



TRANSPORTATION POLICY COMMITTEE (TPC) REGULAR MEETING AGENDA

**THURSDAY, FEBRUARY 5, 2026
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 JANUARY 8, 2026 REGULAR MEETING MINUTES 

4. DISCUSSION AND POSSIBLE ACTION ITEMS

A. DRAFT FY 2025-2028 TIP with Amendment 3 

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

B. DRAFT 2045 MTP Update with Amendment 2 

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

C. DRAFT 2050 MTP Population and Employment Control Totals 

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

D. DRAFT 2050 MTP Chapters and Appendices 

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

5. INFORMATION ITEMS

A. Corpus Christi MPO Boundary Change Process 

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

7. UPCOMING MEETINGS/EVENTS

A. Federal Certification Review by FHWA/FTA **February 11-13, 2026**

B. Technical Advisory Committee **Regular Meeting** **February 19, 2026**

C. Transportation Policy Committee **Regular Meeting** **March 5, 2026**

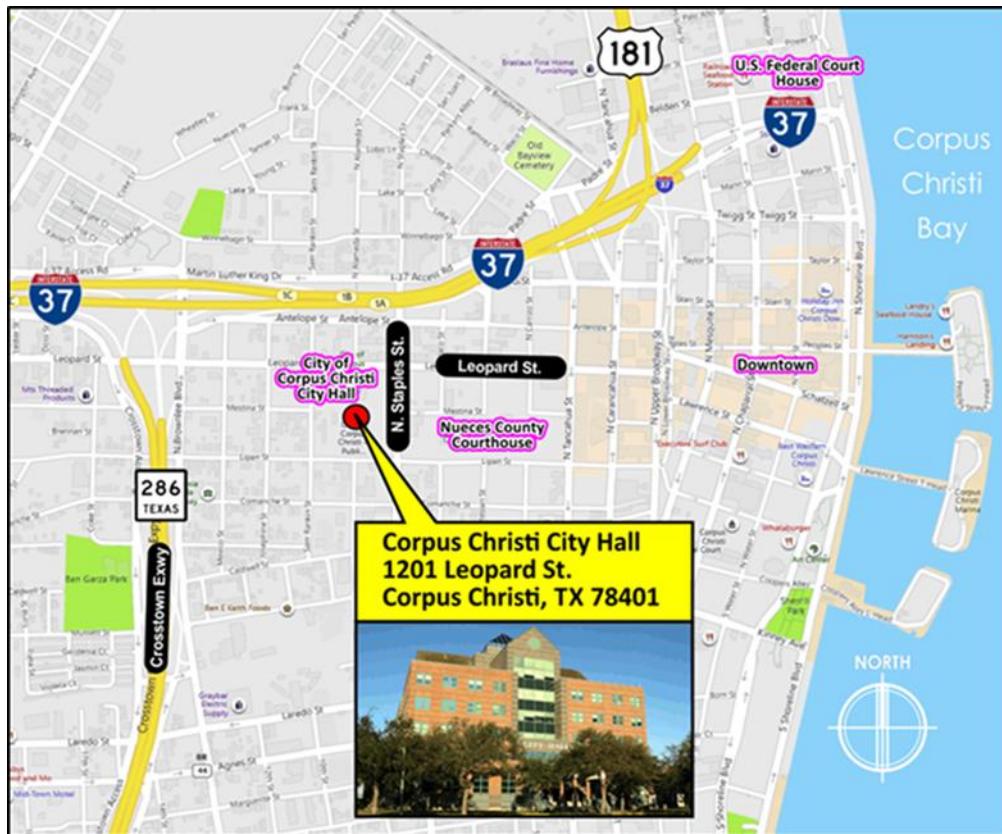
8. ADJOURN

 - 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 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**

January 8, 2026

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

Judge David 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 Paulette Guajardo, City of Corpus Christi
Mike Walsh, P.E., Texas Department of Transportation-Corpus Christi District

MPO Staff Present:

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

2. ELECTION OF OFFICERS FOR THE TRANSPORTATION POLICY COMMITTEE

Mayor Guajardo made a motion to nominate Judge Scott as Chairperson.

Mr. Walsh seconded; the motion passed unanimously.

Judge Scott made a motion to nominate Mayor Guajardo as Vice Chairperson.

Mr. Walsh seconded; the motion passed unanimously.

3. NON-AGENDA ITEMS PUBLIC COMMENTS

One public comment was made. Lynn Allison requested the CCRTA Bear Lane Maintenance Facility project move forward at the next TAC meeting.

4. APPROVAL OF THE TPC December 4, 2025, REGULAR MEETING MINUTES

Judge Krebs made a motion to approve the TPC **December 4, 2025** Regular Meeting minutes.

Mayor Guajardo seconded; the motion passed unanimously.

5. INFORMATION ITEMS

A. DRAFT FY 2025-2028 Transportation Improvement Program (TIP) Amendment 3

Mr. MacDonald presented this item.

Amendment 3 to the FY 2025–2028 Transportation Improvement Program (TIP) updates the adopted TIP to maintain consistency with federal and state funding actions and to advance priority transportation projects within the Corpus Christi MPO planning area.

This amendment adds \$57,850,000 in construction funding for the CCRTA Bear Lane Maintenance Facility Project, funded through a Federal Transit Administration (FTA) Low- or No-Emission Grant, consisting of \$46,280,000 in federal funds and \$11,570,000 in local matching funds provided by CCRTA. Previously approved \$4.0 million in design and construction management funding remains programmed in the TIP and is eligible for reimbursement. Additionally, a highway project, PR 22 is proposed for removal from the FY 2025-2028 TIP and placed in a later year in the FY 2027-2030 TIP being developed for May 2026.

Approval of this amendment allows the project to proceed through the TxDOT Statewide Transportation Improvement Program (STIP) revision process, supports timely FTA authorization, and

enables CCRTA to seek federal reimbursement for eligible project costs by May 19th, 2026, at the earliest. The DRAFT FY 2025-2028 TIP Amendment 3 is a companion effort with the DRAFT 2045 Metropolitan Transportation Plan (MTP) Update Amendment 2.

Discussion:

Mr. Walsh clarified that Park Road 22 is a city-led design and construction project, spanning from Whitecap to Aquarius.

- Mr. MacDonald agreed but emphasized that the project must be a partnership since TxDOT owns the road. He noted that the project scope needs reconciliation and that approximately \$17.9 million has been allocated by the TPC for safety improvements on Park Road 22, with specific project details still to be determined.

Mayor Guajardo questioned whether the project could be shifted to the 10-year timeframe.

- Mr. MacDonald responded that the project is in the current 4-year plan, with a let date of FY 2028 and could be delayed by one or two years, depending on discussions with TxDOT and the City and how quickly the project can become ready to go forward. He noted the work is within the existing right-of-way and that any delay would be due to scope definition, not environmental clearance.

Mayor Guajardo asked whether the timeline dependent on the city defining the project scope.

- Mr. MacDonald stated that the timeline depends on both parties and that the project cannot be fully scoped until the City's draft Island Mobility Plan—containing design parameters and safety considerations for Park Road 22—is finalized.
- Mayor Guajardo acknowledged the explanation and stated that if the scope is not defined, the project would be moved out.
- Mr. MacDonald confirmed that the project could move out of the current 4-year plan ending in FY 2028 and could be delayed by one or two years, depending on scope.

Mayor Guajardo asked when the meeting with the City of Corpus Christi and TxDOT will take place.

- Mr. MacDonald responded that the meeting will hopefully happen soon. He noted that after speaking with City staff, they are interested in bringing TxDOT District and City staff together. He added that the March action item would be the first opportunity to determine whether the project is ready to proceed or should be moved out of the current TIP.

Mayor Guajardo acknowledged the update and requested clarification on the \$17.9 amount of funding.

- Mr. MacDonald clarified it was \$17.92 million in construction dollars.

B. DRAFT 2045 Metropolitan Transportation Plan (MTP) Update Amendment 2

Mr. MacDonald presented this item.

Amendment 2 to the 2045 Metropolitan Transportation Plan (MTP) Update revises projects based on the Amendment 3 to the FY 2025-2028 Transportation Improvement Program (TIP). Both documents are being amended to maintain consistency with federal and state funding actions and to advance priority transportation projects and programs within the Corpus Christi MPO region.

The amendment adds \$57,850,000 in construction funding for the new CCRTA Bear Lane Maintenance Facility Project, funded through a Federal Transit Administration (FTA) Low- or No-Emission Grant, consisting of \$46,280,000 in federal funds and \$11,570,000 in local matching funds provided by CCRTA. The previously approved \$4.0 million in design and construction management funding remains programmed in the FY 2025-2028 TIP and 2045 MTP Update and is eligible for reimbursement. Additionally, a highway project, PR 22 is proposed for removal from the FY 2025-2028 TIP and placed in a later year in the FY 2027-2030 TIP being developed for May 2026.

Approval of this amendment allows this and the revised transit projects and programs to proceed through the TxDOT Statewide Transportation Improvement Program (STIP) revision process, supports

timely FTA authorization and enables the CCRTA to seek federal reimbursement for eligible construction costs. Amendment 2 of the 2045 MTP Update is a companion effort with the DRAFT FY 2025-2028 Amendment 3.

Discussion:

None.

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

- Mr. Walsh introduced Eric Martinez as the new Area Engineer for Nueces County. Mr. Martinez will oversee all construction projects, maintenance, and TxDOT- related matters. He has recently met the Mayor at an Interagency meeting. Mr. Martinez has previously worked as an Engineer for Alice and has many years of experience with the department. Mr. Walsh expressed enthusiasm about Mr. Martinez joining the Corpus team.

7. UPCOMING MEETINGS/EVENTS

A. Technical Advisory Committee:	Regular Meeting	January 15, 2026
B. Transportation Policy Committee:	Regular Meeting	February 5, 2026

8. ADJOURN

The meeting was adjourned at 2:13 p.m.

Date: January 29, 2026
To: Transportation Policy Committee (TPC)
From: Jafet Flores, Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4A: DRAFT FY 2025-2028 Transportation Improvement Program (TIP) with Amendment 3
Action: Review, Discuss, Receive Public Comments and Possible Action

Summary

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 DRAFT FY 2025-2028 TIP with Amendment 3 Fiscally Constrained Project List is shown in Attachment 2. The following bulleted list and tables provides the proposed changes to the DRAFT FY 2025-2028 TIP as part of Amendment 3 and is consistent with the proposed DRAFT 2045 MTP Update with Amendment 2. Attachment 5 contains the link to the document for download and review by TPC members only at this time.

- Added DRAFT to all sections and appendices
- Updated Appendices with most current versions where applicable.
 - Appendix A. Public Notice (Updated after March 2026 Approval)
 - Appendix B. Corpus Christi MPO Committee Meeting Minutes (Updated after April 2026 Approval)
 - Appendix C. Public Comments (Updated after March 2026 Approval)
- Section 5, page 37, Table 11 TIP Eligible Project List (2045 MTP Update Fiscally Constrained Project List edits.
 - Adjusted Non-Construction and Total Project Costs to align with TIP and STIP.
 - Moved one project from the TIP period (page 37) into the 10-Year period (page 38):

Project ID	FY	Project Name	Total Construction Cost	Non-Construction Cost	Total Project Cost
MPO-016	2028	PR 22 Nueces Aquarius to Whitecap	\$17,920,000	\$3,751,080	\$21,671,080

- Remove MPO-030: Future Category 9 Projects (Update during one-month public comment period)
- Section 5, page 39, Table 12a. FY 2025-2028 TIP with Amendment 3 Fiscally Constrained Highway Project List edits.
 - Removed MPO-016: PR 22 Nueces Aquarius to Whitecap
 - Remove MPO-068: Regional Traffic Operations Improvements and Safety Countermeasures (Update during one-month public comment period)
- Section 5, pages 40-42, Table 12c FY 2025-2028 TIP with Amendment 3 Fiscally Constrained Transit Project List edits.
 - Corrected table error where project names were shifted to the wrong project ID. Updated Project Names for the following projects to match TIP and STIP.
 - CCRTA-133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, and 148.

- Three projects added totaling \$52,101,558 in federal funding:

Project ID	FY	Project Name	Federal Cost	Local Cost	Total Project Cost
CCRTA-166	2027	CONSTRUCTION OF MAINTENANCE BUILDING	\$46,280,000	\$11,570,000	\$57,850,000
CCRTA-167	2025	PREVENTIVE MAINTENANCE	\$855,421	\$213,855	\$1,069,276
CCRTA-168	2025	PREVENTIVE MAINTENANCE	\$4,966,137	\$1,241,534	\$6,207,671

- Adjusted funding for one project:

Project ID	FY	Project Name	Federal Cost	Local Cost	Total Project Cost
CCRTA-152	2025	ROLLING STOCK (ALL VARIETY OF ROLLING STOCK) (using apportionment year 2022)	INCREASE From \$5,624,674 To \$6,465,579	INCREASE From \$992,589 To \$1,140,985	INCREASE From \$6,617,263 To \$7,606,564

- Removed 17 projects totaling \$896,326 in federal funding:

Project ID	FY	Project Name	Federal Cost	Local Cost	Total Project Cost
CCRTA-097	2025	Bear Lane UPS Replacement	\$0	\$10,000,000	\$10,000,000
CCRTA-103	2025	Destination Signage for Transit Stations	\$0	\$420,000	\$420,000
CCRTA-104	2025	Tug (Moving Buses)	\$0	\$48,000	\$48,000
CCRTA-105	2025	Bus DVR Replacement	\$0	\$44,400	\$44,400
CCRTA-106	2025	Staff Computers Replacement	\$0	\$31,000	\$31,000
CCRTA-116	2025	Bus Stop Infrastructure Bus Pads (using apportionment year 2022)	\$896,326	\$224,081	\$1,120,407
CCRTA-127	2026	Genfare Bus Systems Phase I	\$0	\$335,666	\$335,666
CCRTA-128	2026	Bus DVR Replacement	\$0	\$44,400	\$44,400
CCRTA-129	2026	Bear Lane UPS Replacement	\$0	\$25,000	\$25,000
CCRTA-130	2026	Video Surveillance Server (Bear LN Location)	\$0	\$20,000	\$20,000
CCRTA-137	2027	Genfare Bus Replacement Phase II	\$0	\$335,666	\$335,666
CCRTA-138	2027	Bus DVR Replacement	\$0	\$47,000	\$47,000
CCRTA-139	2027	SSC UPS Replacement	\$0	\$25,000	\$25,000
CCRTA-146	2028	Genfare Bus Replacement Phase III	\$0	\$335,666	\$335,666
CCRTA-147	2028	Bus DVR Replacement	\$0	\$47,000	\$47,000
CCRTA-148	2028	Security Camera Replacement	\$0	\$45,000	\$45,000
CCRTA-149	2028	Staff Computers Replacement	\$0	\$31,000	\$31,000

- Section 5, pages 47, Table 13. TxDOT FY 2025-2028 STIP Corpus Christi MPO – Highway Projects.
 - Deleted page consisting of project MPO-016: PR 22 Nueces Aquarius to Whitecap
- Section 5, page 48, Table 14. TxDOT TIP Highway Financial Summary – Year of Expenditure
 - Updated the Highway Financial Summary table to reflect the removal of project MPO-016.
 - Will be updated during the public comment period.
- Section 5, pages 49-68, Table 15. TxDOT FY 2025-2028 STIP Corpus Christi MPO – Transit Projects.
 - Will update STIP exported pages from eSTIP upon TPC approval of the TIP Amendment 3 in March 2026 to reflect the additions, deletions, and modifications to the Transit project list.
- Section 5, page 69, Table 16. TxDOT TIP Transit Financial Summary – Year of Expenditure Cost.
 - Updated the Transit Financial Summary table to reflect the additions, deletions, and modifications to the Transit project list.
 - Will be updated during the public comment period.

Financial Impacts

No additional financial obligation is created for Corpus Christi MPO member governments beyond the local matches committed by CCRTA for the various transit projects and programs.

Recommendation

CCRTA, TAC and MPO staff recommend that the TPC review the DRAFT FY 2025-2028 TIP with Amendment 3, receive public comments, and recommend release of the document for a one-month public comment period.

During the Corpus Christi City Council meeting on January 27, 2026, the City Council passed a motion “in support of the MPO project CSJ 0617-02-073 corridor upgrade for pedestrian and access management improvements without adding capacity.” The intent is to keep the PR 22 project in the FY 2025-2028 TIP.

Proposed Motion

Move to release the DRAFT FY 2025-2028 TIP with Amendment 3, through Resolution 26-02 for a one-month public comment period.

