

TRANSPORTATION POLICY COMMITTEE (TPC) REGULAR MEETING AGENDA

THURSDAY, DECEMBER 4, 2025 2:00 P.M. TPC REGULAR MEETING

Venue: Corpus Christi City Hall Council Chambers, 1201 Leopard 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 TPC's jurisdiction (except in matters related to pending litigation). Proceedings are recorded. To make a public suggestion or comment at the meeting, please fill out the printed comment card available at the meeting and submit it to Corpus Christi MPO staff 10 minutes before the meeting starts. We ask that remarks be limited to three minutes and that you identify yourself.

- 3. APPROVAL OF THE TPC NOVEMBER 17, 2025 MEETING MINUTES
- 4. DISCUSSION AND POSSIBLE ACTION ITEMS
 - A. TxDOT 2027 Unified Transportation Program (UTP) Call for Projects

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

- B. Safety (PM1) Performance Measures and Targets Action: Review, Discuss, Receive Public Comments and Possible Action
- 5. TPC MEMBER STATEMENTS ON LOCAL PROJECTS, PROGRAMS OR ITEMS OF INTEREST
- 6. UPCOMING MEETINGS/EVENTS

A. Transportation Policy Committee Regular Meeting January 8, 2026
B. Technical Advisory Committee Regular Meeting January 15, 2026

7. ADJOURN

Indicates attachment(s) for the agenda item.

• Indicates a weblink for agenda item.

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

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

MEETING LOCATION MAP



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

November 17, 2025

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

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

TPC Members Present:

Judge David Krebs, San Patricio County, Chairperson

Judge Connie Scott, Nueces County, Vice Chairperson

Mayor Cathy Skurow, City of Portland

Mr. David Engel, Port of Corpus Christi

Mr. Mike Walsh, P.E. Texas Department of Transportation-Corpus Christi District

Mr. Art Granado, Corpus Christi Regional Transportation Authority

Emily Martinez, MPA Coastal Bend Council of Governments (non-voting)

MPO Staff Present:

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

MPO Attorney:

Ms. Mary Esther Guerra, Nueces County Assistant County Attorney

2. NON-AGENDA ITEMS PUBLIC COMMENTS

One public comment was made on the CCRTA Fare Structure process in person and One Public Comment submitted by email.

3. APPROVAL OF THE TPC SEPTEMBER 4, 2025, REGULAR MEETING MINUTES

Judge Scott made a motion to approve September 4, 2025, Regular Meeting minutes.

Mr. Engel seconded; the motion passed unanimously.

4. DISCUSSION AND POSSIBLE ACTION ITEMS

A. DRAFT 2045 Metropolitan Transportation Plan Update (2045 MTP Update) with Amendment 1

Mr. MacDonald presented this item.

The Corpus Christi MPO staff developed the DRAFT 2045 MTP Update with Amendment 1. The specific changes to the fiscally constrained project list in the 2045 MTP Update as part of Amendment 1 were provided. All projects and programs of the Corpus Christi RTA listed in the cover memo were recently amended into the FY 2025-2028 Transportation Improvement Program (TIP). For consistency, these projects must be consistent and listed in both the FY 2025-2028 TIP and 2045 MTP Update.

Discussion:

None.

Motion:

Judge Scott made a motion to approve the DRAFT 2045 MTP Update with Amendment 1.

Mr. Engel seconded; the motion passed unanimously.

B. Corpus Christi MPO DRAFT 2025 Public Participation Program (PPP)

Mr. MacDonald presented this item.

This item requested approval of the DRAFT 2025 Public Participation Plan (PPP) that was released in August for a minimum 45-day public comment period. No public comments have been received as of November 17, 2025.

Once adopted, the PPP defines the processes that the Corpus Christi MPO will use to provide any interested or potentially impacted citizens with reasonable opportunities to participate in the metropolitan transportation planning and project programming processes. This 2025 PPP identifies the outreach and involvement activities for the 2050 Metropolitan Transportation Plan development process and updates to the FY 2025-2028 Transportation Improvement Program.

Discussion:

None.

Motion:

Mr. Engel made a motion to approve the DRAFT 2025 Public Participation Plan (PPP).

Mr. Granado seconded; the motion passed unanimously.

C. CCRTA Proposed Fare Structure

Mr. Robert Saldana presented this item.

The current fare structure adjustment was last changed in 2006, when it went from \$0.50 to \$0.75. Due to the downward trend of the CCRTA's current fare recovery ratio, the authority is currently proposing a new fare structure. The review process included a Title VI Fare Equity Analysis to ensure there is not a disproportionate impact on minorities. When reviewing the fare structure, the Corpus Christi Regional Transportation Authority (CCRTA) keeps three (3) objectives in mind:

- 1. Maintain affordability for low-income populations
- 2. Encourage farebox recovery in keeping with revenue goals and peer agency practices
- 3. Encourage ridership growth and minimize loss

Discussion:

Mr. Engel questioned the slide indicating that the CCRTA collects an average of \$0.25 per trip, asking how that figure was calculated.

 Mr. Saldana clarified it is calculated by dividing the total annual fare revenue by roughly 4 million yearly trips.

Mr. Engel questioned how the \$0.75 fare, after discounts, results in a \$0.25 average, and asked what the expected average fare would be with the proposed increase.

- Mr. Saldana explained that many riders from the University and Del Mar students are under contract with a preset figure, as well as Pre-K-12 students ride free, so those fares won't increase; any rise in the average fare would come from base-fare riders only.
- Mr. Engel asked whether the universities and colleges' contract fares are included in the \$0.25 average.
 - o Mr. Saldana stated yes, every contract is included in the average.

Mr. Engel wanted clarification that all contracts are included in the \$0.25 average and asked whether the average fare under the new rate is known.

• Mr. Saldana explained that the focus is on the recovery ratio, not a specific average fare, noting that current ridership from universities and Pre-K-4th grade skews the average. Under Stage 2.4, the proposed increase is expected to raise the recovery ratio to 4–4.5%.

Mr. Engel asked how CCRTA plans to address riders who do not have a cell phone to access the APP GO passes.

• Mr. Saldana explained that GO Passes require a cell phone; riders without one must pay cash, and an educational process will be provided.

Mr. Engel asked whether all bus riders have some type of electronic device.

• Mr. Saldana stated that a high percentage of riders have a device or phone to use the mobile app.

Mr. Engel emphasized ensuring that all eligible riders would still be able to receive the discount.

Mr. Saldana confirmed yes.

Mr. Engel asked about the MPO's role and questioned why they need to approve the increase instead of leaving it to the CCRTA board.

- Mr. MacDonald explained that under a new state law, MPO involvement is required for fare
 increases. The law, included in Transportation Code Title 6, Subtitle 6, establishes a fare review
 process, where fares automatically take effect unless the MPO votes against the base fare.
- Mr. Engel clarified that the committee's role is not to vote yes, but only to vote no if they
 oppose the fare increase.
- Mr. Granado explained that the proposed fare increase was first introduced about a year ago with input from the cities and counties served by CCRTA. CCRTA has had only one fare increase in 40 years, though agencies like FTA and MONARC recommend increases every 3-4 years. Senate Bill 1371 allows CCRTA to proceed unless the MPO votes no. If no action is taken, the increase automatically takes effect 60 days after the vote (around November 26–27). Public input from thousands of riders was considered, and CCRTA feels the increase is necessary given the long period without a fare adjustment. He also noted that at \$0.75, CCRTA fares are among the lowest compared to other cities, emphasizing that the increase is necessary, because the current fare is unsustainable, reinforcing the need for the increase. Mr. Granado expressed surprise that financial information was not provided but hoped his explanations would clarify the issue. He noted that detailed financial information is also available on the CCRTA website.
- Mr. Engel noted that reviewing the budget would have been helpful due to the limited financial
 information. He initially didn't understand the MPO's role in the vote but now recognizes it
 affects all communities CCRTA serves.
- Ms. Guerra stated that she had sent Mr. Engel a copy of the state law that was highlighted so you can see what the MPO's role was in the process.
- Mr. Engel stated he understood but remained unsure why the MPO needed to vote on this
 issue.
- Mr. Derrick Majchszak, CEO of the CCRTA, noted that this legislation had already been enacted
 in Austin many years ago and that Capital Metro uses the exact same process. He explained
 that when the transit agencies were originally formed, they operated under different rules,
 which over time led to variations in regulations across the state.

