Program?



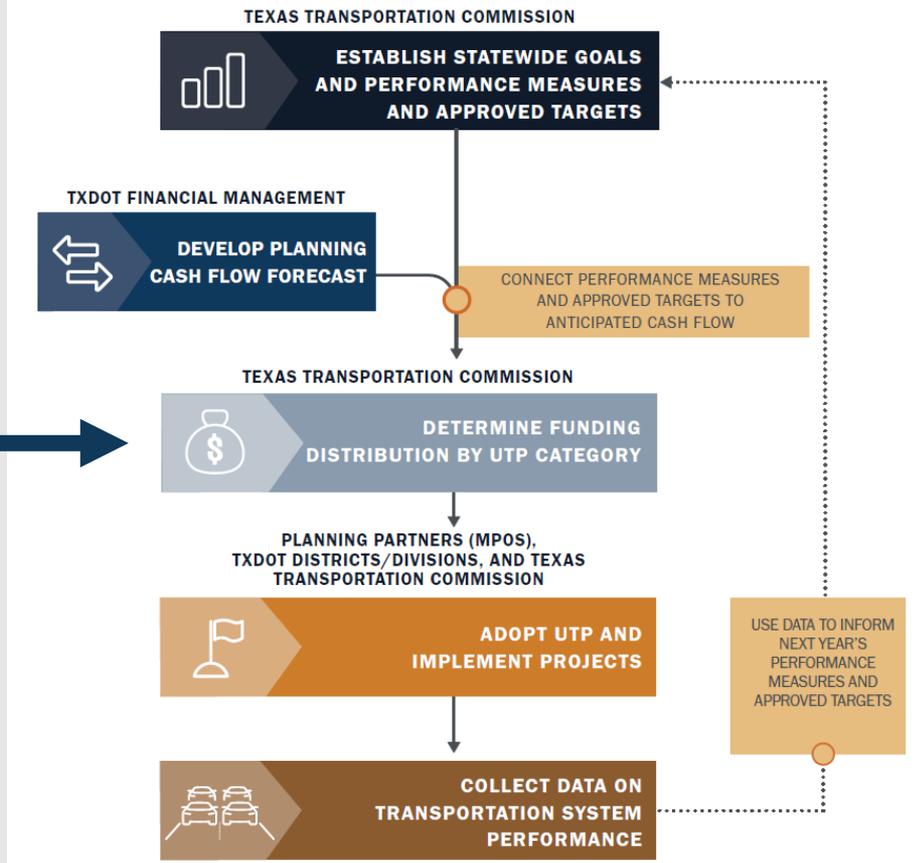
- TxDOT's 10-year plan that guides the development of transportation projects across the state
- Determines how much transportation funding the state expects to have over the next decade and how to distribute it
- Includes all transportation projects that TxDOT is developing for construction over the next 10 years
- Organized into 12 funding categories that focus on different highway project types or ranges of activities
- Required by state law and approved by the Texas Transportation Commission each year by August 31
- May be updated more frequently if necessary to authorize a major change to one or more funding allocations or project listings.



# UTP Development Process



**We are here**

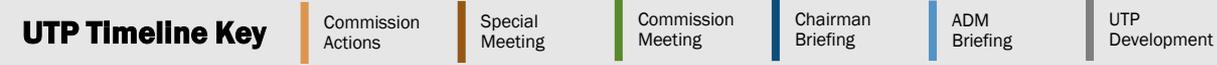
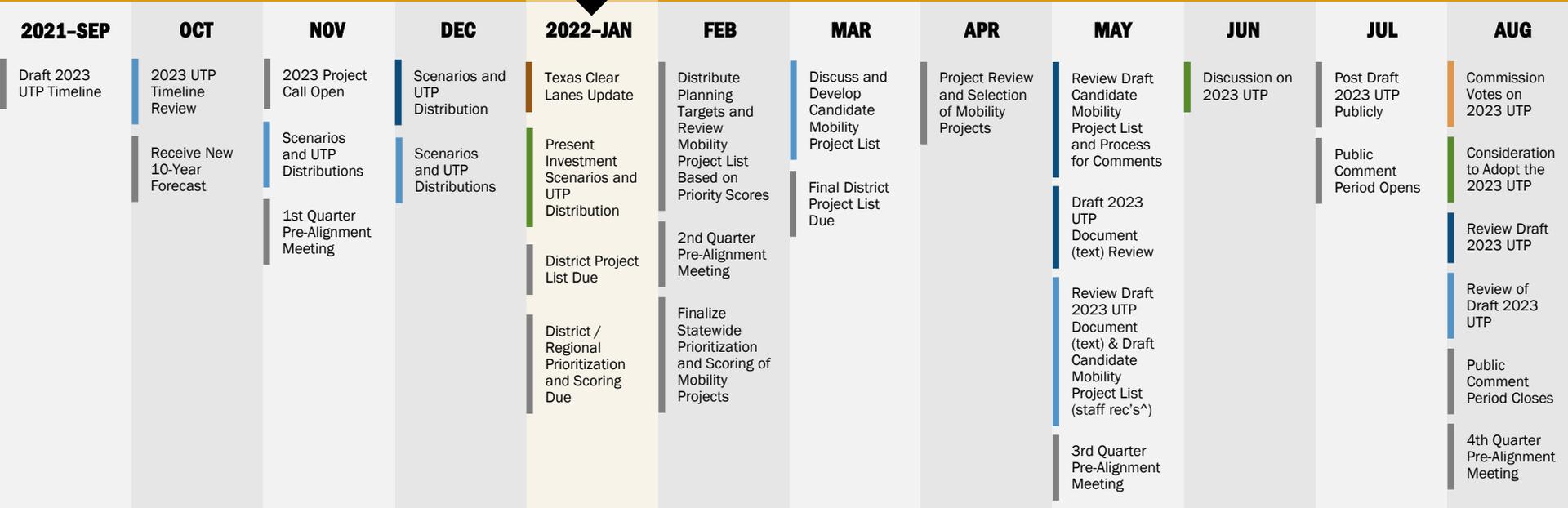


# Unified Transportation Program: 2023 UTP Commission Timeline\*



We are here

Annual process involves many stakeholders and steps that include the forecast, funding distribution, scoring and selection of projects and public outreach.



Updated January 3, 2022  
 \*Subject to change  
 ^staff rec's - staff recommendations



# Impacts of Financial Forecast on Proposed UTP Distribution

Changes to UTP Planning Forecast	2023 UTP 10 Year Impact (\$B)
FY 2032 Addition and FY 2022 Removal	\$(1.5)
Federal Additions & Adjustments	\$8.0
State Motor Fuel Tax & Vehicle Reg. Fee Reductions	\$(0.7)
Texas Emission Reduction Program (TERP) Transfer	\$1.1
Texas Mobility Fund Bond Authority	\$2.0
Prop 1: Oil & Natural Gas Severance Tax Increase	\$2.3
Prop 7: Motor Vehicle Sales Tax Increase	\$3.1
Prop 7: Bond Debt Service Funding Change	\$(2.8)
<b>Total Changes between 2022 &amp; 2023 UTP Forecast</b>	<b>\$11.5</b>

Changes to UTP Funding	2022 UTP (\$B)	2023 UTP (\$B)	Diff (\$B)
UTP Funding Distributions	\$68.7	\$80.1	\$11.5
Cat 3 Non-traditional Funding	\$5.8	TBD	TBD

# Draft 2023 UTP Distribution Process



- 2023 Forecast includes the additional funds related to the Infrastructure Investment and Job Act (IIJA) and the State's Proposition 1 and 7 as well as Texas Mobility Bond Funds
- Estimated required minimums
  - Fund federal categories at estimated levels for IIJA (Cat. 6, 7, 8 & 9)
  - Fund federal Congestion Mitigation and Air Quality (Cat. 5) at FAST ACT levels
  - State riders and sub-programs (Cat. 10 & 11) – includes potential increases for the Ferry Program of \$15M/year and ADA program of \$5M/year.
  - Earmarks (Cat. 10)
- Increase to Commission Strategic Priority (Cat. 12) to align with the biennial budget
- Bridge & Safety supplemental increase (Cat. 6 & Cat 11 – District Safety)
- Additional funding to advance projects & address maintenance and preservation needs (Cat. 1 & 11)
- Remainder distributed to mobility and connectivity needs in Cat. 2 & 4

\*Category = Cat.

# Draft 2023 UTP Distribution Comparisons



Category and Description		2022 UTP Distribution	Draft 2023 UTP Distribution	Difference (\$)
1	Preventive Maintenance & Rehabilitation	\$ 13,926,300,000	\$ 16,648,909,956	\$ 2,722,609,956
2	Metro and Urban Corridor Funding	\$ 10,012,237,582	\$ 10,751,683,174	\$ 739,445,592
4R	Statewide Connectivity (Rural)	\$ 5,406,608,295	\$ 6,885,499,478	\$ 1,478,891,183
4U	Statewide Connectivity (Urban)	\$ 4,605,629,288	\$ 5,345,074,880	\$ 739,445,592
5	Congestion Mitigation and Air Quality	\$ 2,322,790,000	\$ 2,322,790,000	\$ -
6	Bridge	\$ 3,586,560,000	\$ 4,178,006,000	\$ 591,446,000
7	Federal Metropolitan Mobility	\$ 5,038,158,388	\$ 5,740,408,284	\$ 702,249,896
8	Safety	\$ 3,431,750,000	\$ 3,739,951,654	\$ 308,201,654
9	Transportation Alternatives	\$ 910,500,000	\$ 1,716,889,577	\$ 806,389,577
10	Supplemental Transportation Projects	\$ 624,036,355	\$ 734,554,873	\$ 110,518,518
11	District Discretionary	\$ 1,096,500,000	\$ 1,400,000,000	\$ 303,500,000
11ES	Energy Sector	\$ 2,136,880,000	\$ 2,494,143,000	\$ 357,263,000
11S	District Safety	\$ -	\$ 496,638,346	\$ 496,638,346
12	Strategic Priority	\$ 10,556,223,482	\$ 12,677,859,790	\$ 2,121,636,308
12CL	Strategic Priority (Texas Clear Lanes)	\$ 5,000,000,000	\$ 5,000,000,000	\$ -
<b>Sub-Total</b>		<b>\$ 68,654,173,390</b>	<b>\$ 80,132,409,011</b>	<b>\$ 11,478,235,621</b>
3	Non-traditional (SUBJECT TO CHANGE)	\$ 5,772,892,508	\$ 5,000,000,000	\$ (772,892,508)
<b>Total UTP</b>		<b>\$ 74,427,065,898</b>	<b>\$ 85,132,409,011</b>	<b>\$ 10,705,343,113</b>

Draft distribution is for illustrative purposes and pending further guidance on apportionments and category distributions.

# Safety Component of Each Category in Proposed 2023 UTP



Category and Description		Estimated Safety Investment by Category		
		2023 UTP Draft Distribution	Safety %	Effective Safety Investment
1	Preventive Maintenance & Rehabilitation	\$ 16,648,909,956	8%	\$ 1,331,912,796
2	Metro and Urban Corridor Funding	\$ 10,751,683,174	12%	\$ 1,290,201,981
3	Non-Traditional	\$ 5,000,000,000	9%	\$ 450,000,000
4R	Statewide Connectivity (Rural)	\$ 6,885,499,478	12%	\$ 826,259,937
4U	Statewide Connectivity (Urban)	\$ 5,345,074,880	12%	\$ 641,408,986
5	Congestion Mitigation and Air Quality Improvement	\$ 2,322,790,000	33%	\$ 766,520,700
6	Bridge	\$ 4,178,006,000	3%	\$ 125,340,180
7	Federal Metropolitan Mobility	\$ 5,740,408,284	11%	\$ 631,444,911
8	Safety	\$ 3,739,951,654	100%	\$ 3,739,951,654
9	Transportation Alternatives	\$ 1,716,889,577	66%	\$ 1,133,147,121
10	Supplemental Transportation Projects	\$ 734,554,873	19%	\$ 139,565,426
11	District Discretionary	\$ 1,400,000,000	21%	\$ 294,000,000
11ES	Energy Sector	\$ 2,494,143,000	12%	\$ 299,297,160
11S	District Safety	\$ 496,638,346	100%	\$ 496,638,346
12	Strategic Priority	\$ 12,677,859,790	11%	\$ 1,394,564,577
12CL	Strategic Priority (Texas Clear Lanes)	\$ 5,000,000,000	10%	\$ 500,000,000
	<b>Total</b>	<b>\$ 85,132,409,011</b>		<b>\$ 14,060,253,775</b>

# Plan Performance Measures, DRAFT Targets and Current Conditions



PLAN GOAL	 <b>PROMOTE SAFETY</b>	 <b>PRESERVE OUR ASSETS</b>	 <b>OPTIMIZE SYSTEM PERFORMANCE</b>
<b>MEASURE</b>	FATALITIES EACH YEAR	PAVEMENT CONDITION	URBAN CONGESTION INDEX
	FATALITY RATE	BRIDGE CONDITION	RURAL RELIABILITY INDEX
2018 Actual*	3,654	1.30	87.9%
2019 Actual*	3,622	1.26	89.1
2020 Actual*	3,893	1.49	88.0 %
<b>2032 Target</b>	2,143	0.70	88.8%
<b>2032 Forecast</b>	3,275	0.98	88.5

\*Source: TxDOT Performance Dashboard.



