



METROPOLITAN PLANNING ORGANIZATION

A collage of transportation-related images in various shades of red and black, arranged in a diamond pattern. The images include: a traffic jam with cars; a street intersection with a pedestrian crossing and street signs for "Cole Park" and "Del Mar"; a person riding a scooter; a large semi-truck; a large cargo ship on the water; a bus with an advertisement for "IDREAM FREE"; and a freight train.

FISCAL YEARS 2027 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM

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FISCAL YEARS 2027 - 2030

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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FEDERAL APPROVAL: TBD

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I. INTRODUCTION

The projects listed in the Transportation Improvement Program (TIP) are programmed in the most imminent portion of the Metropolitan Transportation Plan (MTP). The TIP is updated every two years cooperatively with local and state transportation entities within the Corpus Christi MPO boundary. Eligibility for any level of federal funding includes listing the project in the MTP and the TIP. Once programmed into the TIP, these projects are incorporated without modification into the Texas State Transportation Improvement Program (STIP).

Urban areas with populations of more than 50,000 are required by federal legislation to have a designated entity to help coordinate regional transportation projects; the Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO), which encompasses portions of Nueces and San Patricio counties, is that entity for the greater Corpus Christi area. The Corpus Christi MPO region is illustrated in Exhibit 1.

In 1973, the State Governor designated the City of Corpus Christi as the MPO to perform transportation planning for the metropolitan area. The MPO designation changed in June 2000, and the Transportation Policy Committee has been the designated MPO since that time. The Corpus Christi Transportation Plan's original signatories (City of Corpus Christi, City of Portland, Nueces County, San Patricio County, and the Texas Department of Transportation – Corpus Christi District) became the MPO's initial member agencies. To foster a multi-modal transportation planning process, the MPO also includes the Corpus Christi Regional Transportation Authority and Port of Corpus Christi Authority.

The TIP preparation complies with the Statewide Planning Metropolitan Planning Rules jointly issued by the Federal Highway Administration (FHWA) (23 CFR Part 450) and the Federal Transit Administration (FTA) (49 CFR Part 613). This document is a four-year, fiscally constrained short-range transportation improvement program. The TIP development process complies with a comprehensive, cooperative, and continuing (3-C) transportation planning framework for making transportation investment decisions. Ultimately, the Corpus Christi MPO Transportation Policy Committee (TPC) and Texas Governor will approve the plan for federal fiscal years 2027 to 2030 (October 2026 through September 2030).

II. BACKGROUND

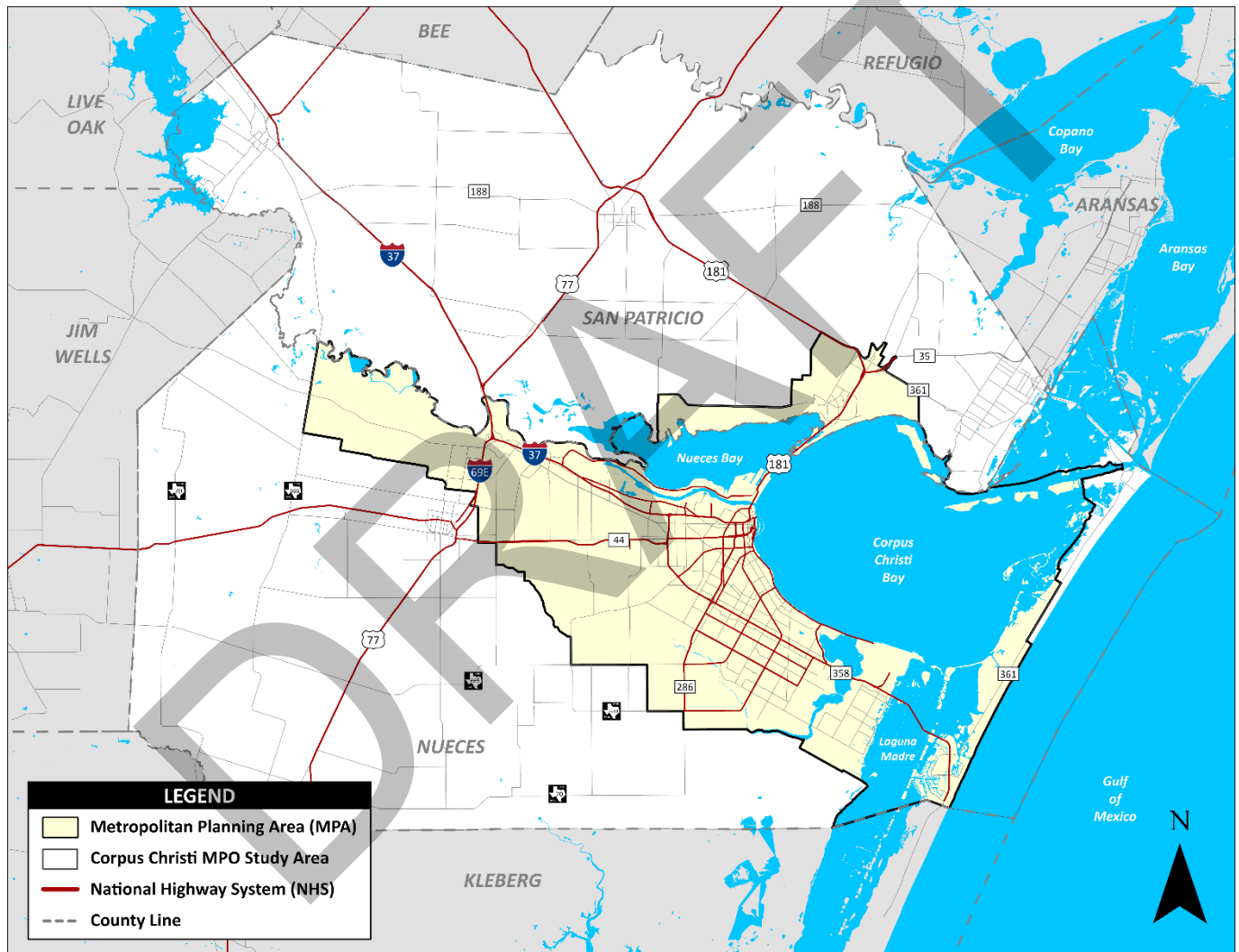
On November 15, 2021, President Biden signed into law P.L. 117-58, the Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL). The IIJA/BIL, which expires on September 30, 2026, has continued much of the planning related content that was included in the Moving Ahead for Progress in the 21st Century Act (MAP-21). Specifically, under Title 23, Part 450, the Code of Federal Regulations (CFR) defines planning and lists the following mechanisms that determine the requirements for transportation planning. The boundaries described below are shown in Exhibit 1, page 2.

Urban Area - Under these regulations, a Metropolitan Transportation Planning Process must be conducted for each US Census defined area of concentrated population containing at least 50,000 people, as defined by Census 2020 and commonly referred to as the Urban Area. This area includes the City of Gregory, City of Portland, City of Corpus Christi, Nueces County, and San Patricio County. For the Corpus Christi Urban Area, the Corpus Christi MPO is designated by the State of Texas as the MPO responsible for coordinating the effort.

Metropolitan Planning Area - A Metropolitan Planning Area (MPA) includes, at a minimum, the entire Census designated Urban Area plus the contiguous area expected to become urban within a 20-year forecast period of the Long-Range Transportation Plan (LRTP), now known as the Metropolitan Transportation Plan (MTP). The Census Urban Area was updated with information from Census 2020 and adjusted in 2023. The adjusted urban area will be utilized in the development of a new MPA boundary. Until the new MPA is finalized and approved by the Governor of Texas, the current MPA (from 2012) is the boundary within which the TPC selects projects and where Category 2, 4U, 7, 9, and 10 funds can be spent.

Metropolitan Planning Organization - A Metropolitan Planning Organization (MPO) shall be designated for each Urban Area and required to conduct a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process (3-C Process) for its Metropolitan Planning Area (MPA), including the development of a Metropolitan Transportation Plan (MTP) and the mobility needs of people and freight, including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers and foster economic growth and development, and takes into consideration resiliency needs, while minimizing transportation-related fuel consumption and air pollution and encouraging continued development and improvement of metropolitan transportation planning processes guided by the planning factors set forth under Title 23, Part 134(h) and Title 49, Part 5303(h) of the Code of Federal Regulations (CFR).

Exhibit 1. Map of the Corpus Christi Metropolitan Planning Organization Area



III. ESSENTIAL ELEMENTS

A. Performance-Based Planning

The IIJA/BIL, as with its predecessors, the FAST Act and Moving Ahead for Progress in the 21st Century Act (MAP-21), continues requirements for performance management to ensure the most efficient investment of Federal Transportation Funds. These laws require MPOs, transit agencies and State Departments of Transportation to invest their federal resources in projects that best achieve individual targets and collectively make progress toward achieving the national goals. As a starting point, state DOT's and MPOs must establish a benchmark,

FY 2027 – 2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

estimate the benefit from projects and policies, and then measure the actual outcome after implementation. Monitoring these performance measures increases transparency and assists MPOs and DOTs in setting goals, adjusting priorities, allocating resources, and developing policy.

The federal legislation specifies that Metropolitan Planning Organizations (Corpus Christi MPO), state Departments of Transportation (TxDOT), and the public transportation provider Corpus Christi Regional Transportation Authority (CCRTA) will jointly agree to the following:

1. Cooperatively develop and share information related to transportation performance data, the selection of performance measures, and the setting of performance targets.
2. Reporting performance used in tracking progress toward attainment of critical outcomes for the region of the MPO (23 CFR 450.30d).
3. Collection of data for the Asset Management Plan for the National Highway System and Transit Asset Management (23 CFR 450.314h).

Federal Law (§ 450.306) requires metropolitan planning organizations to develop long-range transportation plans and TIPs through a performance-driven, outcome-based approach that implements projects, strategies, and services that:

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

The general purposes (49 USC 5301(c)) of the process that MPOs use to determine investment of federal funds are:

- (1) provide funding to support public transportation;
- (2) improve the development and delivery of capital projects;
- (3) establish standards for the state of good repair of public transportation infrastructure and vehicles;
- (4) promote continuing, cooperative, and comprehensive planning that improves the performance of the transportation network;
- (5) establish a technical assistance program to assist recipients under this chapter to more effectively and efficiently provide public transportation service;
- (6) continue Federal support for public transportation providers to deliver high quality service to all users, including individuals with disabilities, seniors, and individuals who depend on public transportation;
- (7) support research, development, demonstration, and deployment projects dedicated to assisting in the delivery of efficient and effective public transportation service; and
- (8) promote the development of the public transportation workforce

The seven national goals (23 USC 150(b)) that investment of federal funds must make progress toward are:

1. **Safety** – Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure Condition** – Maintain the highway infrastructure in a state of good repair.
3. **Congestion Reduction** – Achieve a significant reduction in congestion on the National Highway System (NHS).
4. **System Reliability** – Improve the efficiency of the surface transportation system.
5. **Freight Movement & Economic Vitality** – Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **Environmental Sustainability** – Enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **Reduce Project Delivery Delays** – Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Section V describes the specifics of the performance analyses in the Corpus Christi MPO. The Corpus Christi MPO has supported the performance targets set by TxDOT for each required Performance Measure issued by the FTA and FHWA. Additionally, the Corpus Christi MPO supports the planning efforts by the Corpus Christi Regional Transportation Authority and their efforts in developing the Transit Asset Management (TAM) Plan and the Public Transportation Agency Safety Plan (PTASP).

B. Program for Addressing Discrimination

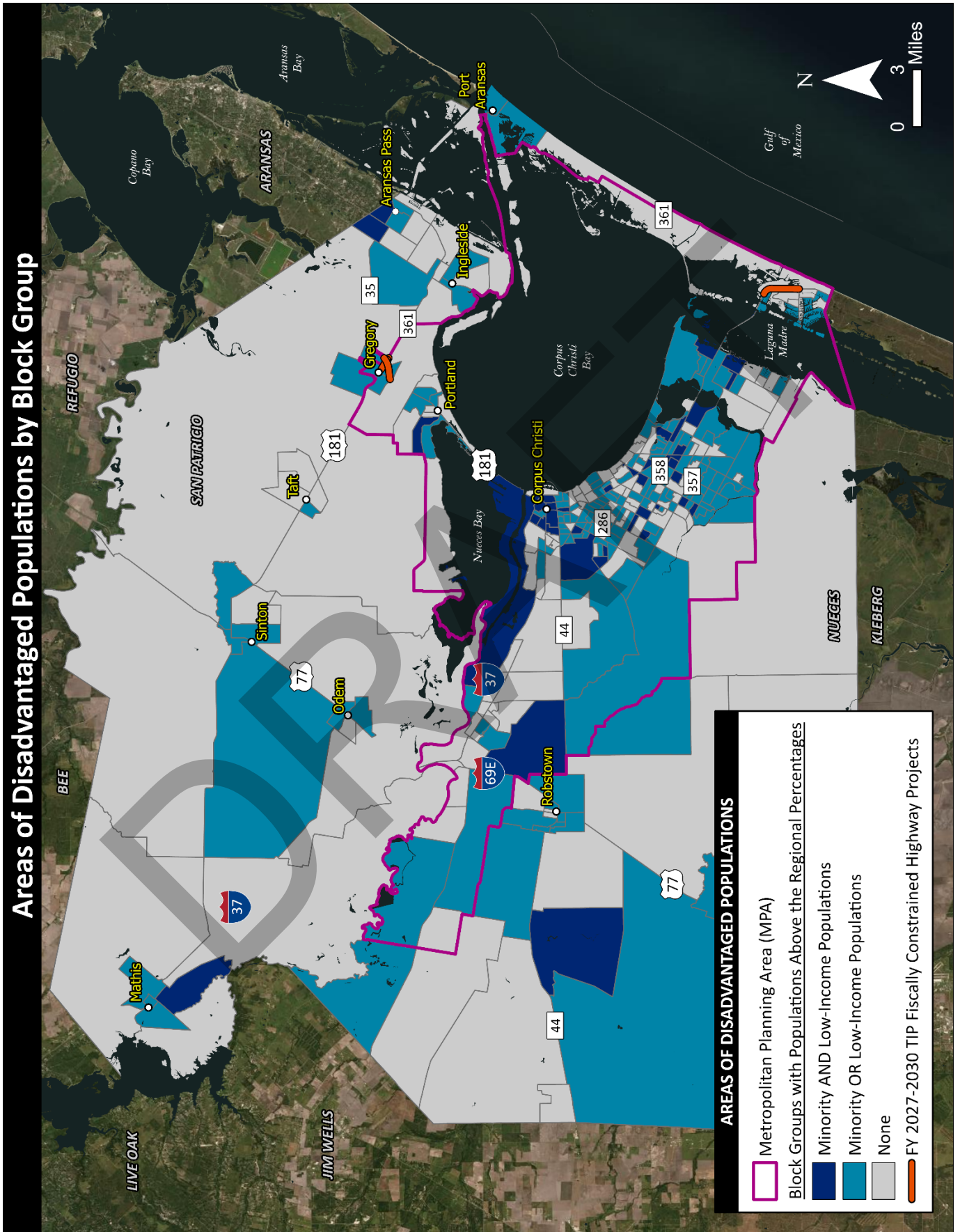
As federally funded agencies, MPOs are responsible for providing information on nondiscrimination requirements to local public officials and reporting these requirements within their local communities. The Corpus Christi MPO Transportation Policy Committee adopted Resolution 26-02 describing how the agency addresses several federal requirements. This nondiscrimination Program, when paired with the Public Participation Plan (PPP) adopted on November 17, 2025, 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 shown below, identifying the areas of disadvantaged populations is a key step in complying with Title VI requirements. For the Title VI analysis, the Corpus Christi MPO used data from the Census Bureau's American Community Survey (ACS) 5-year estimates to identify areas of disadvantaged populations within census block groups.

