



TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA

**THURSDAY, MARCH 19, 2026
9:00 A.M. TAC REGULAR MEETING (Boardroom 210)**

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

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

2. PUBLIC COMMENTS:

Opportunity for public suggestions and comments for any items not on the agenda and within the TAC’s jurisdiction (except in matters related to pending litigation). Proceedings are recorded. To make a public suggestion or comment at the meeting, please fill out the printed comment card available at the meeting and submit it to Corpus Christi MPO staff 10 minutes before the meeting starts. We ask that remarks be limited to three minutes and that you identify yourself.

3. APPROVAL OF THE TAC FEBRUARY 19, 2026, REGULAR MEETING MINUTES ☒

4. DISCUSSION AND POSSIBLE ACTION ITEMS

A. DRAFT 2025 Congestion Management Process (CMP) ☒

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

B. DRAFT 2025 Program for Addressing Discrimination (PAD) ☒

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

C. Surface Transportation Block Grant Set-Aside (STBG-SA) CAT 9 Call-For-Projects Revised Awards ☒

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

D. DRAFT FY 2027-2030 Transportation Improvement Program (TIP) ☒

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

E. DRAFT FY 2025 and FY 2026 UPWP with Amendment 2 ☒

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

F. Corpus Christi MPO Boundary Change Process ☒

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

5. INFORMATION ITEMS

A. Project Prioritization & Community Impact Assessments Tool Presentation by Consultant Team ☒

6. TAC MEMBER STATEMENTS ON LOCAL PROJECTS, PROGRAMS OR ITEMS OF INTEREST

7. UPCOMING MEETINGS/EVENTS

A. Transportation Policy Committee	Regular Meeting	April 2, 2026
B. Technical Advisory Committee	Regular Meeting	April 16, 2026

8. ADJOURN

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

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

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

MEETING LOCATION MAP



**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING MINUTES**

February 19, 2026

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

Mr. DeLatte called the meeting to order at 9:00 a.m.

TAC Members Present:

Mr. Brian DeLatte, City of Portland, Chairperson

Mr. Jeff Pollack, Port of Corpus Christi, Vice Chairperson

Mr. Jason Alvarez, P.E. City of Corpus Christi

Ms. Paula Sales-Evans, P.E. Texas Department of Transportation-Corpus Christi District

Mr. Juan Pimentel, P.E. Nueces County

Ms. Liann Alfaro, Corpus Christi Regional Transportation Authority

MPO Staff Present:

Rob MacDonald, P.E., Jafet Flores, Harry Horak, Victor Mendieta, and Carissa Tamez

2. NON-AGENDA ITEMS PUBLIC COMMENTS

None were made or offered.

3. APPROVAL OF THE TAC January 15, 2026 REGULAR MEETING MINUTES

Ms. Sales-Evans requested a correction to the discussion recorded under Item 6A regarding the boundary change. She requested that in the last sentence, the word “questioned” be revised to “inquired” when referring to whether port infrastructure exists outside the MPO boundary. She explained that her intent was to seek clarification rather than to render an opinion or judgment. She further suggested maintaining the reference to questioning the RTA routes outside the MPO boundary but clarifying the wording to accurately reflect her intent.

Motion:

Ms. Sales- Evans made a motion to approve the TAC January 15, 2026 Regular Meeting minutes subject to corrections on item 6A.

Mr. Pimentel seconded; the motion passed unanimously.

4. DISCUSSION AND POSSIBLE ACTION ITEMS

A. DRAFT FY 2025-2028 TIP with Amendment 3

Mr. Flores presented this item.

The Corpus Christi MPO staff developed the DRAFT FY 2025-2028 Transportation Improvement Program (TIP) with Amendment 3 for review by the TAC and TPC. The proposed changes to the DRAFT FY 2025-2028 TIP as part of Amendment 3 is consistent with the proposed DRAFT 2045 MTP Update with Amendment 2.

Discussion:

Ms. Sales-Evans stated that she understood revisions were being made in February to amend the project description for the SH 35 & SH 361 Gregory project. She inquired whether the description shown in the table in Attachment 2 should be updated to reflect the revised language, as it currently still references “direct connectors.” She further asked if, with the February exception proposed for removal, the updated language should replace the existing description.

- Mr. MacDonald responded that the language in question is identical to previously approved language. He explained that prior TIP amendments were submitted under earlier STIP provisions to remove the exception. He further stated that the February STIP revision is intended to clarify this for TxDOT and TPP staff, as no new TIP amendment is being proposed to change the language. He emphasized that the language has already been amended for several months.
- Ms. Sales-Evans clarified that her concern pertains to the project name. She noted that it continues to appear as “State Hwy 35 Interchange Direct Connectors” and stated that she had understood the project name had been changed.
- Mr. MacDonald clarified that the project description is pulled verbatim from TxDOT Connect, which may cause the language to appear unusual at times, as it is directly cut and pasted from the system. He stated that unless TxDOT has revised the language in recent weeks, the current wording reflects what is listed in TxDOT Connect. He added that if TxDOT has updated the language, it can be incorporated accordingly and included as part of the motion.
- Ms. Sales-Evans stated that she will look it up, as she believed the project name had previously been changed but acknowledged that may not be the case.

Mr. Alvarez inquired about the status of the Park Road 22 project. He stated that if the project is moved out of the current TIP, the city would request that it be added to the next available TIP as soon as possible. He further noted the City’s commitment to work diligently with TxDOT to advance the project and move it forward.

- Mr. MacDonald stated that the project is on track to be included in the next TIP. He noted that the upcoming TIP covers FY 2027 through 2030 and mentioned that, he informed City Council recently. He confirmed that the Park Road 22 project will be slotted into one of the four years within that TIP.

Motion:

Ms. Sales-Evans made a motion to recommend the TPC to approve the DRAFT FY 2025-2028 TIP with Amendment 3, through Resolution 26-02 subject to reviewing the project names for the SH 35 & SH 361 projects.

Ms. Alfaro seconded; the motion passed unanimously.

B. DRAFT 2045 MTP Update with Amendment 2

Mr. Flores presented this item.

The Corpus Christi MPO staff developed the DRAFT 2045 Metropolitan Transportation Plan Update (2045 MTP Update) with Amendment 2 for review by the Technical Advisory Committee (TAC), TPC, and the public. The proposed changes to the 2045 MTP Update as part of Amendment 2 is consistent with the proposed DRAFT FY 2025-2028 Transportation Improvement Program (TIP) with Amendment 3.

Discussion:

Mr. MacDonald clarified that the Park Road 22 project is included in the 20-year plan, which has a 10-year component. He explained that the project has slipped from the first four years into the second four years within that 10-year period. He emphasized that the project should not be removed but shown further out in time, aligning with the City’s request. He noted that the MTP reflects this placement and that the timing will be refined when the new TIP is developed.

Motion:

Ms. Sales- Evans made a motion to recommend the TPC to approve the DRAFT 2045 MTP Update with Amendment 2, though Resolution 26-02 subject to reviewing the project names for the SH 35 & SH 361 projects.

Ms. Alfaro seconded; the motion passed unanimously.

C. DRAFT 2025 Congestion Management Process (CMP)

Mr. MacDonald presented this item.

Congestion management is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods. A congestion management process (CMP) is a systematic and regionally accepted approach for managing recurring and nonrecurring congestion. This includes providing accurate, up-to-date information on travel times, location of construction or crashes, and strategies for congestion reduction that meet state and local needs. The CMP is intended to move these congestion management strategies into the funding and implementation stages.

Discussion:

None.

Motion:

Mr. Pollack made a motion to recommend the TPC release the DRAFT 2025 Congestion Management Process for a one-month public comment.

Ms. Sales-Evans seconded; the motion passed unanimously.

D. DRAFT 2025 Program for Addressing Discrimination (PAD)

Mr. MacDonald presented this item.

As discussed earlier in 2025, the Corpus Christi MPO Title VI policy document is due for an update. The updated DRAFT 2025 Program for Addressing Discrimination (PAD) was provided. The TAC received an earlier version of this document in the July 2025 Regular Meeting Agenda Packet. As reported by FHWA, and discussed in previous meetings, several executive actions have impacted environmental justice (EJ) considerations within metropolitan transportation planning regulations. The actions collectively reduce the emphasis on environmental justice and equity considerations in metropolitan transportation planning and related federal infrastructure initiatives.

Discussion:

Mr. Pollack asked for clarification, noting that the proposed changes in the earlier version of this year's draft appear to have been removed, and the document has reverted to the pre-existing version.

- Mr. MacDonald confirmed that this is correct.

Motion:

Mr. Pollack made a motion to recommend the TPC release the DRAFT 2025 PAD for a one-month public comment period.

Ms. Alfaro seconded; the motion passed unanimously.

E. Corpus Christi MPO Boundary Change Process

Mr. MacDonald presented this item.

The Corpus Christi MPO Planning Area Boundary Change process has been ongoing for about two years. The MPO Staff provided the TAC with the current discussion topics for the meeting on February 19, 2026. The goal was to enable TAC to make a recommendation on the various components of a proposed boundary and eventually recommend to the TPC a DRAFT MPO Planning Area Boundary Change. The MPA Boundary is one component of the future Boundary Change Package required by TxDOT.

General Discussion:

Mr. DeLatte asked for clarification regarding the triangular parcel, inquiring whether it would be included regardless of the outcome. He asked what would occur if Robstown does not pass a resolution supporting the inclusion—would the triangular piece still be incorporated, or what would happen in that scenario?

- Mr. MacDonald responded that, according to the methodology and in consultation with TxDOT, the triangular area will be included, provided a good faith effort was made to communicate with Robstown.

Mr. DeLatte acknowledged that the boundary change process has been ongoing for more than two years and expressed appreciation for the hard work and collaboration that has brought the committee to this point. He noted that the group is close to finalizing decisions and hopes that today's meeting will produce recommendations from TAC. He highlighted that there are five distinct areas requiring discussion and recommendation. Rather than addressing all five in a single motion, he suggested breaking them into separate decision points. He also noted that the discussion order might be slightly different from how the items were initially presented, starting with the first two items that address the overall boundary.

Discussion 1 (RTA Service Area):

Ms. Sales-Evans suggested starting the discussion with the RTA service area. She explained that the outcome of that discussion could influence several of the other areas under consideration. She recommended addressing the RTA service area first before moving on to the remaining items.

Ms. Alfaro noted during the last TAC meeting that the CCRTA will not be providing a full recommendation regarding the proposed boundary changes. She clarified that any boundary decisions would not impact existing transit services in those areas. The TAC agenda packet provided includes communication from the FTA indicating that as long as the MPO has coordinated with the RTA and engaged in discussions with the FTA, the ultimate decision on boundaries rests with the MPO and the governor. Based on current information and coordination efforts, Ms. Alfaro concluded that inclusion of these areas is not required solely because transit services operate there.

Ms. Sales-Evans commented that recommending the addition of certain areas could limit the decision-making authority of the City of Robstown and the City of Port Aransas. She noted uncertainty regarding how coordination with these cities would proceed if such a recommendation were made. Her recommendation is to not add additional areas, as long as the RTA can continue providing its current services regardless of whether these areas are included.

Mr. DeLatte responded that the discussion would group the RTA service area with minor boundary adjustments along roadways, treating them as a single discussion topic. He also added that the discussion will include the RTA boundary. He noted that the current map shows the existing MPO boundary, which does not include the RTA service areas in Robstown and Port Aransas. He explained that the process was paused to allow for ongoing discussions with the FTA.

Motion 1 (RTA Service Area):

Ms. Sales-Evans made a motion to recommend that the RTA service areas that are outside of the current proposed boundary not be incorporated.

Ms. Alfaro seconded, and the motion passed unanimously.

Discussion 2 (Micro Changes and Ship Channel):

Mr. DeLatte noted that there are several micro-level boundary adjustments remaining, including: minor modifications to roadways, rights-of-way in the Port area, adjustments along the Gulf within the Corpus Christi city limits, and proposed changes along the ship channel. He recommended that these refinements be addressed through a TEAMS meeting and brought directly to the Policy Committee for final action, rather than returning them to the TAC, as they are adjustments rather than major changes.

Mr. Pollack referred to the previous month's discussion, noting he had described his suggested changes in prose but had not sent a marked-up map, but has now prepared a markup and will submit it to the MPO. He emphasized that his suggested adjustment should not delay the current process and could be addressed as part of the micro-adjustment phase described by Mr. DeLatte. He proposed including the full extent of the ship channel out to the 54th foot contour, extending to the shoreline along Mustang and North Padre Islands. Mr. Pollack clarified that this adjustment would not materially impact land-side service areas but would help the MPO capture all potential improvements in the regional mobility system over time.

Ms. Sales-Evans requested that the Committee review the Port Aransas area to better visualize the city limits and urban boundaries.

Mr. Pollack explained that the proposal would effectively create a "donut" configuration around Port Aransas. He noted that the ship channel currently encompasses three sides of the island but stops irregularly and somewhat arbitrarily in front of it. Rather than maintaining that uneven boundary, the proposal would extend the channel, continue it around the island, follow the established ship channel alignment outward, and terminate at the effective end of the channel at the 54-foot contour. He emphasized that this approach would create a more logical and continuous boundary and added that a shapefile can be provided to clearly identify the exact endpoint of the channel in the Gulf.

Mr. DeLatte requested Mr. Pollack to pass around the mark-up map.

Ms. Sales-Evans inquired whether the proposed recommendation would attach to or include any land-side areas along the shipping channel.

- Mr. Pollack responded that the intent was simply to capture the areas operating from the toe of the channel on both sides.

Ms. Sales-Evans asked whether the proposal would exclude land-side operations, such as the Port Aransas Ferry operations, noting that although the ferry crosses the channel, it is land-based.

- Mr. Pollack responded that it potentially could include such operations. He clarified that, at a minimum, the version he is proposing would not change any existing land-side boundaries. The only possible adjustment discussed would be bringing the line in the Gulf to the shoreline and carrying it along the shoreline, though he stated he is ambivalent about that approach. He noted that if there is a reason to maintain the current alignment due to city limit boundaries, he is agnostic on that point. He acknowledged that including the entire ship channel would extend across Port Aransas city limits on the water side but indicated he is uncertain whether that would present a fundamental issue.
- Mr. MacDonald added from a staff perspective that remaining within the water boundary would be acceptable. He stated that he could not anticipate the City of Port Aransas challenging the MPO's boundary if it remains in the water.
 - Mr. Pollack responded that they could provide a shapefile of the toe of the channel if needed. He noted that providing the shapefile would help show the full picture and avoid raising additional questions.

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- Mr. MacDonald stated that including the shapefile would be a good addition to the minor modifications.
 - Ms. Sales-Evans stated that TxDOT would support the proposal, provided it remains off the land-side portion.

Mr. Pollack inquired why the MPO boundary on the west side, specifically in the Central area, deviates from the municipal boundary and excludes some habitat. He suggested that, as part of a micro adjustment, the boundary could simply follow the municipal boundary. While noting that the difference is nonmaterial, he highlighted potential opportunities for habitat restoration projects in the area, which would not qualify for category funding, and mentioned that some port activities could be relevant. He emphasized that this is not a critical issue but raised the point for consistency.

Ms. Sales-Evans asked if Port Aransas have a ETJ area that is not shown within the Map?

- Mr. MacDonald stated that the boundary in question is based on the existing boundary, which has been in place for decades. He noted that minor modifications could be made to match the city limits and incorporate the small islands in that area. While he could not specify exactly how the line was originally set, he emphasized that there is an opportunity to adjust the boundary at this location to align it with the city limits.

Ms. Sales-Evans sought clarification on whether the discussion involved adding anything different from the earlier motion regarding the RTA service area. She asked whether the intent was simply to maintain the previous decision of not including the area, or if a new motion was being proposed to adjust the boundary to incorporate the ship channel, noting she wanted to be clear on what was being asked.

- Mr. DeLatte stated that the boundary would be adjusted according to Mr. Pollack's markup map.
- Mr. Pollack added that the boundary on the water side could be incorporated into the previous action. He suggested that, although a separate motion had already been taken, the prior motion could be amended to include the boundary on the west side.
- Mr. MacDonald responded that MPO staff understand the situation and that the micro changes will clean up the area around Port Aransas, noting that a separate motion is not necessary.

Motion 2 (Micro changes and Ship Channel):

Mr. Pollack made a motion to recommend a TEAMS meeting with MPO, TxDOT and any TAC members that wish to join to go through the entire boundary shown in the packet, to work through, minor modifications along roadways, along right of ways, or any other natural boundaries, also to include the map that Mr. Pollack passed around showing the modification of the ship channel in relation to Port Aransas, and that the result of that TEAMS meeting will be forwarded to the TPC as TAC recommendation.

Ms. Sales-Evans seconded; the motion passed unanimously.

Discussion 3 (Robstown):

Mr. DeLatte moved on to the Robstown boundary, noting that the Census-designated portion, a triangular area, will be included regardless of discussions with the City of Robstown. He suggested that the remainder of Robstown be addressed only if the city formally requests inclusion.

Ms. Sales-Evans stated that, from her perspective, she would prefer to wait for Robstown to make a formal request before making any recommendation. She noted that if the city does not request inclusion, there may be no need to address it.

- Mr. MacDonald agreed with that perspective, adding they will report on how the meeting proceeds. He noted that staff's preference is to pass the resolution of support by accepting only the triangular portion of Robstown. For TAC, if there is concurrence, a motion could be

made to move forward with including just the triangular piece of Robstown in the MPO boundary.

Mr. DeLatte asked for a reminder on the history of potentially including all of Robstown in the boundary. He inquired whether that was initiated by the City of Robstown, suggested by the MPO, or arose in some other way, and why the matter is currently in a holding pattern.

- Mr. MacDonald clarified that once the MPO includes any portion of the City of Robstown, it opens up options for the city. He reminded members that during a joint workshop with TAC and the Policy Committee, federal partners explained that a city could join the MPO boundary either just for a small portion—like the triangular piece—or for its entire city boundary, since the boundary lies within the city limits. Following TxDOT guidance, the MPO could accept only the triangular piece. If transit needs were a factor for Robstown, the city might request inclusion of more of its boundary, but since no transit addition is recommended, the triangular piece remains the practical option. Mr. MacDonald further explained that if Robstown joined the MPO entirely, it would affect its eligibility for TxDOT rural program funding. Currently, the city receives rural program funds, but full MPO membership would shift it into competition for Metro funding, which may not provide comparable value. He noted that TxDOT had discussed this with prior city leadership, and he plans to relay the information to the current mayor, reporting back to TAC. MPO staff's recommendation, if concurred by TAC, is to support including only the triangular piece. He added that the idea of full city inclusion originated from federal partners, who have observed that cities outside MPOs may choose to join partially or fully, but he has not heard any request from Robstown in the last six months. The city council is expected to consider the matter in March.