The schedule of the TxDOT STIP Revision of May 2026 for participating agencies is provided below:

TxDOT Statewide STIP Revision (May 2026) Process

- The closing date for the May 2025 STIP Revision is April 3, 2026. At that time all final documents from the MPO are required to be submitted to the eSTIP Portal.
- The MPO’s TPC meeting of April 2, 2026, is the meeting to approve the March 2026 Meeting Minutes (approving the TIP Amendment AND the MTP Amendment) as a required document to be uploaded to the eSTIP Portal.
- The required public comment period for this TxDOT Statewide STIP Revision is April 17- May 17th

MPO Approval Dates – TIP Amendment AND MTP Amendment

The MPO scheduled dates for the TAC and TPC for actions on the TIP and MTP Amendments are:

- TAC – January 15th - recommend the TPC release of TIP and MTP Amendment documents for a required one-month public comment period
- TPC – February 5th – release the TIP and MTP Amendments documents for a one-month public comment period
- TAC – February 19th – recommend approval of the TIP and MTP Amendments to the TPC
- TPC – March 5th – Approve the TIP and MTP Amendments.
- TPC – April 2nd - Approve minutes of the March 5th meeting for uploading to the eSTIP Portal as last item required for the April 3rd STIP Revision deadline. All other items will be already loaded after the TPC approval on March 5th.

FTA Approval Date for May 2026 STIP Revision

- FHWA and FTA earliest approval date for the May 2026 STIP Revision is May 19, 2026. After that date, the CCRTA would be able to ask for reimbursement of construction funds.

Background

The Corpus Christi Regional Transportation Authority (CCRTA) received a Low- or No-Emission Grant award in November 2025 totaling \$57,850,000, consisting of:

- \$46,280,000 in Federal Funds
- \$11,570,000 in Local Matching Funds

This funding supports the construction phase of the new Bear Lane Maintenance Facility, a key capital project supporting CCRTA’s transit fleet operations and long-term system sustainability.

Previously, \$4.0 million in design and construction management funding for this project was approved and included in:

- The 2045 Metropolitan Transportation Plan (MTP) Update with Amendment 1
- The FY 2025–2028 Transportation Improvement Program (TIP) with Amendment 2

- The Texas Statewide Transportation Improvement Program (STIP) November 2025 Revision

Federal regulations require that all phases of a federally funded project be included in the adopted Metropolitan Transportation Plan prior to federal authorization. MTP Amendment 2 and TIP Amendment 3 updates the documents to reflect the full funding scope of the new Bear Lane Maintenance Facility.

Attachments

1. Memorandum dated December 30, 2025, from the CCRTA Staff
2. Revised Tables 11 (2045 MTP Update), 12a (Fiscally Constrained Highway), 12c (Fiscally Constrained Transit) Project Lists from DRAFT FY 2025-2028 TIP with Amendment 3
3. Public Notice 26-1
4. Resolution 26-2
5. STIP Timeline
6. DRAFT FY 2025-2028 TIP with Amendment 3 link



Technical Advisory Committee

DATE 12/30/2025

Subject: Draft FY 2025-2028 Transportation Improvement Program (TIP) with Amendment 3

Summary

The Corpus Christi Regional Transportation Authority (CCRTA) requests an amendment to the FY 2025-2028 Transportation Improvement Program (TIP) to incorporate three new projects and one project revision. These updates utilize Federal Transit Administration (FTA) Section 5307 formula funds from apportionment years 2022 and 2023, as well as the FY25 Bus and Low-and No-Emission grant award.

The total federal funding across these four projects is \$58,567,137.

New Project Additions

- Construction of a New Maintenance Facility:** This project includes total FTA funds of **\$46,280,000**, with **\$11,570,000** provided by other sources, for a total project cost of **\$57,850,000**.
- Preventive Maintenance (Apportionment Year 2022):** Utilizing Section 5307 funds in the federal amount of **\$855,421**, with a total project cost of **\$1,069,276**.
- Preventive Maintenance (Apportionment Year 2023):** Utilizing Section 5307 funds in the federal amount of **\$5,276,520**, with a total project cost of **\$6,207,671**.

Project Revisions

- MPO Project No. CCRTA-152:** The federal FTA allocation is increasing from \$5,624,674 to **\$6,465,579** to ensure all associated sub-projects are fully funded.

Project Deletions

The following projects are being removed from the FY 2025-2028 TIP as they are duplicative, completed, or canceled to reallocate funds to higher-priority initiatives:

- CCRTA-116:** Bus Stop Infrastructure Bus Pads
- CCRTA-153:** Rolling Stock (Variety)
- CCRTA-106 & 149:** Staff Computer Replacements
- CCRTA-105, 128, 138 & 147:** Bus DVR Replacements
- CCRTA-104:** Tug (Moving Buses)
- CCRTA-103:** Destination Signage for Transit Stations
- CCRTA-097, 130, 129 & 139:** UPS/Server Replacements (Bear Lane & SSC)
- CCRTA-127, 137 & 146:** Genfare Bus Systems (Phases I, II, & III)
- CCRTA-148:** Security Camera Replacement

Financial Impact:

There is no immediate financial impact to the Corpus Christi MPO. The CCRTA will provide all required local matching funds using sales tax revenue.

Recommendation:

CCRTA and MPO staff recommend that the TAC review the DRAFT FY 2025-2028 TIP with Amendment 3, receive public comments, and recommend that the Transportation Policy Committee (TPC) release the document for a one-month public comment period.

Proposed Motion:

Move to recommend the TPC release the DRAFT FY 2025-2028 TIP with Amendment 3, through Resolution 26-01.

DRAFT FY 2025 – 2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) WITH AMENDMENT 3

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

CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost	Total Construction Cost	Non-Construction Cost	Total Project Cost	
TIP	1209-01-030	MPO-006	FM 893 SanPat Stark Rd to W CR79 Add Lns	Upgrade to 5-Lane Urban Roadway by Constructing addtnl 2 Lanes and CLTL	CR 3685 (Stark Rd)	.2 MI W of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	\$17,000,000	\$17,000,000	\$5,950,000	\$21,950,000
	0916-35-195	MPO-007	Harbor Bridge Hike and Bike-Connectivity	Construct Pedestrian and Bike Facilities	On various city streets from Coles HS	H.J. Williams Park	City of Corpus Christi	Off	7	\$1,480,000	\$1,480,000	\$518,000	\$1,998,000
	0916-35-196	MPO-009	Corpus Christi HB Parks Mitigation Pt A	Constructing amenities at several parks within the City of Corpus Christi including HJ Williams Park, T.C. Ayers Parks/South Park, Washington School Site/Washington Coles Park, and Ben Garza Park (HB parks mitigation Part A).	at Various city parks including	Ben Garza, TC Ayers, HJ W & New Location	City of Corpus Christi	Off	7	\$4,800,000	\$15,980,000	\$5,593,000	\$21,573,000
									Local	\$11,180,000			
	0617-02-073	MPO-016	PR-22 Nueces Aquarius to Whitecap	Corridor Upgrade for Pedestrian and Access Management Improvements without Adding Capacity	Aquarius St.	Whitecap Blvd.	TxDOT-CRP	On	2	\$17,920,000	\$17,920,000	\$6,272,000	\$24,192,000
	0180-10-082	MPO-017	SH 361 SanPat @ SH 35 Interchange DCs	Construct interchange improvements to connect existing 4-lane SH 361 with existing 4-lane SS 202, including an elevated 4-lane signalized intersection, grade separations over two railroad crossings, connectors to SH 35, and entrance and exit ramps.	At SH35 Interchange	.15 MI SE on SH 361	TxDOT-CRP	On	2	\$49,840,000	\$77,480,000	\$27,118,000	\$104,598,000
									4	\$22,000,000			
									7	\$5,640,000			
	0180-06-118	MPO-018	SH 35 SanPat FM 3284 to SH 361 DCs	Construct interchange improvements including upgrade of entrance and exit ramps to an elevated signalized intersection, reconstruction of existing 2-lane frontage roads in each direction, sidewalks, and driveways.	FM 3284	.23 MI N of SH 361	TxDOT-CRP	On	4	\$56,000,000	\$60,400,000	\$21,140,000	\$81,540,000
	TBD	MPO-030	Future Category 9 Projects	Projects selected through competitive process	N/A	N/A	TBD	On/Off	9	\$12,434,147	\$12,434,147	\$4,351,051	\$16,786,098
	0989-02-057	MPO-033	FM 624 Nueces CR73 to Wildcat Add Lanes.	Construct additional two travel lanes to upgrade existing four lane rural roadway to an urban six lane boulevard with raised median and bicycle/pedestrian improvements.	CR 73	Wildcat Dr.	TxDOT-CRP	On	2	\$11,650,000	\$34,650,000	\$12,127,500	\$46,777,500
									4	\$11,000,000			
									7	\$7,000,000			
									10CR	\$5,000,000			
0916-00-282	MPO-049	L_3CRP_Corpus Christi 1 Holly Rd. Tourism Trail	The project will construct a 15-foot-wide shared-use path and a new pedestrian bridge across Oso Bay. The project will renovate the existing train trestle bridge and connect the Holly Road and Flour Bluff Drive shared-use paths.	End of Holly Rd. across Oso Bay	Flour Bluff Dr./Don Patricio Rd.	City of Corpus Christi	Off	9	\$13,030,000	\$13,030,000	\$4,560,500	\$17,590,500	
0916-00-255	MPO-067	MPO Planning Tools and Studies	Implement enhanced tools and data analysis for use in short-range programming and long-range planning. Modes: Travel Demand, Resiliency, Socio-Economic Allocation, Pavement Management, et. Plans/Programs: Regional Safety, Regional Active Transportation, Resiliency, Regional Complete Streets, Congestion Management Program.	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	MPO	On/Off	7 CRRSAA	\$3,180,000	\$3,180,000	\$0	\$3,180,000	
TBD	MPO-069	FY 2022-FY 2025 STBG-SA/CAT 9 Awarded Projects	STBG-SA (CAT 9) Awarded Project in May 2022 by the TPC	Various	Various	City of Portland, City of Corpus Christi	Off	9	\$5,860,000	\$5,860,000	\$2,051,000	\$7,911,000	
5000-00-187	MPO-077	NEVI - TxDOT Charging Station	Install 4 Direct Current Fast Charge ports within one mile of the Electric Alternative Fuel Corridors (IH 37).	At 3500 Leopard St., Corpus Christi, Texas 78408	At 3500 Leopard St., Corpus Christi, Texas 78408	Equilion dba Shell	Off	10	\$1,200,000	\$1,200,000	\$420,000	\$1,620,000	
0916-35-265	MPO-080	Corpus Christi HB Parks Mitigation Pt B	Constructing amenities at greenspace within the City of Corpus Christi to meet Harbor Bridge environmental mitigation requirements (HB parks mitigation Part B).	On New Location in Hillcrest Area	Near Winnebago St. and Fisk Court	TxDOT-CRP, City of Corpus Christi	Off	10	\$5,500,000	\$11,500,000	\$4,025,000	\$15,525,000	
								Local	\$6,000,000				
0180-11-016	MPO-081	SS 202 at SH 35/SH 361 Interchange SPU1	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	\$2,700,000	\$2,700,000	\$945,000	\$3,645,000	

DRAFT FY 2025 – 2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) WITH AMENDMENT 3

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

CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost	Total Construction Cost	Non-Construction Cost	Total Project Cost	
10 Year	1557-01-045	MPO-035	FM 43 Nueces FM 665 to SH 286 Add Lns	Construct 2 additional travel lanes for 4-lane divided highway	FM 665 Intersection	SH 286	TxDOT-CRP	On	2 4U	\$32,400,000 \$12,400,000	\$44,800,000	\$15,680,000	\$60,480,000
	0326-03-103	MPO-078	SH 286 Nueces SH 358 to Horne Add Ln NB.	Construct 1 additional travel lane northbound.	SH 358	Horne Rd.	TxDOT-CRP	On	2 4U	\$31,080,000 \$7,000,000	\$38,080,000	\$13,328,000	\$51,408,000
	1069-01-042	MPO-079	SH 357 Nueces Rodd Field medians	Construct raised medians and upgrade sidewalks	Saratoga Blvd.	SH 358	TxDOT-CRP	On	2 4U 7	\$8,500,000 \$5,680,000 \$11,020,000	\$25,200,000	\$8,820,000	\$34,020,000
	0617-02-073	MPO-016	PR 22 Nueces Aquarius to Whitecap	<u>Corridor Upgrade for Pedestrian and Access Management Improvements without Adding Capacity</u>	Aquarius St.	Whitecap Blvd.	TxDOT-CRP	On	2	\$17,920,000	\$17,920,000	\$3,751,080	\$21,671,080
Long Range	0074-06-252	MPO-034	IH37/SH 358 Nueces @Intrchg 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	On	2 4U	\$60,000,000 \$40,000,000	\$100,000,000	\$35,000,000	\$135,000,000
	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	On	2 4U	\$25,000,000 \$30,000,000	\$60,000,000	\$21,000,000	\$81,000,000

DRAFT FY 2025 – 2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) WITH AMENDMENT 3

Table 12a. FY 2025-2028 TIP with Amendment 32 Fiscally Constrained Highway Project List (For Illustration Purposes) – March 5August 7, 2025

CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost	Total Construction Cost	Non-Construction Cost	Total Project Cost	
2025	1209-01-030	MPO-006	FM893 SanPat Stark Rd to W CR79 Add Lns	Upgrade to 5-Lane Urban Roadway by Constructing addtnl 2 Lanes and CLTL	CR 3685 (Stark Rd)	.2 MI W of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	\$17,000,000	\$17,000,000	\$5,950,000	\$21,950,000
2025	0916-35-195	MPO-007	Harbor Bridge Hike and Bike-Connectivity	Construct Pedestrian and Bike Facilities	On various city streets from Coles HS	H.J. Williams Park	City of Corpus Christi	Off	7	\$1,480,000	\$1,480,000	\$518,000	\$1,998,000
2025	0916-35-196	MPO-009	Corpus Christi HB Parks Mitigation Pt A	Constructing amenities at several parks within the City of Corpus Christi including HJ Williams Park, T.C. Ayers Parks/South Park, Washington School Site/Washington Coles Park, and Ben Garza Park (HB parks mitigation Part A).	at Various city parks including	Ben Garza, TC Ayers, HJ W & New Location	City of Corpus Christi	Off	7	\$4,800,000	\$15,980,000	\$5,593,000	\$21,573,000
									Local	\$11,180,000			
2025	0989-02-057	MPO-033	FM 624 Nueces CR73 to Wildcat Add Lanes.	Construct additional two travel lanes to upgrade existing four lane rural roadway to an urban six lane boulevard with raised median and bicycle/pedestrian improvements.	CR 73	Wildcat Dr.	TxDOT-CRP	On	2	\$11,650,000	\$34,650,000	\$12,127,500	\$46,777,500
									4	\$11,000,000			
									7	\$7,000,000			
									10CR	\$5,000,000			
2025	0916-35-265	MPO-080	Corpus Christi HB Parks Mitigation Pt B	Constructing amenities at greenspace within the City of Corpus Christi to meet Harbor Bridge environmental mitigation requirements (HB parks mitigation Part B).	On New Location in Hillcrest Area	Near Winnebago St. and Fisk Court	TxDOT-CRP, City of Corpus Christi	Off	10	\$5,500,000	\$11,500,000	\$4,025,000	\$15,525,000
									Local	\$6,000,000			
2026	0916-00-282	MPO-049	L_3CRP_Corpus Christi 1 Holly Rd. Tourism Trail	The project will construct a 15-foot-wide shared-use path and a new pedestrian bridge across Oso Bay. The project will renovate the existing train trestle bridge and connect the Holly Road and Flour Bluff Drive shared-use paths.	End of Holly Rd. across Oso Bay	Flour Bluff Dr./Don Patricio Rd.	City of Corpus Christi	Off	9	\$13,030,000	\$13,030,000	\$4,560,500	\$17,590,500
2026	0916-00-256	MPO-068	Regional Traffic Operations Improvements and Safety Countermeasures	Corpus Christi MPO-Regional Traffic Operations Improvements and Safety Countermeasures (MPO-068)	Corpus Christi MPO-Planning Area	Corpus Christi MPO-Planning Area	Various	On	7	\$6,400,000	\$10,200,000	\$3,570,000	\$13,770,000
									10CR	\$3,800,000			
2027	0180-10-082	MPO-017	SH 361 SanPat @ SH 35 Interchange DCs	Construct interchange improvements to connect existing 4-lane SH 361 with existing 4-lane SS 202, including an elevated 4-lane signalized intersection, grade separations over two railroad crossings, connectors to SH 35, and entrance and exit ramps.	At SH35 Interchange	.15 MI SE on SH 361	TxDOT-CRP	On	2	\$49,840,000	\$77,480,000	\$27,118,000	\$104,598,000
									4	\$22,000,000			
									7	\$5,640,000			
2027	0180-06-118	MPO-018	SH 35 SanPat FM 3284 to SH 361 DCs	Construct interchange improvements including upgrade of entrance and exit ramps to an elevated signalized intersection, reconstruction of existing 2-lane frontage roads in each direction, sidewalks, and driveways.	FM 3284	.23 MI N of SH 361	TxDOT-CRP	On	4	\$56,000,000	\$60,400,000	\$21,140,000	\$81,540,000
									7	\$4,400,000			
2027	0180-11-016	MPO-081	SS 202 at SH 35/SH 361 Interchange SPU	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	\$2,700,000	\$2,700,000	\$945,000	\$3,645,000
2028	0617-02-073	MPO-016	PR 22 Nueces Aquarius to Whitecap	Corridor Upgrade for Pedestrian and Access Management Improvements without Adding Capacity	Aquarius St.	Whitecap Blvd.	TxDOT-CRP	On	2	\$17,920,000	\$17,920,000	\$6,272,000	\$24,192,000

