

APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

1.a. Type of Submission: <input checked="" type="checkbox"/> Application <input type="checkbox"/> Plan <input type="checkbox"/> Funding Request <input type="checkbox"/> Other Other (specify): <input type="text"/>	1.b. Frequency: <input checked="" type="checkbox"/> Annual <input type="checkbox"/> Quarterly <input type="checkbox"/> Other Other (specify): <input type="text"/>	1.d. Version: <input checked="" type="checkbox"/> Initial <input type="checkbox"/> Resubmission <input type="checkbox"/> Revision <input type="checkbox"/> Update 2. Date Received: 09/08/2022 3. Applicant Identifier: <input type="text"/>	STATE USE ONLY: 5. Date Received by State: <input type="text"/> 6. State Application Identifier: <input type="text"/>
1.c. Consolidated Application/Plan/Funding Request? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> <input type="text" value="Explanation"/>		4a. Federal Entity Identifier: 74-6000574 4b. Federal Award Identifier: <input type="text"/>	

7. APPLICANT INFORMATION:

a. Legal Name: City of Corpus Christi		
b. Employer/Taxpayer Identification Number (EIN/TIN): 74-6000574	c. UEI: XETBTPKCL895	
d. Address:		
Street1: 1201 Leopard Street	Street2: <input type="text"/>	
City: Corpus Christi	County / Parish: <input type="text"/>	
State: TX: Texas	Province: <input type="text"/>	
Country: USA: UNITED STATES	Zip / Postal Code: 78401-2120	
e. Organizational Unit:		
Department Name: City Manager's Office	Division Name: <input type="text"/>	
f. Name and contact information of person to be contacted on matters involving this submission:		
Prefix: <input type="text"/>	First Name: Elsy	Middle Name: <input type="text"/>
Last Name: Borgstedte	Suffix: <input type="text"/>	
Title: Assistant Director of Aviation		
Organizational Affiliation: City of Corpus Christi		
Telephone Number: 361-826-3682	Fax Number: <input type="text"/>	
Email: elsyb@cctexas.com		

APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

8a. TYPE OF APPLICANT:

C: City or Township Government

Other (specify):

b. Additional Description:

9. Name of Federal Agency:

Department of Transportation

10. Catalog of Federal Domestic Assistance Number:

20.205

CFDA Title:

Highway Planning and Construction

11. Descriptive Title of Applicant's Project:

Commodores Bridge Project - Mobility Access and Dead Water Improvement

12. Areas Affected by Funding:

13. CONGRESSIONAL DISTRICTS OF:

a. Applicant:

27

b. Program/Project:

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

14. FUNDING PERIOD:

a. Start Date:

01/01/2023

b. End Date:

12/31/2025

15. ESTIMATED FUNDING:

a. Federal (\$):

3,330,000.00

b. Match (\$):

370,000.00

16. IS SUBMISSION SUBJECT TO REVIEW BY STATE UNDER EXECUTIVE ORDER 12372 PROCESS?

a. This submission was made available to the State under the Executive Order 12372 Process for review on:

b. Program is subject to E.O. 12372 but has not been selected by State for review.

c. Program is not covered by E.O. 12372.

APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

17. Is The Applicant Delinquent On Any Federal Debt?

Yes No

18. By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 18, Section 1001)

** I Agree

** This list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix:

First Name:

Middle Name:

Last Name:

Suffix:

Title:

Organizational Affiliation:

Telephone Number:

Fax Number:

Email:

Signature of Authorized Representative:



Date Signed:

Attach supporting documents as specified in agency instructions.

APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

Consolidated Application/Plan/Funding Request Explanation:

APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

Applicant Federal Debt Delinquency Explanation:

[Empty text area for explanation]

BUDGET INFORMATION - Construction Programs

NOTE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case, you will be notified.

COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative and legal expenses	\$ 916,000.00	\$	\$ 916,000.00
2. Land, structures, rights-of-way, appraisals, etc.	\$	\$	\$
3. Relocation expenses and payments	\$	\$	\$
4. Architectural and engineering fees	\$ 468,375.00	\$	\$ 468,375.00
5. Other architectural and engineering fees	\$	\$	\$
6. Project inspection fees	\$	\$	\$
7. Site work	\$ 278,536.00	\$	\$ 278,536.00
8. Demolition and removal	\$ 156,455.00	\$	\$ 156,455.00
9. Construction	\$ 1,639,400.00	\$	\$ 1,639,400.00
10. Equipment	\$	\$	\$
11. Miscellaneous	\$	\$	\$
12. SUBTOTAL (sum of lines 1-11)	\$ 3,458,766.00	\$	\$ 3,458,766.00
13. Contingencies	\$ 241,234.00	\$	\$ 241,234.00
14. SUBTOTAL	\$ 3,700,000.00	\$	\$ 3,700,000.00
15. Project (program) income	\$ 0.00	\$	\$ 0.00
16. TOTAL PROJECT COSTS (subtract #15 from #14)	\$ 3,700,000.00	\$	\$ 3,700,000.00
FEDERAL FUNDING			
17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.) Enter the resulting Federal share.		Enter eligible costs from line 16c Multiply X 90 %	\$ 3,330,000.00

ASSURANCES - CONSTRUCTION PROGRAMS

OMB Number: 4040-0009
Expiration Date: 02/28/2025

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0042), Washington, DC 20503.


PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

NOTE: Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the Awarding Agency. Further, certain Federal assistance awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance, and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project costs) to ensure proper planning, management and completion of project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, the right to examine all records, books, papers, or documents related to the assistance; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency. Will record the Federal awarding agency directives and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure non-discrimination during the useful life of the project.
4. Will comply with the requirements of the assistance awarding agency with regard to the drafting, review and approval of construction plans and specifications.
5. Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work conforms with the approved plans and specifications and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.
6. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
7. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
8. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards of merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
9. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
10. Will comply with all Federal statutes relating to non-discrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681 1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

11. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal and federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
12. Will comply with the provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
13. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333) regarding labor standards for federally-assisted construction subagreements.
14. Will comply with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
15. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).
16. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
17. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq).
18. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."
19. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.
20. Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. 7104) which prohibits grant award recipients or a sub-recipient from (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect (2) Procuring a commercial sex act during the period of time that the award is in effect or (3) Using forced labor in the performance of the award or subawards under the award.

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL 	TITLE City Manager
APPLICANT ORGANIZATION City of Corpus Christi, Texas	DATE SUBMITTED 09/08/2022

DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C.1352

OMB Number: 4040-0013
Expiration Date: 02/28/2025

1. * Type of Federal Action: <input type="checkbox"/> a. contract <input checked="" type="checkbox"/> b. grant <input type="checkbox"/> c. cooperative agreement <input type="checkbox"/> d. loan <input type="checkbox"/> e. loan guarantee <input type="checkbox"/> f. loan insurance	2. * Status of Federal Action: <input type="checkbox"/> a. bid/offer/application <input checked="" type="checkbox"/> b. initial award <input type="checkbox"/> c. post-award	3. * Report Type: <input checked="" type="checkbox"/> a. initial filing <input type="checkbox"/> b. material change
--	--	--

4. Name and Address of Reporting Entity:

Prime SubAwardee

*Name:

*Street 1: Street 2:

*City: State: Zip:

Congressional District, if known:

5. If Reporting Entity in No.4 is Subawardee, Enter Name and Address of Prime:

6. * Federal Department/Agency: <input type="text" value="Department of Transportation"/>	7. * Federal Program Name/Description: <input type="text" value="Bridge Investment Program - Highway Planning and Construction"/> CFDA Number, if applicable: <input type="text" value="20.205"/>
---	--

8. Federal Action Number, if known: <input type="text"/>	9. Award Amount, if known: \$ <input type="text"/>
--	--

10. a. Name and Address of Lobbying Registrant:

Prefix *First Name Middle Name

*Last Name Suffix

*Street 1: Street 2:

*City: State: Zip:

b. Individual Performing Services (including address if different from No. 10a)


Prefix *First Name Middle Name

*Last Name Suffix

*Street 1: Street 2:

*City: State: Zip:

11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when the transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

*Signature: 

*Name: Prefix *First Name Middle Name

*Last Name Suffix

Title: Telephone No.: Date:

CERTIFICATION REGARDING LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.