Mr. Mendieta added that the discussion about Robstown's boundary is connected to Port Aransas. He noted that for the ship channel, even though it is in the water, crossing into a small portion of Robstown's city limits would still technically fall within the city's jurisdiction. He suggested that this scenario should be considered in the same way as the boundary considerations for Robstown.

- Mr. Pollack responded that this is an interesting question, noting a material difference compared to Robstown. He explained that the Port owns the patent land beneath the ship channel and questioned whether, as a political subdivision of the state, the Port is legally subject to municipal zoning. He recalled that several years ago, the Port reached secondary agreements with both the City of Corpus Christi and the City of Port Aransas for projects that would have fallen within city limits, adhering to development codes and paying fees but stopping short of formally recognizing municipal zoning to avoid conflicts. In other cases, the Port has complied with municipal zoning requirements, though these have not been legally challenged. He emphasized that this situation is materially different from Robstown because the Port is a state political subdivision and owns the underlying lands, suggesting that the two cases should not necessarily be treated the same.
- Mr. MacDonald suggested that the MPO consult with TxDOT, noting that TxDOT has addressed similar situations with other ports and waterways across Texas. He recommended reviewing the proposed boundary change and getting guidance from TxDOT headquarters, recalling that Robstown is treated differently because it is a census-designated area, whereas Port Aransas is not. However, as Mr. Mendieta pointed out, it remains a consideration for the MPO. Mr. MacDonald emphasized that TxDOT could provide recommendations or advice, given their experience with other ship channels and inland waterways. He suggested proceeding with this consultation while continuing to implement minor boundary tweaks.

Motion 3 (Robstown):

Ms. Sales-Evans made a motion to recommend including the triangular area within Robstown that's coming in as part of the Census Designated Urban Area.

Pimentel seconded; the motion passed unanimously.

Mr. DeLatte moved the discussion to the last item regarding the boundary for the City of Gregory and their potential inclusion on the TAC and TPC.

Mr. MacDonald explained that the City of Gregory has an irregular MPO boundary, and the proposed boundary cuts through the city without including its entire area or new urban growth. He noted that Gregory has always been an MPO member and that the current adjustments are intended as a cleanup. If the city wishes to modify its boundary, it may submit a recommendation as a member. The main point for TAC discussion is that the Mayor of Gregory has expressed a desire to speak on behalf of the city at the MPO. This statement is now several months old. The original discussion focused on whether Gregory wanted to adjust its boundary to align with city limits or roadways, not on joining the MPO. The City of Gregory indicated they would like the opportunity to speak for themselves, and TAC's input is now requested to guide a recommendation to the TPC.

Ms. Sales-Evans inquired about the MPO bylaws concerning the process for consideration, asking whether the bylaws are silent on the matter or if there are additional provisions for members.

- Mr. MacDonald explained that the bylaws address changes specifically for naming seated members. While the City of Gregory has always been an MPO member, the bylaws do not explicitly list them as members of the TAC or Policy Committee. Historically, the city has been represented on both committees by San Patricio County, based on an informal understanding rather than a formal agreement. To formally recognize Gregory as a seated member, the bylaws would need to be amended, as their current representation has been more of an unwritten tradition.

Mr. DeLatte stated that, in practice, the City of Gregory has been represented by San Patricio County. He then asked TAC members if they had any discussion or input on this topic to inform potential recommendations to the Policy Committee.

Ms. Sales-Evans noted that it is challenging for the TAC to determine an appropriate recommendation, since the City of Gregory has already been within the MPO boundary and represented through San Patricio County. She added that, as mentioned earlier regarding Robstown, the level of engagement from smaller communities can vary depending on the mayor, which may affect their interest in active participation. From a political standpoint, she suggested that the matter might be more appropriate for consideration at the Policy Committee level and expressed uncertainty about what specific recommendation the TAC should provide regarding the city's request.

- Mr. DeLatte added that, practically speaking, the area is represented by the San Patricio County Commissioner. He noted that recognizing Gregory directly could result in three members of the Policy Committee and three members of the TAC representing this small area between Portland and Gregory, out of eight total members. While this arrangement may benefit Portland and San Patricio County, he expressed concern that it would not be proportionate to the entire region and said he would have a hard time justifying it.
- Mr. Pollack added that, while he understands how the current situation arose, it seems illogical when considering proportionate representation of the population across the region.
- Mr. MacDonald noted that he will reach out to the mayor of Gregory again, as there has not been a recurring update for several months. He clarified that TAC members are free to make their own recommendations to the Policy Committee, but he wants to confirm the city's

current intent. Unlike Robstown, Gregory's boundary does not present rural versus urban funding issues for TxDOT, and although the city lacks transit service, it does have a CCRTA park-and-ride facility. From his perspective, the TAC could remain silent on the matter and allow the Policy Committee to make its own decision, pending confirmation from Gregory.

Ms. Sales-Evans suggested that while Mr. MacDonald reaches out to the mayor of Gregory, it might be helpful for the city to attend the next Policy Board meeting and observe it to gain a better understanding of the dynamics and topics discussed.

- Mr. MacDonald responded that he would inform the mayor and the city administrator of Gregory regarding the suggestion to attend or observe the next Policy Board meeting.

Mr. DeLatte noted that the TAC will remain silent on the issue until Mr. MacDonald is able to report back and asked if there was any other discussion regarding the boundary change process.

- Mr. MacDonald reiterated his thanks to the TAC, noting that the discussion helps staff as they work to move the process forward. He emphasized the importance of avoiding delays that could create a mid-summer workload crunch, reminding members that approval from the governor's office has historically taken significant time despite TxDOT recommendations. He acknowledged potential implications for federal partners if the boundary is not changed by December but concluded by thanking the TAC again and expressing hope for a timely resolution.

F. DRAFT 2050 MTP Chapters and Appendices

Mr. Flores presented this item.

The Corpus Christi MPO staff continues development of the Chapters and Appendices of the DRAFT 2050 Metropolitan Transportation Plan (2050 MTP).

Chapter 2: Outreach and Coordination was provided for review by the Technical Advisory Committee (TAC), our partner agencies, and the public. As the development of the 2050 MTP continues, there will be ongoing opportunity to update this chapter until the entire MTP is approved in April 2027.

Once the TAC recommends and the TPC approves the documents for release for use in the DRAFT 2050 MTP development and public process, MPO staff will make all the documents available on our website. The Corpus Christi MPO's Social Pinpoint public outreach website for the DRAFT 2050 MTP will be updated with draft Chapters and Appendices as they become available.

Discussion:

Mr. Pollack mentioned that he appreciated the format of the chapter, particularly the inclusion of discrete policies and sub-policies. He suggested a change in wording to Policy Three. The concern is that it should be very declarative in expressing the intent to actively engage citizens, rather than simply encourage participation. Those are materially different approaches. Policy Two focuses on making information available, which is more of a one-way flow. Policy Three should emphasize active engagement as a stronger commitment than encouragement alone. Mr. Pollack provided the revision to the policy to read: "Corpus Christi MPO shall actively engage area citizens to encourage involvement in the transportation planning process."

Ms. Sales-Evans asked if that recommendation affects any of the sub-section policies.

- Mr. Pollack responded that he doesn't believe the change is necessary. He mentioned that he would need to look back at the language, but he recalls thinking that the sub-policies taken together already represent active engagement. For that reason, he felt the overarching policy was appropriately strong as written.

Mr. Mendieta reminded the TAC that the policies under discussion were taken directly from the Public Participation Plan. He noted that any changes made would require either an amendment or a technical amendment to the PPP.

- Mr. Pollack inquired of Mr. MacDonald regarding the level of complexity associated with this issue.
- Mr. MacDonald responded on behalf of staff that the approval being considered today is for use in the development of the next long-range plan, which still has approximately one year remaining. He clarified that this action does not set the document in stone. Even if the TPC approves it, any chapters or appendices may be revised over the course of the next year as the planning process continues.
- Mr. Pollack questioned whether there is a reason this document and the PPP cannot diverge. He asked whether they are required to mirror one another, noting that while he understands the policies originated from the PPP, he is unsure whether that inherently means they must statutorily align with it.
- Mr. MacDonald stated that the intent is for the documents to remain consistent; however, given that the proposed revision is a subtle change, staff can accommodate it.

Motion:

Mr. Pollack made a motion to recommend the TPC approve Chapter 2: Outreach and Coordination for use in the DRAFT 2050 MTP development and public outreach process subject to the revision to Policy 3.

Ms. Sales-Evans seconded; the motion passed unanimously.

5. INFORMATION ITEMS

A. TREDIS Tool Presentation by Consultant Team

Brandon Irvine with EBP presented this item.

The EBP consultant presented and led a discussion on TREDIS, a comprehensive economic analysis tool. The presentation highlighted TREDIS's capabilities to evaluate economic impacts, conduct benefit–cost analyses, assess multimodal transportation options, and provide detailed scenario modeling. The presentation and discussion will demonstrate how TREDIS can support decision-making and planning for the Corpus Christi MPO by quantifying economic, social, and environmental outcomes of transportation projects, and will provide an opportunity for attendees to ask questions and provide feedback on its applications.

Discussion:

TAC members asked questions to clarify specific features and functionalities of the tool being presented.

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

Ms. Sales-Evans introduced Joseph Briones, TxDOT's Deputy District Engineer.

Mr. Pollack announced that the Port is developing a BUILD application for the Inland Port facility. The application is not yet available to share, but once finalized, it will be provided. The project focuses on intermodal rail improvements across the Port's 2,000-acre campus. Additionally, the Port is submitting for the Port Infrastructure Development Grant. He also noted that the project involves digital infrastructure, including a second digital twin and a variety of sensing hardware to support the Port's geospatial data systems. Staff will share more information once the project scope is finalized.

Mr. MacDonald announced that he received notices from the CCIA indicating that the city will apply for a BUILD grant to reconstruct their access road and one of their taxiways. He noted that the grant reporting and application system has been modified. In the past, staff used to share notices of funding opportunities (NOFOs) and other awarded projects in Texas. With these programs becoming more active again under the current administration, staff plans to resume sharing this information so that members are aware of upcoming local and regional projects. He recalled that, about a year ago, some local projects submitted under a particular category were not successful. However, other similar projects in Texas were funded, including a Corpus Christi City project in Harlingen and a Port project in Beaumont. This highlighted the value of reviewing awarded projects to inform local submissions. Staff will continue providing these notices and share insights, when possible, to assist local governments with grant applications. Mr. MacDonald noted that the Port project could be significant if awarded and encouraged updates once the grant application is finalized.

7. UPCOMING MEETINGS/EVENTS

- | | | |
|--------------------------------------------|------------------------|-----------------------|
| A. Transportation Policy Committee: | Regular Meeting | March 5, 2026 |
| B. Technical Advisory Committee: | Regular Meeting | March 19, 2026 |

8. ADJOURN

The meeting was adjourned at 10:39 a.m.



Date: March 12, 2026
To: Technical Advisory Committee (TAC)
From: Jafet Flores, Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4A: DRAFT 2025 Congestion Management Process (CMP)
Action: Review, Discuss, Receive Public Comments and Possible Action

Summary

Congestion management is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods. A congestion management process (CMP) is a systematic and regionally accepted approach for managing recurring and non-recurring congestion. This includes providing accurate, up-to-date information on travel times, location of construction or crashes, and strategies for congestion reduction that meet state and local needs. The CMP is intended to move these congestion management strategies into the funding and implementation stages. The CMP, as defined in federal regulation, is a systematic process that provides safe and effective management and operation of the multimodal transportation system. The process includes:

- Developing congestion management objectives
- Establishing measures of multimodal transportation system performance
- Collecting data and system performance monitoring to define the extent and duration of congestion and determine the causes of congestion
- Identifying congestion management strategies
- Implementing activities, including an implementation schedule and possible funding sources for each strategy, and
- Evaluating the effectiveness of implemented strategies.

A CMP is required in metropolitan areas with population exceeding 200,000, known as Transportation Management Areas (TMAs). Federal requirements also state that in all TMAs, the CMP shall be developed and implemented as an integrated part of the metropolitan transportation planning process.

The flexibility in approaches to develop the CMP allows MPOs to design their own approaches and processes to fit their regional needs. The CMP is an on-going process, continuously progressing and adjusting over time as goals and objectives change, new congestion issues arise, new information sources become available, and new strategies are identified and evaluated.

Recommendation

The Technical Advisory Committee (TAC) and the Corpus Christi MPO staff recommended that the TPC review and discuss the DRAFT 2025 Congestion Management Process, then release the document for a one-month public comment period at their March 5, 2026, Regular Meeting. The TPC released the CMP on March 5th.

During the one-month public comment period, MPO staff revised the format of the CMP document visually to align with the formatting of the Corpus Christi MPO's 2050 MTP. This is now complete.

For the next step in the approval process, the TAC is asked to recommend approval of the CMP to the TPC at their April 2nd meeting. MPO staff recommends the TAC make that motion.

Proposed Motion

Move to recommend the TPC approve the DRAFT 2025 Congestion Management Process (CMP), through Resolution 26-03.

Attachment:

1. Public Notice 26-2 
2. Resolution 26-03 
3. DRAFT Congestion Management Process [[WEBLINK](#)] 



PUBLIC NOTICE 26-2

March 5, 2026

The **Corpus Christi Metropolitan Planning Organization** (Corpus Christi MPO) is requesting public input and comments on the **DRAFT 2025 Congestion Management Process (CMP) and DRAFT 2025 Program for Addressing Discrimination (PAD)** .

The CMP is a systematic and regionally accepted approach for managing recurring and non-recurring congestion. The PAD provides an overview Title VI and associated nondiscrimination acts and how they are incorporated into the metropolitan planning process. 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 2025 CMP and DRAFT 2025 PAD**.

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 2025 CMP and DRAFT 2025 PAD** is being released to the public on March 5, 2026, and input is invited through April 2, 2026. Public comment may be offered in person at the following public meetings:

<p>March 19, 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>March 5, 2026, at 2:00 p.m.* April 2, 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 MPO documents, 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 IIJA/BIL) 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 2025 CMP and DRAFT 2025 PAD**.

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



CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION

DRAFT RESOLUTION 26-03

**APPROVAL OF THE 2025 PROGRAM FOR ADDRESSING DISCRIMINATION (PAD)
AND THE 2025 CONGESTION MANAGEMENT PROCESS (CMP) FOR THE CORPUS
CHRISTI METROPOLITAN AREA**

WHEREAS, the Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) 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, Title VI of the Civil Rights Act of 1964 and U.S. Department of Transportation (USDOT) regulations to implement the law (49 CFR, Part 21) require all recipients and sub-recipients of Federal transportation funds, such as the Corpus Christi MPO, to establish and maintain a Title VI Program that carries out the regulations and integrates the activities and considerations outlined in the USDOT's Policy Guidance; and

WHEREAS, the Federal Transit Administration (FTA) issued Circular FTA 4702.1B, Title VI requirements and Guidelines for FTA Recipients, on October 12, 2012, providing further guidance and instructions necessary to carry the USDOT Title VI regulations and policy guidance; and

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

WHEREAS, the Corpus Christi MPO intends to avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority population and low-income populations; and

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

WHEREAS, the MPO is required to provide a Congestion Management Process (CMP) to address regulations set forth in 23 C.F.R. 450.322 and 23 C.F.R. 500.109; and

WHEREAS, the Corpus Christi MPO initiated a one month public comment period for the updated draft of the 2025 CMP and 2025 PAD from March 5, 2026 through April 2, 2026; and

NOW, THEREFORE, BE IT RESOLVED, the Transportation Policy Committee (TPC), as the designated Metropolitan Planning Organization for the Corpus Christi Metropolitan Area, hereby approves the 2025 Congestion Management Process (CMP) and the 2025 Program for Addressing Discrimination (PAD) dated April 2, 2026; and

That it is hereby officially found and determined that the meeting at which this resolution is passed is open to the public and that public notice of the time, place and purpose of said meeting was given as required by law.

That all public participation requirements identified within the Corpus Christi MPO Public Participation Plan related to this action by the Transportation Policy Committee were met and completed.

Witnessed, adopted, and signed on this 2nd day of April, 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



Date: March 12, 2026
To: Technical Advisory Committee (TAC)
From: Jafet Flores, Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4B: DRAFT 2025 Program for Addressing Discrimination (PAD)
Action: Review, Discuss, Receive Public Comment and Possible Action

Summary

As discussed earlier in 2025, the Corpus Christi MPO Title VI policy document is due for an update. The updated DRAFT 2025 Program for Addressing Discrimination (PAD) is provided as a link in Attachment 3. The TAC received an earlier version of this document in July 2025. As reported by FHWA, and discussed in previous meetings, several executive actions have impacted environmental justice (EJ) considerations within metropolitan transportation planning regulations. The actions collectively reduce the emphasis on environmental justice and equity considerations in metropolitan transportation planning and related federal infrastructure initiatives.

Prior Actions for Title VI, Environmental Justice, and the Limited English Proficiency Plan

The current Title VI policy was approved by the MPO Transportation Policy Committee (TPC) on August 2, 2018. These policies are unchanged and the Title VI complaint process is also found in the attachment. The Title VI of the Civil Rights Act of 1964 requires that transportation planning and programming be nondiscriminatory on the basis of race, color, or national origin. The federal statute was further clarified and supplemented by the Civil Rights Restoration Act of 1987.

The Americans with Disabilities Act of 1990 (ADA) stipulates involving the community, particularly those with disabilities, in the development and improvement of services.

Financial Impacts

None. The DRAFT PAD 2025 Update is developed as part of the routine transportation planning processes in accord with the Unified Planning Work Program (UPWP).

Recommendation

The Technical Advisory Committee (TAC) and the Corpus Christi MPO staff recommended the TPC release the document for a one-month public comment period. The TPC released the DRAFT 2025 PAD on March 5th.

During the one-month public comment period, MPO will be formatting the document visually to align with the formatting of the MPO's 2050 MTP.

With the updated document, the MPO staff proposes that the TAC recommend approval to the TPC of the DRAFT 2025 PAD document.

Proposed Motion

Move to recommend the TPC approve the DRAFT 2025 Program for Addressing Discrimination (PAD), through Resolution 26-03.

