



TRANSPORTATION POLICY COMMITTEE (TPC) REGULAR MEETING AGENDA

**2:00 P.M., THURSDAY, SEPTEMBER 1, 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. APPROVAL OF THE JUNE 2, 2022 TPC REGULAR MEETING MINUTES ☒

4. ACTION ITEMS FOR REVIEW, DISCUSS AND POSSIBLE ACTION

A. Proposed Ad Hoc Committee for a Regional Coordination Group for Federal Transportation Grant Submittals ☒

Action: Review, Discuss and Comment

5. INFORMATION ITEMS FOR REVIEW, DISCUSSION AND COMMENT

A. New Harbor Bridge Project Update ☒

Action: Receive Updated Information

B. Performance Measures Update ☒

Action: Review, Discuss and Comment

C. 2050 MTP Update and Process Review ☒

Action: Review, Discuss and Comment

6. MEMBER AGENCY STATEMENTS FOR ITEMS OF COMMUNITY INTEREST

7. UPCOMING MEETINGS:

A. Regional Traffic Safety Task Force Regular Meeting:

September 1, 2022

B. Technical Advisory Committee Regular Meeting:

September 15, 2022

C. Transportation Policy Committee Regular Meeting:

October 6, 2022

8. ADJOURN

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

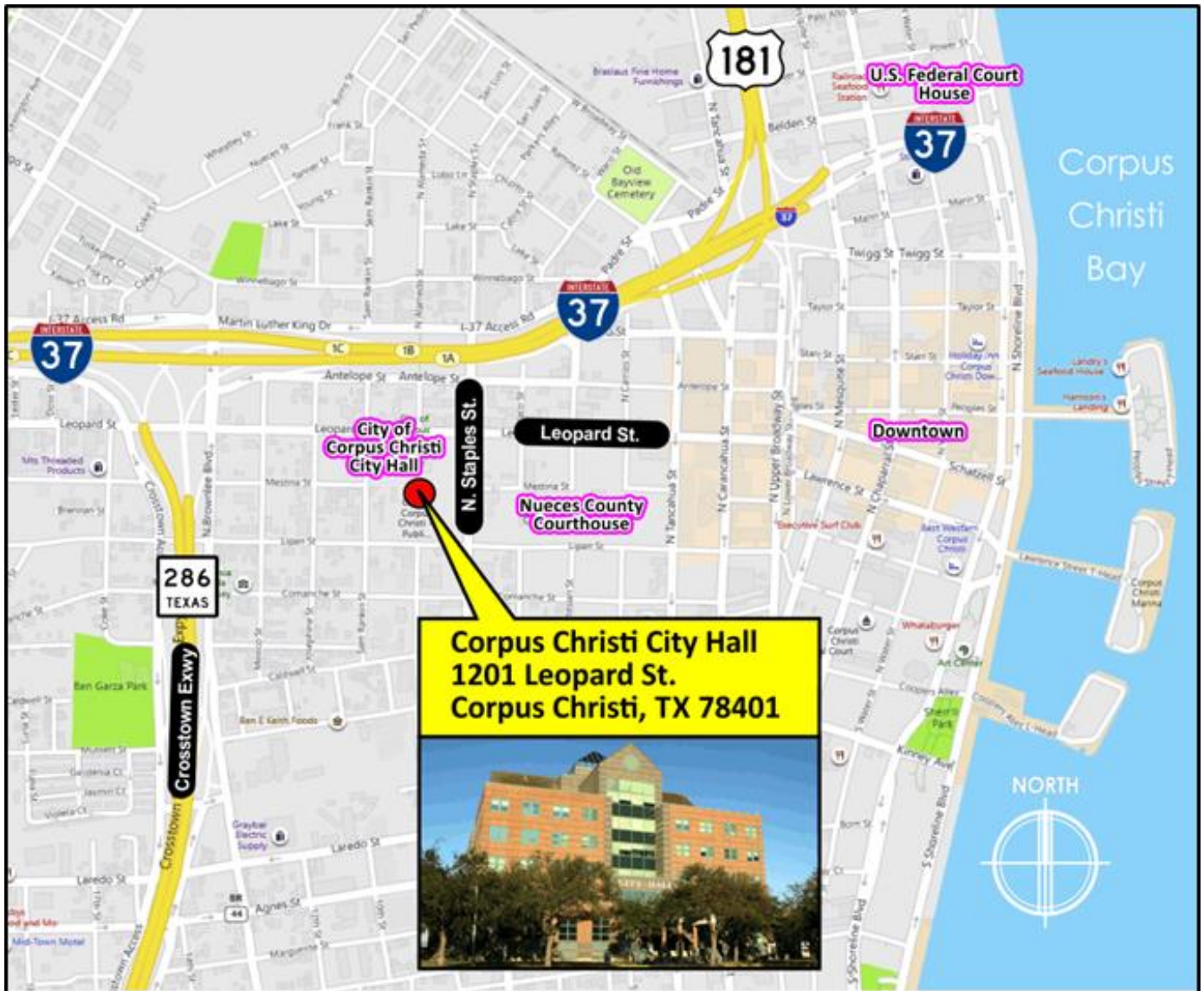
This Transportation Policy Committee meeting will be available to watch online through our [LiveStream](#) page.



Public suggestions and comments may be provided before the meeting by emailing [ccmpo@cctxmpo.us](mailto:ccmpto@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



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

June 2, 2022

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

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

TPC Members Present:

Mr. Charles Zahn, Jr. Port of Corpus Christi Authority
Judge Barbara Canales, Nueces County
Mayor Cathy Skurow, City of Portland
Mayor Paulette M. Guajardo, City of Corpus Christi
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; and Victor Mendieta

2. Public Comments for items not on the Agenda

None were received or offered.

3. Approval of the May 12, 2022 TPC Regular Meeting Minutes

Mr. Leyendecker made a motion to approve the May 12, 2022, TPC Meeting Minutes. Mr. Zahn seconded; the motion passed unanimously.

4. DISCUSSION AND POSSIBLE ACTION

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

During the May 19th Technical Advisory Committee (TAC) meeting, the Corpus Christi MPO staff was informed that the FY 2023 – 2026 Transportation Improvement Program was required to use the 2022 Unified Transportation Program (UTP) funding levels, not the 2023 UTP funding levels. The 2022 UTP funding estimate is \$48 million less than the 2023 UTP funding estimate and it impacts the Corpus Christi MPO's fiscally constrained project list for the FY 2023 – 2026 TIP.

Additional TAC meetings with TxDOT and City of Corpus Christi staff were held to make sure that funding was reduced for categories 2, 4, 7, and 9. This reduction in funding estimates did not alter the project selections.

Mr. MacDonald reminded TPC members that in September/October, after the Texas Transportation Commission adopts the new funding estimates for their 10-year plan, (2023 UTP), the Corpus Christi MPO Staff will bring forward an amendment to the FY 2023-2026 TIP that utilizes the FY 2023 funding estimates.

Mr. MacDonald noted that there was a discrepancy with table 15A within the meeting packet, the TIP document, and what was available on the MPO website. Table 15A within the packet and in the first part of the TIP document showed higher project costs for a couple of projects. Table 15A in the appendix of the TIP document and the excel file linked from the TPC packet cover memo and available to the public on the MPO website showed the correct project costs.

Corpus Christi MPO staff is recommending that the FY 2023-2026 TIP be approved using table 15A dated June 2, 2022.

City of Portland Mayor Skurow pointed out in Table 15a. FY 2023-2026 TIP Fiscally Constrained Project List, dated June 2, 2022, the Yorktown Boulevard project construction cost shows an amount of \$39 million but the total construction cost shows \$47 million. Why is there a difference?

Mr. MacDonald stated that 20% is added to projects to cover the cost of non-construction related items.

Mayor Guajardo made a motion to approve the FY 2023 -2026 TIP and the fiscally constrained projects from Table 15A and 15B (dated June 2, 2022). Judge Canales seconded; the motion passed unanimously.

5. MEMBER AGENCY STATEMENT FOR ITEMS OF COMMUNITY INTEREST

None was made or offered.

6. Upcoming Meetings:

A. Technical Advisory Committee Regular Meeting:

June 16, 2022

B. Transportation Policy Committee Regular Meeting:

July 7, 2022

7. Adjourn: The meeting adjourned at 2:10 p.m.



Date: August 25, 2022
To: Transportation Policy Committee (TPC)
From: Robert MacDonald, Transportation Planning Director
Subject: Item 4A: Proposed Ad Hoc Committee for a Regional Coordination Group for Federal Transportation Grant Submittals
Action: Review, Discuss and Provide Direction for Staff

Summary

To better coordinate federal discretionary grant submittals offered through the 23 categories of the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) for our region, the Corpus Christi MPO staff is proposing the TPC discuss the creation of a Regional Coordination Group for Federal Transportation Grant Submittals as an ad hoc committee of the TPC. Some TPC members have approached staff with the concept to coordinate the grant opportunities from the IIJA/BIL.

Additionally, the regional partners may want to coordinate other project development and requests for funding through:

- the 2023 Texas Coastal Resiliency Master Plan's priority projects identification and eventual selection of tens of millions of dollars in projects, and
- the CBCOG-led allocation of \$179.5 Million for the Texas General Land Office State of Texas CDBG-Mitigation Regional Mitigation Program allocated to the 11-county region to address mitigation needs.

The Corpus Christi MPO Bylaws excerpt (see attachment 1) allows for the TPC to create ad hoc committees as necessary. The proposed purpose of the group is to promote information-sharing, establish communications between agencies, coordinate transportation discretionary grant development and submission across the region's jurisdictions.

The current federal transportation law – the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) provides tens of billions of dollars in 23 discretionary grant programs for projects and programs in competition across the United States. A list of the transportation grants is provided as a links under attachment 2.

Potential membership includes local elected officials, or their designees from local governments and state transportation agencies, key staff from public and private sector partners, industry and non-profit organizations involved in transportation project and program development.

The preliminary tasks of the Regional Coordination Group for Federal Transportation Grant Submittals are:

1. Identify opportunities and recommend actions for leveraging and coordinating regional resources from various disciplines to maximize the successful application and award of grants for transportation projects and programs,
2. Recommend action for cooperation by local government and agency staff in the development of the Regional Transportation Projects or Programs to be submitted to the federal or state processes,

3. Promote implementation of priority projects and programs already identified in the regional Corpus Christi MPO's 25-year, 2020-2045 Regional Transportation Plan (2045 MTP),
4. Serve as a coordinating committee for all regional transportation project and program submissions to the federal and state processes,
5. Report the results of the various project and program submittals to the state and federal selection processes. As an example: neither of our regional two 2022 RAISE Grants nor the 2022 FTA's Low or No Emission (Low-No) Grant Program were successful. Other discretionary grants are being contemplated by local governments and eligible agencies.

After this initial discussion, and possible TPC direction, the Corpus Christi MPO staff will prepare more detailed document of proposed members and ad hoc committee charges for the TPC ad hoc committee. Once drafted, the TPC will receive an update at their October 6th or November 3rd Regular meeting.

Recent Example of Two Local Competing Federal Grant Proposals

As an example of a recent federal discretionary grant process in the region, two separate RAISE Grants were submitted into the same competitive 2022 process. One by the City of Corpus Christi for the Yorktown Road improvement project (see attachment 6) and the second, a Bulk Materials Terminal Export Facility Improvements project for the Port of Corpus Christi. With a national competition for this RAISE grant being highly competitive, states like Texas can typically expect to receive a few (3-4) grants of all those submitted. The awarded projects of the 2022 RAISE Grant national process are shown in attachment 3 and the Texas awards for the 2022 RAISE Grant is shown in attachment 4.

Nationally it has been observed over the many years of these competitive grants through FHWA and FTA, that few, if any city has received two grants in the same year. The long history of these types of grants indicate that the federal grant reviewers do not know how to select between two competing grant requests from the same region or in our case, the same city. Typically, neither of the same-city grants are moved forward in the federal competition. After the grant selection processes are concluded, the US DOT provides a debrief to the submitting local governments, therefore those that receive a debrief may confirm the dilemma facing project application reviews from the same city.

Alternatives

- The TPC can move forward with this proposed process,
- Decline to form the ad hoc committee at this time,
- TPC members can coordinate between the various entities applying the federal transportation grants.

Recommendation

The Corpus Christi MPO staff recommends that the TPC direct staff to develop the details of the proposed Ad Hoc Committee for a Regional Coordination Group for Federal Transportation Grant Submittals. Submit the proposed ad hoc committee details to the TAC and other member governments and agencies for comments and return to the TPC in October for consideration.

Proposed Motion

Move to direct staff to develop the details of the proposed Ad Hoc Committee for a Regional Coordination Group for Federal Transportation Grant Submittals. Submit the proposed ad hoc committee details to the TAC and other member governments and agencies for comments and return to the TPC in October for consideration.

Background

The information below provides the summary background of the RAISE Grant for 2022 and into the future processes in 2023 and beyond. As illustrated in the summary, states typically only receive 2-3 projects in the national competition.

About RAISE Grants

The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, Congress has dedicated nearly \$9.9 billion for thirteen rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.