DRAFT FY 2025 – 2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) WITH AMENDMENT 3

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

TIP Fiscal Year	CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost	Total Construction Cost	Non-Construction Cost	Total Project Cost (\$, millions)
2023	0916-00-255	MPO-067	MPO Planning Tools and Studies	Implement enhanced tools and data analysis for use in short-range programming and long-range planning. Models: Travel Demand, Resiliency, Socio-Economic Allocation, Pavement Management, et. Plans/Programs: Regional Safety, Regional Active Transportation, Resiliency, Regional Complete Streets, Congestion Management Program.	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	MPO	On	7	\$3.18	\$3.18	--	\$3.18
2023	5000-00-916	MPO-069	FY 2022-FY 2025 STBG-SA/CAT 9 Awarded Projects	STBG-SA (CAT 9) Awarded Project in May 2022 by the TPC.	Various	Various	City of Portland City of Corpus Christi	Off	9	\$5.86	\$5.86	\$1.17	\$7.03
2024	0617-01-177	MPO-001	SH 358 (SPID) Ramp Reversal	Ramp reversal Phase II-B	Nile Drive	Staples Street	TxDOT-CRP	On	2	\$55.00	\$57.20	\$11.44	\$68.64
2024	5000-00-187	MPO-077	NEVI-TxDOT Charging Station	Install 4 Direct Current Fast Charge ports within one mile of the Electric Alternative Fuel Corridors (IH 37)	At 3500 Leopard St, Corpus Christi, Texas 78408	At 3500 Leopard St, Corpus Christi, Texas 78408	Equilion dba Shell	Off	4	\$2.20			
									10	\$1.20	\$1.20	--	\$1.20

Table 12c. FY 2025-2028 TIP with Amendment 32 Fiscally Constrained Transit Project List (For Illustration Purposes) – March 5August 7, 2025

TIP Fiscal Year	MTP ID	Project Name	Funding Category	Federal Cost	Local Cost	Total Project Cost (\$, millions)
2025	CCRTA-097	Bear Lane UPS Replacement	Regionally Significant or Other	\$0	\$10,000,000	\$10,000,000
2025	CCRTA-098	Rolling Stock (All Variety of Rolling Stock)	FTA-5307	\$4,363,898	\$770,100	\$5,133,998
2025	CCRTA-099	Bus Stop Shelter Amenities	FTA-5307	\$879,890	\$219,973	\$1,099,863
2025	CCRTA-100	Support/Relief Vehicles	FTA-5307	\$408,000	\$102,000	\$510,000
2025	CCRTA-101	Bus Stop Improvements	FTA-5307	\$400,000	\$100,000	\$500,000
2025	CCRTA-102	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	FTA-5307	\$397,305	\$99,326	\$496,631
2025	CCRTA-103	Destination Signage for Transit Stations	Regionally Significant or Other	\$0	\$420,000	\$420,000
2025	CCRTA-104	Tug (Moving Buses)	Regionally Significant or Other	\$0	\$48,000	\$48,000
2025	CCRTA-105	Bus DVR Replacement	Regionally Significant or Other	\$0	\$44,400	\$44,400
2025	CCRTA-106	Staff Computers Replacement	Regionally Significant or Other	\$0	\$31,000	\$31,000
2025	CCRTA-107	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	FTA-5339	\$16,000	\$4,000	\$20,000
2025	CCRTA-108	Bus Stop Improvements (apportionment year 2020)	FTA-5307	\$1,200,000	\$300,000	\$1,500,000
2025	CCRTA-109	Support/Relief Vehicles (apportionment year 2021)	FTA-5307	\$608,400	\$152,100	\$760,500
2025	CCRTA-110	Rolling Stock (All Variety of Rolling Stock) (apportionment year 2021)	FTA-5307	\$4,023,269	\$709,989	\$4,733,258
2025	CCRTA-111	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment (apportionment year 2021)	FTA-5307	\$523,022	\$130,756	\$653,778
2025	CCRTA-112	Preventative Maintenance (apportionment year 2021)	FTA-5307	\$800,000	\$200,000	\$1,000,000
2025	CCRTA-113	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment (apportionment year 2021)	FTA-5339	\$523,840	\$130,960	\$654,800
2025	CCRTA-114	5310 Sub-recipient (apportionment year 2022)	FTA-5310	\$320,000	\$80,000	\$400,000
2025	CCRTA-115	Rehab/Renovate Bus Support Facilities/Equipment (apportionment year 2022)	FTA-5307	\$96,202	\$24,051	\$120,253
2025	CCRTA-116	Bus Stop Infrastructure-Bus Pads (using apportionment year 2022)	FTA-5307	\$896,326	\$224,081	\$1,120,407
2025	CCRTA-117	Preventative Maintenance (apportionment year 2022)	FTA-5307	\$800,000	\$200,000	\$1,000,000

DRAFT FY 2025 – 2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) WITH AMENDMENT 3

Table 12c. FY 2025-2028 TIP with Amendment 2 Fiscally Constrained Transit Project List (For Illustration Purposes) – March 5~~August 7, 2025~~ (continued)

TIP Fiscal Year	MTP ID	Project Name	Funding Category	Federal Cost	Local Cost	Total Project Cost (\$, millions)
2025	CCRTA-118	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment (apportionment year 2022)	FTA-5339	\$266,965	\$66,741	\$333,706
2025	CCRTA-119	Construction of Bus Support/Equip/Facilities (apportionment year 2022)	FTA-5339	\$384,000	\$96,000	\$480,000
2025	CCRTA-120	Rehab/Renovate Bus Support Facilities/Equipment (apportionment year 2023)	FTA-5339	\$327,760	\$81,940	\$409,700
2025	CCRTA-121	5310 Sub-recipients (apportionment year 2024)	FTA-5310	\$320,000	\$80,000	\$400,000
2025	CCRTA-150	Rolling Stock (All Variety of Rolling Stock) (apportionment year 2024)	Other FTA	\$5,888,040	\$1,053,110	\$6,958,550
2025	CCRTA-151	BUS STOP SHELTERS/AMENITIES (using apportionment year 2022)	FTA-5307	\$379,278	\$94,819	\$474,097
2025	CCRTA-152	ROLLING STOCK (ALL VARIETY OF ROLLING STOCK) (using apportionment year 2022)	FTA-5307	\$6,465,579 5,624,674	\$1,140,985 992,589	\$7,606,564 6,617,263
2025	CCRTA-153	ROLLING STOCK (VARIETY OF ROLLING STOCK) (using apportionment year 2023)	FTA-5307	\$5,276,520	\$931,151	\$6,207,671
2025	CCRTA-154	PREVENTIVE MAINTENANCE (using apportionment year 2023)	FTA-5307	\$800,000	\$400,000	\$1,000,000
2025	CCRTA-155	BUS SUPPORT FACILITIES/EQUIPMENT (using apportionment year 2023)	FTA-5307	\$1,500,000	\$375,000	\$1,875,000
2025	CCRTA-156	BUS STOP SHELTERS/AMENITIES (using apportionment year 2023)	FTA-5307	\$265,806	\$66,452	\$332,258
2025	CCRTA-157	MISCELLANEOUS SHOP AND GARAGE EQUIPMENT (using apportionment year 2023)	FTA-5339	\$356,060	\$89,015	\$445,075
2025	CCRTA-158	ROLLING STOCK (VARIETY OF ROLLING STOCK) (using apportionment year 2024)	FTA-5307	\$6,000,000	\$1,058,824	\$7,058,824
2025	CCRTA-159	BUS SUPPORT FACILITIES/EQUIPMENT (using apportionment year 2024)	FTA-5307	\$600,000	\$150,000	\$750,000
2025	CCRTA-160	PREVENTIVE MAINTENANCE (using apportionment year 2024)	FTA-5307	\$1,000,000	\$250,000	\$1,250,000
2025	CCRTA-161	BUS STOP SHELTERS/AMENITIES (using apportionment year 2024)	FTA-5307	\$522,472	\$130,618	\$653,090
2025	CCRTA-162	REHAB/RENOVATE BUS SUPPORT FACILITIES/EQUIPMENT (using apportionment year)	FTA-5339	\$500,000	\$125,000	\$625,000
2025	CCRTA-163	MISCELLANEOUS SHOP AND GARAGE EQUIPMENT (using apportionment year 2024)	FTA-5339	\$217,754	\$54,439	\$272,193
2025	CCRTA-164	TRANSIT-RELATED ITS (apportionment year 2024)	FTA-5310	\$418,252	\$66,741	\$333,706
2025	CCRTA-165	A/E FOR REHAB/RENOVATION OF MAINTENANCE BUILDING	Other FTA	\$1,940,000	\$2,060,000	\$4,000,000
<u>2025</u>	<u>CCRTA-167</u>	<u>PREVENTATIVE MAINTENANCE</u>	<u>FTA-5307</u>	<u>\$855,421</u>	<u>\$213,855</u>	<u>\$1,069,276</u>
<u>2025</u>	<u>CCRTA-168</u>	<u>PREVENTATIVE MAINTENANCE</u>	<u>FTA-5307</u>	<u>\$4,966,137</u>	<u>\$1,241,534</u>	<u>\$6,207,671</u>
2026	CCRTA-122	Rolling Stock (All Variety of Rolling Stock)	FTA-5307	\$6,884,166	\$1,214,853	\$8,099,019
2026	CCRTA-123	Bus Stop Shelter Amenities	FTA-5307	\$900,734	\$225,184	\$1,125,918
2026	CCRTA-124	Bus Stop Improvements	FTA-5307	\$400,000	\$100,000	\$500,000
2026	CCRTA-125	Preventative Maintenance	FTA-5307	\$800,000	\$200,000	\$1,000,000
2026	CCRTA-126	5310 Sub-recipients	FTA-5310	\$320,000	\$80,000	\$400,000
2026	CCRTA-127	Genfare Bus Systems Phase I	Regionally Significant or Other	\$0	\$335,666	\$335,666
2026	CCRTA-128	Bus DVR Replacement	Regionally Significant or Other	\$0	\$44,400	\$44,400
2026	CCRTA-129	Bear Lane UPS Replacement	Regionally Significant or Other	\$0	\$25,000	\$25,000
2026	CCRTA-130	Video Surveillance Server (Bear LN Location)	Regionally Significant or Other	\$0	\$20,000	\$20,000
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 Shelter Amenities	FTA-5307	\$400,000	\$100,000	\$500,000
2027	CCRTA-134	Bus Stop Shelter Amenities Preventative Maintenance	FTA-5307	\$280,000	\$70,000	\$350,000
2027	CCRTA-135	Preventative Maintenance 5310 Sub-recipients	FTA-5307	\$800,000	\$200,000	\$1,000,000
2027	CCRTA-136	5310 Sub-recipients Genfare Bus Replacement Phase II	FTA-5310	\$320,000	\$80,000	\$400,000

DRAFT FY 2025 – 2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) WITH AMENDMENT 3

2027	CCRTA-137	Genfare Bus Replacement Phase II Bus DVR Replacement	Regionally Significant or Other	\$0	\$335,666	\$335,666
2027	CCRTA-138	Bus DVR Replacement SSC UPS Replacement	Regionally Significant or Other	\$0	\$47,000	\$47,000

Table 12c. FY 2025-2028 TIP with Amendment 2 Fiscally Constrained Transit Project List (For Illustration Purposes) – March 5~~August 7, 2026~~ (continued)

TIP Fiscal Year	MTP ID	Project Name	Funding Category	Federal Cost	Local Cost	Total Project Cost (\$, millions)
2027	CCRTA-139	SSC UPS Replacement Rolling Stock (All Variety of Rolling Stock)	Regionally Significant or Other	\$0	\$25,000	\$25,000
2027	CCRTA-166	CONSTRUCTION OF MAINTENANCE BUILDING	Other FTA	\$46,280,000	\$11,570,000	\$57,850,000
2028	CCRTA-140	Rolling Stock (All Variety of Rolling Stock) Bus Stop Improvements	FTA-5307	\$10,513,715	\$1,855,361	\$12,369,076
2028	CCRTA-141	Bus Stop Improvements Bus Support/Equipment and Facilities/Miscellaneous Shop	FTA-5307	\$400,000	\$100,000	\$500,000
2028	CCRTA-142	Bus Support/Equipment and Facilities/Miscellaneous Shop Bus Stop Shelter Amenities	FTA-5307	\$316,000	\$79,000	\$395,000
2028	CCRTA-143	Bus Stop Shelter Amenities Preventative Maintenance	FTA-5307	\$280,000	\$70,000	\$350,000
2028	CCRTA-144	Preventative Maintenance 5310 Sub-recipients	FTA-5307	\$800,000	\$200,000	\$1,000,000
2028	CCRTA-145	5310 Sub-recipients Genfare Bus Replacement Phase III	FTA-5310	\$320,000	\$80,000	\$400,000
2028	CCRTA-146	Genfare Bus Replacement Phase III Bus DVR Replacement	Regionally Significant or Other	\$0	\$335,666	\$335,666
2028	CCRTA-147	Bus DVR Replacement Security Camera Replacement	Regionally Significant or Other	\$0	\$47,000	\$47,000
2028	CCRTA-148	Security Camera Replacement Staff Computers Replacement	Regionally Significant or Other	\$0	\$45,000	\$45,000
2028	CCRTA-149	Staff Computers Replacement Bus Stop Improvements	Regionally Significant or Other	\$0	\$31,000	\$31,000



METROPOLITAN PLANNING ORGANIZATION

PUBLIC NOTICE 26-1

February 5, 2026

The **Corpus Christi Metropolitan Planning Organization** (Corpus Christi MPO) is seeking public input and comments on the **DRAFT FY 2025-2028 Transportation Improvement Program (TIP) with Amendment 3** and **DRAFT 2045 Metropolitan Transportation Plan (MTP) Update with Amendment 2**.

The TIP identifies how the region plans to invest transportation funds in the transportation system for the next four years. The MTP is the regional transportation plan that identifies how the region plans to invest in the transportation system. In accordance with the Corpus Christi MPO Public Participation Plan, the Corpus Christi MPO is seeking to inform those who are interested in or affected by transportation decisions with opportunities to provide input on the **DRAFT FY 2025-2028 TIP with Amendment 3** and **DRAFT 2045 MTP Update with Amendment 2**.

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

The **DRAFT FY 2025-2028 TIP with Amendment 3** and **DRAFT 2045 MTP Update with Amendment 2** is being released to the public on February 5, 2026, and input is invited through March 5, 2026. Public comment may be offered in person at the following public meetings:

January 15, 2026, at 9:00 a.m.* February 19, 2026, at 9:00 a.m.* <u>Technical Advisory Committee</u> Corpus Christi Regional Transportation Authority Staples Street Center 602 N. Staples Street, 2nd Floor Boardroom Corpus Christi, Texas 78401	February 5, 2026, at 2:00 p.m.* March 5, 2026, at 2:00 p.m.* <u>Transportation Policy Committee</u> Corpus Christi City Hall Council Chambers 1201 Leopard Street Corpus Christi, Texas 78401
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**Meeting location and time are subject to change, check the Corpus Christi MPO website for information.*

www.corpuschristi-mpo.org

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

The **Corpus Christi Regional Transportation Authority (CCRTA)** hereby gives notice that coordination actions with the Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) have occurred to assure that the procedures established in the MPO's public participation plan, including public notice and times established for public review and comment on the TIP, satisfy the Requirement of public participation in the development of the program of projects and grant application requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307; and other formula funds. The public participation requirements of 49 U.S.C. Section 5307 (b) (1) through (b) (7) (as amended by the FAST Act) are integrated into the MPO's adopted "Public Participation Plan". The CCRTA, therefore, is a participant with the Corpus Christi MPO in the public process for the **DRAFT FY 2025-2028 TIP with Amendment 3 and DRAFT 2045 MTP Update with Amendment 2**.

