

TRANSPORTATION POLICY COMMITTEE (TPC) REGULAR MEETING AGENDA

WEDNESDAY, JULY 17, 2024
2:30 P.M. TPC REGULAR MEETING (Boardroom 210)

<u>Venue</u>: Corpus Christi Regional Transportation Authority (CCRTA) Staples Street Center, 602 N. Staples Street, Corpus Christi, Texas 78401

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

2. NON AGENDA ITEMS PUBLIC COMMENTS:

Opportunity for public suggestions and comments for any items <u>not</u> 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.

- 3. APPROVAL OF THE TPC JUNE 6, 2024 REGULAR MEETING MINUTES
- 4. DISCUSSION AND POSSIBLE ACTION ITEMS
 - A. DRAFT 2020-2045 Metropolitan Transportation Plan with Amendment 1 Action: Review, Discuss, Receive Public Comments and Possible Action
 - B. DRAFT FY 2025-2028 Transportation Improvement Program (TIP) Action: Review, Discuss, Receive Public Comments and Possible Action
 - C. DRAFT FY 2023 and FY 2024 Unified Planning Work Program (UPWP) with Amendment 2 Action: Review, Discuss, Receive Public Comments and Possible Action
 - D. DRAFT FY 2025 and FY 2026 Unified Planning Work Program (UPWP) Action: Review, Discuss, Receive Public Comments and Possible Action
 - E. 2050 MTP Development: Vision, Goals, and Chapter 1 Action: Review, Discuss, Receive Public Comments and Possible Action
- 5. **INFORMATION ITEMS**
 - A. Corpus Christi MPO Regional Coordination Group for Federal Transportation Grants Update 🔀
- 6. TPC MEMBER STATEMENTS ON LOCAL AGENCY ACTIVITIES OR ITEMS OF INTEREST
- 7. UPCOMING MEETINGS/EVENTS

A. 2050 MTP Public Meetings: July 16, 17 and 18, 2024

B. Technical Advisory Committee: Regular Meeting/Workshop July 18, 2024
 C. Transportation Policy Committee: Regular Meeting August 1, 2024
 D. Technical Advisory Committee: Regular Meeting/Workshop August 15, 2024

8. ADJOURN

Indicates attachment(s) for the agenda item.
Indicates a weblink for agenda item.

Public suggestions and comments may be provided before the meeting by emailing ccmpo@cctxmpo.us, by regular mail, or by hand-delivery to the Corpus Christi MPO Office at 602 N. Staples St., Suite 300, Corpus

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

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

MEETING LOCATION MAP



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

JUNE 6, 2024

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

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

Judge David Krebs, San Patricio County, Chairperson

Judge Connie Scott, Nueces County, Vice Chairperson

Mayor Cathy Skurow, City of Portland

Mr. Valente Olivarez, Jr., P.E., TxDOT Corpus Christi District

Veronica Toomey, Coastal Bend Council of Governments

Ms. Mary Esther-Guerra, Nueces County Assistant Attorney

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

2. NON AGENDA ITEMS PUBLIC COMMENTS

None were made or offered.

3. APPROVAL OF THE TPC APRIL 4, 2024 REGULAR MEETING MINUTES

Judge Scott made a motion to approve the April 4, 2024 minutes. Mayor Skurow seconded; the motion passed unanimously.

4. DISCUSSION AND POSSIBLE ACTION ITEMS

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

Mr. MacDonald presented the item.

The DRAFT FY 2025-2028 Transportation Improvement Program (TIP) was proposed for release for the required one-month public comment period. The approval for release is necessary to meet the TxDOT scheduled adoption of the FY 2025-2028 Statewide Transportation improvement Program (STIP). TxDOT HQ must receive the final approved TIPs from all MPOs no later than June 10th, 2024. This means that the public comments cannot be received and addressed before the upload of the Corpus Christi MPO TIP. The current plan is to upload the same version of the TIP that is released to the public and modify it to the adopted version after public comments are addressed and approved by the Corpus Christi MPO on July 11th. This updated document will then be provided (and uploaded) to TxDOT as a public comment during the TxDOT 30-day public comment period that begins July 12.

Discussion:

None.

Motion:

Mayor Skurow made a motion to release the DRAFT FY 2025-2028 TIP for the one-month public comment period with TxDOT's corrections to the projects listed on Table 12a. Judge Scott seconded; the motion passed unanimously.

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

Mr. MacDonald presented the item.

The Corpus Christi MPO staff recommended that the Transportation Policy Committee (TPC) review and discuss the DRAFT Amendment 2 to the FY 2023 and FY 2024 Unified Planning Work Program (UPWP). This Amendment 2 was requested by TxDOT as part of their April 8, 2024 Work Order Letter 2 for FY 2024 that specified the requirement for the Corpus Christi MPO to have specific language in the current Unified Planning Work Program related to the federal requirement to spend a minimum of 2.5% of the MPO's

Federal Planning funds (PL) on planning activities "...to increase safe and accessible options for multiple travel modes for people of all ages and abilities,..."

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

Discussion:

None.

Motion:

Judge Scott made a motion to release the DRAFT FY 2023 and FY 2024 UPWP with Amendment 2 for the one-month public comment period. Mr. Olivarez seconded; the motion passed unanimously.

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

Mr. MacDonald presented the item.

Each Metropolitan Planning Organization (MPO) is required to develop a Unified Planning Work Program (UPWP). The UPWP is both the annual budget document for the Corpus Christi MPO and the document that coordinates among agencies and informs the public about ongoing transportation planning projects throughout the region by all local agencies. Key assumptions in this new two-year UPWP are:

- the total Transportation Planning Funding (TPF) amounts shown in the table on page two of the cover memo and in the UPWP document are the same as from FY 2024. Future UPWP amendments may be made with a revised allocation from FHWA/FTA;
- there is approximately \$700,000 of carryover funds from the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) that are a 100% federal grant for the completion of the Corpus Christi MPO Planning Tools and Studies project.

Discussion:

None.

Motion:

Judge Scott made a motion to release the DRAFT FY 2025 and FY 2026 UPWP for the one-month public comment period. Mayor Skurow seconded; the motion passed unanimously.

5. INFORMATION ITEMS

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

Mr. MacDonald presented the item.

The Corpus Christi MPO staff provided updated information concerning the Regional Coordination Group, which is the monthly Technical Advisory Committee (TAC) meeting. Monthly updates are provided to the TPC when new information is available.

Mr. MacDonald explained that the TAC members are tasked with coordinating local governments that propose to apply for federal transportation funding, in 23 major grant program categories and announcements of funding opportunities are announced every few months. The Summary Table shows current funding opportunities and successful grant recipients, with a focus on Texas projects. Mr. MacDonald briefly shared updates on both applicants and recipients. He highlighted successful projects in Texas, such as Austin's \$105 million grant to reconnect communities across I-35 and Harris County's \$1.2 million planning grant. He encouraged the TPC members and their organizations to consider applying for these grant funds.

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

Mr. Olivarez introduced a new area engineer for the Sinton area office, Mr. J.R. Lopez. Mr. Olivarez noted that Mr. Lopez and Mr. Ernest Longoria are the area engineers whose regions (Sinton and Corpus Christi) are within the jurisdiction of this MPO.

Mayor Skurow commented that she returned from her Washington, DC trip that was hosted by the United Corpus Christi Chamber of Commerce and gave praise for the inclusion of Category 10CR (Carbon Reduction) being incorporated into the MPO's planning efforts. Major Skurow noted that we are blessed for continuing to have good air quality even as the area grows.

7. UPCOMING MEETINGS/EVENTS

A. Technical Advisory Committee: Regular Meeting/Workshop June 20, 2024
B. Transportation Policy Committee: Regular Meeting July 11, 2024
C. Technical Advisory Committee: Regular Meeting/Workshop July 18, 2024

8. ADJOURN

The meeting was adjourned at 2:31 p.m.



METROPOLITAN PLANNING ORGANIZATION

Date: July 3, 2024

To: Transportation Policy Committee (TPC)

From: Craig Casper, Senior Transportation Planner

Through: Robert MacDonald, Transportation Planning Director

Subject: <u>Item 4A</u>: DRAFT 2020-2045 Metropolitan Transportation Plan (2045 MTP) with Amendment 1

Action: Review, Discuss and Possible Action

Summary

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

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

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

The TPC is being asked to review and discuss the release of the <u>DRAFT 2045 MTP with Amendment 1</u> for a one-month public comment period. The document is available on the Corpus Christi MPO website at the following link <u>HERE</u>.

Background

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

Financial Impacts

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

MPO-023

The reallocation of \$25.0 million from the recently constructed Rodd Field Road Extension Project to the SH 286 Extension Project provides an equal exchange of funds in the Fiscally Constrained Project List. The additional funds for the two other projects listed in the Summary section of this memo come from additional sources of funds that are added to the Fiscally Constrained Project List.

Recommendation

The Corpus Christi MPO staff and the TAC reviewed and discussed the changes to the <u>DRAFT 2045 MTP with Amendment 1</u>. There were no public comments on the list of projects. The TAC and MPO Staff jointly recommend that the TPC release the document for the one-month public comment period at their July 11, 2024 Regular Meeting.

Proposed Motion

Move to release the <u>DRAFT 2045 MTP with Amendment 1</u> for the one-month public comment period at the July 11, 2024 Regular Meeting.

Attachment

- 1. Fiscally Constrained Project List from FY 2023-2026 TIP with Amendment 2
- 2. Fiscally Constrained Project List from 2045 MTP with Amendment 1
- 3. DRAFT Resolution 24-03 for 2045 MTP with Amendment 1 TPC Approval
- 4. Public Notice 24-4
- 5. DRAFT 2045 MTP with Amendment 1 [WEBLINK]

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

Plan Period	Rank	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$, millions)	CAT1	CAT2	CAT4	CAT7	САТ9	CAT10	CAT12	Local/Other	Prior Funding	Total Project Cost (\$, millions)
TIP/STIP	1	MPO-001	SH 358 (SPID) Ramp Reversal	Ramp reversal Phase II-B	Nile Drive	Staples Street	TxDOT-CRP	On	2	\$35.00		\$35.00								\$45.43
TIP/STIP	1	MPO-002	1-37	Widen freeway by constructing additional 2 travel lanes northbound and 1 additional travel lane southbound	Redbird Lane (Overpass)	Nueces River	TxDOT-CRP	On	2 / 4U / 12	\$60.00		\$12.00	\$15.00				\$33.00			\$77.88
TIP/STIP	1	MPO-003	US 181	Widen freeway by constructing 1 additional travel lane in each direction	North of FM 3296 (Buddy Ganem Drive)	FM 2986 (Wildcat Drive)	TxDOT-CRP	On	2 / 4U	\$14.00		\$2.00	\$12.00							\$18.17
TIP/STIP	1	MPO-004	US 181 Ramp Reversals	Reverse entrance and exit ramps in Northbound direction	FM 3296 (Buddy Ganem Drive)	FM 2986 (Wildcat Drive)	TxDOT-CRP	On	2	\$4.00		\$4.00								\$5.19
TIP/STIP	1	MPO-005	SH 286 (Crosstown)	The proposed project would improve SH 286 within the project limits from a two- lane undivided highway to a controlled access four-lane freeway with two 12- foot main lanes in each direction, the main lanes having four-foot inside shoulders and 10-foot outside shoulders, two 12-foot frontage road lanes in each direction with a 12-foot outside shoulder, entrance and exit ramps, and five-foot sidewalks outside the frontage road shoulders. The proposed improvements would include grade separations at CR 20A, CR 22, and FM 2444.	FM 43 (Weber Road)	South of FM 2444 (Staples Street)	TxDOT-CRP	On	2/7	\$65.00		\$30.00		\$35.00						\$78.00
TIP/STIP	1	MPO-006	FM 893 (Moore Avenue)	Upgrade from 2-lane roadway to 5-lane urban roadway by constructing additional 2 lanes and CLTL	CR 3685 (Stark Road)	0.2 miles West of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	\$7.00		\$7.00								\$9.09
TIP/STIP	2	MPO-007	Harbor Bridge Hike and Bike - Connectivity	Construct pedestrian and bike facilities	On various city streets from Coles High School	Williams Memorial Park	City of Corpus Christi	Off	7	\$1.42				\$1.42						\$1.84
TIP/STIP	2	MPO-008	US 181 Harbor Bridge Voluntary Relocation Program	US 181 Harbor Bridge Voluntary Relocation Mitigation Program	N/A	N/A	МРО	Off	7 / Local / ROW	\$71.00				\$36.00				\$20.00	\$15.00	\$92.15
TIP/STIP	2	MPO-009	Harbor Bridge Park Improvements	Park mitigation for Harbor Bridge	At various city parks including	Ben Garza, TC Ayers, and new location	City of Corpus Christi	Off	7	\$4.80				\$4.80						\$6.23
TIP/STIP	3	MPO-010	Pedestrian and Bike	Pedestrian and bike facility improvements	At Various Locations on Brewster Street	N/A	City of Corpus Christi	On	7	\$1.42									\$1.42	\$1.84
TIP/STIP	4	MPO-011	Schanen Ditch Hike and Bike Trail: Phase IV	Construct and design Hike and Bike Trail	Killarmet Drive	Holly Road	City of Corpus Christi	Off	9	\$0.39	ı				\$0.39					\$0.39
TIP/STIP	4	MPO-012	Region-wide Bike Boulevard Wayfinding Initiative	Designation of bicycle boulevards with pavement markings and signage	Various Locations in Corpus Christi and Portland	N/A	City of Corpus Christi	Off	9	\$0.62					\$0.62					\$0.62
TIP/STIP	4	MPO-013	Portland Bicycle Lanes	Construct one way cycle track and buffered bike lanes	At Varioius Locations in Portland	N/A	City of Portland	On	9	\$0.36					\$0.36					\$0.36
TIP/STIP	4	MPO-014	Dr Hector P Garcia Park Hike & Bike Trail: Phase II	Construct & design Hike & Bike Trail	At Garcia on Trojan Dr	Horne Road	City of Corpus Christi	Off	9	\$0.70					\$0.70					\$0.70
TIP/STIP	16	MPO-015	PR 22	Feasibility study: intersection improvements	At SH 361/PR 22 intersection	Zahn Road	TBD	On	7	\$1.20				\$1.20						\$1.56
10-Year	1	MPO-016	PR 22	Corridor upgrade for pedestrian and access management improvements without adding capacity	Aquarius Street	Whitecap Boulevard	TxDOT-CRP	On	2	\$16.00	I	\$16.00								\$19.20
10-Year	1	MPO-017	SH 361	Upgrade/add direct connectors	At SH 35 interchange	0.6 miles Southeast on SH 361	TxDOT-CRP	On	2	\$38.50	I	\$38.50								\$46.20
10-Year	1	MPO-018	SH 35	Upgrade/add direct connectors	FM 3284	0.23 North of SH 361	TxDOT-CRP	On	4U	\$21.50	ı		\$21.50							\$25.80
10-Year	9	MPO-019	SS 544 (Agnes Street / Laredo Street)	Operational improvements without adding capacity	SH 286 (Crosstown)	Coopers Alley	City of Corpus Christi	Off	7	\$5.50				\$5.50						\$6.60
10-Year	12	MPO-020	Holly Road Travel Lanes	Construct Phase II by adding 2 additional travel lanes	SH 286	Greenwood Drive	City of Corpus Christi	Off	7	\$4.73	,			\$4.73						\$5.68
10-Year	13	MPO-021	Regional Parkway / Rodd Field Road Extension	NEPA Process for new location 4-lane roadway (Segment B) and Rodd Field Road	Yorktown Boulevard	SH 286 (Crosstown)	City of Corpus Christi	Off	7	\$1.89				\$1.89						\$2.27
10-Year	13	MPO-022	Regional Parkway	NEW Location: Construct Phase I consisting of 4-lane roadway (Segment B)	Rodd Field Road	SH 286 (Crosstown)	City of Corpus Christi	Off	7	\$45.00				\$45.00						\$54.00
10-Year	14	MPO-024	Yorktown Boulevard	Construct 2 additional travel lanes with turn lanes. Elevate and widen bridge.	Rodd Field Road	Laguna Shores Road	City of Corpus Christi	Off	7	\$39.41				\$39.41						\$47.29
10-Year	15	MPO-025	Timon Boulevard / Surfside Boulevard	Rehabilitate without additional capacity, construct bicycle facilities	Beach Avenue	Burleson Street	City of Corpus Christi	Off	7	\$20.00				\$20.00						\$24.00
10-Year	19	MPO-026	Flour Bluff Drive	Upgrade to 5-lane urban roadway by constructing additional 2-lanes and CLTL	South of Don Patricio Road	Yorktown Boulevard	City of Corpus Christi	Off	7	\$17.00				\$17.00						\$20.40
10-Year	22	MPO-027	CR 72	Construct 2 additional travel lanes (CTWLTL)	FM 2986 (Wildcat Drive)	CR 2032	City of Portland	Off	7	\$5.92				\$5.92						\$7.10