- February 2022: Distribute DRAFT planning targets to the districts and metropolitan planning partners
- February 2022: Begin statewide scoring for categories 2, 4 and 12 candidate projects
- February – May 2022: Brief Administration and Commission on progress of project selection and scoring
- June 2022: Present draft 2023 UTP to Commission
- July 2022: Begin public involvement
- August 2022: Request Commission consider adopting 2023 UTP



# DISCUSSION

# 2022 UTP FUNDING CATEGORY DETAILS

## FUNDING CATEGORY

# 1

## Preventive Maintenance and Rehabilitation

Table note: The Texas Transportation Commission may supplement the funds allocated to individual districts in response to special initiatives, safety issues, or unforeseen environmental factors. Supplemental funding is not required to be allocated proportionately among the districts and is not required to be allocated according to the formulas specified above. In determining whether to allocate supplemental funds to a particular district, the Commission may consider safety issues, traffic volumes, pavement widths, pavement conditions, oil and gas production, well completion, or any other relevant factors.

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 1 addresses preventive maintenance and rehabilitation of the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets.</p> <p><b>Preventive Maintenance</b> Defined as work to preserve, rather than improve, the structural integrity of a pavement or structure. Examples of preventive maintenance activities include asphalt concrete pavement (ACP) overlays (two-inch thick maximum), seal coats, cleaning and sealing joints and cracks, patching concrete pavement, milling or bituminous level-up, shoulder repair, micro-surfacing, scour countermeasures, restoring drainage systems, cleaning and painting steel members to include application of other coatings, cleaning and sealing bridge joints, bridge deck protection, cleaning and resetting bearings, cleaning rebar/strand, and patching structural concrete.</p> <p><b>Rehabilitation</b> Funds are intended for the repair of existing main lanes, structures, and frontage roads. Rehabilitation of an existing two-lane highway to a Super 2 highway (with passing lanes) may be funded within this category. The installation, replacement, and/or rehabilitation of signs and their appurtenances, pavement markings, thermoplastic striping, 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.</p>	<p>Funding is allocated to each TxDOT district based on the following formulas:</p> <p><b>Preventive Maintenance</b> A total allocation is calculated per district using the weighted criteria below. 98% is directed toward roadway preventive maintenance and 2% is directed toward bridge preventive maintenance.</p> <ul style="list-style-type: none"> <li>65% On-system lane miles</li> <li>33% Pavement distress score factor</li> <li>2% Square footage of on-system bridge deck area</li> </ul> <p><b>Rehabilitation</b></p> <ul style="list-style-type: none"> <li>32.5% Three-year average lane miles of pavement with distress scores &lt;70</li> <li>20% Vehicle miles traveled per lane mile (on system)</li> <li>32.5% Equivalent single-axle load miles (on and off system and interstate)</li> <li>15% Pavement distress scores pace factor</li> </ul> <p>See note at end of section</p>	<p>TxDOT districts select projects using a performance-based prioritization process that assesses district-wide maintenance and rehabilitation needs. The Texas Transportation Commission allocates Category 1 funds to each district using an allocation formula.</p>

FUNDING CATEGORY

2

Metropolitan and Urban Area Corridor Projects

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>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. Projects must be located on the state highway system.</p> <p>The Texas Transportation Commission allocates funds to each metropolitan planning organization (MPO) in the state, by formula. MPOs select and score projects for this category.</p> <p>Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements.</p>	<p>Each MPO shall receive an allocation of Category 2 based on the following formula:</p> <p><b>Category 2 Metropolitan (2M)</b> Using the following formula, 87% of Category 2 funding is allocated to MPOs with populations of 200,000 or greater – known as transportation management areas (TMAs).</p> <ul style="list-style-type: none"> <li>30% Total vehicle miles traveled (on and off system)</li> <li>17% Population</li> <li>10% Lane miles (on system)</li> <li>14% Truck vehicle miles traveled (on system)</li> <li>7% Percentage of census population below the federal poverty level</li> <li>15% Based on congestion</li> <li>7% Fatal and incapacitating crashes</li> </ul> <p><b>Category 2 Urban (2U)</b> Using the following formula, 13% of Category 2 funding is allocated to non-TMA MPOs (population less than 200,000). Distribution Formula:</p> <ul style="list-style-type: none"> <li>20% Total vehicle miles traveled (on and off system)</li> <li>25% Population</li> <li>8% Lane miles (on system)</li> <li>15% Truck vehicle miles traveled (on system)</li> <li>4% Percentage of census population below the federal poverty level</li> <li>8% Centerline miles (on system)</li> <li>10% Congestion</li> <li>10% Fatal and incapacitating crashes</li> </ul>	<p>MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that assesses mobility needs within the MPO boundaries. Project funding must be authorized by the Texas Transportation Commission.</p>
<p>Category 3 is for transportation projects that qualify for funding from sources not traditionally part of the State Highway Fund, including state bond financing (such as Proposition 12 and Proposition 14), the Texas Mobility Fund, pass-through financing, regional revenue and concession funds, and local funding. Category 3 also contains funding for the development costs of design-build projects. (Design-build construction costs are covered by other UTP categories)</p> <p>Common project types include new-location roadways, roadway widening (both freeway and non-freeway), and interchange improvements.</p>	<p>Funding is determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments. Unlike other categories, the amount of funding in Category 3 is subject to change without Commission action. These funds are not part of the Planning Cash Forecast (see <a href="#">pg. 28</a>), because they come from sources outside the regular scope of TxDOT funding. The UTP document reflects the Category 3 amount at the time of the annual UTP adoption.</p>	<p>Projects are determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments.</p>

FUNDING CATEGORY

3

Non-Traditionally Funded Transportation Projects

FUNDING CATEGORY

4

Statewide  
Connectivity  
Corridor  
Projects

FUNDING CATEGORY

5

Congestion  
Mitigation  
and Air Quality  
Improvement

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 4 addresses mobility on major state highway system corridors, which provide connectivity between urban areas and other statewide corridors. Projects must be located on the designated highway connectivity network that includes:</p> <ul style="list-style-type: none"> <li>- Texas Highway Trunk System</li> <li>- National Highway System (NHS)</li> <li>- Connections to major sea ports or border crossings</li> <li>- National Freight Network</li> <li>- Hurricane evacuation routes</li> </ul> <p>The designated connectivity network was selected by the Texas Transportation Commission and includes three corridor types:</p> <ul style="list-style-type: none"> <li>- Mobility corridors: High-traffic routes with potential need for additional roadway capacity</li> <li>- Connectivity corridors: Two-lane roadways requiring upgrade to four-lane divided</li> <li>- Strategic corridors: Routes that provide unique statewide connectivity, such as Ports-to-Plains</li> </ul>	<p><b>Category 4 Regional Connectivity</b> Funds distributed to specific projects based on performance scoring thresholds and qualitative analysis.</p> <p><b>Category 4 Urban Connectivity</b> Funds distributed using the same formula as Category 2</p>	<p>TxDOT districts select Category 4 Regional 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. All Category 4 funding must be authorized by the Texas Transportation Commission.</p>
<p>Category 5 addresses attainment of National Ambient Air Quality Standard in non-attainment areas (currently the Dallas-Fort Worth, Houston, San Antonio, and El Paso metro areas). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles.</p> <p>Common project types include interchange improvements, local transit operations, and bike and pedestrian infrastructure.</p>	<p>TxDOT distributes funding from the federal Congestion Mitigation and Air Quality Improvement (CMAQ) program to non-attainment areas by population and weighted by air quality severity. Non-attainment areas are designated by the federal Environmental Protection Agency (EPA).</p>	<p>MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that assesses mobility and air quality needs within the MPO boundaries.</p>

FUNDING CATEGORY

6

Structures Replacement and Rehabilitation (Bridge)

FUNDING CATEGORY

7

Metropolitan Mobility and Rehabilitation

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 6 addresses bridge improvements through the following sub-programs.</p> <p><b>Highway Bridge Program</b> For replacement or rehabilitation of eligible bridges on and off the state highway system that are considered functionally obsolete or structurally deficient. Bridges with a sufficiency rating below 50 are eligible for replacement. Bridges with a sufficiency rating of 80 or less are eligible for rehabilitation. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges.</p> <p><b>Bridge Maintenance and Improvement Program</b> For rehabilitation of eligible bridges on the state highway system.</p> <p><b>Bridge System Safety Program</b> For elimination of at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitation or replacement of deficient railroad underpasses on the state highway system.</p> <p>For the elimination of higher risks on bridges such as deficient rails, documented scour, and narrow bridge decks.</p>	<p>Category 6 funding is allocated to TxDOT's Bridge Division, which selects projects statewide.</p>	<p><b>TxDOT's Bridge Division</b> selects projects using a performance-based prioritization process.</p> <p><b>Highway Bridge</b> projects are ranked first by condition categorization (e.g., Poor, Fair, Good) and then by sufficiency ratings.</p> <p><b>Bridge Maintenance and Improvement</b> projects are selected statewide based on identified bridge maintenance/improvement needs.</p> <p><b>Bridge System Safety</b> projects involving railroad grade separations are selected based on a cost-benefit analysis of factors such as vehicle and train traffic, accident rates, casualty costs, and delay costs for at-grade railroad crossings. Other system safety projects are selected on a cost-benefit analysis of the work needed to address the safety concern at bridges identified with higher risk features.</p>
<p>Category 7 addresses transportation needs within the boundaries of MPOs with populations of 200,000 or greater – known as transportation management areas (TMAs). This funding can be used on any roadway with a functional classification greater than a local road or rural minor collector.</p> <p>Common project types include roadway widening (both freeway and non-freeway), new-location roadways, and interchange improvements.</p>	<p>TxDOT distributes federal funds through Category 7 to each TMA in the state. Distribution is based on the population of each TMA.</p>	<p>MPOs operating in TMAs select projects in consultation with TxDOT districts. The MPOs use a performance-based prioritization process that assesses mobility needs within the MPO boundaries.</p>