In each competition, DOT receives hundreds of applications to build and repair critical pieces of our freight and passenger transportation networks. The RAISE program enables DOT to examine these projects on their merits to help ensure that taxpayers are getting the highest value for every dollar invested.

The eligibility requirements of RAISE allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs. RAISE can fund port and freight rail projects, for example, which play a critical role in our ability to move freight but have limited sources of Federal funds. RAISE can provide capital funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional Federal programs which provide funding to very specific groups of applicants (mostly State DOTs and transit agencies). This flexibility allows RAISE and our traditional partners at the State and local levels to work directly with a host of entities that own, operate, and maintain much of our transportation infrastructure, but otherwise cannot turn to the Federal government for support.

RAISE Program Background

This opportunity has allowed DOT to fund 51 innovative capital projects in TIGER I and an additional 42 capital projects in TIGER II. TIGER II also featured a new Planning Grant category through which 33 planning projects were also funded. In TIGER III, DOT awarded 46 capital projects in 33 states and Puerto Rico. In TIGER IV, DOT awarded 47 capital projects in 34 states and the District of Columbia. TIGER V saw 52 capital projects in 37 states, while TIGER VI awarded 41 capital projects and 31 planning projects in 46 states and the District of Columbia. TIGER VII awarded 39 capital projects in 33 states and TIGER VIII awarded 40 capital projects to 32 states and two U.S. territories. TIGER IX awarded 41 capital projects across 43 states. In 2018, BUILD awarded 91 capital projects across 49 states and the District of Columbia. In 2019, BUILD funded 55 capital projects across 35 states. In 2020, BUILD awarded 70 projects across 44 states. In 2021, RAISE awarded 90 projects across 47 states, the District of Columbia, and Guam.

Since 2009, the Program has awarded more than \$3.8 billion in Federal funding to 345 projects to support rural and tribal communities across the nation, leveraging an estimated \$6.8 billion in non-RAISE/BUILD/TIGER funding.

Overall, the Department of Transportation has received more than 10,400 applications requesting more than \$185 billion for transportation projects across the country.

The RAISE program enables DOT to use a rigorous merit-based process to select projects with exceptional benefits, explore ways to deliver projects faster and save on construction costs, and make needed investments in our Nation's infrastructure.

Attachments

1. Excerpt from Current Corpus Christi MPO Bylaws
2. FHWA and USDOT Grant Programs from the IIJA/BIL
 - a. [Bipartisan Infrastructure Law Grant Programs](#)
 - b. [Competitive Grant Programs](#)
3. 2022 RAISE Grant Awards – National
4. 2022 RAISE Grant Awards – Texas
5. Port of Corpus Christi Authority 2022 RAISE Grant Summary
6. City of Corpus Christi 2022 RAISE Grant Summary

Quorum:

In order for business to be transacted, there must be a recognized quorum of voting members. Fifty-one percent (51%) or greater of the total committee voting membership shall constitute a quorum for the transaction of business at all meetings.

Minutes:

Minutes of all meetings shall be kept and recorded by the MPO Staff.

Administrative Support:

The MPO Staff shall provide administrative support to the Transportation Policy Committee.

Committees:

The Transportation Policy Committee may create ad hoc committees or other technical subcommittees on the advice of the Technical Advisory Committee.

Conflict of Interest:

The Transportation Policy Committee members will conduct business in compliance with Chapter 472 of the Texas Transportation Code and Chapter 171 of the Texas Local Government Code.

Pursuant to Section 472.033 of the Texas Transportation Code, a Transportation Policy Committee member is considered to be a local public official for purposes of Chapter 171 of the Texas Local Government Code.

1. Pursuant to Section 171.004 of the Texas Local Government Code, if the Transportation Policy Committee Member has a substantial interest in a business entity or in real property, the official shall file, before a vote or decision on any matter involving the business entity or the real property, an affidavit stating the nature and extent of the interest and shall abstain from further participation in the matter if: (1) in the case of substantial interest (interest of more than 10 % of his/her or his/her parent's, child's or spouse's gross income for the previous year or 10% of the stock or the fair market value (or \$15, 000 or more) of a business entity that has work, business or a contract with the MPO), the action on the matter will have a special economic effect on the business entity that is distinguishable from the effect on the public; or (2) in the case of substantial interest in real property (interest in property having a fair market value of \$2500 or more) it is reasonably foreseeable that the action will have a special economic effect on the value of the property distinguishable from its effect on the public. The affidavit must be filed with the Transportation Planning Director. A business entity means: sole proprietorship, partnership, firm, corporation, holding company, joint-stock company, receivership, trust, or any other entity recognized by law.
2. Pursuant to Section 472.034 of the Texas Transportation Code, a Transportation Policy committee member or employee of the MPO may not: (1) accept or solicit any gift, favor, or service that might reasonably tend to influence the member or employee in the discharge of official duties or that the member or employee knows or should know is being offered with the

Bipartisan Infrastructure Law Grant Programs

The following list is five-year totals for all grant programs authorized under the Bipartisan Infrastructure Law for the Department of Transportation. This does not include programs that were authorized but are subject to appropriation. To view additional information and quickly sort programs funded under the law by fields like amount, eligible recipient, or program name, visit [Build.gov](https://www.transportation.gov/build). Applicants for funding should consult program-specific guidance. For additional information and to apply, visit [Grants.gov](https://www.transportation.gov/grants).

Program Name	Category	Five-year Funding Amount
Accelerated Implementation and Deployment of Advanced Digital Construction Management Systems (Set-aside)	Roads, Bridges and Major Projects	\$100,000,000
Accelerated Implementation and Deployment of Pavement Technologies(Set-aside)	Roads, Bridges and Major Projects	\$60,000,000
Advanced Transportation Technologies & Innovative Mobility	Roads, Bridges and Major Projects	\$300,000,000
Airport Infrastructure Grants	Airports and Federal Aviation Administration Facilities	\$15,000,000,000
Airport Terminal Program	Airports and Federal Aviation Administration Facilities	\$5,000,000,000
All Stations Accessibility Program	Public Transportation	\$1,750,000,000
America's Marine Highway Program Grants	Ports and Waterways	\$25,000,000
Amtrak National Network Grants	Passenger and Freight Rail	\$15,750,000,000
Amtrak Northeast Corridor Grants	Passenger and Freight Rail	\$6,000,000,000
Appalachian Development Highway System	Roads, Bridges and Major Projects	\$1,250,000,000
Appalachian Development Public Transportation Assistance Program	Public Transportation	\$137,437,828
Asset Concessions	Other	\$100,000,000
Bridge Formula Program	Roads, Bridges and Major Projects	\$26,675,000,000
Bridge Investment Program	Roads, Bridges and Major Projects	\$12,200,000,000
Bus and Bus Facilities Competitive Grants	Public Transportation	\$1,966,392,169
Bus and Bus Facilities Formula Grants	Public Transportation	\$3,161,294,400
Capital Investment Grants	Public Transportation	\$8,000,000,000
Carbon Reduction Program	Resilience	\$6,419,999,998
Charging & Fueling Infrastructure Grants (Corridor Charging)	Electric Vehicles, Buses and Ferries	\$1,250,000,000
Charging and Fueling Infrastructure Grants (Community Charging)	Electric Vehicles, Buses and Ferries	\$1,250,000,000
Commercial Driver's License Implementation Program	Safety	\$297,500,000
Commercial Motor Vehicle Enforcement Training	Safety	\$25,000,000
Commercial Motor Vehicle Operators Grant Program	Safety	\$16,500,000
Congestion Mitigation & Air Quality Improvement Program	Roads, Bridges and Major Projects	\$13,200,000,000
Congestion Relief Program	Roads, Bridges and Major Projects	\$250,000,000

Program Name	Category	Five-year Funding Amount
Infrastructure and Safety Improvement Grants	Passenger and Freight Rail	\$5,000,000,000
Construction of Ferry Boats and Ferry Terminal Facilities	Ports and Waterways	\$912,000,000
Crash Data	Safety	\$750,000,000
Disadvantaged Business Enterprises	Roads, Bridges and Major Projects	\$50,000,000
Electric or Low-Emitting Ferry Program	Electric Vehicles, Buses and Ferries	\$250,000,000
Emergency Preparedness Grants	Resilience	\$234,125,000
Enhanced Mobility of Seniors and Individuals with Disabilities	Public Transportation	\$2,193,105,343
Federal Lands Access Program	Roads, Bridges and Major Projects	\$1,487,875,000
Federal Lands Transportation Program (For other Federal Land Management Agencies)	Roads, Bridges and Major Projects	\$153,637,750
Federal Lands Transportation Program (Funding for U.S. Fish & Wildlife)	Roads, Bridges and Major Projects	\$180,000,000
Federal Lands Transportation Program (Funding for U.S. Forest)	Roads, Bridges and Major Projects	\$130,000,000
Federal Lands Transportation Program (Funds for National Park)	Roads, Bridges and Major Projects	\$1,731,187,250
Federal-State Partnership for Intercity Passenger Rail Grants	Passenger and Freight Rail	\$36,000,000,000
Ferry Service for Rural Communities	Public Transportation	\$1,000,000,000
Formula Grants for Rural Areas	Public Transportation	\$4,109,463,374
Bridge Investment Program - Grants for Planning, Feasibility Analysis, and Revenue Forecasting	Roads, Bridges and Major Projects	\$100,000,000
Growing State Apportionments	Other	\$2,055,665,467
Growing States and High-Density States Formula	Other	\$1,822,948,622
High Priority Activities Program	Safety	\$432,500,000
High-Visibility Enforcement	Safety	\$201,600,000
Highway Research & Development Program	Roads, Bridges and Major Projects	\$310,000,000
Highway Safety Improvement Program	Safety	\$15,557,499,996
Highway Safety Programs	Safety	\$1,992,000,000
Highway Use Tax Evasion Projects	Roads, Bridges and Major Projects	\$20,000,000
Intelligent Transportation Systems Program	Roads, Bridges and Major Projects	\$250,000,000
Local and Regional Project Assistance Grants (RAISE)	Roads, Bridges and Major Projects	\$7,500,000,000
Low or No Emission (Bus) Grants (includes \$375 million Bus and Bus Facilities Competitive Grants set aside)	Electric Vehicles, Buses and Ferries	\$5,624,550,890
Low or No Emission Vehicle Component Assessment Program	Electric Vehicles, Buses and Ferries	\$26,169,974
Metropolitan Planning	Roads, Bridges and Major Projects	\$2,280,000,000
Metropolitan Transportation Program	Public Transportation	\$799,441,834

Program Name	Category	Five-year Funding Amount
Motor Carrier Safety Assistance Program	Safety	\$2,432,500,000
National Culvert Removal, Replacement, & Restoration Grant	Roads, Bridges and Major Projects	\$1,000,000,000
National Electric Vehicle Infrastructure Formula Program	Electric Vehicles, Buses and Ferries	\$5,000,000,000
National Highway Freight Program	Roads, Bridges and Major Projects	\$7,150,000,000
National Highway Performance Program	Roads, Bridges and Major Projects	\$148,000,000,000
National Infrastructure Project Assistance (Megaprojects)	Roads, Bridges and Major Projects	\$5,000,000,000
National Priority Safety Programs	Safety	\$1,874,500,000
National Rural Transportation Assistance Program	Public Transportation	\$13,743,783
Nationally Significant Federal Lands and Tribal Projects	Roads, Bridges and Major Projects	\$275,000,000
Nationally Significant Freight & Highway Projects (INFRA)	Roads, Bridges and Major Projects	\$7,250,000,000
Natural Gas Distribution Infrastructure Safety and Modernization Grants	Safety	\$1,000,000,000
On-the-Job Training Program	Roads, Bridges and Major Projects	\$50,000,000
Pilot Program for Enhanced Mobility	Public Transportation	\$24,102,620
Pilot Program for Transit Oriented Development	Public Transportation	\$68,864,631
Port Infrastructure Development Program Grants	Ports and Waterways	\$2,250,000,000
Prioritization Process Pilot Program	Other	\$50,000,000
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) - Discretionary	Resilience	\$1,400,000,000
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) - Formula	Resilience	\$7,299,999,998
Public Transportation on Indian Reservations Competitive	Public Transportation	\$45,812,610
Public Transportation on Indian Reservations Formula	Public Transportation	\$183,250,437
Public Transportation Technical Assistance and Workforce Development	Public Transportation	\$61,978,167
Puerto Rico Highway Program	Roads, Bridges and Major Projects	\$900,995,000
Rail Vehicle Replacement Grants	Public Transportation	\$1,500,000,000
Railroad Crossing Elimination Grants	Safety	\$3,000,000,000
Railway-Highway Crossings Program	Safety	\$1,225,000,000
Reconnecting Communities Pilot Program	Roads, Bridges and Major Projects	\$1,000,000,000
Reduction of Truck Emissions at Port Facilities	Ports and Waterways	\$400,000,000
Research, Development, Demonstration and Deployment Projects (Less Set-aside)	Public Transportation	\$132,218,677
Rural Surface Transportation Grant Program	Roads, Bridges and Major Projects	\$2,000,000,000
Rural Transportation Assistance Program	Public Transportation	\$91,552,911