Background

As a recipient of federal funds, the Corpus Christi MPO is subject to federal anti-discrimination rules. MPOs were created as the forum where local agencies, state DOTs, transit providers, and the public develop the transportation plans and programs that will address the metropolitan area's needs. In this role, MPOs must ensure the full and fair participation by all potentially affected communities in the transportation decision-making process and verify that minority populations and disabled populations have not had benefits from federal investments denied, reduced, or delayed. The Corpus Christi MPO strives to use proactive or collaborative engagement to reach these communities when possible. To certify compliance with Title VI the Corpus Christi MPO must:

- a. Evaluate and improve the public involvement processes to eliminate participation barriers and engage minority or disabled populations in transportation decision-making.
- b. Identify the residential and employment locations and transportation needs of minority or disabled communities.
- c. Determine if the needs of the minority or disabled communities are addressed and that the benefits and burdens of transportation investments are fairly distributed.
- d. Perform analyses that ensure that the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) comply with federal discrimination laws and regulations.

Metropolitan planning and programming still emphasize public outreach and communication and require analyses of the programmatic distribution of benefits and impacts. Discrimination issues arise most frequently when:

- a. Minority or disabled communities are less represented than others when policymaking bodies debate and decide what should be done with transportation resources, or
- b. Some communities get more benefits from improved accessibility, faster trips, and congestion relief, while others experience fewer benefits, or
- c. Minority or disabled communities may suffer disproportionate negative impacts, such as noise, decreased safety or higher air pollution.

Attachments:

1. Public Notice 26-2 
2. Resolution 26-03 
3. Link to website containing the Corpus Christi MPO DRAFT 2025 Program for Addressing Discrimination (PAD) https://www.corpuschristi-mpo.org/02_about_ppp.html 



PUBLIC NOTICE 26-2

March 5, 2026

The **Corpus Christi Metropolitan Planning Organization** (Corpus Christi MPO) is requesting public input and comments on the **DRAFT 2025 Congestion Management Process (CMP)** and **DRAFT 2025 Program for Addressing Discrimination (PAD)** .

The CMP is a systematic and regionally accepted approach for managing recurring and non-recurring congestion. The PAD provides an overview Title VI and associated nondiscrimination acts and how they are incorporated into the metropolitan planning process. 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 2025 CMP and DRAFT 2025 PAD**.

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.

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<p>March 19, 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>March 5, 2026, at 2:00 p.m.* April 2, 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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For more information, please visit <http://www.corpuschristi-mpo.org> or contact us at ccmpo@cctxmpo.us for any questions.



CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION

DRAFT RESOLUTION 26-03

**APPROVAL OF THE 2025 PROGRAM FOR ADDRESSING DISCRIMINATION (PAD)
AND THE 2025 CONGESTION MANAGEMENT PROCESS (CMP) FOR THE CORPUS
CHRISTI METROPOLITAN AREA**

WHEREAS, the Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) 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, Title VI of the Civil Rights Act of 1964 and U.S. Department of Transportation (USDOT) regulations to implement the law (49 CFR, Part 21) require all recipients and sub-recipients of Federal transportation funds, such as the Corpus Christi MPO, to establish and maintain a Title VI Program that carries out the regulations and integrates the activities and considerations outlined in the USDOT's Policy Guidance; and

WHEREAS, the Federal Transit Administration (FTA) issued Circular FTA 4702.1B, Title VI requirements and Guidelines for FTA Recipients, on October 12, 2012, providing further guidance and instructions necessary to carry the USDOT Title VI regulations and policy guidance; and

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

WHEREAS, the Corpus Christi MPO intends to avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority population and low-income populations; and

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

WHEREAS, the MPO is required to provide a Congestion Management Process (CMP) to address regulations set forth in 23 C.F.R. 450.322 and 23 C.F.R. 500.109; and

WHEREAS, the Corpus Christi MPO initiated a one month public comment period for the updated draft of the 2025 CMP and 2025 PAD from March 5, 2026 through April 2, 2026; and

NOW, THEREFORE, BE IT RESOLVED, the Transportation Policy Committee (TPC), as the designated Metropolitan Planning Organization for the Corpus Christi Metropolitan Area, hereby approves the 2025 Congestion Management Process (CMP) and the 2025 Program for Addressing Discrimination (PAD) dated April 2, 2026; and

That it is hereby officially found and determined that the meeting at which this resolution is passed is open to the public and that public notice of the time, place and purpose of said meeting was given as required by law.

That all public participation requirements identified within the Corpus Christi MPO Public Participation Plan related to this action by the Transportation Policy Committee were met and completed.

Witnessed, adopted, and signed on this 2nd day of April, 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



Date: March 12, 2026
To: Technical Advisory Committee (TAC)
From: Keren Costanzo, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4C: Surface Transportation Block Grant Set-Aside (STBG-SA) CAT 9 Call-For-Projects Revised Awards
Action: Review, Discuss and Approve

Summary

In May 2022, the Corpus Christi MPO completed the competitive evaluation process for the Federal Surface Transportation Block Grant Set-Aside program (STBG-SA). The STBG-SA program corresponds to the TxDOT Category 9 funding program and was continued in the newly approved Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL). There were seven projects submitted for federal funding, totaling \$6,287,751. The Corpus Christi MPO staff and the TAC recommend funding the projects as shown in the table below.

SPONSOR AGENCY	PROJECT NAME	FEDERAL FUNDING
City of Corpus Christi	Leopard St. and Oak Park Ave. Pedestrian Safety Improvements	\$651,076
	Ocean Drive Pedestrian Crossing Improvements	\$367,570
	Mary Carroll Ditch Hike and Bike Trail Improvements	\$1,027,933
	Encantada Ave Pedestrian Safety Improvements	\$786,931
	Brooke Rd./Master Channel 27 Hike and Bike Trail Improvements	\$1,090,703
	City of Corpus Christi Total	\$3,924,213
City of Portland	Sunset Lake Hike and Bike Trail	\$2,000,000
	Memorial Parkway Hike and Bike Project Phase II	\$363,538
	City of Portland Total	\$2,363,538
RECOMMENDED STBG-SA/CAT 9 FEDERAL FUNDING		\$6,287,751

Recently, the City of Portland and the City of Corpus Christi provided updated information regarding two of the awarded projects.

- The City of Portland’s **Memorial Parkway Hike and Bike Project Phase II** cost estimate increased to \$684,000 of federal funds.
- The City of Corpus Christi’s **Brooke Rd./Master Channel 27 Hike and Bike Trail Improvements** Project was cancelled by the city. The previously awarded federal funds of \$1,090,703 are now available for reallocation or return to the CAT 9 funding pool for future allocation in a Call-for-Projects.

Recommended Projects and Revised Funding Levels

SPONSOR AGENCY	PROJECT NAME	FEDERAL FUNDING
City of Corpus Christi	Leopard St. and Oak Park Ave. Pedestrian Safety Improvements	\$651,076
	Ocean Drive Pedestrian Crossing Improvements	\$367,570
	Mary Carroll Ditch Hike and Bike Trail Improvements	\$1,027,933
	Encantada Ave Pedestrian Safety Improvements	\$786,931
	City of Corpus Christi Total	<u>\$2,833,510</u> 3,924,213
City of Portland	Sunset Lake Hike and Bike Trail	\$2,000,000
	Memorial Parkway Hike and Bike Project Phase II	<u>\$684,000</u> 363,538
	City of Portland Total	<u>\$2,684,000</u> 2,363,538
RECOMMENDED STBG-SA/CAT 9 FEDERAL FUNDING		<u>\$5,517,510</u> 6,287,751

Recommendation

Corpus Christi MPO staff proposes the TAC review the following information and recommend the TPC approve:

- Delete the City of Corpus Christi Brooke Road Project (\$1,090,703),
- Award an additional amount of funds (\$320,462) for a revised award total of \$684,000 of federal funds to the City of Portland’s Memorial Parkway Project
- Return the \$770,241 to the MPO for allocation in the next CAT 9 Call-for-Project in 2026.

Proposed Motion

Move to:

- Delete the City of Corpus Christi Brooke Road Project (\$1,090,703),
- Award an additional amount of funds (\$320,462) for a revised award total of \$684,000 of federal funds to the City of Portland’s Memorial Parkway Hike and Bike Phase II Project
- Return the \$770,241 to the MPO for allocation in the next CAT 9 Call-for-Project in 2026.

Attachment

1. May 12, 2022 TPC Agenda Item Cover Memo for Original CAT 9 Award



Date: May 6, 2022
To: Transportation Policy Committee (TPC)
From: Craig Casper, Senior Transportation Planning
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5D: Surface Transportation Block Grant Set-Aside (STBG-SA) CAT 9 Call-For-Projects Selection
Action: Review, Discuss and Approve

Summary

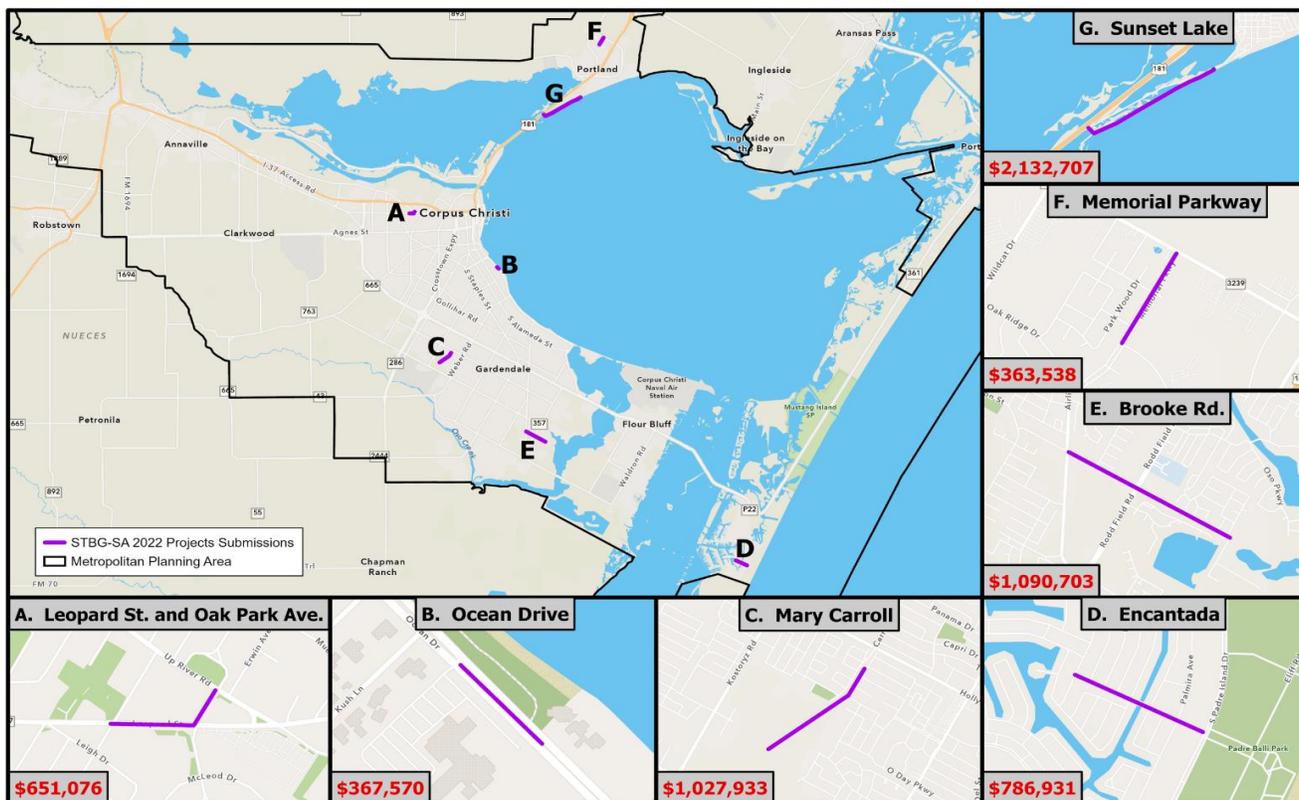
The Corpus Christi MPO completed the competitive evaluation process for the Federal Surface Transportation Block Grant Set-Aside program (STBG-SA). The STBG-SA program corresponds to the TxDOT Category 9 funding program and was continued in the newly approved Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL). In addition to continuing the Set-Aside program, this law also increases the funding available in fiscal years 2022-2026. The exact funding levels are not yet confirmed, although it is known that the levels are significantly above the \$4,500,000 that was forecast when the call-for-projects began; and it is confirmed that there is enough funding to fully fund all projects that were submitted. There were seven projects submitted for federal funding, totaling \$6,420,500. One project requested more than the \$2,000,000 maximum award. The Corpus Christi MPO staff and the TAC recommend funding the projects as shown in the table below.

Recommended Project Funding Levels

SPONSOR AGENCY	PROJECT NAME	FEDERAL FUNDING
City of Corpus Christi	Leopard St. and Oak Park Ave. Pedestrian Safety Improvements	\$651,076
	Ocean Drive Pedestrian Crossing Improvements	\$367,570
	Mary Carroll Ditch Hike and Bike Trail Improvements	\$1,027,933
	Encantada Ave Pedestrian Safety Improvements	\$786,931
	Brooke Rd./Master Channel 27 Hike and Bike Trail Improvements	\$1,090,703
	City of Corpus Christi Total	\$3,924,213
City of Portland	Sunset Lake Hike and Bike Trail	\$2,000,000
	Memorial Parkway Hike and Bike Project Phase II	\$363,538
	City of Portland Total	\$2,363,538
RECOMMENDED STBG-SA/CAT 9 FEDERAL FUNDING		\$6,287,751

The following map illustrates the location of the seven proposed STBG-SA/CAT 9 projects, with the draft scores found in the table below the map.

Projects Submitted for 2021 STBG-SA Selection Process



2021 STBG-SA (Category 9) Project Application Scoring/Ranking Table

Project	Project Cost	Goal											Points Earned	Weighted Score	RANK
		1	2	3	4	5	6	7	8	9	10	11			
Leopard St. and Oak Park Ave. Pedestrian Safety Improvements	\$651,076	4 0.8	4 0.6	0	3 0.39	0	0	5 0.5	0	4 0.52	4 0.8	4 0.6	28	4.21	1
Memorial Parkway Hike and Bike (Phase 2)	\$363,538	5 1	5 0.75	0	0	0	1 0.01	5 0.5	0	2 0.26	0	4 0.6	22	3.12	2
Mary Carroll Ditch Hike and Bike Trail Improvements	\$1,027,933	4 0.8	3 0.45	1 0.2	0	0	0	5 0.5	0	1 0.13	0	5 0.75	19	2.83	3
Brooke Rd. / Master Channel 27 Hike and Bike Trail Improvements	\$1,090,703	4 0.8	2 0.3	0	0	0	0	5 0.5	0	3 0.39	0	5 0.75	19	2.74	4
Sunset Lake Hike and Bike Trail	\$2,132,707	3 0.6	2 0.3	0	0	3 0.45	0	5 0.5	3 0.39	1 0.13	0	2 0.3	19	2.67	5
Encantada Avenue Pedestrian Safety Improvements	\$786,931	4 0.8	4 0.6	0	0	0	0	5 0.5	0	1 0.13	0	4 0.6	18	2.63	6
Ocean Drive Pedestrian Crossing	\$367,570	2 0.4	3 0.45	0	2 0.26	0	0	5 0.5	0	2 0.26	0	5 0.75	19	2.62	7
Total Project Cost	\$6,420,458														
Total STBG-SA Funds Available	\$4,500,000														

Recommendation

During the April 21, 2022 TAC Regular Meeting, the Corpus Christi MPO staff proposed and the Technical Advisory Committee recommended that the Transportation Policy Committee review, comment and approve the award of seven STBG-SA (CAT 9) projects as shown in the Recommended Project Funding Levels table on page 1, totaling \$6,287,751.

After the regular TAC meeting on April 27, 2022, we were invited by FHWA to meet virtually to discuss their concern on the eligibility for one project – the City of Portland’s Sunset Lake Hike and Bike Trail Project. The FHWA comments are summarized below and staff from FHWA is expected to provide their comments at the TPC meeting. The comments from the FHWA are provided as Attachment 2. TxDOT staff did not comment on the eligibility statements from FHWA.

Based on the discussions with FHWA that included TxDOT staff from the Corpus Christi District and the TxDOT Transportation Planning and Programming Division, the MPO staff proposes alternative recommendations for consideration by the TPC:

1. The TPC can award all seven projects for a total of \$6,287,751 and continue the efforts to clarify the eligibility of the Sunset Lake Trail Hike and Bike Project.
2. The TPC can award the six projects for a total of \$4,287,751, excluding the Sunset Lake Hike and Bike Trail Project. A new Call-for-Projects can be initiated quickly with changes to allow for the project to be resubmitted along with other similar projects in the region.
3. The TPC can “table” Agenda Item 5D until more discussions can occur on the eligibility of the Sunset Lake Hike and Bike Trail Project.

Proposed Motion

Option 1

Move to award \$6,287,751 in STBG-SA (CAT 9) funding to the seven projects as shown in the Recommended Project Funding Levels table.

Option 2

Move to award \$4,287,751 in STBG-SA (CAT 9) funding to the six projects, except the City of Portland’s Sunset Lake Hike and Bike Trail Project as shown on page one of this memo in the Recommended Project Funding Levels Table.

Further, direct MPO staff to conduct a new STBG-SA/ CAT 9 Call-for-Projects as soon as possible with revised guidance to eliminate the eligibility issues from the FHWA regarding local projects and only limit applicants funding requested to total funds available in the Call-for-Projects.

Attachment

1. Summary Project Descriptions and Maps from Applications
2. STBG-SA/CAT 9 Program Guidance and Procedures Document ([WEBLINK](#))
3. FHWA Public Comments dated May 9, 2022 (Separate email May 9 or 10th)



Date: March 12, 2026
To: Technical Advisory Committee (TAC)
From: Jafet Flores, Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4D: DRAFT FY 2027-2030 Transportation Improvement Program (TIP)
Action: Review, Discuss, Receive Public Comments, and Possible Action

Summary

The DRAFT FY 2027–2030 Transportation Improvement Program (TIP) is being provided to the TAC for review and comment. The MPO staff is proposing that the TAC recommend the Transportation Policy Committee (TPC) release the document for the required one-month public comment period. The proposed action by TAC and TPC in the next two months coincides with the TxDOT statewide schedule for adoption of the FY 2027–2030 Statewide Transportation Improvement Program (STIP). TxDOT Headquarters must receive the final, approved TIPs from all MPOs no later than May 29, 2026. The current FY 2027-2028 TIP development schedule is provided as Attachment 1 and illustrates the process flow of activities leading to the document approval.