FUNDING CATEGORY

8

Safety

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 8 addresses highway safety improvements through the sub-programs listed below. Common Category 8 project types include medians, turn lanes, intersections, traffic signals, and rumble strips.</p> <p><b>Highway Safety Improvement Program (HSIP)</b> Federal aid program administered by Traffic Safety Division (TRF) to fund safety projects on and off the state highway system, with the purpose to achieve significant reductions in traffic fatalities and serious injuries on all public roads. Traffic projects must align with the emphasis areas in the Texas Strategic Highway Safety Plan (SHSP) such as roadway and lane departures, intersections, older road users, and pedestrian safety. TRF provides districts with funding projections for on-system targeted, on-system systemic, and off-system projects, and districts submit project proposals for review and concurrence by TRF. The funding remains allocated to and supervised by TRF.</p> <p><b>Systemic Widening Program (SSW)</b> Statewide program to fund the widening of high risk narrow highways on the state highway system.</p> <p><b>Road to Zero (RTZ)</b> Program initiated by the Texas Transportation Commission in the 2020 UTP with \$600M commitment for the FY 2020–2021 biennium. Funding on the state highway system dedicated to target and reduce fatalities and suspected serious injuries in the three highest contributing categories: roadway and lane departure, intersection safety, and pedestrian safety.</p>	<p>Category 8 funding is allocated to TxDOT’s Traffic Safety Division, which selects projects statewide.</p>	<p><b>HSIP</b> Projects are evaluated, prioritized, and selected at the district level based on three years of crash data (targeted funds) or systemic approved projects as outlined in the HSIP guidance. SSW Projects are evaluated by roadway safety features for preventable severe crash types using total risk factor weights.</p> <p><b>Road to Zero</b> Projects were evaluated by roadway safety factors, crash reduction factors, the safety improvement index, and time required to complete a candidate project. All evaluation factors were directly tied to the targeted top three contributing categories in fatalities and suspected serious injuries.</p>
<p>Category 9 handles the federal Transportation Alternatives (TA) Set-Aside Program. These funds may be awarded for the following activities:</p> <p>Construction of sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act.</p> <p>Construction of infrastructure-related projects that provide safe routes for non-drivers.</p>	<p>TxDOT distributes federal TA funds through Category 9 to MPOs and other areas of the state. 50% of these funds are designated for statewide flexible use, and the other 50% are distributed by population. TA project eligibility is determined by TxDOT and FHWA.</p> <p>Statewide TA Flex funding allocations and distribution are allocated at the discretion of the Texas Transportation Commission. A portion of these funds are used in the 2022 UTP for Safety Rest Area expansion to address truck parking needs.</p>	<p>For urbanized areas with populations over 200,000 (TMAs), MPOs select projects in consultation with TxDOT. Funds allocated to small urban areas and non-urban areas (with populations below 200,000) are administered by TxDOT’s Public Transportation Division through a competitive process.</p>

FUNDING CATEGORY

9

Transportation Alternatives Set-Aside Program

FUNDING CATEGORY  
**10**

**Supplemental  
Transportation  
Programs**

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 10 addresses a variety of transportation improvements through the following sub-programs:</p> <p><b>Coordinated Border Infrastructure (CBI)</b> Addresses improvements to the safe movement of motor vehicles at or across the land border between the United States and Mexico.</p> <p><b>Supplemental Transportation Projects (Federal)</b> Federal discretionary and congressional high-priority projects.</p> <p><b>Federal Lands Access Program (FLAP)</b> Addresses transportation facilities located on, are adjacent to, or provide access to federal lands.</p> <p><b>Texas Parks and Wildlife Department (TPWD)</b> Construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD.</p> <p><b>Green Ribbon Program</b> Projects to plant trees and other landscaping to help mitigate the effects of air pollution in air quality non-attainment or near non-attainment counties.</p> <p><b>Americans with Disabilities Act (ADA)</b> Addresses construction or replacement of curb ramps at on-system intersections to make the intersections more accessible to pedestrians with disabilities.</p> <p><b>Landscape Incentive Awards</b> Allows TxDOT to execute joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community Achievement Awards Program.</p> <p>The awards recognize participating cities' or communities' efforts in litter control, quality of life issues, and beautification programs and projects.</p> <p><b>Railroad Grade Crossing and Replanking Program</b> Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide).</p> <p><b>Railroad Signal Maintenance Program</b> Financial contributions to each railroad company in the state for signal maintenance.</p>	<p>Coordinated Border Infrastructure: Allocation to TxDOT districts on the Mexico border using the following formula:</p> <ul style="list-style-type: none"> <li>20% Incoming commercial trucks</li> <li>30% Incoming personal motor vehicles and buses</li> <li>25% Weight of incoming cargo by commercial trucks</li> <li>25% Number of land border ports of entry</li> </ul> <p><b>Supplemental Transportation Projects (Federal)</b> Directed by federal legislation</p> <p><b>Federal Lands Access Program</b> Project applications are scored and ranked by the Programming Decision Committee (PDC), which includes representatives from FHWA, TxDOT, and a political subdivision of the state.</p> <p><b>Green Ribbon Program</b> Allocations based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties.</p> <p><b>Americans with Disabilities Act (ADA)</b> Projects are selected statewide based on conditions of curb ramps or location of intersections without ramps.</p> <p><b>Landscape Incentive Awards</b> Funding is distributed to 10 locations in the state based on results of the Keep Texas Beautiful Awards Program</p> <p><b>Railroad Grade Crossing and Replanking Program</b> Condition of crossing's riding surface and benefit to cost per vehicle using crossing.</p> <p><b>Railroad Signal Maintenance Program</b> Based on number of crossings and type of automatic devices present at each.</p>	<p><b>CBI</b> projects are selected by districts with FHWA review and approval. Discretionary funds are congressionally designated. All CBI funds have been allocated and projects are currently under development.</p> <p>For <b>FLAP</b>, project applications are scored and ranked by the Programming Decision Committee (PDC). Projects selected under FLAP are managed by TPP.</p> <p>The Texas Parks and Wildlife Department (<b>TPWD</b>) selects State Park Roads projects in coordination with TxDOT districts.</p> <p><b>Green Ribbon</b> allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties and managed by the TxDOT Design Division.</p> <p><b>ADA</b> projects are selected based on conditions of curb ramps or the location of intersections without ramps, and are managed by the Design Division.</p> <p><b>Landscape Incentive Awards</b> are managed by the TxDOT Design Division.</p> <p>The TxDOT Rail Division in coordination with TxDOT districts selects <b>Railroad Grade Crossing Replanking and Railroad Signal Maintenance projects</b>.</p> <p>All projects are selected using a performance-based prioritization process.</p>

FUNDING CATEGORY

11

District Discretionary

FUNDING CATEGORY

12

Strategic Priority

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 11 addresses TxDOT district transportation needs through the sub-programs listed below. Common Category 11 project types include roadway maintenance or rehabilitation, added passing lanes (Super 2), and roadway widening (non-freeway).</p> <p><b>District Discretionary</b> Projects selected at the discretion of each TxDOT District. Most projects are on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right of way acquisition.</p> <p><b>Energy Sector</b> Safety and maintenance work on state highways impacted by the energy sector.</p> <p><b>Border Infrastructure</b> Rider 11(b) funding is distributed to the three TxDOT districts with international ports of entry (Pharr, Laredo, and El Paso Districts) for highway projects within 50 miles of a port of entry. Federal funds designated for border state infrastructure follow project selection guidelines outlined under the CBI program (see Category 10). Selection criteria include improvements that facilitate safe movement of motor vehicles at or across the land border between the United States and Mexico.</p>	<p><b>District Discretionary</b> Minimum \$2.5 million allocation to each TxDOT district per legislative mandate. If additional funds are distributed, the formula below is used: 70% On-system vehicle miles traveled 20% On-system lane miles 10% Annual truck vehicle miles traveled</p> <p>The Texas Transportation Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns.</p> <p><b>Energy Sector</b> Allocation formula based on the following weighted factors: 40% Three-year average pavement condition score 25% Oil and gas production taxes collected 25% Number of well completions 10% Volume of oil and gas waste injected</p> <p><b>Border Infrastructure</b> Rider 11(b): Under a provision in the FAST Act, TxDOT may designate 5% of the state’s federal Surface Transportation Block Grant (STBG) funds for border infrastructure projects. This funding is distributed to the three border districts with ports of entry: Pharr, Laredo, and El Paso Districts.</p> <p>See note at end of section.</p>	<p><b>TxDOT Districts</b> select projects using a performance-based prioritization process that assesses district-wide maintenance, safety, or mobility needs.</p> <p><b>The Texas Transportation Commission</b> allocates funds through a formula allocation program. The Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns, as well as energy sector initiatives.</p> <p><b>Rider 11(b):</b> Project selection criteria include, but are not limited to: – Number of land border ports of entry – Number of incoming commercial trucks and railcars – Number of incoming personal motor vehicles and buses – Weight of incoming cargo by commercial trucks</p>
<p>Category 12 addresses projects with specific importance to the state, including those that improve:</p> <ul style="list-style-type: none"> <li>– Congestion and connectivity</li> <li>– Economic opportunity</li> <li>– Energy sector access</li> <li>– Border and port connectivity</li> <li>– Efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report</li> <li>– The ability to respond to both man-made and natural emergencies</li> </ul> <p>Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and new-location roadways.</p>	<p>Funding in Category 12 is awarded to specific projects at the discretion of the Texas Transportation Commission, which selects from candidate projects nominated by TxDOT districts and MPOs.</p> <p><b>Texas Clear Lanes</b> This subset of Category 12 projects is prioritized in collaboration with the MPOs in the state’s five largest metro areas (Dallas, Fort Worth, Houston, San Antonio, and Austin). Projects are intended to address the top 100 most-congested segments in the state (directly and indirectly).</p>	<p>The Texas Transportation Commission selects projects statewide using a performance-based prioritization process.</p> <p>Per state law, the Texas Transportation Commission may make discretionary funding decisions for no more than 10% of TxDOT’s current biennial budget. The amount in Category 12 is calculated as 10% of the average of TxDOT’s total budget for the current fiscal biennium.</p>