Program Name	Category	Five-year Funding Amount
Safe Streets and Roads for All	Safety	\$5,000,000,000
Safety-Related Activities (Set-aside)	Safety	\$17,500,000
Nationally Significant Freight and Highway Projects - State Incentives Pilot Program Set-aside	Roads, Bridges and Major Projects	\$750,000,000
State of Good Repair Grants	Public Transportation	\$21,640,412,832
Statewide Transportation Planning	Public Transportation	\$167,001,389
Strengthening Mobility and Revolutionizing Transportation (SMART) Grants	Public Transportation	\$500,000,000
Surface Transportation Block Grant Program	Roads, Bridges and Major Projects	\$72,000,000,000
Technical Assistance and Workforce Development Grants	Other	\$27,545,852
Technology & Innovation Deployment Program	Other	\$90,000,000*
Territorial Highway Program	Roads, Bridges and Major Projects	\$239,505,000
Training & Education	Other	\$127,500,000
Transit Cooperative Research Program	Public Transportation	\$34,432,315
Tribal Transportation Program - Tribal High Priority Projects Set-aside	Roads, Bridges and Major Projects	\$45,000,000
Bridge Investment Program - Tribal Transportation Facility Bridge	Roads, Bridges and Major Projects	\$200,000,000
Bridge Formula Program - Tribal Transportation Facility Bridges Set-aside	Roads, Bridges and Major Projects	\$825,000,000
Tribal Transportation Program	Roads, Bridges and Major Projects	\$2,966,800,000
University Transportation Centers Program	Other	\$500,000,000
Urbanized Area Formula Grants	Public Transportation	\$33,390,947,107
Urbanized Area Passenger Ferry Program	Public Transportation	\$150,000,000
Wildlife Crossings Pilot Program	Safety	\$350,000,000

* Sec. 13006(b)(9) and 23 U.S.C. 503 directs the Secretary set-aside \$60 million each fiscal year from some combination of the funding authorized for the Technology & Innovation Deployment Program, Intelligent Transportation Systems Program, and Highway Research & Development Program for ATTIMD. It does not direct a specific split between these programs, so in authorization sheets it is reflected as an up to \$60M set aside in each program or \$300 million over 5 years, since that is the maximum possible set aside authorized from each contributing program.

Last Update: Friday, August 12, 2022

BIPARTISAN INFRASTRUCTURE LAW COMPETITIVE GRANT PROGRAMS

Competitive Grant Funding Matrix

The United States Department of Transportation (USDOT) and FHWA have a variety of competitive grant programs used to fund various types of transportation projects and activities. The matrix illustrates these programs broadly, organized by applicant type. Potential applicants should refer to the applicable column in the matrix. The matrix lists grant programs (rows), which can be matched with the potential applicant (columns) the program can fund. Potential applicants should review program specific guidance to make informed decisions about each program.

The FHWA will continue to add additional programs/information to this page over the weeks, months, and years to come.

Grant Program	Program Description	State Highway agency	Metropolitan Planning Organization (MPO)	Local Government or agency	Federally-recognized Indian Tribe	Federal Lands Management Agency (FLMA)	Puerto Rico	Territories	Other*	Additional Information
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Provides grants for surface transportation infrastructure projects that will have a significant local or regional impact (aka Local and Regional Project Assistance).	Yes	Yes	Yes	Yes		Yes	Yes	Yes	
Nationally Significant Multimodal Freight and Highway Projects (INFRA)	Provides grants for multimodal freight and highway projects of national or regional significance.	Yes	Yes (with a population over 200,000)	Yes	Yes	Yes	Yes		Yes	
National Infrastructure Project Assistance Program (MEGA)	Provides grants to surface transportation infrastructure that are too large or complex for traditional funding programs that will have a significant national or regional impact.	Yes	Yes	Yes	Yes		Yes	Yes	Yes	
Rural Surface Transportation Grant Program	Provides grants for projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.	Yes		Yes	Yes		Yes		Yes (Regional transportation planning organizations)	
Safe Streets and Roads for All	Provides grants to support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives).		Yes	Yes	Yes				Yes	
Bridge Investment Program	Provides grants for projects to improve the condition of bridges and culverts and the safety, efficiency, and reliability of the movement of people and freight over bridges.	Yes	Yes (with a population over 200,000)	Yes	Yes	Yes	Yes		Yes	
Reconnecting Communities Pilot Program – Planning Grants	Provides grants for feasibility studies and other planning activities for projects to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.	Yes	Yes	Yes	Yes		Yes		Yes (non-profit organization)	
Reconnecting Communities Pilot Program – Capital Construction Grants	Provides grants for projects to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.	Yes (The applicant must be the owner of the system. Others may partner with the owner.)	Yes (The applicant must be the owner of the system. Others may partner with the owner.)	Yes (The applicant must be the owner of the system. Others may partner with the owner.)	Yes (The applicant must be the owner of the system. Others may partner with the owner.)		Yes (The applicant must be the owner of the system. Others may partner with the owner.)		Yes (The applicant must be the owner of the system. Others may partner with the owner.)	

Grant Program	Program Description	State Highway agency	Metropolitan Planning Organization (MPO)	Local Government or agency	Federally-recognized Indian Tribe	Federal Lands Management Agency (FLMA)	Puerto Rico	Territories	Other*	Additional Information
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Discretionary Grants	Provides grants for activities that enable communities to address vulnerabilities to current and future weather events, natural disasters, and changing conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities.	Yes	Yes	Yes	Yes	Yes (when applying jointly with a State)	Yes	Yes (for at-risk coastal infrastructure grants only)	Yes	
Tribal High Priority Projects Program	Provides grants to Indian Tribes or a governmental subdivision of an Indian Tribe whose annual allocation of funding received under the Tribal Transportation Program is insufficient to complete the highest priority project of the Tribe, or to any Tribe that has an emergency or disaster occur on a Tribal transportation facility that renders the facility impassible or unusable.				Yes					
National Electric Vehicle Infrastructure (NEVI) Set-aside Discretionary Grant	10 percent set-aside each fiscal year to provide grants to provide additional assistance to strategically deploy EV charging infrastructure.	Yes		Yes			Yes			
Charging and Fueling Infrastructure Grants Program (Community Charging)	Provides grants for projects to develop electric vehicle charging and hydrogen, propane, and natural gas fueling infrastructure access along alternative fuel corridors throughout the country, including in rural areas, low- and moderate-income neighborhoods, and communities with a low ratio of private parking spaces to households or a high ratio of multiunit dwellings to single family homes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	
Charging and Fueling Infrastructure Grants Program (Corridor Charging)	Deploys publicly accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated Alternative Fuel Corridors.	Yes	Yes	Yes	Yes		Yes	Yes	Yes	
Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program	Provides grants to Tribes and Federal land management agencies to complete projects that will provide substantial benefits to their communities or parklands.	Yes (if sponsored by an FLMA or Tribe)	Yes (if sponsored by an FLMA or Tribe)	Yes (if sponsored by an FLMA or Tribe)	Yes	Yes	Yes (if sponsored by an FLMA or Tribe)		Yes (if sponsored by an FLMA or Tribe)	FY 2022 NOFO
Congestion Relief Program	Provides grants to advance innovative, integrated, and multimodal solutions to reduce congestion and the related economic and environmental costs in the most congested metropolitan areas with an urbanized area population of at least 1 million.	Yes	Yes	Yes (city or municipality)			Yes			
Wildlife Crossings Safety Pilot Program	Provides grants to support projects that seek to reduce the number of wildlife-vehicle collisions, and in carrying out that purpose, improve habitat connectivity for terrestrial and aquatic species.	Yes	Yes	Yes	Yes	Yes	Yes		Yes	

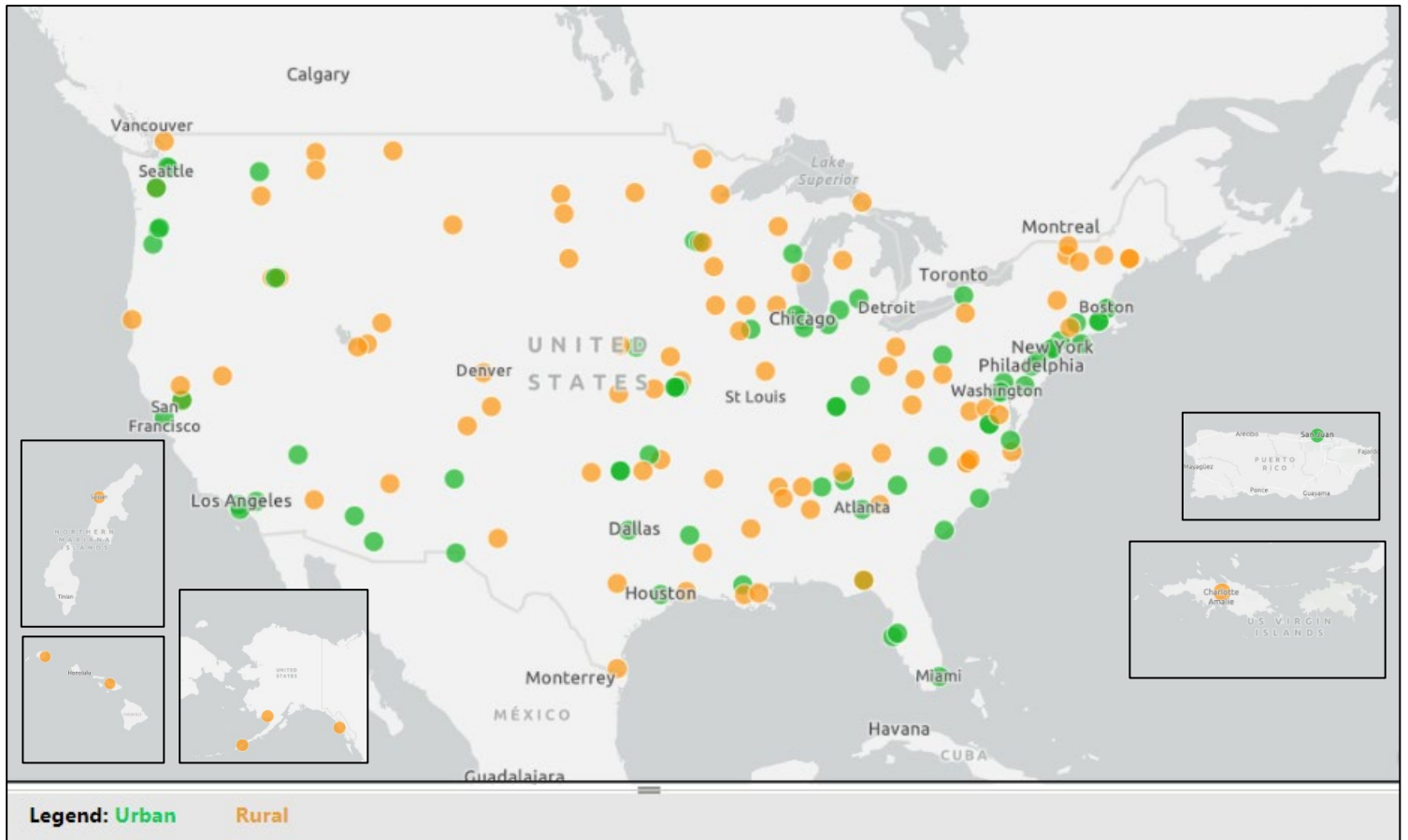
Grant Program	Program Description	State Highway agency	Metropolitan Planning Organization (MPO)	Local Government or agency	Federally-recognized Indian Tribe	Federal Lands Management Agency (FLMA)	Puerto Rico	Territories	Other*	Additional Information
National Culvert Removal, Replacement, and Restoration Grants	Provides grants to fund projects for the replacement, removal, and repair of culvert or weirs that would meaningfully improve or restore fish passage for anadromous fish.	Yes		Yes	Yes					
Advanced Transportation Technologies and Innovative Mobility Deployment (also known as Advanced Transportation Technology and Innovation (ATTAIN) Program)	Provides grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.	Yes	Yes	Yes			Yes		Yes	
Highway Use Tax Evasion Program (HUTE)	Grants which aim to identify, reduce, and/or eliminate evasion of fuel taxes at the Federal and State level	Yes							Yes (Internal Revenue Service)	
Accelerated Innovation Deployment (AID) Demonstration Program	Provides grants to support the pilot/demonstration of innovations on projects, in areas such as planning, financing, operations, pavements, structures, materials, environment, and construction.	Yes	Yes (population over 200,000 - must apply through the State DOT as a subrecipient)	Yes (must apply through the State DOT as a subrecipient)	Yes	Yes	Yes		Yes (must apply through the State DOT as a subrecipient)	
Tribal Transportation Program Safety Fund	Prevent and reduce transportation-related injuries and fatalities on Tribal Lands.				Yes					
Strategic Innovation for Revenue Collection	Provides funds to test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to help maintain the long-term solvency of the Highway Trust Fund.	Yes	Yes	Yes					Yes	
Prioritization Process Pilot Program	Supports data-driven approaches to planning that can be evaluated for public benefit.	Yes	Yes (serving an urban area with a population over 200,000)							

* "Other" may include: multi-jurisdictional groups of eligible applicants, regional transportation authority, special purpose district or public authority with a transportation function, transit agency, multistate corridor organizations, partnership between Amtrak and one or more other eligible entities, nonprofit organization, or public toll authority.