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 26-02

APPROVING THE FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM WITH AMENDMENT 3 & THE 2045 METROPOLITAN TRANSPORTATION PLAN UPDATE WITH AMENDMENT 2 FOR THE CORPUS CHRISTI METROPOLITAN AREA

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

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

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

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

WHEREAS, in preparing the 2045 MTP Update with Amendment 2 and the FY 2025-2028 TIP with Amendment 3, the Corpus Christi MPO followed federal guidance as set out in the Metropolitan Transportation Planning rule, 23 C.F.R. 450, including consideration of the federal planning factors, identification of performance measures, and preparation of financial, environmental, and environmental justice analyses of the plan and also utilized an extensive public involvement process; and

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

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

WHEREAS, the Corpus Christi MPO abided by the required public involvement procedures in the PPP and provided one-month public review and comment period for the 2045 MTP Update with Amendment 2 and the FY 2025-2028 TIP with Amendment 3 from February 5, 2026 through March 5, 2026; and

NOW, THEREFORE, BE IT HEREBY RESOLVED, The Transportation Policy Committee (TPC) of the Corpus Christi MPO approves the 2045 Metropolitan Transportation Plan (MTP) Update with Amendment 2 for the Corpus Christi Area effective March 5, 2026; and

NOW, THEREFORE, BE IT HEREBY RESOLVED, The Transportation Policy Committee (TPC) of the Corpus Christi MPO approves the FY 2025-2028 Transportation Improvement Program (TIP) with Amendment 3 for the Corpus Christi Area effective March 5, 2026;

BE IT FURTHER RESOLVED that the Transportation Policy Committee (TPC) certifies the plan meets the financial constraint requirements for long-range regional transportation plans; that the federal metropolitan transportation planning process is addressing major issues facing the metropolitan area and is being conducted in accordance with all applicable federal requirements, including:

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

Witnessed, adopted, and signed on this 5th of March 2026 by:

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

TIP, MTP and STIP Approval Timeline

CORPUS CHRISTI



METROPOLITAN PLANNING ORGANIZATION

Timeline

2026

Jan

Feb

Mar

Apr

May

Jun

TAC recommend release of TIP and MTP Amendment documents

Jan 15th

TPC Releases TIP and MTP Amendment for 1 month

Feb 5th-Mar 5th

TAC recommends approval of TIP and MTP Amendments

Feb 19th

TPC Approves TIP and MTP Amendments

Mar 5th

First Day to Upload STIP Documents

Mar 25th

TPC Approves Approves minutes from March 5th Meeting

April 2nd

Last Day to Upload STIP Documents

April 3rd

STIP Revision Comment Period

April 17-May 17

FHWA/FTA Earliest STIP Approval Date, Earliest possible date to request reimbursement of construction funds

May 19

Date: January 29, 2026
To: Transportation Policy Committee (TPC)
From: Jafet Flores, Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4B: DRAFT 2045 Metropolitan Transportation Plan (MTP) Update with Amendment 2
Action: Review, Discuss, Receive Public Comments and Possible Action

Summary

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) and TPC. The proposed DRAFT 2045 MTP Update with Amendment 2 Fiscally Constrained Project List is shown in Attachment 2. The following bulleted list and tables provides the proposed changes to the 2045 MTP Update as part of Amendment 2 and is consistent with the proposed DRAFT FY 2025-2028 Transportation Improvement Program (TIP) with Amendment 3. Attachment 5 contains chapters and appendices links to download and review for the TPC only at this time.

- Added DRAFT to all chapters and appendices
- Updated Appendices with most current versions where applicable.
 - Appendix A. 2025 Public Participation Plan (November 2025)
 - Appendix B. Public Comments (Updated after March 2026 Approval)
 - Appendix C. Public Notices (Updated after March 2026 Approval)
 - Appendix E. CCRTA Agency Safety Plan (July 2025)
 - Appendix H. FY 2025-2028 TIP with Amendment 3 (Updated after March 2026 Approval)
- Chapter 7, page 16, Exhibit 7-2 Highway Fiscally Constrained Project List edits.
 - Adjusted Non-Construction and Total Project Costs to align with TIP and STIP.
 - ***Moved one project from the TIP period into the 10-Year period:***

Project ID	FY	Project Name	Total Construction Cost	Non-Construction Cost	Total Project Cost
MPO-016	2028	PR 22 Nueces Aquarius to Whitecap	\$17,920,000	\$3,751,080	\$21,671,080

- Remove MPO-030: Future Category 9 Projects (Update during one-month public comment period)
- Remove MPO-068: Regional Traffic Operations Improvements and Safety Countermeasures (Update during one-month public comment period)
- Chapter 7, page 17, Exhibit 7-3 Transit Fiscally Constrained Project List edits.
 - Corrected table error where project names were shifted to the wrong project ID. Updated Project Names for the following projects to match TIP and STIP.
 - CCRTA-133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, and 148.

- Three projects added totaling \$52,101,558 in federal funding:

Project ID	FY	Project Name	Federal Cost	Local Cost	Total Project Cost
CCRTA-166	2027	CONSTRUCTION OF MAINTENANCE BUILDING	\$46,280,000	\$11,570,000	\$57,850,000
CCRTA-167	2025	PREVENTIVE MAINTENANCE	\$855,421	\$213,855	\$1,069,276
CCRTA-168	2025	PREVENTIVE MAINTENANCE	\$4,966,137	\$1,241,534	\$6,207,671

- Adjusted funding for one project:

Project ID	FY	Project Name	Federal Cost	Local Cost	Total Project Cost
CCRTA-152	2025	ROLLING STOCK (ALL VARIETY OF ROLLING STOCK) (using apportionment year 2022)	INCREASE From \$5,624,674 To \$6,465,579	INCREASE From \$992,589 To \$1,140,985	INCREASE From \$6,617,263 To \$7,606,564

- Removed 17 projects totaling \$896,326 in federal funding:

Project ID	FY	Project Name	Federal Cost	Local Cost	Total Project Cost
CCRTA-097	2025	Bear Lane UPS Replacement	\$0	\$10,000,000	\$10,000,000
CCRTA-103	2025	Destination Signage for Transit Stations	\$0	\$420,000	\$420,000
CCRTA-104	2025	Tug (Moving Buses)	\$0	\$48,000	\$48,000
CCRTA-105	2025	Bus DVR Replacement	\$0	\$44,400	\$44,400
CCRTA-106	2025	Staff Computers Replacement	\$0	\$31,000	\$31,000
CCRTA-116	2025	Bus Stop Infrastructure Bus Pads (using apportionment year 2022)	\$896,326	\$224,081	\$1,120,407
CCRTA-127	2026	Genfare Bus Systems Phase I	\$0	\$335,666	\$335,666
CCRTA-128	2026	Bus DVR Replacement	\$0	\$44,400	\$44,400
CCRTA-129	2026	Bear Lane UPS Replacement	\$0	\$25,000	\$25,000
CCRTA-130	2026	Video Surveillance Server (Bear LN Location)	\$0	\$20,000	\$20,000
CCRTA-137	2027	Genfare Bus Replacement Phase II	\$0	\$335,666	\$335,666
CCRTA-138	2027	Bus DVR Replacement	\$0	\$47,000	\$47,000
CCRTA-139	2027	SSC UPS Replacement	\$0	\$25,000	\$25,000
CCRTA-146	2028	Genfare Bus Replacement Phase III	\$0	\$335,666	\$335,666
CCRTA-147	2028	Bus DVR Replacement	\$0	\$47,000	\$47,000
CCRTA-148	2028	Security Camera Replacement	\$0	\$45,000	\$45,000
CCRTA-149	2028	Staff Computers Replacement	\$0	\$31,000	\$31,000

Financial Impacts

No additional financial obligation is created for Corpus Christi MPO member governments beyond the local matches committed by CCRTA for the various transit projects and programs.

Recommendation

CCRTA, TAC and MPO staff recommend that the TPC review the DRAFT 2045 MTP Update with Amendment 2, receive public comments, and recommend release of the document for a one-month public comment period.

During the Corpus Christi City Council meeting on January 27, 2026, the City Council passed a motion “in support of the MPO project CSJ 0617-02-073 corridor upgrade for pedestrian and access management improvements without adding capacity.” The intent is to keep the PR 22 project in the FY 2025-2028 TIP and also in the same time period for the 2045 MTP Update with Amendment 2.

Proposed Motion

Move to release the DRAFT 2045 MTP Update with Amendment 2, through Resolution 26-02 for a one-month public comment period.

The schedule of the TxDOT STIP Revision of May 2026 for participating agencies is provided below:

TxDOT Statewide STIP Revision (May 2026) Process

- The closing date for the May 2025 STIP Revision is April 3, 2026. At that time all final documents from the MPO are required to be submitted to the eSTIP Portal.
- The MPO's TPC meeting of April 2, 2026, is the meeting to approve the March 2026 Meeting Minutes (approving the TIP Amendment AND the MTP Amendment) as a required document to be uploaded to the eSTIP Portal.
- The required public comment period for this TxDOT Statewide STIP Revision is April 17th- May 17th

MPO Approval Dates – TIP Amendment AND MTP Amendment

The MPO scheduled dates for the TAC and TPC for actions on the TIP and MTP Amendments are:

- TAC – January 15th - recommend the TPC release of TIP and MTP Amendment documents for a required one-month public comment period
- TPC – February 5th – release the TIP and MTP Amendments documents for a one-month public comment period
- TAC – February 19th – recommend approval of the TIP and MTP Amendments to the TPC
- TPC – March 5th – Approve the TIP and MTP Amendments.
- TPC – April 2nd - Approve minutes of the March 5th meeting for uploading to the eSTIP Portal as last item required for the April 3rd STIP Revision deadline. All other items will be already loaded after the TPC approval on March 5th.

FTA Approval Date for May 2026 STIP Revision

- FHWA and FTA earliest approval date for the May 2026 STIP Revision is May 19, 2026. After that date, the CCRTA would be able to ask for reimbursement of construction funds.

Background

The Corpus Christi Regional Transportation Authority (CCRTA) received a Low- or No-Emission Grant award in November 2025 totaling \$57,850,000, consisting of:

- \$46,280,000 in Federal Funds
- \$11,570,000 in Local Matching Funds

This funding supports the construction phase of the new Bear Lane Maintenance Facility, a key capital project supporting CCRTA's transit fleet operations and long-term system sustainability.

Previously, \$4.0 million in design and construction management funding for this project was approved and included in:

- The 2045 Metropolitan Transportation Plan (MTP) Update with Amendment 1
- The FY 2025-2028 Transportation Improvement Program (TIP) with Amendment 2
- The Texas Statewide Transportation Improvement Program (STIP) November 2025 Revision

Federal regulations require that all phases of a federally funded project be included in the adopted Metropolitan Transportation Plan prior to federal authorization. The 2045 MTP Update with Amendment 2 and FY 2025-2028 TIP with Amendment 3 updates the documents to reflect the full funding scope of the new Bear Lane Maintenance Facility.

Attachments

1. Memorandum dated December 30, 2025 from the CCRTA Staff
2. Revised Exhibit 7-2. Table of the Corpus Christi MPO Fiscally Constrained Project List from DRAFT 2045 MTP Update with Amendment 2
3. Public Notice 26-1
4. Resolution 26-02
5. Document of links for the DRAFT 2045 MTP Update with Amendment 2 Chapters and Appendices for TAC to download and review.



Technical Advisory Committee

DATE 12/30/2025

Subject: Draft FY 2025-2028 Transportation Improvement Program (TIP) with Amendment 3

Summary

The Corpus Christi Regional Transportation Authority (CCRTA) requests an amendment to the FY 2025-2028 Transportation Improvement Program (TIP) to incorporate three new projects and one project revision. These updates utilize Federal Transit Administration (FTA) Section 5307 formula funds from apportionment years 2022 and 2023, as well as the FY25 Bus and Low-and No-Emission grant award.

The total federal funding across these four projects is \$58,567,137.

New Project Additions

- Construction of a New Maintenance Facility:** This project includes total FTA funds of **\$46,280,000**, with **\$11,570,000** provided by other sources, for a total project cost of **\$57,850,000**.
- Preventive Maintenance (Apportionment Year 2022):** Utilizing Section 5307 funds in the federal amount of **\$855,421**, with a total project cost of **\$1,069,276**.
- Preventive Maintenance (Apportionment Year 2023):** Utilizing Section 5307 funds in the federal amount of **\$5,276,520**, with a total project cost of **\$6,207,671**.

Project Revisions

- MPO Project No. CCRTA-152:** The federal FTA allocation is increasing from \$5,624,674 to **\$6,465,579** to ensure all associated sub-projects are fully funded.

Project Deletions

The following projects are being removed from the FY 2025-2028 TIP as they are duplicative, completed, or canceled to reallocate funds to higher-priority initiatives:

- CCRTA-116:** Bus Stop Infrastructure Bus Pads
- CCRTA-153:** Rolling Stock (Variety)
- CCRTA-106 & 149:** Staff Computer Replacements
- CCRTA-105, 128, 138 & 147:** Bus DVR Replacements
- CCRTA-104:** Tug (Moving Buses)
- CCRTA-103:** Destination Signage for Transit Stations
- CCRTA-097, 130, 129 & 139:** UPS/Server Replacements (Bear Lane & SSC)
- CCRTA-127, 137 & 146:** Genfare Bus Systems (Phases I, II, & III)
- CCRTA-148:** Security Camera Replacement

Financial Impact:

There is no immediate financial impact to the Corpus Christi MPO. The CCRTA will provide all required local matching funds using sales tax revenue.

Recommendation:

CCRTA and MPO staff recommend that the TAC review the DRAFT FY 2025-2028 TIP with Amendment 3, receive public comments, and recommend that the Transportation Policy Committee (TPC) release the document for a one-month public comment period.

Proposed Motion:

Move to recommend the TPC release the DRAFT FY 2025-2028 TIP with Amendment 3, through Resolution 26-01.

DRAFT 2045 METROPOLITAN TRANSPORTATION PLAN UPDATE WITH AMENDMENT 2

Exhibit 7-2. Table of the Corpus Christi MPO Fiscally Constrained Project List (For Illustration Purposes)

CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost	Total Construction Cost	Non-Construction Cost	Total Project Cost (\$, millions)	
TIP	1209-01-030	MPO-006	FM893 SanPat Stark Rd to W CR79 Add Lns	Upgrade to 5-Lane Urban Roadway by Constructing addtnl 2 Lanes and CLTL	CR 3685 (Stark Rd)	.2 MI W of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	\$17,000,000	\$17,000,000	\$5,950,000	\$22,950,000
	0916-35-195	MPO-007	Harbor Bridge Hike and Bike-Connectivity	Construct Pedestrian and Bike Facilities	On various city streets from Coles HS	H.J. Williams Park	City of Corpus Christi	Off	7	\$1,480,000	\$1,480,000	\$518,000	\$1,998,000
	0916-35-196	MPO-009	Corpus Christi HB Parks Mitigation Pt A	Constructing amenities at several parks within the City of Corpus Christi including HJ Williams Park, T.C. Ayers Parks/South Park, Washington School Site/Washington Coles Park, and Ben Garza Park (HB parks mitigation Part A).	at Various city parks including	Ben Garza, TC Ayers, HJ W & New Location	City of Corpus Christi	Off	7	\$4,800,000	\$15,980,000	\$5,593,000	\$21,573,000
								Local	\$11,180,000				
	0617-02-073	MPO-016	PR-22 Nueces Aquarius to Whitecap	Corridor Upgrade for Pedestrian and Access Management Improvements without Adding Capacity	Aquarius St.	Whitecap Blvd.	TxDOT-CRP	On	2	\$17,920,000	\$17,920,000	\$6,272,000	\$24,192,000
	0180-10-082	MPO-017	SH 361 SanPat @ SH 35 Interchange DCs	Construct interchange improvements to connect existing 4-lane SH 361 with existing 4-lane SS 202, including an elevated 4-lane signalized intersection, grade separations over two railroad crossings, connectors to SH 35, and entrance and exit ramps.	At SH35 Interchange	.15 MI SE on SH 361	TxDOT-CRP	On	2	\$49,840,000	\$77,480,000	\$27,118,000	\$104,598,000
								4	\$22,000,000				
								7	\$5,640,000				
	0180-06-118	MPO-018	SH 35 SanPat FM 3284 to SH 361 DCs	Construct interchange improvements including upgrade of entrance and exit ramps to an elevated signalized intersection, reconstruction of existing 2-lane frontage roads in each direction, sidewalks, and driveways.	FM 3284	.23 MI N of SH 361	TxDOT-CRP	On	4	\$56,000,000	\$60,400,000	\$21,140,000	\$81,540,000
								7	\$4,400,000				
TBD	MPO-030	Future Category 9 Projects	Projects selected through competitive process	N/A	N/A	TBD	On/Off	9	\$12,434,147	\$12,434,147	\$4,351,951	\$16,786,098	
10-Year Range	0989-02-057	MPO-033	FM 624 Nueces CR73 to Wildcat Add Lanes.	Construct additional two travel lanes to upgrade existing four lane rural roadway to an urban six lane boulevard with raised median and bicycle/pedestrian improvements.	CR 73	Wildcat Dr.	TxDOT-CRP	On	2	\$11,650,000	\$34,650,000	\$12,127,500	\$46,777,500
								4	\$11,000,000				
								7	\$7,000,000				
								10CR	\$5,000,000				
Long Range	0916-02-282	MPO-049	L_3CRP_Corpus Christi 1 Holly Rd. Tourism Trail	The project will construct a 15-foot-wide shared-use path and a new pedestrian bridge across Oso Bay. The project will renovate the existing train trestle bridge and connect the Holly Road and Flour Bluff Drive shared-use paths.	End of Holly Rd. across Oso Bay	Flour Bluff Dr./Don Patricio Rd.	City of Corpus Christi	Off	9	\$13,030,000	\$13,030,000	\$4,560,500	\$17,590,500
	0916-00-255	MPO-067	MPO Planning Tools and Studies	Implement enhanced tools and data analysis for use in short-range programming and long-range planning. Modes: Travel Demand, Resiliency, Socio-Economic Allocation, Pavement Management, et. Plans/Programs: Regional Safety, Regional Active Transportation, Resiliency, Regional Complete Streets, Congestion Management Program.	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	MPO	On/Off	7	\$3,180,000	\$3,180,000	\$0	\$3,180,000
	0916-00-256	MPO-068	Regional Traffic Operations Improvements and Safety Countermeasures	Regional Traffic Operations Improvements and Safety Countermeasures (MPO-068)	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	Various	On	10CR	\$3,800,000	\$10,200,000	\$3,570,000	\$13,770,000
	TBD	MPO-069	FY 2022-FY 2025 STBG-SA/CAT 9 Awarded Projects	STBG-SA (CAT 9) Awarded Project in May 2022 by the TPC	Various	Various	City of Portland, City of Corpus Christi	Off	9	\$5,860,000	\$5,860,000	\$2,051,000	\$7,911,000
	5000-00-187	MPO-077	NEVI - TxDOT Charging Station	Install 4 Direct Current Fast Charge ports within one mile of the Electric Alternative Fuel Corridors (IH 37).	At 3500 Leopard St., Corpus Christi, Texas 78408	At 3500 Leopard St., Corpus Christi, Texas 78408	Equilon dba Shell	Off	10	\$1,200,000	\$1,200,000	\$420,000	\$1,620,000
	0916-35-265	MPO-080	Corpus Christi HB Parks Mitigation Pt B	Constructing amenities at greenspace within the City of Corpus Christi to meet Harbor Bridge environmental mitigation requirements (HB parks mitigation Part B).	On New Location in Hillcrest Area	Near Winnebago St. and Fisk Court	TxDOT-CRP, City of Corpus Christi	Off	10	\$5,500,000	\$11,500,000	\$4,025,000	\$15,525,000
	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	\$2,700,000			
	1557-01-045	MPO-035	FM 43 Nueces FM 665 to SH 286 Add Lns	Construct 2 additional travel lanes for 4-lane divided highway	FM 665 Intersection	SH 286	TxDOT-CRP	On	2	\$32,400,000	\$44,800,000	\$15,680,000	\$60,480,000
	0326-03-103	MPO-078	SH 286 Nueces SH 358 to Horne Add Ln NB.	Construct 1 additional travel lane northbound.	SH 358	Horne Rd.	TxDOT-CRP	On	4U	\$12,400,000			
	1069-01-042	MPO-079	SH 357 Nueces Rodd Field medians	Construct raised medians and upgrade sidewalks	Saratoga Blvd.	SH 358	TxDOT-CRP	On	2	\$31,080,000	\$38,080,000	\$13,328,000	\$51,408,000
	0617-02-073	MPO-016	PR 22 Nueces Aquarius to Whitecap	Corridor Upgrade for Pedestrian and Access Management Improvements without Adding Capacity	Aquarius St.	Whitecap Blvd.	TxDOT-CRP	On	2	\$17,920,000	\$17,920,000	\$3,751,080	\$21,671,080
	0074-06-252	MPO-034	IH37/SH 358 Nueces @Intrchg 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	N/A	TxDOT-CRP	On	2	\$60,000,000	100,000,000	35,000,000	135,000,000
	4U	\$40,000,000											

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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	On	2 4U	\$25,000,000 \$35,000,000	60,000,000	21,000,000	81,000,000
Exhibit 7-2. Table of the Corpus Christi MPO Fiscally Constrained Project List (For Illustration Purposes) (continued)												
TIP Fiscal Year	MTP ID	Project Name			Funding Category		Federal Cost	Local Cost	Total Project Cost (\$, millions)			
2025	CCRTA-097	Bear Lane UPS Replacement			Regionally Significant or Other		\$0	\$10,000,000	\$10,000,000			
2025	CCRTA-098	Rolling Stock (All Variety of Rolling Stock)			FTA-5307		\$4,363,898	\$770,100	\$5,133,998			
2025	CCRTA-099	Bus Stop Shelter Amenities			FTA-5307		\$879,890	\$219,973	\$1,099,863			
2025	CCRTA-100	Support/Relief Vehicles			FTA-5307		\$408,000	\$102,000	\$510,000			
2025	CCRTA-101	Bus Stop Improvements			FTA-5307		\$400,000	\$100,000	\$500,000			
2025	CCRTA-102	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment			FTA-5307		\$397,305	\$99,326	\$496,631			
2025	CCRTA-103	Destination Signage for Transit Stations			Regionally Significant or Other		\$0	\$420,000	\$420,000			
2025	CCRTA-104	Tug (Moving Buses)			Regionally Significant or Other		\$0	\$48,000	\$48,000			
2025	CCRTA-105	Bus DVR Replacement			Regionally Significant or Other		\$0	\$44,400	\$44,400			
2025	CCRTA-106	Staff Computers Replacement			Regionally Significant or Other		\$0	\$31,000	\$31,000			
2025	CCRTA-107	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment			FTA-5339		\$16,000	\$4,000	\$20,000			
2025	CCRTA-108	Bus Stop Improvements (apportionment year 2020)			FTA-5307		\$1,200,000	\$300,000	\$1,500,000			
2025	CCRTA-109	Support/Relief Vehicles (apportionment year 2021)			FTA-5307		\$608,400	\$152,100	\$760,500			
2025	CCRTA-110	Rolling Stock (All Variety of Rolling Stock) (apportionment year 2021)			FTA-5307		\$4,023,269	\$709,989	\$4,733,258			
2025	CCRTA-111	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment (apportionment year 2021)			FTA-5307		\$523,022	\$130,756	\$653,778			
2025	CCRTA-112	Preventative Maintenance (apportionment year 2021)			FTA-5307		\$800,000	\$200,000	\$1,000,000			
2025	CCRTA-113	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment (apportionment year 2021)			FTA-5339		\$523,840	\$130,960	\$654,800			
2025	CCRTA-114	5310 Sub-recipient (apportionment year 2022)			FTA-5310		\$320,000	\$80,000	\$400,000			
2025	CCRTA-115	Rehab/Renovate Bus Support Facilities/Equipment (apportionment year 2022)			FTA-5307		\$96,202	\$24,051	\$120,253			
2025	CCRTA-116	Bus Stop Infrastructure Bus Pads (using apportionment year 2022)			FTA-5307		\$896,326	\$224,081	\$1,120,407			
2025	CCRTA-117	Preventative Maintenance (apportionment year 2022)			FTA-5307		\$800,000	\$200,000	\$1,000,000			
2025	CCRTA-118	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment (apportionment year 2022)			FTA-5339		\$266,965	\$66,741	\$333,706			
2025	CCRTA-119	Construction of Bus Support/Equip/Facilities (apportionment year 2022)			FTA-5339		\$384,000	\$96,000	\$480,000			
2025	CCRTA-120	Rehab/Renovate Bus Support Facilities/Equipment (apportionment year 2023)			FTA-5339		\$327,760	\$81,940	\$409,700			
2025	CCRTA-121	5310 Sub-recipients (apportionment year 2024)			FTA-5310		\$320,000	\$80,000	\$400,000			
2025	CCRTA-150	Rolling Stock (All Variety of Rolling Stock)			Other FTA		\$5,888,040	\$1,053,110	\$6,958,550			
2025	CCRTA-151	BUS STOP SHELTERS/AMENITIES (using apportionment year 2022)			FTA-5307		\$379,278	\$94,819	\$474,097			
2025	CCRTA-152	ROLLING STOCK (ALL VARIETY OF ROLLING STOCK) (using apportionment year 2022)			FTA-5307		\$6,465,579 5,624,674	\$1,140,985 992,589	\$7,606,564 6,617,263			
2025	CCRTA-153	ROLLING STOCK (VARIETY OF ROLLING STOCK) (using apportionment year 2023)			FTA-5307		\$5,276,520	\$931,151	\$6,207,671			
2025	CCRTA-154	PREVENTIVE MAINTENANCE (using apportionment year 2023)			FTA-5307		\$800,000	\$400,000	\$1,000,000			
2025	CCRTA-155	BUS SUPPORT FACILITIES/EQUIPMENT (using apportionment year 2023)			FTA-5307		\$1,500,000	\$375,000	\$1,875,000			

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2025	CCRTA-156	BUS STOP SHELTERS/AMENITIES (using apportionment year 2023)	FTA-5307	\$265,806	\$66,452	\$332,258
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Exhibit 7-2. Table of the Corpus Christi MPO Fiscally Constrained Project List (For Illustration Purposes) (continued)

2025	CCRTA-157	MISCELLANEOUS SHOP AND GARAGE EQUIPMENT (using apportionment year 2023)	FTA-5339	\$356,060	\$89,015	\$445,075
2025	CCRTA-158	ROLLING STOCK (VARIETY OF ROLLING STOCK) (using apportionment year 2024)	FTA-5307	\$6,000,000	\$1,058,824	\$7,058,824
2025	CCRTA-159	BUS SUPPORT FACILITIES/EQUIPMENT (using apportionment year 2024)	FTA-5307	\$600,000	\$150,000	\$750,000
2025	CCRTA-160	PREVENTIVE MAINTENANCE (using apportionment year 2024)	FTA-5307	\$1,000,000	\$250,000	\$1,250,000
2025	CCRTA-161	BUS STOP SHELTERS/AMENITIES (using apportionment year 2024)	FTA-5307	\$522,472	\$130,618	\$653,090
2025	CCRTA-162	REHAB/RENOVATE BUS SUPPORT FACILITIES/EQUIPMENT (using apportionment year 2024)	FTA-5339	\$500,000	\$125,000	\$625,000
2025	CCRTA-163	MISCELLANEOUS SHOP AND GARAGE EQUIPMENT (using apportionment year 2024)	FTA-5339	\$217,754	\$54,439	\$272,193
2025	CCRTA-164	TRANSIT-RELATED ITS (apportionment year 2024)	FTA-5310	\$418,252	\$66,741	\$333,706
2025	CCRTA-165	A/E FOR REHAB/RENOVATION OF MAINTENANCE BUILDING	Other FTA	\$1,940,000	\$2,060,000	\$4,000,000
<u>2025</u>	<u>CCRTA-167</u>	<u>PREVENTATIVE MAINTENANCE</u>	<u>FTA-5307</u>	<u>\$855,421</u>	<u>\$213,855</u>	<u>\$1,069,276</u>
<u>2025</u>	<u>CCRTA-168</u>	<u>PREVENTATIVE MAINTENANCE</u>	<u>FTA-5307</u>	<u>\$4,966,137</u>	<u>\$1,241,534</u>	<u>\$6,207,671</u>
2026	CCRTA-122	Rolling Stock (All Variety of Rolling Stock)	FTA-5307	\$6,884,166	\$1,214,853	\$8,099,019
2026	CCRTA-123	Bus Stop Shelter Amenities	FTA-5307	\$900,734	\$225,184	\$1,125,918
2026	CCRTA-124	Bus Stop Improvements	FTA-5307	\$400,000	\$100,000	\$500,000
2026	CCRTA-125	Preventative Maintenance	FTA-5307	\$800,000	\$200,000	\$1,000,000
2026	CCRTA-126	5310 Sub-recipients	FTA-5310	\$320,000	\$80,000	\$400,000
<u>2026</u>	<u>CCRTA-127</u>	<u>Genfare Bus Systems Phase I</u>	<u>Regionally Significant or Other</u>	<u>\$0</u>	<u>\$335,666</u>	<u>\$335,666</u>
<u>2026</u>	<u>CCRTA-128</u>	<u>Bus DVR Replacement</u>	<u>Regionally Significant or Other</u>	<u>\$0</u>	<u>\$44,400</u>	<u>\$44,400</u>
<u>2026</u>	<u>CCRTA-129</u>	<u>Bear Lane UPS Replacement</u>	<u>Regionally Significant or Other</u>	<u>\$0</u>	<u>\$25,000</u>	<u>\$25,000</u>
<u>2026</u>	<u>CCRTA-130</u>	<u>Video Surveillance Server (Bear LN Location)</u>	<u>Regionally Significant or Other</u>	<u>\$0</u>	<u>\$20,000</u>	<u>\$20,000</u>
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 <u>Improvements</u> <u>Shelter Amenities</u>	FTA-5307	\$400,000	\$100,000	\$500,000
2027	CCRTA-134	<u>Bus Stop Shelter Amenities</u> <u>Preventative Maintenance</u>	FTA-5307	\$280,000	\$70,000	\$350,000
2027	CCRTA-135	<u>Preventative Maintenance</u> <u>5310 Sub-recipients</u>	FTA-5307	\$800,000	\$200,000	\$1,000,000
2027	CCRTA-136	<u>5310 Sub-recipients</u> <u>Genfare Bus Replacement Phase II</u>	FTA-5310	\$320,000	\$80,000	\$400,000
<u>2027</u>	<u>CCRTA-137</u>	<u>Genfare Bus Replacement Phase II</u> <u>Bus DVR Replacement</u>	<u>Regionally Significant or Other</u>	<u>\$0</u>	<u>\$335,666</u>	<u>\$335,666</u>
<u>2027</u>	<u>CCRTA-138</u>	<u>Bus DVR Replacement</u> <u>SSC UPS Replacement</u>	<u>Regionally Significant or Other</u>	<u>\$0</u>	<u>\$47,000</u>	<u>\$47,000</u>
<u>2027</u>	<u>CCRTA-139</u>	<u>SSC UPS Replacement</u> <u>Rolling Stock (All Variety of Rolling Stock)</u>	<u>Regionally Significant or Other</u>	<u>\$0</u>	<u>\$25,000</u>	<u>\$25,000</u>
<u>2027</u>	<u>CCRTA-166</u>	<u>CONSTRUCTION OF MAINTENANCE BUILDING</u>	<u>Other FTA</u>	<u>\$46,280,000</u>	<u>\$11,570,000</u>	<u>\$57,850,000</u>
2028	CCRTA-140	<u>Rolling Stock (All Variety of Rolling Stock)</u> <u>Bus Stop Improvements</u>	FTA-5307	\$10,513,715	\$1,855,361	\$12,369,076
2028	CCRTA-141	<u>Bus Stop Improvements</u> <u>Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment</u>	FTA-5307	\$400,000	\$100,000	\$500,000
2028	CCRTA-142	<u>Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment</u> <u>Bus Stop</u>	FTA-5307	\$316,000	\$79,000	\$395,000

DRAFT 2045 METROPOLITAN TRANSPORTATION PLAN UPDATE WITH AMENDMENT 2

2028	CCRTA-143	<u>Bus Stop Shelter Amenities Preventative Maintenance</u>	FTA-5307	\$280,000	\$70,000	\$350,000
2028	CCRTA-144	<u>Preventative Maintenance 5310 Sub-recipients</u>	FTA-5307	\$800,000	\$200,000	\$1,000,000
2028	CCRTA-145	<u>5310 Sub-recipients Genfare Bus Replacement Phase III</u>	FTA-5310	\$320,000	\$80,000	\$400,000
2028	CCRTA-146	<u>Genfare Bus Replacement Phase III Bus DVR Replacement</u>	Regionally Significant or Other	\$0	\$335,666	\$335,666
2028	CCRTA-147	<u>Bus DVR Replacement Security Camera Replacement</u>	Regionally Significant or Other	\$0	\$47,000	\$47,000
2028	CCRTA-148	<u>Security Camera Replacement Staff Computers Replacement</u>	Regionally Significant or Other	\$0	\$45,000	\$45,000
2028	CCRTA-149	<u>Staff Computers Replacement Bus Stop Improvements</u>	Regionally Significant or Other	\$0	\$31,000	\$31,000