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).



Exhibit 2. Map of the Areas of Disadvantaged Populations by Block Group



C. Engaging Public Participation

The Corpus Christi MPO Public Participation Plan (PPP), adopted November 17, 2025, is compliant with 23 CFR 450.316 and FHWA guidelines; requiring MPOs to develop and use a documented Public Participation Plan (PPP). This adopted PPP defines the processes that the Corpus Christi MPO will use to provide any interested or potentially impacted citizens, public agencies, representatives of public transportation, freight shippers, private providers of transportation, users of public transportation, users of pedestrian walkways and bicycle transportation facilities, the disabled, and all other interested parties with reasonable opportunities to participate in the metropolitan transportation planning and programming processes. The PPP, taken in conjunction with the adopted Program Addressing Discrimination (PAD) that was also adopted, meets the standard for public participation in a transportation planning process for the principles of Environmental Justice and Title VI of the Civil Rights (Title VI) Act of 1964. The transportation planning process provides early and proactive public involvement by citizens and identifies the outreach and involvement activities for the 2050 Metropolitan Transportation Planning process and to the Transportation Improvement Program. The policies put forth in this document are:

1. The Corpus Christi MPO shall actively engage the public in the transportation planning process according to State and Federal law and the policies outlined in this plan.
2. The Corpus Christi MPO shall keep the public informed of ongoing transportation-related activities on a continuous basis.
3. Corpus Christi MPO shall actively engage area citizens to encourage involvement in the transportation planning process.
4. The Corpus Christi MPO shall strive to continuously improve public participation.
5. The Corpus Christi MPO as a recipient of federal assistance and under Title VI of the Civil Rights Act of 1964, shall ensure that no person, on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the Corpus Christi MPO to its sub-recipients (i.e., contractors, consultants, local governments, colleges, universities, etc.). All programs funded in whole or in part from federal financial assistance are subject to Title requirements.

Regional transit partners have procedures to uphold the requirements of the Americans with Disabilities Act (ADA). The CCRTA operates complimentary paratransit service in compliance with ADA and FTA regulations. Both CCRTA fixed route and paratransit revenue vehicles, along with other facilities are accessible by persons with disabilities. As shown in Exhibit 3 and 4, pages 7 and 8 respectively, the CCRTA's paratransit service is provided in all areas within a 3/4 mile of the fixed route service for those who cannot access the fixed route system due to physical barriers or a disability. The CCRTA Committee on Accessible Transportation (RCAT) provides guidance and insight to CCRTA Board of Directors on the development and operation of public transportation services which promote the inclusion and integration of people with disabilities. The CCRTA, Nueces County and the City of Corpus Christi work collaboratively to implement ADA compliant projects, which may include constructing curb cuts, sidewalks, and striping in order to provide accessible ramps for improved pedestrian access to and from bus stops. All other highway, bike, and pedestrian projects considered for federal funding include appropriate provisions for meeting the needs of individuals with disabilities.

Exhibit 3. Map of Transit Service Coverage Area and Disability Population

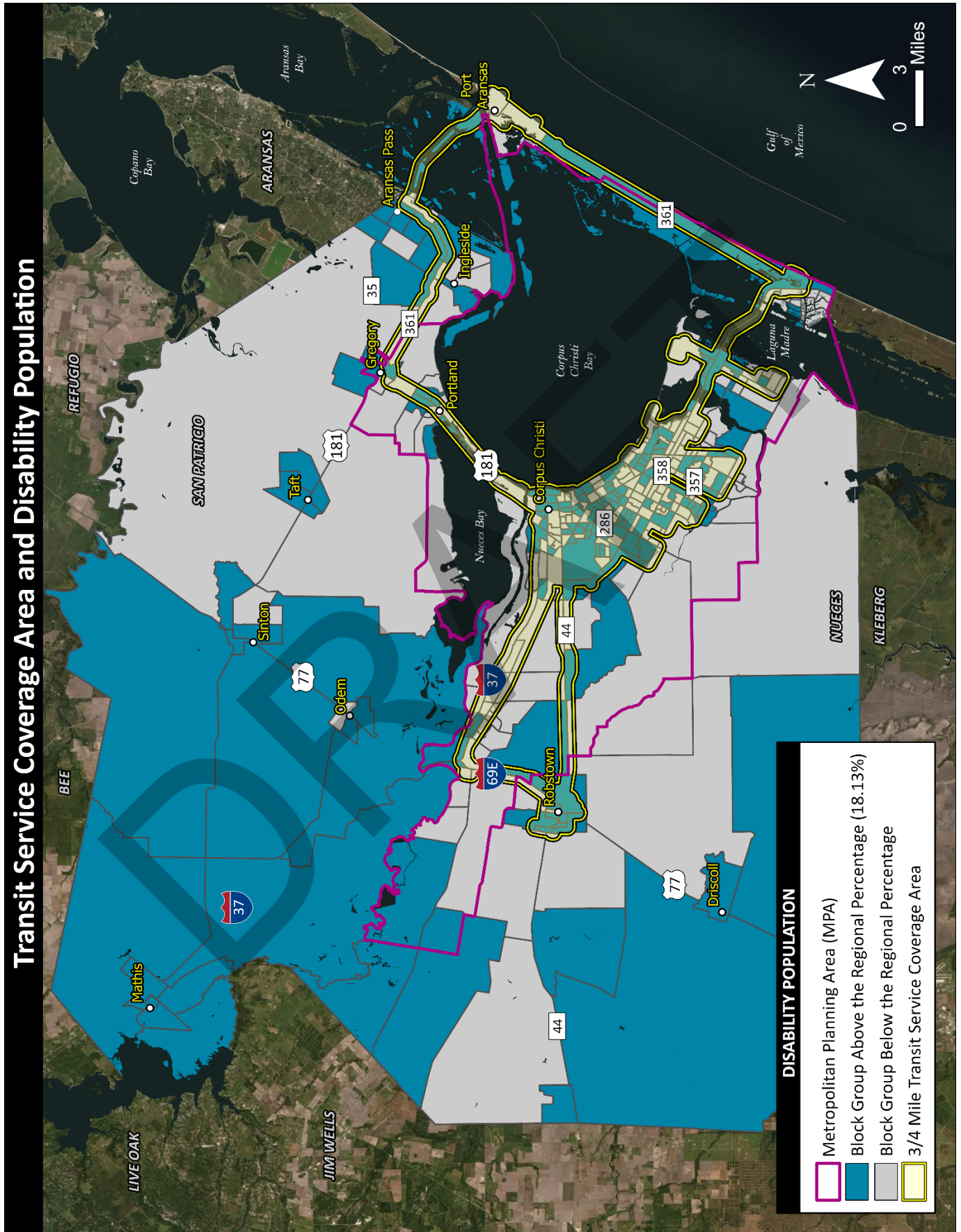
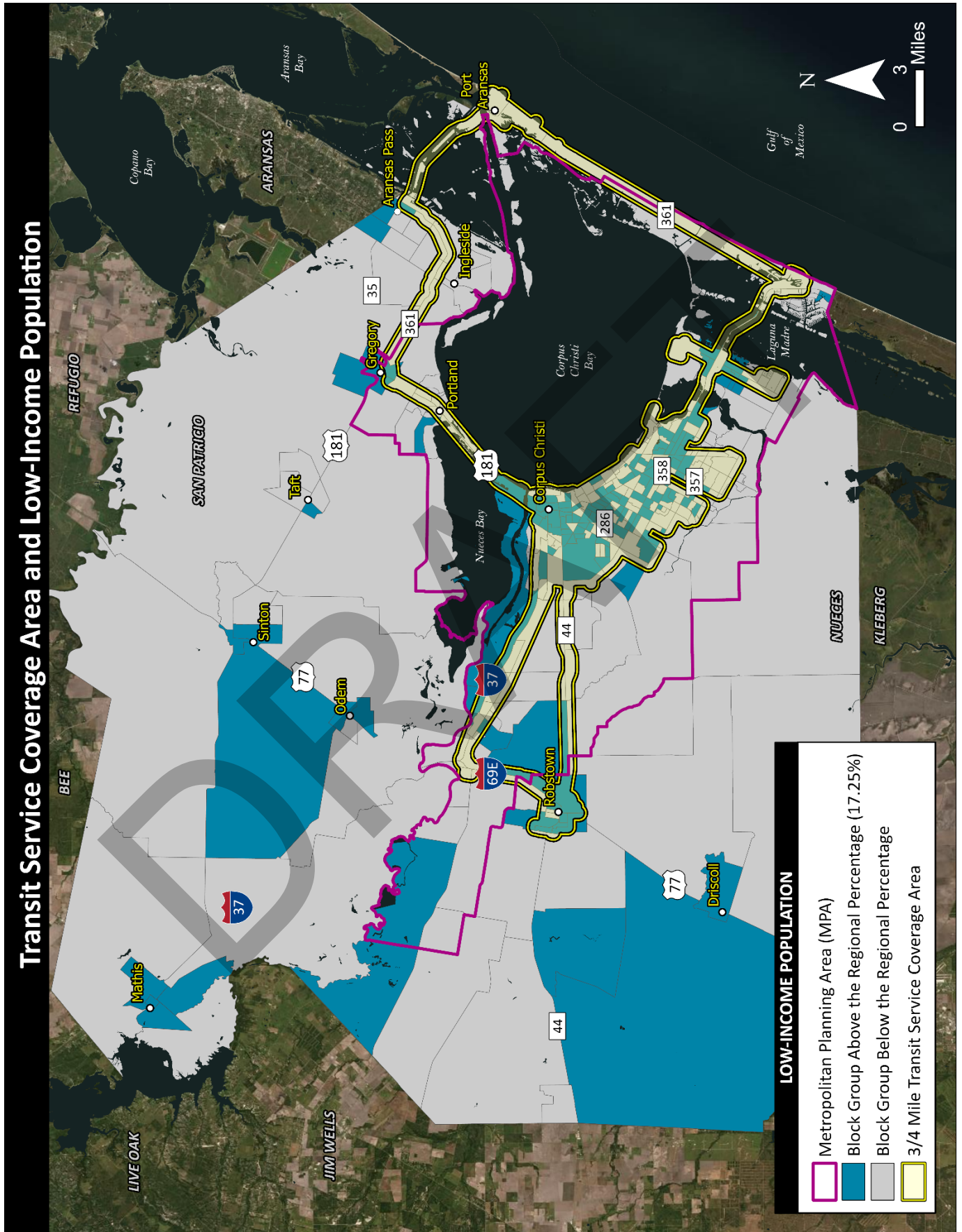


Exhibit 4: Map of Transit Service Coverage Area and Low-Income Population



D. Congestion Management Process

In 2026, the Corpus Christi MPO TPC adopted a Congestion Management Process for the Corpus Christi Transportation Management Area (TMA). First developed by the Corpus Christi MPO as a designated TMA in 1995, the update includes new data, tools, and best practices, particularly those related to the National Performance Management Research Data Set (NPMRDS). As part of establishing the Highway Performance Monitoring System (HPMS), the Federal Highway Administration contracted to provide real-time travel data to State and MPO organizations. This data is collected in 5-minute epochs by GPS probes from commercial vehicles, connected cars, and cell phone applications. It includes archived speed and travel time data matched to associated location referencing data.

A primary function of the CMP is guiding the selection of which projects to fund in the TIP. As federally required, any project proposed for federal funding in the TIP that adds general-purpose lanes must demonstrate demand and operational management strategies are insufficient to satisfy the need for additional capacity, unless the project addresses an established bottleneck or is a safety improvement. This means trying policies or projects to reduce congestion without building new or wider roads, happens before the decision is made to build a new or wider road. This promotes efficient use of existing transportation infrastructure and allows limited federal funding to benefit a wider area. Projects that physically add lanes to increase Single Occupant Vehicle (SOV) capacity must result from the CMP.

The following projects were identified on the congestion management corridors and programmed into the Corpus Christi MPO’s FY 2027-2030 Transportation Improvement Program (TIP):

Project ID	Project Name	Description	From Limit	To Limit
MPO-016	PR 22 Nueces Aquarius to Whitecap	Corridor Upgrade for Pedestrian and Access Management Improvements without Adding Capacity	Aquarius St.	Whitecap Blvd.
MPO-017	SH 361 SanPat @ SH 35 Interchange DCs	Construct interchange improvements to connect existing 4- lane SH 361 with existing 4-lane SS 202, including an elevated 4-lane signalized intersection, grade separations over two railroad crossings, connectors to SH 35, and entrance and exit ramps.	At SH35 Interchange	.15 MI SE of SH 361
MPO-018	SH 35 SanPat FM 3284 to SH 361 DCs	Construct interchange improvements including upgrade of entrance and exit ramps to an elevated signalized intersection, reconstruction of existing 2-lane frontage roads in each direction, sidewalks, and driveways.	FM 3284	0.23 miles North of SH 361
MPO-081	SS 202 at SH 35/SH 361 Interchange SPUI	Construct connection to elevated Single Point Urban Intersection (SPUI) by converting existing 5-lane roadway to 4-lane divided roadway.	Ave H in Gregory	SH 35 Northbound Frontage Rd.

E. Resiliency and Reliability of the Transportation System

System reliability is one of four Goal Areas in the Corpus Christi MPO's performance-based planning framework. As defined in the Corpus Christi MPO's CMP narrative, this framework identifies 14 discrete performance metrics in two topic, area-Infrastructure Condition and Efficiency/Economic Competitiveness, to help prioritize capital investments and to help evaluate the efficacy of the transportation system overall.

Situated in the low-lying Coastal Bend region of Texas, resiliency to extreme weather events and sea level rise is a fundamental consideration for the jurisdictions within the Corpus Christi MPO. In an effort to stay at the forefront of resiliency planning and policy issues at the state level, Corpus Christi MPO staff serve on both the Texas Coastal Resiliency Master Plan Technical Advisory Committee for the Texas General Land Office (TGLO) as well as on the TGLO Commissioner's Coastal Resiliency Advisory Group.

The Corpus Christi MPO recognizes that the reliability of the mobility network overall and, in particular its efficacy under condition of evacuation due to extreme weather or other disaster is in large part a function of redundancy of key corridors.

F. Environmental Protection

Stewardship is one of the Goal Areas in the Corpus Christi MPO's performance-based planning framework.

1. Addressing Stormwater Quality

The natural waterways of the Coastal Bend figure prominently in the lifestyle that residents cherish, and visitors seek. The Corpus Christi MPO includes several sensitive natural waterways that are receiving waters for stormwater runoff, including multiple that are listed as impaired on the Texas Integrated Report for Surface Water Quality and for which Total Maximum Daily Loads (TMDLs) for priority pollutants exist or are being established. The Stewardship Goal Area in the Corpus Christi MPO's performance-based planning framework includes performance metrics to evaluate the relative impact of a proposed project to the local watershed by prioritizing projects that include best management practices that address stormwater quality. As with efforts to preserve air quality and the region's ozone attainment status, investments in water quality protection are critical to the region's economic vitality.