Page last modified on August 17, 2022



RAISE 2022 FACT SHEETS



www.transportation.gov/RAISEgrants



MULTIMODAL LAYDOWN, TRANSPORTATION INFRASTRUCTURE FOSTERING COMMUNITY BASED JOB CREATION

RAISE AWARD AMOUNT: \$13,600,000

APPLICANT: PORT OF PORT ARTHUR NAVIGATION DISTRICT

STATE: TEXAS

RURAL

Project Description: The project will convert an abandoned railyard into a modern cargo storage and staging area. The project includes an approximate 25.5 acres of site stabilization and related lighting, fencing, fiber optic, stormwater management, relocation of utilities underground, and reconditioning of a two-story structure to mitigate flood risks.

Project Benefits: The project will decrease accidents by creating more space for the efficient and timely movement of goods and people. The project will reduce truck idling and emissions, improve freight mobility and multimodal transfer capabilities, improve access to jobs and local economic development, while addressing racial equity and improving transportation resiliency.





TELEPHONE ROAD: MAIN STREET REVITALIZATION PROJECT

RAISE AWARD AMOUNT: \$20,960,000

APPLICANT: CITY OF HOUSTON

STATE: TEXAS

URBAN

Project Description: The project will deliver approximately 2.8 miles of multimodal improvements and connect two planned community-led projects at the north and south ends, creating one continuous corridor.

Project Benefits: The project will address hazards such as faded street markings, crumbling or non-existent sidewalks and bike lanes within the roadway that has led to numerous crashes. The project will improve safety and ADA accessibility by upgrading pedestrian and bicycle infrastructure and creating additional transportation options.





TEXAS ACTIVE TRANSPORTATION NETWORK

RAISE AWARD AMOUNT: \$25,000,000

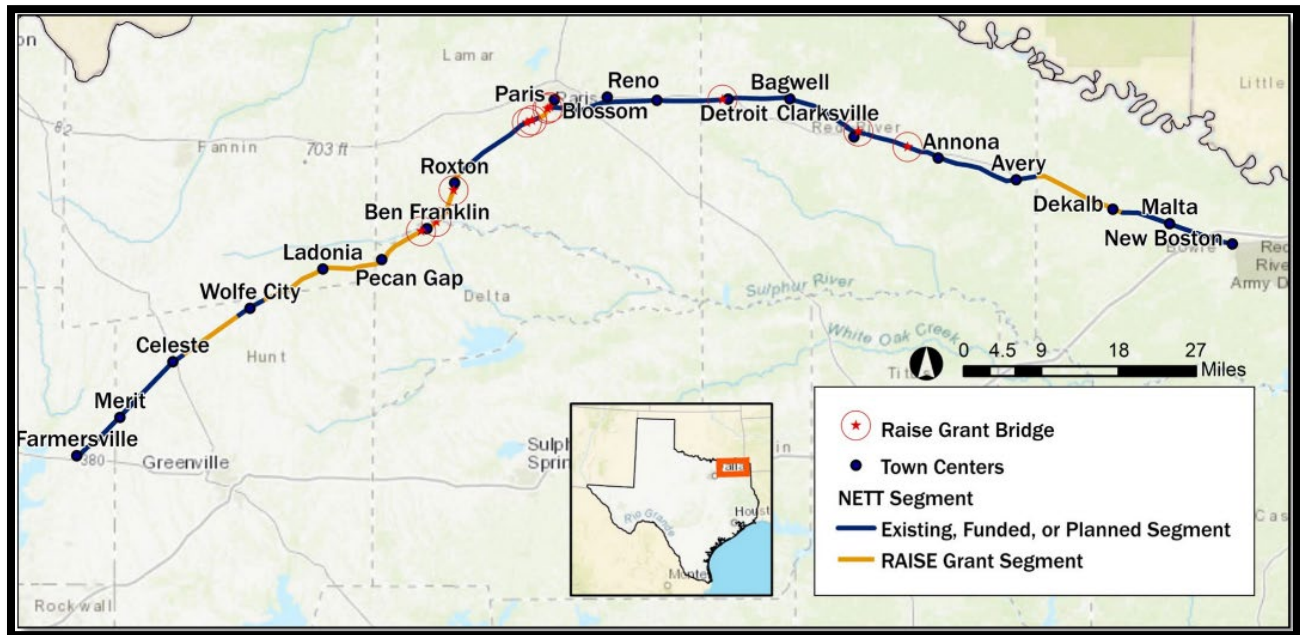
APPLICANT: TEXAS DEPARTMENT OF TRANSPORTATION

STATE: TEXAS

RURAL

Project Description: This project will complete two trails totaling approximately 50 miles, including approximately eight bridges, landscaping and trail amenities on the Northeast Texas Trail (NETT) and the Paso del Norte Trail (PDN) in the El Paso area.

Project Benefits: Upgrading eight bridges and dozens of miles of trail will provide underserved communities access to schools, jobs, recreation centers, grocery stores, and other essential services. The project will upgrade the condition of the bridges that will improve safety and promote active transportation to residents.



COMMERCE STREET CORRIDOR REDESIGN

RAISE AWARD AMOUNT: \$5,020,730

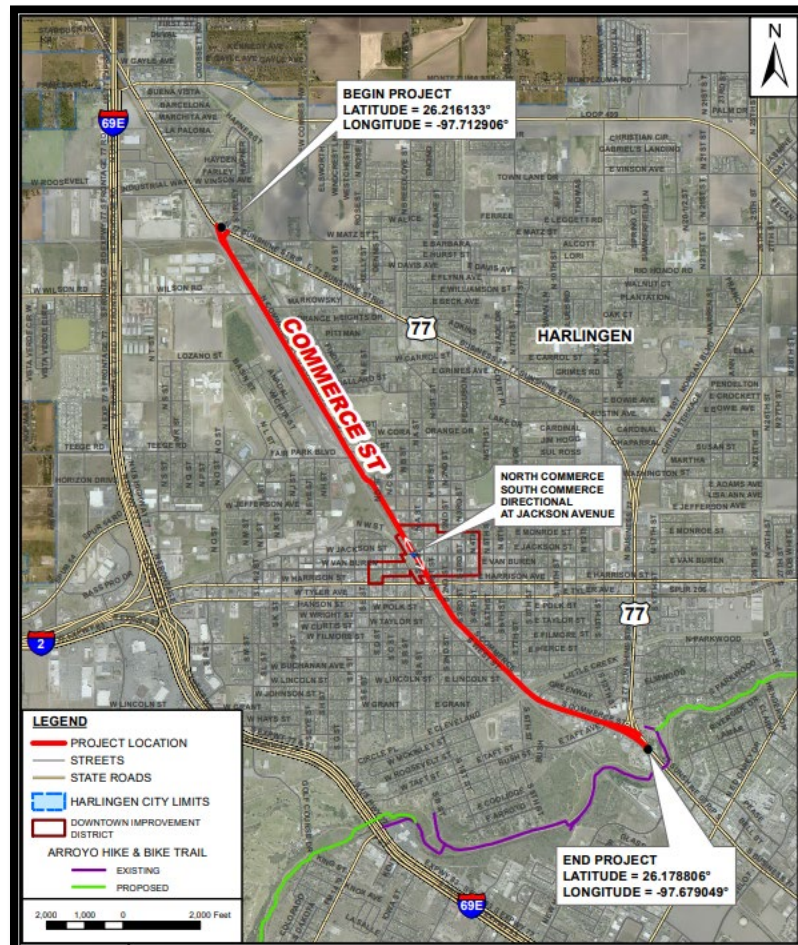
APPLICANT: CITY OF HARLINGEN

STATE: TEXAS

RURAL

Project Description: This planning project will fund the redesign and preliminary engineering of the Commerce Street Corridor. The project will evaluate corridor transportation needs, establish a community-supported vision for the corridor, and develop a preferred design concept and associated preliminary engineering.

Project Benefits: The project will reduce crashes and protect non-motorized travelers along the corridor. It will also incorporate stormwater management to improve resiliency against flooding. The project will increase affordable and accessible transportation options by improving non-motorized facilities. The project includes broad collaboration with key stakeholders in an underserved community.





IMPROVED BICYCLE/ PEDESTRIAN ROUTES TO RAIL & TRANSIT TECHNOLOGY UPGRADES

RAISE AWARD AMOUNT: \$25,000,000

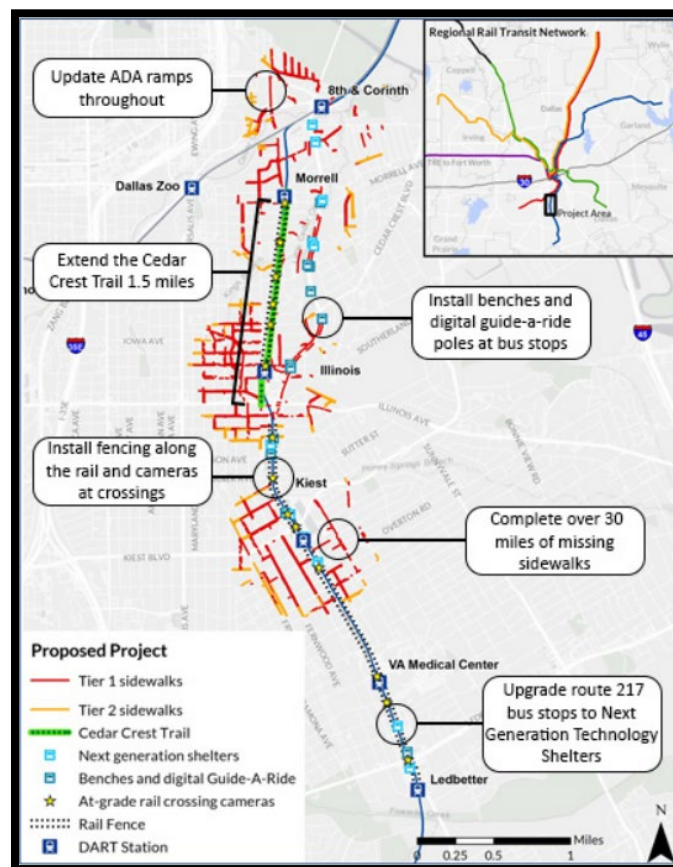
APPLICANT: NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

STATE: TEXAS

URBAN

Project Description: The project will construct over 30 miles of sidewalk in the half-mile radius of DART's 8th & Corinth, Morrell, Illinois, and Kiest Stations. It will also extend the Cedar Crest Trail approximately 1.5 miles, and improve transit accommodations with upgrades and safety features at nearby bus stops on DART route 217 and Blue Line light rail stations including Kiest, VA Medical Center, and Morrell Stations.

Project Benefits: The project enhancements will address safety concerns caused by inadequate or missing sidewalks, and improve the safety of pedestrians and transit riders. The project will improve transit access in a community where 17% of the population lacks access to a personal vehicle. The project is the result of collaboration between NCTCOG, the City of Dallas and DART, and has included robust public engagement processes. It includes innovative technologies such as Next Generation SMART Shelters at the stations.



YSLETA PORT OF ENTRY PEDESTRIAN AND SITE IMPROVEMENTS

RAISE AWARD AMOUNT: \$12,000,000

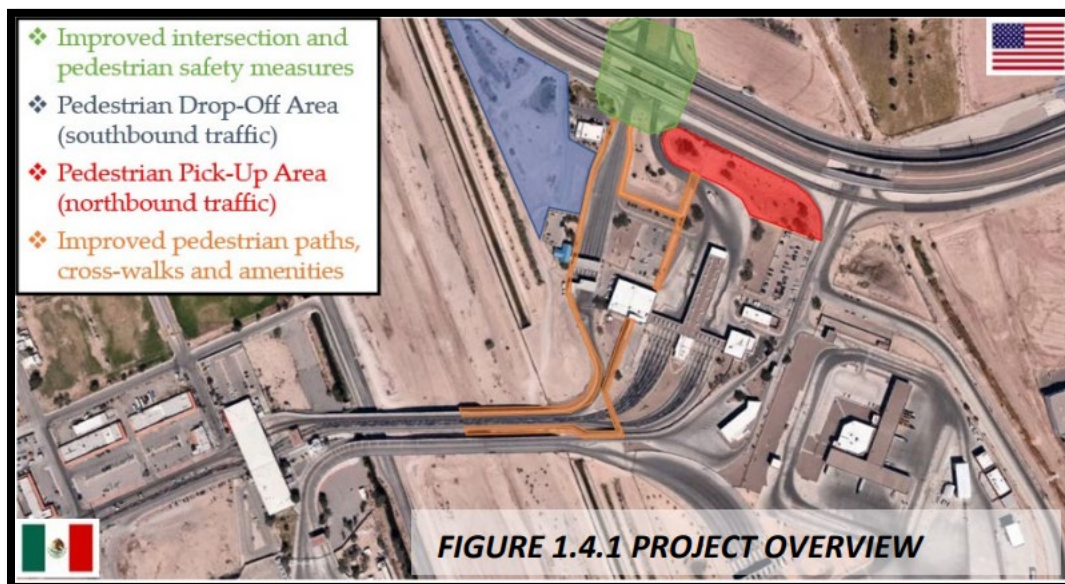
APPLICANT: CITY OF EL PASO

STATE: TEXAS

URBAN

Project Description: This project will fund design and construction of pedestrian and related site improvements on City of El Paso-owned property, the Ysleta Port of Entry.