Exhibit 7-3. Table of the Corpus Christi MPO Additional Needs List

	CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost
Beyond 20-Years	0617-02-076	MPO-015	PR 22/SH 361 Nueces CCMPO Inter. Upgrade	Intersection improvements at the intersection of PR 22 and SH 361 on Padre Island.	At PR 22/SH 361 Intersection	N/A	TBD	On	7	\$1,200,000
	0102-14-106	MPO-019	SS 544 Nueces SH286 to Coopers Op Improv	OPERATIONAL IMPROVEMENTS WITHOUT ADDING CAPACITY	SH 286	COOPERS ALLEY	City of Corpus Christi	Off	7	\$5,500,000
	0916-35-170	MPO-070	Holly Road Travel Lanes	Construct Phase II by adding 2 additional travel lanes	SH 286	Greenwood Drive	City of Corpus Christi	Off	7	\$4,734,000
	TBD	MPO-021	Regional Parkway / Rodd Field Extension	NEPA Process for new location 4-lane roadway (Segment B) and Rodd Field Road	Yorktown Boulevard	SH 286 (Crosstown)	City of Corpus Christi	Off	7	\$1,890,000
	TBD	MPO-025	Timon Boulevard / Surfside Boulevard	Rehabilitate without additional capacity, construct bicycle facilities	Beach Avenue	Burleson Street	City of Corpus Christi	Off	7	\$20,000,000
	TBD	MPO-026	Flour Bluff Drive	Upgrade to 5-lane urban roadway by constructing additional 2-lanes and CLTL	South of Don Patricio Road	Yorktown Boulevard	City of Corpus Christi	Off	7	\$17,000,000
	TBD	MPO-027	CR 72	Construct 2 additional travel lanes (CTWLTL)	FM 2986 (Wildcat Drive)	CR 2032	City of Portland	Off	7	\$5,917,500
	TBD	MPO-028	Joe Fulton International Trade Corridor (JIFTC) Realignment	Corridor improvements	0.5 miles west of Navigation Boulevard	0.5 miles east of Navigation Boulevard	Port of Corpus Christi	Off	7	\$5,000,000
	0617-01-178	MPO-031	SH 358 Nueces Ramp Reversal PH II-C	RAMP REVERSAL PHASE II-C (BRAIDED RAMPS)	AIRLINE ROAD	EVERHART ROAD	TxDOT-CRP	On	2	\$35,000,000
	0326-03-098	MPO-032	SH 286 Nueces SS544 to SH358 Add Lane NB	Construct additional lane northbound.	SS 544 (Agnes)	SH 358	TxDOT-CRP	On	2	\$40,000,000



METROPOLITAN PLANNING ORGANIZATION

PUBLIC NOTICE 26-1

February 5, 2026

The **Corpus Christi Metropolitan Planning Organization** (Corpus Christi MPO) is seeking public input and comments on the **DRAFT FY 2025-2028 Transportation Improvement Program (TIP) with Amendment 3** and **DRAFT 2045 Metropolitan Transportation Plan (MTP) Update with Amendment 2**.

The TIP identifies how the region plans to invest transportation funds in the transportation system for the next four years. The MTP is the regional transportation plan that identifies how the region plans to invest in the transportation system. In accordance with the Corpus Christi MPO Public Participation Plan, the Corpus Christi MPO is seeking to inform those who are interested in or affected by transportation decisions with opportunities to provide input on the **DRAFT FY 2025-2028 TIP with Amendment 3** and **DRAFT 2045 MTP Update with Amendment 2**.

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

The **DRAFT FY 2025-2028 TIP with Amendment 3** and **DRAFT 2045 MTP Update with Amendment 2** is being released to the public on February 5, 2026, and input is invited through March 5, 2026. Public comment may be offered in person at the following public meetings:

January 15, 2026, at 9:00 a.m.* February 19, 2026, at 9:00 a.m.* <u>Technical Advisory Committee</u> Corpus Christi Regional Transportation Authority Staples Street Center 602 N. Staples Street, 2nd Floor Boardroom Corpus Christi, Texas 78401	February 5, 2026, at 2:00 p.m.* March 5, 2026, at 2:00 p.m.* <u>Transportation Policy Committee</u> Corpus Christi City Hall Council Chambers 1201 Leopard Street Corpus Christi, Texas 78401
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**Meeting location and time are subject to change, check the Corpus Christi MPO website for information.*

www.corpuschristi-mpo.org

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

The **Corpus Christi Regional Transportation Authority (CCRTA)** hereby gives notice that coordination actions with the Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) have occurred to assure that the procedures established in the MPO's public participation plan, including public notice and times established for public review and comment on the TIP, satisfy the Requirement of public participation in the development of the program of projects and grant application requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307; and other formula funds. The public participation requirements of 49 U.S.C. Section 5307 (b) (1) through (b) (7) (as amended by the FAST Act) are integrated into the MPO's adopted "Public Participation Plan". The CCRTA, therefore, is a participant with the Corpus Christi MPO in the public process for the **DRAFT FY 2025-2028 TIP with Amendment 3 and DRAFT 2045 MTP Update with Amendment 2**.

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 26-02

APPROVING THE FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM WITH AMENDMENT 3 & THE 2045 METROPOLITAN TRANSPORTATION PLAN UPDATE WITH AMENDMENT 2 FOR THE CORPUS CHRISTI METROPOLITAN AREA

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

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

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

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

WHEREAS, in preparing the 2045 MTP Update with Amendment 2 and the FY 2025-2028 TIP with Amendment 3, the Corpus Christi MPO followed federal guidance as set out in the Metropolitan Transportation Planning rule, 23 C.F.R. 450, including consideration of the federal planning factors, identification of performance measures, and preparation of financial, environmental, and environmental justice analyses of the plan and also utilized an extensive public involvement process; and

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

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

WHEREAS, the Corpus Christi MPO abided by the required public involvement procedures in the PPP and provided one-month public review and comment period for the 2045 MTP Update with Amendment 2 and the FY 2025-2028 TIP with Amendment 3 from February 5, 2026 through March 5, 2026; and

NOW, THEREFORE, BE IT HEREBY RESOLVED, The Transportation Policy Committee (TPC) of the Corpus Christi MPO approves the 2045 Metropolitan Transportation Plan (MTP) Update with Amendment 2 for the Corpus Christi Area effective March 5, 2026; and

NOW, THEREFORE, BE IT HEREBY RESOLVED, The Transportation Policy Committee (TPC) of the Corpus Christi MPO approves the FY 2025-2028 Transportation Improvement Program (TIP) with Amendment 3 for the Corpus Christi Area effective March 5, 2026;

BE IT FURTHER RESOLVED that the Transportation Policy Committee (TPC) certifies the plan meets the financial constraint requirements for long-range regional transportation plans; that the federal metropolitan transportation planning process is addressing major issues facing the metropolitan area and is being conducted in accordance with all applicable federal requirements, including:

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

Witnessed, adopted, and signed on this 5th of March 2026 by:

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

Connie Scott
Print Name

ATTEST:

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

DRAFT 2045 MTP Update with Amendment 2

Chapters and Appendices

Chapters

- Chapter 1. Introduction
- Chapter 2. Outreach and Coordination
- Chapter 3. Goals and Performance Measures
- Chapter 4. Regional Population and Employment Trends
- Chapter 5. Existing Transportation System Conditions
- Chapter 6. Financial Plan and Fiscal Constraint
- Chapter 7. Analysis and Prioritization
- Chapter 8. Congestion Management System
- Chapter 9. Freight and Goods Planning
- Chapter 10. Safe System Planning
 - Regional Safety Action Plan
 - Safety Network Screening Report
 - Public Engagement Surveys
- Chapter 11. Resilience and Security
- Chapter 12. Active Transportation System
- Chapter 13. Mitigation and Monitoring

Appendices

- Appendix A. 2025 Public Participation Plan (November 2025)
- Appendix B. Public Comments (Updated after March 2026 Approval)
- Appendix C. Public Notices (Updated after March 2026 Approval)
- Appendix D. CCRTA Transit Asset Management Plan (October 2022)
- Appendix E. CCRTA Agency Safety Plan (July 2025)
- Appendix F. Active Transportation, Complete Streets and Micro-mobility Plan
- Appendix G. TxDOT 2025 Unified Transportation Plan (UTP)
- Appendix H. FY 2025-2028 TIP with Amendment 3 (Updated after March 2026 Approval)
- Appendix I. Regional Coordination Transportation Plan for the Coastal Bend
- Appendix J. Corpus Christi RTA Operating & Capital Budget & 5-Year Capital Improvement Plan
- Appendix K. Port of Corpus Christi Authority Strategic Plan
- Appendix L. Glossary of Terms
- Appendix M. Congestion Management Process (CMP)
- Appendix N. Reserved
- Appendix O. Avoid, Minimize, Compensate: Infrastructure Mitigation Policy & Implementation in Texas
- Appendix P. Protecting Tomorrow: The Roles of Private for Profit and Nonprofit Organizations in Mitigating Resource Impacts of Infrastructure Projects
- Appendix Q. Draft Corpus Christi MPO Mitigation Planning Protocol



Date: January 29, 2026
To: Transportation Policy Committee (TPC)
From: Jafet Flores, Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4C: DRAFT 2050 Population and Employment Control Totals
Action: Review, Discuss, Receive Public Comment and Possible Action

Summary

The Corpus Christi MPO staff are proposing to update the DRAFT 2050 Control Totals for Population and Employment that are input into the Small Area Forecast for the forecast year of 2050. The Corpus Christi MPO Transportation Policy Committee previously adopted the control totals for both population and employment during their action in January 2025. The Texas Demographic Center (TDC) issued new forecasts late in 2025 requiring an update to the MPO's population and employment forecasts for the 2050 MTP development process.

The future level and allocation of population and jobs are vital components of transportation planning and a critical initial step in developing and analyzing the performance of projects desired for inclusion into the DRAFT 2050 MTP.

The Texas Demographic Center released new Texas County Population Projections (2020-2060) in September 2025. They released three migration scenarios:

- **Low Migration Scenario:** Assumes a lower migration scenario than the average pattern in the past two decades. Recommended for use when migration levels are low.
- **Mid Migration Scenario:** Assumes the US and Texas migration patterns remain similar to the past two decades. Recommended for most purposes.
- **High Migration Scenario:** Assumes a higher migration scenario than the average patterns in the past two decades. Recommended for use when immigration levels are high.

The methodology provided by the Texas Demographic Center can be reviewed in Attachment 1.

The TPC approved the previous Population and Employment Control Totals in January 2025, as shown in Table 1.

The Corpus Christi MPO Technical Advisory Committee (TAC) and staff recommend using the **Mid Migration Scenario** for the new 2050 population control total. The Corpus Christi MPO TAC and staff also recommend using a proportional growth calculation based on the Mid Migration Scenario for the new 2050 employment control total. Both recommended control totals are shown highlighted in Table 2.

Table 1: Previously TPC Adopted Population and Employment Control Totals (01-02-25)

Population Control Totals (Adopted on 01-02-25)			
County	2020* Census	2050 Control Total	Growth
Nueces	353,178	371,485	18,307
San Patricio	68,755	74,669	5,914
Aransas	23,830	25,219	1,389
Total	445,763	471,373	25,610

*Used as 2021 base year in travel demand model

Employment Control Totals (Adopted on 01-02-25)			
County	Data Axle 2021 Existing Jobs	2050 Control Total	Proportional Growth in Jobs
Nueces	196,425	206,607	10,182
San Patricio	22,100	24,001	1,901
Aransas	7,262	7,685	423
Total	225,787	238,293	12,506

Table 2: Recommended New 2050 Population and Employment Control Totals

County	2020* Census	Population Control Totals					
		TDC 2050 Projection Migration Scenarios and Growth					
		Low	Low Growth	Mid	Mid Growth	High	High Growth
Nueces	353,178	351,500	-1,678	354,533	1,355	359,006	5,828
San Patricio	68,755	77,438	8,683	79,142	10,387	81,765	13,010
Aransas	23,830	25,990	2,160	26,091	2,261	26,280	2,450
Total	445,763	454,928	9,165	459,766	14,003	467,051	21,288

*Used as 2021 base year in travel demand model

County	2021 Data Axle	Employment Control Totals					
		2050 Proportional Growth by Migration Scenario					
		Low	Low Growth	Mid	Mid Growth	High	High Growth
Nueces	196,425	195,491	-934	197,178	753	199,666	3,241
San Patricio	22,100	24,890	2,790	25,438	3,338	26,281	4,181
Aransas	7,262	7,920	658	7,951	689	8,008	746
Total	225,787	228,301	2,514	230,567	4,780	233,955	8,168

Recommendation

The Corpus Christi MPO Technical Advisory Committee (TAC) and staff jointly propose the TPC approve the new DRAFT 2050 Population and Employment Control Totals as highlighted in Table 2.

Proposed Motion

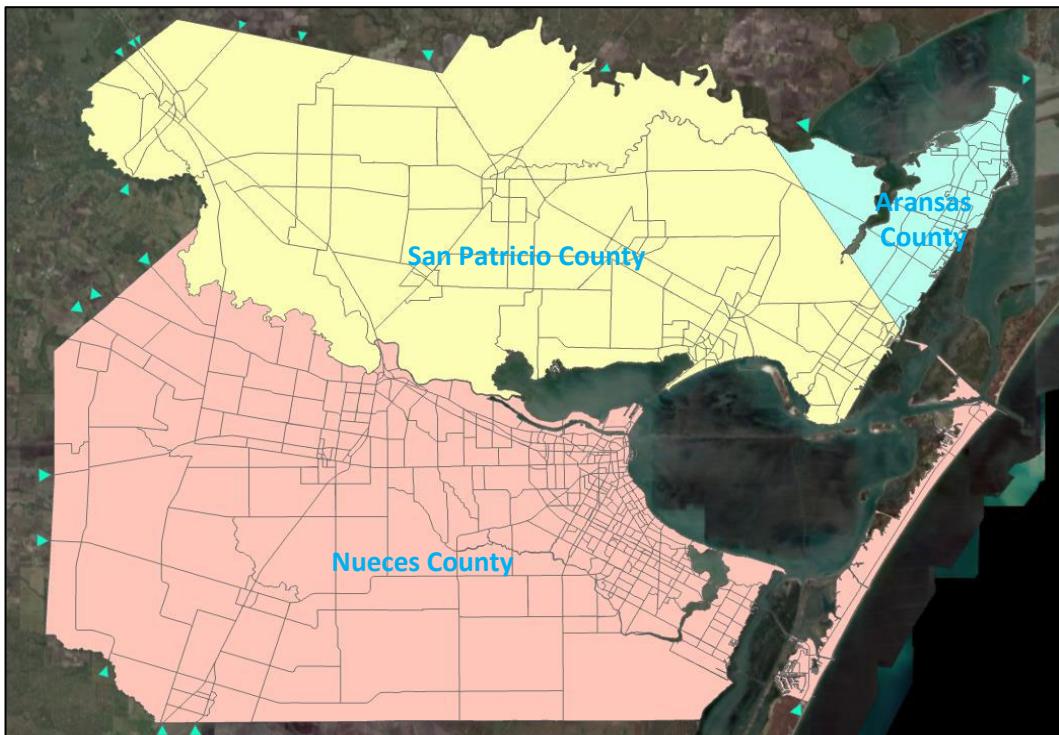
Move to approve the new DRAFT 2050 Population and Employment Control Totals as highlighted in Table 2.

Background

The Corpus Christi MPO prepares a socioeconomic forecast for each update of the Metropolitan Transportation Plan (MTP). Socioeconomic data is a vital component of Long-Range Transportation Planning and travel demand forecasting models. Development of a demographic forecast (i.e. the Small Area Forecast) is required by federal regulations to ensure that long-range Metropolitan Transportation Plans are based on ***“the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity”*** (23 CFR 450.324(e)).

The total demand for transportation typically changes in proportion to changes in population, employment, and improved economic conditions. As an urban area expands, the numbers and lengths of individual trips increase, unless densities and mixed-use developments increase at an equal or greater rate. Expanding population, employment, and urban area size, along with improved economic conditions, result in an increased need for transportation facilities and services. These include freight, roadway, transit, bicycle, and pedestrian facilities, along with strategies intended to increase the efficient use of existing facilities. The Corpus Christi MPO uses macro-level forecasts from the Texas Demographic Center to create its future forecast, projecting where people might live and work so that transportation investments will address anticipated needs.