DRAFT FY 2027-2030 TIP Funding Estimates for the Corpus Christi MPO

The preliminary estimate for state and federal funding in the DRAFT FY 2027-2030 TIP for the Corpus Christi MPO is highlighted in the table on the next page. The new TIP must be fiscally constrained so that funds programmed cannot exceed the funds that are reasonably expected to be available. The funding levels for developing the DRAFT 2027 UTP and FY 2025-2028 TIP are based on the current estimate for 4 and 10 years of funding available to the Corpus Christi MPO area created by TxDOT-TPP. The Corpus Christi MPO concurs that it is a reasonable estimate of funds. Public Transportation funding estimates were developed by the CCRTA and the MPO concurs that these estimates are reasonable. Based on current programming assumptions, approximately \$420 million is anticipated to be available for highway and transit projects and programs during the four-year TIP period.

Certain funding Categories (CATs) may have carryover funds from previous years, although the requirement to obligate the funds within 3 years of their available year still remains. The estimate of these carryover funds will be reported in the upcoming months as part of the DRAFT FY 2027-2030 TIP development process.

Attachment 2 is TxDOT’s summary description of all funding categories (CATs) from the DRAFT 2027 UTP. These descriptions will be used in the DRAFT FY 2027-2030 TIP document. Any changes to the funding category descriptions will be provided to the TAC and TPC in future meetings.

Fiscal Impact Considerations

Fiscal constraint within the TIP is maintained by applying year-to-year inflation to project costs during the TIP period. The current inflation assumption is 4 percent annually, consistent with TxDOT guidance, although recent market conditions have resulted in higher observed inflation. Inflation is not applied to projects programmed beyond the four-year TIP horizon in the UTP.

MPO staff coordinated with TxDOT Corpus Christi District staff to review funding allocations and ensure appropriate use of available funding categories. Adjustments were made to optimize the use of certain funding

categories and to reduce the risk of fund lapse or reallocation, consistent with current TxDOT and Texas Transportation Commission policies.

TxDOT

The TxDOT Corpus Christi District selection process for applicable funding categories is expected to follow the TxDOT STIP performance-based project selection framework. The TIP development schedule aligns with the TxDOT STIP timetable to ensure coordinated review, public involvement, and approval. Attachment 3 illustrates the proposed highway projects for the MPO. All projects are sponsored by TxDOT. No MPO local governments have applied for funding.

CCRTA

The CCRTA Board of Directors have adopted their 5-year budget forecast to include operating and capital project revenues from all sources. These estimates are incorporated into the DRAFT FY 2027-2030 TIP as well as the list of projects and programs to be funded in this TIP time period. Attachment 3 illustrates the projects and programs for the CCRTA.

	Category 2	Category 4	Category 7	Category 9	
Agency Lead*	MPO	TxDOT	MPO	MPO	
Coordinated Agency	TxDOT	MPO	TxDOT	TxDOT	Subtotal
10-Year UTP Estimate	\$99,388,093	\$75,689,132	\$96,932,130	\$11,269,860	\$283,279,215
2027	\$7,270,026	\$5,536,498	\$9,696,213	\$1,126,986	\$23,626,723
2028	\$6,955,169	\$5,296,718	\$9,696,213	\$1,126,986	\$23,072,086
2029	\$8,336,305	\$6,348,524	\$9,696,213	\$1,126,986	\$25,505,028
2030	\$8,345,374	\$6,355,431	\$9,696,213	\$1,126,986	\$25,521,004
2031	\$9,437,632	\$7,187,241	\$9,696,213	\$1,126,986	\$27,445,072
2032	\$10,603,493	\$8,075,104	\$9,696,213	\$1,126,986	\$29,498,796
2033	\$10,290,239	\$7,836,545	\$9,696,213	\$1,126,986	\$28,946,983
2034	\$11,749,764	\$8,948,048	\$9,696,213	\$1,126,986	\$31,518,011
2035	\$12,879,815	\$9,808,640	\$9,696,213	\$1,126,986	\$33,508,654
2036	\$13,520,276	\$10,296,384	\$9,696,213	\$1,126,986	\$34,636,859
<i>*Per TxDOT's 2027 Unified Transportation Program and Corresponding TIP/STIP Years of 2027-2030.</i>					

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
<u>Grants</u>					
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
<u>Operating Expenses</u>					
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
<u>Capital Program Expenses</u>					
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
<u>Debt Service/Other Fiscal Expenses</u>					
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)

Recommendation

The Corpus Christi MPO staff proposes that the Technical Advisory Committee (TAC) recommend that the Transportation Policy Committee (TPC) approve the release of the DRAFT FY 2027–2030 Transportation Improvement Program (TIP) for the required one-month public comment period.

Proposed Motion

Move to recommend the TPC release the DRAFT FY 2025-2028 TIP for the one-month public comment period

Attachments

1. TxDOT 2027-2030 STIP Development Schedule
2. TxDOT 2027 UTP Funding Category Descriptions
3. Corpus Christi MPO DRAFT FY 2027-2028 Fiscally Constrained Highway and Transit Project Lists



TEXAS 2027-2030 STIP DEVELOPMENT SCHEDULE

Phase	Development Activities	Month Due	Duration	Agency Responsible/Involved						
				TxDOT		MPO	RTPO	USDOT		
				Division	District			FHWA	FTA	
Preliminary	MPO Project Consultation Period TxDOT Districts and Metropolitan Planning Organizations (MPOs) consulting with Urban, Tribal, and Public Transportation partners for 2027-2030 project list. <i>Source: MTP.</i>									
	MPO Draft 2027 - 2030 TIP Development TxDOT Districts and MPOs advance project list to Draft 2027-2030 TIP.	Feb. 2026	3 months*							
	Rural Draft 2027 - 2030 TIP Development TxDOT Districts consult with Rural, Tribal, and Public Transportation partners for Draft 2027-2030 TIP.	Feb. 2026	3 months*							
	State / Federal Agency Project Consultation Period TPP to coordinate with TPWD and Federal agencies for 2027-2030 projects.	Feb. 2026	2 weeks							
	Coordinated Review (Compliance Review): Project Data / Fiscal Analysis Districts and MPOs review project data, groupability, air quality fields (as applicable), and fiscal constraint. Ensure fields are correct and grouping of projects is used to maximum extent allowable. Complete TIP Checklist.	Feb. 2026	1 month							
Draft 1 TIP	Draft 1: 2027 - 2030 TIP Submittal Draft 1 2027-2030 TIP includes correct project data, demonstration of fiscal constraint, and documentation indicating District-MPO coordination. Ensure TIP project information is an exact match of MTP project information and conformity documentation (as applicable). <i>TIP Checklist completed by Districts and MPOs (as applicable).</i>	Feb. 2026	1 month							
	Draft 1: 2027 - 2030 TIP Review Review project data, grouping, air quality fields (as applicable), and fiscal constraint. TPP conduct preliminary statewide Financial Analysis. USDOT invited for informal review.	Apr. 2026	5 weeks							
	Draft 1: 2027 - 2030 TIP Returned to Districts and MPOs TPP comments addressing project data, groupability, air quality fields (as applicable), and fiscal constraint returned to Districts and MPOs.	Apr. 2026	1 day							
	Draft 1: 2027 - 2030 TIP Revisions Districts and MPOs to address TPP comments on Draft 1 2027-2030 TIP. Local coordination as applicable. Initiate Public Involvement.	Apr. 2026	2 weeks							
Draft 2 TIP	Draft 2: 2027 - 2030 TIP Submittal Draft 2 TIP with TPP comments addressed.	Apr. 2026	2 weeks							
	Draft 2: 2027 - 2030 TIP Review Review project data, air quality fields (as applicable), and fiscal constraint. TPP conduct preliminary statewide Financial Analysis. USDOT invited for informal review.	May 2026	1 month							
	Draft 2: 2027 - 2030 TIP Returned to Districts and MPOs TPP and USDOT comments addressing project data, groupability, air quality fields (as applicable), and fiscal constraint returned to Districts and MPOs.	May 2026	1 day							
	Draft 2: 2027 - 2030 TIP Revisions Districts and MPOs resolve comments on Draft 2 TIP. Local coordination as applicable. Projects with TPP-identified issues may not be advanced into the 2027-2030 STIP.	May 2026	2 weeks							
Final STIP	Final 2027 - 2030 TIP Submittal Districts and MPOs submit Final TIPs in eSTIP. <i>Certified TIP Checklist completed by Districts and MPOs (as applicable).</i>	May 2026	3 weeks							
	Final 2027 - 2030 STIP Development TPP finalizes STIP, Statewide Financial Summary, and demonstration of Fiscal Constraint. Notify GCD-Tx Registry, prepare website for publishing, and prepare for public hearing.	June 2026	2 weeks							
	Final 2027 - 2030 STIP Public Involvement 30 day public comment period with virtual public hearing.	July 2026	1 month							
	Final 2027 - 2030 STIP Submitted Close out public involvement. Route STIP from TxDOT Executive Director to USDOT for approval.	July 2026	1 day							
	Letting TPP notify FIN Letting Management of approved STIP. Letting Schedule developed based on STIP approved projects.	July 2026	1 day							

*Varies by MPO and District.
Schedule is subject to change.

NOV 2025 - FEB 2026

FEB 2026 - APR 2026

APR 2026 - MAY 2026

JUN 2026 - JUL 2026



PRELIMINARY PHASE

- MPO Project Consultation Period**
 - TxDOT Districts and MPOs consulting with Urban, Tribal, and Public Transportation partners for 2027-2030 project list. *Source: MTP.*
- MPO Draft 2027-2030 TIP Development**
 - TxDOT Districts and MPOs advance project list to Draft 2027-2030 TIP.
- Rural Draft 2027-2030 TIP Development**
 - TxDOT Districts consult with Rural, Tribal, and Public Transportation partners for Draft 2027-2030 TIP.
- State / Federal Agency Project Consultation**
 - TPP to coordinate with TPWD and Federal agencies for 2027-2030 projects.
- Coordinated Review (Compliance Review): Project Data / Fiscal Analysis**
 - Districts and MPOs review project data, groupability, air quality fields (as applicable), and fiscal constraint.
 - Ensure fields are correct and grouping of projects is used to maximum extent allowable.
 - Complete TIP Checklist.

*Varies by MPO and District.

DRAFT 1 TIP

- Draft 1: 2027-2030 TIP Submittal**
 - Includes correct project data, demonstration of fiscal constraint, and documentation indicating District-MPO coordination.
 - Ensure TIP project information is an exact match of MTP project information and conformity documentation (as applicable).
 - *TIP Checklist completed by Districts and MPOs (as applicable).*
- Draft 1: 2027-2030 TIP Review**
 - Review project data, grouping, air quality fields (as applicable), and fiscal constraint.
 - TPP conduct preliminary statewide Financial Analysis.
 - USDOT invited for informal review.
- Draft 1: 2027-2030 TIP Returned to Districts and MPOs**
 - TPP comments addressing project data, groupability, air quality fields (as applicable), and fiscal constraint returned to Districts and MPOs.
- Draft 1: 2027-2030 TIP Revisions**
 - Districts and MPOs to address TPP comments on Draft 1 2027-2030 TIP.
 - Local coordination as applicable.
 - Initiate Public Involvement.

DRAFT 2 TIP

- Draft 2: 2027-2030 TIP Submittal**
 - Submit Draft 2 TIP with TPP comments addressed.
- Draft 2: 2027-2030 TIP Review**
 - Review project data, air quality fields (as applicable), and fiscal constraint.
 - TPP conduct preliminary statewide Financial Analysis.
 - USDOT invited for informal review.
- Draft 2: 2027-2030 TIP Returned to Districts and MPOs**
 - TPP and USDOT comments addressing project data, groupability, air quality fields (as applicable), and fiscal constraint returned to Districts and MPOs.
- Draft 2: 2027-2030 TIP Revisions**
 - Districts and MPOs resolve comments on Draft 2 TIP.
 - Local coordination as applicable.
 - Projects with TPP-identified issues may not be advanced into the 2027-2030 STIP.

FINAL STIP

- Final: 2027-2030 TIP Submittal**
 - Districts and MPOs submit Final TIPs in eSTIP.
 - *Certified TIP Checklist by Districts and MPOs (as applicable).*
- Final: 2027-2030 STIP Development**
 - TPP compiles TIPs into STIP, finalize Statewide Financial Summary and Fiscal Constraint demonstration.
 - Notify GCD-Tx Registry, prepare website for publishing, and prepare for public hearing.
- Final: 2027-2030 STIP Public Involvement**
 - 30 day public comment period with a virtual public hearing.
- Final: 2027-2030 STIP Submitted**
 - Close out public involvement.
 - Route STIP from TxDOT Executive Director to USDOT for approval.
- Letting**
 - TPP notify FIN Letting Management of approved STIP.
 - Letting Schedule developed based on STIP approved projects.

TASK OWNER

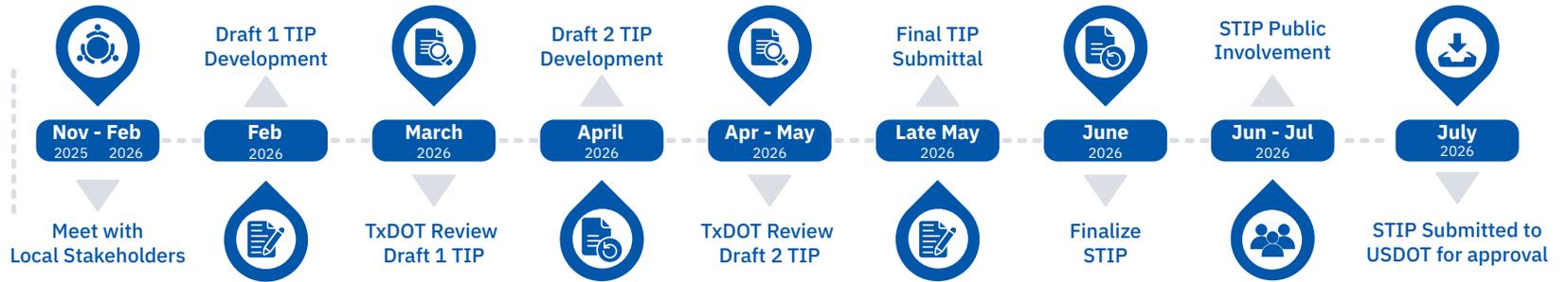
- TxDOT District
- Metropolitan Planning Organization (MPO)
- USDOT FHWA
- TxDOT Division
- Regional Transportation Planning Organization (RTPO)
- USDOT FTA

Schedule is subject to change.



TEXAS 2027-2030 STIP DEVELOPMENT SCHEDULE

TxDOT Districts and MPOs consulting with Urban, Tribal, Rural, and Public Transportation partners on project needs and priorities.

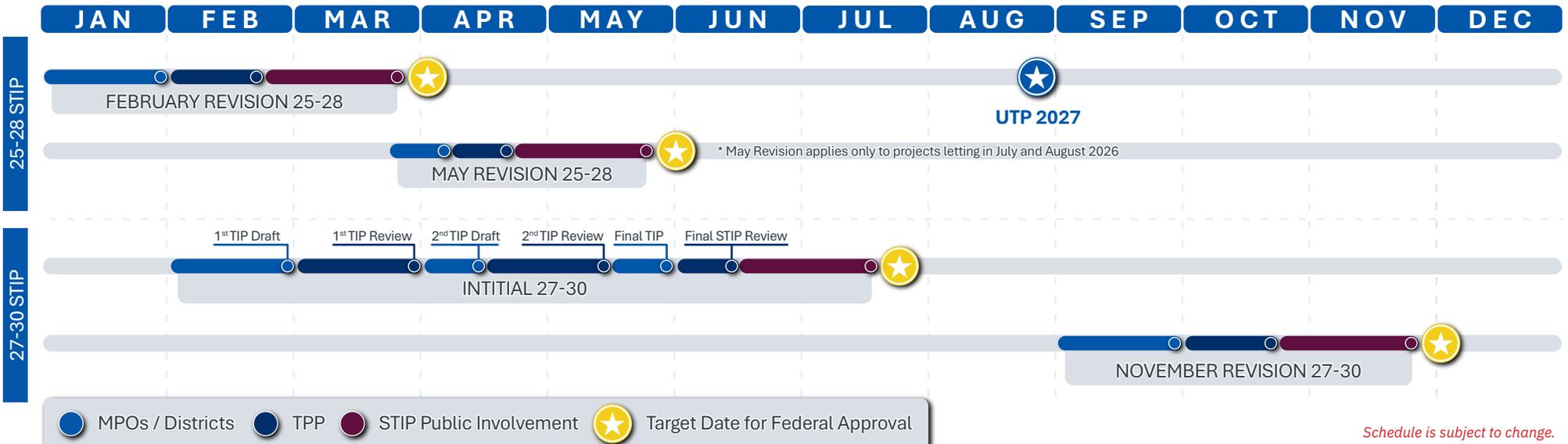


Schedule is subject to change.



TEXAS 2027-2030 STIP DEVELOPMENT SCHEDULE WITH REVISIONS

During 2026: February Revision 25-28, Limited May Revision 25-28, Initial 27-30, and Adjusted November Revision 27-30



Schedule is subject to change.

2027 UNIFIED TRANSPORTATION PROGRAM (UTP) PROGRAMMING GUIDANCE

Menu:

Project Development Authority Levels

UTP Categories 1-12

UTP Programming Approvals

Click the numbers below

Category: **1** | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12

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

Complete programming guidance is available using the links below:

[UTP Crossroads](#) | [Programming Guidance](#)



2027 UNIFIED TRANSPORTATION PROGRAM (UTP) PROGRAMMING GUIDANCE

Menu:

Project Development Authority Levels

UTP Categories 1-12

UTP Programming Approvals

Click the numbers below

Category: **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12**

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.

Complete programming guidance is available using the links below:
[UTP Crossroads](#) | [Programming Guidance](#)



2027 UNIFIED TRANSPORTATION PROGRAM (UTP) PROGRAMMING GUIDANCE

Menu:

Project Development Authority Levels

UTP Categories 1-12

UTP Programming Approvals

Click the numbers below

Category: **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12**

3

3DB

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

Complete programming guidance is available using the links below:

[UTP Crossroads](#) | [Programming Guidance](#)



2027 UNIFIED TRANSPORTATION PROGRAM (UTP) PROGRAMMING GUIDANCE

Menu:

Project Development Authority Levels

UTP Categories 1-12

UTP Programming Approvals

Click the numbers below

Category: **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12**

3

3DB

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

Complete programming guidance is available using the links below:

[UTP Crossroads](#) | [Programming Guidance](#)



2027 UNIFIED TRANSPORTATION PROGRAM (UTP) PROGRAMMING GUIDANCE

Menu:

Project Development Authority Levels

UTP Categories 1-12

UTP Programming Approvals

Click the numbers below

Category: **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12**

4U | 4R

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.