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

Plan Period	Rank	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$, millions)	CAT1	CAT2	CAT4	САТ7	САТ9	CAT10	CAT12	Local/Other	Prior Funding	Total Project Cost (\$, millions)
10-Year	23	MPO-028	Joe Fulton International Trade Corridor (JFITC) Realignment	Corridor improvements	0.5 miles west of Navigation Boulevard	0.5 miles east of Navigation Boulevard	Port of Corpus Christi	Off	7	\$5.00				\$5.00						\$6.00
10-Year	32	MPO-029	US 181 Companion Drainage Project	Construction of the campanion drainage project across the TxDOT right-of-way	Sunset Road	FM 3239 (Buddy Ganem Drive)	TxDOT-CRP	On	2/7/Local	\$7.00								\$7.00		\$8.40
10-Year	35	MPO-030	Future Category 9 Projects	Projects selected through competitive process	N/A	N/A	TBD	On/Off	9	\$12.43					\$12.43					\$12.43
10-Year	N/A	MPO-049	Holly Rd. Train Trestle to Tourism Trail	The project will construct a 15-foot-wide shared-use path and a new pedestrian bridge across Oso Bay. The project will renovate the existing train trestle bridge and connect the Holly Road and Flour Bluff Drive shared-use paths.	End of Holly Road across Oso Bay	Holly Road to Flour Bluff Drive	City of Corpus Christi	Off	9	\$13.03					\$13.03					\$13.03
10-Year	N/A	MPO-077	NEVI - TxDOT Charging Station	Install 4 Direct Current Fast Charge ports within one mile of the Electric Alternative Fuel Corridors (IH 37).	At 3500 Leopard St., Corpus Christi, Texas 78408	At 3500 Leopard St., Corpus Christi, Texas 78408	Equilion dba Shell	Off	10	\$1.20						\$1.20				\$1.20
Long Range	5	MPO-031	SH 358 (SPID) Ramp Reversal	Ramp Reversal Phase II-C (Braided ramps)	Airline Road	Everhart Road	TxDOT-CRP	On	2	\$35.00		\$35.00								\$42.00
Long Range	6	MPO-032	SH 286 (Crosstown)	Construct 1 additional northbound travel lane with ramp upgrades	SS 544 (Agnes Street / Laredo Street)	SH 358 (SPID)	TxDOT-CRP	On	2	\$80.00		\$80.00								\$96.00
Long Range	7	MPO-033	FM 624 (Northwest Boulevard)	Upgrade from 4-lane roadway to 6-lane roadway including raised medians	CR 69	FM 73	TxDOT-CRP	On	2/4U/7	\$18.00		\$6.00	\$10.00	\$2.00						\$21.60
Long Range	8	MPO-034		Reconstruct Interchange to provide 2-lane direct connectors from SB I-37 to EB SH 358 and WB SH 358 to NB I-37	At I-37/SH 358 interchange	N/A	TxDOT-CRP	On	2 / 4U	\$100.00		\$60.00	\$40.00							\$120.00
Long Range	10	MPO-035	FM 43 (Weber Road)	Upgrade to 5-lane roadway by constructing additional 2 lanes and CLTL	SH 286 (Crosstown)	FM 665 (Old Brownsville Road)	TxDOT-CRP	On	2 / 4U	\$40.00		\$15.00	\$25.00							\$48.00
Long Range	11	MPO-036	SH 286 (Crosstown) Braided Ramp	Construct braided ramps northbound from Holly to SH 358	South of Holly Road	SH 358 (SPID)	TxDOT-CRP	On	2 / 4U	\$60.00		\$25.00	\$35.00							\$72.00

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

TIP Fiscal Year	CSJ	MTPID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$, millions)	CAT2	CAT4	CAT7	САТ9	CAT10	Local/Oth er	Prior Funding	Total Project Cost (\$, millions)
2023	1209-01-030	MPO-006	FM 893 (Moore Avenue)	Upgrade the roadway from two 12-ft travel lanes with 3-ft shoulders to a five lane section with curb and gutter including two 12-ft travel lanes in each direction, a 14-ft continuous center turn lane, and pedestrian facilities on either side of the roadway. Pedestrian facilities would include a 10-ft shared use path on the north side of the roadway and sections of 5-ft sidewalk connected to sections of 10-ft shared use path on the south side of the roadway.	CR 3685 (Stark Road)	0.2 miles West of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	\$7.90	\$7.90							\$10.26
2023	0916-35-195	MPO-007	Harbor Bridge Hike and Bike - Connectivity	Construct pedestrian and bike facilities	On various city streets from Coles High School	Williams Memoria Park	City of Corpus Christi	Off	7	\$1.20			\$1.20					\$1.56
2024	0916-35-196	MPO-009	Harbor Bridge Park Improvements	Park mitigation for Harbor Bridge. +\$3.5 million local funding from Bond 2014. Former Washington Elementary School site, TC Ayers Park, Ben Garza Park, Dr. HJ Williams Memorial Park (Hill Crest Park). Construct hike and bike trail connections and develop park to appropriate level of service based on community input.	At various city parks including	Ben Garza, TC Ayers, Hill Crest Park, and new location	City of Corpus Christi	Off	7	\$4.80			\$1.30			\$3.50		\$4.80
2023	0916-00-255	MPO-067	MPO Planning Tools and Studies	Implement enhanced tools and data analysis for use in short-range programming and long-range planning. Models: Travel Demand, Resiliency, Socio-Economic Allocation, Pavement Management, etc Plans/Programs: Regional Safety, Regional Active Transportation, Resiliency, Regional Complete Streets, Congestion Management Program.	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	МРО	On	7	\$3.18			\$3.18					\$3.18
2024	0916-00-256	MPO-068	Regional Traffic Operations Improvements and Safety Countermeasures	Traffic operations improvements and safety counter-measures including but not limited to the following: 1. Crash reduction on all public roads by targeting locations identified as most statistically anomalous by Vision Zero Suite. 2. Construct the prioritized list of countermeasures that best optimize resources and have the greatest impact on improving safety.	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	Various	On	7	\$4.14			\$4.14					\$5.37
2023	5000-00-916	MPO-069	FY 2022 - FY 2025 STBG- SA/CAT 9 Awarded Projects	STBG-SA (CAT 9) Awarded Project in May 2022 by the TPC.	Various	Various	City of Portland City of Corpus Christi	Off	9	\$5.86				\$5.86				\$7.03
2024	0617-01-177	MPO-001	SH 358 (SPID) Ramp Reversal	Ramp reversal Phase II-B. Reconstruct eastbound entrance and exit ramps. Widen and construct new auxiliary lanes. Improve lighting and reconstruct existing merge lane. Construct new sidewalks to improve safety and access for bicyclists and pedestrians.	Nile Drive	Staples Street	TxDOT-CRP	On	2	\$39.96	\$39.96							\$51.86
2024	0326-01-056	MPO-005	SH 286 (Crosstown)	The proposed project would improve SH 286 within the project limits from a two-lane undivided highway to a controlled access fourlane freeway with two 12- foot main lanes in each direction, the main lanes having four-foot inside shoulders and 10-foot outside shoulders, two 12-foot frontage road lanes in each direction with a 12-foot outside shoulder, entrance and exit ramps, and five-foot sidewalks outside the frontage road shoulders. The proposed improvements would include grade separations at CR 20A, CR 22, and FM 2444.	FM 43 (Weber Road)	South of FM 2444 (Staples Street)	TxDOT-CRP	On	2/7	\$65.00	\$30.00		\$35.00					\$78.00

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

TIP Fiscal Year	CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$, millions)	CAT2	CAT4	САТ7	CAT9	CAT10	Local /Other	Prior Funding	Total Project Cost (\$, millions)
2025	0989-02-057	MPO-033	FM 624 (Northwest Roulevard)	Construct additional two travel lanes to upgrade existing four lane rural roadway to an urban six lane boulevard with raised median.	CR 69	FM 73	TxDOT-CRP	On	2 / 4U / 7	\$21.28	\$9.28	\$10.00	\$2.00					\$25.54
<mark>2026</mark>	<mark>0916-022-</mark> 282	MPO-049	Holly Rd. Train Trestle to	The project will construct a 15-foot-wide shared- use path and a new pedestrian bridge across Oso Bay. The project will renovate the existing train trestle bridge and connect the Holly Road and Flour Bluff Drive shared-use paths.	End of Holly Road across Oso Bay	Holly Road to Flour Bluff Drive	City of Corpus Christi	Off	9	\$13.03				\$13.03				<mark>\$13.03</mark>
2024	5000-00-187	MPO-077		Install 4 Direct Current Fast Charge ports within one mile of the Electric Alternative Fuel Corridors (IH 37).		At 3500 Leopard St., Corpus Christi, Texas 78408	Equilion dba Shell	Off	10	1.20					\$1.20			1.20



TRANSPORTATION POLICY COMMITTEE (TPC)

RESOLUTION 24-03

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

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

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

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

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

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

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

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

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

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

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

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

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

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

	David R. Krebs	
The Honorable David R. Krebs, TPC Chair	Print Name	
Corpus Christi Metropolitan Planning Organization		
County Judge, San Patricio County		
ATTEST:		
Robert F. MacDonald, MPA, P.E.		
Transportation Planning Director		
Corpus Christi Metropolitan Planning Organization		



Date: July 3, 2024

To: Transportation Policy Committee (TPC)

From: Craig Casper, Senior Transportation Planner

Through: Robert MacDonald, Transportation Planning Director

Subject: Item 4B: DRAFT FY 2025-2028 Transportation Improvement Program (TIP)

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

Summary

The DRAFT FY 2025-2028 Transportation Improvement Program (TIP) is provided as Attachment 1. Both the Corpus Christi MPO staff and Technical Advisory Committee recommend the Transportation Policy Committee approve this TIP. A table summarizing the funded projects is shown below, color coded by year. Attachment 3 is the detailed DRAFT FY 2025-2028 TIP project list. The MPO staff and TxDOT-CRP District Staff met on June 24 to confirm the details of project descriptions and funding for the TIP document and the TAC had a Special meeting on June 28th to discuss issues and finalize the document. All updates are incorporated into the revised FY 2025-2028 TIP. The TAC recommended approval after their Special Meeting on June 28th. To date, one public comment has been received. It is provided as Attachment 4. The Corpus Christi MPO staff response to the sole public comment is provided as Attachment 5.

CSJ#	Summary Name	Fiscal Year	Summary Description	Construction Cost
0326-01-056	SH 286 (Crosstown)	2025	2.5 mile extension of 4-lane freeway	\$ 70.00 million
1209-01-030	FM 893 (Moore Ave)	2025	1.4 mile widening from 2-lane to 5-lane	\$ 12.50 million
0916-35-195	New Harbor Bridge	2025	Construct Bicycle and Pedestrian facilities	\$ 1.48 million
0916-35-196	New Harbor Bridge	2025	Park Mitigation - Construct Park Amenities	\$ 15.98 million
0916-35-265	New Harbor Bridge	2025	Mitigation - Construct Green Space Amenities	\$ 11.50 million
0989-02-057	FM 624 (Northwest Blvd)	2025	1.95 mile widening 4-lane to 6-lane divided	\$ 34.65 million
0916-00-256	Operations and Safety	2026	Implement Crash Reduction and TSMO	\$ 10.20 million
0916-00-282	Trestle to Tourism Trail	2026	15' wide shared use path crossing of Oso Bay	\$ 13.03 million
0180-10-082	Gregory SPUI SH 361	2027	Add / Upgrade Connectors	\$ 71.28 million
0180-06-118	Gregory SPUI SH 35	2027	Add / Upgrade Connectors	\$ 56.54 million
0180-11-016	Gregory SPUI SS 202	2027	Construct Single Point Urban Interchange	\$ 2.70 million
0617-02-073	PR 22	2028	Corridor Upgrade for Pedestrian and Access Management Improvements without Adding Capacity	\$17.92 million

Changes in the DRAFT FY 2025-2028 TIP Document Since June 20th TAC Meeting and June 6th TPC Meeting

- Revised the project limits for the FM 624 (Northwest Boulevard) Project MPO-033 CSJ# 0989-02-057
- Revised the project limits for the Holly Rd. Train Trestle to Tourism Trail Project MPO-049 CSJ# 0916-00-282
- Added the PR 22 Project MPO-016 CSJ# 0617-02-073 into the Table 12a

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

The preliminary estimate for FY 2025-2028 state and federal funding available for use in the Corpus Christi MPO area, by year, is highlighted in the table below. The TIP must be fiscally constrained; that is, the funds programmed cannot exceed the funds that are reasonably expected to be available. The funding estimate was developed by TxDOT and the Corpus Christi MPO concurs that it is a reasonable estimate.

Certain funding Categories (CATs) may have carryover funds from previous years, although the requirement to obligate the funds within 3 years of their available year still remains.