Mayor Skurow addressed the second public comment included in the agenda packet, noting that it raised valid questions. She asked whether there had been an opportunity to review and respond to those questions.

 Mr. Saldana explained that the financial figures being compared come from different types of data, mainly from the National Transit Database, which does not account for several important factors. He noted that a reported \$6 million gap between revenues and expenses is misleading because it excludes major costs such as employee benefits, particularly healthcare, which alone totals \$4-5 million annually. He added that budgeted revenue projections can also distort the picture; for example, the agency anticipated \$42 million in sales tax revenue but has only received about \$750,000 less.

Mayor Skurow questioned why the agency's fare recovery rate has declined—from 6.5% before COVID, to 3.6% in 2023, and now down to 2.4% and asked for an explanation of the drop.

- Mr. Saldana explained that the fare recovery rate has dropped because the RTA's expenses
 have risen significantly since COVID. Costs for goods, services, tariffs, and buses have all
 increased and capital expenses alone are up about 35% over the last four years, while sales tax
 revenue has only grown 15–16%. These rising costs are outpacing revenue growth. During
 COVID the agency managed better financially because it received federal relief funds, but those
 funds are no longer available.
- Mayor Skurow acknowledged Mr. Saldana's explanation but pointed out that the fare recovery rate dropped from 3.6% to 2.4% in just the past two years, and tariffs are not yet affecting them. She emphasized that tariffs cannot explain this 1.2% decline.
- Mr. Saldana explained that the drop in fare recovery is due to reduced fare collection. Many
 riders are being allowed onto buses without paying the full fare, and each unpaid ride costs the
 agency about \$0.25, contributing to lower fare revenue.

Mayor Skurow noted that the fare structure indicates the CCRTA subsidizes about 95% of all trips, meaning riders pay only about 25% of the actual cost. She then questioned which specific groups are riding for free and contributing to the reduced fare recovery.

- Mr. Saldana replied that about 65,000 fare tokens are distributed to various agencies.
- Mayor Skurow asked whether any guidelines or requirements are provided to agencies regarding how the distributed tokens should be used once they receive them.
 - Mr. Saldana responded that there are no specific guidelines for how the tokens are spent. He added that they are primarily given to non-profits and to riders who cannot afford the fares.
- Mayor Skurow expressed concern about the lack of accountability for the 65,000 tokens, asking
 whether all tokens are being distributed, how they are being used, and which demographic
 groups are receiving them. She emphasized that 65,000 is a significant number and questioned
 how and where the tokens are being passed out.
- Mr. Majchszak explained that the state, through the Workforce Commission, controls who
 receives transit tokens and in what amounts, which have not increased. Programs like Mission
 911 provide tokens to help people go to pay bills or commute to work. Additionally, a program
 allowing ISD students to ride buses for free has increased daily student ridership from 200–250
 to about 1,200, effectively expanding subsidized transportation.
- Mayor Skurow requested assurance that CCRTA has accountability measures to ensure
 distributed tokens reach riders most in need. She suggested a simple one-page summary to the
 various agencies on accountability for the tokens.
 - Mr. Saldana added that apart of the tokens they distribute, and customer service staff will go out to see how much more they may use. Ms. Montez can help clarify more.
- Mr. Saldana noted that, in addition to distributing tokens, customer service staff follows up to assess additional usage, with Ms. Montez providing further clarification.
 - Ms. Sharon Montez, Managing Director of Capital Programs and Customer Service, explained that agencies receiving tokens report back to CCRTA on a quarterly basis. Most recipients are nonprofits, including Driscoll, Catholic Charities, Salvation Army, Workforce, and Veterans Services, and they are required to report token usage to CCRTA.
- Mayor Skurow inquired whether anyone can receive tokens through a nonprofit agency and asked if any agencies have requested more than their allotted amount.
 - Ms. Montez stated historically, agencies have not requested more than their allotted tokens. Some agencies do not use their full allocation and report unused tokens, and CCRTA will adjust funding as updates are submitted, as noted by Mr. Saldana.
- Mayor Skurow inquired whether universities, Del Mar College, and schools are subsidizing fares at full price.
 - Mr. Majchszak clarified that the University contributes annually approximately \$400,000 annually to cover fares, extra services, and free rides for their students.

- Mayor Skurow noted that it is difficult to make a decision based on the information presented. She acknowledged the need for a fare increase, given no increase in over 40 years, but emphasized the importance of presenting multiple options with a balanced budget—such as the impact of no increase, a partial increase, or a full increase. She requested that if a fare increase moves forward, measures ensure that those most impacted can still access free rides and that CCRTA makes tokens available to people in need. She also inquired whether tokens are available at the Coastal Bend COG (CBCOG) office.
 - Ms. Martinez confirmed that tokens are not available at the CBCOG office.
- Mayor Skurow stated that it is concerning that the CBCOG does not have tokens to distribute and suggested the CCRTA Board should review this issue.

Mr. Engel stated that the TPC must trust the CCRTA Board's recommendation, noting that while more information would be helpful, there is no reason not to trust the Board.

Motion:

Mr. Engel made a motion to approve the new proposed fare structure.

Mr. Granado seconded; the motion passed unanimously.

After Motion Discussion:

Judge Scott asked whether the proposal would move forward regardless of the committee's approval by November 26, 2025.

- Mr. Granado responded that the MPO can only vote "no".
- Mr. Majchszak clarified that the 60-day deadline would be November 30, 2025.
- Mr. Granado explained that while the committee could vote yes, in the past when there was a
 quorum issue and a vote was not held before the deadline, the proposal would have gone into
 effect regardless of approval.
- Judge Scott acknowledged that the MPO does have a role in the decision-making process.
- Mr. Granado clarified that a "no" vote means no and a "yes" vote means yes.
- Judge Scott agreed with Mr. Engel, stating that the committee must trust the CCRTA Board to make the best decision.
- Mr. Granado stated that the CCRTA Board has done a thorough job assessing the fare process. He noted that CCRTA serves 4 million riders annually, prioritizing rider safety and efficiency, and would not take actions that jeopardize those goals. He talked about how he is a public transit user, and that it is in fact reliable to use. He mentioned exploring ways to encourage rider app usage for fare features and expressed hope that the MPO will vote yes.

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

Mr. Walsh discussed TxDOT's End of the Streak Campaign.
 He mentioned that November 7th was the 25th anniversary of being the last day someone did NOT die on a Texas road. He stated Texans are good at wearing their seatbelts.

6. **UPCOMING MEETINGS/EVENTS**

A.	Regional Traffic Safety Task Force	Virtual Meeting	November 19, 2025
В.	Technical Advisory Committee	Regular Meeting	November 20, 2025
C.	Transportation Policy Committee:	Regular Meeting	December 4, 2025
D.	Technical Advisory Committee	Regular Meeting	December 18, 2025

7. ADJOURN

The meeting was adjourned at 2:44 p.m.



Date: November 25, 2025

To: Transportation Policy Committee (TPC)

From: Robert MacDonald, Transportation Planning Director

Subject: Item 4A: TxDOT 2027 Unified Transportation Program (UTP) Call for Projects

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

Summary

The TxDOT-CRP District and the Corpus Christi MPO update the 10-year list of projects for the Unified Transportation Program (UTP) each year. Despite its importance to TxDOT as a planning and programming tool, the statewide UTP is neither a budget nor a guarantee that projects will or can be built. However, it is a critical tool in guiding transportation project development within the long-term planning context. On October 11, 2025, TxDOT announced the call-for-projects for the 2027 UTP development process (see Attachment 1). The TxDOT 2027 UTP Schedule is provided in Attachment 2. The first key date in the schedule is December 5, 2025, where TxDOT Districts submit initial UTP program via TxDOTCONNECT, with requested funding amounts for Categories 2, 4U, and SWDA.

Eligible Projects List

The fiscally constrained list of projects previously prioritized as part of the <u>2045 MTP Update</u> are eligible for inclusion in the 2027 UTP. We have asked the TAC members to review the current set of approved 2026 UTP projects for possible changes: cost estimate revisions, delayed projects, "new projects" in advance of the 2027 UTP process. Today we are asking the TPC members for those same type of project changes or additions from their perspective. The TAC had no changes to the 2026 UTP Projects.

The outcome of the 2027 UTP process is a list of projects TxDOT intends to develop or begin constructing over the next 10 years in the Corpus Christi MPO region as well as the full TxDOT-CRP District area. The projects selected for the 2027 TxDOT UTP are likely to be included in the 2050 Metropolitan Transportation Plan (2050 MTP) being developed in the next 12-15 months. Some of the 2026 and 2027 UTP projects will be included in the MPO's 4-year TIP for FY 2027-2030 being developed early in 2026. Additionally, the projects selected for Categories 2 and 4 must also be eventually authorized by the Texas Transportation Commission.