## 2020-2045 Metropolitan Transportation Plan (MTP) **DRAFT** Fiscally Constrained Project List for MPO Funding

Plan Period	Rank	Rank Order	CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$, millions)	Funding (Check Field)	CAT1	CAT2	CAT4	CAT7	CAT9	CAT12	Local/Other	Prior Funding	Total Project Cost (\$, millions)	Project Type	Notes	
TIP/STIP	1	1	0617-01-177	MPO-001	SH 358 (SPID) Ramp Reversal	Ramp reversal Phase II-B	Nile Drive	Staples Street	TxDOT-CRP	On	2	\$35.00	\$35.00		\$35.00							\$45.43	Highway	Funding allocation matches 2020 UTP	
TIP/STIP	1	2	0074-06-241	MPO-002	I-37	Widen freeway by constructing additional 2 travel lanes northbound and 1 additional travel lane southbound	Redbird Lane (Overpass)	Nueces River	TxDOT-CRP	On	2 / 4U / 12	\$60.00	\$60.00		\$12.00	\$15.00				\$33.00			\$77.88	Highway	Funding allocation matches 2020 UTP
TIP/STIP	1	3		MPO-003	US 181	Widen freeway by constructing 1 additional travel lane in each direction	North of FM 3296 (Buddy Ganem Drive)	FM 2986 (Wildcat Drive)	TxDOT-CRP	On	2 / 4U	\$14.00	\$14.00		\$2.00	\$12.00							\$18.17	Highway	Funding allocation matches 2020 UTP
TIP/STIP	1	4	0101-04-114	MPO-004	US 181 Ramp Reversals	Reverse entrance and exit ramps in Northbound direction	FM 3296 (Buddy Ganem Drive)	FM 2986 (Wildcat Drive)	TxDOT-CRP	On	2	\$4.00	\$4.00		\$4.00								\$5.19	Highway	Funding allocation matches 2020 UTP
TIP/STIP	1	6	0326-01-056	MPO-005	SH 286 (Crosstown)	Extend 4-lane divided freeway by constructing mainlanes, overpasses, and frontage roads	FM 43 (Weber Road)	South of FM 2444 (Staples Street)	TxDOT-CRP	On	2	\$40.00	\$40.00		\$40.00								\$51.92	Highway	Funding allocation matches 2020 UTP
TIP/STIP	1	7	1209-01-030	MPO-006	FM 893 (Moore Avenue)	Upgrade from 2-lane roadway to 5-lane urban roadway by constructing additional 2 lanes and CLTL	CR 3685 (Stark Road)	0.2 miles West of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	\$7.00	\$7.00		\$7.00								\$9.09	Highway	Funding allocation matches 2020 UTP
TIP/STIP	2	10	0916-35-195	MPO-007	Harbor Bridge Hike and Bike - Connectivity	Construct pedestrian and bike facilities	On various city streets from Coles High School	Williams Memorial Park	City of Corpus Christi	Off	7	\$1.42	\$1.42				\$1.42						\$1.84	Bike/Ped	
TIP/STIP	2	11		MPO-008	US 181 Harbor Bridge Voluntary Relocation Program	US 181 Harbor Bridge Voluntary Relocation Mitigation Program	N/A	N/A	MPO	Off	7 / Local / ROW	\$71.00	\$71.00				\$36.00			\$20.00	\$15.00	\$92.15	Highway	Verify cost estimates.	
TIP/STIP	2	12	0916-35-196	MPO-009	Harbor Bridge Park Improvements	Park mitigation for Harbor Bridge	At various city parks including	Ben Garza, TC Ayers, and new location	City of Corpus Christi	Off	7	\$4.80	\$4.80				\$4.80						\$6.23	Highway	
TIP/STIP	3	13	0916-00-068	MPO-010	Pedestrian and Bike	Pedestrian and bike facility improvements	At Various Locations on Brewster Street	N/A	City of Corpus Christi	On	7	\$1.42	\$1.42								\$1.42		\$1.84	Bike/Ped	Utilizes prior funding. Verify if completed by September 2019.
TIP/STIP	4	14	0916-35-219	MPO-011	Schanen Ditch Hike and Bike Trail: Phase IV	Construct and design Hike and Bike Trail	Killarmet Drive	Holly Road	City of Corpus Christi	Off	9	\$0.39	\$0.39					\$0.39					\$0.39	Bike/Ped	
TIP/STIP	4	15	0916-35-206	MPO-012	Region-wide Bike Boulevard Wayfinding Initiative	Designation of bicycle boulevards with pavement markings and signage	Various Locations in Corpus Christi and Portland	N/A	City of Corpus Christi	Off	9	\$0.62	\$0.62					\$0.62					\$0.62	Bike/Ped	AFA pending
TIP/STIP	4	16		MPO-013	Portland Bicycle Lanes	Construct one way cycle track and buffered bike lanes	At Various Locations in Portland	N/A	City of Portland	On	9	\$0.36	\$0.36					\$0.36					\$0.36	Bike/Ped	
TIP/STIP	4	17		MPO-014	Dr Hector P Garcia Park Hike & Bike Trail: Phase II	Construct & design Hike & Bike Trail	At Garcia on Trojan Dr	Horne Road	City of Corpus Christi	Off	9	\$0.70	\$0.70					\$0.70					\$0.70	Bike/Ped	
TIP/STIP	16	33		MPO-015	PR 22	Feasibility study: intersection improvements	At SH 361/PR 22 intersection	Zahn Road	TBD	On	7	\$1.20	\$1.20				\$1.20						\$1.56	Highway	Verify sponsor
10-Year	1	5	0617-02-073	MPO-016	PR 22	Corridor upgrade for pedestrian and access management improvements without adding capacity	Aquarius Street	Whitecap Boulevard	TxDOT-CRP	On	2	\$16.00	\$16.00		\$16.00								\$19.20	Highway	Funding allocation matches 2020 UTP
10-Year	1	8	0180-10-082	MPO-017	SH 361	Upgrade/add direct connectors	At SH 35 interchange	0.6 miles Southeast on SH 361	TxDOT-CRP	On	2	\$38.50	\$38.50		\$38.50								\$46.20	Highway	Funding allocation matches 2020 UTP
10-Year	1	9	0180-06-118	MPO-018	SH 35	Upgrade/add direct connectors	FM 3284	0.23 North of SH 361	TxDOT-CRP	On	4U	\$21.50	\$21.50			\$21.50							\$25.80	Highway	Funding allocation matches 2020 UTP
10-Year	9	22		MPO-019	SS 544 (Agnes Street / Laredo Street)	Operational improvements without adding capacity	SH 286 (Crosstown)	Coopers Alley	City of Corpus Christi	Off	7	\$5.50	\$5.50				\$5.50						\$6.60	Highway	
10-Year	12	27	0916-35-170	MPO-020	Holly Road Travel Lanes	Construct Phase II by adding 2 additional travel lanes	SH 286	Greenwood Drive	City of Corpus Christi	Off	7	\$4.73	\$4.73				\$4.73						\$5.68	Highway	
10-Year	13	28		MPO-021	Regional Parkway / Rodd Field Road Extension	NEPA Process for new location 4-lane roadway (Segment B) and Rodd Field Road	Yorktown Boulevard	SH 286 (Crosstown)	City of Corpus Christi	Off	7	\$1.89	\$1.89				\$1.89						\$2.27	Highway	
10-Year	13	29		MPO-022	Regional Parkway	NEW Location: Construct Phase I consisting of 4-lane roadway (Segment B)	Rodd Field Road	SH 286 (Crosstown)	City of Corpus Christi	Off	7	\$45.00	\$45.00				\$45.00						\$54.00	Highway	
10-Year	13	30		MPO-023	Rodd Field Road Extension	Construct Phase I consisting of 2-lane roadway with raised medians on new location	Yorktown Boulevard	Future Regional Parkway (South of Oso Creek)	City of Corpus Christi	Off	7	\$25.00	\$25.00				\$25.00						\$30.00	Highway	
10-Year	14	31		MPO-024	Yorktown Boulevard	Construct 2 additional travel lanes with turn lanes. Elevate and widen bridge.	Rodd Field Road	Laguna Shores Road	City of Corpus Christi	Off	7	\$39.41	\$39.41				\$39.41						\$47.29	Highway	
10-Year	15	32		MPO-025	Timon Boulevard / Surfside Boulevard	Rehabilitate without additional capacity, construct bicycle facilities	Beach Avenue	Burleson Street	City of Corpus Christi	Off	7	\$20.00	\$20.00				\$20.00						\$24.00	Bike/Ped	Consider North Beach plan impact. Possible use of remaining Category 7 funds.
10-Year	19	36		MPO-026	Flour Bluff Drive	Upgrade to 5-lane urban roadway by constructing additional 2-lanes and CLTL	South of Don Patricio Road	Yorktown Boulevard	City of Corpus Christi	Off	7	\$17.00	\$17.00				\$17.00						\$20.40	Highway	
10-Year	22	39		MPO-027	CR 72	Construct 2 additional travel lanes (CTWLTL)	FM 2986 (Wildcat Drive)	CR 2032	City of Portland	Off	7	\$5.92	\$5.92				\$5.92						\$7.10	Highway	
10-Year	23	40		MPO-028	Joe Fulton International Trade Corridor (JFITC) Realignment	Corridor improvements	0.5 miles west of Navigation Boulevard	0.5 miles east of Navigation Boulevard	Port of Corpus Christi	Off	7	\$5.00	\$5.00				\$5.00						\$6.00	Highway	
10-Year	32	49	TBD	MPO-029	US 181 Companion Drainage Project	Construction of the companion drainage project across the TxDOT right-of-way	Sunset Road	FM 3239 (Buddy Ganem Drive)	TxDOT-CRP	On	2 / 7 / Local	\$7.00	\$7.00							\$7.00			\$8.40	Highway	
10-Year	35	52		MPO-030	Future Category 9 Projects	Projects selected through competitive process	N/A	N/A	TBD	On/Off	9	\$12.43	\$12.43					\$12.43					\$12.43	Bike/Ped	Remaining Cat 9 funding to be allocated in the future based on a call for projects and ultimate selection.
Long Range	5	18	0617-01-178	MPO-031	SH 358 (SPID) Ramp Reversal	Ramp Reversal Phase II-C (Braided ramps)	Airline Road	Everhart Road	TxDOT-CRP	On	2	\$35.00	\$35.00		\$35.00								\$42.00	Highway	
Long Range	6	19		MPO-032	SH 286 (Crosstown)	Construct 1 additional northbound travel lane with ramp upgrades	SS 544 (Agnes Street / Laredo Street)	SH 358 (SPID)	TxDOT-CRP	On	2	\$80.00	\$80.00		\$80.00								\$96.00	Highway	
Long Range	7	20		MPO-033	FM 624 (Northwest Boulevard)	Upgrade from 4-lane roadway to 6-lane roadway including raised medians	CR 69	FM 73	TxDOT-CRP	On	2 / 4U / 7	\$18.00	\$18.00		\$6.00	\$10.00	\$2.00						\$21.60	Highway	
Long Range	8	21		MPO-034	I-37 / SH 358 Interchange	Reconstruct Interchange to provide 2-lane direct connectors from SB I-37 to EB SH 358 and WB SH 358 to NB I-37	At I-37/SH 358 interchange	N/A	TxDOT-CRP	On	2 / 4U	\$100.00	\$100.00		\$60.00	\$40.00							\$120.00	Highway	
Long Range	10	23		MPO-035	FM 43 (Weber Road)	Upgrade to 5-lane roadway by constructing additional 2 lanes and CLTL	SH 286 (Crosstown)	FM 665 (Old Brownsville Road)	TxDOT-CRP	On	2 / 4U	\$40.00	\$40.00		\$15.00	\$25.00							\$48.00	Highway	
Long Range	11	24		MPO-036	SH 286 (Crosstown) Braided Ramp	Construct braided ramps northbound from Holly to SH 358	South of Holly Road	SH 358 (SPID)	TxDOT-CRP	On	2 / 4U	\$60.00	\$60.00		\$25.00	\$35.00							\$72.00	Highway	

\$839.79    \$0.00    \$375.50    \$158.50    \$214.87    \$14.50    \$33.00    \$27.00    \$16.42    \$1,028.34



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**Date:** February 24, 2022  
**To:** Transportation Policy Committee (TPC)  
**From:** Craig Casper, Senior Transportation Planner  
**Through:** Robert MacDonald, Transportation Planning Director  
**Subject:** Item 6A: FY 2023-2026 Transportation Improvement Program (TIP) Project Selection Process  
**Action:** Review and Discussion

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### **Summary**

As part of the 3C planning process for the FY 2023-2026 Transportation Improvement Program (TIP) and State STIP (TIP/STIP), the Corpus Christi MPO is responsible for conducting a performance-based scoring process and selecting transportation projects for funding Categories 2, 7 and 9. TxDOT is an active participant in these three funding category selection processes eventually approved by the Corpus Christi MPO TPC. The current TIP/STIP Schedule is provided as Attachment 1.

The Corpus Christi MPO must also coordinate with TxDOT on their scoring and selecting of projects for Category 4 funding. 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. The projects selected by the Corpus Christi MPO and TxDOT for funding during the first four years of the 2023 TxDOT UTP likely become part of the Corpus Christi MPO FY 2023-2026 TIP, although selection for the 2023 UTP list of projects does not guarantee inclusion in the Corpus Christi MPO's FY 2023-2026 TIP. Additionally, the projects selected for Categories 2 and 4 funding must also be authorized by the Texas Transportation Commission before the funds can be obligated.

Although the development of the TxDOT 2023 UTP is occurring concurrent with the Corpus Christi MPO FY 2023-2026 TIP, it is a separate process that is linked because they use a coordinated performance-based programming process. The project submittals, reviews, prioritization and selection for the FY 2023-2026 TIP/STIP is a collaborative process with TxDOT's development of the 2023 UTP.

The current FY 2023-2026 TIP development process proposes to rely on prior Corpus Christi MPO performance-based selection processes for Categories 2, 4 and 7. The UTP funding category descriptions are provided as Attachment 2. These prior selection processes were:

- The 2020-2045 Metropolitan Transportation Plan (2045 MTP)
- FY 2021-2024 Transportation Improvement Program (FY 2021-2024 TIP/STIP)
- 2022 Unified Transportation Program

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

In order to select the prioritized projects, the process requires that the FY 2023-2026 TIP be fiscally constrained. The current estimates for the four years of funding available for use in the Corpus Christi MPO area, by year, is:

	Category 1 <sup>1</sup>	Category 2	Category 4	Category 7	Category 9	
Agency Lead*	TxDOT	MPO	TxDOT	MPO	MPO	
Coordinated Agency	MPO	TxDOT	MPO	TxDOT	TxDOT	<b>Subtotal</b>
<b>4-Years</b>	<b>\$266,903,749</b>	<b>\$67,812,050</b>	<b>\$33,711,976</b>	<b>\$44,741,110</b>	<b>\$5,187,879</b>	<b>\$151,453,015</b>
<b>2023</b>	\$104,394,464	\$31,076,423	\$15,449,284	\$10,855,235	\$1,258,700	\$58,639,642
<b>2024</b>	\$53,100,668	\$11,480,367	\$5,707,332	\$11,072,354	\$1,283,876	\$29,543,929
<b>2025</b>	\$54,162,682	\$13,156,983	\$6,540,842	\$11,293,815	\$1,309,555	\$32,301,195
<b>2026</b>	\$55,245,935	\$12,098,277	\$6,014,518	\$11,519,706	\$1,335,748	\$30,968,249
<p><i>*Per TxDOT's 2023 Unified Transportation Program and Corresponding TIP/STIP Years of 2023-2026</i></p> <p><b>1</b> 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>						

As the FY 2023-2026 TIP process continues, the funding targets will be refined by TxDOT and the Corpus Christi MPO. Current estimates are from the February 4, 2022 distribution by TxDOT. These estimates have been included in the available funds portion of the Financial Plan for the FY 2023-2026 TIP so that projects can be selected using all anticipated funds.