2. Addressing Wetlands and Habitats

Transportation planning examines the complex interactions among social, economic, environmental, and political factors. Additionally, it identifies tradeoffs, especially when different stakeholder groups have conflicting interests. The Corpus Christi MPO uses an 8-step collaborative mitigation planning process described in the Corpus Christi MPO's document **Avoid, Minimize, Compensate: Infrastructure Mitigation Policy**, found as Appendix O of the 2020-2045 MTP. This Policy, when used in conjunction with the Corpus Christi MPO's document **Protecting Tomorrow: The Roles of Private For-Profit and Nonprofit Organizations in Mitigating Resource Impacts of Infrastructure Projects**, found as Appendix P identifies and adapts to conditions based on modeling, monitoring, and other research and analysis efforts. The Corpus Christi MPO's **Mitigation Planning Protocol** is presented in Appendix Q. A consistent desire of these is to add value to other agencies' planning and mitigation efforts and reinforce their effectiveness. One such planning and mitigation effort is described by the Texas Parks and Wildlife Department (TPWD) in their Texas Conservation Action Plan (TCAP) Gulf Coast Prairies and Marshes Ecoregion Handbook. It includes a list of concerns from previous dealings with transportation agencies, including MPOs, along with a list of potential actions that could yield mutual benefit. The concerns listed in the TCAP include:

- Texas Department of Transportation coordinates with TPWD regarding potential natural resources impacts to listed species. However, during construction and mitigation there is little accommodation for sensitive habitats unless those features are federally protected. State-listed species habitats, Species of Greatest Conservation Need (SGCN), rare communities and the habitats on which they rely

are for the most part unprotected. The transportation improvements proposed under regional upgrades of existing facilities and new construction may create barriers to fish and wildlife resources' daily and seasonal movements through armored culverts and concrete drainage ways, vectors and opportunities for non-native species invasions, water quality impacts through stormwater runoff, loss of non-jurisdictional wetlands, and import riparian, bottomland, prairie, and savanna habitats that are not protected under regulation. In addition to these larger facilities, local connection transportation projects may also contribute to the same kinds of losses and may require even less coordination regarding environmental impacts from planning to implementation if no federal money is used.

- Mitigation for these large primary and smaller connector projects typically does not replace ecological function where it is lost. Non-native invasive grasses are used in reclamation, non-native trees are planted in sites where prairie is the desired ecological condition, and riparian areas are allowed to recolonize without direct restoration to prevent invasive species.

The TCAP also lists a possible collaborative path for agencies in the region, which is harmonious with the Corpus Christi MPO's **Avoid, Minimize, Compensate: Infrastructure Mitigation Policy**:

- Focus outreach to core urban Metropolitan Planning Organizations, Councils of Government, Regional Transportation authorities, International Boundary Water Commission and planning entities which include urban and emerging / outlying communities, so they consider SGCN, rare communities and habitats, such as native coastal prairies, riparian areas to floodplain extents, and all wetland features, as part of their first-round constraint process in development zoning and permitting.
- Large-scale conservation benefits could be realized by mapping existing conservation lands and practices, reviewing opportunities to share resources and improve land management through shared guidance, and identifying landowners and sites which could benefit landscape and conservation management connectivity in the long-term through landowner incentive programs.
- Identify key areas for the restoration and protection of coastal prairie, riparian buffers, and streamside management zones, thorn scrub corridors, freshwater wetlands and marsh restoration, and connectivity in a network of managed lands (public and private) throughout the region.
- Establish a regional public lands management cooperative to evaluate conservation effectiveness on sites and the connectivity of the landscape, identify restoration needs and sites, invasive species removal priorities, trail development and recreation planning improvement, and management practice improvement opportunities.
- It would be helpful to have large areas identified where mitigation dollars would best be spent to offset specific types of impacts in the region: wetlands, water diversions, prairie loss, riparian loss. A network of potential areas in a north-south trajectory in the region may be most helpful to create "stepping-stone" prairie and riparian area connectivity, but sites should be large enough to function sustainably. Mitigation banking could be another type of landowner incentive.

The Corpus Christi MPO also reviewed Texas' Statewide Historic Preservation Plan 2011-2020. The Corpus Christi MPO is participating in the update to this plan and coordinate with the Nueces and San Patricio County Historical Commissions.

G. Economic Development

Regional economic vitality depends on an efficient, reliable, safe, and secure regional transportation network; the Corpus Christi MPO's ongoing effort to achieve regional objectives through its performance-based planning framework are part of a broader effort to promote economic development.

1. Travel and Tourism

The Coastal Bend area, of which the Corpus Christi MPO is a part, boasts beautiful beaches and myriad natural waterways, which offer a tremendous range of attractions for nature-based tourism. Tourism is the region's third largest industry. In 2019, more than 11 million people traveled to the region. Tourism generates \$1.3 billion for the community each year, according to the Corpus Christi Convention & Visitors Bureau (CVB). The member entities in the Corpus Christi MPO recognize the importance of the regional mobility network in supporting tourism as a cornerstone of the regional economy.

The Corpus Christi MPO's work in planning for active mobility is motivated, in part, by an interest in expanding bicycle and pedestrian mobility options to complement the outdoor recreation opportunities that attract tourists to the region. The Corpus Christi MPO routinely coordinates with staff from the Corpus Christi Convention and Visitors Bureau and Corpus Christi United Chamber of Commerce, both of which have documented unmet demand for bicycle-based tourism in our region.

Visitation data confirms that the Coastal Bend is a primary driving destination for visitors from around the state. Several ongoing and upcoming Corpus Christi MPO projects on key corridors on the state highway system will facilitate access to the region from other parts of the state and will facilitate mobility within the Corpus Christi MPO once visitors arrive. The Corpus Christi MPO recently prioritized and included in the fiscally constrained project list an Access Management Study of PR 22 (MPO-016) on Padre Island. This effort will be a corridor upgrade for Pedestrian Access Management Improvements without Adding Capacity and enhance mobility and safety for visitors and residents who are enroute to destinations on Mustang Island.

IV. TIP FINANCIAL PLAN

The Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL) continues the requirement stated in (23 CFR Part 450.326(j)), that the Transportation Improvement Program (TIP):

"...shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources from public and private sources that are reasonably expected to be made available to carry out the TIP, and recommends any additional financing strategies for needed projects and programs."

The TIP Financial Plan is also required to document, under 23 CFR §450.326(j), the ability of the Corpus Christi MPO jurisdictions to fund any new projects while also continuing to fund necessary operations and maintenance (O&M) of the existing transportation system. The federal definition means that all roads classified as Local Collector and higher (not residential streets) must have local funds available to "adequately" operate and maintain these non-state (TxDOT) roads. The Corpus Christi MPO TPC must include, in the TIP, assurances that there are sufficient revenues available to municipalities and counties to adequately operate and maintain both highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53) that can achieve the adopted performance goals.

Demonstrating financial constraint of the TIP first requires determining the amount of funds that can be reasonably expected to come to the Corpus Christi MPO, by type and by year, for each potential source. The funding allocations for each fiscal year were taken from the TxDOT apportionments outlined in the 2027 Unified Transportation Program (UTP). Programming these federal/state funds to projects is guided by the performance measures approved during the long-range planning process.

FY 2027 – 2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The financial plan of this FY 2027-2030 TIP was developed by the Corpus Christi MPO in cooperation with the Texas Department of Transportation (TxDOT), and the Corpus Christi Regional Transportation Authority (CCRTA). The CCRTA provided recent FTA apportionments and reasonably anticipated discretionary allocations. Local government entities provided preliminary draft budget estimates for FY 2027 and the Corpus Christi MPO helped develop a reasonable forecast through year FY 2030. Each funding program is financially balanced against available funds for FY 2027, FY 2028, FY 2029, and FY 2030; shown in Table 1 and 2, pages 17-18.

Federal regulations also require that both regional TIPs and the Statewide Transportation Improvement Program (STIP) demonstrate fiscal constraint by including sufficient financial information to confirm that the projects in those documents can be implemented with the revenues that are reasonably available. They must also provide reasonable assurances that the federally supported transportation system is adequately operated and maintained.

This TIP takes effect at the beginning of Federal Fiscal Year 2027, which begins on October 1, 2026.

A. Transportation Funding Forecast Uncertainty

This financial plan, or any financing forecast that is predicated on achieving results in the future, contains a number of assumptions that increase the risk of inaccuracy. Risk considerations generally have a likelihood of errors in both directions. The major risk elements that influence this financial plan are described below:

- A recession in a normal economic cycle occurs after a period of maximum growth, and the economy “corrects” itself by contracting. The possible recession in the next few years has some similar characteristics to a typical one. The US has seen a record-long expansion that began in 2009.
- Gasoline tax, fuel tax, and registration fee revenues are related to employment, population, and income growth. The future direction of measures will largely determine whether there are increases or decreases in revenues.
- Traditionally, SUVs and light-duty trucks have been the fastest growing segment of the vehicle fleet. These vehicle types have below-average fuel economy, thus increasing gasoline tax revenues. Currently, hybrid and electric vehicles are attaining a market presence, and automobile manufacturers are developing models across categories (including SUVs) that will lead to fuel displacement and long-term decreases in gasoline tax revenues that are not included in these forecasts.
- Inflation forecasting has inherent risk. The costs of the needs identified in the plan are assumed to include inflation through 2028. Should inflation continue at its current level of change, there will be corresponding changes to funding needs.

B. Revenue Projections

The following exhibits and text describe all reasonably available funding for transportation projects in the Corpus Christi MPO region over the FY 2027-2030 time period. These collective revenues will allow implementation of the fiscally- constrained project list identified in this TIP. There is an estimated \$360 million of available funding for all modes of transportation by our regional partners that were part of the development of the FY 2027-2030 TIP.

Tables 1 and 2, below, depict the state and federal highway funds that are reasonably available for use within the Corpus Christi urban area for the FY 2027-2030 time period.

FY 2027 – 2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Table 1. Category Funding for the Corpus Christi MPO FY 2027-2030 Transportation Improvement Program

Funding Category	Statewide	TxDOT CRP District		Corpus Christi MPO		
	2027 UTP Funding Authorizations	2027 UTP Funding	25-Yr Projected Funding	10-Yr Funding	25-Yr MTP Projected Funding	FY 2027-2030 TIP
1. Preventive Maintenance and Rehabilitation	\$18,406,812,861	\$658,766,636	\$1,646,916,590	\$ TBD	\$ TBD	\$250,662,751 (CRP Total)
2. Metro and Urban Area Corridors	\$9,133,753,320	\$ 0	\$ 0	\$99,388,093	\$248,470,233	\$30,906,874
3. Non-Traditionally Funded Transportation Projects	\$ TBD	\$ TBD	\$ TBD	\$ TBD	\$ TBD	\$ TBD
4R. Statewide Connectivity Corridors (Urban)	\$8,998,748,194	\$TBD				
4U. Statewide Connectivity Corridors (Urban)	\$6,955,821,763	\$ 0	\$TBD	\$75,689,132	\$189,222,830	\$23,537,171
5. Congestion Mitigation and Air Quality	\$1,821,449,302	-	-	-	-	-
6. Structures Replacement (Bridges)	\$4,538,806,794	\$TBD	-	-	-	\$TBD
7. Metropolitan Mobility and Rehabilitation	\$5,735,628,873	-	-	\$96,932,130	\$242,330,325	\$38,772,852
8. Safety	\$3,603,724,169	\$TBD	\$TBD	-	-	-
9. Transportation Alternatives	\$1,685,258,755	-	-	\$11,269,860	\$28,174,650	\$4,507,944
10. Supplemental Transportation Projects	\$1,388,670,456	-	-	-	-	-
11. District Discretionary	\$1,850,000,000	\$45,289,283	\$113,223,208	\$ TBD	\$ TBD	\$ TBD
11ES. Energy Sector	\$2,714,115,000	\$127,452,630		\$ TBD		\$ TBD
11SF. District Safety	\$ 1,191,932,030	\$35,044,520	\$87,611,300	\$ TBD		\$ TBD
12. Strategic Priority	\$19,446,845,401	\$ TBD		\$ TBD		\$ TBD
TOTAL	\$87,471,566,918	\$866,553,069	\$1,847,751,098	\$283,279,215	\$708,198,038	\$97,724,841

Table 2. Statewide Funding Levels TxDOT 2027 Unified Transportation Program (UTP) (10-Yr)

Funding Category	2027 UTP Statewide Funding Authorizations
1. Preventive Maintenance and Rehabilitation	\$ 18,406,812,861
2. Metro and Urban Area Corridors	\$ 9,199,753,320
3. Non-Traditionally Funded Transportation Projects	\$ TBD
4R. Statewide Connectivity Corridors (Rural)	\$ 8,998,748,194
4U. Statewide Connectivity Corridors (Urban)	\$ 6,955,821,763
5. Congestion Mitigation and Air Quality	\$ 1,821,449,302
6. Structures Replacement (Bridges)	\$ 4,538,806,794
7. Metropolitan Mobility and Rehabilitation	\$ 5,735,628,873
8. Safety	\$ 3,603,724,169
9. Transportation Alternatives	\$ 1,685,258,755
10. Supplemental Transportation Projects	\$ 1,388,670,456
11. District Discretionary	\$ 1,850,000,000
11ES. Energy Sector	\$ 2,714,115,000
11SF. District Safety	\$ 1,191,932,030
12. Strategic Priority	\$ 19,446,845,401
SUB-TOTAL DISTRIBUTION (LESS CAT 3)	\$87,471,566,918

FY 2027 – 2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Table 3. Corpus Christi Regional Transportation Authority (CCRTA) Projected FY 2026-2030 Financial Plan

5 Year Financial Plan	FORECAST				
	2026	2027	2028	2029	2030
SOURCES OF FUNDS					
<u>Operating Revenues</u>					
Passenger Service	\$ 1,422,500	\$ 1,450,970	\$ 1,447,923	\$ 1,489,913	\$ 1,488,274
Bus Advertising	\$ 236,000	\$ 240,720	\$ 245,534	\$ 250,445	\$ 255,454
Other Income	\$ 7,555	\$ 7,631	\$ 7,707	\$ 7,784	\$ 7,862
Total Operating Revenues	\$ 1,666,075	\$ 1,699,321	\$ 1,701,165	\$ 1,748,142	\$ 1,751,590
<u>Non-Operating Revenues</u>					
Sales Tax Revenue	\$ 43,011,601	\$ 44,301,949	\$ 45,631,008	\$ 46,999,938	\$ 48,409,936
Staples Street Center	\$ 546,426	\$ 562,819	\$ 579,703	\$ 597,094	\$ 615,007
Investment Income	\$ 1,431,566	\$ 1,445,882	\$ 1,460,340	\$ 1,474,944	\$ 1,489,693
Total Non-Operating Revenues	\$ 44,989,593	\$ 46,310,649	\$ 47,671,051	\$ 49,071,976	\$ 50,514,636
Grants					
Operating Grants	\$ 5,290,775	\$ 4,900,385	\$ 800,000	\$ 800,000	\$ 800,000
Operating Emergency Assistant Grant	\$ -	\$ -	\$ -	\$ -	\$ -
Sub-Recipients	\$ 74,256	\$ 74,256	\$ 74,256	\$ 74,256	\$ 74,256
Capital Grants	\$ 550,309	\$ 14,554,435	\$ 13,712,001	\$ 17,405,913	\$ 9,346,504
Total Grant Revenue	\$ 5,915,340	\$ 19,529,076	\$ 14,586,257	\$ 18,280,169	\$ 10,220,760
TOTAL SOURCES OF FUNDS	\$ 52,571,008	\$ 67,539,046	\$ 63,958,473	\$ 69,100,287	\$ 62,486,986
Operating Expenses	\$ 46,501,805	\$ 47,167,080	\$ 48,073,126	\$ 49,277,716	\$ 50,803,676
Sub-Recipients	\$ 74,256	\$ 74,256	\$ 74,256	\$ 74,256	\$ 74,256
Street Maintenance Program	\$ 3,625,032	\$ 3,661,282	\$ 3,697,895	\$ 3,734,874	\$ 3,772,223
Gain(Loss) On Asset Disposal	\$ -	\$ -	\$ -	\$ -	\$ -
Total Operating & Non-Operating Expenses	\$ 50,201,093	\$ 50,902,618	\$ 51,845,278	\$ 53,086,326	\$ 54,650,154
Capital Program Expenses	\$ 764,479	\$ 17,703,443	\$ 16,591,793	\$ 21,383,326	\$ 11,127,351
Total Capital Grant Expenditures	\$ 764,479	\$ 17,703,443	\$ 16,591,793	\$ 21,383,326	\$ 11,127,351
Debt Service/Other Fiscal Expenses					
Agency Fees	\$ 800	\$ 800	\$ 800	\$ 800	\$ 800
Bond Principal	\$ 970,000	\$ 990,000	\$ 1,020,000	\$ 1,045,000	\$ 1,075,000
Bond Interest	\$ 634,636	\$ 611,288	\$ 586,667	\$ 560,280	\$ 532,201
Total Debt Expenses	\$ 1,605,436	\$ 1,602,088	\$ 1,607,467	\$ 1,606,080	\$ 1,608,001
TOTAL USES OF FUNDS	\$ 52,571,008	\$ 70,208,149	\$ 70,044,538	\$ 76,076,253	\$ 67,385,507
TOTAL SOURCES OF FUNDS	\$ 52,571,008	\$ 67,539,046	\$ 63,958,473	\$ 69,100,287	\$ 62,486,986
TOTAL USES OF FUNDS	\$ 52,571,008	\$ 70,208,149	\$ 70,044,538	\$ 76,076,253	\$ 67,385,507
TOTAL SOURCES OVER USES OF FUNDS	\$ -	\$ (2,669,103)	\$ (6,086,065)	\$ (6,975,965)	\$ (4,898,520)

Projects included within the TIP have a source of funding identified and committed to the project. TxDOT’s 12 funding categories are listed in the following table. Typically, MPO projects may reflect use of **Category 2, 7, 9, 10CR, Prop 1, and/or Prop 7**.