The development of the new Corpus Christi MPO FY 2027-2030 Transportation Improvement Program (TIP) is a separate process that is linked to the project submittals, review, prioritization, and selection for the 2027 UTP. The approved list of projects in the 2026 UTP is provided as Attachment 3.

Financial Considerations

In order to select the prioritized projects, the process requires that the 2027 UTP be fiscally constrained. The 10-year funding estimate for the 2027 UTP is not yet available for use. Those estimates are anticipated in January-February 2026. The tables on Attachment 4 illustrate the current funding amounts from the approved 2026 UTP.

Recommendation

The Corpus Christi MPO staff and Technical Advisory Committee (TAC) is jointly recommending the TPC submit the projects contained in the 2026 UTP plus two additional projects for the 2027 UTP Submission 1 into the 2027 UTP process. The two additional projects are:

From: Draft 2045 Metropolitan Transportation Plan (MTP) Update Amendment 1, Ch. 7, pg. 17

<u>CSI</u>	MTP ID	<u>Project Name</u>	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost	Total Construction Cost	fion: Construction Sost	Total Project Cost (\$, millions)
0074-06-252	MPO-034	IH37/SH 358 Nueces @Intrchng 2-In DCs	Reconstruct the interchange to provide 2-lane direct connectors from SB I-37 to EB SH 358 and WB SH 358 to	at IH 37/5H 358 Interchange	N/A	TxDOT-CRP	On	2	\$60,000,000 \$40,000,000	100,000,000	35,000,000	135,000,000
	MPO-036	SH 286 Nueces Holly to SH 358	ND 1-37.					<u>4U</u> 2	\$25,000,000			
0326-01-065	MPO-036	Braid Ramp	Construct braided ramps northbound.	South of Hölly Rd.	SH 358 (SPID)	TXDOT-CRP	<u>On</u>	<u>4U</u>	\$35,000,000	60,000,000	21,000,000	81,000,000

Proposed Motion

Move to approve the list of projects for submission to the TxDOT DRAFT 2027 Unified Transportation Program process.

Background

The UTP identifies how much transportation funding the state expects to have over the next decade and how to distribute it to address TxDOT's strategic goals – Includes all transportation projects that TxDOT is developing for construction over the next 10 years. It is organized into 12 funding categories that focus on different highway project types or ranges of activities. It is required by state law to be updated and approved annually by the Texas Transportation Commission by August 31st.

Attachments

- 1. TxDOT Oct 11, 2025, email Call-for-Projects for the 2027 UTP
- 2. 2027 UTP Development Schedule
- 3. TxDOT's Approved 2026 UTP Projects Map and List
- 4. 2027 UTP Development Notes TxDOT-CRP District

Robert MacDonald

From: Humberto "Tito" Gonzalez Jr < Humberto. Gonzalez@txdot.gov>

Sent: Saturday, October 11, 2025 10:55 AM

To: elisa.smetana@abilenetx.gov; jim.dickinson@h-gac.com; karen.owen@h-gac.com; IMartinez@alamoareampo.org; larry.meyer@h-gac.com; travis.muno@amarillo.gov;

> drudge@bcsmpo.org; Ashby Johnson; Robert MacDonald; placido.madera@eaglepasstx.gov; ECalvo@ELPASOMPO.ORG; cbarnett@huitt-zollars.com; Allie Isbell; Uryan Nelson; Juan Medive;

bmcbride@longviewtexas.gov; mmorris@nctcoq.org; cwalker; major.hofheins@cosatx.us;

bdickinson@setrpc.org; ReaDonna.Jones@txkusa.org; mhowell@tylertexas.com; mbergeron@victoriatx.gov; MukeshK@wacotx.gov; Lin.Barnett@wichitafallstx.gov; mmedina@rgvmpo.org; Idiaz@rgvmpo.org; Jamila Owens; vishu.lingala@h-gac.com;

charles.wemple@h-gac.com; Callie.Barnes@h-gac.com; Collins, Ryan

(Ryan.Collins@campotexas.org); jlewis@setrpc.org; bbenthul@bcsmpo.org; Victor Mendieta;

Corpus Christi MPO; Craig T. Casper; Daniel Carrizales; kxcarvajal@cctxmpo.us; OBarrios@nctcog.org; Kenneth Bunkley; BDell@nctcog.org; CGotti@nctcog.org;

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AnnetteP@wacotx.gov; norar@wacotx.gov; jaimie.lee@wichitafallstx.gov; Jimenez@alamoareampo.org; Ron Papsdorf; twalker@mylubbock.us; MLucero

Cc: Brandye Hendrickson; Brian Barth; Stephen Stewart; Caroline Mays; Mo Bur; Jessica Butler; Carl

Johnson; Humberto "Tito" Gonzalez Jr; Mildred Litchfield; TPP-UTP Team; Casey Wells; Phillip Tindall; Stacie Wilson; Amanda Landry; Reane Gilder; Christina Cabello; TPP_UTP; Eric Lykins

Subject: 2027 UTP Project Call Instructions and Schedule - MPOs

Attachments: 2027 UTP Development Timeline.pdf

Good morning,

TxDOT's Transportation Planning and Programming (TPP) Division has opened the 2027 UTP Mobility Project Call, officially kicking off the annual cycle to approve and program funding for UTP Categories 2, 4, and 12. We appreciate your continued partnership for the successful development of the 2027 UTP. The attached document provides the schedule to develop the 2027 UTP.

From now through January 2026, TPP, members of TxDOT's Administration, and the Commission will evaluate various scenarios to develop a draft distribution of the forecasted funding for the 2027 UTP (FY 2027 - FY 2036) to the 12 UTP Categories. The distribution will determine allocations to TxDOT Districts, Divisions and Metropolitan Planning Organizations; draft planning targets and programming expectations are expected to be released in late January or February 2026 – with Districts and their partner MPOs following with the final mobility project call submission.

I would also like to note that TPP continues to work with TxDOT Districts and Divisions to monitor the health of the UTP portfolio of projects and manage the volume projects, particularly those with Category 12, for each fiscal year. Given our successful collaboration in filling the portfolio, accelerations are not a primary focus in this UTP cycle, and while they may be considered, they are not quaranteed. MPOs are encouraged to continue working with their partnering District(s) to evaluate your portfolio to ensure available resources align with your top priority projects.

I'd like to highlight some key dates for relevant items as it pertains to the UTP development:

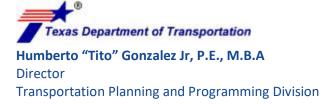
- Dec. 5, 2025 Districts submit initial UTP mobility program via TxDOTCONNECT, with requested amounts for Categories 2, 4U, and statewide funding categories
- Late Jan. Feb. 2026 TPP Division provides planning targets to districts
- Feb. 13, 2026 Districts submit final mobility program requests in TxDOTCONNECT

Mid-April 2026 – FY 2027 projects (programmed or AVL) estimates and requests updated

TPP will present the Project Call Guidance in Monthly Meetings with the Districts throughout October and November. If you would like to participate in these meetings, please reach out to your District points of contacts for the meeting invitations.

Should you have any questions or feedback about the development of the 2027 UTP, please don't hesitate to reach out. All of your efforts and input in the UTP development process are extremely valued, and I thank you in advance for your collaboration.