**Eligible Projects List**

The list of eligible projects is contained in the current Fiscally Constrained Project List shown in Table 12 of the FY 2021-2024 TIP and provided as an attached spreadsheet (see Attachment 3). This spreadsheet contains all the projects previously prioritized as part of the 2020-2045 Metropolitan Transportation Plan (2045 MTP) and the FY 2021-2024 TIP/STIP. Additionally, a separate “tab” on the spreadsheet lists the “Unfunded” Projects from the 2045 MTP. This unfunded list provides a more complete picture of which projects were included in the 2045 MTP evaluation process. If an agency desires it, these projects and any other “new” projects can be included in next years’ 2024 UTP competitive selection process and amended into the FY 2023-2026 TIP/STIP. Depending on the new project, an amendment to the current 2045 MTP may need to be initiated.

This spreadsheet list is the proposed source of projects for the project selection process for the Corpus Christi MPO FY 2023-2026 TIP/STIP for Categories 2, 4 and 7. This list of projects is also likely the source of prioritized projects for TxDOT to select during their process for Category 4U. Category 9 projects are selected during a separate Corpus Christi MPO’s Call-for-Projects for the STBG-SA (CAT 9) program. These projects will be recommended by the TAC at your April 2022 meeting and approved by the TPC at their May Regular Meeting.

The TxDOT-Corpus Christi District (CRP) FY 2023-2026 TIP/STIP year projects are shown in the 2023 TxDOT UTP (see Attachment 4). These projects were previously selected during the TxDOT 2022 UTP process and cover the fiscal years 2023-2026. TxDOT-CRP has recently submitted projects to TxDOT-TPP for review as part of the 2023 UTP process and has updated costs and scheduled implementation for the FY 2023-2026 TIP/STIP years.

**Project Scoring and Selection Process**

The Corpus Christi MPO staff proposes the following process to achieve the FY 2023-2026 TIP/STIP schedule for prioritized projects from the MPO for Categories 2, 4 and 7. The Category 9 project selection process is a separate active process 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.

Submit Candidate Projects from Table 12 from the 2045 MTP and FY 2021-2024 TIP (see Attachment 3)

We propose that the TAC use the existing Table 12 spreadsheet from the 2020-205 MTP (2045 MTP) as the source of projects to prioritize for the TxDOT 2023 UTP in Categories 2, 4 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 plan (FY 2020-2029) of the 2045 MTP and finally part of the FY 2030-2045 final years of the 2045 MTP.

Another possibility of funding for CAT 7 is the programmatic listing of a project for various locations for safety, operations, and maintenance projects. Projects of this type can use CAT 7 funds if there are not other CAT 7 projects ready to proceed for construction funds in the FY 2023-2026 TIP time period. Allocating these CAT 7 funds for this line item can secure the funds until CAT 7 projects are identified by the local governments for inclusion in a future TIP Amendment. Projects of this type need to be part of the Corpus Christi MPO Congestion Management Process (CMP). See Attachment 6 for the Map of Regionally Significant Corridors identified by the CMP.

#### Complete Project DRAFT Project Application Form to Provide Updated Information

The Corpus Christi MPO staff is proposing to use a single Project Application Form (to be refined, it is currently in DRAFT form for the submittal of projects for consideration and prioritization for funding categories 2, 4 and 7. The DRAFT Project Application Form will enable the project sponsors to present their updated project details for review by the TAC, TPC, other partner agencies and the general public. The future Project Application Form will also be considered for use for possible other federal funding sources such as those identified in the recently approved Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL). Additionally, the TAC requested an example of a Project Application Form from another MPO in Texas. An example from the Alamo Area MPO TIP Application Form completion process was provided to the TAC for their consideration.

#### No New 2023-2026 TIP/STIP Projects

The Corpus Christi MPO staff proposes that no new projects, beyond those on the fiscally constrained list, be considered during this FY 2023-2026 TIP/STIP 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 TIP/STIP selection process schedule. However, the Corpus Christi MPO staff believe that these tools and information will be available for the FY 2024-2027 TIP/STIP selection process. This will also allow applicants more time to assemble the information for the new projects that is asked for in the DRAFT Application Form. It will also allow for more time to understand the new requirements found in the new transportation law, the IIJA/BIL.

#### TxDOT

The TxDOT Corpus Christi District Selection Process is expected to follow the TxDOT FY 2023-2026 STIP process for performance-based planning for funding Category 4 (CAT 4). The FY 2023-2026 STIP Timeline is provided as Attachment 1. As the TxDOT-CRP District has proposed 10-years of projects as part of the 2023 UTP process. The TxDOT-CRP District DRAFT 2023 UTP list of projects is provided as Attachment 4. A subset of this list of projects is likely to become a part of the MPO's public process leading to approval of the selected projects for the FY 2023-2026 TIP.

#### Recommendation

The Corpus Christi MPO staff requests that the TPC members review and discuss the proposed DRAFT FY 2023-2026 TIP/STIP document (see Attachment 5) including any comments on proposed projects from the TxDOT listed projects (see Attachment 4) for CAT 2 and CAT 4. Also, please come prepared to discuss the proposed projects that would request CAT 7 funding through the TIP process.

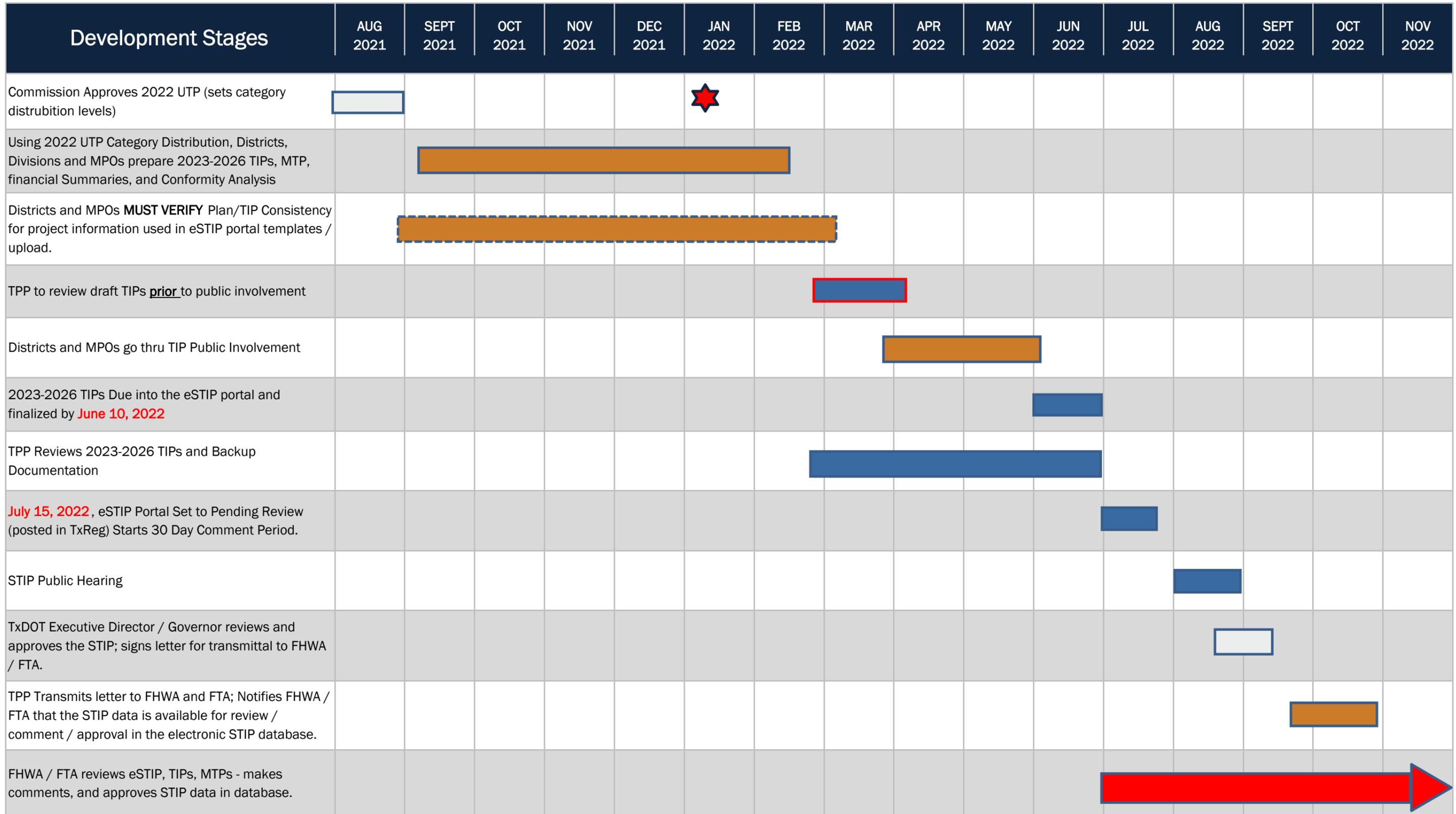
#### **Proposed Motion**

None. This is a review and discussion item.

## Attachments

1. TxDOT 2023-2026 STIP/TIP Development Timeline
2. TxDOT 2022 UTP Complete Category Funding Descriptions
3. Table 12: Project Eligible List for 2023 UTP Selection ([Excel Spreadsheet](#))
4. TxDOT-CRP District DRAFT 2023 UTP Project List ([Excel Spreadsheet](#))
5. DRAFT FY 2023-2026 TIP Document ([WEBLINK](#))
6. Map of Regionally Significant Corridors

# 2023 -2026 STIP TIMELINE



Public Comment Period Ends August 22,2022

# 2022 UTP FUNDING CATEGORY DETAILS

## FUNDING CATEGORY

# 1

## Preventive Maintenance and Rehabilitation

Table note: The Texas Transportation Commission may supplement the funds allocated to individual districts in response to special initiatives, safety issues, or unforeseen environmental factors. Supplemental funding is not required to be allocated proportionately among the districts and is not required to be allocated according to the formulas specified above. In determining whether to allocate supplemental funds to a particular district, the Commission may consider safety issues, traffic volumes, pavement widths, pavement conditions, oil and gas production, well completion, or any other relevant factors.