FY 2025-2034 10-Year Funding Estimates for the Corpus Christi MPO; including TIP Years 2025-2028

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

^{*}Per TxDOT's 2025 Unified Transportation Program and Corresponding TIP/STIP Years of 2025-2028.

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

Fiscal Impact Considerations

The process to determine fiscal constraint requires that year to year inflation is added on to the cost of projects during the years of the FY 2025-2028 TIP. The level of inflation is currently 4% per year, although this has been exceeded in recent years. TxDOT does not add inflation onto projects that are included in years 5-10 of the UTP. The latest version of the DRAFT 2025 UTP Project List was approved by the TPC at the March 7th regular meeting.

Project Scoring and Selection Process

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

The Corpus Christi MPO staff proposes that the TAC, TPC, and the public use the existing Table 12 from the 2020-2045 MTP (2045 MTP) as the source of possible projects to prioritize for the TxDOT 2025-2028 TIP/STIP in Categories 2, 4, 7, 9 and 10 CR. The projects listed in Table 11, see Attachment 2, are those projects that have been:

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

Recommendation

The Corpus Christi MPO staff and the TAC recommend the TPC review and discuss the components of the DRAFT FY 2025-2028 TIP and receive public comments and then approve the DRAFT FY 2025-2028 TIP.

Proposed Motion

Move to approve the DRAFT FY 2025-2028 TIP.

Attachments

- 1. DRAFT FY 2025-2028 TIP [WEBLINK] PDF DOCUMENT
- 2. Corpus Christi MPO DRAFT 2045 MTP with Amendment 1 Fiscally Constrained Project List
- 3. Corpus Christi MPO DRAFT FY 2025-2028 Fiscally Constrained Project List details [updated]
- 4. Public Comment
- 5. Response to the Public Comment
- 6. 2045 MTP EJ-Title VI Evaluation Process Summary

Table 11. FY 2025-2028 TIP Eligible Project List (2020-2045 MTP Fiscally Constrained Project List with Amendment 1) (For Illustration Purposes)

MI	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost	Total Construction Cost	Non- Construction Cost	Total Project Cost
MPO	01 SH 358 (SPID) Ramp Reversal	Ramp reversal Phase II-B	Nile Drive	Staples Street	TxDOT-CRP	On	2	\$35.00	\$35.00	\$15.43	\$45.43
MPO	02 I-37	Widen freeway by constructing additional 2 travel lanes northbound and 1 additional travel lane southbound	Redbird Lane (Overpass)	Nueces River	TxDOT-CRP	On	2 4U 12	\$12.00 \$15.00 \$33.00	\$60.00	\$17.88	\$77.88
MPO-	03 US 181	Widen freeway by constructing 1 additional travel lane in each direction	North of FM 3296 (Buddy Ganem Drive)	FM 2986 (Wildcat Drive)	TxDOT-CRP	On	2 4U	\$2.00 \$12.00	\$14.00	\$4.17	\$18.17
MPO	04 US 181 Ramp Reversals	Reverse entrance and exit ramps in Northbound direction	FM 3296 (Buddy Ganem Drive)	FM 2986 (Wildcat Drive)	TxDOT-CRP	On	2	\$4.00	\$4.00	\$1.19	\$5.19
MPO	05 SH 286 (Crosstown)	The proposed project would improve SH 286 within the project limits from a two- lane undivided highway to a controlled access four-lane freeway with two 12- foot main lanes in each direction, the main lanes having four-foot inside shoulders and 10-foot outside shoulders, two 12-foot frontage road lanes in each direction with a 12-	FM 43 (Weber Road)	South of FM 2444 (Staples Street)	TxDOT-CRP	On	2	\$30.00	\$65.00	\$13.00	\$78.00
		foot outside shoulder, entrance and exit ramps, and five- foot sidewalks outside the frontage road shoulders. The proposed improvements would include grade separations at CR 20A, CR 22, and FM 2444.		Succes			7	\$35.00			
MPO-	06 FM 893 (Moore Avenue)	Upgrade from 2-lane roadway to 5-lane urban roadway by constructing additional 2 lanes and CLTL	CR 3685 (Stark Road)	0.2 miles West of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	\$7.00	\$7.00	\$2.09	\$9.09
MPO	07 Harbor Bridge Hike and Bike - Connectivity	Construct pedestrian and bike facilities	On various city streets from Coles High School	Williams Memorial Park	City of Corpus Christi	Off	7	\$1.42	\$1.42	\$0.42	\$1.84
	US 181 Harbor Bridge Voluntary	US 181 Harbor Bridge Voluntary Relocation Mitigation				0.00	7	\$36.00	474.00	404.45	400.45
MPO	Relocation Program	Program	N/A	N/A	MPO	Off	Local ROW	\$20.00 \$15.00	\$71.00	\$21.15	\$92.15
MPO-	09 Harbor Bridge Park Improvements	Park mitigation for Harbor Bridge	At various city parks including	Ben Garza, TC Ayers, and new location	City of Corpus Christi	Off	7	\$4.80	\$4.80	\$1.43	\$6.23
MPO-	10 Pedestrian and Bike	Pedestrian and bike facility improvements	At various Locations on Brewster Street	N/A	City of Corpus Christi	On	7	\$1.42	\$1.42	\$0.42	\$1.84
MPO-	Schanen Ditch Hike and Bike Trail: Phase IV	Construct and design Hike and Bike Trail	Killarmet Drive	Holly Road	City of Corpus Christi	Off	9	\$0.39	\$0.39		\$0.39
MPO-	Region-wide Bike Boulevard Wayfinding Initiative	Designation of bicycle boulevards with pavement markings and signage	Various Locations in Corpus Christi and Portland	N/A	City of Corpus Christi	Off	9	\$0.62	\$0.62		\$0.62
MPO	13 Portland Bicycle Lanes	Construct one way cycle track and buffered bike lanes	At various locations in Portland	N/A	City of Portland	On	9	\$0.36	\$0.36		\$0.36
MPO	Dr. Hector P. Garcia Park Hike & Bike Trail: Phase II	Construct & design Hike & Bike Trail	At Garcia on Trojan Dr	Horne Road	City of Corpus Christi	Off	9	\$0.70	\$0.70		\$0.70
MPO	15 PR 22	Feasibility study: intersection improvements	At SH 361/PR 22 intersection	Zahn Road	TBD	On	7	\$1.20	\$1.20	\$0.36	\$1.56

Table 11. FY 2025-2028 TIP Eligible Project List (2020-2045 MTP Fiscally Constrained Project List) (For Illustration Purposes)

M	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost	Total Construction Cost	Non- Construction Cost	Total Project Cost
MPC	016 PR 22	Corridor upgrade for pedestrian and access management improvements without adding capacity	Aquarius Street	Whitecap Boulevard	TxDOT-CRP	On	2	\$16.00	\$16.00	\$3.20	\$19.20
MPC	017 SH 361	Upgrade/add direct connectors	At SH 35 interchange	0.6 miles Southeast on SH 361	TxDOT-CRP	On	2	\$38.50	\$38.50	\$7.70	\$46.20
MPC	-018 SH 35	Upgrade/add direct connectors	FM 3284	0.23 North of SH 361	TxDOT-CRP	On	4U	\$21.50	\$21.50	\$4.30	\$25.80
МРС	SS 544 (Agnes Street / Laredo Street)	Operational improvements without adding capacity	SH 286 (Crosstown)	Coopers Alley	City of Corpus Christi	Off	7	\$5.50	\$5.50	\$1.10	\$6.60
MPC	O20 Holly Road Travel Lanes	Construct Phase II by adding 2 additional travel lanes	SH 286	Greenwood Drive	City of Corpus Christi	Off	7	\$4.73	\$4.73	\$0.95	\$5.68
МРС	Regional Parkway / Rodd Fie Road Extension	NEPA Process for new location 4-lane roadway (Segment B) and Rodd Field Road	Yorktown Boulevard	SH 286 (Crosstown)	City of Corpus Christi	Off	7	\$1.89	\$1.89	\$0.38	\$2.27
МРС	O22 Regional Parkway	NEW Location: Construct Phase I consisting of 4-lane roadway (Segment B)	Rodd Field Road	SH 286 (Crosstown)	City of Corpus Christi	Off	7	\$45.00	\$45.00	\$9.00	\$54.00
МРС	O24 Yorktown Boulevard	Construct 2 additional travel lanes with turn lanes. Elevate and widen bridge.	Rodd Field Road	Laguna Shores Road	City of Corpus Christi	Off	7	\$39.41	\$39.41	\$7.88	\$47.29
MPC	O25 Timon Boulevard / Surfside Boulevard	Rehabilitate without additional capacity, construct bicycle facilities	Beach Avenue	Burleson Street	City of Corpus Christi	Off	7	\$20.00	\$20.00	\$4.00	\$24.00
MPC	-026 Flour Bluff Drive	Upgrade to 5-lane urban roadway by constructing additional 2-lanes and CLTL	South of Don Patricio Road	Yorktown Boulevard	City of Corpus Christi	Off	7	\$17.00	\$17.00	\$3.40	\$20.40
MPC	-027 CR 72	Construct 2 additional travel lanes (CTWLTL)	FM 2986 (Wildcat Drive)	CR 2032	City of Portland	Off	7	\$5.92	\$5.92	\$1.18	\$7.10
МРС	Joe Fulton International Trad Corridor (JFITC) Realignment	Corridor improvements	0.5 miles west of Navigation Boulevard	0.5 miles east of Navigation Boulevard	Port of Corpus Christi	Off	7	\$5.00	\$5.00	\$1.00	\$6.00
МРС	US 181 Companion Drainage Project	Construction of the companion drainage project across the TxDOT right-of-way and Rodd Field Road	Sunset Road	FM 3239 (Buddy Ganem Drive)	TxDOT-CRP	On	Local	\$7.00	\$7.00	\$1.40	\$8.40
МРС	-030 Future Category 9 Projects	Projects selected through competitive process	N/A	N/A	TBD	On/Off	9	\$12.43	\$12.43		\$12.43
МРС	Holly Rd Train Trestle to Tour Trail	The project will construct a 15-foot-wide shared-use path and a new pedestrian bridge across Oso Bay. The project will renovate the existing train trestle bridge and connect the Holly Road and Flour Bluff Drive shared-use paths.	End of Holly Road across Oso Bay	Holly Road to Flour Bluff Drive	City of Corpus Christi	Off	9	\$13.03	\$13.03	-	\$13.03
МРО	077 NEVI – TxDOT Charging Statio	Install 4 Direct Current Fast Charge ports within one mile of the Electric Alternative Fuel Corridors (IH 37).	At 3500 Leopard St., Corpus Christi, Texas 78408	At 3500 Leopard St., Corpus Christi, Texas 78408	Equilon dba Shell	Off	10	\$1.20	\$1.20		\$1.20
МРС	O31 SH 358 (SPID) Ramp Reversal	Ramp Reversal Phase II-C (Braided ramps)	Airline Road	Everhart Road	TxDOT-CRP	On	2	\$35.00	\$35.00	\$7.00	\$42.00
MPC	SH 286 (Crosstown)	Construct 2 additional travel lanes with turn lanes. Elevate and widen bridge.	SS 544 (Agnes Street / Laredo Street)	SH 358 (SPID)	TxDOT-CRP	On	2	\$80.00	\$80.00	\$16.00	\$96.00
	500 500 (0)	Upgrade from 4-lane roadway to 6-lane roadway	CD CO	514.70	T 007 555		2	\$6.00	445.55		404.55
MPC	-033 FM 624 (Northwest Boulevan	including raised medians	CR 69	FM 73	TxDOT-CRP	On	4U 7	\$10.00 \$2.00	\$18.00	\$3.60	\$21.60
Rang		Reconstruct Interchange to provide 2-lane direct					2	\$60.00			
MPC	.034 I-37 / SH 358 Interchange	connectors from SB I-37 to EB SH 358 and WB SH 358 to NB I-37	At I-37/SH 358 interchange	N/A	TxDOT-CRP	On	4U	\$40.00	\$100.00	\$20.00	\$120.00
МРС	-035 FM 43 (Weber Road)	Upgrade to 5-lane roadway by constructing additional 2 lanes and CLTL	SH 286 (Crosstown)	FM 665 (Old Brownsville Road)	TxDOT-CRP	On	2 4U	\$15.00 \$25.00	\$40.00	\$8.00	\$48.00
МРС	O36 SH 286 (Crosstown) Braided F	Construct braided ramps northbound from Holly to SH 358	South of Holly Road	SH 358 (SPID)	TxDOT-CRP	On	2 4U	\$25.00 \$35.00	\$60.00	\$12.00	\$72.00

Table 12a. FY 2025-2028 TIP Fiscally Constrained Highway Project List (For Illustration Purposes) – June 6, 2024