Complete programming guidance is available using the links below:
[UTP Crossroads](#) | [Programming Guidance](#)



2027 UNIFIED TRANSPORTATION PROGRAM (UTP) PROGRAMMING GUIDANCE

Menu:

Project Development Authority Levels

UTP Categories 1-12

UTP Programming Approvals

Click the numbers below

Category: **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12**

4U

4R

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.

Complete programming guidance is available using the links below:

[UTP Crossroads](#) | [Programming Guidance](#)



2027 UNIFIED TRANSPORTATION PROGRAM (UTP) PROGRAMMING GUIDANCE

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Project Development Authority Levels

UTP Categories 1-12

UTP Programming Approvals

Click the numbers below

Category: **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12**

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

Complete programming guidance is available using the links below:

[UTP Crossroads](#) | [Programming Guidance](#)



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UTP Programming Approvals

Click the numbers below

Category: **1** | 2 | 3 | 4 | 5 | **6** | 7 | 8 | 9 | 10 | 11 | 12

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.

Complete programming guidance is available using the links below:
[UTP Crossroads](#) | [Programming Guidance](#)



2027 UNIFIED TRANSPORTATION PROGRAM (UTP) PROGRAMMING GUIDANCE

Menu:

Project Development Authority Levels

UTP Categories 1-12

UTP Programming Approvals

Click the numbers below

Category: **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12**

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

Complete programming guidance is available using the links below:

[UTP Crossroads](#) | [Programming Guidance](#)



2027 UNIFIED TRANSPORTATION PROGRAM (UTP) PROGRAMMING GUIDANCE

Menu:

Project Development Authority Levels

UTP Categories 1-12

UTP Programming Approvals

Click the numbers below

Category: **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12**

8

8 RAIL

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.

Complete programming guidance is available using the links below:

[UTP Crossroads](#) | [Programming Guidance](#)



2027 UNIFIED TRANSPORTATION PROGRAM (UTP) PROGRAMMING GUIDANCE

Menu:

Project Development Authority Levels

UTP Categories 1-12

UTP Programming Approvals

Click the numbers below

Category: 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12

8

8 RAIL

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.

Complete programming guidance is available using the links below:

[UTP Crossroads](#) | [Programming Guidance](#)



2027 UNIFIED TRANSPORTATION PROGRAM (UTP) PROGRAMMING GUIDANCE

Menu:

Project Development Authority Levels

UTP Categories 1-12

UTP Programming Approvals

Click the numbers below

Category: **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12**

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.

Complete programming guidance is available using the links below:

[UTP Crossroads](#) | [Programming Guidance](#)



2027 UNIFIED TRANSPORTATION PROGRAM (UTP) PROGRAMMING GUIDANCE

Menu:

Project Development Authority Levels

UTP Categories 1-12

UTP Programming Approvals

Click the numbers below

Category: **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12**

10 FB | 10 SCP | 10 ITS | 10 FLA | 10 TPWD | 10 GR | 10 ADA | 10 LIA | 10 RAIL | 10 RR-SM

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.

Complete programming guidance is available using the links below:
[UTP Crossroads](#) | [Programming Guidance](#)



2027 UNIFIED TRANSPORTATION PROGRAM (UTP) PROGRAMMING GUIDANCE

Menu:

Project Development Authority Levels

UTP Categories 1-12

UTP Programming Approvals

Click the numbers below

Category: **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12**

10 FB | 10 SCP | 10 ITS | 10 FLA | 10 TPWD | 10 GR | 10 ADA | 10 LIA | 10 RAIL | 10 RR-SM

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.

Complete programming guidance is available using the links below:

[UTP Crossroads](#) | [Programming Guidance](#)



2027 UNIFIED TRANSPORTATION PROGRAM (UTP) PROGRAMMING GUIDANCE

Menu:

Project Development Authority Levels

UTP Categories 1-12

UTP Programming Approvals

Click the numbers below

Category: **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12**

10 FB | 10 SCP | 10 ITS | 10 FLA | 10 TPWD | 10 GR | 10 ADA | 10 LIA | 10 RAIL | 10 RR-SM

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.

Complete programming guidance is available using the links below:

[UTP Crossroads](#) | [Programming Guidance](#)



2027 UNIFIED TRANSPORTATION PROGRAM (UTP) PROGRAMMING GUIDANCE

Menu:

Project Development Authority Levels

UTP Categories 1-12

UTP Programming Approvals

Click the numbers below

Category: **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12**

10 FB | 10 SCP | 10 ITS | 10 FLA | 10 TPWD | 10 GR | 10 ADA | 10 LIA | 10 RAIL | 10 RR-SM

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.

Complete programming guidance is available using the links below:
[UTP Crossroads](#) | [Programming Guidance](#)



2027 UNIFIED TRANSPORTATION PROGRAM (UTP) PROGRAMMING GUIDANCE

Menu:

Project Development Authority Levels

UTP Categories 1-12

UTP Programming Approvals

Click the numbers below

Category: **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12**

10 FB | 10 SCP | 10 ITS | 10 FLA | 10 TPWD | 10 GR | 10 ADA | 10 LIA | 10 RAIL | 10 RR-SM

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.

Complete programming guidance is available using the links below:
[UTP Crossroads](#) | [Programming Guidance](#)



2027 UNIFIED TRANSPORTATION PROGRAM (UTP) PROGRAMMING GUIDANCE

Menu:

Project Development Authority Levels

UTP Categories 1-12

UTP Programming Approvals

Click the numbers below

Category: **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12**

10 FB | 10 SCP | 10 ITS | 10 FLA | 10 TPWD | 10 GR | 10 ADA | 10 LIA | 10 RAIL | 10 RR-SM

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.

Complete programming guidance is available using the links below:
[UTP Crossroads](#) | [Programming Guidance](#)



2027 UNIFIED TRANSPORTATION PROGRAM (UTP) PROGRAMMING GUIDANCE

Menu:

Project Development Authority Levels

UTP Categories 1-12

UTP Programming Approvals

Click the numbers below

Category: **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12**

10 FB | 10 SCP | 10 ITS | 10 FLA | 10 TPWD | 10 GR | 10 ADA | 10 LIA | 10 RAIL | 10 RR-SM

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.

Complete programming guidance is available using the links below:
[UTP Crossroads](#) | [Programming Guidance](#)



2027 UNIFIED TRANSPORTATION PROGRAM (UTP) PROGRAMMING GUIDANCE

Menu:

Project Development Authority Levels

UTP Categories 1-12

UTP Programming Approvals

Click the numbers below

Category: **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12**

10 FB | 10 SCP | 10 ITS | 10 FLA | 10 TPWD | 10 GR | 10 ADA | 10 LIA | 10 RAIL | 10 RR-SM

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.

Complete programming guidance is available using the links below:
[UTP Crossroads](#) | [Programming Guidance](#)



2027 UNIFIED TRANSPORTATION PROGRAM (UTP) PROGRAMMING GUIDANCE

Menu:

Project Development Authority Levels

UTP Categories 1-12

UTP Programming Approvals

Click the numbers below

Category: **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12**

10 FB | 10 SCP | 10 ITS | 10 FLA | 10 TPWD | 10 GR | 10 ADA | 10 LIA | **10 RAIL** | 10 RR-SM

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.

Complete programming guidance is available using the links below:

[UTP Crossroads](#) | [Programming Guidance](#)



2027 UNIFIED TRANSPORTATION PROGRAM (UTP) PROGRAMMING GUIDANCE

Menu:

Project Development Authority Levels

UTP Categories 1-12

UTP Programming Approvals

Click the numbers below

Category: **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12**

10 FB | 10 SCP | 10 ITS | 10 FLA | 10 TPWD | 10 GR | 10 ADA | 10 LIA | 10 RAIL | 10 RR-SM

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

Complete programming guidance is available using the links below:
[UTP Crossroads](#) | [Programming Guidance](#)



2027 UNIFIED TRANSPORTATION PROGRAM (UTP) PROGRAMMING GUIDANCE

Menu:

Project Development Authority Levels

UTP Categories 1-12

UTP Programming Approvals

Click the numbers below

Category: **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12**

11 DD

11 BSIF

11 CO

11 ES

11 SF

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

Complete programming guidance is available using the links below:

[UTP Crossroads](#) | [Programming Guidance](#)



2027 UNIFIED TRANSPORTATION PROGRAM (UTP) PROGRAMMING GUIDANCE

Menu:

Project Development Authority Levels

UTP Categories 1-12

UTP Programming Approvals

Click the numbers below

Category: **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12**

11 DD

11 BSIF

11 CO

11 ES

11 SF

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.

Complete programming guidance is available using the links below:

[UTP Crossroads](#) | [Programming Guidance](#)



2027 UNIFIED TRANSPORTATION PROGRAM (UTP) PROGRAMMING GUIDANCE

Menu:

Project Development Authority Levels

UTP Categories 1-12

UTP Programming Approvals

Click the numbers below

Category: **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12**

11 DD

11 BSIF

11 CO

11 ES

11 SF

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

Complete programming guidance is available using the links below:

[UTP Crossroads](#) | [Programming Guidance](#)



2027 UNIFIED TRANSPORTATION PROGRAM (UTP) PROGRAMMING GUIDANCE

Menu:

Project Development Authority Levels

UTP Categories 1-12

UTP Programming Approvals

Click the numbers below

Category: **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12**

11 DD

11 BSIF

11 CO

11 ES

11 SF

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

Complete programming guidance is available using the links below:

[UTP Crossroads](#) | [Programming Guidance](#)



2027 UNIFIED TRANSPORTATION PROGRAM (UTP) PROGRAMMING GUIDANCE

Menu:

Project Development Authority Levels

UTP Categories 1-12

UTP Programming Approvals

Click the numbers below

Category: **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12**

11 DD

11 BSIF

11 CO

11 ES

11 SF

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

Complete programming guidance is available using the links below:

[UTP Crossroads](#) | [Programming Guidance](#)



2027 UNIFIED TRANSPORTATION PROGRAM (UTP) PROGRAMMING GUIDANCE

Menu:

Project Development Authority Levels

UTP Categories 1-12

UTP Programming Approvals

Click the numbers below

Category: **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12**

12 TTC | 12 CL

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.

Complete programming guidance is available using the links below:
[UTP Crossroads](#) | [Programming Guidance](#)



2027 UNIFIED TRANSPORTATION PROGRAM (UTP) PROGRAMMING GUIDANCE

Menu:

Project Development Authority Levels

UTP Categories 1-12

UTP Programming Approvals

Click the numbers below

Category: **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12**

12 TTC | 12 CL

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.

Complete programming guidance is available using the links below:
[UTP Crossroads](#) | [Programming Guidance](#)



Table 11. 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	\$14,336,000	\$4,304,000	\$18,640,000	\$18,640,000

Table 12. 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
2027	CCRTA-166	CONSTRUCTION OF MAINTENCE BUILDING	Other FTA	\$46,280,000	\$11,570,000	\$57,850,000
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



Date: March, 12, 2026
To: Technical Advisory Committee (TAC)
From: Jafet Flores, Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4E: DRAFT FY 2025 and FY 2026 Unified Planning Work Program (UPWP) with Amendment 2
Action: Review, Discuss, Receive Public Comment and Possible Action

Summary

This item is requesting the TAC to recommend that the TPC release Amendment 2 to the FY 2025 and FY 2026 Unified Planning Work Program for a one-month public comment period. All changes are shown through track-changes format in the document. Attachment 1 is the DRAFT FY 2025 and FY 2026 UPWP with Amendment 2.

The primary changes in the document are:

- Reallocation of staff time and the corresponding funding changes to various Subtasks in the UPWP. The focus of the staff time has shifted to the development of the new 2050 MTP. The original FY 2026 UPWP did not contain appropriate staff time to these activities in Task 4.0. Funds were reallocated from other Subtasks that were completed earlier or by consultants
- Updated text changes to identify Amendment 2 in the cover page, footers and throughout the document
- Updated the TAC And TPC Membership in Appendix A to reflect current members.

Fiscal Impacts

None at this time. The FY 2025 and FY 2026 UPWP with Amendment 2 maintains the same total federal funding levels. The changes are reallocations of funds between some of the Subtasks. There are no local funds in the UPWP.

Exhibit 2. Corpus Christi MPO FY 2025 and FY 2026 UPWP Financial Summary*

**Dollars are Draft pending finalization*

TASK AND SUBTASK TITLE		FY 2025	FY 2026	2-Year Total
TASK 1.0 ADMINISTRATION AND OUTREACH TOTAL		\$1,480,661	\$72046,461	\$2,20127,122
1.1	Program Coordination and Direction	\$24,000	\$23,700	\$47,700
1.2	Unified Planning Work Program (UPWP) Maintenance and Development	\$12,300	\$12,000	\$24,300
1.3	Monthly Billing and Financial Management	\$28,000	\$28,000	\$56,000
1.4	Staff Training and Education	\$17,400	\$25,000	\$42,400
1.5	Local, State, and Federal Agency Collaboration Activities	\$41,700	\$39,000	\$80,700
1.6	Computer Maintenance and Website Management	\$28,300	\$27,000	\$55,300
1.7	Outreach and Public Involvement	\$52,000	\$45,000	\$97,000
1.8	Program Evaluation	\$18,200	\$1238,000	\$3056,200
1.9	DIRECT EXPENSES SUMMARY	\$1,258,761	\$508,761	\$1,767,522

TASK AND SUBTASK TITLE		FY 2025	FY 2026	2-Year Total
TASK 2.0 MODEL AND DATA DEVELOPMENT AND ANALYSES TOTAL		\$88,900	\$11950,000	\$20738,900
2.1	MPO Geographic Information System (GIS) Database Management	\$16,300	\$16,000	\$32,300
2.2	Travel Demand and Corridor Model Development and Update	\$13,800	\$17,000	\$30,800
2.3	Growth Scenarios / Land-Use Model Acquisition and Calibration	\$10,700	\$211,000	\$321,700
2.4	Crash Data Acquisition and Crash Model Update	\$8,600	\$17,000	\$25,600
2.5	Infrastructure Condition Data Aggregation and Analysis Models	\$6,000	\$11,000	\$17,000
2.6	Community Impact Model Development and Implementation	\$8,600	\$149,000	\$227,600
2.7	Environmental Resource / Linkages Model Implementation	\$8,600	\$106,000	\$2418,600
2.8	Resiliency Model Development and Implementation	\$8,600	\$210,000	\$218,600
2.9	Economic Analyses Model Development and Implementation	\$7,700	\$13,000	\$20,700

Exhibit 2. Corpus Christi MPO FY 2025 and FY 2026 UPWP Financial Summary (continued)

TASK AND SUBTASK TITLE		FY 2025	FY 2026	2-Year Total
TASK 3.0 SHORT-RANGE PLANNING TOTAL		\$147,400	\$225,189,500	\$372,336,900
3.1	Transportation Improvement Program (TIP) Update	\$22,200	\$2715,000	\$4937,200
3.2	CMP / TSMO / ITS Coordination Plan	\$7,700	\$17,000	\$24,700
3.3	2.5% Set-Aside for Increasing Safe and Accessible Transportation Options	\$20,900	\$78,000	\$98,900
3.4	Regional Multimodal Freight and Urban Goods Planning	\$10,500	\$11,000	\$21,500
3.5	Regional Demographics Planning	\$11,100	\$6,000	\$17,100
3.6	Economic Analyses of Projects and Portfolios	\$17,300	\$13,000	\$30,300
3.7	Infrastructure Lifecycle Analysis and Reporting	\$8,600	\$103,500	\$2219,100
3.8	Crash Analyses and Regional Safety Planning	\$9,200	\$14,000	\$23,200
3.9	Region 20 Coordinated Transit Planning	\$14,500	\$107,000	\$3124,500
3.10	Regional Resiliency and Climate Crisis Planning	\$9,200	\$15,000	\$214,200
3.11	Planning and Environmental Linkages	\$16,200	\$104,000	\$3026,200
TASK 4.0 METROPOLITAN TRANSPORTATION PLANNING TOTAL		\$219,000	\$64157,000	\$283376,000
4.1	Refine Vision and Goals	\$5,500	\$5,500	\$511,5000
4.2	Refine Performance Measures and Evaluation Criteria	\$6,300	\$156,0300	\$2112,3600
4.3	Identify Needs and Deficiency Locations	\$9,800	\$159,0800	\$2419,8600
4.4	Develop a Financial Plan of Reasonable Available Funding	\$13,500	\$134,0500	\$27,5000
4.5	Develop, Analyze, and Refine Scenarios for Analysis and Investment	\$73,800	\$721,0800	\$8095,8600
4.6	Document Plan and Processes	\$64,500	\$59,500	\$6124,5000
4.7	Evaluate Impacts and Develop Mitigation	\$24,500	\$24,500	\$2449,5000
4.8	Planning and Programming Process Evaluation and Debrief	\$12,800	\$137,0800	\$2520,8600
4.9	Process Documentation and Enhancement	\$8,300	\$8,300	\$816,3600

Recommendation

The Corpus Christi MPO staff recommends that the TAC recommend to the TPC to release the DRAFT FY 2025 and FY 2026 UPWP with Amendment 2 for a one-month public comment period.

Proposed Motion

Move to recommend to the TPC to release the DRAFT FY 2025 and FY 2026 UPWP with Amendment 2 for a one-month public comment period.



Date: March 12, 2026
To: Technical Advisory Committee (TAC)
From: Jafet Flores, Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4F: Corpus Christi MPO Boundary Change Process
Action: Review, Discuss, Receive Public Comment and Possible Action

Summary

The Corpus Christi MPO Planning Area Boundary Change process continues with some updated information being provided for the TAC. The MPO Staff provided the TPC with the current updated information at their March 5, 2026 meeting. The goal is to narrow the discussion topics and develop a proposed MPA Boundary for TAC to recommend to the TPC. The MPA Boundary is one component of the future Boundary Change Package required by TxDOT. Attachment 1 illustrates the TxDOT Boundary Change Packet Checklist.