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 1 addresses preventive maintenance and rehabilitation of the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets.</p> <p><b>Preventive Maintenance</b> Defined as work to preserve, rather than improve, the structural integrity of a pavement or structure. Examples of preventive maintenance activities include asphalt concrete pavement (ACP) overlays (two-inch thick maximum), seal coats, cleaning and sealing joints and cracks, patching concrete pavement, milling or bituminous level-up, shoulder repair, micro-surfacing, scour countermeasures, restoring drainage systems, cleaning and painting steel members to include application of other coatings, cleaning and sealing bridge joints, bridge deck protection, cleaning and resetting bearings, cleaning rebar/strand, and patching structural concrete.</p> <p><b>Rehabilitation</b> Funds are intended for the repair of existing main lanes, structures, and frontage roads. Rehabilitation of an existing two-lane highway to a Super 2 highway (with passing lanes) may be funded within this category. The installation, replacement, and/or rehabilitation of signs and their appurtenances, pavement markings, thermoplastic striping, 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.</p>	<p>Funding is allocated to each TxDOT district based on the following formulas:</p> <p><b>Preventive Maintenance</b> A total allocation is calculated per district using the weighted criteria below. 98% is directed toward roadway preventive maintenance and 2% is directed toward bridge preventive maintenance.</p> <ul style="list-style-type: none"> <li>65% On-system lane miles</li> <li>33% Pavement distress score factor</li> <li>2% Square footage of on-system bridge deck area</li> </ul> <p><b>Rehabilitation</b></p> <ul style="list-style-type: none"> <li>32.5% Three-year average lane miles of pavement with distress scores &lt;70</li> <li>20% Vehicle miles traveled per lane mile (on system)</li> <li>32.5% Equivalent single-axle load miles (on and off system and interstate)</li> <li>15% Pavement distress scores pace factor</li> </ul> <p>See note at end of section</p>	<p>TxDOT districts select projects using a performance-based prioritization process that assesses district-wide maintenance and rehabilitation needs. The Texas Transportation Commission allocates Category 1 funds to each district using an allocation formula.</p>

FUNDING CATEGORY

2

Metropolitan and Urban Area Corridor Projects

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>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. Projects must be located on the state highway system.</p> <p>The Texas Transportation Commission allocates funds to each metropolitan planning organization (MPO) in the state, by formula. MPOs select and score projects for this category.</p> <p>Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and roadway operational improvements.</p>	<p>Each MPO shall receive an allocation of Category 2 based on the following formula:</p> <p><b>Category 2 Metropolitan (2M)</b> Using the following formula, 87% of Category 2 funding is allocated to MPOs with populations of 200,000 or greater – known as transportation management areas (TMAs).</p> <ul style="list-style-type: none"> <li>30% Total vehicle miles traveled (on and off system)</li> <li>17% Population</li> <li>10% Lane miles (on system)</li> <li>14% Truck vehicle miles traveled (on system)</li> <li>7% Percentage of census population below the federal poverty level</li> <li>15% Based on congestion</li> <li>7% Fatal and incapacitating crashes</li> </ul> <p><b>Category 2 Urban (2U)</b> Using the following formula, 13% of Category 2 funding is allocated to non-TMA MPOs (population less than 200,000). Distribution Formula:</p> <ul style="list-style-type: none"> <li>20% Total vehicle miles traveled (on and off system)</li> <li>25% Population</li> <li>8% Lane miles (on system)</li> <li>15% Truck vehicle miles traveled (on system)</li> <li>4% Percentage of census population below the federal poverty level</li> <li>8% Centerline miles (on system)</li> <li>10% Congestion</li> <li>10% Fatal and incapacitating crashes</li> </ul>	<p>MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that assesses mobility needs within the MPO boundaries. Project funding must be authorized by the Texas Transportation Commission.</p>
<p>Category 3 is for transportation projects that qualify for funding from sources not traditionally part of the State Highway Fund, including state bond financing (such as Proposition 12 and Proposition 14), the Texas Mobility Fund, pass-through financing, regional revenue and concession funds, and local funding. Category 3 also contains funding for the development costs of design-build projects. (Design-build construction costs are covered by other UTP categories)</p> <p>Common project types include new-location roadways, roadway widening (both freeway and non-freeway), and interchange improvements.</p>	<p>Funding is determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments. Unlike other categories, the amount of funding in Category 3 is subject to change without Commission action. These funds are not part of the Planning Cash Forecast (see <a href="#">pg. 28</a>), because they come from sources outside the regular scope of TxDOT funding. The UTP document reflects the Category 3 amount at the time of the annual UTP adoption.</p>	<p>Projects are determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments.</p>

FUNDING CATEGORY

3

Non-Traditionally Funded Transportation Projects

FUNDING CATEGORY

4

Statewide  
Connectivity  
Corridor  
Projects

FUNDING CATEGORY

5

Congestion  
Mitigation  
and Air Quality  
Improvement

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 4 addresses mobility on major state highway system corridors, which provide connectivity between urban areas and other statewide corridors. Projects must be located on the designated highway connectivity network that includes:</p> <ul style="list-style-type: none"> <li>- Texas Highway Trunk System</li> <li>- National Highway System (NHS)</li> <li>- Connections to major sea ports or border crossings</li> <li>- National Freight Network</li> <li>- Hurricane evacuation routes</li> </ul> <p>The designated connectivity network was selected by the Texas Transportation Commission and includes three corridor types:</p> <ul style="list-style-type: none"> <li>- Mobility corridors: High-traffic routes with potential need for additional roadway capacity</li> <li>- Connectivity corridors: Two-lane roadways requiring upgrade to four-lane divided</li> <li>- Strategic corridors: Routes that provide unique statewide connectivity, such as Ports-to-Plains</li> </ul>	<p><b>Category 4 Regional Connectivity</b> Funds distributed to specific projects based on performance scoring thresholds and qualitative analysis.</p> <p><b>Category 4 Urban Connectivity</b> Funds distributed using the same formula as Category 2</p>	<p>TxDOT districts select Category 4 Regional 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. All Category 4 funding must be authorized by the Texas Transportation Commission.</p>
<p>Category 5 addresses attainment of National Ambient Air Quality Standard in non-attainment areas (currently the Dallas-Fort Worth, Houston, San Antonio, and El Paso metro areas). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles.</p> <p>Common project types include interchange improvements, local transit operations, and bike and pedestrian infrastructure.</p>	<p>TxDOT distributes funding from the federal Congestion Mitigation and Air Quality Improvement (CMAQ) program to non-attainment areas by population and weighted by air quality severity. Non-attainment areas are designated by the federal Environmental Protection Agency (EPA).</p>	<p>MPOs select projects in consultation with TxDOT districts using a performance-based prioritization process that assesses mobility and air quality needs within the MPO boundaries.</p>

FUNDING CATEGORY

6

Structures Replacement and Rehabilitation (Bridge)

FUNDING CATEGORY

7

Metropolitan Mobility and Rehabilitation

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 6 addresses bridge improvements through the following sub-programs.</p> <p><b>Highway Bridge Program</b> For replacement or rehabilitation of eligible bridges on and off the state highway system that are considered functionally obsolete or structurally deficient. Bridges with a sufficiency rating below 50 are eligible for replacement. Bridges with a sufficiency rating of 80 or less are eligible for rehabilitation. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges.</p> <p><b>Bridge Maintenance and Improvement Program</b> For rehabilitation of eligible bridges on the state highway system.</p> <p><b>Bridge System Safety Program</b> For elimination of at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitation or replacement of deficient railroad underpasses on the state highway system.</p> <p>For the elimination of higher risks on bridges such as deficient rails, documented scour, and narrow bridge decks.</p>	<p>Category 6 funding is allocated to TxDOT's Bridge Division, which selects projects statewide.</p>	<p><b>TxDOT's Bridge Division</b> selects projects using a performance-based prioritization process.</p> <p><b>Highway Bridge</b> projects are ranked first by condition categorization (e.g., Poor, Fair, Good) and then by sufficiency ratings.</p> <p><b>Bridge Maintenance and Improvement</b> projects are selected statewide based on identified bridge maintenance/improvement needs.</p> <p><b>Bridge System Safety</b> projects involving railroad grade separations are selected based on a cost-benefit analysis of factors such as vehicle and train traffic, accident rates, casualty costs, and delay costs for at-grade railroad crossings. Other system safety projects are selected on a cost-benefit analysis of the work needed to address the safety concern at bridges identified with higher risk features.</p>
<p>Category 7 addresses transportation needs within the boundaries of MPOs with populations of 200,000 or greater – known as transportation management areas (TMAs). This funding can be used on any roadway with a functional classification greater than a local road or rural minor collector.</p> <p>Common project types include roadway widening (both freeway and non-freeway), new-location roadways, and interchange improvements.</p>	<p>TxDOT distributes federal funds through Category 7 to each TMA in the state. Distribution is based on the population of each TMA.</p>	<p>MPOs operating in TMAs select projects in consultation with TxDOT districts. The MPOs use a performance-based prioritization process that assesses mobility needs within the MPO boundaries.</p>

FUNDING CATEGORY

8

Safety

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 8 addresses highway safety improvements through the sub-programs listed below. Common Category 8 project types include medians, turn lanes, intersections, traffic signals, and rumble strips.</p> <p><b>Highway Safety Improvement Program (HSIP)</b> Federal aid program administered by Traffic Safety Division (TRF) to fund safety projects on and off the state highway system, with the purpose to achieve significant reductions in traffic fatalities and serious injuries on all public roads. Traffic projects must align with the emphasis areas in the Texas Strategic Highway Safety Plan (SHSP) such as roadway and lane departures, intersections, older road users, and pedestrian safety. TRF provides districts with funding projections for on-system targeted, on-system systemic, and off-system projects, and districts submit project proposals for review and concurrence by TRF. The funding remains allocated to and supervised by TRF.</p> <p><b>Systemic Widening Program (SSW)</b> Statewide program to fund the widening of high risk narrow highways on the state highway system.</p> <p><b>Road to Zero (RTZ)</b> Program initiated by the Texas Transportation Commission in the 2020 UTP with \$600M commitment for the FY 2020–2021 biennium. Funding on the state highway system dedicated to target and reduce fatalities and suspected serious injuries in the three highest contributing categories: roadway and lane departure, intersection safety, and pedestrian safety.</p>	<p>Category 8 funding is allocated to TxDOT’s Traffic Safety Division, which selects projects statewide.</p>	<p><b>HSIP</b> Projects are evaluated, prioritized, and selected at the district level based on three years of crash data (targeted funds) or systemic approved projects as outlined in the HSIP guidance. SSW Projects are evaluated by roadway safety features for preventable severe crash types using total risk factor weights.</p> <p><b>Road to Zero</b> Projects were evaluated by roadway safety factors, crash reduction factors, the safety improvement index, and time required to complete a candidate project. All evaluation factors were directly tied to the targeted top three contributing categories in fatalities and suspected serious injuries.</p>
<p>Category 9 handles the federal Transportation Alternatives (TA) Set-Aside Program. These funds may be awarded for the following activities:</p> <p>Construction of sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act.</p> <p>Construction of infrastructure-related projects that provide safe routes for non-drivers.</p>	<p>TxDOT distributes federal TA funds through Category 9 to MPOs and other areas of the state. 50% of these funds are designated for statewide flexible use, and the other 50% are distributed by population. TA project eligibility is determined by TxDOT and FHWA.</p> <p>Statewide TA Flex funding allocations and distribution are allocated at the discretion of the Texas Transportation Commission. A portion of these funds are used in the 2022 UTP for Safety Rest Area expansion to address truck parking needs.</p>	<p>For urbanized areas with populations over 200,000 (TMAs), MPOs select projects in consultation with TxDOT. Funds allocated to small urban areas and non-urban areas (with populations below 200,000) are administered by TxDOT’s Public Transportation Division through a competitive process.</p>