(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Statement for Loan Guarantees and Loan Insurance

The undersigned states, to the best of his or her knowledge and belief, that:

If any funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities," in accordance with its instructions. Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

* APPLICANT'S ORGANIZATION	
City of Corpus Christi, Texas	
* PRINTED NAME AND TITLE OF AUTHORIZED REPRESENTATIVE	
Prefix: <input type="text"/>	* First Name: Peter Middle Name: <input type="text"/>
* Last Name: Zanoni	Suffix: <input type="text"/>
* Title: City Manager	
* SIGNATURE: FOR 	* DATE: 8 SEP 22



2022 Bridge Investment Program Application

City of Corpus Christi Commodores Bridge Project



Table of Contents

- 1. Project Description2
 - 1.1 Project History and Context.....3
- 2. Project Location.....5
- 3. Project Funding Sources and Uses of Funds.....6
 - 3.1 Project Schedule9
- 4. Merit Criteria.....10
 - 4.1 State of Good Repair10
 - 4.2 Safety.....10
 - 4.3 Mobility and Economic Competitiveness.....12
 - 4.4 Climate Change, Resiliency, and the Environment13
 - 4.5 Quality of Life.....15
 - 4.6 Innovation.....16
- 5. Project Readiness and Environment Risk.....16
- 6. Benefit-Cost Analysis.....18

1. Project Description

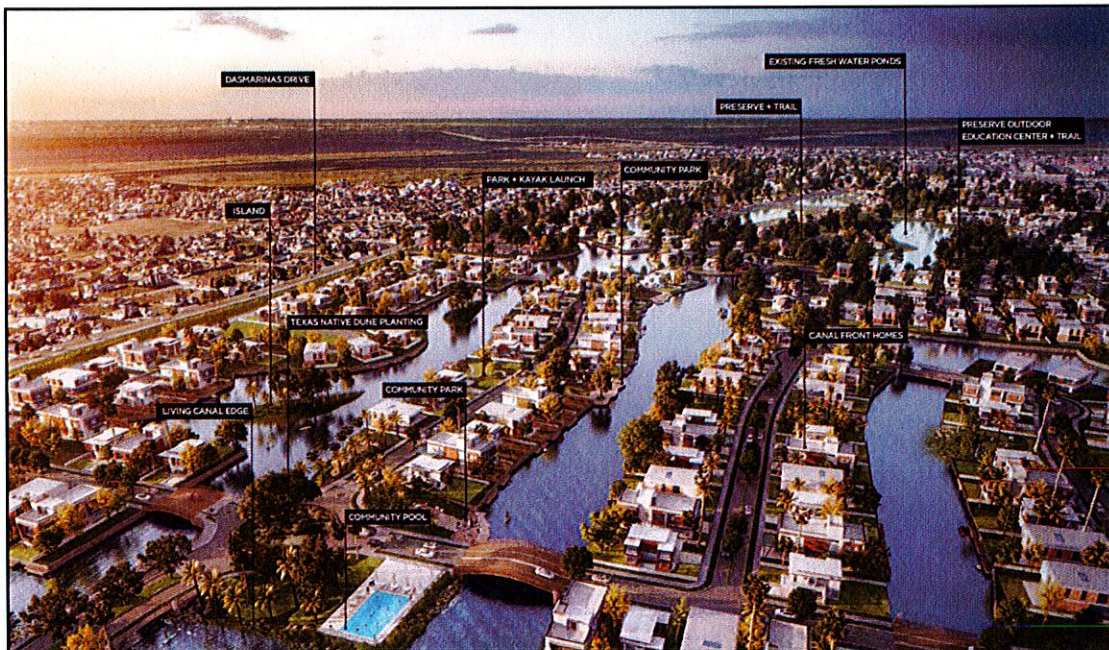
The City of Corpus Christi (“City”), Texas is submitting its Commodores Bridge, an off-system bridge, for consideration in the Department of Transportation (“DoT”)’s 2022 Bridge Investment Program (“BIP”). A multi-purpose bridge, the Commodores Bridge will not only offer new boat-mobility access and significant improvement of water quality via circulation and flushing but also better handle the future regional network transportation needs of the surrounding community, which is in the process of expanding through an adjacent two-hundred and forty-two unit master-planned development.

The City is requesting \$3.33M in BIP funds for the Commodores Bridge which will help achieve the City’s long-term objective of reinvigorating a historically-underutilized area while also satisfying the grant’s intended goals of building a bridge that improves safety, efficiency, and reliability of people and freight as well as reducing total personal miles traveled over bridges that do not meet current regional transportation network requirements.

With its design phase nearing a December 2022 completion, the Commodores Bridge is a shovel-ready bridge project that can be completed within twelve months of receiving BIP funds. Furthermore, as a strategic priority for the City, the City has already submitted and reserved its 10% fund commitment (~\$400k) via City Council and City Manager approval.

Beyond the significant transportation and safety benefits, by selecting this project for funding, the DoT will be investing in a community, which will serve as a future model that protects and celebrates the City’s natural treasures through innovative regenerative infrastructure, sustainable building, and the beautiful blending of nature with community life.

Figure A: Rendering of Planned Community



1.1 Project History and Context

Incorporated in 1852, the City of Corpus Christi began as a frontier-trading post between American and Mexican visitors¹. Over time, the City became a valuable contributor to Texas' growth both in terms of economic and cultural diversity. As one of the largest coastal cities in Texas (eight overall), the City plays a pivotal role in facilitating trade throughout the nation, specifically energy, agriculture, and fishing products.² With over 63% of residents identifying as Hispanic or Latino, the City boasts one of the most diverse communities in the country and proudly promulgates its rich heritage and history.³

Part of the City's remit, North Padre Island is located several miles East of the City. At over 100 miles long, North Padre Island is among barrier islands that dot the Texas coastal bend. Known for its coastal beauty, the island has a wealth of diverse natural treasures; so much so, that it hosts the Padre Island National Seashore, which operates the Gulf of Mexico from the Laguna Madre—one of the few hypersaline lagoons in the world.⁴

Therefore, any new construction on North Padre Island is methodically planned, reviewed, and analyzed by the City to ensure it is in the best interest of the residents, the local environment, and the City. The Commodores Bridge Project satisfies all three constituencies.