TIP Fiscal	CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT	_	Construction	Total Construction	Non- Construction	Total Project Cost
Year			·	·			•	System	Category	Cost	Cost	Cost	(\$, millions)
2025	0326-01-056	MPO-005	SH 286 (Crosstown)	Extend 4-lane divided freeway by constructing mainlanes, overpasses, and frontage roads	FM 43 (Weber Road)	South of FM 2444 (Staples Street)	TxDOT-CRP	On	7	\$30.00 \$40.00	\$70.00	\$22.85	\$92.85
2025	1209-01-030	MPO-006	FM 893 (Moore Avenue)	Upgrade from 2-lane roadway to 5-lane urban roadway by constructing additional 2 lanes and CLTL	CR 3685 (Stark Road)	0.2 miles West of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	\$12.50	\$12.50	\$7.28	\$19.78
2025	0916-35-195	MPO-007	Harbor Bridge Hike and Bike- Connectivity	Construct pedestrian and bike facilities	On various city streets from Coles High School	Williams Memorial Park	City of Corpus Christi	Off	7	\$1.48	\$1.48	\$0.30	\$1.78
			Harbor Bridge	Constructing amenities at several parks within the City of Corpus	A .	Day Carra TC Avers	City of Communication		7	\$4.80			
2025	0916-35-196	MPO-009	Park Improvements Part A	Christi including HJ Williams Park, T.C. Ayers Parks/South Park, Washington School Site/Washing Coles Park, and Ben Garza Park (HB parks mitigation Part A).		Ben Garza, TC Ayers, HJ W & New Location	City of Corpus Christi	Off	Local	\$11.18	\$15.98	\$2.84	\$18.81
			Harbor Bridge	Constructing amenities at greenspace within the City of		_	TxDOT		10	\$5.50			
2025	0916-35-265	MPO-080	Park Improvements	Corpus Christi to meet Harbor Bridge environmental mitigation requirements (HB parks mitigation Part B)	On New Location in Hillcrest Area	Near Winnebago St. and Fisk Court	City of Corpus Christi	Off	Local	\$6.00	\$11.50	\$2.04	\$13.54
			FM 624	Construct additional two travel lanes to upgrade existing four					2	\$11.65			
2025	0989-02-057	MPO-033	(Northwest	lane rural roadway to an urban six lane boulevard with raised	CR 73	Wildcat Dr	TxDOT-CRP	On	4	\$11.00	\$34.65	\$8.38	\$43.03
			Boulevard)	median.					7 10CR	\$7.00 \$5.00	,	,	
				Traffic operations improvements and safety counter-					TUCK	\$5.00			
			Regional Traffic	measures including but not limited to the following: 1. Crash reduction on all public roads by targeting locations identified as most statistically anomalous by Vision Zero					7	\$6.40			
2026	0916-00-256	MPO-068	Operations Improvements and Safety Countermeasures	 Suite. 2. Construct the prioritized list of countermeasures that best optimize resources and have the greatest impact on improving safety. 3. Implement TSMO strategies on Regionally Significant Corridors without adding capacity. 	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	Various	On	10CR	\$3.80	\$10.20	\$1.52	\$11.52
2026	0916-00-282	MPO-049	Holly Rd. Train Trestle to Tourism Trail	The project will construct a 15-foot wide shared-use path and a new pedestrian bridge across Oso Bay. The project will renovate the existing train trestle bridge and connect Holly Road and Flour Bluff Drive shared-use paths.	End of Holly Road across Oso Bay	Flour Bluff Dr / Don Patricio Rd	City of Corpus Christi	Off	9	\$13.03	\$13.03	\$2.47	\$15.50
						0.6 miles Southeast on			2	\$46.86			
2027	0180-10-082	MPO-017	SH 361	Upgrade/add direct connectors	At SH 35 interchange	SH 361	TxDOT-CRP	On	4	\$18.78	\$71.28	\$17.26	\$88.54
									7	\$5.64			
2027	0180-06-118	MPO-018	SH 35	Upgrade/add direct connectors	FM 3284	0.23 North of SH 361	TxDOT-CRP	On	4	\$52.14	\$56.54	\$13.31	\$69.85
	0100 00 110	5 515			525 1	5.25	1,201 011	011	7	\$4.40	750.57	Ψ±0.0±	703.03
2027	0180-11-016	MPO-078	SS 202	Construct Single Point Urban Intersection	Ave H in Gregory	SH 35 northbound frontage Rd.	TxDOT-CRP	On	2	\$2.70	\$2.70	\$3.39	\$6.09
2028	0617-02-073	MPO-016	PR 22	Corridor upgrade for pedestrian and access management Improvements without adding capacity	Aquarius St	Whitecap Blvd	TxDOT-CRP	On	2	\$17.92	\$17.92	\$4.92	\$22.84

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

TIP Fiscal Year	CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost	Total Construction Cost		Total Project Cost (\$, millions)
2023	0916-00-255	MPO-067	MPO Planning Tools and Studies	Implement enhanced tools and data analysis for use in short-range programming and long-range planning. Models: Travel Demand, Resiliency, Socio-Economic Allocation, Pavement Management, et. Plans/Programs: Regional Safety, Regional Active Transportation, Resiliency, Regional Complete Streets, Congestion Management Program.	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	МРО	On	7	\$3.18	\$3.18		\$3.18
2023	5000-00-916		FY 2022-FY 2025 STBG-SA/CAT 9 Awarded Projects	STBG-SA (CAT 9) Awarded Project in May 2022 by the TPC.	Various	Various	City of Portland City of Corpus Christi	Off	9	\$5.86	\$5.86	\$1.17	\$7.03
2024	0617-01-177	MPO-001	SH 358 (SPID)	Ramp reversal Phase II-B	Nile Drive	Staples Street	TxDOT-CRP	On	2	\$55.00	\$57.20	\$11.44	\$68.64
	001, 01 1,,	5 001	Ramp Reversal	namp reversal rindse ii S		Stapies street	1,201 0111	311	4	\$2.20	437.20	Ψ 11 .11	Ψ30.01
2024	5000-00-187	MPO-077	NEVI-TxDOT Charging Station	Install 4 Direct Current Fast Charge ports within one mile of the Electric Alternative Fuel Corridors (IH 37)	At 3500 Leopard St, Corpus Christi, Texas 78408	At 3500 Leopard St, Corpus Christi, Texas 78408	Equilion dba Shell	Off	10	\$1.20	\$1.20		\$1.20

Public Comment

Wed 6/19/2024 9:00 PM

To:Corpus Christi MPO <ccmpo@cctxmpo.us>;

To whom it may concern;

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

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

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

Specifically:

As shown below, drawing the projects in black on the Climate and Economic Justice Screening Tool map you see very clearly the bias against our communities, in red. There are literally no projects in disadvantaged communities.

None.

While that is one way to avoid having bad impacts on the people, it also doesn't let anything good happen.

To ensure an inclusive transportation plan, we urge you to reconsider the current proposal and conduct a comprehensive assessment of existing transportation needs and spread the benefits equitably across all demographics. This assessment should prioritize projects that address the transportation barriers faced by low-income residents and communities of color, promoting equitable access to jobs, education, and essential services.

Thank you for your time and attention to avoid making a mockery of federal law.

Happy Juneteenth,



Response to the Public Comment

Date: June 25, 2024

Subject: Addressing the Public Comment Dated June 19, 2024

Summary

The Corpus Christi MPO staff reviewed the public comment and provides the following comments for consideration by the TAC and TPC members in their discussions and actions.

The evaluation process used to select projects for funding in the 2045 MTP and DRAFT FY 2025-2028 TIP is included as Attachment 6. This evaluation process addresses projects included in the 2045 MTP. It does not address the project evaluation in TxDOTs 10-year UTP.

The evaluation process examined and rated projects submitted by local municipalities and TxDOT for multiple criteria including disproportional impacts and receipt of benefits within the Corpus Christi MPO Planning Area across a spectrum of protected classifications of people. This includes minority and low-income residents. It also includes the elderly, the disabled, Limited English Proficiency (LEP), and Hispanic ethnicity.

The map on page 8 of the DRAFT FY 2025-2028 TIP, referenced in the public comment is up to date (based on American Community Survey 2018-2022) and addresses only the Limited English Proficiency populations.

The transportation projects evaluated were submitted by local municipalities and TxDOT. The projects that were classified as "grouped projects" in the following categories of safety, maintenance and operations, Transportation Alternatives and Transit as well as locally funded transportation projects were not evaluated with the highway projects. Projects not submitted by local municipalities or TxDOT were not included in the MPO evaluation for the 2045 MTP.

We examined the maps in the TIP as well as the one map submitted as part of the public comment as along with the map suggested in the public comment for the Climate and Economic Justice Screening Tool. We observed that the projects drawn on the map provided in the public comment are incomplete and do not show the full limits of the projects. For example, the Rodd Field Road project connects to SPID, and the Harbor Bridge mitigation projects are not included in the mapping effort at all.

As part of the 2050 Metropolitan Transportation Plan, we continue to seek out transportation needs from all parts of the community. Many of these projects and programs come from the local government processes of project identification in Master Plans, Capital Improvement Plans, Bond Programs, Area Development Plans and local budgets. This includes all transportation projects and programs that address the transportation barriers faced by low-income residents, and communities of color, promoting equitable access to jobs, education, and essential services.

The 2045 MTP EJ - Title VI Evaluation Process

As stated in Chapter 3 of the 2045 Corpus Christi MPO MTP.

The USDOT has adopted three core Environmental Justice (EJ) and Title VI policies stating that projects receiving federal transportation funds must:

- Avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority and low-income populations.
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- Prevent the denial of reduction in or significant delay in the receipt of benefits by minority and low-income populations.

In order to make sure that these tenets are followed the Corpus Christi MPO included an evaluation criteria in the scoring process that considered how the project served Environmental Justice and Title VI populations. This methodology is quoted below.

The projects for the Metropolitan Transportation Plan were evaluated for the USDOT Title VI and Environmental Justice (EJ) requirements. (See Chapter 4 for a TAZ/schematic map of these populations) A "distribution of investment" approach determined where projects fall in relation to identified EJ communities and the investment resulting from these projects within EJ communities versus non-EJ communities.

Criteria	Weight	Description	
Number of the Title VI/ Environmental Justice population groups that are served.	7.06%	Number of population groups that the project serves. Title VI: Disability, Ethnic, Minority, Female, Limited English Proficiency, National Origin, Over 65, Under Age 18. Environmental Justice: Low Income and Minority.	

EVALUATION METHODOLOGY

The Corpus Christi MPO refined the performance measures to weigh and prioritize projects for the 2020-2045 Metropolitan Plan Update. The planning process was adapted to build upon the strengths of Corpus Christi MPO's organizational structure and account for time constraints that existed. Any legitimate decision-making process must obtain meaningful input and utilize evaluation techniques and information-gathering processes that consider the needs and objectives of all potentially affected interests. A well-designed planning framework and evaluation system may not eliminate conflicts, but it can ensure credible decision-making and pinpoint areas and reasons for conflict. It can also contribute to building consensus by establishing the foundation to focus data-gathering efforts, shape the alternatives and evaluate tradeoffs between them, and finally, select the best options for investment. Goal-based evaluation criteria were vital in scoring member entities' project submissions. Corpus Christi MPO staff used the TxDOT Decision Lens Tool as the foundation for developing the evaluation process.

The evaluation criteria were approved and adopted by the Corpus Christi MPO Transportation Policy Committee in May 16, 2019. In February 2019, Corpus Christi MPO issued a call for projects to member governments for inclusion in the plan. The performance measure list began with more than 40 specific measures that were proposed for both project prioritization and for regional profiling. Using coordination with the Technical Advisory Committee (TAC) in 2017, the MPO staff refined the list into 33 performance measures. This list was further reduced in 2018, to 22 performance measures that were used for project scoring. This list was then streamlined into 15 measures that came from continued coordination with the TAC members and the MPO staff assessment based on research and data availability. The performance measures that were removed have been retained for data collection and the regional profile, except for a few that were identified as no longer pertinent or applicable to the planning process.

Developing the criteria for the prioritization of projects began with TxDOTs Project Criteria, Weights, and Descriptions (Decision Lens), these are shown in Exhibit 3-1. The MPO's weighting was developed by mirroring TxDOT's weighting to the MPOs performance measures where possible and adjusting the remaining weights to

reflect the MPOs assessment of regional priorities. The Corpus Christi MPO Project Performance Measures are shown in Exhibit 3-2. The resulting rankings were consistent with ranking found in the 2015-2040 MTP Project Table. A cursory analysis revealed that of the 51 included projects; 40 projects increased in relative priority, 2 projects remaining the same, 3 projects were new submissions, and 6 projects decreased in relative priority.

Systematically documenting the process, the information used, and the results of each step is critical to conducting transparent public involvement. This also ensures that information gathered and decisions made during long-range-plan development can be carried into the NEPA process for any project.

WEIGHTING OF EVALUATION CRITERIA

While evaluation criteria act as a tool to score possible investments, a process of prioritizing, or weighting, the evaluation criteria was needed to identify which criteria are more important or valuable to regional stakeholders and the community as a whole. The assigned weight of each criterion places a level of importance on each relative to the others; and assists in selecting projects that help to achieve the region's transportation system goals.

After the evaluation criteria were approved and adopted by the Corpus Christi MPO Transportation Policy Committee, staff solicited evaluation criteria weighting input from Corpus Christi MPO Transportation Advisory Committee. The approved weighting was incorporated into the project scores to develop the fiscally-constrained project list, a prioritized list of transportation projects recommended for funding and included in the 2020-2045 Metropolitan Transportation Plan.

	Stewardship	15.00%	Description
Equity/ Accessibility	Number of Title VI/Environmental Justice population groups	7.94%	Number of population groups that the project serves. Title VI: Disability, Ethnic Minority, Female, Limited English Proficiency, National Origin, Over Age 65, Under Age 18. Environmental Justice: Low Income, Minority.
	Direct access to major points of interest	7.06%	Destinations that the project has direct access to: Schools, Groceries, Medical Resources, Civic Institutions, Low Income Housing, Place of Worship, Recreation/Tourism, Retail

Discussion of Environmental Justice, Title VI and Achieving Racial Equity in the Transportation Improvement Program.

On January 27, 2021, President Biden signed Executive Order (EO) 14008, "Tackling the Climate Crisis at Home and Abroad" which created a government-wide "Justice40 Initiative" that aims to deliver 40 percent of the overall benefits of relevant federal investments to disadvantaged communities. Through the implementation of this Administration priority, the Department of Transportation will develop a methodology to identify disadvantaged communities and benefits for Justice40-covered programs, consistent with guidance from the Office of Management and Budget (OMB) and relevant statutory authorities. The Corpus Christi MPO staff will use this methodology to evaluate the projects for conformity to the requirements. These analytics will determine if there is a "mismatch" between who benefits, who pays, and who must tolerate the worst effects as well as making sure that protected populations receive benefits that are as timely and of the same magnitude as the general population. Exhibits 2 through 6 are examples of the types of population groups that are included in the analyses.

Exhibit 2, page 6, Map of the Minority Population by Block Group, depicts the locations where higher concentrations of non-white peoples reside in relation to the locations of funded transportation projects. While the negative impacts of transportation projects are local in nature, the benefits of these projects accrue to areas beyond the project limits. The benefits of transportation projects are also highly correlated with areas of employment, which are not shown in these exhibits.

Exhibit 3, page 7, Map of the Low-Income Population by Block Group, depicts the locations where higher concentrations of low-income families reside in relation to the locations of funded transportation projects. Incomes greatly influence mode of travel, with many families being considered "transit-dependent". This means that a household has more workers than personal vehicles. There are 11,723 households in the 2-county area that do not have a vehicle at all, including 10,109 households in Nueces County. Low income is defined as the percent of a block group's population in households where the household income is less than or equal to 1.5 times the federal "poverty level".

Exhibit 4, page 8, Map of the Limited English Proficiency Population by Block Group, depicts the locations where higher concentrations of families who do not speak English as their primary language, AND who have a limited ability to read, speak, write, or understand English. The concentrations are compared against the locations of funded transportation projects.

"On July 1, 2021 the Corpus Christi MPO Transportation Policy Committee adopted Resolution 21-04, describing how the agency addresses several federal requirements, including: Title VI, Executive Orders 12898 on Environmental Justice, Executive Order 13166 on Limited English Proficiency (LEP), and Executive Order 13985 on Advancing Racial Equity. This nondiscrimination Program, when paired with the Public Participation Plan (PPP) also adopted on July 1, 2021, describes the measures Corpus Christi MPO uses to encourage and utilize participation by disadvantaged communities and addresses how to avoid continuing the disparate outcomes that resulted from previous laws and public policies and denied equitable outcomes to individuals and communities.