Project Benefits: The project will improve safety by constructing separate facilities for drop-offs and pick-ups, as well as pedestrian improvements such as designated raised crosswalks, warning signage, guardrails, canopies, and wayfinding signage. The project will reduce air pollution and emissions by supporting pedestrian infrastructure and transit bus stops. The project will help ease barriers to crossing the bridge on foot, bike, or reaching the border crossing by transit. The port of entry is the second busiest crossing in the U.S, with many people crossing between Juarez and El Paso to commute to jobs, school, shopping, and family. This project is a result of collaboration between the El Paso Bridges steering committee, which is comprised of 20 government agencies, non-profits, businesses, and other stakeholders both in the U.S. and Mexico.



DATE: March 15, 2022
TO: Port Commission
FROM: Leslie D. Ruta
leslie@pocca.com
(361) 885-6631

Approval for staff to apply for \$14,720,000 through United State Department of Transportation (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program for PCCA Bulk Materials Terminal (BMT) Export Facility Improvements

SUMMARY: Per a recommendation by the Long-range Planning Committee on March 3, 2022, Staff is seeking Commission approval to apply for **\$14,720,000** through the United States Department of Transportation (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program for **PCCA Bulk Materials Terminal (BMT) Export Facility Improvements**.

Activity Description	RAISE (60%)	PCCA (40%)	Total
Ship loading Equipment	\$9,600,000	\$2,400,000	\$12,000,000
Two (2) Rail Lines	\$2,720,000	\$680,000	\$3,400,000
Other Landside Improvements	\$2,400,000	\$600,000	\$3,000,000
Waterside Improvements	\$0	\$6,000,000	\$6,000,000
	\$14,720,000	\$9,680,000	\$24,400,000

This project aligns with RAISE 2022 award size and program selection criteria. RAISE 2022 awards will be between \$5M and \$25M to be awarded on a reimbursement basis for surface transportation projects; therefore, dredging near Bulk Dock 2 and other waterside improvements (breasting and mooring structures, etc.) will be the sole responsibility of PCCA.

BACKGROUND: Recent major improvements at BMT have been focused on the imports business and primarily located near Bulk Dock 1. This project addresses export capabilities at Bulk Dock 2 and has the potential to attract new and diverse customers and cargos to the region.

The project closely mirrors the grant-specific criteria that includes safety, improved mobility, and most importantly, enhances regional and national **economic competitiveness and opportunity**.

The BMT Export Facility Improvements project will expand the current capabilities of Bulk Dock 2 by:

1. Replacing the current 35+ year old ship loader to allow greater capacity and reach.
2. Adding two rail lines (more details: total car capacity, revenue potential, etc.)
3. Implementing other landside improvements, including (be specific)

Potential dredging near Bulk Dock 2 and other waterside improvements (breasting and mooring structures, etc.) will also be necessary but will be the sole responsibility of PCCA and will thus count as matching funds. USDOT requires a local match of 20%; total proposed project match is one of the criteria by which grant applications are evaluated, and thus our proposed 40% match will reflect favorably in the scoring system.

ALTERNATIVES: N/A

CONFORMITY TO PORT POLICY: This project conforms to Strategic Goal #5 (Fund Our Vision).

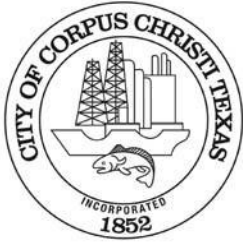
EMERGENCY: Time-sensitive, as grant applications must be submitted on **April 14, 2022**.

FINANCIAL IMPACT: Delivery of grant funds is on a reimbursement basis, necessitating temporary capital outlay of full project costs by PCCA in 2023, 2024, and into Q4-2025.

STAFF RECOMMENDATION: Staff recommends Commission approval to apply for \$14,720,000 through the United States Department of Transportation (USDOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program for PCCA Bulk Materials Terminal (BMT) Export Facility Improvements.

DEPARTMENTAL CLEARANCES:

Originating Department	Planning
Reviewed & Approved	Jeffery Pollack
Legal Reviewed by	Dane Bruun
Executive Staff	Kent Britton
	Sean Strawbridge



AGENDA MEMORANDUM
Action Item for the City Council Meeting March 8, 2022

DATE: March 8, 2022

TO: Peter Zaroni, City Manager

FROM: Sarah Munoz, Deputy Director of Public Works
SarahM3@cctexas.com
(361) 826-3433

Josh Chronley, Assistant Director of Finance- Procurement
JoshC2@cctexas.com
(361) 826-3169

Grant Support Services for Public Works

CAPTION:

Resolution authorizing execution of a professional service agreement with WSP USA, Inc., of New York, with an office in San Antonio, for grant support services, on behalf of the Public Works Department, pursuant to a federal infrastructure grant program, in an amount not to exceed \$75,000.00, with FY 2022 funding available from the Street Maintenance and Storm Water Funds.

SUMMARY:

The resolution authorizes a four-month professional service agreement for federal infrastructure grant support services. This contract will be used by the Public Works Department to prepare all documentation and analyses needed to submit a nationally competitive application for federal infrastructure grant funding available through the USDOT's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant program.

BACKGROUND AND FINDINGS:

The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, allows the USDOT to invest in road, rail, transit, and port projects that to achieve a defined set of national objectives. These grants were previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment

Generating Economic Recovery (TIGER) Discretionary Grants.

The eligibility requirements of RAISE allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional USDOT programs. RAISE can fund port and freight rail projects, for example, which play a critical role in the nation's ability to move freight but have limited sources of federal funds. RAISE can provide capital funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional Federal programs which provide funding to very specific groups of applicants (mostly state DOTs and transit agencies).

Due to the wide eligibility requirements for grantees, securing RAISE grant funding in any amount is highly competitive and rigorous. At this time, Public Works does not have the resources nor staff expertise needed to develop a winning grant application that would successfully secure capital funding under the RAISE discretionary grant program. To this end, Public Works is seeking a consultant with a track record of success in assisting clients win federal grant awards are to provide contractual grant support services and has identified WSP USA, Inc. as the firm best firm to provide these services based on their proven track record for success.

PROCUREMENT DETAIL:

This procurement falls under a statutory exception within Local Government Code 252.022(a)(4) as these services are for personal, professional and/or planning services.

WSP USA, Inc., of New York, with an office in San Antonio, is to provide Grant Support Consultant Services for Public Works. By way of this procurement, it is believed that WSP USA, Inc. is the best choice for this work.

ALTERNATIVES:

Should Council not approve this professional services agreement with WSP USA, Inc., Public Works will not have the sufficient resources and expertise needed to develop a nationally competitive grant application for infrastructure grant funding available through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant program.

FISCAL IMPACT:

The fiscal impact for Public Works in FY 2022 is \$75,000.00 for four months of work as described in the professional services agreement. FY 2022 funding in an amount not to exceed \$37,500.00 is available in both the Street Maintenance and Storm Water Funds, respectively, for a total of \$75,000.00.

FUNDING DETAIL:

Fund: 1041- Street Maintenance Fund
Organization/Activity: 12400 – Streets Administration

Mission Element: 051 – Maintain Pavement & Associated Improvements
Project # (CIP Only): N/A
Account: 530000 – Professional Services
Amount: \$37,500.00

Fund: 4300 – Storm Water Fund
Organization/Activity: 32000 – Storm Water Administration
Mission Element: 043 – Drainage infrastructure - Surface/Pipes
Project # (CIP Only): N/A
Account: 530000 – Professional Services
Amount: \$37,500.00

RECOMMENDATION:

Staff recommends approval of the resolution authorizing this service agreement with WSP USA Inc. as presented.

LIST OF SUPPORTING DOCUMENTS:

Price Sheet
Service Agreement



Date: August 25, 2022
To: Transportation Policy Committee (TPC)
From: Robert MacDonald, Transportation Planning Director
Subject: Item 5A: New Harbor Bridge Update
Action: Information Only

Summary

In an effort to provide an opportunity for TxDOT to provide updated information about the New Harbor Bridge, we are creating this agenda item for the foreseeable TPC meetings. When material is provided by TxDOT, we will distribute it as part of this agenda item in the future.

The Corpus Christi MPO approved the New Harbor Bridge Project funding through its typical processes in the development of the previous and current Transportation Improvement Programs (TIPs) and the Metropolitan Transportation Plans (MTPs) that identify the New Harbor Bridge Project. Subsequently, the Texas Transportation Commission approved the New Harbor Bridge Project through its process including the TxDOT Unified Transportation Program (UTP) and budget/financial approvals.

The attached list of prior approvals illustrates the cooperative efforts for the New Harbor Bridge Project in the region and the role the TPC plays. We anticipate that any actions needed by TxDOT in the future for the New Harbor Bridge Project will be performed by the Corpus Christi MPO through its staff, TAC and TPC, specifically with amendments to the TIP and MTP documents.

Finally, the recently approved TxDOT 2023 Unified Transportation Program (UTP) on August 30th illustrates the regional transportation projects programmed for the next 10 years in the TxDOT District and the Corpus Christi MPO region. Similar to the New Harbor Bridge Project approval processes through the Corpus Christi MPO, the TPC recommended approval of these projects to the Texas Transportation Commission and included these projects as part of the current FY 2023-2026 TIP and 2020-2045 MTP.

Attachments

1. New Harbor Bridge Past Approvals by the Corpus Christi MPO and TxDOT
2. TxDOT 2023 Unified Transportation Program (UTP) List of TxDOT-CRP District Projects for 10 years

NEW HARBOR BRIDGE PAST APPROVALS BY THE CORPUS CHRISTI MPO AND TXDOT

June 2, 2022: FY 2023-2026 Transportation Improvement Plan (TIP)

New Harbor Bridge Project related improvements for park mitigation and bicycle/pedestrian projects are listed as in prior TIP and MTP documents.

May 12, 2022: FY 2021-2024 TIP with Amendment 5

New Harbor Bridge Project Voluntary Relocation Program remains the same with this TPC approval. Page 37.

July 1, 2021: FY 2021-2024 TIP with Amendment 3

Clarified the New Harbor Bridge Project Voluntary Relocation Program cost estimates of \$57.3 million per final invoices by TxDOT. Approved by the TPC.

February 6, 2020: 2020-2045 Metropolitan Transportation Plan (2045 MTP)

TPC approved regional 25-year long range transportation plan, the 2045 MTP. The New Harbor Bridge is listed in Chapter 7, page 7-16 as a TxDOT \$808 million project

2008-2011 TIP

- Voluntary Resolution Agreement (FHWA and TxDOT) – Dec 14, 2015
- TPC Agreement on Reprogramming Funds – Dec 12, 2015
- TPC Resolution to Support the Harbor Bridge Replacement Project – Dec 3, 2015
- TPC Resolution to Prioritize Transportation Alternative Program Funding for Mitigation Measures Related to Replacement of the Harbor Bridge – July 10, 2014
- TPC Resolution To Recommend A Preferred Alternative Route for the Replacement Of The Harbor Bridge (Red Route) – August 1, 2013
 - Commissioners Court Resolution to Recommend a Preferred Alternative Route for the for the Replacement Of The Harbor Bridge - August 27, 2013
- TPC Resolution to Provide Funding for the Replacement of the Harbor Bridge – May 2, 2013
 - Port of Corpus Christi Authority Resolution to Provide Funding and Right-Of-Way for the Replacement of the Harbor Bridge – May 14, 2013
 - Commissioners Court Resolution in Support of the MPO's Funding Commitment for the Replacement of the Harbor Bridge – May 22, 2013
- Resolution of Support for the Inclusion of the Harbor Bridge on the 2013 UTP for Construct Authority – March 1, 2012
- December 6, 2012 Minutes: Harbor Bridge Public Meeting. Mr. Vourcos, TxDOT Project Manager informed the Committee that TxDOT will hold Citizen and Technical Advisory Committee meetings from 2012-2014. A Public Design Guideline Workshop will be held in 2013 and TxDOT will also hold a public hearing and recommend a preferred alternative in 2014.
- March 1, 2012 Minutes: Item 4. Discussion Of The TXDOT Draft FY 2013 Unified Transportation Program (UTP) And Possible Resolution Of Support. (A). There has been some discussion in Austin about moving the Harbor Bridge project into the “construct” authority. Letters of support have been requested from the various agencies. Mr. Casey is going to attend a Public Hearing in Austin and a Resolution will be delivered if it is passed today and will be presented on behalf of the Transportation Policy Committee of the MPO. A motion was made by Mr. Carrell and seconded by Mayor Adame. Motion passed unanimously. (B). Discussion about amending the 2010-2035 Metropolitan Transportation Plan (MTP) and adopting the 2013 – 2016 Transportation Improvement Program (TIP). The numbers come from the current Unified Transportation Program that is under review which is the 2013 UTP to add the Harbor Bridge. The Commission is talking about releasing an additional \$2 billion over the next two years. Particular emphasis will be on congestion safety maintenance and connectivity.
- March 1, 2007 Minutes: Discussion and Action on Item 4B. Discuss long-range funding and implications to project selection. The implication of pledging Cat 7 projects to the Harbor Bridge Project.
- November 8, 2004. 2006-2008 TIP MPO Public Meeting: Oveal Williams Senior Center. Question posed to attendees. How they feel about the highway and bus system? Mr. Waunell Madisson asked the question, how the Harbor Bridge Replacement would impact the Northside neighborhood. (No response was documented)