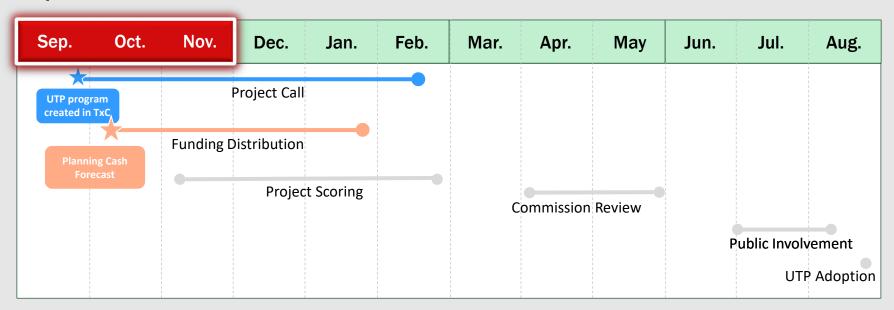
Regards,





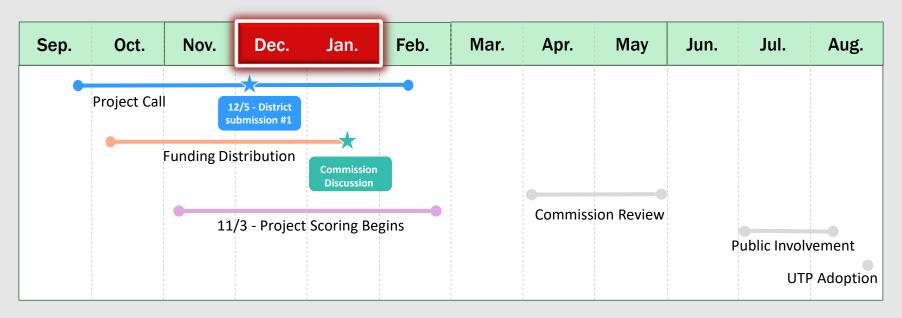


Sep. 2025 - Nov. 2025



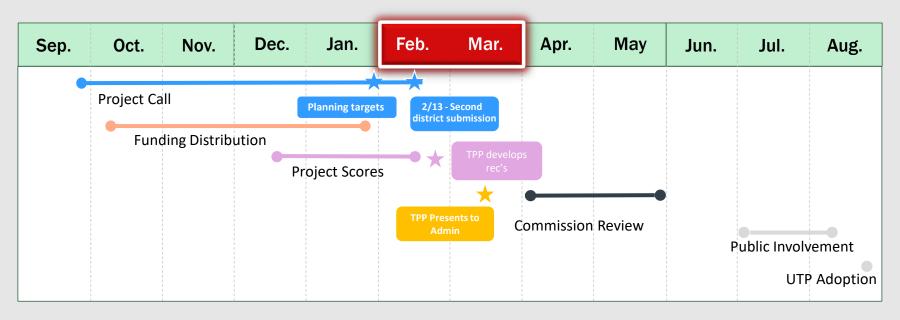


Dec. 2025 - Jan. 2026



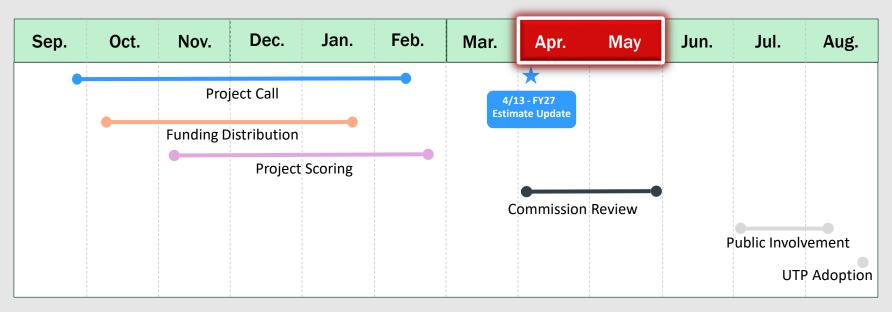


Feb. 2026 - Mar. 2026



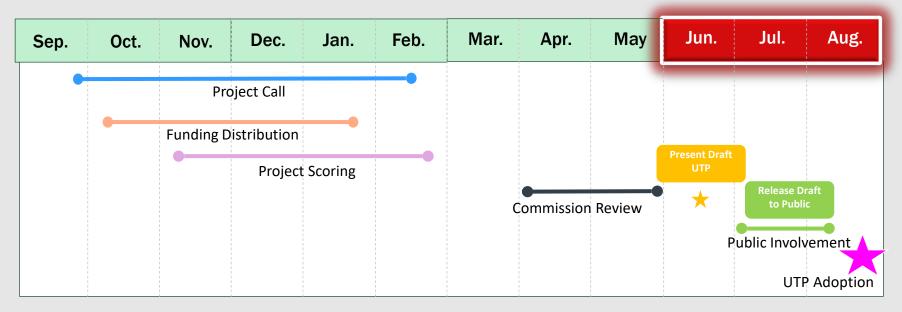


Apr. 2026 - May. 2026



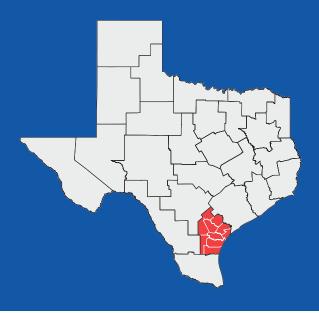


Jun. 2026 - Aug. 2026



6

Corpus Christi District 2026



REGIONAL PLANNING RESOURCES

ONLINE:

To learn more about this district, visit the **Corpus Christi TxDOT District page**

Make sure to visit TxDOT's **Project Tracker** website to view up-to-date information on transportation projects.

MPO:

Corpus Christi Metropolitan Planning
Organization

CONTACT:

1701 S. Padre Island Drive Corpus Christi, TX 78416 (361) 808-2544

⊗ @TxDOT_CRP

DISTRICT HIGHLIGHTS AND PRIORITIES

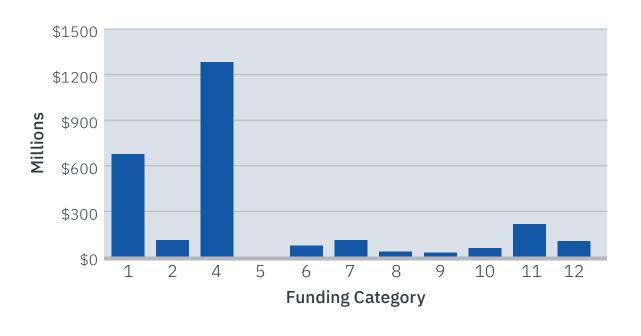
The Corpus Christi District's planning reflects a big-picture perspective focused on statewide and regional mobility, as well as on the safety and maintenance of roadways. The designation of U.S. 77, U.S. 281 and U.S. 59 as future interstate highway corridors uniquely positions the district to plan and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

In addition, the U.S. 59 corridor is in early project development to upgrade the roadway for enhanced mobility. The use of Category 4 funding allows the district

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

One of only two ferries in Texas that operates 24 hours a day, 7 days a week (weather permitting), the Port Aransas Ferry, is a unique part of TxDOT's transportation system. As energy-related ship traffic and coastal tourism surge, the district is committing nearly \$50 million of Category 10 Ferry Program funding to upgrade infrastructure at the ferry landings. Corpus Christi District staff also routinely requests statewide Category 6 and Category 8 funds to address various bridge and safety needs located throughout the district.