Table 4. FY 2027-2030 TIP Funding Categories

Category 1: Preventive Maintenance & Rehabilitation

Funding Program Purpose

Addresses: Preventive maintenance and rehabilitation of the existing state highway system

- » Includes pavement, signs, traffic signals, and other infrastructure assets
- » Supports each district’s Pavement Management Plan and Safety Plan
- » Can be used as an open funding line

Project Selection

TxDOT districts, select projects using a performance-based prioritization process, assessing:

- » District-wide maintenance and rehab needs
- » District-wide safety needs

Program Manager: Districts

Funding Approval: Districts

Project Scoring / Ranking: District scoring/ranking methodologies

Category 2: Metropolitan & Urban Corridor Projects

Funding Program Purpose

Addresses: Mobility and added capacity projects on urban corridors within MPO boundaries

- » Mitigates traffic congestion, traffic safety, and roadway maintenance or rehabilitation
- » Must be located on the state highway system

Project Selection

MPOs and TxDOT districts collaborate to select projects:

- » Using a performance-based process to determine priority projects deemed by the MPO
- » Within category 10-year planning targets constraint

Districts submit projects to TPP during the UTP Mobility Project Call.

Program Manager: TPP-Unified Transportation Program

Funding Approval: Texas Transportation Commission via UTP Adoption

Project Scoring / Ranking: MPOs use a performance-based prioritization process that assesses mobility needs within the MPO boundaries. TPP additionally scores projects statewide to assign each project a tier ranking (1, 2 or 3) in the UTP document.

Category 3: Non-Traditionally Funded Transportation Projects

Funding Program Purpose

Addresses: Transportation projects that qualify for funding from sources not traditionally part of the State Highway Fund

- » State bond financing (such as Proposition 12 and Proposition 14)
- » Texas Mobility Fund
- » Pass-through financing
- » Regional revenue and concession funds
- » Local funding

Common project types include new-location roadways, roadway widening (both freeway and non-freeway), and interchange improvements.

Project Selection

Projects are determined by state legislation, Texas Transportation Commission-approved minute order, or local government commitments.

Program Manager: Districts

Funding Approval: Varies

Project Scoring / Ranking: Varies

Category 3: Design-Build

Funding Program Purpose

Addresses: Non-construction costs associated with Design-Build projects fully funded, approved for contract, and within the constraints of project development LAR approval. Costs include those associated with design, utilities, and other development costs approved in the Design-Build Guidance Document.

Design-Build development fund sources are approved through FIN-Forecasting.

Project Selection

Projects selected for Design-Build are evaluated by ALD and selected and recommended by Administration. Once a project has been designated for Design-Build and is listed on the approved 2-year Design-Build schedule, it is eligible for CAT 3 Design-Build funds.

Program Manager: FIN-Forecasting

Funding Approval: FIN-Forecasting

Project Scoring / Ranking: Scored and ranked by ALD Design-Build selection criteria

Category 4: Urban Connectivity

Funding Program Purpose

Addresses: Mobility and added capacity projects on major state highway system corridors which provide statewide connectivity to and from urban areas and areas of economic activity.

The projects must be located within MPO boundaries to create a highway network composed of:

- » Texas Trunk System (TRUNK)
- » National Highway System (NHS)
- » Connections from TRUNK and NHS to ports of entry on the international border and Texas water ports

Project Selection

Districts select projects within the constraint of their category 10-year planning targets. Districts submit projects to TPP during the UTP Mobility Project Call.

Program Manager: TPP-Unified Transportation Program

Funding Approval: Texas Transportation Commission via UTP Adoption

Project Scoring / Ranking: Districts use a performance-based prioritization process that assesses mobility needs on designated connectivity corridors within MPO boundaries. TPP additionally scores projects statewide to assign each project a tier ranking (1, 2, or 3) in the UTP document.

Category 4: Rural Connectivity

Funding Program Purpose

Addresses: Mobility and added capacity projects on major state highway system corridors which provide statewide connectivity to and from urban areas and areas of economic activity.

The projects must be located outside MPO boundaries to create a highway connectivity network composed of:

- » Texas Trunk System (TRUNK)
- » National Highway System (NHS)
- » Connections from TRUNK and NHS to ports of entry on the international border and Texas water ports.

Project Selection

Districts submit candidate projects to TPP through the annual UTP Mobility Project Call. Projects are recommended by TPP leadership and approved by the Commission.

Program Manager: TPP-Unified Transportation Program

Funding Approval: Texas Transportation Commission via UTP Adoption

Project Scoring / Ranking: Districts use a performance-based prioritization process that assesses mobility needs on designated connectivity corridors outside MPO boundaries. TPP additionally scores projects statewide to assign each project a tier ranking (1, 2, or 3) in the UTP document.

Category 5: Congestion Mitigation and Air Quality

Funding Program Purpose

Addresses: Attainment of National Ambient Air Quality Standard in non-attainment areas (currently the Dallas-Fort Worth, Houston, San Antonio, and El Paso metro areas). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles.

Project Selection

MPOs select projects and must obtain District's concurrence on the project for which funds are to be used.

Program Manager: Districts/MPO Collaboration

Funding Approval: Districts

Project Scoring / Ranking: Local scoring/ranking methodologies

Category 6: Structures Replacement and Rehabilitation (Bridge)

Funding Program Purpose

Addresses: Bridge improvements through the following sub-programs:

Highway Bridge Program: For replacement or rehabilitation of eligible bridges on and off the state highway system that are considered to be in poor condition or near poor condition. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges.

Bridge Maintenance and Improvement Program: For rehabilitation and preservation of eligible bridges on the state highway system.

Bridge System Safety Program: For the mitigation or elimination of higher risks on bridges such as deficient rails, documented scour or scour critical rating, documented history of debris, or steel or timber piling with advanced deterioration. Also for elimination of at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitation or replacement of deficient railroad underpasses on the state highway system.

Project Selection

Districts submit candidate projects to BRG through the annual project call.

Program Manager: Bridge Division

Funding Approval: Bridge Division

Project Scoring / Ranking: TxDOT's Bridge Division selects projects using a performance based prioritization process.

Highway Bridge projects are ranked first by condition categorization (e.g., Poor, Fair, Good) and then by extent of deterioration.

Bridge Maintenance and Improvement projects are selected statewide based on identified bridge maintenance/improvement needs.

Bridge System Safety projects involving railroad grade separations are selected based on a cost-benefit analysis of factors such as vehicle and train traffic, accident rates, casualty costs, and delay costs for at-grade railroad crossings. Other system safety projects are selected on a cost-benefit analysis of the work needed to address the safety concern at bridges identified with higher risk features.

Category 7: Metropolitan Mobility and Rehabilitation

Funding Program Purpose

Addresses: Transportation needs within the boundaries of MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs). This funding can be used on any roadway with a functional classification (FC) greater than a local road or rural minor collector (FC 6 or 7).

Common project types include roadway widening (both freeway and non-freeway), new-location roadways, and interchange improvements.

Project Selection

District and MPOs collaborate to select projects.

Program Manager: Districts/MPO Collaboration

Funding Approval: MPO Policy Board

Project Scoring / Ranking: Local scoring/ranking methodologies

Category 8: Safety

Highway Safety Improvement Program (HSIP): Federal aid program administered by Traffic Safety Division (TRF) to fund safety projects **on and off the state highway system**, with the purpose to achieve significant reductions in traffic fatalities and serious injuries on all public roads. Traffic projects must align with the emphasis areas in the Texas Strategic Highway Safety Plan (SHSP) such as roadway and lane departures, intersections, older road users, and pedestrian safety.

TRF provides districts with funding projections for on-system targeted, on-system systemic, and off-system projects, and districts submit project proposals for review and concurrence by TRF. The funding remains allocated to and supervised by TRF.

Systemic Widening Program (SSW): Statewide program to fund the widening of high risk narrow highways on the state highway system.

Completed Programs with no additional project calls/selections under Category 8: High Risk Rural Roads (HRRR), Safety Bond Program, and Road to Zero.

Project Selection

HSIP: Districts submit project selections for on-system targeted, on-system systemic, and off-system projects meeting TxDOT's HSIP Guidance. TRF reviews and approves projects submitted through annual program calls.

SSW: Project locations are prioritized statewide and selected based on high risk factors and cost.

Program Manager: Traffic Safety Division

Funding Approval: Traffic Safety Division

Project Scoring / Ranking: **HSIP:** Projects are evaluated, prioritized, and selected at the district level based on three years of crash data (targeted funds) or systemic approved projects as outlined in the HSIP guidance.

SSW: Projects are evaluated by roadway safety features for preventable severe crash types using total risk factor weights.

Category 8: Rail

Funding Program Purpose

Rail-Highway Crossing Program (Federal Railroad Set-Aside): Funding set aside from HSIP for safety improvements to reduce fatalities, injuries, and incidents at on and off-system public at-grade crossings. Funds may also be used to mitigate blocked at-grade crossings.

Project Selection

Rail Division manages the selection and management of projects in line with the latest Rail Highway Operations Manual. Project review is based on project calls and to supplement existing HSIP or other traffic signal projects impacted by a railroad crossing.

Program Manager: Rail Division

Funding Approval: Rail Division

Project Scoring / Ranking: Projects are evaluated using the railroad crossing index. Projects are ranked and rated based on criteria in the latest Rail Highway Operations Manual. Emphasis is placed on traffic signal preemption.

Category 9: Transportation Alternatives

Funding Program Purpose

Addresses: Projects under the federal Transportation Alternatives (TA) Set-Aside Program such as:

- » Design and construction of bicycle and pedestrian infrastructure
- » Active transportation network plans
- » Improved access for bicycle, pedestrian, and transit users along divided highways
- » Safe routes to schools non-infrastructure programs
- » Other eligible activities consistent with federal guidelines outlined in rules adopted by MPOs for their TA programs.

Project Selection

TxDOT allocates 59% of Category 9 funds to subareas of the state based on population. The other 41% is designated for statewide use, a portion of which may be available to transfer to other federal programs if certain conditions are met.

MPOs with a population over 200,000, which are designated as TMAs, administer competitive calls for projects for TA funds suballocated to their areas. For these funds, MPOs select projects in consultation with TxDOT districts.

TxDOT's Public Transportation Division (PTN) administers a competitive calls for projects for TA funds suballocated to rural and urban areas (with a population of 200,000 or less) as well as funds designated for statewide use regardless of population size.

Program Manager: MPO/District Collaboration (>200k Areas) / Public Transportation Division (Statewide)

Funding Approval: MPO/District Collaboration (>200k Areas) / Texas Transportation Commission (Statewide)

Project Scoring / Ranking: Projects are evaluated against criteria developed by TxDOT and MPOs to advance regional and statewide transportation planning goals.

Category 10: Ferry Boat Program

Funding Program Purpose

Addresses: The construction and capital maintenance and rehabilitation of ferry boat facilities along the Texas coast.

Project Selection

Ferry Boat projects are ranked based on level of need and selected by Maritime Division in coordination with the Houston and Corpus Christi Districts.

Program Manager: Maritime Division

Funding Approval: Maritime Division

Project Scoring / Ranking: Ferry Boat projects are ranked based on level of need and selected by Maritime Division in coordination with the Houston and Corpus Christi Districts.

Category 10: Seaport Connectivity Program

Funding Program Purpose

Addresses: Projects that will improve connectivity, enhance safety, and relieve congestion in communities around the state's maritime ports. Formerly known as the Port Access Improvement Program.

Project Selection

Projects are scored and recommended, through a competitive call for projects, to the Port Authority Advisory Committee (PAAC), before being recommended to the Texas Transportation Commission for the approval of project awards.

Program Manager: Maritime Division

Funding Approval: Texas Transportation Commission

Project Scoring / Ranking: Seaport Connectivity projects are scored based on their ability to increase connectivity and safety, their economic impacts, and project readiness. Projects are selected by the Port Authority Advisory Committee and for recommendation to the Commission for their approval.

Category 10: Information Technology Systems (ITS)

Funding Program Purpose

Addresses: Improvements and upgrades to intelligent transportation systems across the state. Funding is distributed to the following divisions:

Information Technology Division (ITD):

- » Provides ITS equipment directly on the roadway
- » Work that will be incorporated into a current/future construction project
- » Work that supports a specific roadway project development stage
- » Project provides statewide data/technology solutions for the life-cycle of the transportation network

Strategic Initiatives and Innovations Division (STR):

- » The Cooperative and Automated Transportation (CAT) program is an initiative established by TxDOT to integrate Connected Vehicles (CV), Automated Vehicles (AV) and related emerging transportation technologies into the state's transportation system. CAT offers numerous potential benefits and improvements for safety and to accommodate rapidly growing transportation demands by using technology to maximize the transportation infrastructure's performance.

Project Selection

ITD and STR Divisions select projects in coordination with TxDOT districts based on identified conditions and needs.

Program Manager: ITD/STR Divisions

Funding Approval: ITD/STR Divisions

Project Scoring / Ranking: ITD and STR Divisions select projects in coordination with TxDOT districts based on identified conditions and needs.

Category 10: Federal Lands Access Program

Funding Program Purpose

Addresses: Transportation facilities that are located on, are adjacent to, or provide access to federal lands.

Project Selection

Project applications are scored and ranked by the Programming Decision Committee (PDC). PDC is made up of FHWA, local, and TxDOT representatives.

Program Manager: TPP-Systems Planning

Funding Approval: TPP-Systems Planning

Project Scoring / Ranking: Project applications are scored and ranked by the Programming Decision Committee (PDC). PDC is made up of FHWA, local, and TxDOT representatives.