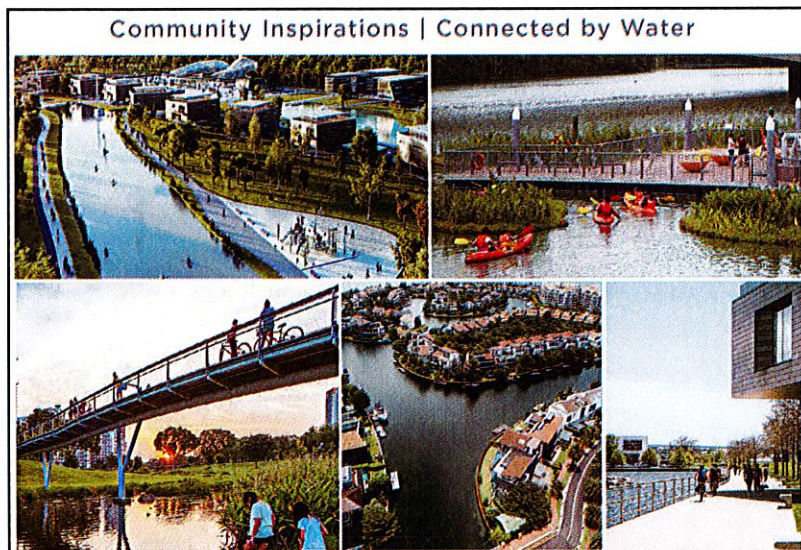


Figure B: City's Strategic Vision in North Padre Island

The City began planning for the Commodores Bridge in earnest in 2022, among its long-term vision to create a mixed-use development that incorporates the natural surrounding with commercial, residential, and retail amenities. The City's intent is to offer a water-exchange system that offers residents and visitors free-flowing boat, cycling, and pedestrian movement while also increasing water quality for the surrounding canals.

¹ <https://news.cctexas.com/resources/facts/city-of-corpus-christi-history>

² <https://www.tshaonline.org/handbook/entries/corpus-christi-tx>

³ <https://www.census.gov/quickfacts/fact/table/corpuschristicitytexas/RHI725221#qf-headnote-b>

⁴ <https://www.nps.gov/pais/index.htm>

2022 Bridge Investment Program City of Corpus Christi - Commodores Bridge

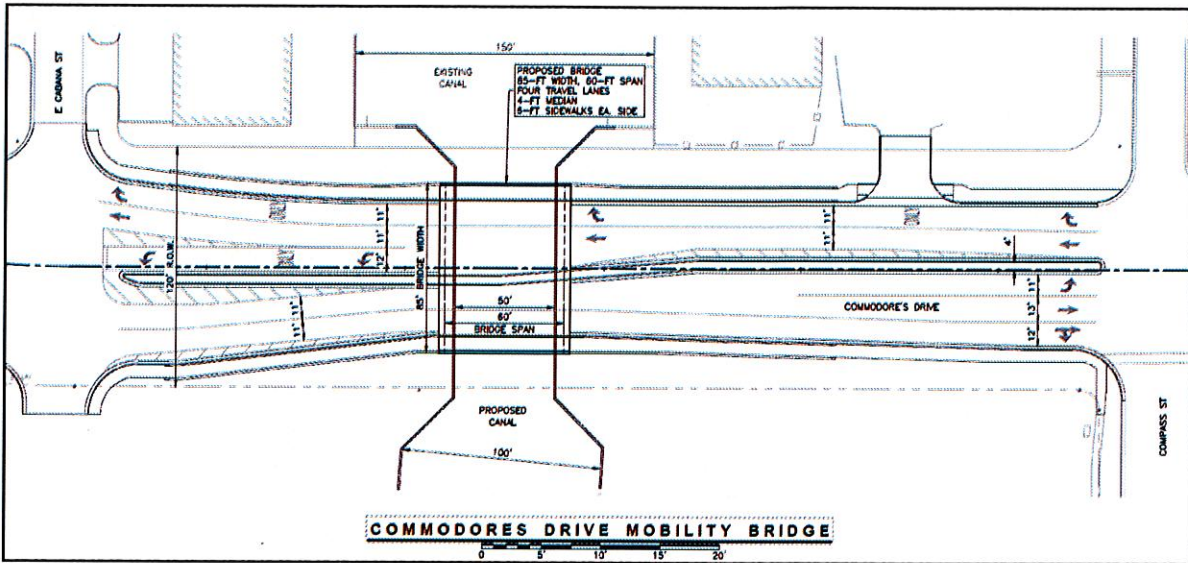
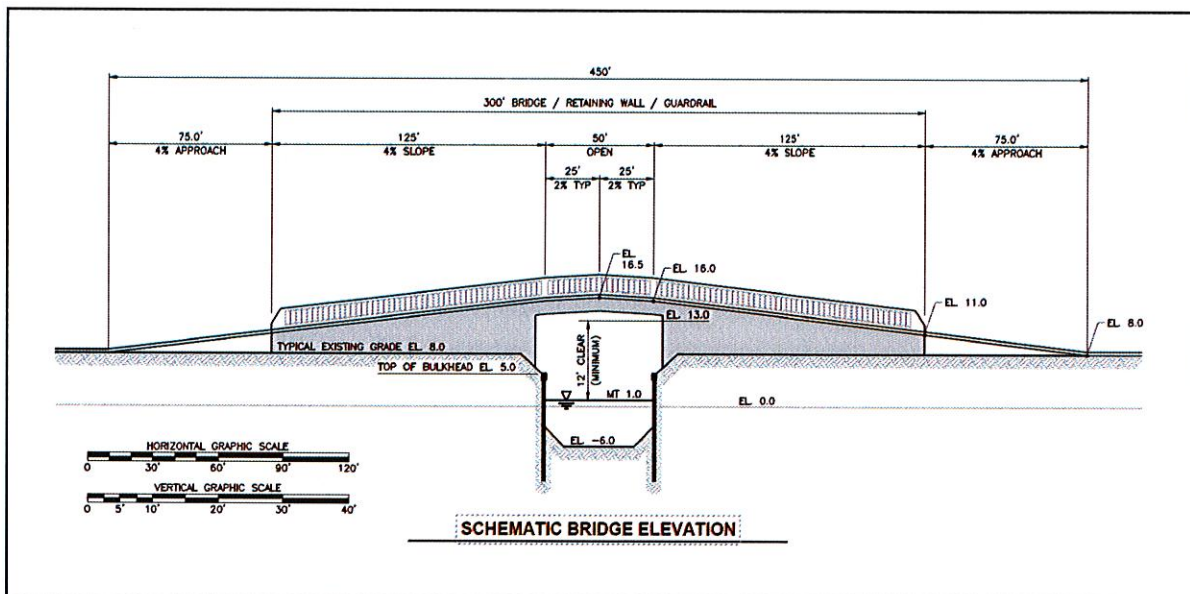


Figure C: Proposed Commodores Bridge Aerial View Schematic

The Commodores Bridge will be a four-vehicle travel lane (two-lane each way) that offers a 4' median and 6' accompanying sidewalks in each direction. It is designed with 60' spans at a 85' width. Importantly, the proposed project will create a 50' wide and 12' vertical clearance waterway underneath the bridge that opens the canal to small boats, kayaks, and other small watercraft while allowing free-flowing vehicle, pedestrian, and cycling traffic above. To further safety benefits, a 300' guardrail/retaining wall will be installed. Additionally, a 4% approach for 75' and 4% slope for 125' on both the entry and exit of the bridge will be constructed.

Figure D: Proposed Commodores Bridge Side View Schematic



2. Project Location

The proposed Commodores Bridge is located near the intersection of Commodores Drive and Waves Drive, Corpus Christi, TX 78418 (27.618016, -97.224253). Figure E and Figure F display both a city view and an enlarged aerial view respectively. The bolded outline in Figure F denotes the conceptual master plan of the 242-unit planned community, which will offer a series of navigable canals as well as routes to the Upper Laguna Madre and Gulf of Mexico.