CORPUS CHRISTI DISTRICT

2023 UTP



REGIONAL PLANNING RESOURCES

ONLINE:

Corpus Christi TxDOT District [page](#)

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

MPO:

[Corpus Christi Metropolitan Planning Organization](#)

CONTACT:

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

[@TxDOT_CRP](#)

DISTRICT HIGHLIGHTS AND PRIORITIES

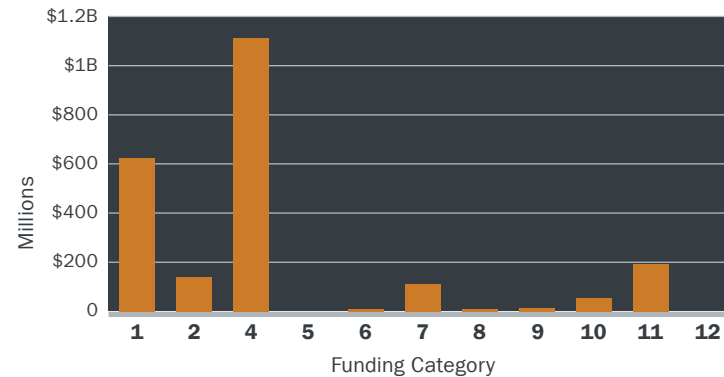
The Corpus Christi District's planning reflects a big-picture perspective focused on statewide and regional mobility, as well as safety and maintenance of transportation facilities. The designation of US 77, US 281, and US 59 as future interstate highway corridors uniquely positions the district to plan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

the district to continue work on these nationally significant projects, and funding levels demonstrate ambitious planning for the next decade.

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

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

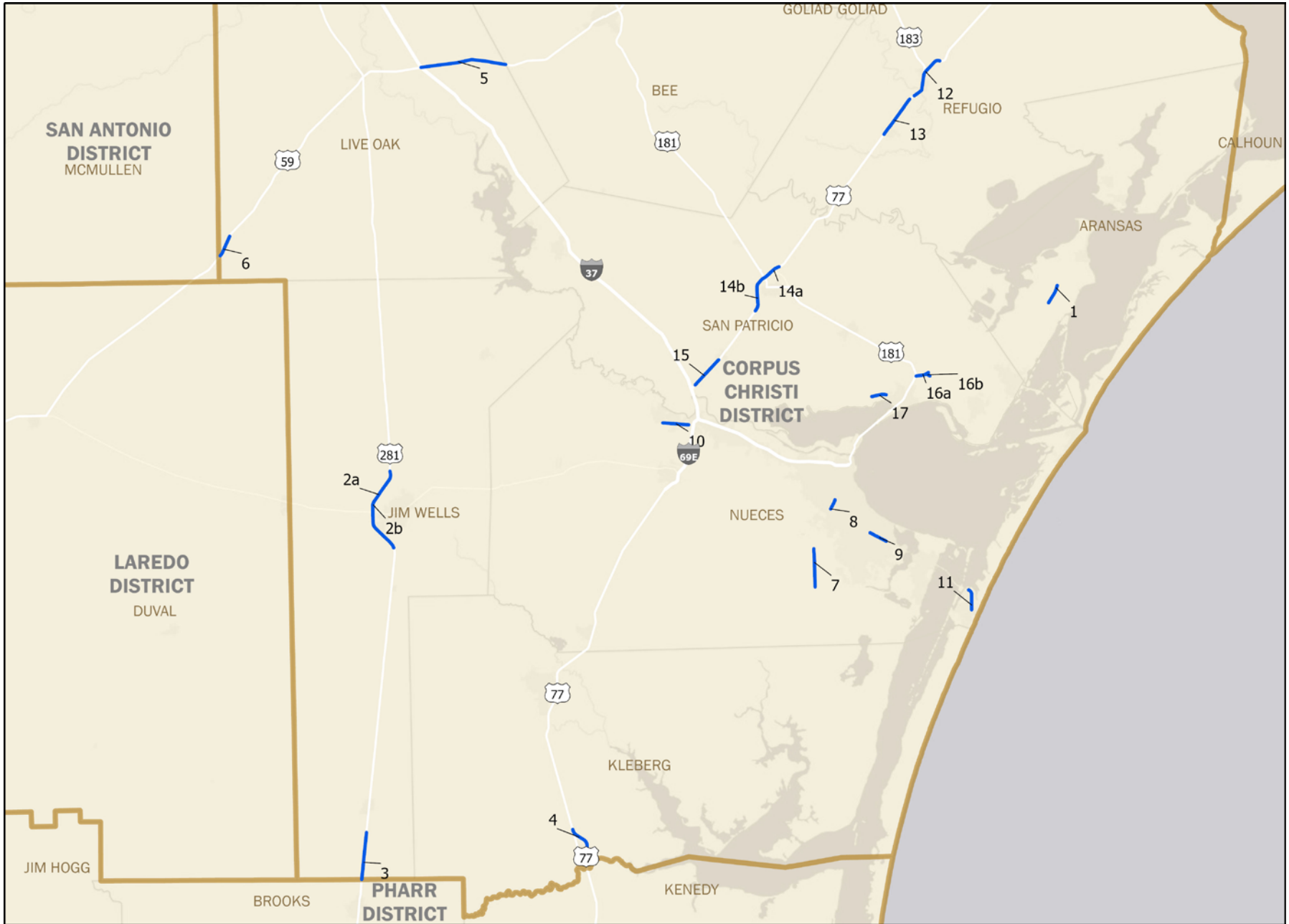
CORPUS CHRISTI DISTRICT 2023 PLANNING TARGETS BY CATEGORY



TxDOT FUNDING CATEGORIES:

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

CORPUS CHRISTI DISTRICT Listed Projects



— UTP Listed Project

CORPUS CHRISTI DISTRICT Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
Aransas County											
1	SH 35	Grade Separation - Rockport 0180-04-120	ON SH35 AT CORPUS CHRISTI ST. INTER	.	FY 2023-2026	\$22,000,000	Funding Adjustment	No	Cat. 4 Rural TOTAL ----- <i>Cat. 4 increased \$5.6M</i>	\$22,000,000 \$22,000,000	1
Jlm Wells County											
2a	US 281	Upgrade to Freeway - Alice Relief Route 0254-07-008	US 281 AT CR 116 & 117 INTERSECTIONS	.	FY 2023-2026	\$68,000,000	Funding Adjustment	No	Cat. 4 Rural TOTAL ----- <i>Cat. 4 increased \$42M</i>	\$68,000,000 \$68,000,000	1
2b	US 281	Upgrade to Freeway - Alice Relief Route 0254-07-010	BU 281R N OF ALICE	BU 281R S OF ALICE	FY 2023-2026	\$50,000,000	No Funding Change	No	Cat. 4 Rural TOTAL	\$50,000,000 \$50,000,000	1
3	US 281	Upgrade to Freeway - Falfurrias 0255-02-055	1 MILE N OF FM 1538	BROOKS COUNTY LINE	FY 2027-2032	\$67,200,000	New Authorization	No	Cat. 4 Rural TOTAL	\$67,200,000 \$67,200,000	1
Kleberg County											
4	US 77	Riviera Relief Route 0327-09-002	1.5 MI N. OF SH 285 INTERSECTION	KENEDY/KLEBERG COUNTY LINE	FY 2027-2032	\$127,680,000	Funding Adjustment	No	Cat. 4 Rural TOTAL ----- <i>Cat. 4 increased \$24.8M</i>	\$127,680,000 \$127,680,000	1
Live Oak County											
5	US 59	Widen Non-Freeway - George West 0447-01-046	BEE COUNTY LINE	IH 37	FY 2027-2032	\$70,560,000	New Authorization	No	Cat. 4 Rural TOTAL	\$70,560,000 \$70,560,000	1
6	US 59	Interchange at FM 624 0542-06-051	at FM 624	.	FY 2027-2032	\$28,000,000	New Authorization	No	Cat. 4 Rural TOTAL	\$28,000,000 \$28,000,000	1
Nueces County											
7	SH 286	Upgrade to Freeway (Crosstown Extension) - Corpus Christi 0326-01-056	FM 43	SOUTH OF FM 2444	FY 2023-2026	\$52,000,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor TOTAL ----- <i>Cat. 2 increased \$10.4M</i>	\$52,000,000 \$52,000,000	2
8	SH 286	Widen Freeway - Corpus Christi 0326-03-103	SH 358	Horne Rd.	FY 2027-2032	\$28,000,000	New Authorization	No	Cat. 2 Metro/Urban Corridor Cat. 4 Urban TOTAL	\$24,000,000 \$4,000,000 \$28,000,000	2
9	SH 358	Freeway Ramps - Corpus Christi 0617-01-177	NILE DRIVE	STAPLES STREET	FY 2023-2026	\$39,960,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor TOTAL	\$39,960,000 \$39,960,000	1
10	FM 624	Widen Non-Freeway - Corpus Christi 0989-02-057	CR 73	Wildcat Dr.	FY 2023-2026	\$21,280,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 4 Urban Cat. 7 TOTAL	\$9,280,000 \$10,000,000 \$2,000,000 \$21,280,000	1
11	PR 22	Safety & Operational Improvements - Corpus Christi 0617-02-073	AQUARIUS ST.	WHITECAP BLVD.	FY 2027-2032	\$17,920,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor TOTAL	\$17,920,000 \$17,920,000	2
Refugio County											
12	US 77	Refugio Relief Route 0371-03-090	N OF REFUGIO	S OF REFUGIO (RELIEF ROUTE)	FY 2027-2032	\$358,400,000	New Authorization	No	Cat. 4 Rural TOTAL	\$358,400,000 \$358,400,000	1
13	US 77	Upgrade to Freeway - Refugio 0371-03-130	S OF REFUGIO RR	S OF WOODSBORO	FY 2027-2032	\$105,280,000	New Authorization	No	Cat. 4 Rural TOTAL	\$105,280,000 \$105,280,000	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see pg. 40.

CORPUS CHRISTI DISTRICT Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
San Patricio County											
14a	US 77	Upgrade to Freeway - Sinton Relief Route 0371-04-062	CHILTIPI CREEK BR (CONTROL BREAK)	BUSINESS NORTH (SINTON)	FY 2023-2026	\$31,360,000	No Funding Change	No	Cat. 4 Rural TOTAL	\$31,360,000 \$31,360,000	1
14b	US 77	Upgrade to Freeway - Sinton Relief Route 0372-01-101	BUSINESS SOUTH (SINTON)	CHILTIPI CREEK BR (CONTROL BREAK)	FY 2023-2026	\$91,840,000	Funding Adjustment	No	Cat. 4 Rural TOTAL ----- <i>Cat. 4 increased \$29M</i>	\$91,840,000 \$91,840,000	1
15	US 77	Upgrade to Freeway at IH 37 0372-01-106	IH 37 AND INTERCHANGE	SOUTH OF ODEM	FY 2027-2032	\$145,600,000	No Funding Change	No	Cat. 4 Rural -Remaining funding TBD- TOTAL	\$25,124,191 \$120,475,809 \$145,600,000	1
16a	SH 35	SH 35 Interchange at SH 361 - Gregory 0180-06-118	FM 3284	.23 MI N OF SH 361	FY 2023-2026	\$29,680,000	Funding Adjustment	No	Cat. 4 Urban TOTAL ----- <i>Cat. 4 increased \$4.4M</i>	\$29,680,000 \$29,680,000	1
16b	SH 361	SH 35 Interchange at SH 361 - Gregory 0180-10-082	AT SH35 INTERCHANGE	.15 MI SE ON SH 361	FY 2023-2026	\$44,800,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor TOTAL ----- <i>Cat. 2 increased \$1.6M</i>	\$44,800,000 \$44,800,000	1
17	FM 893	Widen Non-Freeway - Portland 1209-01-030	CR 3685 (STARK RD)	.2 MI W OF CR 79 (GUM HOLLOW)	FY 2023-2026	\$7,904,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor TOTAL	\$7,904,000 \$7,904,000	3

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see pg. 40.



Date: August 25, 2022
To: Transportation Policy Committee (TPC)
From: Craig Casper, Senior Transportation Planner
Subject: Item 5B: Performance Measures Development Process Update
 Performance Measures and Targets for Safety (PM1), Pavement and Bridge Conditions (PM2), System Performance and Freight (PM3), CCRTA Public Transportation Agency Safety Plan (PTASP), Transit Asset Management (TAM) Plan and proposed Greenhouse Gas (CO2) Emissions Measure
Action: Information and Discussion

Summary

Federal Regulations direct MPOs and state Departments of Transportation to establish both performance measures to track, and targets to work towards, for the national performance measures:

- Safety (PM1),
- Pavement and Bridge Condition (PM2),
- System Performance and Freight (PM3),
- Public Transportation Agency Safety Plan (PTSAP),
- Transit Asset Management (TAM) Plan.