Category 10: Texas Parks and Wildlife Department

Funding Program Purpose

Addresses: The construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD.

Project Selection

Texas Parks and Wildlife Department (TPWD) selects State Park Roads projects in coordination with TxDOT districts.

Program Manager: Texas Parks and Wildlife Department

Funding Approval: Texas Parks and Wildlife Department

Project Scoring / Ranking: Texas Parks and Wildlife Department (TPWD) selects State Park Roads projects in coordination with TxDOT districts.

Category 10: Green Ribbon Program

Funding Program Purpose

Addresses: Projects that plant trees, plant material, and appurtenances that support the life of the plants to help mitigate the effects of air pollution in air quality non-attainment or near non-attainment counties.

Project Selection

Green Ribbon allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain or are near air quality non-attainment counties.

Program Manager: DES-Landscape Section

Funding Approval: DES-Landscape Section

Project Scoring / Ranking: Green Ribbon allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain or are near air quality non-attainment counties.

Category 10: ADA Pedestrian Program

Funding Program Purpose

Addresses: Construction or replacement on system pedestrian facilities to make the system more accessible and safer for all pedestrians including those with disabilities.

Project Selection

ADA projects are selected statewide based on the identified conditions and needs.

Program Manager: DES-Landscape Section

Funding Approval: DES-Landscape Section

Project Scoring / Ranking: ADA projects are selected statewide based on the identified conditions and needs.

Category 10: Landscape Incentive Award

Funding Program Purpose

Addresses: Joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community Achievement Awards Program. The awards recognize participating cities' or communities' efforts in litter control, quality of life issues, and beautification programs and projects.

Project Selection

Selection is through a competitive process sponsored by Keep Texas Beautiful.

Program Manager: DES-Landscape Section

Funding Approval: DES-Landscape Section

Project Scoring / Ranking: Selection is through a competitive process sponsored by Keep Texas Beautiful.

Category 10: Railroad Grade Crossing and Replanking Program

Funding Program Purpose

Addresses: The replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide).

Project Selection

TxDOT Rail Division in coordination with TxDOT districts selects Railroad Grade Crossing Replanking projects.

Program Manager: Rail Division

Funding Approval: Rail Division

Project Scoring / Ranking: TxDOT Rail Division in coordination with TxDOT districts selects Railroad Grade Crossing Replanking projects.

Category 10: Railroad Signal Maintenance Program

Funding Program Purpose

Addresses: The financial contributions to each railroad company in the state for signal maintenance.

Project Selection

TxDOT Rail Division selects railroad companies based on rail safety inspection fee payments and type of warning devices on public on-system at-grade crossings

Program Manager: Rail Division

Funding Approval: Rail Division

Project Scoring / Ranking: TxDOT Rail Division selects railroad companies based on rail safety inspection fee payments and type of warning devices on public on-system at-grade crossings

Category 11: District Discretionary

Funding Program Purpose

Addresses: District transportation needs at the discretion of each TxDOT District.

- » Should not be used for right of way acquisition
- » Common project types include roadway maintenance or rehab, added passing lanes (Super 2), and roadway widening (non-freeway)
- » Can be used as an open funding line

Project Selection

Districts select projects.

Program Manager: Districts

Funding Approval: Districts

Project Scoring / Ranking: District scoring/ranking methodologies

Category 11: Border State Infrastructure

Funding Program Purpose

Addresses: TPP - International Trade Section is currently reviewing guidance on this program. They will coordinate with Districts on updates.

Project Selection

TPP - International Trade Section is currently reviewing guidance on this program. They will coordinate with Districts on updates.

Program Manager: TPP-International Trade

Funding Approval: TPP-International Trade

Project Scoring / Ranking: TPP - International Trade Section is currently reviewing guidance on this program. They will coordinate with Districts on updates.

Category 11: Cost Overruns / Change Orders

Funding Program Purpose

Addresses: Cost overruns and change orders that have historically been covered by Category 1 Allocation. Program is managed as a 2-year allocation that is distributed through the UTP on an annual basis.

Project Selection

Districts submit candidate projects to the governance committee for approval.

Program Manager: Governance committee

Funding Approval: Governance committee

Project Scoring / Ranking: Not applicable

Category 11: Energy Sector

Funding Program Purpose

Addresses: Safety and rehabilitation work on state highways impacted by the energy sector.

- » Generally programmed on roadways most impacted by energy sector activity, outside of MPO boundaries
- » Program should be reviewed on a quarterly basis to ensure funding is programmed to meet the needs of each energy play

Project Selection

Districts select projects. Exceptions for projects outside the approved Energy Sector counties must be submitted to the TPP-UTP Director for consideration prior to programming.

Program Manager: Districts

Funding Approval: Districts

Project Scoring / Ranking: Scored and ranked by districts

Category 11: Safety

Funding Program Purpose

Addresses: Safety needs at the district's discretion. Intended to be used on proven engineering safety countermeasures. TxDOT will put these funds toward standalone safety countermeasures that have been proven on a national or state level.

Project Selection

Districts select projects. Traffic Division will provide technical support in developing projects but does not participate in the management of the program.

Program Manager: Districts

Funding Approval: Districts

Project Scoring / Ranking: District scoring/ranking methodologies

Category 12: Strategic Priority

Funding Program Purpose

Addresses: Projects with specific importance to the state, as determined by the Texas Transportation Commission (TTC), including those that improve:

- » Congestion and connectivity
- » Economic opportunity
- » Energy sector access
- » Border and port connectivity
- » Efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report
- » The ability to respond to both man-made and natural emergencies

Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and new-location roadways.

Project Selection

Districts submit candidate projects to TPP during the annual UTP Project Call. Projects are selected and approved by the TTC.

Program Manager: TPP-Unified Transportation Program

Funding Approval: Texas Transportation Commission via UTP Adoption

Project Scoring / Ranking: Districts use a performance-based prioritization process to identify candidate projects for Category 12. TPP additionally scores candidate projects statewide and uses this score as a factor in recommending projects for funding authorization. The statewide scores are also used to assign each project a tier ranking (1, 2, or 3) in the UTP document.

Category 12: Texas ClearLanes

Funding Program Purpose

Addresses: Sub-program for large congestion projects in five TxDOT districts (AUS, DAL, FTW, HOU, SAT). These projects must be vetted through the Congestion Task Force and are selected at the Texas Transportation Commission's discretion.

Project Selection

Projects must be presented and vetted through the Congestion Task Force. Once vetted, districts submit projects to TPP during the annual UTP Project Call. Projects are selected and approved by the TTC.

Program Manager: TPP-Unified Transportation Program

Funding Approval: Texas Transportation Commission via UTP Adoption

Project Scoring / Ranking: Districts use a performance-based prioritization process to identify candidate projects for Category 12. TPP additionally scores candidate projects statewide and uses this score as a factor in recommending projects for funding authorization. The statewide scores are also used to assign each project a tier ranking (1, 2, or 3) in the UTP document.

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V. PERFORMANCE-BASED PROGRAMMING

Performance-based planning and programming is a strategic approach to connect investment and policy decisions to performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which collected data is gauged. Federal law requires State DOTs, MPOs and transit agencies conduct performance-based planning by adopting performance measures, establishing a baseline, and tracking changes in performance against the adopted measures. The Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) adopted the State’s performance targets for PM1, PM2, and PM3. This Corpus Christi MPO TIP was developed and is actively managed in cooperation with the TxDOT and the CCRTA. It reflects the investment priorities established in the Corpus Christi MPO’s 2050 MTP and documents local and federal funds used for Safety, based on state and regional priorities from previous years.

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

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

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

- FHWA Final Rule: <http://www.fhwa.dot.gov/tpm/rule.cfm>
- FTA Final Rule: <https://www.federalregister.gov/documents/2016/05/27/2016-11964/statewide-and-nonmetropolitan-transportation-planning-metropolitan-transportation-planning>
- Performance Based Planning and Programming Guidebook: https://www.fhwa.dot.gov/planning/performance_based_planning/pbpp_guidebook/

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

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

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

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

A. Safety (PM1): Adopted on December 4, 2025

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

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

Safety is the highest priority in the Corpus Christi region and crashes are the single largest cause of non-recurring congestion in the Corpus Christi MPO region. The adopted Safety goal calls for eliminating fatalities by 2050. In order to reduce non-recurring congestion, it is also necessary to reduce the number of Property Damage Only (PDO) crashes and the amount of time these crashes individually impact travel on the roads. Incident management is an essential component of congestion management. The general perception is that crash frequency increases with increasing congestion levels while injury severity decreases due to slower speeds. Generally, the most intense congestion occurs when crashes happen in locations that are congested on a recurring basis, (i.e. without a crash).

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

Table 5. TxDOT Established Safety (PM1) Performance Measures and Targets

Performance Measure	2026 Statewide Targets
Number of Fatalities	4,506
Rate of Fatalities per 100 million VMT	1.44
Number of Serious Injuries	18,884
Rate of Serious Injuries per 100 million VMT	6.33
Number of Non-Motorized Fatalities and Serious Injuries	2,802

Source: TxDOT Highway Safety Improvement Program 2025

In the context of the Corpus Christi MPO, the following data are shown for illustration purposes. As discussed in several TAC and TPC meetings, it is more relevant for our planning partners to identify where a crash occurs and to analyze these locations than it is to identify the total number of fatalities and serious injuries within the MPO region. Identifying where crashes occur and developing plans and strategies for locations with anomalous occurrences will inherently reduce total fatalities and serious injuries. Table 6 shows the proportionally relevant performance measures and safety statistics for the Corpus Christi MPO region.

Table 6. Corpus Christi MPO Safety Measures and Statistics

Performance Measure	2020	2021	2022	2023	2024
Number of Fatalities	33	45	35	39	47
Number of Serious Injuries	147	176	161	160	135
Number of Non-Motorized Fatalities and Serious Injuries	38	38	35	37	36

Sources: Crash Records Information System (C.R.I.S.)

B. Bridge/Pavement Condition (PM2): Adopted on February 6, 2025

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

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

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

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

The condition of transportation assets impact congestion in several ways:

- Roads in poor condition generally lead to slower traffic as drivers seek to avoid potholes and other roadway impediments, and significant congestion and delays can be attributed to vehicles slowing down to avoid potholes or rough pavement.
- An increasing frequency of crashes also can be caused by unexpected changes in surface conditions because of reduction of road friction which affects the stopping ability and maneuverability of vehicles.
- Scheduled and unscheduled maintenance of roads and utility infrastructure under or near roads is the second leading cause of non-recurring congestion, after crashes, in the Corpus Christi MPO area.
- Arterials in the Corpus Christi MPO area are more congested than similar travel in other small MPO areas in the country. The condition of the roads in the Corpus Christi MPO area may be worse than those other MPOs.
- The bridge measure assesses the condition of a bridge’s deck, superstructure, substructure, and culverts. Good condition suggests that no major investment is needed, and poor condition suggests major reconstruction investment is needed. The Corpus Christi MPO supports the TxDOT Pavement and Bridge Condition targets, shown in the table below, thus agreeing to plan and program projects into this TIP that will, once implemented, make progress toward achieving the Pavement and Bridge Condition targets.

Table 7. TxDOT Pavement and Bridge Condition (PM2) Performance Measures and Targets

Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Target	4-Year Adjustment
Pavement Condition					
Percentage of Pavements of the Interstate System in Good Condition	64.5%	65.6%	63.9%	63.6%	--
Percentage of Pavements of the Interstate System in Poor Condition	0.1%	0.1%	0.2%	0.2%	--
Percentage of Pavements of the Non-Interstate System in Good Condition	51.7%	51.3%	45.5%	46.0%	--
Percentage of Pavements of the Non-Interstate System in Poor Condition	1.3%	48.9%	1.5%	1.5%	2.5%
Bridge Condition					
Percentage of NHS Bridges Classified in Good Condition	49.2%	48.9%	48.5%	47.6%	--
Percentage of NHS Bridges Classified in Poor Condition	1.1%	0.9%	1.5%	1.5%	--

Source: Mid Performance Period (MPP) Progress Report, 12/17/2024

C. System Performance and Freight (PM3): Adopted on February 6, 2025

The PM3 rule requires state DOTs and MPOs to establish two-year and/or four-year performance targets for each PM3 measure. TxDOT established targets as follows:

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

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

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

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

D. Reduce Congestion

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

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

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

The Corpus Christi MPO adopted the following System Performance and Freight Performance Measures and Targets.

Table 8. TxDOT System Performance and Freight (PM3) Performance Measures and Targets

Performance Measure	Baseline	2-Year Condition/ Performance	2-Year Target	4-Year Target	4-Year Adjustment
System Performance					
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	84.6%	80.1%	70.0%	70.0%	--
Percent of the Person-Miles Traveled on the Non-Interstate That Are Reliable	90.3%	86.1%	70.0%	70.0%	--
Freight					
Truck Travel Time Reliability (TTTR) Index	1.39	1.42	1.55	1.55	--

Source: Mid Performance Period (MPP) Progress Report, 12/17/2024

E. Public Transportation Agency Safety Plan (PTASP)

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

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

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

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

The Corpus Christi MPO accepted the PTASP and the safety targets therein on April 6, 2023.

F. Transit Asset Management Performance (TAM)

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

The rule became effective on October 1, 2018. The table below identifies performance measures outlined in the final rule for transit asset management.

Table 9. FTA Transit Asset Management (TAM) Final Rule Performance Measures

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

The Corpus Christi MPO accepted the TAM and the performance targets therein on April 6, 2023.

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

G. FY 2027-2030 TIP Fiscally Constrained Highway Project List

The development of the approved list of projects started with the 25-year long-range Transportation Plan, the 2050 MTP for the Corpus Christi MPO. The list of fiscally constrained projects in Chapter 7 of the approved 2050 MTP serves as the list of projects eligible for this FY 2027-2030 TIP.

Using the performance measures, and allocating available funding as well as input from the public, technical staff and elected officials from the local governments and partner agencies, the following list of fiscally constrained projects was developed. Tables 10 and 11 presents the fiscally constrained highway and transit projects for the FY 2027-2030 TIP. Some project cost estimates have been updated from the 2050 MTP.