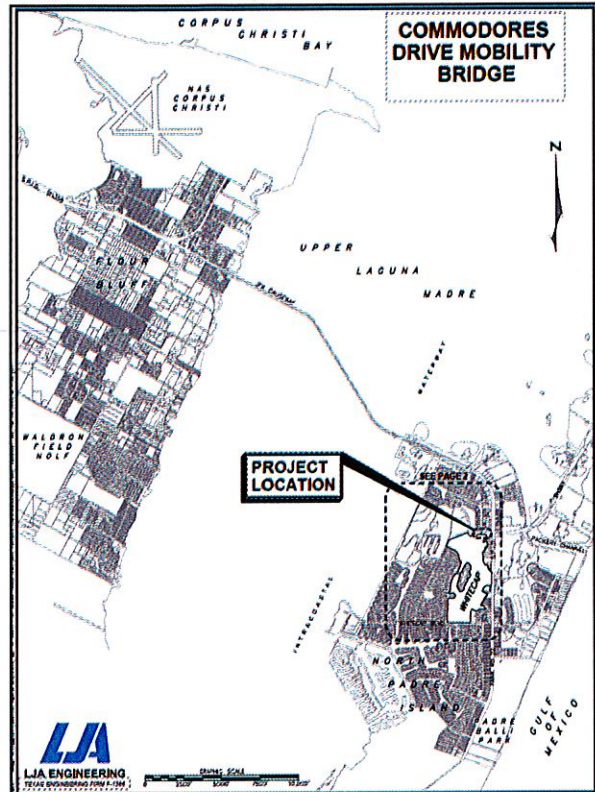
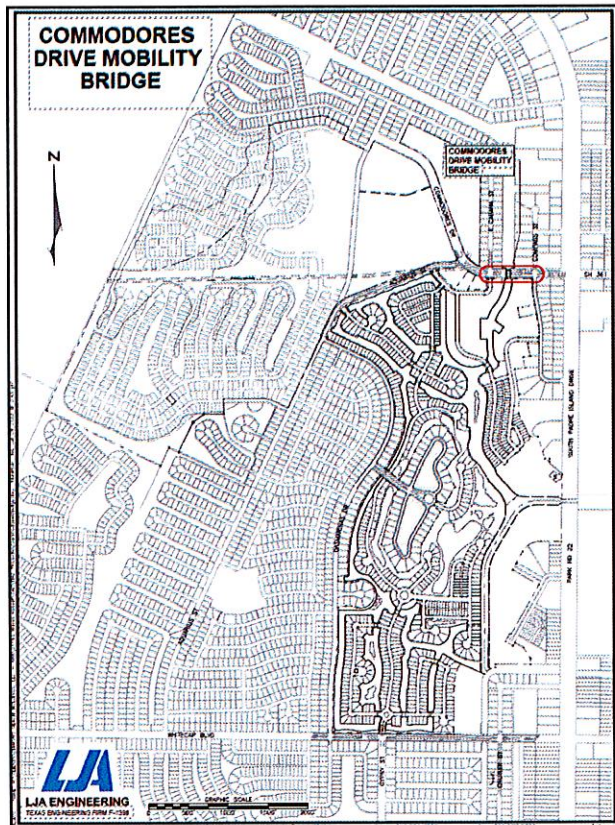


Figure E: City View

The City intends that this project will be a critical conduit to its long-term objective of creating the Whitecap Preserve, where public waterways, pedestrian walkways, and a “preserve” area will be set aside for community and resident use alike. As a further benefit, this project will play an integral part in the innovative financing for this project as this redevelopment will provide an increased step up in tax and fee revenue for the public stakeholders of Corpus Christi, including the City, Nueces County, Flour Bluff School District, an Del Mar college district in form of property taxes, sales tax, hotel occupancy tax, development fees and utility revenue.

Figure F: Enlarged Local View



3. Project Funding Sources and Use of Funds

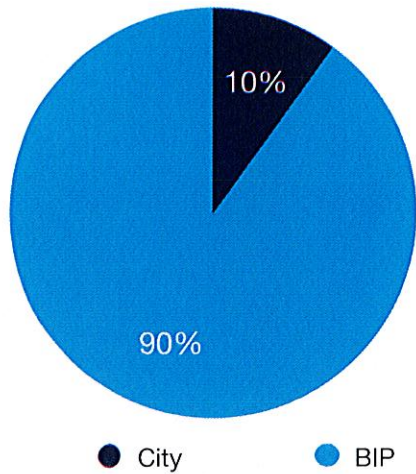


Figure G: Funding Sources

For the Commodores Project, the City is requesting \$3,330,000 in BIP federal funds. The remainder will be funded through the City, \$370,000, for a total of \$3,700,000.

The costs are staged in four parts of construction and one part for development costs. Each part has a requisite sub-task that can be found in Section 4: Project Schedule. These tasks are conditions-based and are in time-released tranches pending work completion e.g. Task A1 General Mobilization will be funded and completed before starting TaskC7 Sidewalk Ramp

- i) Part A: General \$503,000**
- ii) Part B: Demolition & Earthwork \$172,000**
- iii) Part C: Street Improvements \$306,000**
- iv) Part D: Bridge Improvements \$1,803,000**
- v) Total Development Costs \$915,000**

2022 Bridge Investment Program City of Corpus Christi - Commodores Bridge

Figure F: Preliminary Cost Estimate

Preliminary Opinion of Probable Construction Costs					
T. I. R. Z. No. 2 PROSPECTIVE PROJECTS					
COMMODORES DRIVE MOBILITY BRIDGE					
City of Corpus Christi			LJA ENGINEERING, Inc.		
PART A - GENERAL					
ITEM	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
A1	General, Mobilization, & De-Mobilization	1	LS	\$ 71,000.00	\$ 71,000.00
A2	Payment & Performance Bonds	1	LS	\$ 47,000.00	\$ 47,000.00
A3	Storm Water Pollution Prevention Plan	1	LS	\$ 10,000.00	\$ 10,000.00
A4	Traffic Control	1	LS	\$ 50,000.00	\$ 50,000.00
A5	Temporary Pavement for Traffic Control	2,650	SY	\$ 50.00	\$ 132,500.00
A6	Ozone Action Days	1	DAY	\$ 1,000.00	\$ 1,000.00
A7	Construction Entrance	1	EA	\$ 2,500.00	\$ 2,500.00
A8	Silt Fence	1,250	LF	\$ 3.50	\$ 4,375.00
A9	Utility Adjustments	1	LS	\$ 150,000.00	\$ 150,000.00
SUB-TOTAL PART A - GENERAL					\$ 468,375
10% Contingency (Items A3 through A9 Only)					\$ 34,625
TOTAL PART A - GENERAL					\$ 503,000
PART B - DEMOLITION & EARTHWORK					
ITEM	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
B1	Pulverize & Recompact Existing Roadway Pavement	4,830	SY	\$ 11.00	\$ 53,130.00
B2	Remove Curb and Gutter	2,100	LF	\$ 6.00	\$ 12,600.00
B3	Remove Concrete Driveway	100	SY	\$ 11.00	\$ 1,100.00
B4	Remove Existing Concrete Sidewalk	2,100	SF	\$ 4.00	\$ 8,400.00
B5	Remove Existing Curb Ramp	145	SF	\$ 5.00	\$ 725.00
B6	Remove Existing Bulkhead	110	LF	\$ 350.00	\$ 38,500.00
B7	Bridge Embankment	7,000	CY	\$ 6.00	\$ 42,000.00
SUB-TOTAL PART B - DEMOLITION & EARTHWORK					\$ 156,455
10% Contingency					\$ 15,545
TOTAL PART B - DEMOLITION & EARTHWORK					\$ 172,000
PART C - STREET IMPROVEMENTS					
ITEM	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
C1	8" Lime Stabilized Subgrade (2' B.O.C. Streets)	4,280	SY	\$ 8.00	\$ 34,240.00
C2	8" Type A, Grade 1-2 Crushed, Limestone Base (Lip-to-Lip)	3,880	SY	\$ 18.50	\$ 71,780.00
C3	Prime Coat (0.2 Gallons/SY)	776	GAL	\$ 6.00	\$ 4,656.00
C4	2" Type 'D' HMAc	3,880	SY	\$ 20.00	\$ 77,600.00
C5	Std. 6" Curb and Gutter (Incl. Limestone Base Beneath Curb to 2' B.O.C.)	2,170	LF	\$ 23.00	\$ 49,910.00
C6	6' Concrete Sidewalk	6,450	SF	\$ 6.00	\$ 38,700.00
C7	Sidewalk Ramp	110	SF	\$ 15.00	\$ 1,650.00
SUB-TOTAL PART C - STREET IMPROVEMENTS					\$ 278,536
10% Contingency					\$ 27,464
TOTAL PART C - STREET IMPROVEMENTS					\$ 306,000

2022 Bridge Investment Program City of Corpus Christi - Commodores Bridge

Preliminary Opinion of Probable Construction Costs	
T. I. R. Z. No. 2 PROSPECTIVE PROJECTS	
COMMODORES DRIVE MOBILITY BRIDGE	
City of Corpus Christi	LJA ENGINEERING, Inc.