The key component of the MPO Planning Area Boundary Change is the definitive proposed boundary. Attachment 2 illustrates the current working draft of the MPA Boundary that consists of:

- A revised Corpus Christi MPO Planning Area (MPA) Boundary that includes revision developed from a TEAMS meeting with representatives from TxDOT-CRP District, San Patricio County, the CBCOG, CCRTA and the Port of Corpus Christi and MPO staff regarding detailed refinement of the MPO Boundary shapefile for appropriate locations of the boundary along roadway centerlines, right-of-way, utility lines, neighborhood areas, drainageways, etc. See the TEAMS meeting description later in this document.
- Excluded transit service areas within the City of Robstown and Port Aransas

The link in Attachment 3 provides TAC members the opportunity to review the current boundary details in the web map/viewer.

Boundary Change Process moving forward

The process will continue for a few months to complete the components of the TxDOT Boundary Change Checklist, specifically:

City of Robstown

Resolution of Support from the City of Robstown or a request by the City of Robstown to join the Corpus Christi MPO that would start a separate process involving MPO Bylaw Changes and MPA Boundary Adjustments. The MPO staff presented the Resolution of Acknowledgement/ Support on May 21, 2025 to support the MPA Boundary to include the “triangular” piece of land within the City of Robstown identified by the U.S. Census as being part of the MPO’s Urbanized Area. The City Attorney proposed changes to the Resolution. The City Council Tabled the item pending additional information about TxDOT funding.

MPO staff met with Mayor Saenz on February 19th. The Mayor is considering the options for the city as well as scheduling a meeting with the TxDOT District regarding project funding for the city. A revised copy of the Resolution of Support with their Attorney's comments was provided to the Mayor for her use. The MPO goal is to have an agenda item on the City Council Agenda for March 18th.

MPO staff are waiting for a response from the City of Robstown on their recommendation to either adopt a Resolution of Support for the small triangular piece of city land to be in the new MPA Boundary or a request to join the MPO as new members.

Final TPC Minutes

A copy of the final Minutes of the TPC Meeting approving the new MPA Planning Area Boundary will be included in the packet submitted to TxDOT and the Governor.

Possible MPO Bylaw Changes

If the TPC agrees to change the Bylaws to add either city, the MPO Bylaws change and associated TPC Minutes need to be added to the submittal to TxDOT and the Governor.

Summary of the MPO Boundary Workshop – March 6th, 2026

A workshop was held through a TEAMS meeting with the representatives of the MPO staff, TxDOT CRP District, San Patricio County, the CBCOG, CCRTA and the Port of Corpus Christi. The meeting was offered to all TAC members wishing to provide feedback on reviewing the entire boundary and make minor modifications along roadways, rights-of-way, or any other natural boundaries. The following is a list of edits to the boundary that resulted in the proposed new MPO boundary as seen in Attachment 2.

- The existing MPO boundary was merged with the 2020 Census Adjusted Urbanized Area boundary and used as the starting draft boundary. Any irregularities (i.e. slivers, holes) that resulted from the merge were removed or clarified.
- General Guidance on adjustments:
 - Follow easily identifiable features: powerlines, natural features (creeks, ditches, coastlines)
 - Follow known boundaries: Census block, Census block group, 2020 Census Adjusted Urbanized Area, and City boundaries. The boundary shifts between these known boundaries where it made common sense and was agreed to by participants
 - Minimized/Eliminated crossing into other City / Urbanized Area boundaries where applicable.
- Deletions are shown in Attachment 3 as transparent red areas. Map IDs are as follows:
 - Major Deletions
 - 01 – A triangular portion of water in Laguna Madre was deleted from the boundary because it fell within Kleberg County
 - 02 – A rectangular portion of the Gulf water area that is in the City of Corpus Christi limits along Padre Island
 - 03 – Removed a portion of land in San Patricio County that fell inside the Aransas Pass-Ingleside-Port Aransas urbanized area
 - 04 – Removed an inlet of water/land area in San Patricio County that fell inside the Aransas Pass-Ingleside-Port Aransas urbanized area
 - 05 – Removed a portion of wetland/marsh in southern San Patricio County.
 - Minor Deletions
 - Land area slivers that resulted from shifting the boundary to follow other known boundaries.

Recommendation

The Corpus Christi MPO Staff recommends the TAC approve the proposed DRAFT MPO Boundary as part of the future MPA Boundary Change packet. If new information from the City of Robstown or the City of Gregory, the MPO staff will provide the information by email or at the March 19th meeting.

Proposed Motion

Move to recommend the TPC approve the proposed DRAFT new MPA Boundary as part of the future MPA Boundary Change packet.

Attachments

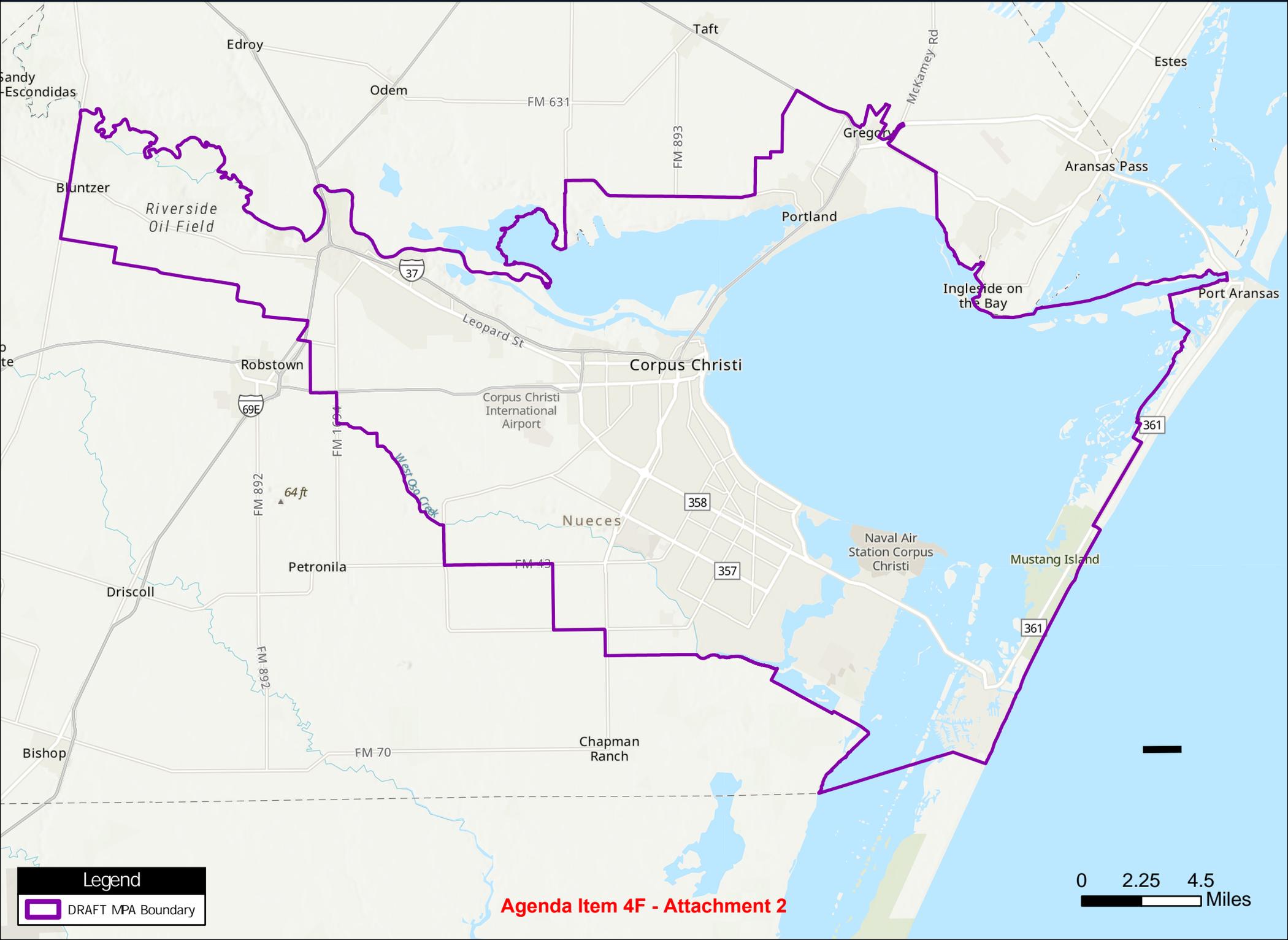
1. TxDOT Boundary Change Packet Checklist
2. DRAFT MPA Boundary Map
3. Web Map of MPA Boundary Comparison [[WEBLINK](#)] 



MPO Boundary Revision Document Checklist

	Item	Check	Comments
Cover Letter	Include a Cover Letter	<input type="checkbox"/>	
	Include date that Policy Board amended bylaws to expand the boundary	<input type="checkbox"/>	
	List of all items included in the packet (i.e., meeting minutes, resolutions, maps, bylaws, description of boundary, etc.)	<input type="checkbox"/>	
	List of new seats added to the Policy Board and/or the Technical Advisory Committee	<input type="checkbox"/>	
Resolution, Bylaws, Minutes	Include the Policy Board Resolution	<input type="checkbox"/>	
	Include proposed updated MPO Bylaws (if needed)	<input type="checkbox"/>	
	Include Policy Board minutes showing discussion of MPO boundary and adoption of new boundary and bylaws	<input type="checkbox"/>	
Letters of Support	Letters of Support – <i>Redesignation needed?</i> <ul style="list-style-type: none"> • <i>Yes:</i> Resolution of support from jurisdictions representing 75% of affected populations and central city • <i>No:</i> Signed Resolutions of Support from all newly added political subdivisions (including cities and counties) 	<input type="checkbox"/>	
Maps	Include a Text Description and GIS layer of the proposed MPO boundary	<input type="checkbox"/>	
	Include Existing Boundary Map	<input type="checkbox"/>	
	Include Proposed Boundary Map	<input type="checkbox"/>	

DRAFT Metropolitan Planning Area (MPA) Boundary



Legend
DRAFT MPA Boundary

Agenda Item 4F - Attachment 2

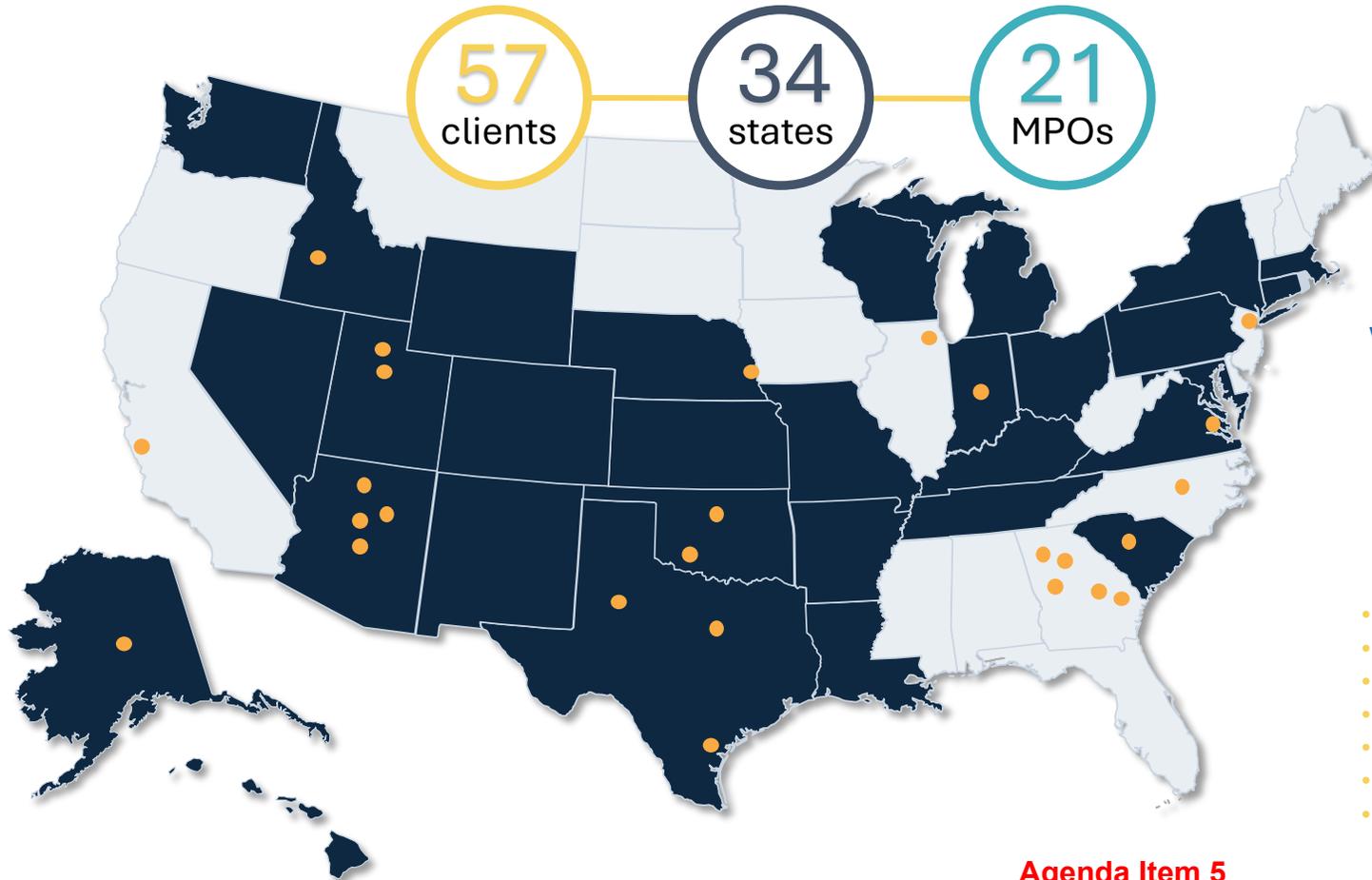
0 2.25 4.5 Miles



Project Prioritization & Community Impact Assessments

Introduction to High Street

Our Performance-Based Planning and Programming Experience Spans



We facilitated
Federal TPM Rulemaking

We wrote the book on
performance-based
prioritization

NCHRP Report 806

Our MPO Project Scoring Experience

- Flagstaff, AZ
- Phoenix, AZ
- Fort Lauderdale, FL
- Augusta, GA
- Rome–Floyd, GA
- Boise, ID
- Chicago, IL
- Indianapolis, IN
- Raleigh, NC
- Omaha, NE
- Newark, NJ
- Burns Flat, OK
- Columbia, SC
- Corpus Christi, TX
- Killeen–Temple, TX
- Lubbock, TX
- Provo, UT
- Salt Lake City, UT
- Danville, VA
- Roanoke, VA
- Saluda, VA

Agenda Item 5



Context: Why This Framework Is Being Developed

Purpose

To orient the TAC to why the prioritization framework is being developed and share the online resources that will be available for project assessments.

Key Framing Points

- Tools are being developed to **support future project evaluation** — not to critique current projects
- Designed to create a **repeatable, data-informed process** for consistent decision-making
- Will **not dictate** which projects are selected — it provides feedback and information across MTP and PAD goal areas
- Outputs are meant to **inform and enrich** conversations, not replace professional judgment

We Want Your Input

The tools presented today are designed to support you

After today's meeting, we invite you to:



Explore the tool at:

<https://www.corpuschristi-mpo.org/community-impact/>



Share your preferred criteria weights — if you feel the default weighting should be adjusted, let us know



Send comments and questions to:

Keren Costanzo kcostanzo@cctxmpo.us



Two Project Assessment Tools

The framework applies two complementary lenses to evaluate each project — one focused on how the transportation system performs, and one focused on how communities are affected.



Community Impact Criteria

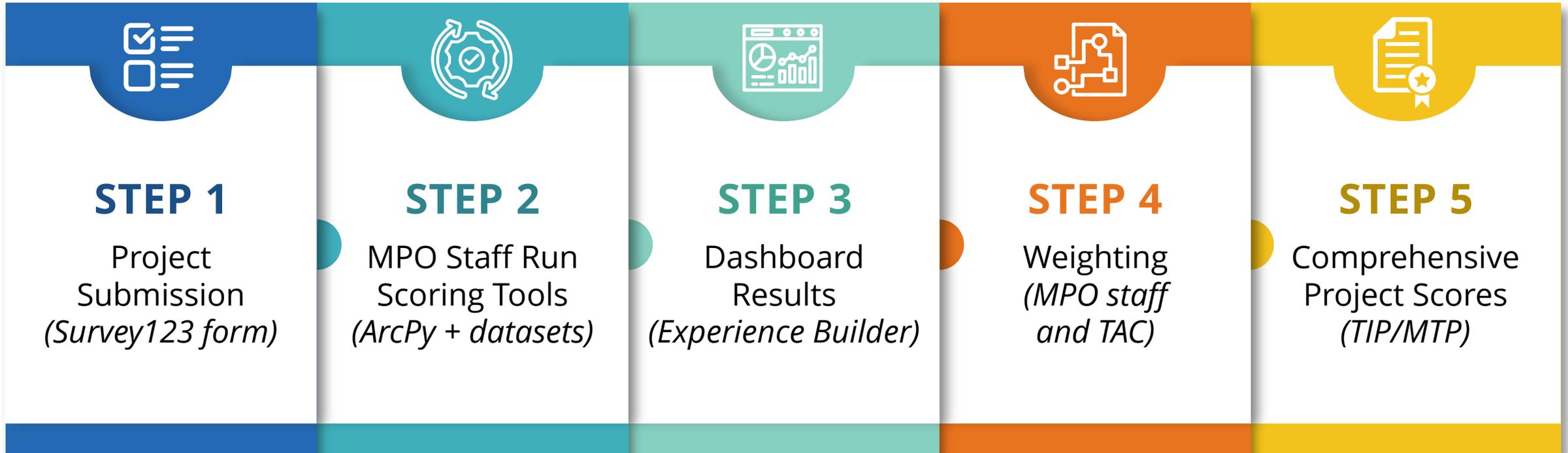
Evaluates how projects affect Title VI populations, transportation cost burden, accessibility to services, noise, stormwater, emissions, wildlife, and land use intensity — aligned with the Program for Addressing Discrimination (PAD).



System Performance Criteria

Evaluates how projects advance regional transportation goals across safety, system preservation, mobility and connectivity, environment, and economic growth — aligned with the Metropolitan Transportation Plan (MTP).