Under the direction of the State Demographer, the Texas Demographic Center’s Texas Population Projections Program collects information to produce the population projections for the State of Texas as required by state law (Chapter 468 of Texas Government Code). The Texas Population Projections Program produces projections for the entire state of Texas and each individual county in the state by age, sex, and race/ethnicity. These projections use assumptions about future events that may or may not occur. The current forecast, released September 2025, consists of the projections of the resident population of the State for each year from 2020 through 2060. This accommodates the 2050 planning horizon of the upcoming Corpus Christi MPO’s DRAFT 2050 Metropolitan Transportation Plan (2050 MTP) and satisfies the requirement of using the most recent information. One change from previous forecasts is providing three scenarios of migration to better fit differences between fast growing urban areas and slower growing or shrinking rural or urban areas. There are 438 small geographic areas known as Traffic Analysis Zones (TAZs) in Nueces County, 151 in San Patricio County and 46 in Aransas County. The following maps illustrate the TAZs and county boundaries.



To project future transportation needs and confirm that the DRAFT 2050 MTP is consistent with anticipated growth patterns, the Corpus Christi MPO and Small Area Forecast Task Force allocate future population and employment into the TAZs.

Attachment:

TDC Methodology for Projections of the Total Population of Texas and its Counties, 2020-2060



Projections of the Total Population of Texas and its Counties, 2020-2060

Produced by

The Texas Demographic Center at
UT San Antonio

September 2025



Introduction

The population projections for Texas were prepared by the Texas Demographic Center (referred to as TDC). The TDC Vintage 2024 Population Projections include the projections of the state and its counties' population for each year from 2020 to 2060, broken down by single year of age, sex, and race/ethnicity. The five race/ethnic groups are Non-Hispanic (NH) White alone, NH Black alone, Hispanic, NH Asian alone, and NH Other. The NH Other category primarily consists of NH American Indian and Alaskan Native alone, NH Pacific Islander alone, NH some other race alone, and NH two or more races.

These projections, like all forecasts, rely on specific assumptions about future events that may or may not happen. Users of these projections should understand that, while the projections have been developed using detailed methodologies and significant efforts to consider existing demographic trends, they may not accurately predict the future population of the state. It is important to approach these projections with a clear awareness of their inherent limitations and to have a thorough understanding of the procedures and assumptions outlined below.

Important User Notes

Significant changes have been made to the TDC Vintage 2024 Population Projections. Users will notice changes primarily in the following areas:

1. Total Population Projections for 2020-2024:
 - These projections are aligned with the July 1st Estimates from the Census Bureau's [Vintage 2024 Population Estimates](#).
 - Projections for subsequent years also reflect the July 1st population of the respective projection year.
 - Additionally, the counts from the April 1st, 2020 Decennial Census are provided as a reference. This results in two entries for the year 2020 in the downloadable files. Users should refer to the "year_month" column to differentiate between them.
2. Migration Scenarios:
 - The TDC Vintage 2024 Population Projections include three migration scenarios: mid, low, and high. These scenarios correspond to the three projection series produced by the [Census Bureau for national projections](#).

Projection Methodology

The projections were completed using a Cohort Component projection technique. As the name implies, the basic characteristics of this technique are the use of separate cohorts -- persons with one or more common characteristics -- and the separate projections of each of the major components of population change--fertility, mortality, and net migration--for each of the cohorts. These projections of components for each cohort are then combined in the familiar demographic bookkeeping equation as follows:

$$P_{t_2} = P_{t_1} + B_{t_1-t_2} - D_{t_1-t_2} + M_{t_1-t_2}$$

Where: P_{t_2} = the population projected at some future date t_1-t_2 years hence

P_{t_1} = the population at the base year t_1

$B_{t_1-t_2}$ = the number of births that occur during the interval t_1-t_2

$D_{t_1-t_2}$ = the number of deaths that occur during the interval t_1-t_2

$M_{t_1-t_2}$ = the amount of net migration that takes place t_1-t_2

When several cohorts are used, P_{t_2} may be seen as:

$$P_{t_2} = \sum_{i=1}^n P_{c_i, t_2}$$

Where: P_{t_2} is as in the equation above

P_{c_i, t_2} = population of a given cohort at time t_2 and

$$P_{c_i, t_2} = P_{c_i, t_1} + B_{c_i, t_1-t_2} - D_{c_i, t_1-t_2} + M_{c_i, t_1-t_2}$$

Where: all terms are as noted above but are specific to given cohorts c_i

In producing the current projections, as in any other use of the cohort-component technique, at least four major steps must be completed:

1. The selection of a baseline set of cohorts for the projection area or areas of interest for the baseline time period (usually the last census and for other dates for which detailed base data are available);
2. The determination of appropriate baseline migration, mortality, and fertility measures for each cohort for the baseline time period;
3. The determination of a method for projecting trends in fertility, mortality, and migration over the projection period;
4. The selection of a computational procedure for applying the rates to the baseline cohorts to project the population for the projection period.

Each of these steps, as performed for the current TDC population projections, is briefly discussed in the following sections.

Selection of the Baseline Cohort

In our previous projections, we have always used the most recent Decennial Census as the baseline for creating single-year age cohorts of males and females across major racial and ethnic groups. However, as we move further into the decade, our projections for the years following 2020 may increasingly deviate from the annual population estimates for those years. These differences are particularly significant when recent population trends differ considerably from those observed in the decade prior to the latest census, which serves as the primary foundation for our data.

For example, since 2020, we have witnessed significant events such as the outbreak and recovery from COVID-19, as well as a surge in immigration. Our research indicates that these events have substantially altered demographic patterns compared to those of the previous decade. Although we believe these trends are likely temporary and it is more sensible to rely on population trends from the past decade for our long-term projections, we believe it is necessary to adjust the base population to account for the effects of these recent trends. Therefore, we have made the following adjustments for our 2024 projections:

- 1) We begin with the April 1st, 2020, Decennial Census population counts by age, race, and sex and project them from 2021 to 2024.
- 2) Next, we control the projected population to the Census Bureau's Vintage 2024 Population Estimates for the State of Texas, ensuring that the projected total population from 2021 to 2024 matches the total population estimates for the corresponding years. This approach preserves the demographic composition informed by the 2020 Decennial Census, which is considered more accurate than the estimates, while accounting for the most recent population changes.
- 3) Finally, the projected population for 2024, adjusted with the July 1st, 2024 estimates, serves as the starting year for subsequent population projections in the following years through 2060

The Projection of the Components of Change

FERTILITY

Baseline age-sex-race/ethnicity-specific fertility rates were computed using births by age, race/ethnicity, and place of residence of the mother in Texas. The numerators for these rates represent the average number of births for mothers in each age and race/ethnicity group in 2019, 2020, and 2021. These birth data were obtained from the Texas Department of State Health Services. The denominators are the female population aged 15-49 from the 2020 Decennial Census, broken down by age and race/ethnicity.

The sum of the age-specific fertility rates (ASFRs) is the Total Fertility Rate (TFR). At the state level, the calculated TFRs in 2020 are 1.68 for NH Whites, 1.73 for NH Blacks, 2.06 for Hispanics, 1.25 for NH Asians, and 1.42 for NH Others.

Our study of fertility trends over the past two decades indicates that TFR has declined significantly while ASFR distributions have shifted to older ages. To project future ASFRs and TFRs for Texas, we assume that the ASFRs and TFRs of all race/ethnic groups will converge to the 2023 levels of NH females in the US, reflecting a lower and delayed fertility pattern (TFR = 1.52). NH Asians already exhibited a low TFR and a more delayed fertility pattern in 2020. We assume that their ASFRs and TFR will converge to those of 2023 US Asians (TFR = 1.33) by 2060.

In our previous projections and other research works that use race-specific fertility rates to estimate or project the zero-age population, an assumption has been made that the race/ethnicity of the newborn is the same as their mother. This has been demonstrated to be a reasonable approach in the past at the population level, when the estimated births were compared to the zero-year-old population in national surveys and the census counts. However, with the increase in inter-race and inter-ethnic marriage and the use of multi-race identification in the census and more surveys, the discrepancy between the estimated race/ethnic distribution of the newborns based on their mothers' race/ethnicity and the race distribution has increased. Thus, an additional step to adjust the race distribution of the projected new cohort is necessary.

We used the IPUMS USA data to link children with their mothers and found a significant number of children whose reported race/ethnicity differed from that of their mothers. We calculated the race/ethnicity distribution of the children born to mothers of each of the five race/ethnicity groups used in our projection. We then applied these distributions to our projected births based on the race/ethnicity of the mothers.

County Fertility

At the county level, improbable fertility rates were observed in counties with small populations and among race/ethnicity groups with small populations. To reduce random noises in the data, counties are pooled into groups to calculate their fertility rates in 2020, based on their similarity in fertility patterns and their rural/urban status. All counties are projected to converge to the state's projected fertility level.

MORTALITY/SURVIVAL RATES

The years 2020 and 2021 experienced elevated deaths due to the pandemic. Preliminary data from the Texas Department of State Health Services over the past couple of years indicate a decline in total deaths, suggesting that age-specific mortality and survival patterns may have returned to pre-pandemic levels. Using 2020 death data as the baseline may overproject future deaths. Therefore, we utilize the projected national survival rates from the 2023 Population Projections for the United States (2020-2060) produced by the U.S. Census Bureau. These rates were developed based on historical data from 1989 to 2019, thus avoiding bias from the COVID-19 years.

To account for Texas's differences from the nation, we used the 2021 life tables for the US and Texas compiled by NCHS (National Center for Health Statistics) to calculate the ratios of Texas survival rates to those of the US at each age. We then applied these ratios to the national projected age-specific survival rates for NH Whites, NH Blacks, Hispanics, NH Asians, and NH Others to obtain the projected survival rates for Texas.

County Mortality

Our research has not yielded reliable and reasonable county-specific mortality and survival rates for the baseline and for future projections. We use the same state-level projected age-, sex-, and race/ethnicity-specific survival rates for all counties.

MIGRATION

In previous projections, we used a standard residual migration formula to calculate the number of migrants between two censuses. For example, in calculating the migration between 2010-2020, births during this period were added and deaths subtracted from each corresponding age cohort of the 2010 population to produce an expected 2020 population for each cohort. The difference between this expected population and the 2020 population is considered the number of net migrants. These are divided by the mid-decade population, or the average of the 2010 and 2020 populations, to calculate migration rates. These rates are then used for post-2020 population projections.

In this vintage, we made significant improvements to the methodology. In calculating migration rates, we now consider the population of the sending place (both domestic and international). To project domestic migration, we use data from the American Community Survey Public Use Microdata Sample (PUMS) for the past 10 years to calculate the ratio of net migrants to Texas to the US population for each race, sex, and age group. We then apply these ratios to the national population projections by the Census Bureau to obtain the projected domestic migrants to Texas.

Similarly, using PUMS data, we determine the Texas share of net international migrants (NIM) as a proportion of the national total immigrants for each race, sex, and age group. We then apply these shares to the corresponding projected NIM in the national projection. The Census Bureau's NIM projections involve the calculations of foreign-born immigration, foreign-born emigration, and net native migration, defined as follows:

- Foreign-born immigration (also referred to as “non-U.S.-born immigration” in our methodology statement) – Foreign-born people moving into the United States.
- Foreign-born emigration – Foreign-born people moving out of the United States.
- Net native migration – The net of U.S.-born people moving into and out of the United States.

The Census Bureau's National Population Projections provide a mid, high, and low series for international migration and the corresponding population projections. Our Texas population projections also include three migration scenarios based on each of these series.

County Migration

We use the 10-year average of both net international migration and domestic migration data from the Census Bureau's Vintage 2020 Population Estimates to distribute the state projections for international and domestic migration across each county. Additionally, we compared the Vintage 2020 estimates with the Decennial Census to adjust for any potential underestimation or overestimation.

Computation of Future Populations

The computation of the projected population was completed using standard cohort-component techniques as described above, with all computations completed on an individual year and age basis. The 2020 Decennial Census population was used as the starting value, and populations were projected for 2020-2024 and then controlled to the Census Bureau's Vintage 2024 Population Estimates for the corresponding estimate years. The new 2024 projected population is then used as the starting point for projections through 2060.

To ensure data consistency, once the state and county population projections are independently conducted, the county population projections are adjusted to align with the state totals. This adjustment ensures that the sum of each age group and the breakdown by race/ethnicity at the county level matches the overall state population.

Limitations of the TDC Population Projections

The Cohort Component methodology used by the TDC is the most commonly used method by the federal and state governments and by demographers to project the future population. While demography textbooks and researchers well document the advantages, there are limitations associated with the method and the process of projecting the components.

One limitation is that the formula used in the method is a deterministic function with the assumption that all the inputs, that is, the base population, the births, the deaths, and the migrant population, are true without errors. Although projections of an area or a group with a small population size tend to be unreliable, there are no statistical measures available to indicate that. We do warn users of these projections to be cautious when interpreting and using projections of small populations. In these cases, we highly suggest the use of broader age groups, merging race groups, or shifting the geographic unit to a larger region.

There are limitations in our efforts to project future rates of demographic components. A wide range of socio-economic, environmental, policy, technological, and other factors can affect future trajectories of fertility, mortality, and migration. Due to constraints in resources and data availability, we cannot take all of these factors into consideration. We assume that the recent trends we observed were a result of a range of factors, and if these factors remain relatively stable, the demographic trends will continue into the future.

The full projections are available free on our website and may be requested in additional formats on a cost-recovery basis.

If you have any questions concerning these projections, please contact:



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Date: January 29, 2026
To: Transportation Policy Committee
From: Jafet Flores, Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4D: DRAFT 2050 MTP Chapters and Appendices Status
Action: Review, Discuss, Receive Public Comment and Possible Action

Summary

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

The following are the chapters and appendices that are ready for review by the Transportation Policy Committee (TPC), our partner agencies, and the public. We are providing the TPC with the following set of chapters and appendices for review, discussion, and actions.

The information in the DRAFT 2050 MTP Chapters and Appendices are the collection of data and analysis required under the federal planning laws and regulations. This information is a collection of existing information that was available on the TxDOT and local governments websites and are being collected, organized, and analyzed into the MPO long-range planning document.

Once TPC approves the documents for release for use in the DRAFT 2050 MTP development and public process, we 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: <https://connect.corpuschristi-mpo.org/metropolitan-transportation-plan>.

DRAFT 2050 MTP Chapters and Appendices available for review and to receive public comment are as follows:

- [Chapter 1 – Introduction](#)
- [Appendix A – 2025 Public Participation Plan \(November 2025\)](#)
- [Appendix F – Corpus Christi MPO Active Transportation Plan \(December 2024\)](#)
- [Appendix I – 2026 Unified Transportation Plan](#)
- [Appendix J – Texas Delivers 2050 \(March 2023\)](#)
- [Appendix K – Texas Statewide Transportation Resilience Plan \(September 2025\)](#)
- [Appendix L – Connecting Texas 2050 – Statewide Long-Range Transportation Plan \(July 2024\)](#)
- [Appendix M – Texas Statewide Multimodal Transit Plan 2050 \(October 2025\)](#)
- [Appendix N – Strategic Plan 2029](#)
- [Appendix O – CCRTA Fleet Forward Long Range System Plan \(December 2022\)](#)
- [Appendix Q – CCRTA Transit Asset Management Plan \(October 2022\)](#)
- [Appendix R – CCRTA Agency Safety Plan \(July 2025\)](#)

Recommendation

The Corpus Christi MPO Technical Advisory Committee (TAC) and staff jointly propose that the TPC review the available, listed DRAFT 2050 MTP chapters and appendices and recommend approval to use in the DRAFT 2050 MTP development and public outreach processes.

Proposed Motion

Move to approve the available, listed DRAFT 2050 MTP chapters and appendices for use in the DRAFT 2050 MTP development and public outreach processes.

Attachments:

None.



Date: January 29, 2026
To: Transportation Policy Committee (TPC)
From: Jafet Flores, Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5A: Corpus Christi MPO Boundary Change Process
Action: Information Only

Summary

The Corpus Christi MPO Planning Area Boundary Change process has been ongoing for about two years. The MPO Staff is providing the TPC with the latest discussion topics for your meeting on February 5, 2026. The goal is to inform the TPC on the various components of a proposed boundary and eventually recommend to the TPC a DRAFT MPO Planning Area Boundary Change to be part of a 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 DRAFT MPA Boundary that consists of:

- Current Corpus Christi MPO Planning Area (MPA) Boundary
- Areas added based on approved 2020 Census Adjusted (Smoothed) MPO Urban Area.