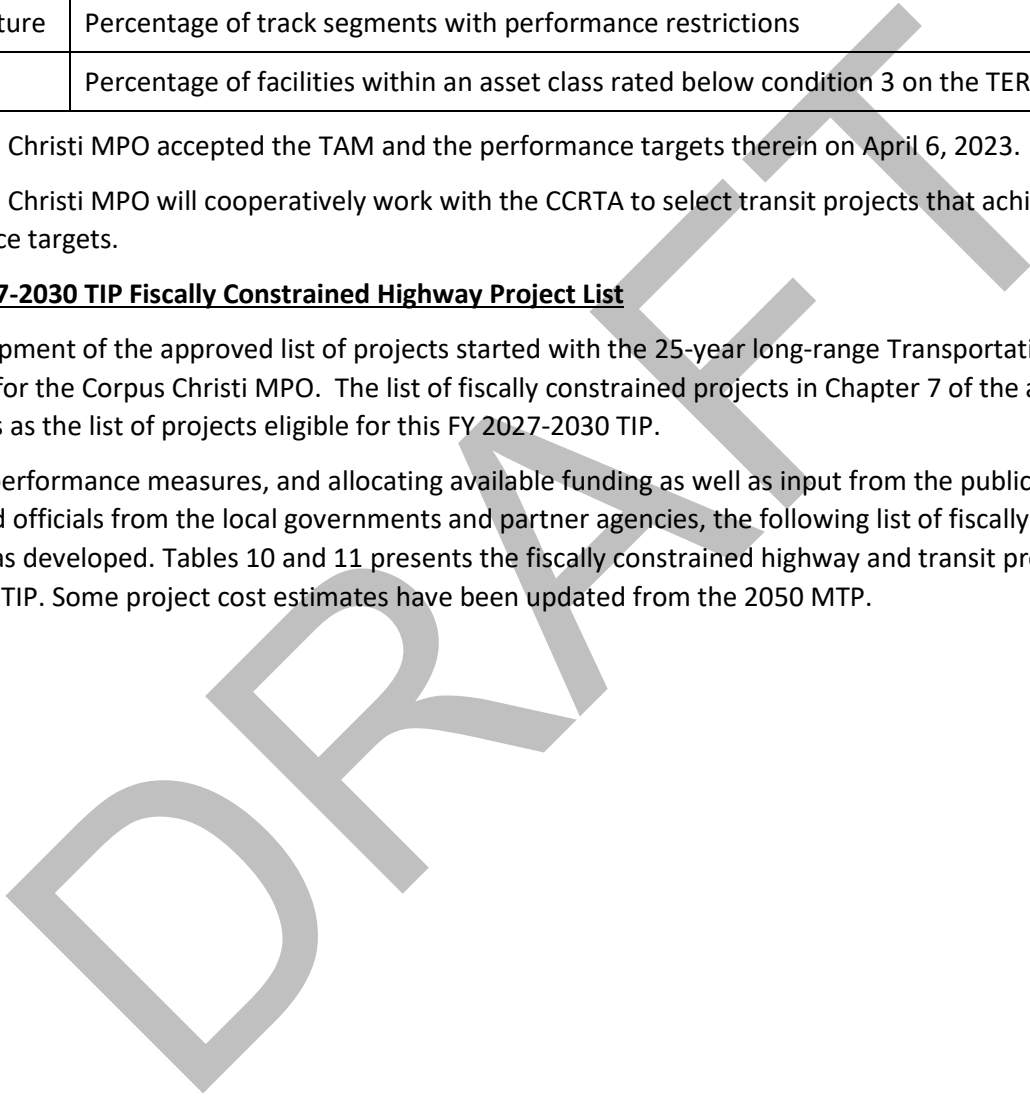


Table 10. FY 2027-2030 TIP Fiscally Constrained Highway Project List (For Illustration Purposes) – May 7, 2026

TIP Fiscal Year	CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Federal Cost	Non-Federal Cost	Construction Cost	Total Construction Cost
2028	0180-10-082	MPO-017	SH 361 SanPat @ SH 35 Interchange SPUI	Construct interchange improvements to connect existing 4-lane SH 361 with existing 4-lane SS 202, including an elevated 4-lane signalized intersection, grade separations over two railroad crossings, connectors to SH 35, and entrance and exit ramps.	At SH35 Interchange	.15 MI SE on SH 361	TxDOT-CRP	On	2	\$47,480,000	\$11,870,000	\$59,350,000	\$77,490,000
									4	\$10,000,000	\$2,500,000	\$12,500,000	
									7	\$4,512,000	\$1,128,000	\$5,640,000	
2028	0180-06-118	MPO-018	SH 35 SanPat FM 3284 to SH 361 SPUI	Construct interchange improvements including upgrade of entrance and exit ramps to an elevated signalized intersection, reconstruction of existing 2-lane frontage roads in each direction, sidewalks, and driveways.	FM 3284	.23 MI N of SH 361	TxDOT-CRP	On	4	\$25,280,080	\$6,320,020	\$31,600,100	\$62,000,100
									7	\$24,320,000	\$6,080,000	\$30,400,000	
2028	0180-11-016	MPO-081	SS 202 at SH 35/SH 361 Interchange SPUI	Construct connection to elevated Single Point Urban Intersection (SPUI) by converting existing 5-lane roadway to 4-lane divided roadway.	Ave H in Gregory	SH 35 Northbound Frontage Rd.	TxDOT-CRP	On	2	\$2,160,000	\$540,000	\$2,700,000	\$2,700,000
2030	0617-02-073	MPO-016	PR 22 Nueces Aquarius to Whitecap	Corridor Upgrade for Pedestrian Access Management Improvements without Adding Capacity	Aquarius St	Whitecap Blvd	TxDOT-CRP	On	2	\$4,736,000	\$1,184,000	\$5,920,000	\$17,920,000
									7	\$9,600,000	\$2,400,000	\$12,000,000	

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Table 11. FY 2027-2030 TIP Fiscally Constrained Transit Project List (For Illustration Purposes) – May 7, 2026

TIP Fiscal Year	MTP ID	Project Name	Funding Category	Federal Cost	Non-Federal Cost	Total Project Cost (\$, millions)
2027	CCRTA-131	Rolling Stock (All Variety of Rolling Stock)	FTA-5307	\$3,977,516	\$701,915	\$4,679,430
2027	CCRTA-132	Support/Relief Vehicles	FTA-5307	\$432,000	\$108,000	\$540,000
2027	CCRTA-133	Bus Stop Improvements	FTA-5307	\$400,000	\$100,000	\$500,000
2027	CCRTA-134	Bus Stop Shelter Amenities	FTA-5307	\$280,000	\$70,000	\$350,000
2027	CCRTA-135	Preventative Maintenance	FTA-5307	\$800,000	\$200,000	\$1,000,000
2027	CCRTA-136	5310 Sub-recipients	FTA-5310	\$320,000	\$80,000	\$400,000
2028	CCRTA-140	Rolling Stock (All Variety of Rolling Stock)	FTA-5307	\$10,513,715	\$1,855,361	\$12,369,076
2028	CCRTA-141	Bus Stop Improvements and Garage Equipment	FTA-5307	\$400,000	\$100,000	\$500,000
2028	CCRTA-142	Bus Support/Equipment and Facilities/Miscellaneous Shop	FTA-5307	\$316,000	\$79,000	\$395,000
2028	CCRTA-143	Bus Stop Shelter Amenities	FTA-5307	\$280,000	\$70,000	\$350,000
2028	CCRTA-144	Preventative Maintenance	FTA-5307	\$800,000	\$200,000	\$1,000,000
2028	CCRTA-145	5310 Sub-recipients	FTA-5310	\$320,000	\$80,000	\$400,000
2029	CCRTA-169	Rolling Stock (All Variety of Rolling Stock)	FTA-5307	\$10,513,715	\$1,855,361	\$12,369,076
2029	CCRTA-170	Bus Stop Improvements and Garage Equipment	FTA-5307	\$400,000	\$100,000	\$500,000
2029	CCRTA-171	Bus Support/Equipment and Facilities/Miscellaneous Shop	FTA-5307	\$316,000	\$79,000	\$395,000
2029	CCRTA-172	Bus Stop Shelter Amenities	FTA-5307	\$280,000	\$70,000	\$350,000
2029	CCRTA-173	Preventative Maintenance	FTA-5307	\$800,000	\$200,000	\$1,000,000
2029	CCRTA-174	5310 Sub-recipients	FTA-5310	\$320,000	\$80,000	\$400,000
2030	CCRTA-175	Rolling Stock (All Variety of Rolling Stock)	FTA-5307	\$10,513,715	\$1,855,361	\$12,369,076
2030	CCRTA-176	Bus Stop Improvements and Garage Equipment	FTA-5307	\$400,000	\$100,000	\$500,000
2030	CCRTA-177	Bus Support/Equipment and Facilities/Miscellaneous Shop	FTA-5307	\$316,000	\$79,000	\$395,000
2030	CCRTA-178	Bus Stop Shelter Amenities	FTA-5307	\$280,000	\$70,000	\$350,000
2030	CCRTA-179	Preventative Maintenance	FTA-5307	\$800,000	\$200,000	\$1,000,000
2030	CCRTA-180	5310 Sub-recipients	FTA-5310	\$320,000	\$80,000	\$400,000

FY 2027 – 2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Table 12. TxDOT FY 2027-2030 STIP Corpus Christi MPO – Highway Projects

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
CORPUS CHRISTI MPO - HIGHWAY PROJECTS
FY 2028

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2027-2030 STIP		07/2026 Revision: Revising						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
CORPUS CHRISTI	CORPUS CHRISTI	SAN PATRICIO	0180-11-016	2028	SS 202	C	GREGORY	\$ 2,700,000
LIMITS FROM Ave H in Gregory		PROJECT SPONSOR TXDOT-CRP						
LIMITS TO SH 35 northbound frontage rd		REVISION DATE 07/2026						
PROJECT Construct connection to elevated Single Point Urban Intersection (SPUI) by conveyment of existing 5-lane roadway to 4-lane divided roadway.		MPO PROJ NUM MPO-017						
DESCR		FUNDING CAT(S) 2						
REMARKS		PROJECT HISTORY						
P7								
EST TOTAL PROJECT COST INFORMATION		PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	142,778	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0	2	\$ 2,160,000	\$ 540,000	\$ 0	\$ 0	0	\$ 2,700,000
CONSTR \$	2,700,000	TOTAL	\$ 2,160,000	\$ 540,000	\$ 0	\$ 0	0	\$ 2,700,000
CONST ENG \$	169,585	COST OF APPROVED PHASES						
CONTING \$	0	\$ 2,700,000						
INDIRECT \$	84,501							
BOND FIN \$	0							
PT CHG ORD \$	213,840							
TOTAL CST \$	3,310,704							
2027-2030 STIP		07/2026 Revision: Revising						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
CORPUS CHRISTI	CORPUS CHRISTI	SAN PATRICIO	0180-10-082	2028	SH 361	C	GREGORY	\$ 77,490,000
LIMITS FROM AT SH35 INTERCHANGE		PROJECT SPONSOR TXDOT-CRP						
LIMITS TO .15 MI SE ON SH 361		REVISION DATE 07/2026						
PROJECT Construct interchange improvements to connect existing 4-lane SH 361 with existing 4-lane SS 202, including an elevated 4-lane signalized intersection, grade separations over two railroad crossings, connectors to SH 35, and entrance and exit ramps.		MPO PROJ NUM MPO-017						
DESCR		FUNDING CAT(S) 2, 4U, 7						
REMARKS		PROJECT HISTORY						
P7								
EST TOTAL PROJECT COST INFORMATION		PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	3,818,343	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0	2	\$ 47,480,000	\$ 11,870,000	\$ 0	\$ 0	0	\$ 59,350,000
CONSTR \$	77,480,000	4U	\$ 10,000,000	\$ 2,500,000	\$ 0	\$ 0	0	\$ 12,500,000
CONST ENG \$	4,535,256	7	\$ 4,512,000	\$ 1,128,000	\$ 0	\$ 0	0	\$ 5,640,000
CONTING \$	1,000,000	TOTAL	\$ 61,992,000	\$ 15,498,000	\$ 0	\$ 0	0	\$ 77,490,000
INDIRECT \$	2,259,835	COST OF APPROVED PHASES						
BOND FIN \$	0	\$ 77,490,000						
PT CHG ORD \$	5,645,376							
TOTAL CST \$	94,738,810							
2027-2030 STIP		07/2026 Revision: Revising						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
CORPUS CHRISTI	CORPUS CHRISTI	SAN PATRICIO	0180-06-118	2028	SH 35	C	GREGORY	\$ 62,000,100
LIMITS FROM FM 3284		PROJECT SPONSOR TXDOT-CRP						
LIMITS TO .23 MI N of SH 361		REVISION DATE 07/2026						
PROJECT Construct interchange improvements including upgrade of entrance and exit ramps to an elevated signalized intersection, reconstruction of existing 2-lane frontage roads in each direction, sidewalks, and driveways.		MPO PROJ NUM MPO-018						
DESCR		FUNDING CAT(S) 4U, 7						
REMARKS		PROJECT HISTORY						
P7								
EST TOTAL PROJECT COST INFORMATION		PROPOSED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	3,014,274	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0	4U	\$ 25,280,080	\$ 6,320,020	\$ 0	\$ 0	0	\$ 31,600,100
CONSTR \$	60,400,000	7	\$ 24,320,000	\$ 6,080,000	\$ 0	\$ 0	0	\$ 30,400,000
CONST ENG \$	3,580,220	TOTAL	\$ 49,600,080	\$ 12,400,020	\$ 0	\$ 0	0	\$ 62,000,100
CONTING \$	500,000	COST OF APPROVED PHASES						
INDIRECT \$	1,738,958	\$ 62,000,100						
BOND FIN \$	0							
PT CHG ORD \$	4,477,809							
TOTAL CST \$	73,711,261							

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

FY 2027 – 2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
CORPUS CHRISTI MPO - HIGHWAY PROJECTS
FY 2030

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2027-2030 STIP		07/2026 Revision: Revising						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
CORPUS CHRISTI	CORPUS CHRISTI	NUECES	0617-02-073	2030	PR 22	C	CORPUS CHRISTI	\$ 17,920,000
LIMITS FROM		Aquarius St.		PROJECT SPONSOR		TXDOT-CRP		
LIMITS TO		Whitecap Blvd.		REVISION DATE		07/2026		
PROJECT		Corridor Upgrade for Pedestrian and Access Management Improvements without Addin				MPO PROJ NUM MPO-016		
DESCR		g Capacity				FUNDING CAT(S) 2, 7		
REMARKS				PROJECT HISTORY				
P7								
EST TOTAL PROJECT COST INFORMATION				PROPOSED FUNDING BY CATEGORY/SHARE				
PREL ENG \$	916,364	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0	2	\$ 4,736,000	\$ 1,184,000	\$ 0	\$ 0	0	\$ 5,920,000
CONSTR \$	17,920,000	7	\$ 9,600,000	\$ 2,400,000	\$ 0	\$ 0	0	\$ 12,000,000
CONST ENG \$	1,511,066	TOTAL	\$ 14,336,000	\$ 3,584,000	\$ 0	\$ 0	0	\$ 17,920,000
CONTING \$	0	COST OF APPROVED PHASES						
INDIRECT \$	542,338	\$ 17,920,000						
BOND FIN \$	0							
PT CHG ORD \$	781,312							
TOTAL CST \$	21,671,080							

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

Table 13. TxDOT TIP Highway Financial Summary – Year of Expenditure Cost

Corpus Christi MPO FY 2027-2030 Transportation Improvement Program (TIP) Highway Financial Summary Year of Expenditure
All Figures in Year of Expenditure (YOE) Dollars

District/MPO: CRP - Corpus Christi MPO STIP Window: 2027 - 2030 STIP Revision: 7/10/2026

TIP Financial Summary

Category	Description	FY 2027		FY 2028		FY 2029		FY 2030		Total FY 2027 - 2030		Notes
		Programmed FY 2027	Authorized FY 2027	Programmed FY 2028	Authorized FY 2028	Programmed FY 2029	Authorized FY 2029	Programmed FY 2030	Authorized FY 2030	Total Programmed FY 2027 - 2030	Total Authorized FY 2027 - 2030	
1	Preventive Maintenance and Rehabilitation			\$2,650,000	\$2,650,000			\$5,020,000	\$5,020,000	\$7,670,000	\$7,670,000	
2	Non-Traditional											
3	State											
4	Statewide Connectivity Corridor Projects			\$41,000,100	\$41,000,100					\$44,100,100	\$44,100,100	
5	Statewide Mobility and Connectivity											
6	Statewide Mobility and Connectivity (ESOP)											
7	Metropolitan Mobility and Connectivity			\$36,340,000	\$36,340,000					\$36,340,000	\$36,340,000	
8	Safety											
9	Statewide Mobility and Connectivity											
10	Statewide Mobility and Connectivity											
11	Statewide Mobility and Connectivity											
12	Statewide Mobility and Connectivity											
SW FE	Statewide Budget FE		\$9									
SW LCV	Statewide Budget LCV			\$142,380,100	\$142,380,100	\$0	\$0	\$17,920,000	\$17,920,000	\$160,300,100	\$160,300,100	
Funding Categories Total		\$0	\$9	\$142,380,100	\$142,380,100	\$0	\$0	\$17,920,000	\$17,920,000	\$160,300,100	\$160,300,100	

* Non-Traditional funding category will include the total of all Non-Traditional funding categories except 3 TDC Category 'C' funding will include the total of all Category 'C' funding except for TPWD.