PART D - BRIDGE IMPROVEMENTS					
ITEM	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
D1	Cement Stabilized Backfill (2 Abutments)	100	CY	\$ 200.00	\$ 20,000.00
D2	Prestressed Concrete Pile (20" Sq.) (2 Abutments)	3,600	LF	\$ 200.00	\$ 720,000.00
D3	Class C Concrete (2 Abutments)	78	CY	\$ 1,500.00	\$ 117,000.00
D4	Box Beam Reinforced Concrete Slab	5,100	SF	\$ 25.00	\$ 127,500.00
D5	Approach Slab	159	CY	\$ 770.00	\$ 122,430.00
D6	Prestressed Concrete Box Beam (5B20)	1,020	LF	\$ 265.00	\$ 270,300.00
D7	Rail (Ty T223)	152	LF	\$ 135.00	\$ 20,520.00
D8	Type A Joint	120	LF	\$ 70.00	\$ 8,400.00
D9	Vinyl Sheet Pile Bulkhead	310	LF	\$ 500.00	\$ 155,000.00
D10	Canal Excavation	3,800	CY	\$ 3.75	\$ 14,250.00
D11	Temporary Cofferdam	1	LS	\$ 64,000.00	\$ 64,000.00
SUB-TOTAL PART D - BRIDGE IMPROVEMENTS					\$ 1,639,400
10% Contingency					\$ 163,600
TOTAL PART D - BRIDGE IMPROVEMENTS					\$ 1,803,000

CONSTRUCTION SUMMARY	
A GENERAL Total	\$ 503,000
B DEMOLITION & EARTHWORK Total	\$ 172,000
C STREET Improvements Total	\$ 306,000
D BRIDGE Improvements Total	\$ 1,803,000
COMMODORES DRIVE MOBILITY BRIDGE TOTAL CONSTRUCTION	
\$ 2,784,000	

TOTAL DEVELOPMENT COSTS	
DC1 CONSTRUCTION Total	\$ 2,784,000
DC2 PLANNING + SURVEY Total	\$ 50,000
DC3 BASIC ENGINEERING Total	\$ 325,000
DC4 ADDITIONAL FIXED-FEE ENGINEERING + PLANNING Total	\$ 150,000
DC5 ADDITIONAL T&M ENGINEERING + PLANNING Total	2.0% of Construction \$ 50,000
DC6 ENVIRONMENTAL PERMITTING & MITIGATION Total	10.0% of Construction \$ 275,000
DC7 GEOTECH + MATERIALS TESTING Total	\$ 65,000
COMMODORES DRIVE MOBILITY BRIDGE TOTAL DEVELOPMENT COSTS	
\$ 3,699,000	

Mobility and Economic Competitiveness

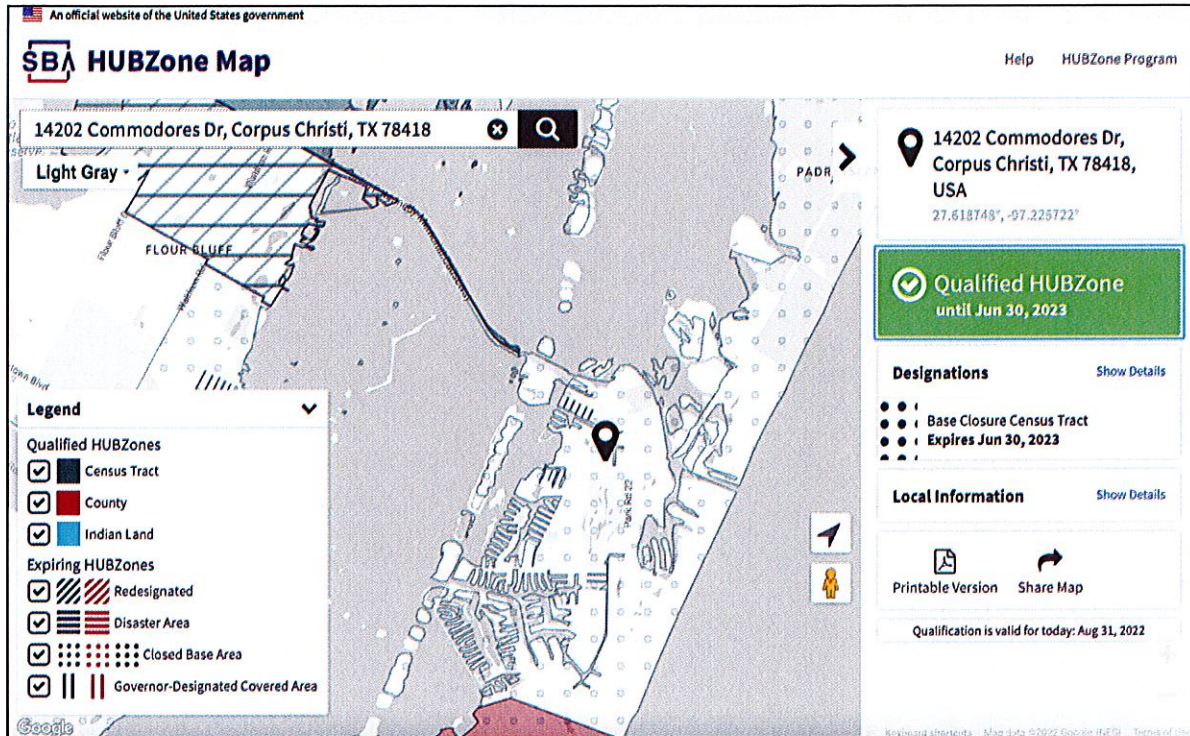


Figure L: Qualified HUBZone

Part of the strategic importance of this project is the City's commitment to spur economic growth in underutilized or disadvantaged communities. As a certified HUBzone, this project's economic impact will afford a historically-underutilized business zone tremendous opportunities both direct and indirect. As a clear example, dozens of jobs are expected to be created as a result of this investment and the City and its contractors maintain a best-in-class policy to look to minority-owned, woman-owned, and service-disabled veteran-owned small businesses that possess the requisite experience and skill to do the required work. In addition, knock-on, indirect benefits from an increase in economic activity is expected but due to the difficulty of quantifying the agglomeration economic impact, the City denotes it for qualitative reasons only.