MPOs are not evaluated directly on achieving these targets. MPOs have two options when setting targets for each measure: Establish numerical targets for each of the performance measures ourselves, or agree to support the State DOT targets. For the past several years the Corpus Christi MPO has supported the Texas state performance measures and targets developed by TxDOT. By supporting the State targets the Corpus Christi MPO agrees to plan and program projects which contribute to achieving the TxDOT state targets and to report regional performance. An important item to note is that both the National and TxDOT adopted performance measures for PM2 and PM3 only apply to the National Highway System (NHS). If the Corpus Christi MPO desires to fund projects on routes other than the NHS, then the performance measures should be adjusted accordingly.

Tentative Schedule of Performance Measure Target Updates:

Performance Measure	Date
Safety (PM1)	February 27, 2023
Pavement and Bridge Condition (PM2)	Initial October 1, 2022, Mid-Year October 1, 2024
System Performance and Freight (PM3)	Initial October 1, 2022, Mid-Year October 1, 2024
Public Transportation Agency Safety Plan (PTSAP)	October 1, 2022
Transit Asset Management (TAM) Plan	October 1, 2022

The following are the current performance measures and targets that are available and will be updated when data becomes available.

Safety (PM1) includes the following performance measures and targets:

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

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

Source: Texas FY 2022 Highway Safety Plan (HSP)

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

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

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

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

Pavement and Bridge Condition (PM2) includes the following performance measures and targets:

TxDOT Established Pavement and Bridge Condition (PM2) Performance Measures and Targets				
Performance Measure	Baseline	2020 Target	2022 Target	2022 Adjustment Target
Pavement Condition				
Percentage of Pavements of the Interstate System in Good Condition	--	--	66.4%	66.5%
Percentage of Pavements of the Interstate System in Poor Condition	--	--	0.3%	0.2%
Percentage of Pavements of the Non-Interstate System in Good Condition	54.4%	52.0%	52.3%	54.1%
Percentage of Pavements of the Non-Interstate System in Poor Condition	14.0%	14.3%	14.3%	14.2%

Bridge Condition				
Percentage of NHS Bridges Classified in Good Condition	50.7%	50.6%	50.4%	--
Percentage of NHS Bridges Classified in Poor Condition	0.9%	0.8%	0.8%	1.5%

Source: Mid Performance Period Report (MPP) Progress Report, 11/18/2020

System Performance and Freight (PM3) includes the following performance measures and targets:

TxDOT Established System Performance and Freight (PM3) Performance Measures and Targets				
Performance Measure	Baseline	2020 Target	2022 Target	2022 Adjustment Target
System Performance				
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	79.5%	61.2%	56.6%	70.0%
Percent of the Person-Miles Traveled on the Non-Interstate That Are Reliable	--	--	55.0%	70.0%
Freight				
Truck Travel Time Reliability (TTTR) Index	1.40	1.70	1.79	1.76

Source: Mid Performance Period (MPP) Progress Report, 11/18/2020

Public Transportation Agency Safety Plan (PTASP) includes the following performance measures and targets:

CCRTA Public Transportation Agency Safety Plan Performance Measures and Targets						
Mode	Fixed Route (Bus)		Demand Response		Van Pool	
Measure	Baseline	Target	Baseline	Target	Baseline	Target
Fatalities	0	0	0	0	0	0
Rate of Fatalities*	0%	0%	0%	0%	0%	0%
Injuries	14.5	14.5	2	2	0	0
Rate of Injuries*	0.00039%	0.00039%	0.00015%	0.00015%	0%	0%
Safety Events	7.5	7.5	2	2	0	0
Rate of Safety Events*	0.00020%	0.00020%	0.00015%	0.00015%	0%	0%
Mean Distance Between Major Mechanical Failure	28,320	28,320	14,932	14,932	96,963	96,963

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

Adopted: July 1, 2020

Transit Asset Management (TAM) includes the following performance measures and targets:

Asset Class	Performance Measures	FY 2019 Target
Non-Revenue Vehicles	Age	Target % should not exceed 6.82% or Useful Life Benchmark to maintain the SGR
Revenue Vehicles (Rolling Stock)	Mileage	Target % should not exceed 0.0 % or Useful Life Benchmark to maintain the SGR
Facilities	Condition	Target % should not exceed 15.38% or Useful Life Benchmark to maintain the SGR

SGR – State of Good Repair

New Greenhouse Gas Emission Performance Measures

The Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL) sets combating climate change as one of the key objectives.

Pursuant to the IIJA/BIL, on July 15, 2022 the Federal Highway Administration (FHWA) announced a Notice of Proposed Rulemaking for states and MPOs to track and reduce GHG emissions and is soliciting public comment until October 13, 2022.

The new rule would:

- Establish a national framework for tracking state-by-state progress by adding a new GHG performance measure to the existing FHWA national performance measures to help states track performance and make more informed decisions;
- Create a flexible system under which States Department of Transportation (State DOTs) and MPOs would set their own declining targets for on-road GHG emissions from roadway travel on the National Highway System (NHS);
- Require State DOTs and MPOs to establish declining CO₂ emissions targets to reduce CO₂ emissions generated by on-road mobile sources;
- Require the State DOTs and MPOs to report biennially on their progress in meeting the targets.

This proposed GHG measure would be codified among the National Highway Performance Program (NHPP) performance measures.

The IIJA/BIL provides more than \$27 Billion in funding to reduce greenhouse gas (GHG) emissions through various programs over five years. Available programs for GHG emission reduction are:

- Transportation Alternatives Set-Aside (TASA) Program (\$7.2 billion)
- Carbon Reduction Program (\$6.4 billion)
- National Electric Vehicle Infrastructure (\$5 billion)
- Federal Transit Administration (FTA)'s Low or No Emission Vehicle Program (\$5 billion)
- Charging and Fueling Infrastructure (\$2.5 billion)
- Reduction of Truck Emissions at Port Facilities Program (\$400 million)
- Congestion Relief Program (\$250 million)
- FTA's Transit Oriented Development Program (\$69 million)

The Corpus Christi MPO will discuss GHG emission performance measures target with TAC, partner agencies, and the public after the FHWA's official rule is determined and bring the target to TPC.

Proposed Motion

None. This is an information item only.

Attachment

FY 2023 – 2026 Transportation Improvement Plan (TIP) Performance Measures

V. PERFORMANCE-BASED PROGRAMMING

Performance-based planning and programming is a strategic approach to connect investment and policy decisions to performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which collected data is gauged. Federal law requires State DOTs, MPOs and transit agencies conduct performance-based planning by adopting performance measures, establishing a baseline, and tracking changes in performance against the adopted measures. The Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) adopted the State’s performance targets for PM1, PM2, and PM3. This Corpus Christi MPO TIP was developed and is actively managed with cooperation with the TxDOT and the CCRTA. It reflects the investment priorities established in the Corpus Christi MPO’s 2020-2045 MTP and documents local and federal funds used for Safety, based on state and regional priorities from previous years.

The FAST Act directed the U. S. Secretary of Transportation to promulgate rules to establish performance measures and standards for the National Highway System (NHS), the Highway Safety Improvement Program (HSIP), the Congestion Mitigation and Air Quality Program (CMAQ), and national freight movement on the Interstate System that requires the State Departments of Transportation to:

- Establish performance targets for the new National Performance Measure Rules (PMs) on Safety (PM1), Pavement/Bridge Conditions (PM2), and System Performance/Freight/CMAQ (PM3).
- Report on the condition and performance of the NHS.
- Show progress in achieving the performance targets.

Performance-based planning encourages the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to the seven national goals. Performance Measure Adoption Documentation for the Corpus Christi MPO is provided below and within the appendix of this document. For additional information on Performance Based Planning, please reference the following:

- FHWA Final Rule: <http://www.fhwa.dot.gov/tpm/rule.cfm>
- FTA Final Rule: <https://www.transit.dot.gov/tags/final-rule>
- Performance Based Planning and Programming Guidebook: https://www.fhwa.dot.gov/planning/performance_based_planning/pbpp_guidebook/

The Corpus Christi MPO has a Memorandum of Understanding (MOU), adopted April 5, 2018 by the Corpus Christi MPO TPC, the TxDOT-CRP and the CCRTA, for cooperatively developing and sharing transportation performance data as well as the establishment and tracking of performance targets used to demonstrate progress toward attaining these critical regional outcomes.

The Corpus Christi MPO developed the 2020 – 2045 Metropolitan Transportation Plan (MTP) utilizing a performance-based planning process with an emphasis on project selection by incorporating specific performance measures pertaining to System Reliability (Preservation), Safety, Multi-modal Use & Opportunity, and Stewardship into the project ranking and prioritization process.

At the core of the Corpus Christi MPO’s performance process are measurable metrics used to evaluate the effectiveness of specific functions of the regional transportation system. The Corpus Christi MPO performance measures were distilled from required state and federal measures, as listed in the Decision Lens tool provided by TxDOT. Performance measures must be:

- Quantifiable – Comparable to some standard of acceptability over time
- Easily understood – Explicable in simplified terms to both technical and nontechnical people
- Practical – Developed in a cost-effective manner, relying as much as possible on existing, readily available data sources.

A. Safety (PM1): Adopted in January 2022

Safety is the first national goal (PM1) identified in the FAST Act. In March of 2016, the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the Federal Register. The rule required MPOs to set targets for the following safety-related performance measures and report progress to the State DOT:

- Number of fatalities (The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year).
- Rate of fatalities per 100 million vehicle miles traveled (VMT) (The ratio of total number of fatalities to the number of vehicle miles traveled (VMT expressed in 100 Million VMT) in a calendar year).
- Number of serious injuries (The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year).
- Rate of serious injuries per 100 million VMT (The ratio of total number of serious injuries to the number of VMT (VMT expressed in 100 Million VMT) in a calendar year).
- Number of non-motorized fatalities and number of non-motorized serious injuries combined (The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year).

Safety is the highest priority in the Corpus Christi region and crashes are the single largest cause of non-recurring congestion in the Corpus Christi MPO region. Safety goals call for reducing both the number and rate of fatalities and serious injury crashes. In order to reduce non-recurring congestion, it is also necessary to reduce the number of Property Damage Only (PDO) crashes and the amount of time these crashes individually impact travel on the roads. Incident management is an essential component of congestion management. The general perception is that crash frequency increases with increasing congestion levels while injury severity decreases due to slower speeds. Generally, the most intense congestion occurs when crashes happen in locations that are congested on a recurring basis, (i.e. without a crash).

The 2020 Texas Strategic Highway Safety Plan (SHSP) is the statewide plan focusing on how to accomplish the vision of eliminating fatalities and reducing serious injuries on all public roads. The Corpus Christi MPO supports the TxDOT Safety targets, agreeing to plan and program projects into this TIP that will, once implemented, make progress toward achieving the safety targets. TxDOT's 2019 adopted goal is to work towards reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050.

Table 6. TxDOT Established Safety (PM1) Performance Measures and Targets

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

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

Source: Texas FY 2022 Highway Safety Plan (HSP)

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

Table 7. Corpus Christi MPO Safety Measures and Targets (For Illustration Purposes Only)

Performance Measure	2018*	2019*	2020*	2021**	2022**	2022***
Number of Fatal Crashes	35	39	32	31	30	34
Rate of Fatal Crashes per 100 million VMT	1.10	1.22	1.10	1.06	1.03	1.10
Number of Serious Injury Crashes	124	106	123	119	115	117
Rate of Serious Injury Crashes per 100 million VMT	3.90	3.32	4.21	4.07	3.93	3.89
Number of Non-Motorized Fatal and Serious Injury Crashes	39	26	38	37	35	35

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

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

B. Bridge/Pavement Condition (PM2): Adopted in November 2018

In January 2017, USDOT published the Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 rule. Federal rules require TxDOT and the Corpus Christi MPO to set bridge and pavement performance targets and monitor progress towards achieving those targets. The Corpus Christi MPO must have four-year targets for all six measures, listed below. The Corpus Christi MPO agreed to support the TxDOT targets for the following six performance measures:

- Percent of Interstate pavements in good condition;
- Percent of Interstate pavements in poor condition;
- Percent of non-Interstate National Highway System (NHS) pavements in good condition;
- Percent of non-Interstate NHS pavements in poor condition;
- Percent of NHS bridges by deck area classified as in good condition; and
- Percent of NHS bridges by deck area classified as in poor condition.

For the pavement measures, five pavement metrics are used to assess condition:

1. International Roughness Index (IRI);
2. Cracking Percent;
3. Rutting;
4. Faulting; and
5. Present Serviceability Rating (PSR) for lower speed roads.

The condition of transportation assets impact congestion in several ways:

- Roads in poor condition generally lead to slower traffic as drivers seek to avoid potholes and other roadway impediments, and significant congestion and delays can be attributed to vehicles slowing down to avoid potholes or rough pavement.
- An increasing frequency of crashes also can be caused by unexpected changes in surface conditions because of reduction of road friction which affects the stopping ability and maneuverability of vehicles.