Category 1-12 Funding Source Breakdown

Source	FY 2027	FY 2028	FY 2029	FY 2030	Total FY 2027 - 2030	Notes
Federal						
State	\$113,792,000	\$28,438,020	\$14,530,000	\$5,568,080	\$162,328,100	
Local Match						
Non-Federal						
Category 1-12 Funding Source Total	\$0	\$142,196,020	\$0	\$17,920,000	\$160,116,020	

Non-Traditional Funding Source Breakdown

Category	FY 2027	FY 2028	FY 2029	FY 2030	Total FY 2027 - 2030	Notes
1 TDC						
2 TDC						
3 TDC						
Other						
SW FE						
SW LCV						
Non-Traditional Funding Source Total	\$0	\$0	\$0	\$0	\$0	

Category 1 - 12 and Non-Traditional Breakdown Total \$0 \$142,196,020 \$0 \$17,920,000 \$160,116,020

* Category 1 - 12 and Non-Traditional Total includes all funding categories from Category 1-12 Funding Source and Non-Traditional Funding Source. Tables 3 TDC and 10 TPWD are excluded.

3 TDC & 10 TPWD

Category	FY 2027	FY 2028	FY 2029	FY 2030	Total FY 2027 - 2030	Notes
3 TDC						
10 TPWD						
Total	\$0	\$0	\$0	\$0	\$0	

* Programmed funding may exceed the authorized amount in a given year, as long as the total programmed funding across the four-year cycle does not surpass the total authorized funding.

Table 14. TxDOT FY 2027-2030 STIP Corpus Christi MPO – Transit Projects

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
CORPUS CHRISTI MPO - TRANSIT PROJECTS
FY 2027

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2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	CORPUS CHRISTI	APPORTIONMENT YEAR:	2027
PROJECT SPONSOR:	Corpus Christi RTA	FISCAL YEAR:	2027
MPO PROJECT NUMBER:	CCRTA-136	FEDERAL FUNDING CATEGORY:	5310
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 320,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	5310 Sub-recipients	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	06/01/2024	OTHER SOURCE FUNDS:	\$ 80,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 400,000
REMARKS:		TOTAL PROJECT COST:	\$ 400,000
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	CORPUS CHRISTI	APPORTIONMENT YEAR:	2027
PROJECT SPONSOR:	Corpus Christi RTA	FISCAL YEAR:	2027
MPO PROJECT NUMBER:	CCRTA-135	FEDERAL FUNDING CATEGORY:	5307
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 800,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Preventative Maintenance	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	06/01/2024	OTHER SOURCE FUNDS:	\$ 200,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 1,000,000
REMARKS:		TOTAL PROJECT COST:	\$ 1,000,000
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	CORPUS CHRISTI	APPORTIONMENT YEAR:	2027
PROJECT SPONSOR:	Corpus Christi RTA	FISCAL YEAR:	2027
MPO PROJECT NUMBER:	CCRTA-134	FEDERAL FUNDING CATEGORY:	5307
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 280,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus Stop Shelter Amenities	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	06/01/2024	OTHER SOURCE FUNDS:	\$ 70,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 350,000
REMARKS:		TOTAL PROJECT COST:	\$ 350,000
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	CORPUS CHRISTI	APPORTIONMENT YEAR:	2027
PROJECT SPONSOR:	Corpus Christi RTA	FISCAL YEAR:	2027
MPO PROJECT NUMBER:	CCRTA-133	FEDERAL FUNDING CATEGORY:	5307
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 400,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus Stop Improvements	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	06/01/2024	OTHER SOURCE FUNDS:	\$ 100,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 500,000
REMARKS:		TOTAL PROJECT COST:	\$ 500,000
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

FY 2027 – 2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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CORPUS CHRISTI MPO - TRANSIT PROJECTS
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2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	CORPUS CHRISTI	APPORTIONMENT YEAR:	2027
PROJECT SPONSOR:	Corpus Christi RTA	FISCAL YEAR:	2027
MPO PROJECT NUMBER:	CCRTA-132	FEDERAL FUNDING CATEGORY:	5307
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 432,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Support/Relief Vehicles	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	06/01/2024	OTHER SOURCE FUNDS:	\$ 108,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 540,000
REMARKS:		TOTAL PROJECT COST:	\$ 540,000
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	CORPUS CHRISTI	APPORTIONMENT YEAR:	2027
PROJECT SPONSOR:	Corpus Christi RTA	FISCAL YEAR:	2027
MPO PROJECT NUMBER:	CCRTA-131	FEDERAL FUNDING CATEGORY:	5307
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 3,977,516
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Rolling Stock (All Variety of Rolling Stock)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	06/01/2024	OTHER SOURCE FUNDS:	\$ 701,915
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 4,679,431
REMARKS:		TOTAL PROJECT COST:	\$ 4,679,430
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

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FY 2027 – 2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
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FY 2028

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2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	CORPUS CHRISTI	APPORTIONMENT YEAR:	2028
PROJECT SPONSOR:	Corpus Christi RTA	FISCAL YEAR:	2028
MPO PROJECT NUMBER:	CCRTA-145	FEDERAL FUNDING CATEGORY:	5310
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 320,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	5310 Sub-recipients	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	06/01/2024	OTHER SOURCE FUNDS:	\$ 80,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 400,000
REMARKS:		TOTAL PROJECT COST:	\$ 400,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	CORPUS CHRISTI	APPORTIONMENT YEAR:	2028
PROJECT SPONSOR:	Corpus Christi RTA	FISCAL YEAR:	2028
MPO PROJECT NUMBER:	CCRTA-144	FEDERAL FUNDING CATEGORY:	5307
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 800,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Preventative Maintenance	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	06/01/2024	OTHER SOURCE FUNDS:	\$ 200,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 1,000,000
REMARKS:		TOTAL PROJECT COST:	\$ 1,000,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	CORPUS CHRISTI	APPORTIONMENT YEAR:	2028
PROJECT SPONSOR:	Corpus Christi RTA	FISCAL YEAR:	2028
MPO PROJECT NUMBER:	CCRTA-143	FEDERAL FUNDING CATEGORY:	5307
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 280,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus Stop Shelter Amenities	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	06/01/2024	OTHER SOURCE FUNDS:	\$ 70,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 350,000
REMARKS:		TOTAL PROJECT COST:	\$ 350,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None
2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	CORPUS CHRISTI	APPORTIONMENT YEAR:	2028
PROJECT SPONSOR:	Corpus Christi RTA	FISCAL YEAR:	2028
MPO PROJECT NUMBER:	CCRTA-142	FEDERAL FUNDING CATEGORY:	5307
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 316,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	06/01/2024	OTHER SOURCE FUNDS:	\$ 79,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 395,000
REMARKS:		TOTAL PROJECT COST:	\$ 395,000
		TRANS. DEV. CREDITS REQUESTED:	\$ 0
		TRANS. DEV. CREDITS AWARDED:	\$ 0
		T. DEV. CREDITS AWARD DATE:	None

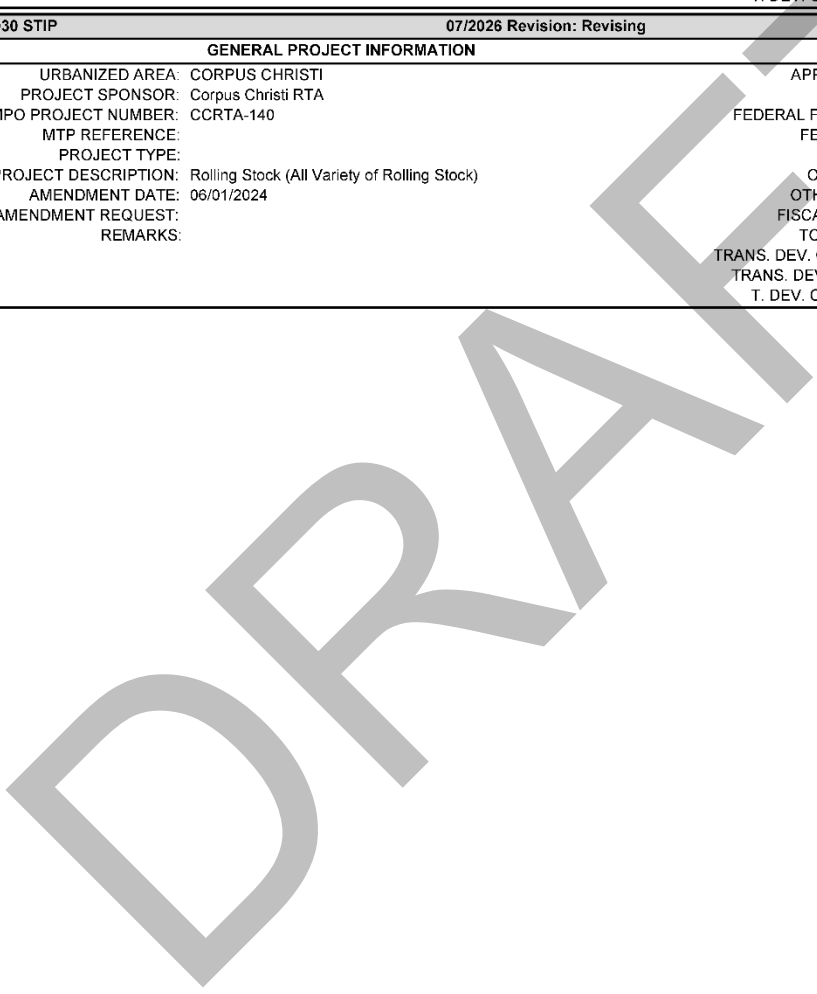
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GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	CORPUS CHRISTI	APPORTIONMENT YEAR:	2028
PROJECT SPONSOR:	Corpus Christi RTA	FISCAL YEAR:	2028
MPO PROJECT NUMBER:	CCRTA-141	FEDERAL FUNDING CATEGORY:	5307
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 400,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus Stop Improvements	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	06/01/2024	OTHER SOURCE FUNDS:	\$ 100,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 500,000
REMARKS:		TOTAL PROJECT COST:	\$ 500,000
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Revising	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	CORPUS CHRISTI	APPORTIONMENT YEAR:	2028
PROJECT SPONSOR:	Corpus Christi RTA	FISCAL YEAR:	2028
MPO PROJECT NUMBER:	CCRTA-140	FEDERAL FUNDING CATEGORY:	5307
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 10,513,715
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Rolling Stock (All Variety of Rolling Stock)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	06/01/2024	OTHER SOURCE FUNDS:	\$ 1,855,361
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 12,369,076
REMARKS:		TOTAL PROJECT COST:	\$ 12,369,076
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None



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2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	CORPUS CHRISTI	APPORTIONMENT YEAR:	2029
PROJECT SPONSOR:	Corpus Christi RTA	FISCAL YEAR:	2029
MPO PROJECT NUMBER:	CCRTA-174	FEDERAL FUNDING CATEGORY:	5310
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 320,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	5310 Sub-recipients	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	07/01/2026	OTHER SOURCE FUNDS:	\$ 80,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 400,000
REMARKS:		TOTAL PROJECT COST:	\$ 400,000
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	CORPUS CHRISTI	APPORTIONMENT YEAR:	2029
PROJECT SPONSOR:	Corpus Christi RTA	FISCAL YEAR:	2029
MPO PROJECT NUMBER:	CCRTA-173	FEDERAL FUNDING CATEGORY:	5307
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 800,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Preventative Maintenance	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	07/01/2026	OTHER SOURCE FUNDS:	\$ 200,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 1,000,000
REMARKS:		TOTAL PROJECT COST:	\$ 1,000,000
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	CORPUS CHRISTI	APPORTIONMENT YEAR:	2029
PROJECT SPONSOR:	Corpus Christi RTA	FISCAL YEAR:	2029
MPO PROJECT NUMBER:	CCRTA-172	FEDERAL FUNDING CATEGORY:	5307
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 280,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus Stop Shelter Amenities	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	07/01/2026	OTHER SOURCE FUNDS:	\$ 70,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 350,000
REMARKS:		TOTAL PROJECT COST:	\$ 350,000
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	CORPUS CHRISTI	APPORTIONMENT YEAR:	2029
PROJECT SPONSOR:	Corpus Christi RTA	FISCAL YEAR:	2029
MPO PROJECT NUMBER:	CCRTA-171	FEDERAL FUNDING CATEGORY:	5307
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 316,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus Support/Equipment and Facilities/Miscellaneous Shop	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	07/01/2026	OTHER SOURCE FUNDS:	\$ 79,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 395,000
REMARKS:		TOTAL PROJECT COST:	\$ 395,000
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

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2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	CORPUS CHRISTI	APPORTIONMENT YEAR:	2029
PROJECT SPONSOR:	Corpus Christi RTA	FISCAL YEAR:	2029
MPO PROJECT NUMBER:	CCRTA-170	FEDERAL FUNDING CATEGORY:	5307
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 400,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus Stop Improvements and Garage Equipment	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	07/01/2026	OTHER SOURCE FUNDS:	\$ 100,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 500,000
REMARKS:		TOTAL PROJECT COST:	\$ 500,000
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	CORPUS CHRISTI	APPORTIONMENT YEAR:	2029
PROJECT SPONSOR:	Corpus Christi RTA	FISCAL YEAR:	2029
MPO PROJECT NUMBER:	CCRTA-169	FEDERAL FUNDING CATEGORY:	5307
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 10,513,715
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Rolling Stock (All Variety of Rolling Stock)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	07/01/2026	OTHER SOURCE FUNDS:	\$ 1,855,361
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 12,369,076
REMARKS:		TOTAL PROJECT COST:	\$ 12,369,076
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

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2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	CORPUS CHRISTI	APPORTIONMENT YEAR:	2030
PROJECT SPONSOR:	Corpus Christi RTA	FISCAL YEAR:	2030
MPO PROJECT NUMBER:	CCRTA-180	FEDERAL FUNDING CATEGORY:	5310
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 320,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	5310 Sub-recipients	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	07/01/2026	OTHER SOURCE FUNDS:	\$ 80,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 400,000
REMARKS:		TOTAL PROJECT COST:	\$ 400,000
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	CORPUS CHRISTI	APPORTIONMENT YEAR:	2030
PROJECT SPONSOR:	Corpus Christi RTA	FISCAL YEAR:	2030
MPO PROJECT NUMBER:	CCRTA-179	FEDERAL FUNDING CATEGORY:	5307
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 800,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Preventative Maintenance	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	07/01/2026	OTHER SOURCE FUNDS:	\$ 200,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 1,000,000
REMARKS:		TOTAL PROJECT COST:	\$ 1,000,000
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	CORPUS CHRISTI	APPORTIONMENT YEAR:	2030
PROJECT SPONSOR:	Corpus Christi RTA	FISCAL YEAR:	2030
MPO PROJECT NUMBER:	CCRTA-178	FEDERAL FUNDING CATEGORY:	5307
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 280,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus Stop Shelter Amenities	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	07/01/2026	OTHER SOURCE FUNDS:	\$ 70,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 350,000
REMARKS:		TOTAL PROJECT COST:	\$ 350,000
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None
2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	CORPUS CHRISTI	APPORTIONMENT YEAR:	2030
PROJECT SPONSOR:	Corpus Christi RTA	FISCAL YEAR:	2030
MPO PROJECT NUMBER:	CCRTA-177	FEDERAL FUNDING CATEGORY:	5307
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 316,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus Support/Equipment and Facilities/Miscellaneous Shop	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	07/01/2026	OTHER SOURCE FUNDS:	\$ 79,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 395,000
REMARKS:		TOTAL PROJECT COST:	\$ 395,000
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