How the Tools Will Work



Agenda Item 5

Example Decision Workflow



Agenda Item 5

General Concept

Project Purpose: Prepare for Eventual Project Scoring Tool

Gather Projects

Locate Improved Areas



Spatially Overlay Data

Join Performance Layers with Projects



Estimate Performance Impacts

Forecast Baseline (“no build”) Performance Without Investment & Investment Performance



Prioritize Across Programs

Conduct Trade-Off Analysis



Overview of Scoring Structure

System Performance Criteria Aligned with MTP

Safety

- Fatal and serious injury crashes reduced
- Bicycle/pedestrian crash rate
- Efficacy of safety countermeasure

System Preservation

- Change in International Roughness Index
- Change in bridge condition rating

Mobility and Connectivity

- Travel time savings
- Jobs accessible by
 - Biking
 - Walking
 - Transit

Resilience

- Resilience Model Score

Economic Growth

- Jobs created
- Change in regional GDP

Community Impact

- Community Impact Model Score

Community Impact Criteria Aligned with PAD

Community Impact Criteria Aligned with PAD

Transportation Cost Burden

- % of household income spent on housing and transportation

Accessibility

- Number of community facilities within $\frac{3}{4}$ miles of the project location

Environment

- Stormwater impacts
- Emissions reduction
- Overlap with Critical Habitat

Noise

- Relative Noise Impact Score

Land Use Intensity

- Residential intensity
- Employment intensity

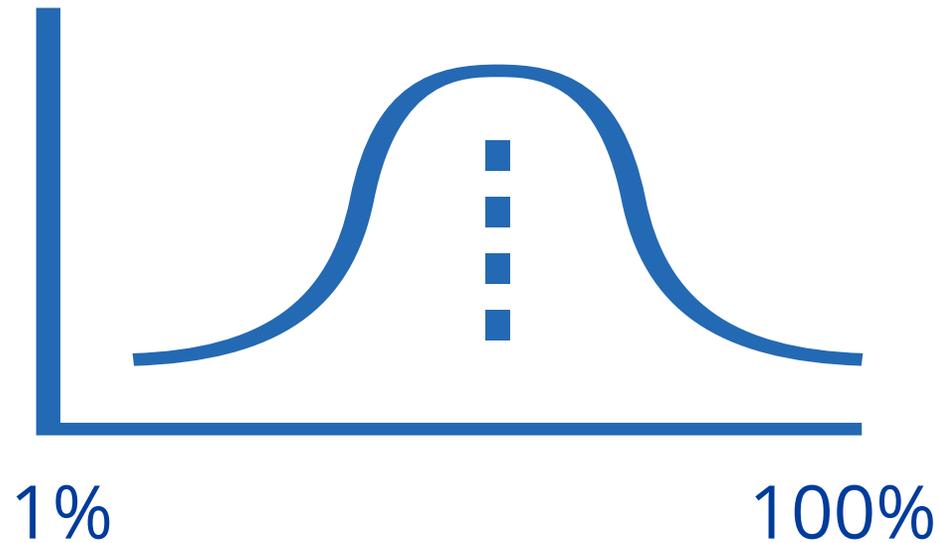
Title VI

- % population low-income, racial minority, and/or ethnic minority

Normalization & Scaling

Turning Metrics Into Scores

Goal: Convert each criterion's value into 0-1 scores .



Apply Weights [Example]

- Safety 25%
- Community Impact 20%
- Mobility 15%
- System Preservation 15%
- Economic Growth 15%
- Resilience 10%

Draft Tool Walkthrough

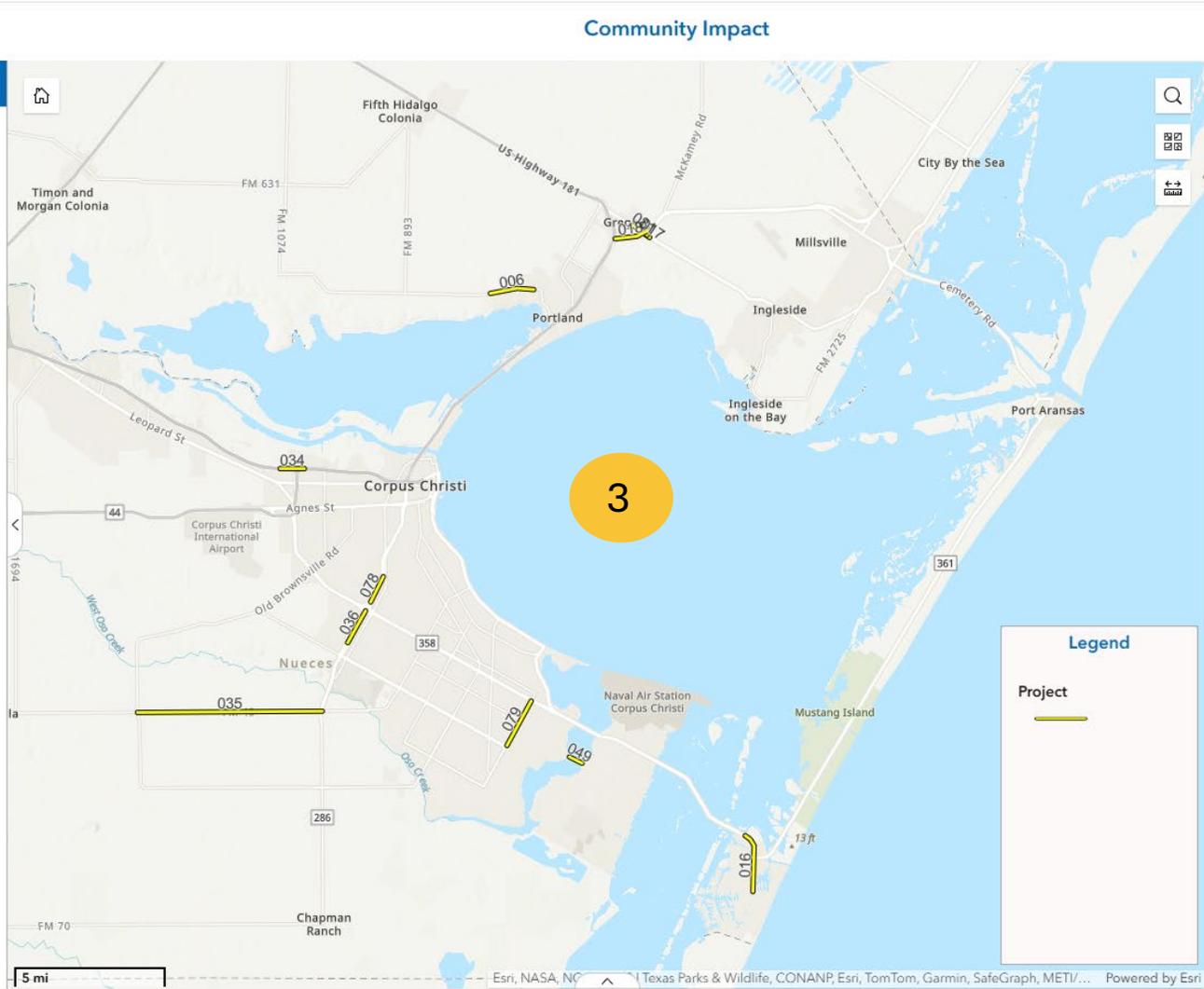
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Weighting Layers

Adjust Score Weights

- Cost Burden: 22 %
- Accessibility: 18 %
- Land Use Intensity: 15 %
- Title VI: 13 %
- Noise: 11 %
- Stormwater: 9 %
- Wildlife: 7 %
- Emissions: 5 %

Reset Apply



Projects By Score 4

Sort By: Overall Score

FM 624 Nueces CR73 to Wildcat Add Lanes.	.61
PR 22 Nueces Aquarius to Whitecap	.57
SH 357 Nueces Rodd Field medians	.56
L_3CRP_Corpus Christi 1 Holly Rd. Tourism Trail	.45
SS 202 at SH 35/SH 361 Interchange SPUI	.44
IH37/SH 358 Nueces @Intrchnng 2-In DCs	.34
FM 43 Nueces FM 665 to SH 286 Add Lns	.34
FM 893 SanPat Stark Rd to W CR79 Add Lns	.29
SH 35 SanPat FM 3284 to SH 361 DCs	.28
SH 361 SanPat @ SH 35 Interchange DCs	.27
SH 286 Nueces SH 358 to Horne Add Ln NB.	.25
SH 286 Nueces Holly to SH 358 Braid Ramp	.25

5

View Data Table

Draft Tool Walkthrough

1



Community Impact

Weighting Layers

Adjust Score Weights

Cost Burden
 22 %

Accessibility
 18 %

Land Use Intensity
 15 %

Title VI
 13 %

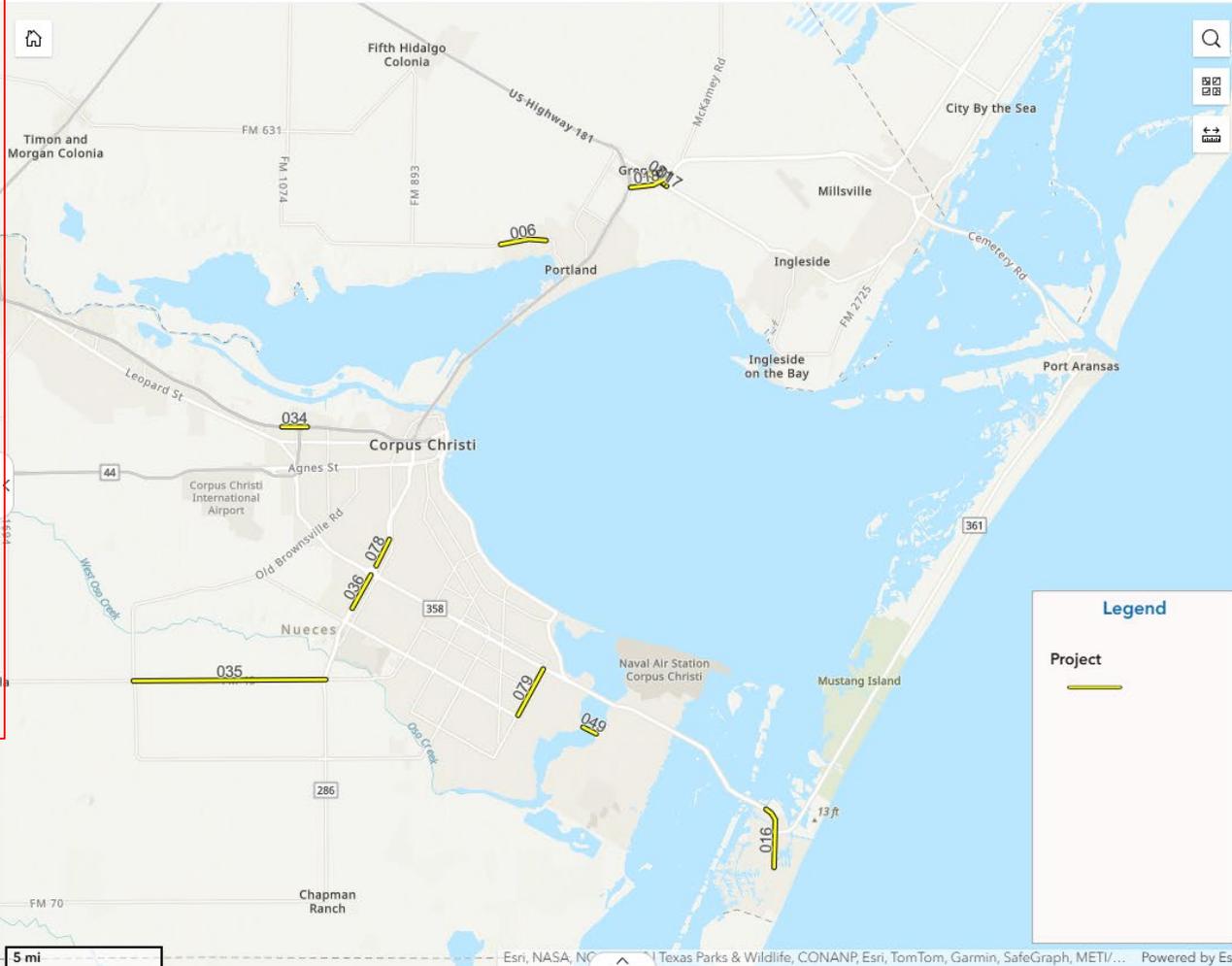
Noise
 11 %

Stormwater
 9 %

Wildlife
 7 %

Emissions
 5 %

Reset **Apply**



Projects By Score

Sort By: Overall Score ▾

FM 624 Nueces CR73 to Wildcat Add Lanes.	.61
PR 22 Nueces Aquarius to Whitecap	.57
SH 357 Nueces Rodd Field medians	.56
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FM 43 Nueces FM 665 to SH 286 Add Lns	.34
FM 893 SanPat Stark Rd to W CR79 Add Lns	.29
SH 35 SanPat FM 3284 to SH 361 DCs	.28
SH 361 SanPat @ SH 35 Interchange DCs	.27
SH 286 Nueces SH 358 to Horne Add Ln NB.	.25
SH 286 Nueces Holly to SH 358 Braid Ramp	.25

[View Data Table](#)

Agenda Item 5



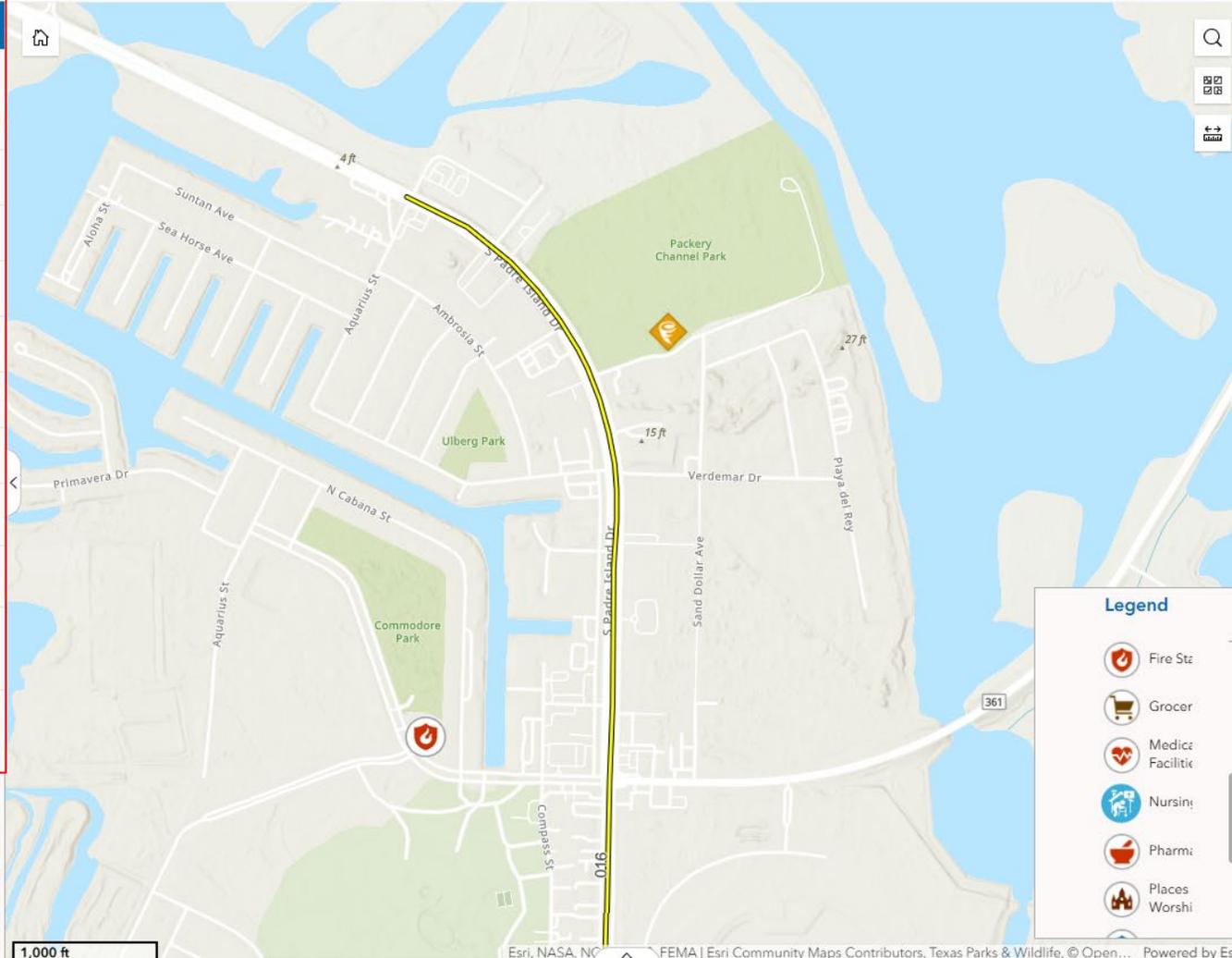
Draft Tool Walkthrough

Community Impact

Weighting | **Layers**

Layers

- Project
- Reference
- Cost Burden
- Accessibility
- Title VI
- Stormwater
- Wildlife
- CCMPO TxDOT Roadway Inventory
- Community Impact Search Distance (Buffer)
- Accessibility, Land Use Intensity and Noise Impact Buffer (3/4 mi, full length)
- Wildlife, Stormwater Buffer (500 ft)



Projects By Score

Sort By: Overall Score

FM 624 Nueces CR73 to Wildcat Add Lanes.	.61
PR 22 Nueces Aquarius to Whitecap	.57
SH 357 Nueces Rodd Field medians	.56
L_3CRP_Corpus Christi 1 Holly Rd. Tourism Trail	.45
SS 202 at SH 35/SH 361 Interchange SPUI	.44
IH37/SH 358 Nueces @Intrchnng 2-In DCs	.34
FM 43 Nueces FM 665 to SH 286 Add Lns	.34
FM 893 SanPat Stark Rd to W CR79 Add Lns	.29
SH 35 SanPat FM 3284 to SH 361 DCs	.28
SH 361 SanPat @ SH 35 Interchange DCs	.27
SH 286 Nueces SH 358 to Horne Add Ln NB.	.25
SH 286 Nueces Holly to SH 358 Braid Ramp	.25

[View Data Table](#)