As stated in Resolution 21-04:

"WHEREAS, the Corpus Christi MPO intends that no person shall, on the grounds of race, color, and/or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any MPO program or activity; and

WHEREAS, the Corpus Christi MPO developed the Public Participation Plan (PPP) to ensure an open transportation planning process that supports early and continued involvement, timely public notice, and full public access to information regarding key transportation decisions; and

WHEREAS, the PPP guides the public, policymakers and staff to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and WHEREAS, the Corpus Christi MPO intends to avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations; and

WHEREAS, the Corpus Christi MPO intends to prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations; and

WHEREAS, the Corpus Christi MPO intends that persons with Limited English Proficiency (LEP) shall not be discriminated against nor denied meaningful access to, and participation in, the programs and serves provided by the MPO; and

WHEREAS, the Corpus Christi MPO will pursue a comprehensive approach to advancing equity for all, including people of color and others who have been historically underserved, marginalized and adversely affected by persistent poverty and inequality;

Identifying the locations of minority, low-income, and Limited English Proficiency (LEP) populations is a key step in complying with Title VI and Environmental Justice requirements. For the Title VI and Environmental

Justice analysis, the Corpus Christi MPO used data from the Census Bureau's American Community Survey (ACS) 5-year estimates to identify census block groups and tracts that were above the regional average for minority populations, low-income populations, and LEP populations.

The Corpus Christi MPO staff collects and analyzes demographic data in a geospatial format for Title VI Civil Rights evaluation. The Corpus Christi MPO's Title VI procedures establish a protocol under which those who are not employees of the MPO can make complaints alleging discrimination in the MPO's provisions, services, or activities. Any person who believes the MPO, or any entity who receives federal financial assistance from or through the MPO (i.e., sub-recipients, sub-contractors, or sub-grantees), has subjected them or any specific class of individuals to unlawful discrimination may file a complaint of discrimination (see Procedures & Forms - https://www.corpuschristi-mpo.org/02 about titlevi.html).

From the Program Addressing Discrimination (PAD).

Responsibilities During the MTP

The Metropolitan Transportation Plan contains all federally funded projects along with significant projects from the state DOT, local governments and transit providers. In compiling these lists, the MPO should document and estimate total positive and negative impacts of transportation funding toward achieving the regionally adopted goals. As the agency responsible for coordinating the regional transportation process, the Corpus Christi MPO ensures that all segments of the population have been involved in the planning process and is responsible for evaluating the impact of proposed transportation investments on traditionally underserved or disadvantaged populations. During development of the Metropolitan Transportation Plan (MTP) the Corpus Christi MPO will:

- Ensure equitable public involvement by eliminating barriers to participation and using tools that
 actively seek out and engage minority and low-income populations in transportation decision-making,
- Disseminate information related to projects and processes to the public, with an emphasis on at-risk populations,
- Solicit and consider input from all groups and citizens concerned with, interested in, and/or affected by MPO transportation plans or programs, in particular the needs of traditionally underserved populations,
- Document the input from, and changes occurred as a result of, public involvement, highlighting the involvement of underserved or disadvantaged populations,
- Identify the locations and needs of at-risk populations and verify that both the benefits of interventions and impacts from interventions are equitably distributed,
- Include an environmental justice evaluation criterion when determining which projects to include in the MTP. Potential criteria could include impact on accessibility, impact on travel times to jobs, or transit service provision.
- Use appropriate analytical tools to assess levels and distribution of regional benefits and burdens of transportation system interventions,
- Ensure the MTP process conforms with Title VI and related regulations,
- Document compliance with Title VI and other anti-discrimination programs for certification and annual reviews,
- Develop and employ a process to resolve complaints from the public especially related to Title VI or
 other discrimination issues. Any individual may exercise the right to file a complaint with the MPO if a
 person believes that his or her rights have been exposed to unfair treatment or discrimination.

Responsibilities During the TIP

During development of the Transportation Investment Program (TIP) the Corpus Christi MPO will:

- Ensure equitable public involvement by eliminating barriers to participation and using tools that
 actively seek out and engage minority and low-income populations in transportation decision-making,
- Disseminate information related to projects and processes to the public, with an emphasis on at-risk populations,
- Solicit and consider input from all groups and citizens concerned with, interested in, and/or affected by MPO transportation plans or programs, in particular the needs of traditionally underserved populations,
- Document the input from, and changes occurred as a result of, public involvement, highlighting the involvement of underserved or disadvantaged populations,
- Identify the locations and needs of at-risk populations and verify that both the benefits of interventions and impacts from interventions are equitably distributed,
- Include an environmental justice evaluation criterion when determining which projects to include in the TIP. Potential criteria could include impact on accessibility, impact on travel times to jobs, transit service provision, or....
- Use appropriate analytical tools to assess levels and distribution of regional benefits and burdens of transportation system interventions,
- Ensure the TIP process conforms with Title VI and related regulations,
- Document compliance with Title VI and other anti-discrimination programs for certification and annual reviews,
- Develop and employ a process to resolve complaints from the public especially related to Title VI or other discrimination issues. Any individual may exercise the right to file a complaint with the MPO if a person believes that his or her rights have been exposed to unfair treatment or discrimination.



Date: July 3, 2024

To: Transportation Policy Committee (TPC)

From: Craig Casper, Senior Transportation Planner

Through: Robert MacDonald, Transportation Planning Director

Subject: Item 4C: DRAFT FY 2023 and FY 2024 Unified Planning Work Program (UPWP) with

Amendment 2

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

Summary

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

The following table (Exhibit 2) from the UPWP Amendment 2 document identifies the change in title of Subtask 3.3 to "2.5% Set-Aside for Increasing Safe and Accessible Transportation Options." Additionally, a minor reallocation of funds is proposed to ensure compliance with the 2.5% minimum funding levels for the Subtask.

Excerpt of Exhibit 2. Corpus Christi MPO FY 2023 and FY 2024 UPWP Financial Summary

	TASK AND SUBTASK TITLE	FY 2023	FY 2024	2-Year Total
2.7	Environmental Resource / Linkages Model Development and Implementation	\$16,400	\$8,600	\$25,000
2.8	HAZUS / Resiliency Model Development and Implementation	\$19,500	\$8,600	\$28,100
2.9	Economic Analyses Model Development and Implementation		\$7,700	\$20,600
TASK	3.0 SHORT-RANGE PLANNING TOTAL	\$197,800	\$134,200	\$332,000
3.1	Transportation Improvement Program (TIP) Update	\$21,100	\$13,900	\$35,000
3.2	CMP/TSMO/ITS Architecture Plan	\$22,700	\$7,700	\$30,400
3.3	2.5% Set-Aside for Increasing Safe and Accessible Transportation Options	\$20,900	\$16,000	\$36,900
3.4	Regional Multimodal Freight and Urban Goods Planning	\$11,200	\$10,500	\$21,700
3.5	Equity and Justice40 Planning	\$18,700	\$11,100	\$29,800
3.6	Economic Analyses of Projects and Portfolios	\$12,200	\$17,300	\$29,500
3.7	Infrastructure Lifecycle Analysis and Reporting		\$8,600	\$22,100
3.8	Crash Analyses and Regional Safety Planning	\$21,300	\$9,200	\$30,500
3.9	Region 20 Coordinated Transit Planning		\$14,500	\$31,600
3.10	10 Regional Resiliency and Climate Crisis Planning		\$9,200	\$28,400
3.11	11 Planning and Environmental Linkages		\$16,200	\$36,100

TASK 4	4.0 METROPOLITAN TRANSPORTATION PLANNING TOTAL	\$70,100	\$219,000	\$289,100
4.1	Refine Vision and Goals	\$16,600	\$5,500	\$22,100
4.2	Refine Performance Measures and Evaluation Criteria	\$15,000	\$6,300	\$21,300
4.3	Identify Needs and Deficiency Locations	\$15,200	\$9,800	\$25,000
4.4	Develop a Financial Plan of Reasonable Available Funding	\$0	\$13,500	\$13,500
4.5	Develop, Analyze, and Refine Scenarios for Analysis and Investment	\$23,300	\$73,800	\$97,100
4.6	Document Plan and Processes	\$0	\$64,500	\$64,500
4.7	Evaluate Impacts and Develop Mitigation	\$0	\$24,500	\$24,500
4.8	Planning and Programming Process Evaluation and Debrief	\$0	\$12,800	\$12,800
4.9	Process Documentation and Enhancement	\$0	\$8,300	\$8,300
TASK !	TASK 5.0 SPECIAL STUDIES TOTAL		\$0	\$0
5.1	To Be Determined	\$0	\$0	\$0
5.2	To Be Determined	\$0	\$0	\$0

Fiscal Impacts

None at this time. The FY 2023 and FY 2024 UPWP maintains the same total funding levels.

Recommendation

The Corpus Christi MPO staff and the TAC reviewed and discussed Amendment 2 to the DRAFT FY 2023 and FY 2024 Unified Planning Work Program. No public comments have been received. We jointly recommend that the TPC approve the document.

Proposed Motion

Move to approve the DRAFT FY 2023 and FY 2024 UPWP with Amendment 2.

Attachments

- 1. Public Notice #24-2 for the DRAFT FY 2023 and FY 2024 UPWP with Amendment 2
- 2. TxDOT Work Order #2 Letter for FY 2024
- 3. DRAFT FY 2023 and FY 2024 UPWP Amendment 2 [WEBLINK] PDF DOCUMENT



PUBLIC NOTICE #24-2 JUNE 6, 2024

The Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) is seeking public input and comments on the DRAFT FY 2025 – 2028 Transportation Improvement Program (TIP) and DRAFT FY 2023 and FY 2024 Unified Planning Work Program (UPWP) with Amendment 2.

The TIP identifies how the region plans to invest \$509 million in transportation funds in the transportation system for the next four years. The UPWP serves as the scope of work for the Corpus Christi MPO and documents transportation-related planning activities conducted in the Corpus Christi MPO Planning Area. In accordance with the Corpus Christi MPO Public Participation Plan, the MPO is seeking to inform those who are interested in or affected by transportation decisions with opportunities to provide input on the **DRAFT FY 2025 – 2028 TIP** and **DRAFT FY 2023 and FY 2024 UPWP with Amendment 2**.

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

The **DRAFT FY 2025 – 2028 TIP** and **DRAFT FY 2023 and FY 2024 UPWP with Amendment 2** are being released to the public on June 6, 2024, and public input is invited through July 11, 2024, at the following public meetings:

June 6, 2024, 2:00 p.m.*

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

June 20, 2024, 9:00 a.m.*

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

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

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

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

www.corpuschristi-mpo.org

The Corpus Christi Regional Transportation Authority (CCRTA) hereby gives notice that coordination actions with the Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) have occurred to assure that the procedures established in the MPO's public participation plan, including public notice and times established for public review and comment on the TIP, satisfy the Requirement of public participation in the development of the program of projects and grant application requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307; and other formula funds. The public participation requirements of 49 U.S.C. Section 5307 (b) (1) through (b) (7) (as amended by the FAST Act) are integrated into the MPO's adopted "Public

Participation Plan". The CCRTA, therefore, is a participant with the Corpus Christi MPO in the public process for the **DRAFT FY 2025-2028 TIP**.

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

125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

April 8, 2024

Mr. Robert F. MacDonald, MPA, P.E. Transportation Planning Director Corpus Christi Metropolitan Planning Organization 602 N. Staples Street, Suite 300 Corpus Christi, Texas 78401

Dear Mr. MacDonald:

This letter, which is the second Work Order under the Consolidated Planning Grant Program, serves as notification of the second authorization of Corpus Christi Metropolitan Planning Organization (MPO) planning funds (PL) for FY 2024 (PL0024-005) in the total amount of \$624,369.52.

Pursuant to the Infrastructure Investment and Jobs Act, each MPO is required to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. The 2.5% amount for this year for your area is \$15,658.79. Please reflect this amount as a separate subtask in your Unified Planning Work Program and label it "2.5% Set-Aside for Increasing Safe and Accessible Transportation Options."

The period of authorization for these funds is October 1, 2023 through September 30, 2024. Be advised that the PL-112 program is included in the Catalog of Federal Domestic Assistance (CFDA). Federal Highway Administration, 20.205-Highway Planning.

Current Authorization	Previous FY 24 Authorizations (Sec. 5303/PL-112)	Total Authorization	Contract	Charge Number
\$624,369.52	\$199,733.74	\$824,103.26	50-24XF0001	50124110170

If you have any questions or need additional information, please contact Sara R. Garza at (956) 712-7780.

Sincerely,

Humberto Gonzalez Ir

Humberto Gonzalez, Jr., P.E., M.B.A.

Director, Transportation Planning and Programming Division

OUR VALUES: People • Accountability • Trust • Honesty OUR MISSION: Connecting You With Texas

An Equal Opportunity Employer

Mr. Robert F. MacDonald, MPA, P.E.

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April 8, 2024

cc: Paula M. Sales-Evans, P.E., Corpus Christi, Transportation Planning and Development Director, TxDOT

Casey Wells, Transportation Planning and Programming Division, Systems Planning Section Director, TxDOT

Karrie Boedeker, Transportation Planning and Programming Division, Grants and Administration Section Director, TxDOT

Phillip R. Tindall, Transportation Planning and Programming Division, Metropolitan Planning Branch Manager, TxDOT

Sara R. Garza, Transportation Planning and Programming Division, Planner, TxDOT

OUR VALUES: People • Accountability • Trust • Honesty
OUR MISSION: Connecting You With Texas



Date: July 3, 2024

To: Transportation Policy Committee (TPC)

From: Craig Casper, Senior Transportation Planner

Through: Robert MacDonald, Transportation Planning Director

Subject: Item 4D: DRAFT FY 2025 and FY 2026 Unified Planning Work Program (UPWP)

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

Summary

Each Metropolitan Planning Organization (MPO) is required to develop a Unified Planning Work Program (UPWP). The UPWP is both the annual budget document for the Corpus Christi MPO and the document that coordinates among agencies and informs the public about ongoing transportation planning throughout the region by all local agencies. Key assumptions in this new two-year UPWP are:

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

The CRRSAA items are proposed to be included as rollover in this proposed FY 2025 and FY 2026 UPWP. Additional changes may be made <u>after</u> the new funding allocations from FHWA, FTA and TxDOT are received. Also, TxDOT continues to request that the Planning Emphasis Areas (PEAs) from FHWA/FTA are required to be incorporated into the upcoming planning and programming efforts. These are included in the UPWP and the FHWA/FTA letter regarding PEAs is provided as Attachment 1. The public notice for the DRAFT FY 2025 and FY 2026 UPWP is provided as Attachment 2.