TUESDAY, APRIL 28, 2026
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STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
CORPUS CHRISTI MPO - TRANSIT PROJECTS
FY 2030

PAGE: 10 OF 10

2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	CORPUS CHRISTI	APPORTIONMENT YEAR:	2030
PROJECT SPONSOR:	Corpus Christi RTA	FISCAL YEAR:	2030
MPO PROJECT NUMBER:	CCRTA-176	FEDERAL FUNDING CATEGORY:	5307
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 400,000
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Bus Stop Improvements and Garage Equipment	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	07/01/2026	OTHER SOURCE FUNDS:	\$ 100,000
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 500,000
REMARKS:		TOTAL PROJECT COST:	\$ 500,000
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

2027-2030 STIP		07/2026 Revision: Pending Approval	
GENERAL PROJECT INFORMATION		FUNDING INFORMATION	
URBANIZED AREA:	CORPUS CHRISTI	APPORTIONMENT YEAR:	2030
PROJECT SPONSOR:	Corpus Christi RTA	FISCAL YEAR:	2030
MPO PROJECT NUMBER:	CCRTA-175	FEDERAL FUNDING CATEGORY:	5307
MTP REFERENCE:		FEDERAL (FTA) FUNDS:	\$ 10,513,715
PROJECT TYPE:		STATE FUNDS:	\$ 0
PROJECT DESCRIPTION:	Rolling Stock (All Variety of Rolling Stock)	OTHER STATE FUNDS:	\$ 0
AMENDMENT DATE:	07/01/2026	OTHER SOURCE FUNDS:	\$ 1,855,361
AMENDMENT REQUEST:		FISCAL YEAR COST (YOE):	\$ 12,369,076
REMARKS:		TOTAL PROJECT COST:	\$ 12,369,076
		TRANS. DEV. CREDS REQUESTED:	\$ 0
		TRANS. DEV. CREDS AWARDED:	\$ 0
		T. DEV. CREDS AWARD DATE:	None

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Table 15. TxDOT TIP Transit Financial Summary – Year of Expenditure Cost

Corpus Christi MPO FY 2027-2030 Transportation Improvement Program (TIP) Transit Financial Summary Year of Expenditure
All Figures in Year of Expenditure (YOE) Dollars

Current as of 2026-03-12

Transit Program	FY 2027			FY 2028			FY 2029		
	Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	\$5,889,516	\$1,179,915	\$7,069,431	\$12,309,715	\$2,304,361	\$14,614,076	\$12,309,715	\$2,304,361	\$14,614,076
2 Sec. 5307 - Urbanized Formula <200K									
3 Sec. 5309 - Discretionary									
4 Sec. 5310 - Elderly & Individuals w/Disabilities	\$320,000	\$80,000	\$400,000	\$320,000	\$80,000	\$400,000	\$320,000	\$80,000	\$400,000
5 Sec. 5311 - Nonurbanized Formula									
6 Sec. 5316 - JARC >200K									
7 Sec. 5316 - JARC <200K									
8 Sec. 5316 - JARC Nonurbanized									
9 Sec. 5317 - New Freedom >200K									
10 Sec. 5317 - New Freedom <200K									
11 Sec. 5317 - New Freedom Nonurbanized									
12 Other FTA									
13 Regionally Significant or Other									
Total Funds	\$6,209,516	\$1,259,915	\$7,469,431	\$12,629,715	\$2,384,361	\$15,014,076	\$12,629,715	\$2,384,361	\$15,014,076
Transportation Development Credits Requested									
Transportation Development Credits Awarded									

Transit Programs	FY 2030			FY 2027-2030 Total		
	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	\$12,309,715	\$2,304,361	\$14,614,076	\$42,818,661	\$8,092,998	\$50,911,659
2 Sec. 5307 - Urbanized Formula <200K						
3 Sec. 5309 - Discretionary						
4 Sec. 5310 - Elderly & Individuals w/Disabilities	\$320,000	\$80,000	\$400,000	\$1,280,000	\$320,000	\$1,600,000
5 Sec. 5311 - Nonurbanized Formula						
6 Sec. 5316 - JARC >200K						
7 Sec. 5316 - JARC <200K						
8 Sec. 5316 - JARC Nonurbanized						
9 Sec. 5317 - New Freedom >200K						
10 Sec. 5317 - New Freedom <200K						
11 Sec. 5317 - New Freedom Nonurbanized						
12 Other FTA						
13 Regionally Significant or Other						
Total Funds	\$12,629,715	\$2,384,361	\$15,014,076	\$44,098,661	\$8,412,998	\$52,511,659
Transportation Development Credits Requested						
Transportation Development Credits Awarded						

All Figures in Year of Expenditure (YOE) Dollars

FY 2027 – 2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Corpus Christi MPO has determined that the use of the TxDOT Grouped Projects Category for all projects and programs is appropriate for our region. The following Table: Definition of Grouped Projects for Use in the FY 2027-2030 TIP/STIP is provided for all categories.

Table 16: TxDOT Definition of Grouped Projects for Use in the TIP/STIP

Proposed CSJ	Grouped Project by Category	Definition
5000-00-950	PE – Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration, and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, passing, non-added capacity) or drainage improvements associated with rehabilitation [See Note 3]
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment, and aesthetic improvements to include any associated erosion control and environmental mitigation activities.

FY 2027 – 2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Proposed CSJ	Grouped Project by Category	Definition
5800-00-915	Intelligent Transportation Systems Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment, and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Projects including bicycle and pedestrian lanes, paths, and facilities (e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.). Safe Routes to School non-infrastructure related activities (e.g., enforcement, tools, and education programs).
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, preventative maintenance of transit vehicles and facilities, acquisition of third-party transit services, transit marketing, and mobility management/coordination. Additionally, includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet [See Note 4].
5000-00-919	Recreational Trails Program	Off-Highway Vehicle (OHV), Equestrian, Recreational Water/Paddling Trails, and related facilities; Recreational Trails related education and safety programs.

Note 1: Projects eligible for grouping include associated project phases (Preliminary Engineering, Right-Of-Way, and Construction).

Note 2: Projects funded with Congestion Mitigation Air Quality funding require a federal eligibility determination and are not approved to be grouped.

Note 3: Passing lanes include "SUPER 2" lanes consistent with TxDOT's Roadway Design Manual.

Note 4: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.

Note 5: Projects funded as part of the Recreational Trails Program (RTP) and Transportation Alternatives (TA) Program consistent with the grouped project category definitions may be grouped. RTP or TA funded projects that are not consistent with the grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Road diet projects may not be grouped.

VI. APPENDICES

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APPENDIX A

PUBLIC NOTICE

Public Notice #26-3: FY 2027 – 2030 Transportation Improvement Program (TIP)
Public Comment Period April 2, 2026 to May 7, 2026

**PUBLIC NOTICE – CERTIFICATION OF PUBLICATION – MONTH X, 2026
[TO BE INSERTED WHEN AVAILABLE]**

DRAFT

PUBLIC NOTICE 26-3

April 2, 2026

The **Corpus Christi Metropolitan Planning Organization** (Corpus Christi MPO) is seeking public input and comments on the **DRAFT FY 2027-2030 Transportation Improvement Program (TIP) and DRAFT FY 2025 and FY 2026 UPWP with Amendment 2**.

The **TIP** identifies how the region plans to invest 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 Corpus Christi MPO is seeking to inform those who are interested in or affected by transportation decisions with opportunities to provide input on the **DRAFT FY 2027-2030 Transportation Improvement Program (TIP) and DRAFT FY 2025 and FY 2026 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 2027-2030 Transportation Improvement Program (TIP) and DRAFT FY 2025 and FY 2026 UPWP with Amendment 2** is being released to the public on April 2, 2026, and input is invited through May 7, 2026. Public comment may be offered in person at the following public meetings:

<p>April 16, 2026, at 9:00 a.m.* <u>Technical Advisory Committee</u> Corpus Christi Regional Transportation Authority Staples Street Center 602 N. Staples Steet, 2nd Floor Boardroom Corpus Christi, Texas 78401</p>	<p>April 2, 2026, at 2:00 p.m.* May 7, 2026, at 2:00 p.m.* <u>Transportation Policy Committee</u> Corpus Christi City Hall Council Chambers 1201 Leopard Street Corpus Christi, Texas 78401</p>
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**Meeting location and time are subject to change, check the Corpus Christi MPO website for information.*

www.corpuschristi-mpo.org

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 aid 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.

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 2027-2030 Transportation Improvement Program (TIP) and DRAFT FY 2025 and FY 2026 UPWP with Amendment 2**.

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

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APPENDIX B
PUBLIC COMMENTS

PUBLIC COMMENTS

April 2, 2026 – Transportation Policy Committee Regular Meeting, at the Corpus Christi Regional Transportation Authority Boardroom Suite 210.

- The Transportation Policy Committee released the DRAFT FY 2027-2030 TIP for a one-month public comment period.
- There were no public comments, and none were received by email, regular mail or hand-delivered to the Corpus Christi MPO offices.

April 16, 2026 – Technical Advisory Committee Regular Meeting, at the Corpus Christi Regional Transportation Authority Boardroom Suite 210

- The TAC and MPO Staff jointly recommended the Transportation Policy Committee approve the DRAFT FY 2027-2030 TIP through Resolution 26-4.
- There were no public comments, and none were received by email, regular mail or hand-delivered to the Corpus Christi MPO offices.

May 7, 2026 – Technical Advisory Committee Regular Meeting, at the Corpus Christi Regional Transportation Authority Boardroom Suite 210

- TBD

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APPENDIX C

CORPUS CHRISTI MPO COMMITTEE MEMBER LIST

Transportation Policy Committee (TPC)

Technical Advisory Committee (TAC)

CORPUS CHRISTI MPO COMMITTEE MEMBER LIST

TRANSPORTATION POLICY COMMITTEE (TPC)

VOTING MEMBERS

Hon. Connie Scott, Chairperson	County Judge	Nueces County
Hon. Paulette Guajardo, Vice Chairperson	Mayor	City of Corpus Christi
Hon. David R. Krebs	County Judge	San Patricio County
Hon. Cathy Skurow	Mayor	City of Portland
Gabe Guerra	Committee Chairman	Port of Corpus Christi Authority
Aruthur Granado	Board Chairman	Corpus Christi Regional Transportation Authority
Mike Walsh, P.E.	District Engineer	Texas Department of Transportation – Corpus Christi District

EX-OFFICIO NON-VOTING MEMBERS

Genevieve Bales	Community Planner	Federal Highway Administration – Texas Division
Kwasi Bosompem	Community Planner	Federal Transit Administration – Region VI
Phillip Tindall	Metropolitan Planning Branch Manager	Texas Department of Transportation – Transportation Planning & Programming (TPP)
Lynn Hayes	Community Planner	Federal Transit Administration – Region VI
Emily Martinez	Executive Director	Coastal Bend Council of Governments
State Legislators or Member of U.S. Congress		Texas Legislators / United States Congress (District included in the MPO Study Area)

TECHNICAL ADVISORY COMMITTEE (TAC)

VOTING MEMBERS

Brian DeLatte, P.E., Chairperson	Deputy City Manager	City of Portland
Jeff Pollack, AICP, Vice Chairperson	Chief Strategy and Sustainability Officer	Port of Corpus Christi Authority
Tom Yardley	County Commissioner Pct. 2	San Patricio County
Jason Alvarez, P.E.	Director of Planning	City of Corpus Christi
Liann Alfaro	Director of Planning	Corpus Christi Regional Transportation Authority
Juan Pimentel, P.E.	Director of Public Works	Nueces County
Paula Sales-Evans, P.E.	Director Transportation Planning & Development	Texas Department of Transportation – Corpus Christi District

EX-OFFICIO NON-VOTING MEMBERS

Genevieve Bales	Community Planner	Federal Highway Administration – Texas Division
Kwasi Bosompem	Community Planner	Federal Transit Administration – Region VI
Phillip Tindall	Metropolitan Planning Branch Manager	Texas Department of Transportation – Transportation Planning & Programming (TPP)
Lynn Hayes	Community Planner	Federal Transit Administration – Region VI
Mary Afuso	Director of Planning & Economic Development	Coastal Bend Council of Governments
State Legislators or Member of U.S. Congress		Texas Legislators / United States Congress (District included in the MPO Study Area)

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APPENDIX D

**METROPOLITAN PLANNING ORGANIZATION
SELF-CERTIFICATION**



METROPOLITAN PLANNING ORGANIZATION SELF-CERTIFICATION

In accordance with the [23 Code of Federal Regulations \(CFR\) 450.336](#), the Corpus Christi MPO hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) [23 U.S.C. 134](#), [49 U.S.C. 5303](#), and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended ([42 U.S.C. 7504](#), [7506\(c\)](#) and [\(d\)](#)) and [40 CFR part 93](#);
- (3) Title VI of the Civil Rights Act of 1964, as amended ([42 U.S.C. 2000d-1](#)) and [49 CFR part 21](#);
- (4) [49 U.S.C. 5332](#), prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act ([Pub. L. 114-357](#)) and [49 CFR part 26](#) regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) [23 CFR part 230](#), regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 ([42 U.S.C. 12101 et seq.](#)) and [49 CFR parts 27, 37, and 38](#);
- (8) 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;
- (9) [Section 324 of title 23 U.S.C.](#) regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 ([29 U.S.C. 794](#)) and [49 CFR part 27](#) regarding discrimination against individuals with disabilities.

Honorable Judge Connie Scott, Corpus Christi MPO
Chairperson, Transportation Policy Committee

5/7/26

Date

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APPENDIX E

RESOLUTION OF TIP APPROVAL

CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (CORPUS CHRISTI MPO)

RESOLUTION 26-04

**APPROVAL OF THE CORPUS CHRISTI MPO
FY 2027 – 2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

WHEREAS, the Corpus Christi Metropolitan Planning Organization (Corpus Christi 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); and

WHEREAS, in preparing the FY 2027-2030 TIP, 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, and environmental analyses of the program and also utilized an extensive public involvement process; and

WHEREAS, the TIP is a prioritized listing of transportation projects covering a period of 4 years that is developed and formally adopted by an MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. chapter 53; and

WHEREAS, the Corpus Christi MPO abided by the required public involvement procedures in the Corpus Christi MPO Public Participation Plan and provided one-month public review and comment period for the FY 2027-2030 TIP from April 2, 2026 through May 7, 2026; and

NOW, THEREFORE, BE IT RESOLVED, the Transportation Policy Committee (TPC) of the Corpus Christi MPO approves the FY 2027 – 2030 TIP effective May 7, 2026; and

Witnessed, adopted, and signed on this 7th day of May, 2026.

The Honorable Connie Scott, TPC Chair
Corpus Christi Metropolitan Planning Organization
County Judge, Nueces County

Connie Scott
Print Name

ATTEST:

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

DRAFT

FISCAL YEARS 2027 - 2030

**TRANSPORTATION
IMPROVEMENT
PROGRAM**

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