Corpus Christi 10-Year Planning Targets by Category

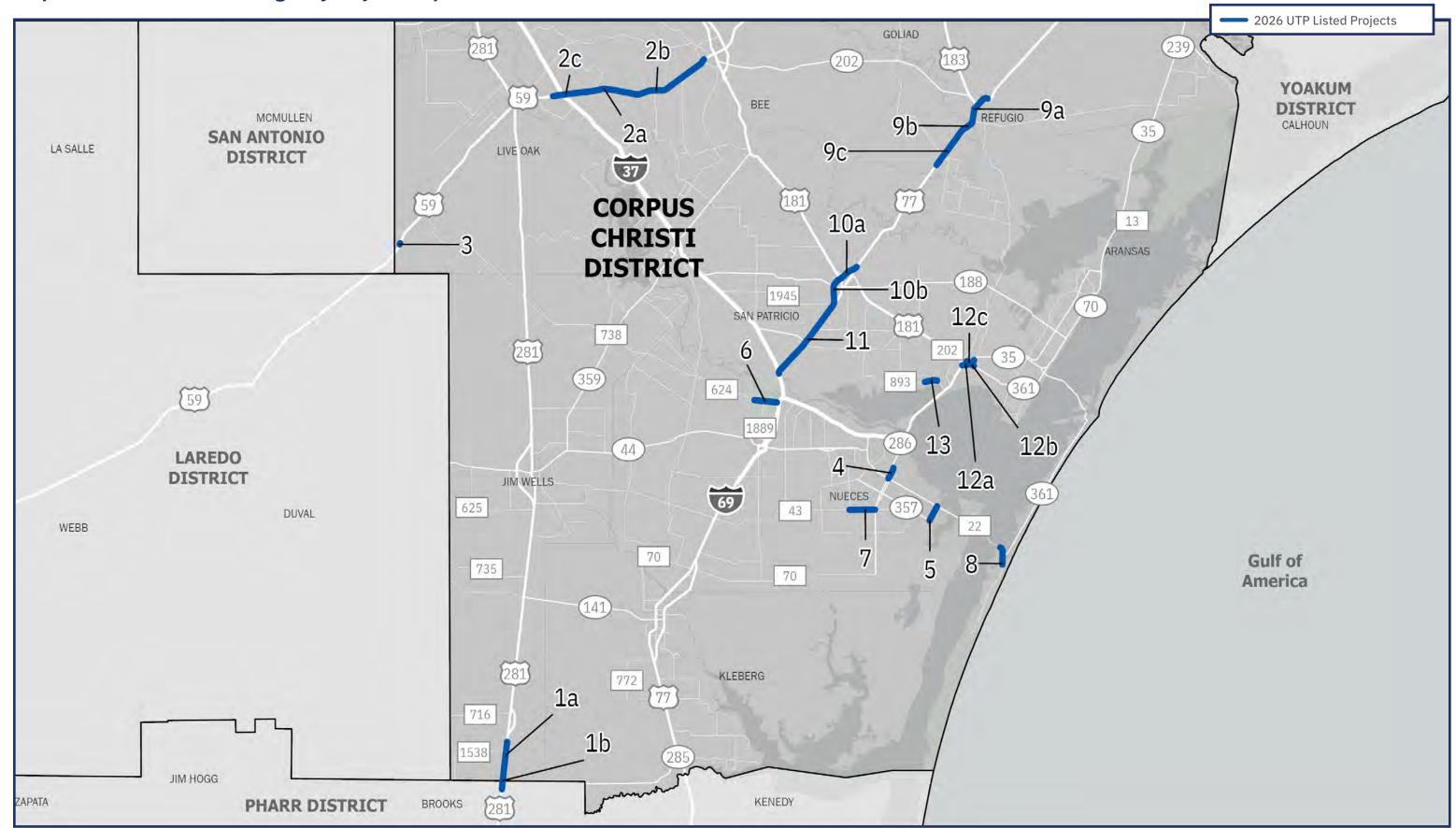


TxDOT Funding Categories:

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



Corpus Christi District Listed Highway Projects Map



Corpus Christi District Highway Project Listing Table

TxDOT | 2026 UNIFIED TRANSPORTATION PROGRAM

MAP ID	HIGHWAY	PROJECT NAME/ PROJECT ID (CSJ NUMBER)	FROM	то	EST LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
MULTI-C	OUNTY PROJEC	cTS								
1a	US 281	Upgrade to Freeway - Premont to Falfurrias (Jim Wells County) 0255-02-055	1 Mi North of FM 1538	Brooks County Line	FY 2026-2029	\$122,000,000	Funding Adjustment	No	Cat. 4 Rural	1
1b	US 281	Upgrade to Freeway - Premont to Falfurrias (Brooks County) 0255-03-038	FM 1418	Brooks/Jim Wells County Line	FY 2026-2029	\$20,000,000	No Funding Change	No	Cat. 4 Rural\$20,000,000 TOTAL\$20,000,000	1
2a	US 59	Widen Non-Free way - I-37 to Beeville (Live Oak County) 0447-01-046	Bee County Line	I-37	FY 2026-2029	\$88,480,000	Funding Adjustment	No	Cat. 4 Rural	1
2b	US 59	Widen Non-Free way - I-37 to Beeville (Bee County) 0447-02-038	Live Oak County Line	0.3 Mi East of FM 351	FY 2026-2029	\$107,520,000	Funding Adjustment	No	Cat. 4 Rural\$107,520,000 TOTAL\$107,520,000 Cat. 4R increased \$17.9M	1
2c	US 59	Interchange - Live Oak County at I-37 0447-01-051	1.0 Mi West of I-37	1.0 Mi East of I-37	FY 2030-2035	\$145,600,000	No Funding Change	No	Cat. 4 Rural	1
LIVE OA	K COUNTY									
3	US 59	Interchange at FM 624 0542-06-051	At FM 624		FY 2030-2035	\$35,280,000	Funding Adjustment	No	Cat. 4 Rural	1
NUECES	COUNTY									
4	SH 286	Widen Freeway - Corpus Christi 0326-03-103	SH 358	Horne Road	FY 2030-2035	\$38,080,800	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor	1
5	SH 357	Intersection & Operational Improvements - Corpus Christi 1069-01-042	Saratoga Blvd	SH 358	FY 2030-2035	\$25,200,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$3,500,000 Cat. 4 Urban \$16,700,000 Cat. 7 \$5,000,000 TOTAL \$25,200,000 Cat. 4U increased \$12.7M	1
6	FM 624	Widen Non-Freeway - Corpus Christi 0989-02-057	CR 73	Wildcat Drive	FY 2026-2029	\$40,000,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$14,770,000 Cat. 4 Urban \$11,000,000 Cat. 7 \$7,000,000 Cat. 10 Carbon Reduction \$7,000,000 Cat. 12 Reconciliation \$230,000 TOTAL \$40,000,000 Cat. 2 increased \$3.1M and Cat. 12 added \$230K	1



MAP ID	HIGHWAY	PROJECT NAME/ PROJECT ID (CSJ NUMBER)	FROM	то	EST LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
7	FM 43	Widen Non-Freeway - Corpus Christi 1557-01-045	County Road 51	SH 286	FY 2030-2035	\$25,000,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$10,000,000 Cat. 4 Urban \$15,000,000 TOTAL \$25,000,000 Cat. 4U increased \$2.6M	2
8	PR 22	Safety & Operational Improvements - Corpus Christi 0617-02-073	Aquarius Street	Whitecap Blvd	FY 2030-2035	\$17,920,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor	2
REFUGI	O COUNTY									
9a	US 183	New Location Non-Freeway Connection - Refugio 0155-05-047	At US 77 Intersection		FY 2030-2035	\$56,000,000	New Authorization	No	Cat. 4 Rural\$56,000,000 TOTAL\$56,000,000	1
9b	US 77	Refugio Relief Route 0371-03-090	North of Refugio	South of Refugio (Relief Route)	FY 2030-2035	\$386,400,000	Funding Adjustment	No	Cat. 4 Rural	1
9c	US 77	Upgrade to Freeway - Woodsboro 0371-03-130	South of Refugio RR	South of Woodsboro	FY 2026-2029	\$112,000,319	Funding Adjustment	No	Cat. 4 Rural	1
SAN PAT	TRICIO COUNTY	•								
10a	US 77	Upgrade to Freeway - Sinton Relief Route 0371-04-062	Chiltipin Creek BR (Control Break)	Business North (Sinton)	FY 2026-2029	\$52,000,000	Funding Adjustment	No	Cat. 4 Rural	1
10b	US 77	Upgrade to Freeway - Sinton Relief Route 0372-01-101	Business South (Sinton)	Chiltipin Creek BR (Control Break)	FY 2026-2029	\$108,160,000	Funding Adjustment	No	Cat. 4 Rural	1
11	US 77	Upgrade to Free way - I-37 to Sinton 0372-01-106	I-37 and Interchange	FM 1945 (South of Sinton)	FY 2030-2035	\$593,600,000	No Funding Change	No	Cat. 4 Rural\$68,891,705 Remaining funding TBD\$524,708,295 TOTAL\$593,600,000	1
12a	SH 35	SH 35 Interchange at SH 361 - Gregory 0180-06-118	FM 3284	0.23 Mi North of SH 361	FY 2026-2029	\$62,000,100	No Funding Change	No	Cat. 4 Urban	1
12b	SH 361	SH 35 Interchange at SH 361 - Gregory 0180-10-082	At SH 35 Interchange	0.15 Mi South East on SH 361	FY 2026-2029	\$77,490,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor \$59,350,000 Cat. 4 Urban \$12,500,000 Cat. 7 \$5,640,000 TOTAL \$77,490,000 Cat. 2 increased \$12.4M	1
12c	SS 202	SH 35 Interchange at SH 361 - Gregory 0180-11-016	Avenue H in Gregory	SH 35 Northbound Frontage Road	FY 2026-2029	\$2,700,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor\$2,700,000 TOTAL\$2,700,000	2
13	FM 893	Widen Non-Freeway - Portland 1209-01-030	CR 3685 (Stark Road)	0.2 Mi West of CR 79 (Gum Hollow)	FY 2026-2029	\$17,000,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor\$17,000,000 TOTAL\$17,000,000 Cat. 2 increased \$4.5M	3