There are still some adjustments for the TAC to consider in recommending to the TPC the DRAFT MPO Planning Area Boundary and items for the TxDOT Boundary Change Packet. These are described briefly below and further in the policy options section of this memo.

- Detailed refinement of the MPO Boundary shapefile based on TxDOT and MPO staff collaboration of appropriate locations of the boundary along roadway centerlines, right-of-way, utility lines, neighborhood areas, drainageways, etc.
- Consideration of the federally supported CCRTA routes/stops in the Cities of Robstown and the Port Aransas that are not currently within the Corpus Christi Metropolitan Boundary. See the information below from the Federal Transit Administration (FTA) on this topic. Attachment 3 lists the 9 considerations for possible MPA Boundary Adjustments. Additionally, Attachment 4 and 5 illustrates the CCRTA Routes and Stops within Robstown and Port Aransas.

Information provided by the FTA on transit service areas to be considered for the MPO Boundary (10/30/2025 email)

*Based on the planning regs section copied below with relevant sections **highlighted**, in our opinion whether **Ingleside and Aransas Pass or Robstown** should be in the Boundary is a local decision (i.e., between the MPO and Governor – or Governor's designee, TxDOT). Also, whether those communities should be served by CCRTA is also a local decision, guided by Texas Law on Transit Authorities and Sales Tax CCRTA funding Structure, (Texas Chapter 451 Transportation Code)*

§ 450.312 Metropolitan Planning Area boundaries.

(a) The boundaries of a metropolitan planning area (MPA) shall be determined by agreement between the MPO and the Governor.

(1) At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan.

(2) The MPA boundaries may be further expanded to encompass the entire metropolitan statistical area or combined statistical area, as defined by the Office of Management and Budget.

(b) An MPO that serves an urbanized area designated as a nonattainment area for ozone or carbon monoxide under the Clean Air Act ([42 U.S.C. 7401](#) et seq.) as of August 10, 2005, shall retain the MPA boundary that existed on August 10, 2005. The MPA boundaries for such MPOs may only be adjusted by agreement of the Governor and the affected MPO in accordance with the redesignation procedures described in [§ 450.310\(h\)](#). The MPA boundary for an MPO that serves an urbanized area designated as a nonattainment area for ozone or carbon monoxide under the Clean Air Act ([42 U.S.C. 7401](#) et seq.) after August 10, 2005, may be established to coincide with the designated boundaries of the ozone and/or carbon monoxide nonattainment area, in accordance with the requirements in [§ 450.310\(b\)](#).

(c) An MPA boundary may encompass more than one urbanized area.

(d) MPA boundaries may be established to coincide with the geography of regional economic development and growth forecasting areas.

(e) Identification of new urbanized areas within an existing metropolitan planning area by the Bureau of the Census shall not require redesignation of the existing MPO.

(f) Where the boundaries of the urbanized area or MPA extend across two or more States, the Governors with responsibility for a portion of the multistate area, the appropriate MPO(s), and the public transportation operator(s) are strongly encouraged to coordinate transportation planning for the entire multistate area.

(g) The MPA boundaries shall not overlap with each other.

(h) Where part of an urbanized area served by one MPO extends into an adjacent MPA, the MPOs shall, at a minimum, establish written agreements that clearly identify areas of coordination and the division of transportation planning responsibilities among and between the MPOs. Alternatively, the MPOs may adjust their existing boundaries so that the entire urbanized area lies within only one MPA. Boundary adjustments that change the composition of the MPO may require redesignation of one or more such MPOs.

(i) The MPO (in cooperation with the State and public transportation operator(s)) shall review the MPA boundaries after each Census to determine if existing MPA boundaries meet the minimum statutory requirements for new and updated urbanized area(s), and shall adjust them as necessary. As appropriate, additional adjustments should be made to reflect the most comprehensive boundary to foster an effective planning process that ensures connectivity between modes, improves access to modal systems, and promotes efficient overall transportation investment strategies.

(j) Following MPA boundary approval by the MPO and the Governor, the MPA boundary descriptions shall be provided for informational purposes to the FHWA and the FTA. The MPA boundary

descriptions shall be submitted either as a geo-spatial database or described in sufficient detail to enable the boundaries to be accurately delineated on a map.

Process moving forward

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

- 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. The City Attorney proposed changes to the Resolution. The City Council Tabled the item pending additional information about TxDOT funding. The most recent meeting of the Robstown City Council was on January 21, 2026. The City has elected a new Mayor in 2025.
- Final Minutes of the TPC Meeting approving the new MPA Planning Area Boundary
- Possible TPC Minutes approving new MPO Bylaws if the City of Robstown, City of Gregory or the City of Port Aransas join the MPO as voting members.

Policy Options for TAC to Consider and Recommend to the TPC

City of Robstown

- TAC recommendation on the possible addition of the City of Robstown to the Corpus Christi MPO. Attachment 5 shows the City of Robstown, with CCRTA bus stops shown. If the City of Robstown asks the TPC to join the MPO, does the TAC have a recommendation for that circumstance?
- The MPO staff presented the Resolution of Support on May 21, 2025. Their City Attorney proposed changes to the Resolution. The City Council Tabled the item pending additional information about TxDOT funding.
- During the June 5, 2025 TPC-TAC Joint Workshop, FHWA staff indicated that if the City of Robstown joins the MPO, the following land areas could be considered to be added to the MPO MPA Boundary:
 1. The small triangular piece of land in the city limits identified by the 2020 U.S. Census.
 2. The 2020 Census Robstown Adjusted Urban Boundary could be added to the MPO MPA Boundary.
 3. The entire Robstown city limits.

City of Gregory

- Although not required due to the U.S. Census identified areas intruding into the city limits, the Mayor requested that the City be named to participate and represent itself as part of the Corpus Christi MPO. A request by the City of Gregory to join the Corpus Christi MPO will be included in the TAC and TPC discussion for Bylaws changes and MPA Boundary changes. Does the TAC have a recommendation on this topic?
- If joining the MPO, the city can ask for up to their entire city limits to be included in the MPA Boundary.

City of Port Aransas

- Although not required due to the U.S. Census identified areas intruding into the city limits, the CCRTA/FTA provided information indicates that due to CCRTA Transit Services being provided to the city (shown in Attachment 6), the city boundary could be included in the Corpus Christi MPA Boundary. For Port Aransas to be included in the MPA Boundary, a separate process involving MPO Bylaw Changes and MPA Boundary adjustments would begin.

- If joining the MPO, the City of Port Aransas can ask for up to their entire city limits to be included in the MPA Boundary.
- Does the TAC have a recommendation on the City of Port Aransas?

Recommendation

None. This is an informational item only. The TAC tabled this item in July 2025 due to the information from the CCRTA, FTA-Texas Division and FTA-Washington, DC Office. TAC reviewed this information at their meeting on January 15, 2026. The item will be on the next TAC Agenda for action.

Proposed Motion

None. This is an informational item only.

Attachments

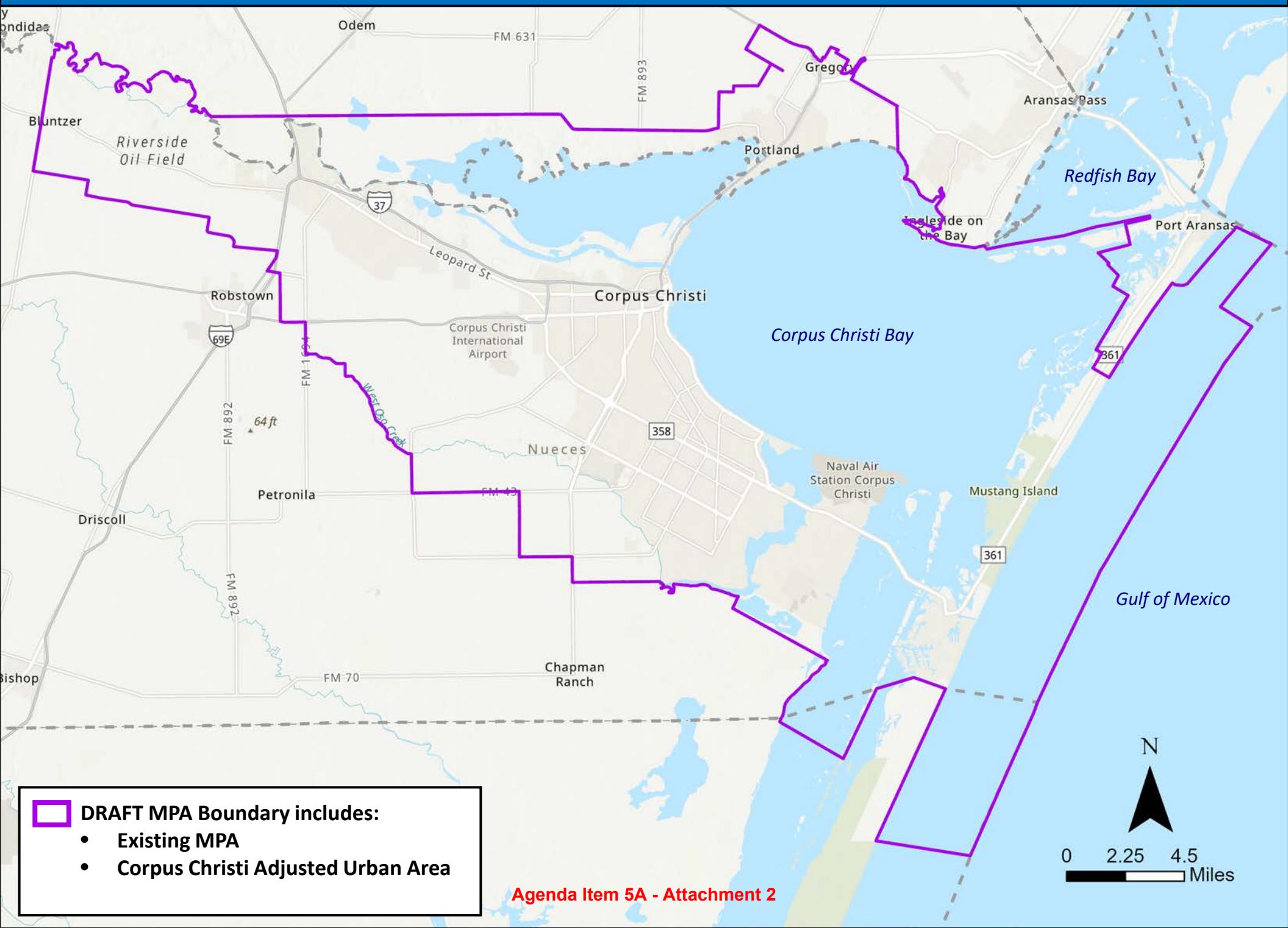
1. TxDOT Boundary Change Packet Checklist
2. DRAFT MPA Boundary Map
3. List of 9 considerations for MPA Boundary Adjustments/Smoothing
4. Map of the CCRTA Transit Services in the City of Robstown
5. Map of the CCRTA Transit Services in the City of Port Aransas



MPO Boundary Revision Document Checklist

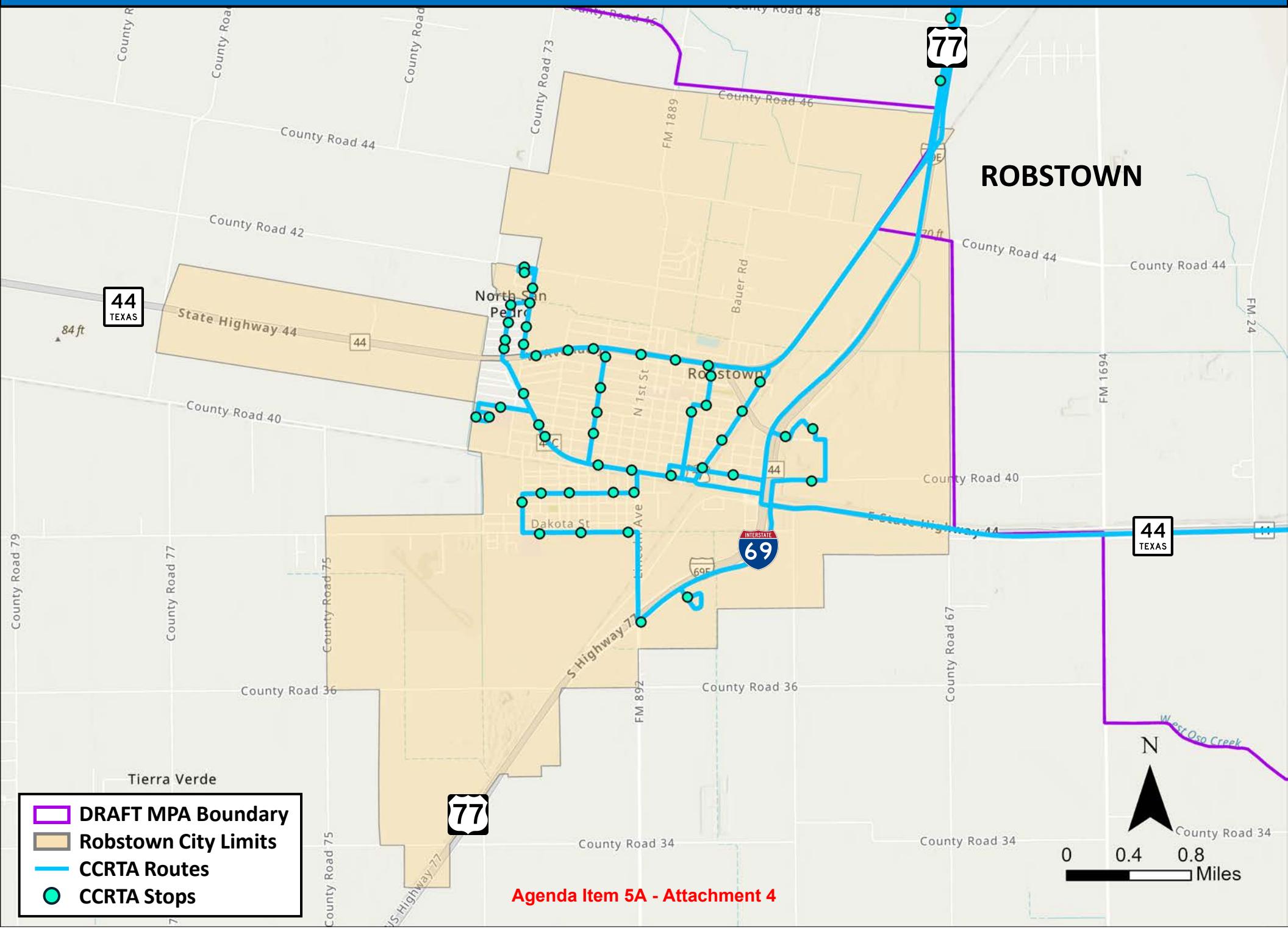
	Item	Check	Comments
Cover Letter	Include a Cover Letter	<input type="checkbox"/>	
	Include date that Policy Board amended bylaws to expand the boundary	<input type="checkbox"/>	
	List of all items included in the packet (i.e., meeting minutes, resolutions, maps, bylaws, description of boundary, etc.)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



- The adjusted urban area boundary **will be one, single contiguous area**.
- The adjusted urban area boundary should include **terminals (e.g. airports, seaports) and their access roads**, if such terminals lie within a reasonable distance of the urban area.
- The adjusted urban area boundary is adjusted in many instances to **encompass all large traffic generators** that are within a reasonable distance from the urban area (e.g., fringe area public parks, large places of assembly, large industrial plants, etc.).
- The adjusted urban area boundary should consider **transit service routes** (e.g., bus route, passenger rail line) in the placement of a boundary location.
- The adjusted urban area boundary should be defined so that its **physical location is easy to discern in the field**. Whenever possible it should follow physical features (e.g., rivers, streams, irrigation canals, transmission lines, railroads, streets or highways).
- All **ramps and interchanges should be either included or excluded** from the adjusted urban area boundary and interchanges should not be divided by the boundary.
- For coastal areas, the generally accepted **coastal boundaries most commonly used** for spatial analysis or map-making should be used.
- It is important to recognize that the adjusted urban area boundary is a significant factor in developing the **functional classification of a road in an urban/rural context**.
- The adjusted urban area boundary should be designed to **eliminate or minimize a roadway's snaking in and out** of the boundary. In these cases, as the boundary is adjusted, it needs to be clearly defined that the road is either in or out.

CCRTA Transit Routes/Stops within Robstown



Agenda Item 5A - Attachment 4

CCRTA Transit Routes/Stops within Port Aransas