3.1 State of Good Repair

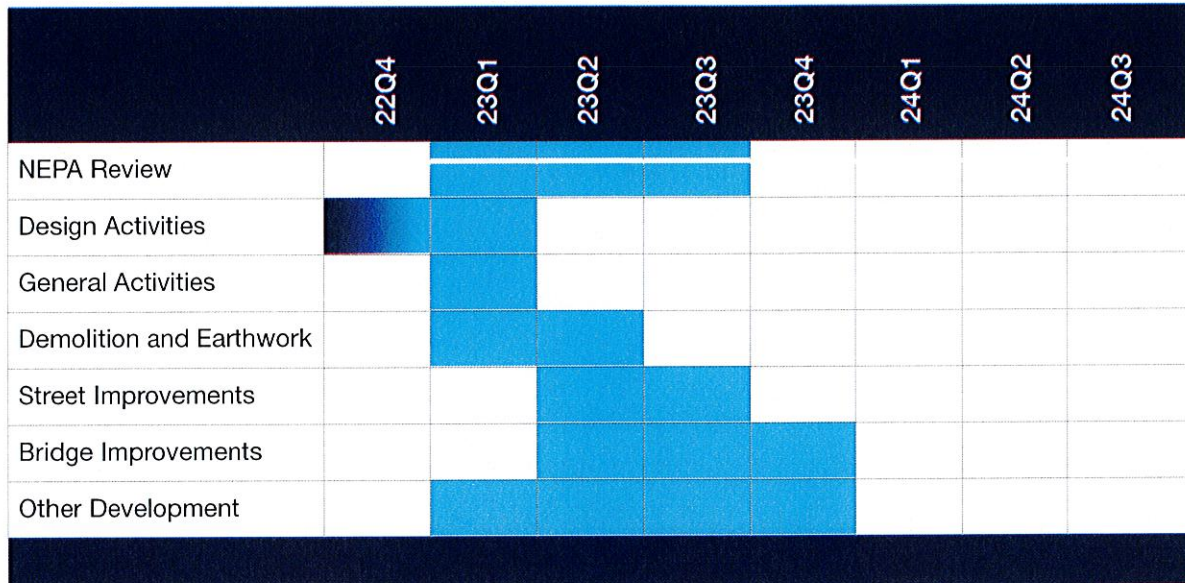


Figure I: Project Timeline

National Environmental Policy Act (NEPA): The City will act as project lead for the National Environmental Policy Act (NEPA) review process for all components related to the project identified in this grant application. The City anticipates starting these activities in earnest when project funding is secured. The City has extensive experience with NEPA through its other federally-funded projects and has the requisite experience and knowledge to gain approval, therefore we do not foresee any challenges in this phase.

Design Phase: This phase is expected to be completed by December 2022 and consists of four stages: conceptual design, preliminary design, detailed design, and construction design. Many of the Commodores Bridge features have been designed including but not limited to: superstructure, substructure, bridge layout, required clearances, and pedestrian facilities.

General Activities (Part A): General Activities has nine sub-components that can be viewed in Figure H. From mobilization to the temporary pavement for traffic control and utility adjustments, these requirements are expected to be completed in this phase’s duration.

Demolition and Earthwork (Part B): Part B focus on pulverizing existing roadway as well as clearing and removing existing material from the project location to proper disposal sites.

Street Improvements (Part C): Currently, the City forecasts seven sub-tasks that represent the full requirements of Part C. These duties range from the installation of 4,280 square yards of 8” Lime Stabilized Sub-grade to the creation of the dual (one-each direction) sidewalk ramps.

Bridge Improvements (Part D): As the most expensive part of the project, Part D - Bridge Improvements is expected to take up to twelve months.

Other Development Activities: Lastly, the City expects to have ancillary developmental activities running concurrently while construction is ongoing.

4. Merit Criteria

State of Good Repair

The current status quo cannot meet future regional network transportation demands. As an example, the dead-end canal does not allow small boats or recreational water to pass through. This blockage adds to canal congestion and requires a longer, more circuitous route. Furthermore, vehicular and pedestrian and cyclist traffic is expected to grow considerably due to the surrounding new development construction that will be completed within several years.

Safety

The proposed bridge offers better and safer amenities for all users. At this time, the City does not have any previous history on the amount or severity of crashes but it is reasonable to assume this intersection is statistically normal and is in-line with others in the vicinity.

Vehicle Drivers (Passenger and Commercial)

The proposed bridge seeks to widen the vehicular lanes in both directions while moving the cycling lane behind a barrier. This will improve riding quality while further minimizing vehicular crashes, especially with cyclists.

Pedestrians and Cyclists:

Pedestrians will now have an uninterrupted ~450' sidewalk along Commodores Drive. This is a significant improvement both in terms of safety and journey quality from the no-build scenario as pedestrians are forced to walk in the street to complete their trip. In addition, cyclists and pedestrians will have the added safety feature of a sidewall to protect them from vehicles at all times during their crossing.

Small-Boats and Recreational Watercraft

Similar to pedestrians and cyclists, boaters and recreational watercraft uses will have a new, dedicated route when traversing Commodores Drive. At 50' width and 12' height clearance, these users can freely navigate the canal, which eventually leads to the Gulf of Mexico. With this new available route, users are less likely to traverse the Commodores bridge with boat or other small water craft in tow, thus reducing probability of accidents or crashes.

Figure K: Drone Photo of Baseline



Climate Change, Resiliency, and the Environment

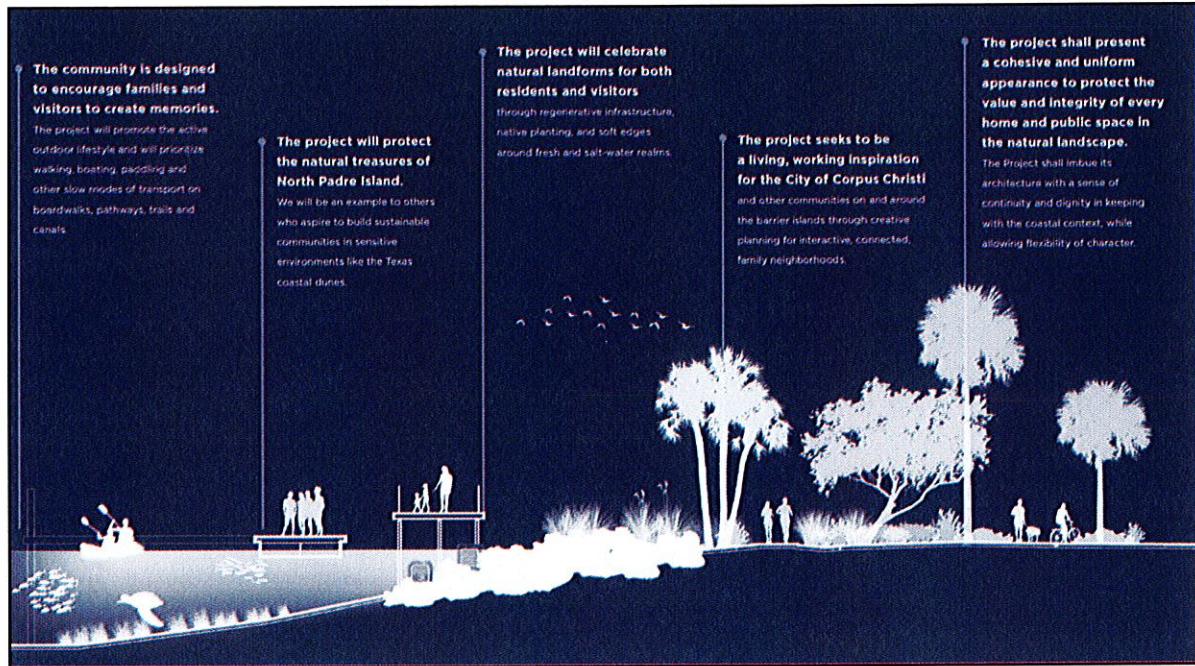


Figure M: Commitment to Environment

The City reviews all projects, not just the Commodores Bridge Project, with the highest level of scrutiny to ensure each meet or exceeds the environmental regulatory requirements. Given the Commodores' proximity to the Padre Island National Shore, Upper Laguna Madre, and other natural treasures, it is imperative to ensure any construction project is a net positive to the local environment. The Commodores Bridge Project satisfies those objectives.