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2027 UTP Key Dates for Project Consideration

- Dec. 5, 2025 Districts submit initial UTP mobility program via TxDOTCONNECT, with requested amounts for Categories 2, 4U, and statewide funding categories – includes MPO project recommendations
 - Include exiting UTP projects (with updates to estimates and descriptions, if needed)
 - Due to recent bids, project costs appear to be trending downward so do not anticipate request for additional funding on current UTP projects
 - Consider additional candidates based on projects in current MTP (available balance estimated from 2026 UTP allocations)
- Late Jan. Feb. 2026 TPP Division provides planning targets
 - Work with MPO on funding plan and finalize project recommendations
- Feb. 13, 2026 Districts submit final mobility program requests in TxDOTCONNECT

1

Projected Running Balances for Cat 2M, 4U, and 7

				4%	8%	12%	inflation						
		2025 UTP					2026	UTP		>			2027 UTP
		2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
	carryover	\$ 64,183,568	\$ 55,320,088	\$ 37,330,916	\$ 46,235,587	\$ (5,577,140)						\$ 3,334,391	\$ 15,284,524
	UTP Target	\$ 23,636,520	\$ 7,644,357	\$ 8,904,671	\$ 10,237,273	\$ 11,764,470	\$ 12,304,613	\$ 11,980,572	\$ 11,877,749	\$ 11,380,603	\$ 12,104,324	\$ 11,950,133	\$ 11,000,000
		\$ 87,820,088	\$ 62,964,445	\$ 46,235,587	\$ 56,472,860	\$ 6,187,330	\$ 18,491,943	\$ 9,052,515	\$ (10,150,536)	\$ 1,230,067	\$ 3,334,391	\$ 15,284,524	\$ 26,284,524
	total available Projects	\$ 87,820,088	\$ 62,964,445	\$ 46,235,587	\$ 50,472,800	\$ 6,187,330	\$ 18,491,943	\$ 9,052,515	\$ (10,150,536)	\$ 1,230,067	\$ 3,334,391	\$ 15,284,524	\$ 20,284,524
											_		
	0617-01-177 SH 358	¢ 22 500 000											
 	0326-01-056 SH 286 1209-01-030 FM 893	\$ 32,500,000	ć 10.052.520										
2M			\$ 10,863,529										
	0989-02-057 FM 624		\$ 14,770,000		ć 50.350.000								
R	0180-10-082 SPUI SH 361				\$ 59,350,000								
0	0180-11-016 SPUI SS 202				\$ 2,700,000		-	A 24 -22 222					
	0326-03-103 SH 286 NB lane PH I						4	\$ 31,080,800					
	1069-01-042 Rodd Field Medians						\$ 3,500,000						
	0617-02-073 PR 22						\$ 17,920,000						
	1557-01-045 FM 43									\$ 10,000,000			
	subtotal	\$32,500,000	\$ 25,633,529	\$ -	\$62,050,000	\$ -	\$21,420,000	\$31,080,800	\$ -	\$10,000,000	\$ -	\$ -	\$ -
	Running Balance	\$ 55,320,088	\$ 37,330,916	\$ 46,235,587	\$ (5,577,140)	\$ 6,187,330	\$ (2,928,057)	\$ (22,028,285)	\$ (10,150,536)	\$ (8,769,933)	\$ 3,334,391	\$ 15,284,524	\$ 26,284,524
		2025 UTP					2026	UTP					2027 UTP
				2007	2000						2024		
_		2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
	carryover	\$ 10,141,831	\$ 25,795,689	\$ 20,624,082	\$ 27,406,598	\$ (8,898,712)	\$ 56,536		\$ (5,155,196)	\$ 3,891,723	\$ (2,439,372)		\$ 15,880,114
	UTP Target	\$ 15,653,858	\$ 5,828,393	\$ 6,782,516	\$ 7,794,690	\$ 8,955,248	\$ 9,365,094	\$ 9,123,174	\$ 9,046,919	\$ 8,668,905	\$ 9,218,634	\$ 9,100,852	\$ 8,400,000
	total available	\$ 25,795,689	\$ 31,624,082	\$ 27,406,598	\$ 35,201,288	\$ 56,536	\$ 9,421,630	\$ 1,844,804	\$ 3,891,723	\$ 12,560,628	\$ 6,779,262	\$ 15,880,114	\$ 24,280,114
	Projects						_						
40	0617-01-177 SH 358												
4	0989-02-057 FM 624		\$ 11,000,000			\							
ᅡ	0180-06-118 SPUI SH 35				\$ 31,600,000								
I₫	0180-10-082 SPUI SH 361				\$ 12,500,000								
_	0326-03-103 SH 286 NB lane PH I							\$ 7,000,000					
	1069-01-042 Rodd Field Medians						\$ 16,700,000						
	1557-01-045 FM 43									\$ 15,000,000			
	subtotal	\$ -	\$11,000,000	\$ -	\$44,100,000	\$ -	\$16,700,000	\$ 7,000,000	\$ -	\$15,000,000	\$ -	\$ -	\$ -
	Running Balance	\$ 25,795,689	\$ 20,624,082	\$ 27,406,598	\$ (8,898,712)	\$ 56,536	\$ (7,278,370)	\$ (5,155,196)	\$ 3,891,723	\$ (2,439,372)	\$ 6,779,262	\$ 15,880,114	\$ 24,280,114
		2025 UTP					2026	LITO					2027 LITE
													2027 UTP
_		2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
		\$ 35,899,183			\$ 14,647,711	\$ (10,378,907)	\$ 634,475		\$ 11,261,239	\$ 22,274,621	\$ 33,288,003	\$ 44,301,385	\$ 55,314,767
		\$ 11,293,811	\$ 10,572,106	\$ 11,013,382	\$ 11,013,382	\$ 11,013,382	\$ 11,013,382	\$ 11,013,382	\$ 11,013,382	\$ 11,013,382	\$ 11,013,382	\$ 11,013,382	\$ 11,000,000
	total available	\$ 47,192,994	\$ 12,054,329	\$ 14,647,711	\$ 25,661,093	\$ 634,475	\$ 11,647,857	\$ 11,261,239	\$ 22,274,621	\$ 33,288,003	\$ 44,301,385	\$ 55,314,767	\$ 66,314,767
	Projects												
	0326-01-056 SH 286	\$ 40,000,000											
	0916-35-195 HB H/B		\$ 1,420,000										
	0916-35-196 HB Parks	\$ 4,800,000											
Ī₹	0989-02-057 FM 624		\$ 7,000,000										
Ü	0916-00-256 Safety Placeholder						\$ 6,400,000						
	0180-06-118 SPUI SH 35				\$ 30,400,000								
	0180-10-082 SPUI SH 361				\$ 5,640,000								
	1069-01-042 Rodd Field Medians						\$ 5,000,000						
	Reconciliation adjustment	\$ 910,771											
	subtotal	\$45,710,771	\$ 8,420,000	\$ -	\$36,040,000	\$ -	\$11,400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Running Balance	\$ 1,482,223	\$ 3,634,329	\$ 14,647,711	\$ (10,378,907)	\$ 634,475	\$ 247,857	\$ 11,261,239	\$ 22,274,621	\$ 33,288,003	\$ 44,301,385	\$ 55,314,767	\$ 66,314,767

Cat 10 Carbon Reduction Program Uncertainties

Projected Running Balance for Cat 10CR

		- 3	2025 UTP		2026 UTP									2027 UTP						
			2025	2026	2	027		2028	2029			2030	20	31	2032	203	3	2034	2035	2036
	carryover	\$	3,900,223	\$ 5,112,053	\$	(651,881)	\$	584,185												
~	UTP Target	\$	1,211,830	\$ 1,236,066	\$ 1	,236,066	\$	1,236,066												
2	total available	\$	5,112,053	\$ 6,348,119	\$	584,185	\$	1,820,251						ĺ			$-\Delta$			
2	Projects									-1				j						
0989-02-057	FM 624			\$ 7,000,000		uncei	taın	ty of future o	ivaliability	oj										
0916-00-256	Safety Placeholder										\$	3,800,000								
0	subtotal	\$		\$ 7,000,000	\$		\$	-	\$	-	\$	3,800,000				Z				
	Running Balance	\$	5,112,053	\$ (651,881)	\$	584,185	\$	1,820,251	\$		\$	(3,800,000)								

Per UTP Guidance:

- The current Carbon Reduction program ends in FY 26.
- The FY 27 & FY 28 Carbon funds are not guaranteed
- TPP Systems Planning section recommends identifying alternative funding for the FY 30 project

Projected Available Balances in 2027 UTP

Projected Available	Programming B	alances

	4-	Yr Balance	1	0-Yr Balance
Cat 2M	\$	(2,928,057)	\$	26,284,524
Cat 4U	\$	(7,278,370)	\$	24,280,114
Cat 7	\$	247,857	\$	66,314,767
Total	\$	(9,958,570)	\$	116,879,405

\$50,564,638

Potential Candidate Projects to Utilize Projected Balances:

From: Draft 2045 Metropolitan Transportation Plan (MTP) Update Amendment 1, Ch. 7, pg. 17

	<u>CSJ</u>	MTP ID	Project Name	Description	From Limit	<u>To Limit</u>	Sponsor	TxDOT System	Funding Category	Construction Cost	Total Construction Cost	fion: Construction Cost	Total Project Cost (\$, millions)
1	0074-06-252	MPO-034	IH37/SH 358 Nueces @Intrchng 2-In DCs	Reconstruct the interchange to provide 2-lane direct connectors from SB I-37 to EB SH 358 and WB SH 358 to NB I-37.	at IH 37/SH 358 Interchange	N/A	TxDOT-CRP	<u>On</u>	<u>2</u> <u>4U</u>	\$60,000,000 \$40,000,000	100,000,000	35,000,000	135,000,000
Į	0326-01-065	MPO-036	SH 286 Nueces Holly to SH 358 Braid Ramp	Construct braided ramps northbound.	South of Holly Rd.	SH 358 (SPID)	TXDOT-CRP	<u>On</u>	<u>2</u> 4U	\$25,000,000 \$35,000,000	60,000,000	21,000,000	81,000,000

Considerations

- Does MPO want to leverage available balance and request some statewide funding?
- Does MPO only want to utilize available Cat 2M and 4U balances at this time? Reduces
 opportunity to request statewide funding.
- Or, does MPO want to not submit any additional candidate projects for the 2027 UTP?

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METROPOLITAN PLANNING ORGANIZATION

Date: November 25, 2025

To: Transportation Policy Committee (TPC)

From: Robert MacDonald, Transportation Planning Director

Subject: <u>Item 4B:</u> Safety (PM1) Performance Measures and Targets

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

Summary

MPOs have two options when setting targets for each of the performance measures:

- 1) Establish our own Corpus Christi MPO numerical targets for each of the performance measures, or
- 2) formally agree to support the TxDOT targets

The Corpus Christi MPO presented the information and received a recommendation from the TAC to the Transportation Policy Committee (TPC) to adopt all of the TxDOT state targets for Safety (PM1) Performance Measures.

The proposed DRAFT Resolution 26-01 stating that the Corpus Christi MPO continues to formally support the TxDOT's targets for PM1 is attached.

The Safety (PM1) Performance Measures include the following targets for Calendar Year (CY) 2026 that were adopted as part of the TxDOT 2025 Highway Safety Improvement Program (HSIP) (Attachment 1).

Targets for each Safety (PM1) Performance Measures were set in accordance with the following method provided by FHWA:

"Calculate the 5 most recent 5-year averages of available data and draw a trendline. For example, to set a target for CY 2018 (5-year average data from years 2014-2018), States should use data from 2016 and prior years. The 5 consecutive 5-year rolling averages to review would be 2008-2012, 2009-2013, 2010-2014, 2011-2015, and 2012-2016. These 5 different values are used to create a trendline, which is extrapolated and used to forecast future targets for CY 2018."

	TxDOT Established Safety (PM1) Performance Measures and Targets											
Performance Measure 2020* 2021* 2022* 2023* 2024* CY 2025 Target Target												
Number of Fatalities	3,898	4,456	4,410	4,291	4,152	3,046	4,506					
Rate of Fatalities per 100 million VMT	1.496	1.563	1.516	1.424	1.350	1.14	1.44					
Number of Serious Injuries	14,669	19,456	18,887	18,766	18,216	17,062	18,884					
Rate of Serious Injuries per 100 million VMT	5.629	6.826	6.493	6.229	5.924	6.39	6.33					
Number of Non-Motorized Fatalities and Serious Injuries**	2,237	2,620	2,678	2,760	2,726	2,357	2,802					

Source: TxDOT Highway Safety Improvement Program 2025 Annual Report

 $[*]Present\ data\ showing\ the\ general\ highway\ safety\ trends\ in\ the\ State$

^{**}HSIP reports these individually. As per the PM 1 performance measures and for this memo, the non-motorized fatalities and serious injuries were combined together.

For the past several years the Corpus Christi MPO has supported the TxDOT performance measures and targets adopted by TxDOT. By supporting the TxDOT targets, the Corpus Christi MPO agrees to plan and program projects which contribute to achieving the TxDOT state targets and to report regional performance.

Recommendation

The Corpus Christi MPO staff met with the TAC on November 20th to review this information and ask for a recommendation to the Transportation Policy Committee (TPC). The MPO Staff and TAC jointly recommend that the TPC support the TxDOT Targets for the PM 1 performance measures.

Proposed Motion

Move to approve Resolution 26-01 supporting the Texas Department of Transportation (TxDOT) Safety (PM1) Performance Measures and Targets as presented.

Attachments:

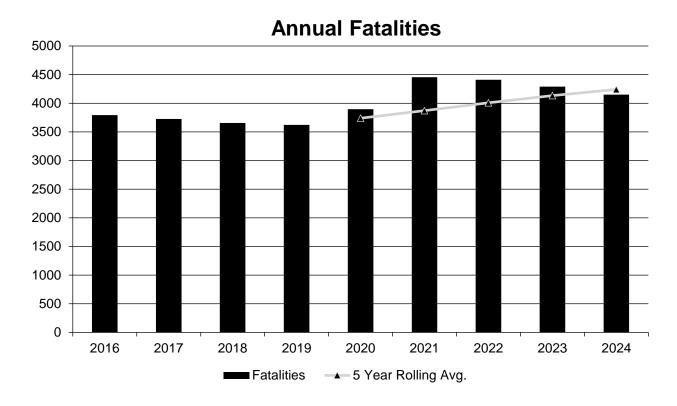
- 1. PM 1 Targets Excerpt from FY 2025 Strategic Highway Safety Plan
- 2. DRAFT Resolution 26-01: 2026 PM1 Performance Measures and Targets

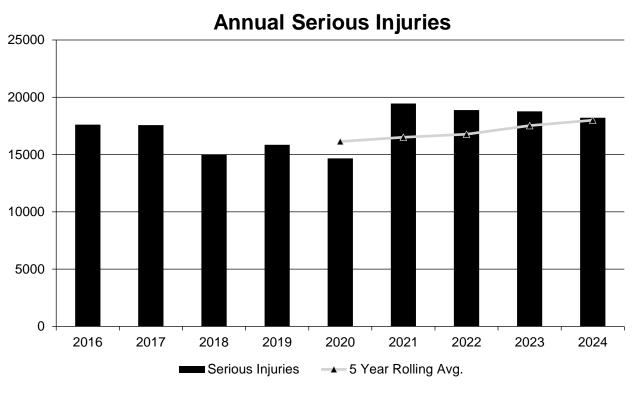
Safety Performance

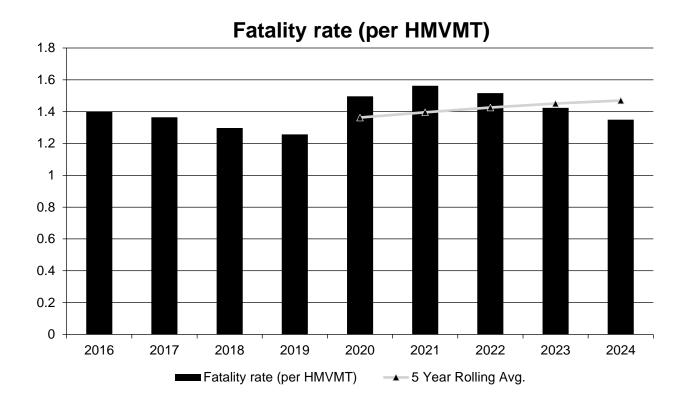
General Highway Safety Trends

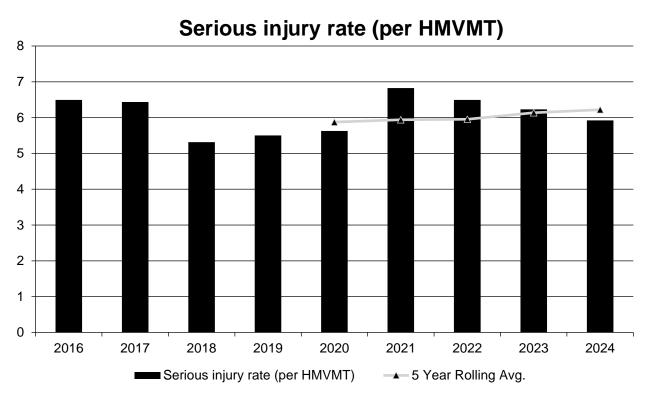
Present data showing the general highway safety trends in the State for the past five years.