While the final amount of planning funds from both the Federal Highway Administration PL-112 and FTA 5303 planning funds from the Federal Transit Administration have not yet been determined, much of the necessary (from federal requirements) and desired (from the 2045 MTP After-Action Report) work tasks are known and listed below. The table on page 2 shows funding amounts by Task that reflect both the level of effort and timing needed to complete the integrated subtasks. These subtasks are shown in Attachment 3 on pages 3-4 and described on pages 14-46. The Infrastructure Investment and Jobs Act (IIJA), known as the Bipartisan Infrastructure Law (BIL), became law on November 15, 2021. The BIL includes 11 factors that the metropolitan planning process must explicitly consider and analyze. These will likely be included as Objectives in the 2050 MTP. Specifically, and in alphabetical order as opposed to any implied priority, BIL compliant metropolitan (and statewide) planning processes must consider transportation projects and strategies that will:

- Emphasize the preservation of the existing transportation system.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Enhance travel and tourism
- Improve transportation system resiliency and reliability
- Increase accessibility and mobility of people and freight
- Increase the safety of the transportation system for motorized and non-motorized users

- Increase the security of the transportation system for motorized and non-motorized users
- Promote efficient system management and operation
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Reduce (or mitigate) the stormwater impacts of surface transportation
- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency

The Planning Emphasis Areas listed in the December 30th 2021, joint letter from the Federal Highway Administration and the Federal Transit Administration require the following:

- Tackling the Climate Crisis Transition to a Clean Energy, Resilient Future
- Equity and Justice 40 in Transportation Planning
- Complete Streets
- Public Involvement Integrating Virtual Public Involvement
- Strategic Highway Network (STRAHNET)/US Department of Defense (DoD) Coordination
- Federal Land Management Agency (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

The following Budget Summary Table provides an overview of the funding allocation by major Task.

UPWP Task	Description	FY 2025 TPF ¹ Funds	FY 2026 TPF¹ Funds	CRRSAA	Other Funds	Total Funds
1.0	Administration-Management (with Direct Expenses and Consultant Services)	\$1,480,661	\$746,461	\$ 700,000	\$0	\$2,227,122
2.0	Data Development and Maintenance	\$ 88,900	\$ 167,000	\$0	\$0	\$255,900
3.0	Short Range Planning	\$147,400	\$ 208,500	\$0	\$0	\$355,900
4.0	Metropolitan Transportation Plan	\$ 219,000	\$ 64,000	\$0	\$0	\$283,000
5.0	Special Studies	\$0	\$0	\$0	\$0	\$0
	TOTAL	\$ 1,935,961	\$ 1,185,961	\$ 700,000	\$ 0	\$ 3,121,922

¹TPF—This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables. Additionally, there are \$700,000 of CRRSAA carryover funds included in the subtask 1.9 for Consultant Services.

The following Staffing Costs Exhibit provides an overview of the allocation of staff effort, by Task, broken into subtasks, for both FY 2025 and FY 2026. Additional information on the scope of each subtask is found in Attachment 3, Exhibit 2, which is on pages 3-4 of the DRAFT FY 2025 and FY 2026 UPWP.

Recommendation

The Corpus Christi MPO staff and the Technical Advisory Committee (TAC) reviewed and discussed the document at the June 20th TAC meeting. No public comments were received. The TAC and MPO staff jointly recommend that the TPC approve the DRAFT FY 2025 and FY 2026 Unified Planning Work Program (UPWP).

Proposed Motion

Move to approve the DRAFT FY 2025 and FY 2026 UPWP.

Attachments

- 1. FHWA/FTA PEAs Letter December 30, 2021
- 2. Public Notice #24-3 for the DRAFT FY 2025 and FY 2026 UPWP
- 3. DRAFT FY 2025 and FY 2026 UPWP [WEBLINK] PDF DOCUMENT

Office of the Administrator

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

Federal Transit Administration

December 30, 2021

Attention: FHWA Division Administrators

FTA Regional Administrators

Subject: 2021 Planning Emphasis Areas for use in the development of Metropolitan and

Statewide Planning and Research Work programs.

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

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

Sincerely,

Nuria Fernandez Administrator

Federal Transit Administration

Stephanie Pollack Deputy Administrator

Herdry Pallack

Federal Highway Administration

Enclosure

2021 Planning Emphasis Areas:

<u>Tackling the Climate Crisis – Transition to a Clean Energy,</u> Resilient Future

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

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

Equity and Justice 40 in Transportation Planning

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

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

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

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

Complete Streets

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

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

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

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

Public Involvement

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

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

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

Federal Land Management Agency (FLMA) Coordination

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

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

Planning and Environment Linkages (PEL)

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

Data in Transportation Planning

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



PUBLIC NOTICE #24-3 JUNE 6, 2024

The Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) is seeking public input and comments on the DRAFT FY 2025 and FY 2026 Unified Planning Work Program (UPWP).

The UPWP serves as the scope of work for the Corpus Christi MPO and documents transportation-related planning activities conducted in the Corpus Christi MPO Planning Area. In accordance with the Corpus Christi MPO Public Participation Plan, the MPO is seeking to inform those who are interested in or affected by transportation decisions with opportunities to provide input on the **DRAFT FY 2025 and FY 2026 UPWP**.

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

The **DRAFT FY 2025 and FY 2026 UPWP** is being released to the public on June 6, 2024, and public input is invited through July 11, 2024, at the following public meetings:

June 6, 2024, 2:00 p.m.*

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

June 20, 2024, 9:00 a.m.*

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

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

<u>Corpus Christi MPO Transportation Policy Committee</u>

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

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

www.corpuschristi-mpo.org

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



Date: July 3, 2024

To: Transportation Policy Committee (TPC)

From: Craig Casper, Senior Transportation Planner

Through: Robert MacDonald, Transportation Planning Director

Subject: Item 4E: 2025-2050 Metropolitan Transportation Plan (2050 MTP) Vision and Goals

Action: Review, Discuss and Potential Action

Summary

This item is requesting that the TPC review, discuss and potentially approve the attached DRAFT Vision and associated Goals for use in continuing to develop the 2050 MTP. The Corpus Christi 2050 MTP is scheduled for the 5-year update on February 6, 2025. This is <u>not</u> final approval, approving them for use will allow objectives and performance measures for the objectives to be developed. It is possible that the Vison, Goals, Objectives and Performance Measures may be adjusted later, but it is necessary to have the foundation now upon which the 2050 MTP can be built. These forthcoming objectives and performance measures will be used to evaluate the existing conditions, identify locations and magnitude of needs, track changes over time and evaluate projects submitted for prioritization and possible inclusion into the 2050 MTP.

Attachment 2 is the DRAFT Chapter 1, Introduction, of the 2050 MTP. It describes the purpose, scope, and organization of the 2050 MTP.

Background

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

Recommendation

The Corpus Christi MPO staff and TAC recommend that the TPC review, discuss and approve a DRAFT Vision and associated Goals for use in continuing to develop the 2050 MTP.

Proposed Motion

Move to approve the DRAFT Vision and Goals for use in continuing to develop the 2050 MTP.

Proposed DRAFT 2050 MTP Vision

As discussed at TAC, there is consensus around the Vision for transportation in the Corpus Christi MPO 2050 MTP is:

In 2050, the Corpus Christi MPO multi-modal transportation system is well-maintained, safe, provides efficient movement of people and goods, supports economic growth, and enhances regional quality of life.

DRAFT Goals for Review and Discussion

Goals are the compass for transportation investment. They provide broad aims or direction and purpose, helping decision-makers prioritize projects and allocate resources effectively. Without well-defined goals that articulate the desired reasons for investing it is more difficult to allocate resources where they will have the most significant impact.

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

Associated Plans for Consistency Comparison Purposes

It is necessary that the Corpus Christi MPO meet planning requirements by showing consideration of the seven National Goals, the eleven IIJA Emphasis Areas, plus TxDOT's objectives from their Long-Range Plan, their Multimodal Plan, their Statewide Freight Plan, their Highway Safety Improvement Plan (HSIP), their Strategic Highway Safety Plan (SHSP), their Statewide Resiliency Plan, and their statewide Bicycle and Pedestrian Program. It is likely that many of these topics will be included within the Objective statements in order to demonstrate this consistency. As shown below, there is a significant overlap in the subject of these goals. It is desirable that the topics of the objectives for each Draft Goal be approved in the very near future.

Attachments:

- 1. 2023 FHWA Guidebook on Model Long-Range Plans [WEBLINK] PDF DOCUMENT
- 2. DRAFT Chapter 1 Introduction of the 2050 MTP

CHAPTER 1

INTRODUCTION

In accordance with 49 U.S.C. 5303 (i), the Corpus Christi Metropolitan Planning Organization (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 so forth in relation to the regions' economic, social, environmental, transportation needs and goals for a minimum 20 years planning period with the State (Texas Department of Transportation – TxDOT) and the public transportation operator (Corpus Christi Regional Transportation Authority – CCRTA) in the Corpus Christi MPO metropolitan planning area (Exhibit 1-1).

The MTP must be the foundation of the region's strategies and actions that address seven national goals (23 U.S.C. §150):

1) Safety

- 5) Freight Movement and Economic Vitality
- 2) Infrastructure Condition
- 6) Environmental Sustainability
- B) Congestion Reduction
- 7) Reduced Project Delays
- 4) System Reliability

With regard to these eleven national goals, the MTP needs to consider the following factors by using a performance-based approach (23 CFR §450.306):

- 1) Emphasize the preservation of the existing transportation system.
- 2) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- 3) Enhance travel and tourism.
- 4) Improve transportation system resiliency and reliability.
- 5) Increase accessibility and mobility of people and freight.
- 6) Increase the safety of the transportation system for motorized and nonmotorized users.
- Increase the security of the transportation system for motorized and nonmotorized users.
- 8) Promote efficient system management and operation.
- 9) Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- 10) Reduce (or mitigate) the stormwater impacts of surface transportation.
- 11) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

Throughout the 2025-2050 MTP, the Corpus Christi MPO addressed 11 required factors in detail by providing the analysis, strategies, and proposed activities.

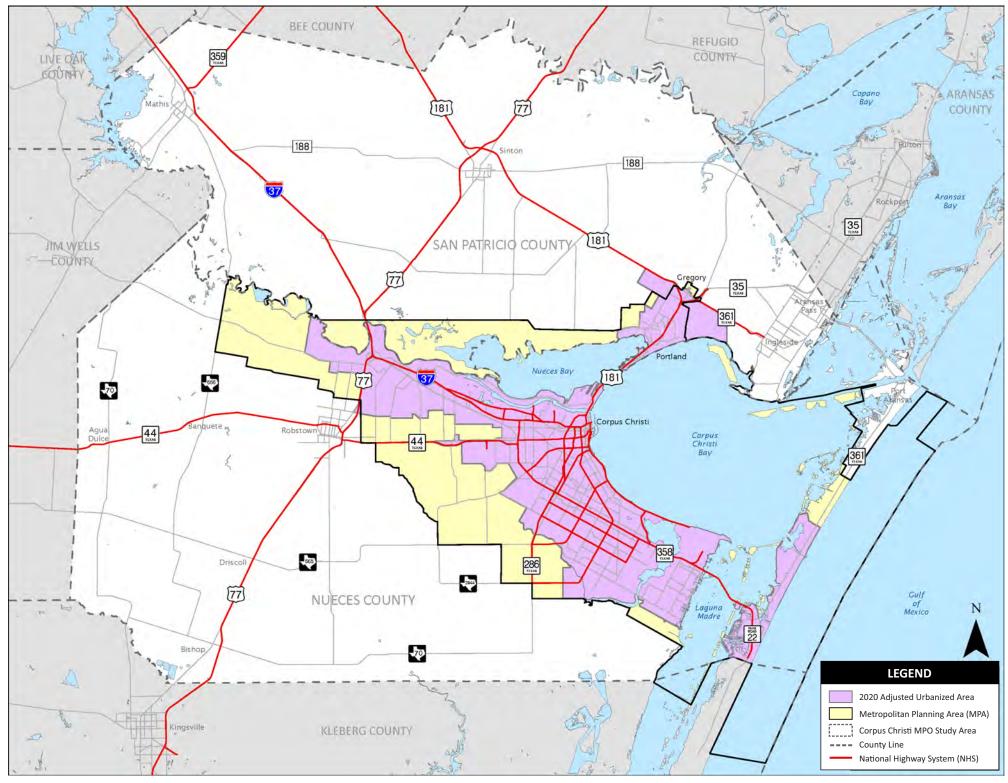


EXHIBIT 1-1. Map of Corpus Christi MPO Metropolitan Planning Area

FEDERAL LEGISLATION

As a recipient of federal funding, the Corpus Christi MPO is required to comply with Federal Laws and Provisions, specifically the Surface Transportation Legislation that establishes multiple transportation programs and activities, the Clean Air Act of 1977 and its amendments, and the Civil Rights Act of 1964.

INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)/BIPARTISAN INFRASTRUCTURE LAW (BIL)

The Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) was signed into law by President Biden in November 2021 and replaced the expired Surface Transportation Bill, Fixing America's Surface Transportation (FAST) Act. This law is considered the largest and most comprehensive infrastructure bill

chapter 1. introduction

in American history, and it encompasses all departments - not only Department of Transportation (US DOT) but also Department of Interior, Energy, Commerce, Agriculture, Labor, Environmental Protection Agency (EPA), and Office of Personnel Management (OPM) and so forth - to address the nation's needs and goals.

The IIJA/BIL provides the US DOT \$350 billion in highway programs over 5 years, adds more than a dozen new highway programs such as rehabilitating bridges, reducing carbon emissions, increasing system resilience, removing barriers to connecting communities, and improving mobility and accessibility to economic opportunities, and more funding opportunities for MPOs, local entities, and Tribes.

Noticeable changes under IIJA/BIL are:

- Fiscal Flexibility More fiscal flexibility is given beyond the first four years in the MTP:
- 2) **Representation** Consideration for the equitable and proportional of the population representation;
- 3) **Coordination** Ensuring the consistency of data used in the planning process;
- 4) Additional Planning Factor Adding "housing" as a planning factor and representatives of affordable housing organizations should be given a reasonable opportunity on transportation plans;
- 5) **Complete Streets** At least 2.5% of Planning Fund (PL Fund) needs to be used for Complete Streets;
- 6) **Housing Coordination Plan** MPOs in TMA are required to develop a housing coordination process/plan;
- 7) **Public Involvement via SNS** Social media and web-based public participation tools;
- 8) **Resiliency Improvement Plan** Develop a Resiliency Improvement Plan under PROTECT program;
- New Programs Carbon Reduction Program (CRP), Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program, Bridge Formula Program, National Electric Vehicle Infrastructure Formula Program (NEVI).

CLEAN AIR ACT (42 U.S.C 7506(c)) of 1977 and CLEAN AIR ACT AMENDMENTS of 1990

The Clean Air Act section 176© requires that highway and transit projects are consistent with air quality goals established by a state air quality implementation plan (SIP) in order to receive federal funding. Transportation activities cannot be the cause of new air quality issues such as worsening the existing air condition or delaying the timely attainment of the national ambient air quality standards. The Clean Air Act was amended in 1990 and the transportation conformity regulations were first issued in 1993, and both have been amended several times. The Federal Highway Administration (FHWA) published its guidance on Transportation Conformity in 2017.

Although the Corpus Christi MPO's Transportation Management Area is currently an air quality attainment area, the Corpus Christi MPO is working closely with the Coastal Bend Air Quality Partnership to monitor and maintain the air quality in the region.