Agenda Item 5

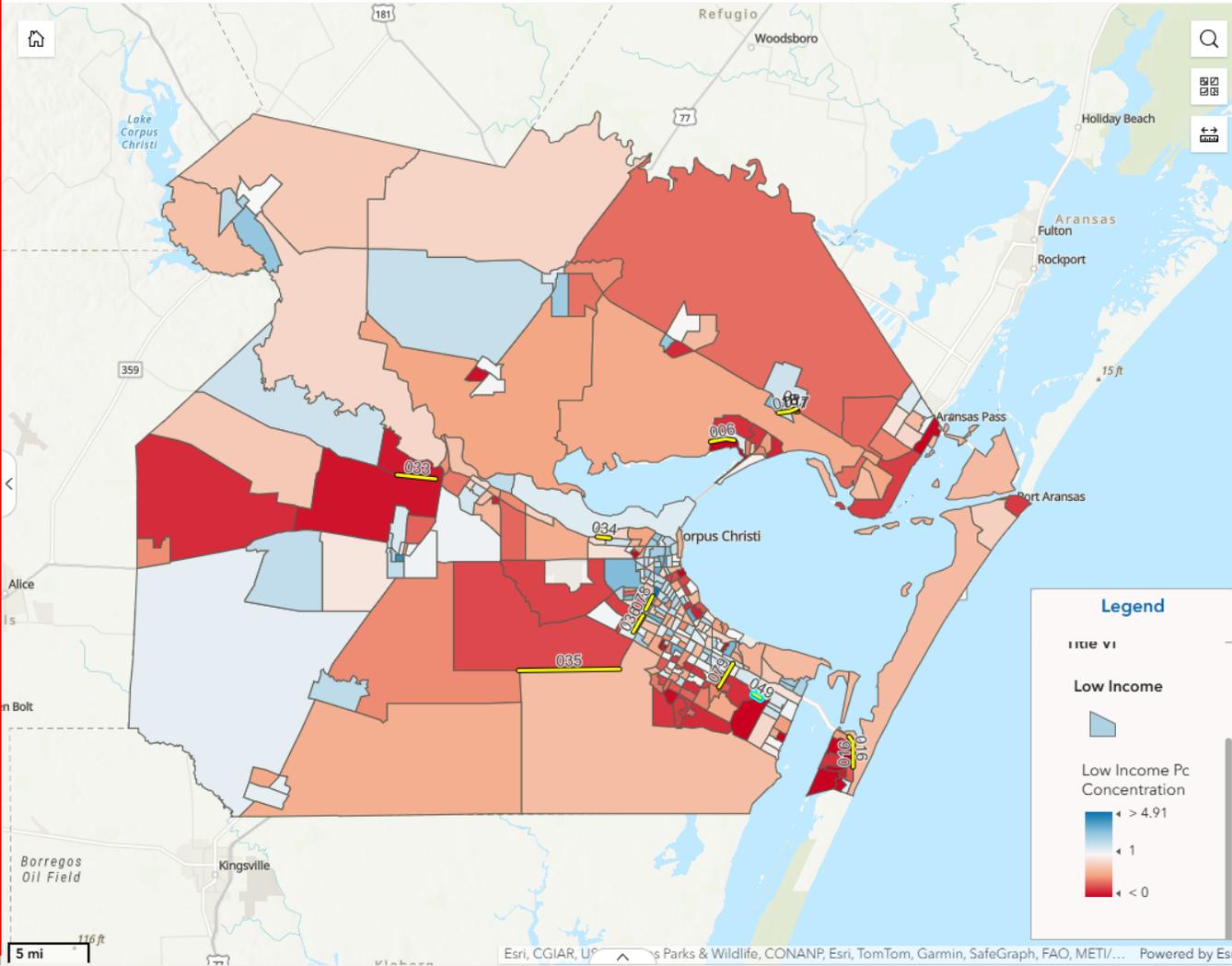
Draft Tool Walkthrough

Community Impact

Weighting | Layers

Layers

- Project
- Reference
- Cost Burden
- Accessibility
- Title VI
 - Racial Minority Population
 - Ethnic Minority Population
 - Low Income
- Stormwater
- Wildlife
- CCMPO TxDOT Roadway Inventory
- Community Impact Search Distance (Buffer)
 - Accessibility, Land Use Intensity and Noise Impact Buffer (3/4 mi, full length)
 - Wildlife, Stormwater Buffer (500 ft)



does contain a bicycle or pedestrian component, please visit the [Project Input Survey](#)

Land Use Intensity Score: .32

This score measures how many people and jobs are located near the project. It looks at both nearby housing (residential intensity) and nearby employment (employment intensity) within a 3/4 mile buffer.

Scores closer to 1 indicate projects located in denser, more active areas, where people are more likely to live near jobs, services, and daily destinations. These locations are generally better suited for walking, biking, and transit and can support more travel options.

Title VI Score: .35

This score measures whether a project is located in tracts with higher than average concentrations of Title VI populations, including:

- Low-income populations
- Racial minority populations
- Ethnic minority populations

It compares the share of these populations near the project to the regional average. Scores closer to 1 indicate projects located in areas with a higher concentration of Title VI populations, helping identify projects that may support equity and federal compliance goals.

Please note: Projects are only scored if they include a bicycle, pedestrian, transit, or active transportation element. Projects that do not contain one of these elements will show a score of 0. If you feel this is an error and the project does contain a bicycle or pedestrian component, please visit the [Project Input Survey](#)

Noise Score: 0

This score measures the relative noise impact of a project on nearby people and wildlife. It considers:

- How much traffic and roadway expansion the project includes

[View Data Table](#)

Agenda Item 5

Draft Tool Walkthrough



Community Impact

Layers

- Project
- Reference
- Cost Burden
- Accessibility
- Title VI
- Stormwater
- Wildlife
- CCMPO TxDOT Roadway Inventory
- Community Impact Search Distance (Buffer)
- Accessibility, Land Use Intensity and Noise Impact Buffer (3/4 mi, full length)
- Wildlife, Stormwater Buffer (500 ft)

Projects By Score

Sort By: Overall Score ▼

FM 624 Nueces CR73 to Wildcat Add Lanes.	.61
PR 22 Nueces Aquarius to Whitecap	.57
SH 357 Nueces Rodd Field medians	.56
L_3CRP_Corpus Christi 1 Holly Rd. Tourism Trail	.45
SS 202 at SH 35/SH 361 Interchange SPUI	.44
IH37/SH 358 Nueces @Intrchn 2-In DCs	.34
FM 43 Nueces FM 665 to SH 286 Add Lns	.34
FM 893 SanPat Stark Rd to W CR79 Add Lns	.29
SH 35 SanPat FM 3284 to SH 361 DCs	.28
SH 361 SanPat @ SH 35 Interchange DCs	.27
SH 286 Nueces SH 358 to Home Add Ln NB.	.25
SH 286 Nueces Holly to SH 358 Braid Ramp	.25

[View Data Table](#)

Agenda Item 5



Draft Tool Walkthrough



Community Impact

Layers

- Project
- Reference
- Cost Burden
- Accessibility
- Title VI
- Stormwater
- Wildlife
- CCMPO TxDOT Roadway Inventory
- Community Impact Search Distance (Buffer)
- Accessibility, Land Use Intensity and Noise Impact Buffer (3/4 mi, full length)
- Wildlife, Stormwater Buffer (500 ft)

Projects By Score

Sort By: Overall Score

4

FM 624 Nueces CR73 to Wildcat Add Lanes.	.61
Click a project name	.57
SH 35 / Nueces Rodd Field medians	.56
L_3CRP_Corpus Christi 1 Holly Rd. Tourism Trail	.45
SS 202 at SH 35/S 36 Interchange SPUI	.44
IH37/SH 358 Nueces @Intrchn 2-In DCs	.34
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FM 893 SanPat Stark Rd to W CR79 Add Lns	.29
SH 35 SanPat FM 3284 to SH 361 DCs	.28
SH 361 SanPat @ SH 35 Interchange DCs	.27
SH 286 Nueces SH 358 to Home Add Ln NB.	.25
SH 286 Nueces Holly to SH 358 Braid Ramp	.25

[View Data Table](#)

Legend

- Project
- Reference
- Wildlife
- NOAA Critical Habitat

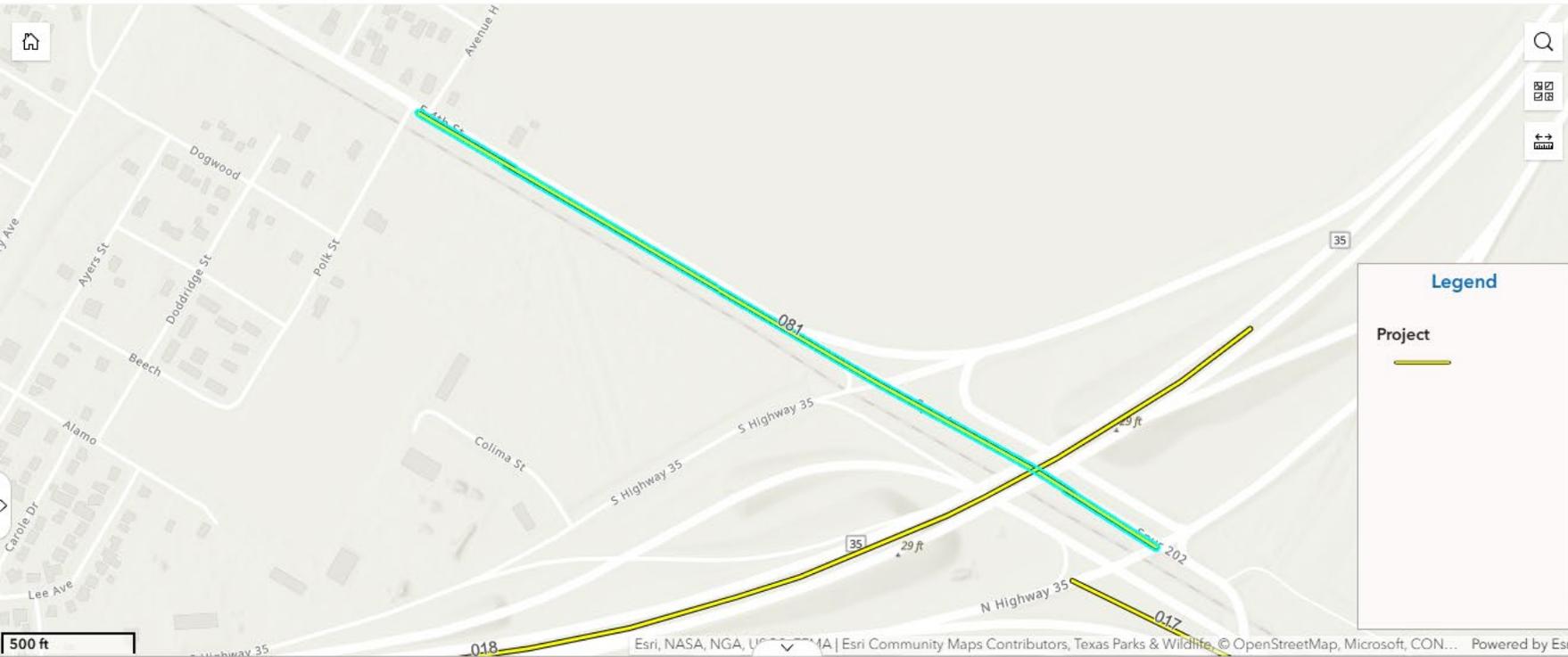
Agenda Item 5



Draft Tool Walkthrough



Community Impact



< Back to Project List

SS 202 at SH 35/SH 361 Interchange 4

Overall Score: .44

Overall score

Cost Burden Score: 0

This score measures the percent of income that is spent on housing and transportation within the block groups that overlap with this project. Scores closer to 1 indicate more burden (i.e. a higher percentage of income spent on housing and transportation).

Please note: Projects are only scored if they include a bicycle, pedestrian, transit, or active transportation element. Projects that do not contain one of these elements will show a score of 0. If you feel this is an error and the project does contain a bicycle or pedestrian component, please visit the [Project Input Survey](#)

Accessibility Score: 1

This score measures the number of community facilities that are within a 3/4 mile buffer surrounding the project. Scores closer to 1 indicate projects that support access to more community facilities.

Please note: Projects are only scored if they include a bicycle, pedestrian, transit, or active transportation element. Projects that do not contain one of these elements will show a score of 0. If you feel this is an error and the project does contain a bicycle or pedestrian component, please visit the [Project Input Survey](#)

Land Use Intensity Score: 0

This score measures how many people and jobs are located near the project. It looks at both nearby housing (residential intensity) and nearby employment (employment intensity) within a 3/4 mile buffer.

Scores closer to 1 indicate projects located in denser, more active areas, where people are more likely to live near jobs, services, and daily destinations. These locations are generally better suited for walking, biking, and transit and can support more travel options.

[View Data Table](#)

Name	Project ID	Overall Score	Cost Burden Score	Accessibility Score	Land Use Inten
FM 624 Nueces CR73 to Wildcat Add Lanes.	MPO-033	0.61	0.90	0.75	0.10
PR 22 Nueces Aquarius to Whitecap	MPO-016	0.57	0.97	0.75	0.32
SH 357 Nueces Rodd Field medians	MPO-079	0.56	0.77	0.25	0.63
L_3CRP_Corpus Christi 1 Holly Rd. Tourism Trail	MPO-049	0.45	1.00	0.25	0.37

Total: 12 | Selection: 1

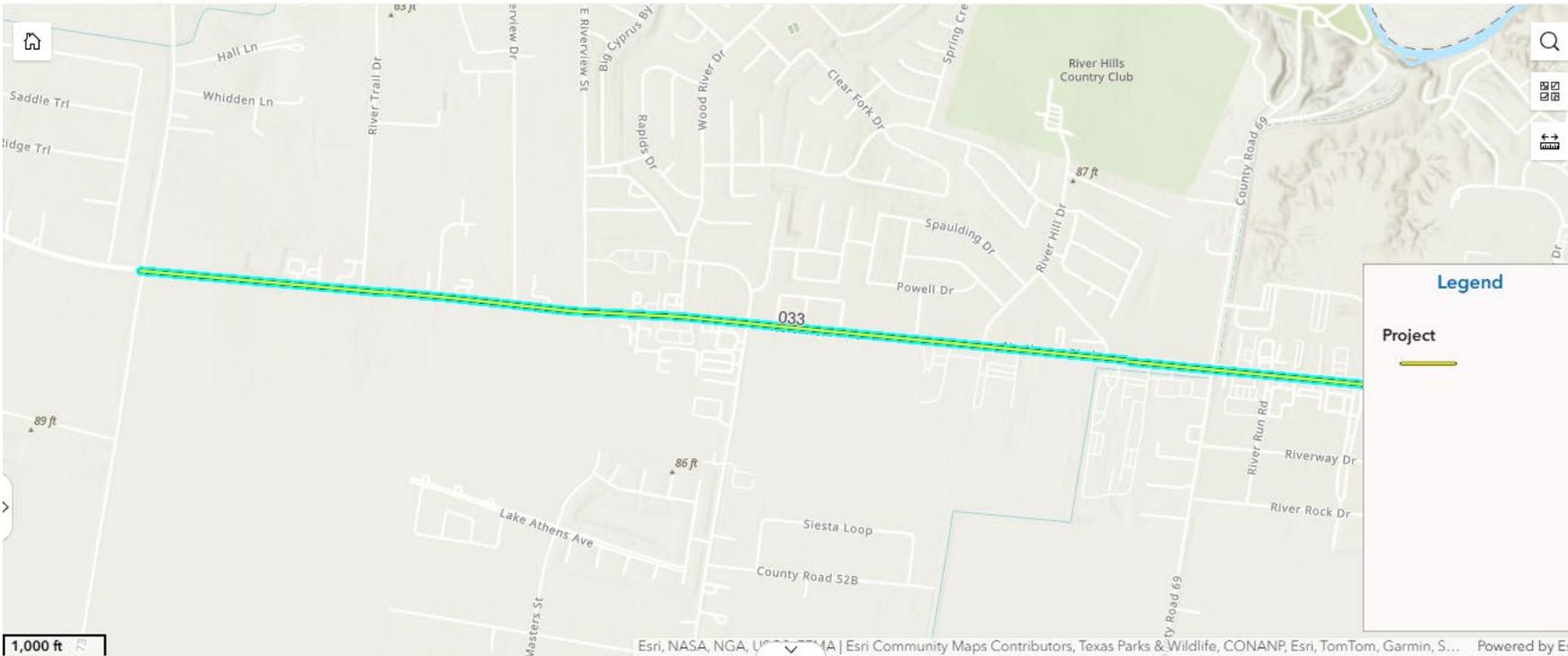
Agenda Item 5



Draft Tool Walkthrough



Community Impact



Projects By Score

Sort By: Overall Score ▼

FM 624 Nueces CR73 to Wildcat Add Lanes.	.61
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5

[View Data Table](#)

Agenda Item 5



Project Collection Process

Project Activities Determine Scoring Eligibility

What This Means in Practice

For example, only projects with safety countermeasures will be scored on safety criteria.

That same project can still be highly competitive in mobility, preservation, or community impact, wherever it does show relevant activities.

This approach ensures every project is evaluated on what it actually proposes to do.



Project Collection Process

(DRAFT) Project Intake Form

Project Description

Project Name

Project Description

Project Location

To draw the project area: Select the 'Line' icon on the top right corner > Click to place the first point > Click to add more points > Double-click to close the shape.

Find address or place

There was an error. Please check the location permissions on your browser and operating system.

Can not find your location. Please check your browser to ensure that your location is shared.

No geometry captured yet.

Draw the estimated project location

Find address or place

There was an error. Please check the location permissions on your browser and operating system.

Can not find your location. Please check your browser to ensure that your location is shared.

No geometry captured yet.

Agenda Item 5

Project Collection Process

Bicycle, Pedestrian, and Transportation Improvements ▾

Pedestrian Improvements ▾

Does the project include pedestrian improvements?

Yes

No

Bicycle Improvements ▾

Does the project include bicycle improvements?

Yes

No

Transit Improvements ▾

Does the project include transit improvements?

Yes

No

Operational Improvements

Select all that apply

Signal Timing Improvements

New Dedicated Turning Lanes

New Roundabouts

Ramp Metering

New Auxiliary Lane

Complete Streets (including improved multimodal traffic flow)

Traffic Calming (e.g. curb extensions, narrowed lanes, speed humps)

Agenda Item 5

We Want Your Input

The tools presented today are designed to support you

After today's meeting, we invite you to:



Explore the tool at:

<https://www.corpuschristi-mpo.org/community-impact/>



Share your preferred criteria weights — if you feel the default weighting should be adjusted, let us know



Send comments and questions to:

Keren Costanzo kcostanzo@cctxmpo.us



Next Steps

1

Gather Key Feedback Themes

Staff will synthesize today's TAC discussion and note any consensus themes, contested priorities, or areas requiring further clarification.

2

Incorporate TAC Input

TAC member feedback on criteria weights and project scoring methodology will be incorporated into the next version of the tool.

3

Finalize Weights

MPO staff will finalize the criteria weighting structure based on TAC input and any follow-up input opportunities that may be offered.

4

Tool Available for TAC Exploration

The completed tool will be made available for TAC members to explore and will support TIP discussions in future planning cycles.