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- Scheduled and unscheduled maintenance of roads and utility infrastructure under or near roads is the second leading cause of non-recurring congestion, after crashes, in the Corpus Christi MPO area.
- Arterials in the Corpus Christi MPO area are more congested than similar travel in other small MPO areas in the country. The condition of the roads in the Corpus Christi MPO area may be worse than those other MPOs.
- The bridge measure assesses the condition of a bridge’s deck, superstructure, substructure, and culverts. Good condition suggests that no major investment is needed, and poor condition suggests major reconstruction investment is needed. The Corpus Christi MPO supports the TxDOT Pavement and Bridge Condition targets, shown in the table below, thus agreeing to plan and program projects into this TIP that will, once implemented, make progress toward achieving the Pavement and Bridge Condition targets.

Table 8. TxDOT Pavement and Bridge Condition (PM2) Performance Measures and Targets

Performance Measure	Baseline	2020 Target	2022 Target	2022 Adjustment Target
Pavement Condition				
Percentage of Pavements of the Interstate System in Good Condition	-	-	66.4%	66.5%
Percentage of Pavements of the Interstate System in Poor Condition	-	-	0.3%	0.2%
Percentage of Pavements of the Non-Interstate System in Good Condition	54.4%	52.0%	52.3%	54.1%
Percentage of Pavements of the Non-Interstate System in Poor Condition	14.0%	14.3%	14.3%	14.2%
Bridge Condition				
Percentage of NHS Bridges Classified in Good Condition	50.7%	50.6%	50.4%	-
Percentage of NHS Bridges Classified in Poor Condition	0.9%	0.8%	0.8%	1.5%

Source: Mid Performance Period Report (MPP) Progress Report, 11/18/2020

C. System Performance and Freight (PM3): Adopted in November 2018

The PM3 rule requires state DOTs and MPOs to establish two-year and/or four-year performance targets for each PM3 measure. For all targets, the current two-year and four-year targets represent expected performance at the end of calendar years 2019 and 2021, respectively. TxDOT established targets as follows:

- Percent of person-miles on the Interstate system that are reliable – two-year and four-year targets
- Percent of person-miles on the non-Interstate NHS that are reliable – four-year targets
- Truck Travel Time Reliability – two-year and four-year targets

A national goal adopted to improve air quality and improve economic development is to “...achieve a significant reduction in congestion on the National Highway System.” Although the Corpus Christi MPO does not and is not expected to have an air quality issue at current federal pollutant levels, there is concern about traffic congestion expressed by the public, economic development professionals, and the public. As such, this goal is also maintained as a goal in the Corpus Christi MPO area. There are two primary performance measures for this goal.

- (Reducing) Annual hours of peak-hour excessive delay per capita
- (Increasing) Percent of non-single-occupant vehicle travel

The Corpus Christi MPO supports the TxDOT Operational Performance and Congestion targets, shown below, thus agreeing to plan and program projects into this TIP that will, once implemented, make progress toward achieving the System Performance and Congestion targets.

D. Reduce Congestion on Regionally Significant Corridors

In January 2017, USDOT published the System Performance/Freight Performance Measures Final Rule to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS). The rule, which is referred to as the PM3 rule, requires the Corpus Christi MPO to set targets for the following performance measures:

- Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR);
- Percent of person-miles on the non-Interstate NHS that are reliable (LOTTR);
- Truck Travel Time Reliability index (TTTR).

In the Corpus Christi MPO, traffic congestion and travel time reliability metrics are, at a system-wide level, trending in a wrong direction. Two key metrics that are monitored are delay per capita and the duration of the congested period.

The Corpus Christi MPO adopted the following System Performance and Freight Performance Measures and Targets. The anticipated effects for 2026 are:

Table 9. TxDOT System Performance and Freight (PM3) Performance Measures and Targets

Performance Measure	Baseline	2020 Target	2022 Target	2022 Adjustment Target
System Performance				
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	79.5%	61.2%	56.6%	70.0%
Percent of the Person-Miles Traveled on the Non-Interstate That Are Reliable	-	-	55.0%	70.0%
Freight				
Truck Travel Time Reliability (TTTR) Index	1.40	1.70	1.79	1.76

Source: Mid Performance Period (MPP) Progress Report, 11/18/2020

Table 10. Operational Performance and Congestion Targets

Travel Time Reliability Index	2015 Measured	2016 Measured	2017 Measured	2020 Measured	2022 Measured	Anticipated Effects 2026
Travel Time Reliability (TTR)	100%	100%	98%	97%	95%	98%
Statewide TTR	79%	78%	79%	80%	67%	-
Corpus Christi MPO Non-Interstate TTR	95%	94%	97%	87%	85%	95%
Statewide Non-Interstate TTR	60%	59%	80%	71%	62%	-

TxDOT Multi-Year Roadway Data Tables

E. Public Transportation Agency Safety Plan (PTASP)

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

- The PTASP rule became effective on July 19, 2019.

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

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

The rule applies to all operators of public transportation systems that are recipients and sub-recipients of federal financial assistance under the Urbanized Area Formula Program (49 U.S.C. § 5307). However, FTA is deferring applicability of this requirement for operators that only receive funds through FTA's [Enhanced Mobility of Seniors and Individuals with Disabilities Formula Program](#) (Section 5310) and/or [Rural Area Formula Program](#) (Section 5311).

The Corpus Christi MPO accepted the PTASP and embedded safety targets on January 6, 2022.

Table 11. PTASP Safety Performance Measures and Targets

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

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

F. Transit Asset Management Performance (TAM)

On July 26, 2016, FTA published the final Transit Asset Management rule. This rule applies to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair,” requires that public transportation providers develop and implement transit asset management (TAM) plans, and establishes state of good repair standards and performance measures for four asset categories: rolling stock, equipment, transit infrastructure, and facilities. The rule became effective on October 1, 2018. The table below identifies performance measures outlined in the final rule for transit asset management.

Table 12. FTA Transit Asset Management (TAM) Final Rule Performance Measures

Asset Category	Performance Measurement
Equipment	Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
Infrastructure	Percentage of track segments with performance restrictions
Facilities	Percentage of facilities within an asset class rated below condition 3 on the TERM scale

G. Transit Asset Management Plan (TAM) Targets

As part of the FAST Act, performance measures were incorporated for transit agencies, primarily through the Transit Asset Management (TAM) assessment and planning requirements. The Corpus Christi Regional Transportation Authority (CCRTA) TAM plan was developed to meet the FTA’s requirements. All assets owned by CCRTA were examined using the Federal Transit Administration (FTA) Transit Economic Requirements Model (TERM) which uses a scale of one to five to determine the quality of the asset. The scale is as follows:

- 1 = Poor; The asset is critically damaged or in need of immediate repair; well past useful life.
- 2 = Marginal Defective or deteriorated; in need of replacement; exceeded useful life.
- 3 = Adequate; Moderately deteriorated or defective; has not exceeded useful life.
- 4 = Good; Good condition, no longer new, may be slightly defective/deteriorated but is functional.
- 5 = Excellent; No visible defects, new or near new, may still be under warranty if applicable.

The CCRTA adopted the following performance targets, and it was approved by the Corpus Christi MPO Transportation Policy Committee in December 2018.

Table 13. Corpus Christi Regional Transportation Authority (CCRTA) Adopted Performance Targets

Asset Class	Performance Measures	FY 2019 Target
Non-Revenue Vehicles	Age	Target % should not exceed 6.82% or Useful Life Benchmark to maintain the SGR
Revenue Vehicles (Rolling Stock)	Mileage	Target % should not exceed 0.0 % or Useful Life Benchmark to maintain the SGR
Facilities	Condition	Target % should not exceed 15.38% or Useful Life Benchmark to maintain the SGR

SGR – State of Good Repair

The Corpus Christi MPO will cooperatively work with the CCRTA to select transit projects that achieve these performance targets.

H. FY 2023-2026 TIP Fiscally Constrained Project List

The development of the approved list of projects started with the 25-year long-range Transportation Plan, the 2020-2045 Metropolitan Transportation Plan (2020-2045 MTP) for the Corpus Christi MPO. The 2020-2045 MTP list of fiscally constrained projects in Chapter 7 of the approved document serves as the list of projects eligible for this FY 2023-2026 TIP. This list of projects is shown in **Table 12. 2020-2045 MTP Fiscally Constrained Project List (FY 2023-2026 TIP Eligible List)**. Using the performance measures, and allocating available funding as well as input from the public, technical staff and elected officials from the local governments and partner agencies, the following list of fiscally constrained projects was developed. **Table 13a. FY 2023-2026 TIP Fiscally Constrained Project List** presents the projects for the FY 2023-2026 TIP.

I. Project Stages

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

J. TxDOT Project Development Process

1. **Project Initiation:** This phase of the project includes all the steps between needs identification, through programming, up to the execution of the legal agreement (AFA) between the local government and TxDOT.



Date: August 25, 2022
To: Transportation Policy Committee (TPC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5C: 2050 MTP Update Process and Schedule Overview
Action: Review and Discuss

Summary

The Metropolitan Transportation Plan (MTP) contains the regional transportation policies, programs and projects used to implement all federally funded transportation projects through 2050. The MTP also addresses other goals and objectives adopted by the Corpus Christi MPO, such as socio-economic or environmental outcomes, along with transportation-related tourism, land-development, or health issues. The existing long-range plan (2045 MTP) is found here. https://www.corpuschristi-mpo.org/01_mtp.html

The MTP must be updated at least every 5 years and was last adopted on February 6, 2020. An issue identified in the 2045 MTP After Action Report was that seeking public input between Thanksgiving and New Year's Day was less than ideal. With this in mind, the Corpus Christi MPO staff developed an updated schedule with final adoption occurring on November 7, 2024. Attachment 1 depicts the proposed 2050 Metropolitan Transportation Plan (MTP) Timeline with other associated efforts.

Background

In accordance with 49 U.S.C. 5303 (i) and 23 CFR 450.300, the Corpus Christi MPO is required to develop a fiscally-constrained Metropolitan Transportation Plan (MTP) that identifies a multi-modal transportation system including pedestrian, bicycle, public transit, motor vehicles, and freight. The MTP describes the goals for the region and specifies the interventions (policies and projects) to help achieve these goals. It also develops formal performance measures for each goal in order to aid the competitive selection of interventions and to track the region's progress over time. The MTP must also be coordinated with the 20-year plans from the Texas Department of Transportation and the Corpus Christi Regional Transportation Authority.

The 2050 MTP will address the seven national goals (23 U.S.C. §150) using a performance-based approach (23 CFR §450.306):

- (1) Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- (2) Maintain the highway infrastructure asset system in a state of good repair.
- (3) Achieve a significant reduction in congestion on the National Highway System.
- (4) Improve the efficiency of the surface transportation system.
- (5) Improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- (6) Enhance the performance of the transportation system while protecting and enhancing the natural environment.
- (7) Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development

and delivery process, including reducing regulatory burdens and improving agencies' work practices.

It is also required that each Metropolitan Planning organization consult with agencies responsible for natural resources, environmental protection, conservation, historic preservation, planned growth, economic development, housing, tourism, natural disaster risk reduction, airport operations, and freight movements during the development of the long-range transportation plan. Specific additional goals from related regulations include:

1. Improve transportation system resiliency and reliability;
2. Reduce (or mitigate) the stormwater impacts of surface transportation;
3. Enhance travel and tourism;
4. Net Zero GHG emissions by 2050;

Although the 2050 MTP is itself a single, stand-alone document, it encompasses other plans, programs, and processes that are also necessary in order to fully access all federal transportation funding. These other efforts are synergistic amongst each other and interdependent with the 2050 MTP. They also directly support potential federal grant applications. The list of these is provided below.

- MPO Regional Safety Action Plan (*IJJA Safe Streets for All Grant*)
- Regional Transportation System Management and Operations (TSMO) - Congestion Management Program (*IJJA SMART Grant*)
- Active Transportation, Complete Streets, Micro-Mobility Plan (*IJJA Reconnecting Communities Pilot or Carbon Reduction Program*)
- Multimodal Freight and Urban Goods Plan (*IJJA INFRA Grant*)
- Coordinated Public Transit – Human Services Transportation Plan
- MPO Safe System Plan (*IJJA RAISE Grant*)
- MPO Risk and Resiliency Plan (*IJJA PROTECT Grant*)

The Proposed 2050 MTP Update Process

The Corpus Christi MPO staff continues to support use of the FHWA suggested Planworks process for Long Range Planning. The key points of this process as listed in the 2023-2024 Unified Planning Work Program are:

- Refine Vision and Goals
- Refine Performance Measures and Evaluation Criteria
- Identify Needs and Deficiency Locations using the goals and performance measures
- Develop a Financial Plan of Reasonably Available Funding
- Develop, Analyze, and Refine Interventions (Projects and Policies) and Investment Portfolios
- Document both the Plan and Processes used to develop both the MTP and TIP
- Evaluate Impacts and Develop Mitigation Strategies

Attachment

Corpus Christi MPO - 2050 Metropolitan Transportation Plan (MTP) Timeline

Item 5C - Attachment: Proposed 2050 MTP Update Schedule