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 and EXECUTIVE ORDERS

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs receiving federal financial assistance. In 1994, President Clinton signed the Executive Order 12898: Federal Action to Address Environmental Justice in Minority and Low-Income Populations. This Executive Order requires the identification and address of the disproportionately high and adverse human health or environmental effects on minority and low-income populations. In 2000, President Clinton signed additional Executive Orders: Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency (LEP) and Executive Order 13175: Consultation and Coordination with Indian Tribal Governments. EO 13166 requires the examination and identification of the needs for the federally funded programs and services to people who speak English as a second language, and EO 13175 requires to consult with Indian tribal governments when considering policies that would impact tribes. In 2021, President Biden signed Executive Order 13985: Advancing Racial Equity and Support for Underserved Communities Through the Federal Government. This Executive Order has two principles:

- Pursue a comprehensive approach to advancing equity for all, including people of color and others who have been historically underserved, marginalized, and adversely affected by persistent poverty and inequality
- 2) Require Federal Agencies to assess its programs and policies to determine if systematic barriers exist that prevent or limit opportunities and benefits for people of color and other under-served population

US DOT issued a statement to establish the following in March 2021:

- 1) Proactively ensure nondiscrimination in all of its federally conducted programs, activities, and services;
- Commitment to promoting equitable delivery of government benefits and opportunities, including advancing meaningful engagement with all communities and ensuring that government contracting and procurement opportunities are available on an equal basis to all eligible providers of good and services;
- 3) Work with recipients of Federal funding to enforce Title VI of the Civil Rights Act of 1964, and its implementing regulations;
- 4) Commitment to ensuring full and equitable access to programs, activities, and services for persons with Limited English Proficiency (LEP);
- 5) Commitment to make achieving environmental justice (EJ) part of the mission by developing programs, policies, and activities to address the disproportionately high and adverse human health, environmental, climate-related, and other cumulative impacts on disadvantaged communities;
- 6) Incorporate EJ and equity principles into all transportation planning and decision-making processes and project development and promote these goals through public outreach efforts.

The US DOT issued its Equity Action Plan Summary pursuant to EO 13985 which provided new strategies to advance equity in Transportation:

1) Empower communities to engage in transportation decision-making more effectively - Public involvement in transportation projects is often treated as

- a one-sizefits-all compliance exercise. Traditional methods of public involvement like meetings, print, and radio can be inconvenient, challenging, or impossible for some communities to engage with meaningfully. DOT will issue guidance on meaningful public involvement and reinvigorate the Department's enforcement of the Civil Rights Act, including emphasizing proactive agency review of the potential discriminatory impact of grantees' proposed activities before awarding federal funds—as opposed to waiting until a project is delivered to enforce civil rights protections—and empowering community voices in transportation decision-making.
- 2) Target interventions to increase investment in underserved communities Underserved communities often lack the resources and expertise needed to successfully navigate the complex federal grantmaking environment. Community-based organizations often have limited capacity to advocate on behalf of their communities successfully. The Department will launch a national assistance center to provide direct, hands-on support with local impact in areas of planning, project development, grant applications, and project delivery. The Department will also relaunch an Advisory Committee on Transportation Equity to provide independent advice on equity programs. These actions will help ensure that transportation investments and benefits support underserved and overburdened communities.
- 3) Expand transportation access for underserved communities Lower-income people spend a much larger share of their income on transportation than other people. The transportation cost burden experienced by people is influenced by numerous factors, including living in "transit deserts" created by infrastructure and land use policies that favor car-ownership over multimodal options. The Department will develop a method for measuring the transportation cost burden on communities and incorporate that measure into decision-making processes. This measure will be a critical tool to address barriers to accessing affordable transportation options that have consequences on economic mobility and help bring measurable transportation benefits to disadvantaged communities.
- 4) Build wealth in underserved communities by empowering small disadvantaged businesses Federal law, policies, and programs can present inadvertent barriers to opportunities for small disadvantaged businesses. Priorities to reduce contract awards have led to contract consolidation, and requirements and resource constraints create incentives for agencies to purchase from large, established businesses. By providing technical assistance to small disadvantaged businesses, the Department will help increase their understanding of how to navigate the Department's contracting process, gain awareness of upcoming contract opportunities, and enhance their core competencies and skills—enabling them to compete for DOT contracting opportunities more effectively and build wealth.

As a recipient of Federal funds, the Corpus Christi MPO is required to advance equity by complying with these Federal policies and requirements, and the analysis, strategies, and proposed activities that are described in Chapter 2 Corpus Christi MPO Public Outreach and 2021 Corpus Christi Public Participation Plan (PPP) and 2023 Corpus Christi MPO Program for Addressing Discrimination (PAD) are included in this 2025-2050 MTP as Appendix A and B. The Corpus Christi MPO also developed the Equity Outreach Program to achieve the equity requirement.

PURPOSE AND SCOPE

The objective of regional long-range transportation planning is to provide a strategic framework for the development, operation, and management of the transportation system within the larger context of an MPO's economic, social, mobility, and environmental goals. Planning conducted within this framework must be flexible to adapt to changing economic and technological conditions and forward-thinking enough to maximize return on investment, all while minimizing negative impacts.

Transportation planning is a process of balancing goals to improve the quality of life for the region's citizens. This process is coordinated among federal, state, and local governments and private transportation providers to continuously anticipate and respond to the comprehensive transportation needs of people and goods moving throughout the region, fostering economic activity, and enabling access to and from areas outside the region. The plan documents this process and presents the system improvements for all modes of transportation for the Corpus Christi metropolitan planning area through 2050.

The Corpus Christi MPO is the federally-designated MPO for the Corpus Christi metropolitan area and derives its authority from FCR 23 U.S.C 134. Formed in May 1972, under Texas laws regarding regional planning and intergovernmental contracting, the Corpus Christi MPO is not a unit of local government but an organization of local governments and agencies whose purpose is to identify regional problems and opportunities, develop solutions, and make recommendations on region-wide strategies. The Corpus Christi MPO's Transportation Policy Committee consists of elected officials and appointed members from the local participating cities, counties, the Regional Transit Agency, the Port Authority, and the State DOT, governs the Corpus Christi MPO with a nonvoting member from the Council of Governments.

This MTP:

- 1) Describes the multimodal transportation system components designed to facilitate mobility of people and goods throughout the region;
- 2) Identifies how the transportation system, as recommended herein, assures maintenance of the National Ambient Air Quality Standards, and meets the mobility needs of persons with disabilities;
- 3) Is fiscally-constrained, meaning it includes only fully funded projects;
- 4) Includes a list of illustrative projects that would be funded if additional sources of revenue are identified;
- 5) Identifies all funding—federal, state, local, and private—that is reasonably anticipated to be available during the period 2025 to 2050;
- 6) Uses year-of-expenditure value for both project costs and revenues.

Federal Planning Law (49 U.S.C. 5303) requires that the MPO planning process be continuing, cooperative and comprehensive (3C) Process. The Corpus Christi MPO's governing board, committee structure, and public outreach programs support cooperation. Chapter 2 in this document, Planning Process and Public Participation, discusses the public process in depth. The Corpus Christi MPO's committee structure allows opportunities for stakeholder agencies to be involved in regional transportation planning. The Corpus Christi MPO's committee meetings are open to the public and each agenda sets aside time for public comment on any matter, and for public comment on each item before any action is taken. Exhibit 1-2 illustrates the Corpus Christi MPO committee structure.

DOCUMENT ORGANIZATION

This plan is an update to the previously adopted 2020-2045 Metropolitan Transportation Plan (MTP). The 2025-2050 MTP is composed of three volumes:

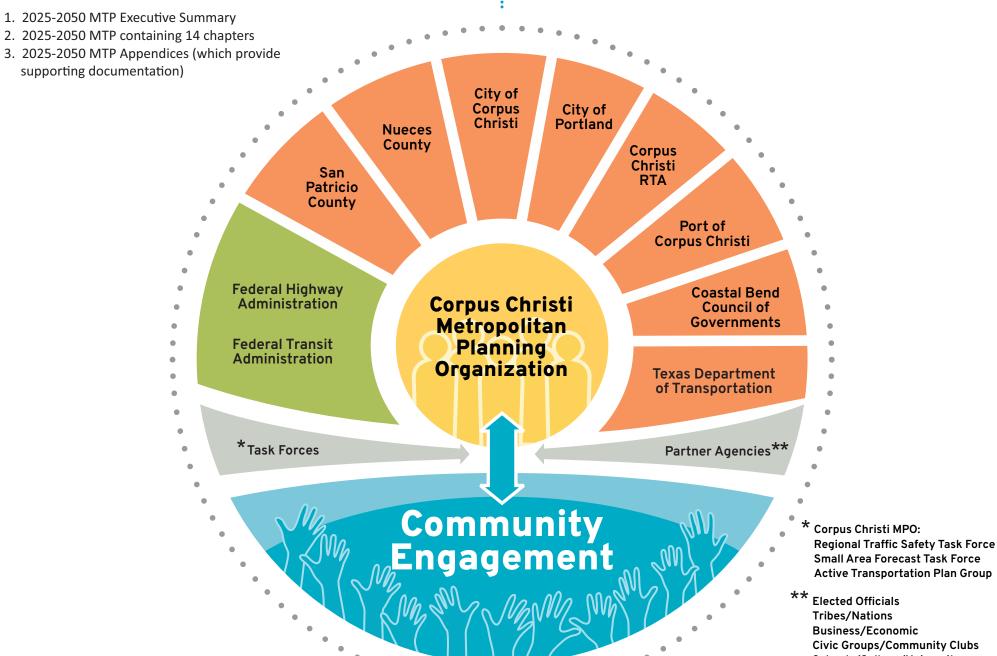


Exhibit 1-2. Illustration of Corpus Christi MPO Committee Structure

Active Transportation Plan Group Elected Officials Tribes/Nations Business/Economic Civic Groups/Community Clubs Schools/College/University

Private Groups News Media **Home Owners Association Senior Centers**

Transportation Partners

Public Libraries



Date: July 3, 2024

To: Transportation Policy Committee (TPC)

From: Robert MacDonald, Transportation Planning Director

Subject: <u>Item 5A</u>: Corpus Christi MPO Regional Coordination Group for Federal Transportation

Grants Update

Action: Review and Discuss Grant Proposals and Coordination

Summary

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

The TAC members and Corpus Christi MPO staff are encouraged to invite other local agency staff to provide information on transportation projects and program grant submittal proposals. We encourage all those to attend the TAC meeting to provide their input on the specific federal transportation grants being proposed and identified for future submittals over the remaining <a href="https://doi.org/10.21/20.2

The most recent Corpus Christi MPO FY 2024 Competitive Grant Summary Table is provided as Attachment 1.

New for this month is the **Notices of Funding Opportunity (NOFO)** for:

FY24 Stage 1 SMART Grants Notice of Funding Opportunity

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

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

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

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

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

USDOT FY24 Safe Streets and Roads for All Funding, Amendment

 Funds for the fiscal year (FY) 2024 SS4A grant program are to be awarded on a competitive basis to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators. Attachment 5 provides the NOFO for this grant.

Attachments:

- 1. Corpus Christi MPO FY 2024 Competitive Grant Summary Table
- 2. FY24 Stage 1 SMART Grants Notice of Funding Opportunity
- 3. Transit-Oriented Development Planning FY 2024 Notice of Funding
- 4. Charging and Fueling Infrastructure (CFI) Discretionary Grant Program
- 5. SS4A Notice of Funding Opportunity (NOFO)

BIPARTISAN INFRASTRUCTURE LAW - KEY NOTICES OF FUNDING OPPORTUNITY

https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity

Program	Description	Eligible Entity	2023/2024 Deadlines		
TRANSPORTATION SAFETY, EQUITY, RESILIENCE & OTHER					
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).	State, MPO, Local Government	2/28/2024		
Nationally Significant Multimodal Freight and Highway Projects (INFRA)	Provides grants for multimodal freight and highway projects of national or regional significance.	State, MPO, Local Government, FLMA	8/21/2023		
National Infrastructure Project Assistance (Mega)	Supports large, complex projects that are difficult to fund by other means and likely to generate national/regional economic, mobility, or safety benefits.	State, MPO, Local Government, Political Subdivision	8/21/2023		
Bridge Investment Program Planning and other Bridge Projects	Provides grants for projects to improve the condition of bridges and culverts and the safety, efficiency, and reliability of the movement of people and freight over bridges.	State, MPO, Local Government, FLMA	12/20/2023 03/19/2024		
Natural Gas Distribution Infrastructure Safety and Modernization Program	Repair, rehabilitate, or replace the natural gas distribution pipeline systems	Local Governments or Community Owned Utility	7/24/2023		
Safe Streets and Roads for All (SS4A)	Provides grants to support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as "Vision Zero" or "Toward Zero Deaths" initiatives).	MPO, Local Government	8/29/2024 Planning Grants 08/29/2024 Implementation Grants		
Thriving Communities	Ensure disadvantaged communities adversely and/or disproportionately affected by environmental, climate, and human health policy outcomes have the technical tools and organizational capacity to comprehensively plan for and deliver quality infrastructure projects and community development projects.	State, Local, MPO, Transit	11/28/2023		

Program	Description	Eligible Entity	2023/2024 Deadlines
Reconnecting Communities and Neighborhoods (RCN) Program Capital Construction	Provides grants for projects focused on reducing environmental harm and improving access in disadvantaged communities.	State, MPO, Local Government	9/28/2023
Reconnecting Communities and Neighborhoods Pilot (RCN) Program Community Planning	Provides grants for planning activities to support future construction projects and allow for innovative community planning to address localized transportation challenges.	State, MPO, Local Government	9/28/2023
Reconnecting Communities Pilot (RCP) Program Regional Partnerships Challenge	To incentivize stronger partnerships between local governments, MPO, State DOT and non-profit, private, and community partners to tackle persistent equitable access and mobility challenges, as well as greenhouse gas emissions reductions.	State, MPO, Local Government, Private, Non-profit	9/28/2023
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.	State, Local Governments, Tribes	9/6/2023
Т	RANSPORTATION SAFETY, EQUITY, RESILIENC	E & OTHER	
Advanced Transportation Technologies and Innovative Mobility Deployment (ATTAIN)	Provides grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.	State, MPO, Local Government	02/02/2024
Strengthening Mobility and Revolutionizing Transportation (SMART)	Projects utilizing innovative technology to Improve Transportation Efficiently and Safety	State, MPO, Local Government, Public Transit	07/12/2024
Accelerated Innovation Deployment (AID) Demonstration Program	Provides grants to support the pilot/demonstration of innovations on projects, in areas such as planning, financing, operations, pavements, structures, materials, environment, and construction.	State, FLMA, *MPO & Local Government through State	TBD