First, the City encourages all new road and/or bridge projects to include as many as possible amenities for pedestrians and cyclists. This objective encourages non-vehicular traffic, which reduces congestion but also encourages healthy habits such as induced trips that positively affect the user's longevity.

Second, the current dead-end canal is a dominant determinant in the canal's poor water quality results. In a report detailing water-quality dead-end canals from the Department of Natural Resources and Environmental Control⁵, it found, "... dead-end canals have half the mean bottom dissolved oxygen concentration versus non dead-end. In addition, sediment contaminant concentrations were significantly higher and exceeded published guideline values indicating possible adverse ecological effects. The contaminants of greatest concern in these dead-end

⁵ <https://www.jstor.org/stable/1352347>

2022 Bridge Investment Program City of Corpus Christi - Commodores Bridge

canals included arsenic, copper, poly aromatic hydrocarbons, polychlorinated biphenyls, and several banned, persistent pesticides (DDT, dieldrin, endrin, and chlordane). Benthic macroinvertebrate assemblages in canals were severely degraded; mean species richness, abundance, and biomass were 1/79, 1/104, and 1/20 reactively. “ There is a direct correlation to water quality and environmental benefits from a navigable and open canal., which is the main driver of this Commodores Bridge Project.

Lastly, resiliency will also improve materially under this new design, which increases elevation to 13’ from its current elevation. This elevation is critical during times of heavy rains, which are frequent as Padre Island is part of the Barrier Islands, a group of small islands in the Gulf of Mexico that acts as a first-line of contact in the active hurricane season.

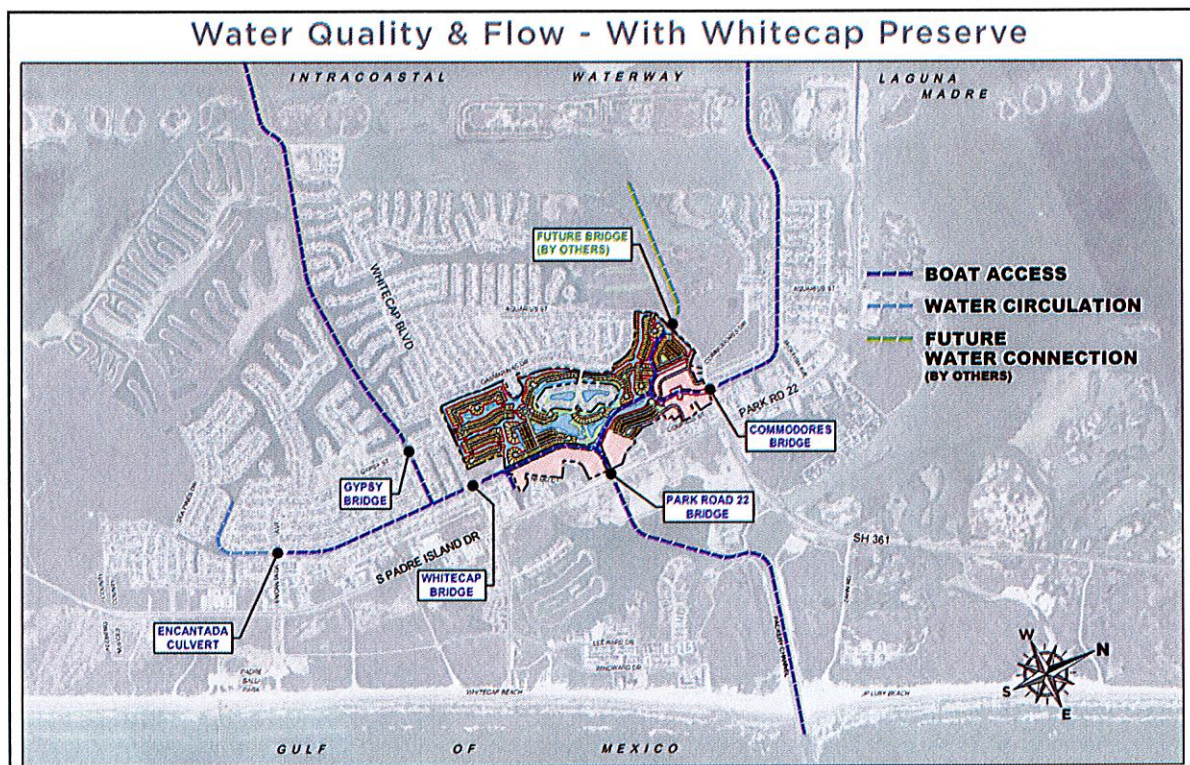


Figure N: Future Canal Network Development

Quality of Life



Figure O: Future Public Amenities around Commodores Drive

Considerable public grounds are scheduled to be constructed around the proposed Commodores Bridge Project. The goal of the City is to use North Padre Island as a foundational community to demonstrate how a higher quality of life can be achieved through redefining how residents live sustainably with the surrounding natural environment. As a testament to that goal, Figure P includes future public places and amenities that will be created. Implementing our Commodores Bridge Project will allow for uninterrupted sidewalks, cycling paths, and traversable waterways (canals) in the entire area. A crucial component to creating an expansive, car-optional transportation network for residents to enjoy beautiful public spaces.

Public Amenities	
Community Pool	Park and Kayak Launch
Community Park	Preserve and Trails
Existing Fresh Water Ponds	Preserve Outdoor Education Center and Trail

Figure P: Increasing Quality of Life through dedicated public spaces

Innovation

The City's proposal seeks to redefine amenities for pedestrians and cyclists. Going above and beyond normal requirements, the City is determined to offer best-in-class facilities for these groups. **Figure D**, illustrates these amenities through safety barriers, a dedicated path, and an uninterrupted route whereas in the current configuration none of these exist- unfortunately- raising the probability of an accident and offering a low journey quality to the user.

5. Project Readiness and Environment Risk

Project Readiness

Jeff Edmonds will be the City's Project Manager on the Commodores Bridge Project and has a wealth of experience in this field. Mr. Edmonds holds BS and Master's degrees in Civil Engineering from North Carolina State University and an MBA from UNC Charlotte. He has been a registered professional engineer for over 30 years and is also a PMI certified Risk Management Professional. Mr. Edmonds has spent his career helping public entities bring their infrastructure plans into reality and helping them optimize operational outcomes.

Mr. Edmonds joined the City of Corpus Christi as the Director of Engineering Services in March 2015. Engineering Services functions as the City's Capital Program Management Office. Since joining the City, Mr. Edmonds has overseen the completion of over \$1B in construction activity. Prior to joining the City of Corpus Christi, Mr. Edmonds' prior work experience included over a decade in local government as a City Engineer and Public Works Director in two North Carolina cities during the 80's and 90's.

Mr. Edmonds also has work experience with an international contract utility operator and an ENR Top 10 general construction contractor. Immediately prior to joining the City of Corpus Christi, Mr. Edmonds was with URS Corporation (now AECOM), a national engineering consulting firm, for 14 years.

Environment Risk

The City has conducted the following environmental the following reviews relating to the environmental risk of the Commodores Bridge and surrounding area" Phase 1 Environmental Site Assessment on 472 Acres on Padres Island and a formal decision on jurisdictional Determination from the Department of Army, U.S. Army Corps of Engineers, Galveston District on approximate 229.87-acre Former Padre Isles Golf Course, Corpus Christi, Nueces County, Texas.