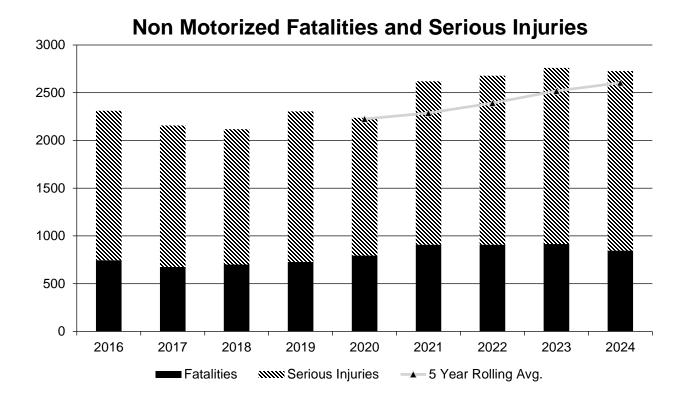
PERFORMANCE MEASURES	2016	2017	2018	2019	2020	2021	2022	2023	2024
Fatalities	3,794	3,727	3,657	3,622	3,898	4,456	4,410	4,291	4,152
Serious Injuries	17,618	17,571	14,981	15,859	14,669	19,456	18,887	18,766	18,216
Fatality rate (per HMVMT)	1.399	1.365	1.297	1.257	1.496	1.563	1.516	1.424	1.350
Serious injury rate (per HMVMT)	6.495	6.437	5.312	5.502	5.629	6.826	6.493	6.229	5.924
Number non- motorized fatalities	746	675	700	729	795	909	908	916	847
Number of non- motorized serious injuries	1,565	1,482	1,419	1,575	1,442	1,711	1,770	1,844	1,879











Describe fatality data source.

State Motor Vehicle Crash Database

To the maximum extent possible, present this data by functional classification and ownership.

Year 2024

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Principal Arterial (RPA) - Interstate	207	578.2	1.05	2.92
Rural Principal Arterial (RPA) - Other Freeways and Expressways	10.8	40.4	0.86	3.14
Rural Principal Arterial (RPA) - Other	526.2	1,506	2.09	5.94
Rural Minor Arterial	305	882	2.66	7.7
Rural Minor Collector	39.8	143.6	1.99	7.18
Rural Major Collector	396	1,258.2	2.88	9.12

2025 Texas Highway Safety Improvement Program

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)	
Rural Local Road or Street	332.8	1,908.6	6.86	39.2	
Urban Principal Arterial (UPA) - Interstate		2,066.6	1.05	3.82	
Urban Principal Arterial (UPA) - Other Freeways and Expressways	255.8	982.2	0.72	2.77	
Urban Principal Arterial (UPA) - Other	602.2	2,635	1.45	6.36	
Urban Minor Arterial	180.2	897.8	0.5	2.5	
Urban Minor Collector	1.2	3.6	0.14	0.41	
Urban Major Collector	60.6	314.4	0.2	1.05	
Urban Local Road or Street	718.4	4,544.4	5.68	35.87	

Year 2023

Roadways	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)	
State Highway Agency	3,114.4	11,569.8	1.5	5.54	
County Highway Agency	282	1,472	1.72	8.99	
Town or Township Highway Agency					
City or Municipal Highway Agency	677.2	4,111	1.31	7.93	
State Park, Forest, or Reservation Agency					
Local Park, Forest or Reservation Agency					
Other State Agency					
Other Local Agency					
Private (Other than Railroad)					
Railroad					
State Toll Authority					
Local Toll Authority	48	225	0.64	3	
Other Public Instrumentality (e.g. Airport, School, University)	1.4	3.8	0.32	0.61	
Indian Tribe Nation					

Safety Performance Targets

Safety Performance Targets

Calendar Year 2026 Targets *

Number of Fatalities:4506.0

Describe the basis for established target, including how it supports SHSP goals.

Targets were set in accordance with the following method provided by FHWA:

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2025 Texas Highway Safety Improvement Program

Calculate the 5 most recent 5-year averages of available data and draw a trendline. For example, to set a target for CY 2018 (5-year average data from years 2014-2018), States should use data from 2016 and prior years. The 5 consecutive 5-year rolling averages to review would be 2008-2012, 2009-2013, 2010-2014, 2011-2015, and 2012-2016. These 5 different values are used to create a trendline, which is extrapolated and used to forecast future targets for CY 2018.

Number of Serious Injuries: 18884.0

Describe the basis for established target, including how it supports SHSP goals.

See above

Fatality Rate: 1.440

Describe the basis for established target, including how it supports SHSP goals.

See above

Serious Injury Rate:6.300

Describe the basis for established target, including how it supports SHSP goals.

See above

Total Number of Non-Motorized Fatalities and Serious Injuries:2802.0

Describe the basis for established target, including how it supports SHSP goals.

See above

Targets shown are consistent with targets reported to the Legislative Budget Board (LBB) in April 2025. The source data for these targets has been provided to FHWA. Some of the numbers in the source data, specifically the fatality and serious injury rates, may differ slightly from numbers reported in question 32, which are based on updated VMT data from August 2025. It is the preference of Texas DOT that the above targets match what was reported to the LBB in April 2025.

Describe efforts to coordinate with other stakeholders (e.g. MPOs, SHSO) to establish safety performance targets.

TxDOT Traffic Safety Division (TRF) coordinates with the Transportation Planning and Programming Division (TPP) to share performance measure targets, and TPP is responsible for disseminating this information to MPO's and other local agencies, who are advised that they may adopt the department's current target and methodology, or choose one of their own (which must be based on a data-driven approach to target setting).

Does the State want to report additional optional targets?

No



CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION DRAFT RESOLUTION 26-01

2026 SAFETY (PM1) PERFORMANCE MEASURES AND TARGETS

WHEREAS, the Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) was established to identify and support the implementation of regionally significant transportation projects to address future mobility needs; and

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) requires the Texas Department of Transportation (TxDOT) to establish targets for Safety (PM1) Performance Measures; and

WHEREAS, the IIJA also requires each MPO to either support the PM1 targets established by the state DOT (TxDOT) or adopt a separate set of targets no later than 180 days after TxDOT adoption;

NOW, THEREFORE, BE IT RESOLVED that the Corpus Christi MPO Transportation Policy Committee hereby supports the TxDOT PM1 targets for the performance measures and adopts these within this Resolution; and

BE IT FURTHER RESOLVED that the Corpus Christi MPO Transportation Policy Committee will plan and program projects that contribute to the accomplishment of said targets:

TxDOT Established Safety (PM1) Performance Measures and Targets										
Performance Measure	2020*	2021*	2022*	2023*	2024*	CY 2025 Target	CY 2026 Target			
Number of Fatalities	3,898	4,456	4,410	4,291	4,152	3,046	4,506			
Rate of Fatalities per 100 million VMT	1.496	1.563	1.516	1.424	1.350	1.14	1.44			
Number of Serious Injuries	14,669	19,456	18,887	18,766	18,216	17,062	18,884			
Rate of Serious Injuries per 100 million VMT	5.629	6.826	6.493	6.229	5.924	6.39	6.33			
Number of Non-Motorized Fatalities and Serious Injuries**	2,237	2,620	2,678	2,760	2,726	2,357	2,802			

Source: TxDOT Highway Safety Improvement Program 2025 Annual Report

^{*}Present data showing the general highway safety trends in the State

^{**}HSIP reports these individually. As per the PM1 performance measures and for this memo, the non-motorized fatalities and serious injuries were combined together.

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.

ADOPTED AND PASSED on the 4th day of December, 2025.

The Honorable David R. Krebs, TPC Chairperson Corpus Christi Metropolitan Planning Organization County Judge, San Patricio County

ATTEST:

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