FUNDING CATEGORY

9

Transportation Alternatives Set-Aside Program

FUNDING CATEGORY  
**10**

**Supplemental  
Transportation  
Programs**

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 10 addresses a variety of transportation improvements through the following sub-programs:</p> <p><b>Coordinated Border Infrastructure (CBI)</b> Addresses improvements to the safe movement of motor vehicles at or across the land border between the United States and Mexico.</p> <p><b>Supplemental Transportation Projects (Federal)</b> Federal discretionary and congressional high-priority projects.</p> <p><b>Federal Lands Access Program (FLAP)</b> Addresses transportation facilities located on, are adjacent to, or provide access to federal lands.</p> <p><b>Texas Parks and Wildlife Department (TPWD)</b> Construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD.</p> <p><b>Green Ribbon Program</b> Projects to plant trees and other landscaping to help mitigate the effects of air pollution in air quality non-attainment or near non-attainment counties.</p> <p><b>Americans with Disabilities Act (ADA)</b> Addresses construction or replacement of curb ramps at on-system intersections to make the intersections more accessible to pedestrians with disabilities.</p> <p><b>Landscape Incentive Awards</b> Allows TxDOT to execute joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community Achievement Awards Program.</p> <p>The awards recognize participating cities' or communities' efforts in litter control, quality of life issues, and beautification programs and projects.</p> <p><b>Railroad Grade Crossing and Replanking Program</b> Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide).</p> <p><b>Railroad Signal Maintenance Program</b> Financial contributions to each railroad company in the state for signal maintenance.</p>	<p>Coordinated Border Infrastructure: Allocation to TxDOT districts on the Mexico border using the following formula:</p> <ul style="list-style-type: none"> <li>20% Incoming commercial trucks</li> <li>30% Incoming personal motor vehicles and buses</li> <li>25% Weight of incoming cargo by commercial trucks</li> <li>25% Number of land border ports of entry</li> </ul> <p><b>Supplemental Transportation Projects (Federal)</b> Directed by federal legislation</p> <p><b>Federal Lands Access Program</b> Project applications are scored and ranked by the Programming Decision Committee (PDC), which includes representatives from FHWA, TxDOT, and a political subdivision of the state.</p> <p><b>Green Ribbon Program</b> Allocations based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties.</p> <p><b>Americans with Disabilities Act (ADA)</b> Projects are selected statewide based on conditions of curb ramps or location of intersections without ramps.</p> <p><b>Landscape Incentive Awards</b> Funding is distributed to 10 locations in the state based on results of the Keep Texas Beautiful Awards Program</p> <p><b>Railroad Grade Crossing and Replanking Program</b> Condition of crossing's riding surface and benefit to cost per vehicle using crossing.</p> <p><b>Railroad Signal Maintenance Program</b> Based on number of crossings and type of automatic devices present at each.</p>	<p><b>CBI</b> projects are selected by districts with FHWA review and approval. Discretionary funds are congressionally designated. All CBI funds have been allocated and projects are currently under development.</p> <p>For <b>FLAP</b>, project applications are scored and ranked by the Programming Decision Committee (PDC). Projects selected under FLAP are managed by TPP.</p> <p>The Texas Parks and Wildlife Department (<b>TPWD</b>) selects State Park Roads projects in coordination with TxDOT districts.</p> <p><b>Green Ribbon</b> allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties and managed by the TxDOT Design Division.</p> <p><b>ADA</b> projects are selected based on conditions of curb ramps or the location of intersections without ramps, and are managed by the Design Division.</p> <p><b>Landscape Incentive Awards</b> are managed by the TxDOT Design Division.</p> <p>The TxDOT Rail Division in coordination with TxDOT districts selects <b>Railroad Grade Crossing Replanking and Railroad Signal Maintenance projects</b>.</p> <p>All projects are selected using a performance-based prioritization process.</p>

FUNDING CATEGORY

11

District Discretionary

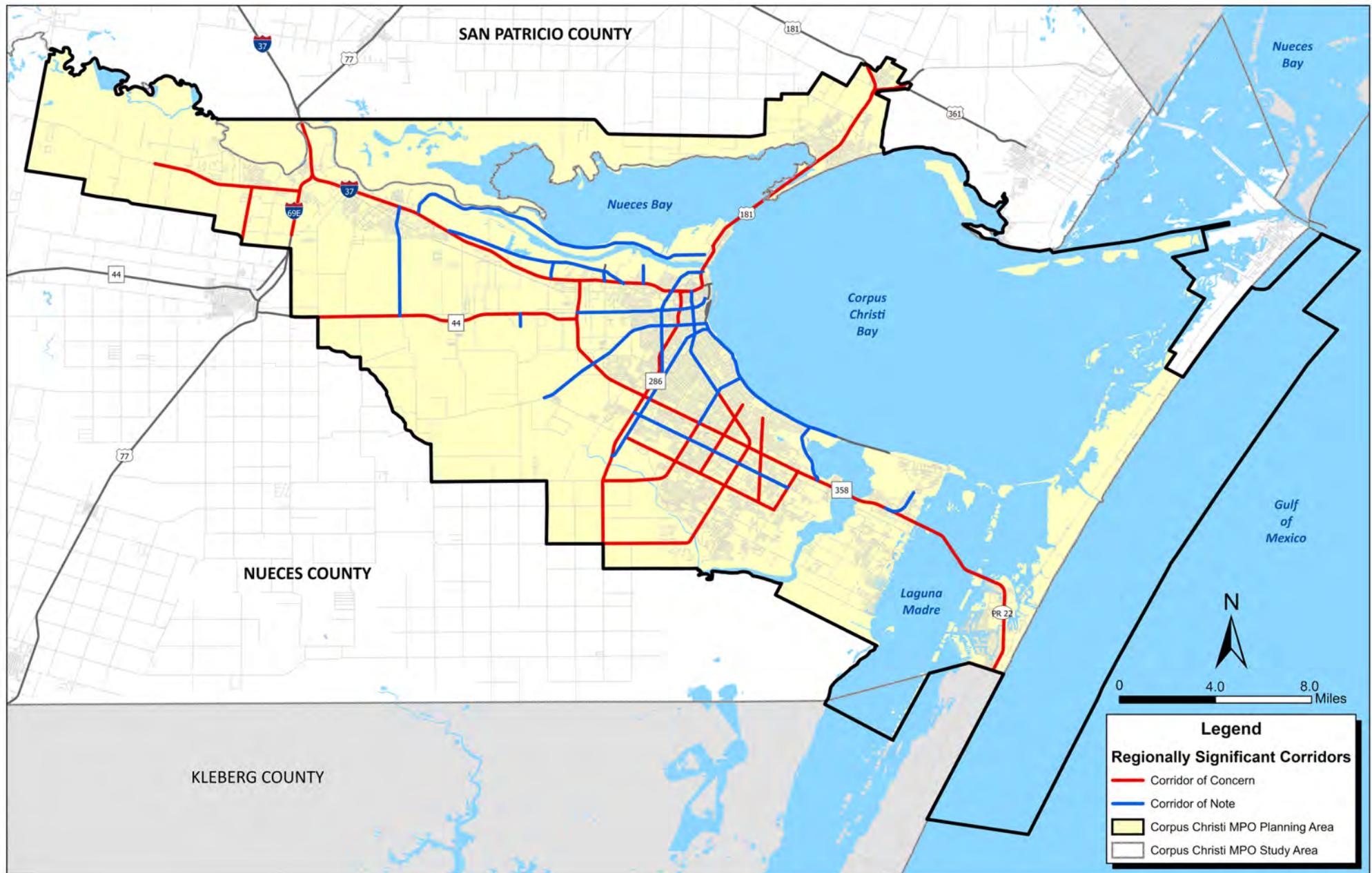
FUNDING CATEGORY

12

Strategic Priority

DESCRIPTION	ALLOCATION OR DISTRIBUTION	PROJECT SELECTION GUIDELINES
<p>Category 11 addresses TxDOT district transportation needs through the sub-programs listed below. Common Category 11 project types include roadway maintenance or rehabilitation, added passing lanes (Super 2), and roadway widening (non-freeway).</p> <p><b>District Discretionary</b> Projects selected at the discretion of each TxDOT District. Most projects are on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right of way acquisition.</p> <p><b>Energy Sector</b> Safety and maintenance work on state highways impacted by the energy sector.</p> <p><b>Border Infrastructure</b> Rider 11(b) funding is distributed to the three TxDOT districts with international ports of entry (Pharr, Laredo, and El Paso Districts) for highway projects within 50 miles of a port of entry. Federal funds designated for border state infrastructure follow project selection guidelines outlined under the CBI program (see Category 10). Selection criteria include improvements that facilitate safe movement of motor vehicles at or across the land border between the United States and Mexico.</p>	<p><b>District Discretionary</b> Minimum \$2.5 million allocation to each TxDOT district per legislative mandate. If additional funds are distributed, the formula below is used: 70% On-system vehicle miles traveled 20% On-system lane miles 10% Annual truck vehicle miles traveled</p> <p>The Texas Transportation Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns.</p> <p><b>Energy Sector</b> Allocation formula based on the following weighted factors: 40% Three-year average pavement condition score 25% Oil and gas production taxes collected 25% Number of well completions 10% Volume of oil and gas waste injected</p> <p><b>Border Infrastructure</b> Rider 11(b): Under a provision in the FAST Act, TxDOT may designate 5% of the state’s federal Surface Transportation Block Grant (STBG) funds for border infrastructure projects. This funding is distributed to the three border districts with ports of entry: Pharr, Laredo, and El Paso Districts.</p> <p>See note at end of section.</p>	<p><b>TxDOT Districts</b> select projects using a performance-based prioritization process that assesses district-wide maintenance, safety, or mobility needs.</p> <p><b>The Texas Transportation Commission</b> allocates funds through a formula allocation program. The Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns, as well as energy sector initiatives.</p> <p><b>Rider 11(b):</b> Project selection criteria include, but are not limited to: – Number of land border ports of entry – Number of incoming commercial trucks and railcars – Number of incoming personal motor vehicles and buses – Weight of incoming cargo by commercial trucks</p>
<p>Category 12 addresses projects with specific importance to the state, including those that improve:</p> <ul style="list-style-type: none"> <li>– Congestion and connectivity</li> <li>– Economic opportunity</li> <li>– Energy sector access</li> <li>– Border and port connectivity</li> <li>– Efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report</li> <li>– The ability to respond to both man-made and natural emergencies</li> </ul> <p>Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and new-location roadways.</p>	<p>Funding in Category 12 is awarded to specific projects at the discretion of the Texas Transportation Commission, which selects from candidate projects nominated by TxDOT districts and MPOs.</p> <p><b>Texas Clear Lanes</b> This subset of Category 12 projects is prioritized in collaboration with the MPOs in the state’s five largest metro areas (Dallas, Fort Worth, Houston, San Antonio, and Austin). Projects are intended to address the top 100 most-congested segments in the state (directly and indirectly).</p>	<p>The Texas Transportation Commission selects projects statewide using a performance-based prioritization process.</p> <p>Per state law, the Texas Transportation Commission may make discretionary funding decisions for no more than 10% of TxDOT’s current biennial budget. The amount in Category 12 is calculated as 10% of the average of TxDOT’s total budget for the current fiscal biennium.</p>

# Map of Regionally Significant Corridors





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**Date:** February 24, 2022  
**To:** Transportation Policy Committee (TPC)  
**From:** Craig Casper, Senior Transportation Planner  
**Through:** Robert MacDonald, Transportation Planning Director  
**Subject:** Item 6B: FY 2023 and FY 2024 Unified Planning Work Program (UPWP)  
**Action:** Review and Discussion

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### **Summary**

As mentioned during the January TPC meeting, each metropolitan planning organization (MPO) is required to develop a Unified Planning Work Program (UPWP). The Fiscal Years of the upcoming 2-year program (2023 and 2024) correspond to Years 2 and 3 of a standard 4-year Metropolitan Transportation Planning Process. This timing will be reflected in the subtask effort levels. Also, TxDOT recently provided the Planning Emphasis Areas (PEAs) from FHWA that all MPOs are required to utilize in upcoming planning and programming efforts. This letter is provided as Attachment 1.

While the final level of PL-112 planning funds from the Federal Highway Administration and FTA 5303 planning funds from the Federal Transit Administration have not yet been determined, much of the required and desired work tasks are now known. Several of these are discussed in Item 6C, Amendment 1 to the FY 2021- FY 2022 UPWP. If approved by the Transportation Policy Committee, the uncompleted deliverables and funding from Amendment 1 to the FY 2022 UPWP will be rolled forward into this work program at the close of FY 2022.

The Corpus Christi MPO staff continues to develop the details of the FY 2023 and FY 2024 UPWP document that serves as the scope of work for the MPO. We are compiling a list of subtasks we have identified that should be conducted over the next several years. The proposed Draft Table of contents for the FY 2023 and FY 2024 Unified Planning Work Program is Attachment 2. We appreciate receiving any additional information on that TPC members believe will aid the decision-making process.

We have received updated information from the City of Corpus Christi on transportation-related planning efforts anticipated in the region between now and September 30, 2024. The current *Section VIII. Partner Agency Planning Study Coordination* listing these projects is provided as Attachment 3. This request will help the Corpus Christi MPO meet the requirements of a UPWP in describing all transportation planning efforts that will occur within the MPO Planning Area.

### **Attachments**

1. Planning Emphasis Areas (PEAs) Letter from TxDOT
2. DRAFT FY 2023 and FY 2024 UPWP ([WEBLINK](#))
3. FY 2022 UPWP Section VIII. Partner Agency Planning Study Coordination



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

Office of the Administrator

1200 New Jersey Ave., SE  
Washington, D.C. 20590

Federal Transit  
Administration

December 30, 2021

**Attention:** FHWA Division Administrators  
FTA Regional Administrators

**Subject:** 2021 Planning Emphasis Areas for use in the development of Metropolitan and Statewide Planning and Research Work programs.