2022 Bridge Investment Program City of Corpus Christi - Commodores Bridge

In its Jurisdictional Determination Approval, the Department of Army, U.S. Army Corps of Engineers (“USACE”), Galveston District confirmed that the proposed project site and surrounding area, “...does not contain waters of the United States (WOTUS) and therefore are not subject to Section 404 of the Clean Water Act ” (Page 1).

While clearly not a replacement for NEPA approval, an environmental site assessment was completed on the surrounding parcel of land in 2012 by Weston Solutions, Inc, a firm specializing in infrastructure engineering and planning in Corpus Christi, Texas. The review was conducted in general accordance with the approved proposal dated 16 August 2012, 40 Code of Federal Regulations (CFR) Part 312 – Standards and Practices for All Appropriate Inquiries (AAI), and ASTM International (ASTM) – Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process E1527-05.

The assessment was positive and revealed no evidence of recognized environmental conditions (RECs) in connection with the property, except for the following:

- EDR identified an LPST in 1991. No capacity, location, or removal status was provided in the report or by the site contact. According to information in the EDR report and TCEQ, the tank received closure, but the date was not provided.
- One 500-gallon UST was reportedly installed on the Padres Isles CC property in 1974 and permanently filled in place in 1983. No information was provided on the location of the tank or closure documentation for the UST.
- One 1,000-gallon gasoline UST installed in 1994 is currently used at the facility. No inspection reports or tank tightness results were provided for review.
- A paint booth was previously used at the facility associated with the former Island Maintenance activities. Dates and details of operations are not known.
- An oil sump was previously used at the Padre Isles CC for oil change activities. At the time of the site visit, the sump was covered and no longer in use. Dates and details of the use of the sump were not provided.
- Oil-stained soil was noted adjacent to the shed housing the 500-gallon diesel AST and the 250-gallon used oil AST.

Both reports can be viewed in their entirety in the supporting attachments folder.

Items outstanding before proceeding with construction is NEPA, which the City is ready to begin once awarded BIP funds and receiving the requisite permits from USACE.

6. Benefit-Cost Analysis

In accordance with DoT’s Benefit-Cost Analysis Guidance for Discretionary Grant Programs (March 2022) methodology and guidance, the City completed a Benefit-Cost Analysis (“BCA”) for the Commodores Bridge project. The City used a 7% discounted rate (3% for CO2 emissions reduction) and all values are in 2020 dollars as recommended by DoT.

Figure Q breakdowns each benefit category and its respective contribution to the BCR. The most significant contributor is 1.93.

Figure Q: BCA Analysis Results

Total Benefits (in 2020 Dollars)		Total Costs (in 2020 Dollars)	
Travel Time Savings	\$154k	Construction Costs	\$2.97M
Vehicle Operating Costs Savings	\$136k		
Accident Costs Savings	\$5.49M		
Emissions Cost Savings	\$1k		
Journey Quality benefits	\$4.9K		
O&M Cost Savings	\$-622K		
Residual (Salvage) Value	\$655k		
Benefit Cost Ratio			1.93

To view the underlying data, assumptions, and calculated figures, please see the corresponding attachment, “BCA Addendum” and “BCA Addendum Excel”.

2022 Bridge Investment Program City of Corpus Christi - Commodores Bridge

Figure R: BCA Data Output

Calendar Year	Project Year	Travel Time		Accident Cost		Closure and VOC		Journey Quality		Emissions Cost		O&M Cost		Construction Cost (+/- Residual Value)		Total Benefits	Total Costs
		Savings	\$	Savings	\$	Savings	\$	Benefits	\$	Savings	\$	Savings	\$	Residual Value	\$		
2022	-	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2023	-	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2024	1	\$15,504	\$177,083	\$13,704	\$398	\$47	\$0	\$47	\$0	\$47	\$0	\$0	\$0	\$0	\$206,735	\$0	\$0
2025	2	\$14,553	\$165,498	\$12,862	\$385	\$47	\$0	\$47	\$0	\$47	\$0	\$0	\$0	\$0	\$193,345	\$0	\$0
2026	3	\$13,659	\$154,671	\$12,072	\$380	\$47	\$0	\$47	\$0	\$47	\$0	\$0	\$0	\$0	\$138,329	\$0	\$0
2027	4	\$12,784	\$144,552	\$11,299	\$373	\$48	\$0	\$48	\$0	\$48	\$0	\$0	\$0	\$0	\$169,056	\$0	\$0
2028	5	\$11,965	\$135,096	\$10,575	\$353	\$48	\$0	\$48	\$0	\$48	\$0	\$0	\$0	\$0	\$158,036	\$0	\$0
2029	6	\$11,188	\$126,258	\$9,888	\$342	\$49	\$0	\$49	\$0	\$49	\$0	\$0	\$0	\$0	\$102,725	\$0	\$0
2030	7	\$10,480	\$117,998	\$9,262	\$338	\$51	\$0	\$51	\$0	\$51	\$0	\$0	\$0	\$0	\$138,130	\$0	\$0
2031	8	\$9,800	\$110,278	\$8,661	\$320	\$50	\$0	\$50	\$0	\$50	\$0	\$0	\$0	\$0	\$54,109	\$0	\$0
2032	9	\$9,167	\$4,475,405	\$8,102	\$302	\$49	\$0	\$49	\$0	\$49	\$0	\$0	\$0	\$0	\$4,445,525	\$0	\$0
2033	10	\$8,617	\$96,321	\$7,616	\$290	\$50	\$0	\$50	\$0	\$50	\$0	\$0	\$0	\$0	\$112,894	\$0	\$0
2034	11	\$8,124	\$90,020	\$7,179	\$275	\$50	\$0	\$50	\$0	\$50	\$0	\$0	\$0	\$0	\$31,852	\$0	\$0
2035	12	\$7,625	\$84,131	\$6,738	\$262	\$50	\$0	\$50	\$0	\$50	\$0	\$0	\$0	\$0	\$49,806	\$0	\$0
2036	13	\$7,157	\$78,627	\$6,325	\$247	\$49	\$0	\$49	\$0	\$49	\$0	\$0	\$0	\$0	\$32,595	\$0	\$0
2037	14	\$6,698	\$73,483	\$5,919	\$237	\$50	\$0	\$50	\$0	\$50	\$0	\$0	\$0	\$0	\$86,387	\$0	\$0
2038	15	\$6,269	\$68,676	\$5,540	\$223	\$49	\$0	\$49	\$0	\$49	\$0	\$0	\$0	\$0	\$28,257	\$0	\$0
2039	16	\$5,862	\$64,183	\$5,180	\$213	\$50	\$0	\$50	\$0	\$50	\$0	\$0	\$0	\$0	\$75,489	\$0	\$0
2040	17	\$5,491	\$59,984	\$4,852	\$204	\$51	\$0	\$51	\$0	\$51	\$0	\$0	\$0	\$0	\$70,583	\$0	\$0
2041	18	\$5,135	\$56,060	\$4,538	\$192	\$50	\$0	\$50	\$0	\$50	\$0	\$0	\$0	\$0	\$84,025	\$0	\$0
2042	19	\$4,803	\$52,392	\$4,244	\$181	\$49	\$0	\$49	\$0	\$49	\$0	\$0	\$0	\$0	\$61,670	\$0	\$0
2043	20	\$4,494	\$48,965	\$3,990	\$174	\$51	\$0	\$51	\$0	\$51	\$0	\$0	\$0	\$0	\$712,979	\$655,306	\$655,306
Total (in 2020 Dollars)		\$ 154,233	\$ 5,485,452	\$ 136,324	\$ 4,893	\$ 847	\$ -	\$ 847	\$ -	\$ 847	\$ -	\$ (622,518)	\$ -	\$ -	\$ 5,722,682	\$ (2,973,250)	\$ (2,973,250)