Program	Description	Eligible Entity	2023/2024 Deadlines
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.	State, MPO, Local Government, FLMA	8/28/2024
Charging and Fueling Infrastructure Grants Program (Corridor Charging)	Deploys publicly accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated Alternative Fuel Corridors.	State, MPO, Local Government, FLMA	8/28/2024
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.	State, MPO, Local Government, *FLMA with State	8/18/2023
	TRANSIT & INTERCITY RAIL		
Transit-Oriented Development Planning	Integrating land use and transportation Planning in new fixed guideway and core capacity transit project corridors	FTA Grantees	07/22/2024
Railroad Crossing Elimination Program	Railway Grade Separation		Summer 2023 (TBA)
Areas of Persistent Poverty Program	Increase transit access for the underserved communities	Recipients and subrecipients 5307, 5310, and 5311	3/10/2023
FEMA Transit Security Grant	Promote sustainable, risk-based efforts to protect critical transportation infrastructure and the traveling public	Public transit based on the ridership, transit systems	5/18/2023
Low/No Emission Bus Program	Support the transition to the clean and efficient transit vehicles	Public Transit	04/25/2024
Capital Investment Grants (CIG)	Fixed guideway investments, rapid rail, commuter rail, light rail, streetcars, bus rapid transit, ferries	State and Local Government	TBD

Program	Description	Eligible Entity	2023/2024 Deadlines
Bus and Bus Facilities Competitive Grants	Bus and Bus Facility Procurements	Public Transit	04/25/2024
	PORT & FREIGHT		
Port Infrastructure Development Program PIDP Grants	Port Safety, Reliability, Efficiency		4/30/2024
<u>United States Marine</u> <u>Highway Program</u>	Marine Highway development and expansion		4/28/2023
Reduction of Truck Emissions at Port Facilities	Port Emissions Reduction		7/26/2023
	CLIMATE, ENERGY, & ENVIRONMEN	Т	
Building Resilient Infrastructure and Communities Program	Hazard mitigation projects		TBD
Flood Mitigation Assistance	Reduce/Eliminate the risk of repetitive flood damage to buildings insured by the national flood insurance program		Flood Mitigation Assistance
Regional Clean Hydrogen Hubs	Development of minimum 4 regional clean hydrogen hubs to improve hydrogen production, processing, delivery, storage, and end use		TBD
	AVIATION		
Airport Improvement Program Discretionary Grant	Airport Capital Improvements and Rehabilitation Programs		7/14/2023
Airport Terminals Program	Terminal Development Projects that address the aging air infrastructure at large, medium, and small hub airports	State, Local Government, Transit Agency	TBD

FY24 Stage 1 SMART Grants Notice of Funding Opportunity

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

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

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

SUMMARY OVERV	IEW OF KEY INFORMATION: Strengthening Mobility and Revolutionizing				
Transportat	Transportation (SMART) Stage 1 Planning and Prototyping Grant Opportunity				
Program Overview	The purpose of this notice is to solicit applications for Strengthening				
	Mobility and Revolutionizing Transportation (SMART) Stage 1 Planning and				
	Prototyping grants. Funds for the fiscal year (FY) 2024 Stage 1 SMART				
	Grants Program are to be awarded on a competitive basis to conduct				
	demonstration projects focused on advanced smart city or community				
	technologies and systems to improve transportation efficiency and safety.				
	This Notice is expected to be the final Stage 1 NOFO under the current				
	authorized funding for the SMART Grants Program. USDOT anticipates up				
	to approximately \$50,000,000 will be awarded for Stage 2 projects in a				
	future Notice of Funding Opportunity to be issued later in calendar year				
	2024.				
Goals and Objectives	As established in law, projects funded by the SMART Grants Program use advanced data, technology, and applications to provide significant benefits to a local area, a State, a region, or the United States. These benefits align to the following categories:				
	Safety and reliability: Improve the safety of systems for				
	pedestrians, bicyclists, and the broader traveling public. Improve emergency response.				
	Resiliency: Increase the reliability and resiliency of the				
	transportation system, including cybersecurity and resiliency and adaptation to climate change effects.				
Equity and access: Connect or expand access for un-					
	disadvantaged populations. Improve access to jobs, education, and essential services.				
	Climate: Reduce congestion and/or air pollution, including				
	greenhouse gas emissions. Improve energy efficiency.				
	Partnerships: Contribute to economic competitiveness and				
	incentivize private sector investments or partnerships, including				

- technical and financial commitments on the proposed solution. Demonstrate committed leadership and capacity from the applicant, partners, and community.
- Integration: Improve integration of systems and promote connectivity of infrastructure, connected vehicles, pedestrians, bicyclists, and the broader traveling public.

The Department will prioritize SMART Grant funding applications that demonstrate the following characteristics:

- Fit, scale, and adoption: Right-size the proposed solution to population density and demographics, the physical attributes of the community and transportation system, and the transportation needs of the community. Confirm technologies are capable of being integrated with existing transportation systems, including transit. Leverage technologies in repeatable ways that can be scaled and adopted by communities.
- Data sharing, cybersecurity, and privacy: Promote public and private sharing of data and best practices and the use of open platforms, open data formats, technology-neutral requirements, and interoperability. Promote industry best practices regarding cybersecurity and technology standards. Safeguard individual privacy.
- Workforce development: Promote a skilled and inclusive workforce. Support the creation of good-paying jobs with the free and fair choice to join a union and the incorporation of strong labor standards and training and placement programs, especially registered apprenticeships, in project planning stages.
- Measurement and validation: Allow for the measurement and validation of the cost savings and performance and safety improvements associated with the installation and use of smart city or community technologies and practices.

Note that the SMART Grants Program is a demonstration program. Proposals seeking funding for systems and technologies that are already well-established and broadly adopted will be less competitive.

Eligible Applicants	Eligible applicants for the SMART Grants Program include:
	A. a State;
	B. a political subdivision of a State;
	C. a federally recognized Tribal government;
	D. a public transit agency or authority;
	E. a public toll authority;
	F. a metropolitan planning organization; or
	G. a group of two or more eligible entities applying through a single
	lead applicant (Group Application).
	Section C.1 provides additional applicant eligibility information.
Eligible Projects	The SMART Grants Program funds multiple technology areas, as listed
	below. Projects must demonstrate at least one technology area and may
	demonstrate more than one technology area. USDOT will evaluate each
	application on its merits, and there is no expectation that applications
	demonstrate more than one technology area.
	Coordinated Automation
	Connected Vehicles
	 Intelligent, Sensor-Based Infrastructure
	Systems Integration
	Commerce Delivery and Logistics
	 Leveraging Use of Innovative Aviation Technology
	Smart Grid
	Smart Technology Traffic Signals
	Section C.3 provides additional project eligibility information.
Funding Amount	This Notice makes available approximately \$50,000,000 for FY 2024 Stage 1
	grants under the SMART Grants Program. USDOT expects to award
	approximately 30 Stage 1 grants of up to \$2,000,000 per award. There is an
	anticipated minimum award size of \$250,000.
Cost Share	Not applicable.
Deadlines	Friday, June 28, 2024, at 5:00 PM ET: Deadline to submit technical
	questions to <u>smart@dot.gov</u>
	 Friday, July 12, 2024, at 5:00 PM ET: Application due

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

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

FOR FURTHER INFORMATION: Please contact SMART Grants Program staff via email at smart@dot.gov or call Madeline Zhu at 202-961-9598. A telecommunications device for the deaf (TDD) is available at 202-366-3993. The deadline to submit technical questions is 5:00PM ET on Friday, June 28, 2024, and USDOT may post answers to questions and requests for clarifications, as well as schedule information regarding webinars providing additional guidance, on the SMART Grants website at

Federal Transit Administration

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

Date Posted: May 23, 2024 Date Closed: July 22, 2024

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

Grant Program:

Pilot Program for Transit-Oriented Development Planning – Section 20005(b)

Opportunity Announcement PDF:

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

Opportunity Announcement TXT:

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

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

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

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

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

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

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

Program for TOD Planning <u>supplemental form</u> and attach it to their submission in Grants.gov. Applicants should refer to section D of the NOFO for further information on the required application contents.

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

View the presentation

Listen to the <u>recording</u> (Passcode: vam^2rv%)

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

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

Website Snapshot:

Home / Funding / Grants / Applying

- Grant Programs
- Program Pages
- Applicants
- Grantee Tools
- Contact Your Regional Office
- FAQ

Related Links

- <u>Transit-Oriented Development</u>
- Pilot Program for Transit-Oriented Development Planning Section 20005(b)

Related Documents

<u>Pilot Program for Transit-Oriented Development Planning FY2024 Notice of Funding Supplemental Form</u>

Contact Us

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

Phone: <u>202-366-4033</u> Business Hours:

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

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



FIND. APPLY. SUCCEED."

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

VIEW GRANT OPPORTUNITY

693JJ324NF00017

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

DOT Federal Highway Administration

Document Type: Grants Notice **Funding Opportunity Number:** 693JJ324NF00017

Funding Opportunity Title: Charging and Fueling Infrastructure (CFI) Discretionary Grant

Program ROUND 2

Opportunity Category: Discretionary

Opportunity Category Explanation:

Funding Instrument Type: Grant

Category of Funding Activity: Infrastructure Investment and Jobs Act (IIJA)

Category Explanation:

Expected Number of Awards:

CFDA Number(s): 20.205 -- Highway Planning and Construction

Cost Sharing or Matching Yes

Requirement:

Version:Synopsis 4Posted Date:May 30, 2024Last Updated Date:Jun 17, 2024Original Closing Date forAug 28, 2024

Applications:

Current Closing Date for Aug 28, 2024

Applications:

Archive Date: Sep 27, 2024
Estimated Total Program Funding: \$1,321,200,000

Award Ceiling: \$

Award Floor: \$500,000

Eligibility

Eligible Applicants:	Others (see text field entitled "Additional Information on Eligibility" for
	clarification)
	Native American tribal governments (Federally recognized)
	Public housing authorities/Indian housing authorities
	Public and State controlled institutions of higher education
	County governments
	City or township governments
	Special district governments
	State governments

Additional Information on	Eligible Applicants are: • a State or political subdivision of a State as defined by 23
Eligibility:	U.S.C. 101;• a metropolitan planning organization;• a unit of local government;•
	a special purpose district or public authority with a transportation function,
	including a port authority; • an Indian tribe (as defined in section 4 of the Indian
	Self-Determination and Education Assistance Act (25 U.S.C. 5304)); ● a territory of
	the United States; • an authority, agency, or instrumentality of, or an entity owned
	by, 1 or more entities described above; or • a group of entities described above. [§
	11401(5); 23 U.S.C. 151(f)(3)] • For Community Grants only, a State or local
	authority with ownership of publicly accessible transportation facilities is also
	eligible, [§ 11401(5): 23 U.S.C. 151(f)(8)(C)]

Additional Information

Agency Name:	DOT Federal Highwa	ay Administration	
Description:	New - 6/17/2024: Documents added to the Related Documents tab include the Reconsideration of Round 1 Applications - Webinar slides and the link to the webinar recording. The webinar was held on 6/11/2024.		
	New - 6/12/2024: Documents added to the Related Documents tab include the CFI NOFO Round 2 Overview Webinar slides and the link to the webinar recording. The webinar was held on 6/6/2024.		
	Full NOFO was post	ed under Related Documents Tab at 10 am Eastern on 5/30/2024.	
	The purpose of this NOFO is to solicit applications for the Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program) established under the Infrastructure Investment and Jobs Act ("Bipartisan Infrastructure Law" or "BIL"). In addition, funds under the National Electric Vehicle Infrastructure (NEVI) Formula Program 10 percent set-aside (NEVI 10), also established by BIL, will also be awarded under this NOFO. Funding program sources, Fiscal Years (FY), and amounts available for award under this NOFO can be found in the NOFO. This NOFO also announces FHWA's intention to make additional awards for applications submitted under FY 2022/2023 CFI Round 1 NOFO (693JJ323NF00004) issued March 14, 2023.		
	Webinars to share information about the Notice of Funding Opportunity (NOFO) for the CFI Program will be held on the following dates. Webinars are open to the public and registration is required.		
	Webinar 1: Charging and Fueling Infrastructure (CFI) Grant NOFO Overview Thursday, June 6, 2024, 2:00 - 3:00pm ET Link to REGISTER: https://usdot.zoomgov.com/webinar/register/WN ByQ85zQeTMm9XOOg8BsLXw#/registration		
	Webinar 2: CFI NOFO Overview: Reconsideration of Round 1 Applications Tuesday, June 11, 2024, at 1:00- 1:30pm ET Link to REGISTER: https://usdot.zoomgov.com/webinar/register/WN_V3EBs_qJTpGfNGd60MsDug#/registration		
Link to Addition	al Information:	<u>CFI Program Website</u>	
Grantor Contact Information:		If you have difficulty accessing the full announcement electronically, please contact: CFIGrants@dot.gov	

DEPARTMENT OF TRANSPORTATION

Office of the Secretary of Transportation

DOT-SS4A-FY24-01

USDOT FY24 Safe Streets and Roads for All Funding, Amendment

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

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

SUMMARY

	OF KEY INFORMATION: Safe Streets and Roads for All (SS4A)
Issuing Agency	Office of the Secretary of Transportation, U.S. Department of
	Transportation
Program Overview	Funds for the fiscal year (FY) 2024 SS4A grant program are to be awarded on
	a competitive basis to support planning, infrastructure, behavioral, and
	operational initiatives to prevent death and serious injury on roads and streets
	involving all roadway users, including pedestrians; bicyclists; public
	transportation, personal conveyance, and micromobility users; motorists; and
	commercial vehicle operators.
Objective	The purpose of this notice is to solicit applications for Safe Streets and Roads
	for All (SS4A) grants.
Eligible Applicants	Metropolitan planning organizations;
	Political subdivisions of a State or territory (e.g., cities, towns, counties);
	Federally recognized Tribal governments; and
	A multijurisdictional group of entities described in any of the aforementioned
	three types of entities.
Eligible Project Types	Develop a comprehensive safety action plan (Action Plan).
	Conduct supplemental safety planning to enhance an Action Plan.
	Carry out demonstration activities to inform the development of, or an update
	to, an Action Plan.
	Perform planning, design, and development activities for projects and
	strategies identified in an Action Plan.
	Implement projects and strategies identified in an Action Plan that address
	roadway safety problems.
Funding	This Notice makes available up to \$1,261,494,000 \$1,256,687,000 for FY
•	2024 grants under the SS4A program. Of the funding made available, up to
	\$780 \$580 million is available to implement projects and strategies. The
	remainder, \$461,494,000 \$656,687,000, must be awarded for developing
	Action Plans; conducting supplemental planning to update existing Action
	Plans; or carrying out demonstration activities to inform the development of,
	or updates to, Action Plans.
Deadlines	Planning and Demonstration Grant applicants have three deadlines:
	• Thursday, April 4, 2024, 5:00 PM (EDT)
	• Thursday, May 16, 2024, 5:00 PM (EDT)
	• Thursday, August 29, 2024, 5:00 PM (EDT)

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

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

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

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

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

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

Section	Content
N/A	Summary
N/A	Definitions
A	Program Description
В	Federal Award Information
С	Eligibility Information
D	Application and Submission Information
Е	Application Review Information
F	Federal Award Administration Information
G	Federal Awarding Agency Contacts
Н	Other Information