With continued focus on transportation planning the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning are jointly issuing updated Planning Emphasis Areas (PEAs). The PEAs are areas that FHWA and FTA field offices should emphasize when meeting with the metropolitan planning organizations, State departments of transportation, Public Transportation Agencies, and Federal Land Management Agency counterparts to identify and develop tasks associated with the Unified Planning Work Program and the Statewide Planning and Research Program. We recognize the variability of work program development and update cycles, so we encourage field offices to incorporate these PEAs as programs are updated.

Please note that this letter is intended only to provide clarity regarding existing requirements. It is not binding and does not have the force and effect of law. All relevant statutes and regulations still apply.

Sincerely,

Nuria Fernandez  
Administrator  
Federal Transit Administration

Stephanie Pollack  
Acting Administrator  
Federal Highway Administration

Enclosure

## **2021 Planning Emphasis Areas:**

### **Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future**

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation ; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA’s [Sustainable Transportation](#) or FTA’s [Transit and Sustainability](#) Webpages for more information.

*(See [EO 14008](#) on “Tackling the Climate Crisis at Home and Abroad,” [EO 13990](#) on “Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis.” [EO 14030](#) on “Climate-Related Financial Risk,” See also [FHWA Order 5520](#) “Transportation System Preparedness and Resilience to Extreme Weather Events,” FTA’s “[Hazard Mitigation Cost Effectiveness Tool](#),” FTA’s “[Emergency Relief Manual](#),” and “[TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters](#)”)*

### **Equity and Justice<sup>40</sup> in Transportation Planning**

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

[Executive Order 13985](#) (*Advancing Racial Equity and Support for Underserved Communities*) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian

Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

### **Complete Streets**

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

## **Public Involvement**

Early, effective, and continuous public involvement brings diverse viewpoints into the decisionmaking process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decisionmaking processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

## **Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination**

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The [64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) [studies](#). These can be a useful resource in the State and MPO areas covered by these route analyses.

## **Federal Land Management Agency (FLMA) Coordination**

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands

Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

### **Planning and Environment Linkages (PEL)**

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decisionmaking that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

### **Data in Transportation Planning**

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decisionmaking at the State, MPO, regional, and local levels for all parties.

**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-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 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.

## FY 2021 – FY 2022 UNIFIED PLANNING WORK PROGRAM (UPWP)

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**

## FY 2021 – FY 2022 UNIFIED PLANNING WORK PROGRAM (UPWP)

**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 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**

## **FY 2021 – FY 2022 UNIFIED PLANNING WORK PROGRAM (UPWP)**

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.



**Date:** February 24, 2022  
**To:** Transportation Policy Committee (TPC)  
**From:** Craig Casper, Senior Transportation Planner  
**Through:** Robert MacDonald, Transportation Planning Director  
**Subject:** Item 6C: FY 2021- FY 2022 Unified Planning Work Program (UPWP) Amendment 1  
**Action:** Review and Discussion

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### **Summary**

This month we are requesting the Transportation Policy Committee members review the proposal and provide guidance on the overall concept, with additional details provided in future meetings. For example, as seen in Attachment 3, there are several Emphasis Areas that were included in the original UPWP that are now proposed for deletion. Is this appropriate? The current Unified Planning Work Program (UPWP) describes transportation planning priorities and related activities to be performed during FY 2022 within the Corpus Christi MPO planning boundaries. The UPWP also details funding for the operation and administration of the MPO and supports the work needed to maintain a current and compliant Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP). This includes the development of tools, conduct of analyses, outreach to the public, and participation in external projects with member and partner agencies.

Periodically, changing priorities within the MPO, and/or changing requirements at the federal level, along with new transportation planning efforts within the region, may necessitate a formal amendment to the UPWP. The new federal Planning Emphasis Areas have been received from TxDOT and are included as Attachment 1. Amendments to the funding levels of each Task are necessary when the variance from the initial budget for any Task will exceed 25%. The new levels of federal funding from the IIJA have not yet been released. After reviewing the results of the 2045 After Action report, along with the preliminary analysis of the Infrastructure Investment and Jobs Act (IIJA), and other federal actions, such as the *Achieving Racial Equity* Executive Order, the new Executive Order *Tackling the Climate Crisis at Home and Abroad* and the new Planning Emphasis Areas, the Corpus Christi MPO staff have identified needed amendments to both the scope and budget of several Tasks in Year 2022 of the FY2021 – 2022 Unified Planning Work Program.

The proposed changes shown in Attachment 3 will realign staff hours to tasks that address outdated planning tools and processes, and acquire information that is needed to deliver improved methods and processes to our MPO's member governments. With the 2020 Census data coming available, the access to big data resources, new analytic tools, traffic counts, traffic and socioeconomic forecasting model capabilities, crash analysis methodologies and corridor congestion analysis tools, the time is right for a once in a decade enhancement to the capabilities of the Corpus Christi MPO. Fortunately, the current funding circumstances provide a unique opportunity for the MPO to acquire the necessary capabilities, tools and upgraded data for use in our programs without fiscal impact to the MPO.

The Corpus Christi MPO staff has identified needs for the planning process that are necessary to enhance our capabilities and are beyond the fiscal capabilities of the standard Consolidated Planning Grant (CPG).

The CPG funding is comprised of a combination of federal PL-112 planning funds from the Federal Highway Administration and FTA 5303 planning funds from the Federal Transit Administration. When MPOs need funding beyond this it is typical for an allocation to be obtained from the federal Surface Transportation Block Grant (STBG) fund. In Texas, the STBG is known as Category 7. The Corpus Christi MPO currently has \$3,200,000 in Category 7 funds available that are 100% federal funds. That is, they do not require the 20% local funding match that is typical of these funds. The Corpus Christi MPO staff is proposing to use between \$1.8 million and \$2.0 million of this \$3.2 million to fund consultant services that can develop and implement tools that will enhance the regional performance-based planning and programming process. The specific deliverables would include:

- An enhanced regional Travel Demand Model *that includes Time of Day, enhanced assignment, multiple modes of travel,*
- Regional scale meso-level traffic model to allow traffic analyses at both the corridor level and at individual signalized and unsignalized intersections, under multiple future scenarios, using industry standard methodologies,
- Updating the Congestion Management Program using the Inrix and Streetlight data provided by TxDOTs data license, detailed intersection analysis using INRIX IQ data and processes, and refining the regional Transportation System Management and Operations (TSMO) plan,
- Region-wide crash analysis of individual intersections and critical road corridors using the Vision Zero Suite crash tool,
- Creating a Regional Safety Plan in partnership with the Traffic Safety Task Force,
- Creating a regionally calibrated tool for analyzing transportation projects for their economic impacts, benefit-cost and internal rate of return /net present value,
- Customizing FHWA’s open-source Highway Economic Resource System (HERS) regional pavement management model,
- Utilizing the UrbanSim Socio-economic Allocation Model for the Metropolitan Statistical Area using 2020 Census and updated population and jobs forecasts to 2050,
- Interactions with local experts and agencies for Resiliency and Mitigation Planning assistance/ HAZUS Model,
- Developing a Regional Resiliency Plan,
- Calibrate NOAAs open-source tools to investigate potential water quality and runoff impacts from climate change and development and when stormwater systems may be compromised by coastal flooding,
- Development of a regional Complete Streets Plan/Policy,
- Completion of an Active Transportation / Micromobility Plan,
- Walkability and Bikeability scores at a sub-neighborhood level throughout the region,
- Community Impact Assessment Model/Process,
- TIP Selection Tool to enhance project prioritization processes using a repeatable data-informed performance framework. Multiple Objective Decision Analysis (MODA) is the recommended framework to empower our policy makers to balance the tradeoffs among the multiple goals and objectives in the Corpus Christi MPO Metropolitan Transportation Plan (MTP).

As we move forward with the FY 2022 UPWP Amendment 1, the MPO staff will provide more detailed scopes of service, schedules, and product information that define the outcomes expected from these investments.

### **Attachment**

1. Planning Emphasis Areas (PEAs) Letter from TxDOT
2. DRAFT Resolution to Amend Fiscal Year 2021 – 2022 Unified Planning Work Program
3. DRAFT FY 2021 – 2022 UPWP with Amendment 1 ([WEBLINK](#))



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

Office of the Administrator

1200 New Jersey Ave., SE  
Washington, D.C. 20590

Federal Transit  
Administration

December 30, 2021

**Attention:** FHWA Division Administrators  
FTA Regional Administrators

**Subject:** 2021 Planning Emphasis Areas for use in the development of Metropolitan and Statewide Planning and Research Work programs.

With continued focus on transportation planning the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning are jointly issuing updated Planning Emphasis Areas (PEAs). The PEAs are areas that FHWA and FTA field offices should emphasize when meeting with the metropolitan planning organizations, State departments of transportation, Public Transportation Agencies, and Federal Land Management Agency counterparts to identify and develop tasks associated with the Unified Planning Work Program and the Statewide Planning and Research Program. We recognize the variability of work program development and update cycles, so we encourage field offices to incorporate these PEAs as programs are updated.

Please note that this letter is intended only to provide clarity regarding existing requirements. It is not binding and does not have the force and effect of law. All relevant statutes and regulations still apply.

Sincerely,

Nuria Fernandez  
Administrator  
Federal Transit Administration

Stephanie Pollack  
Acting Administrator  
Federal Highway Administration

Enclosure

## **2021 Planning Emphasis Areas:**

### **Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future**

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation ; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA’s [Sustainable Transportation](#) or FTA’s [Transit and Sustainability](#) Webpages for more information.

*(See [EO 14008](#) on “Tackling the Climate Crisis at Home and Abroad,” [EO 13990](#) on “Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis.” [EO 14030](#) on “Climate-Related Financial Risk,” See also [FHWA Order 5520](#) “Transportation System Preparedness and Resilience to Extreme Weather Events,” FTA’s “[Hazard Mitigation Cost Effectiveness Tool](#),” FTA’s “[Emergency Relief Manual](#),” and “[TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters](#)”)*

### **Equity and Justice<sup>40</sup> in Transportation Planning**

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

[Executive Order 13985](#) (*Advancing Racial Equity and Support for Underserved Communities*) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian

Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

### **Complete Streets**

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

## **Public Involvement**

Early, effective, and continuous public involvement brings diverse viewpoints into the decisionmaking process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decisionmaking processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

## **Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination**

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The [64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) [studies](#). These can be a useful resource in the State and MPO areas covered by these route analyses.

## **Federal Land Management Agency (FLMA) Coordination**

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands

Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

### **Planning and Environment Linkages (PEL)**

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decisionmaking that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

### **Data in Transportation Planning**

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decisionmaking at the State, MPO, regional, and local levels for all parties.



**DRAFT RESOLUTION 22-03**  
**AMENDMENT 1 TO THE**  
**FISCAL YEAR 2021 – 2022 UNIFIED PLANNING WORK PROGRAM (UPWP)**

**WHEREAS**, the Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) has and will continue to have a representative role in the development of plans for multimodal transportation within the urbanized portions of Nueces and San Patricio counties; and,

**WHEREAS**, the UPWP describes transportation planning priorities and related activities to be performed during the year by the Corpus Christi MPO and partner entities; and,

**WHEREAS**, the UPWP provides funding for the operation and administration of the Corpus Christi MPO and supports the work needed to maintain a current and compliant Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP); and,

**WHEREAS**, the Corpus Christi MPO Transportation Policy Committee (TPC) is a forum for collaborative decisions about regional transportation priorities;

**NOW, THEREFORE, BE IT HEREBY RESOLVED THAT:**

The following FY 2021 – FY 2022 UPWP changes to are approved:

- Realign staff hours to task areas with the more appropriate work efforts for the MPO products and programs
- Acquire necessary capabilities, tools, and upgraded data for the including but not limit to big data resources, new analytic tools, traffic counts, traffic and socio-economic forecasting model, crash analysis methodologies and corridor congestion analysis tools

Submitted by:

I hereby certify this resolution was adopted by the TPC of the Corpus Christi MPO on April 7, 2022:

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

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The Honorable Judge David Krebs, TPC Chairman  
Corpus Christi Metropolitan Planning Organization