



TRANSPORTATION POLICY COMMITTEE (TPC) REGULAR MEETING AGENDA


**THURSDAY, JULY 9, 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 JUNE 4, 2026, REGULAR MEETING MINUTES 

4. DISCUSSION AND POSSIBLE ACTION ITEMS

A. STBG-SA/TA Call-for-Projects 

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

5. INFORMATION ITEMS

A. Corpus Christi MPO Regional Coordination Group for Federal Transportation Grants Update 

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

7. PROPOSED EXECUTIVE SESSION

EXECUTIVE SESSION: PUBLIC NOTICE is given that the Transportation Policy Committee may elect to go into an Executive Session anytime during the meeting to discuss matters listed on the agenda, when authorized by the provisions of the Open Meetings Act, Chapter 551 of the Texas Government Code. In the event the Transportation Policy Committee elects to go into Executive Session regarding an agenda item, the section or sections of the Open Meetings Act authorizing the Executive Session will be publicly announced by the presiding officer. In accordance with the authority of the Government Code, Vernon's Texas Codes, Sections 551.071, 551.072, 551.073, 551.074, 551.076, 551.086, the Transportation Policy Committee will hold an Executive Session to consult with attorney(s) including matters related to litigation; deliberate regarding real property; prospective gift(s); personnel matters, including termination; security devices; and/or economic development negotiations and other matters that may be discussed in an Executive Session. Upon completion of the Executive Session, the Transportation Policy Committee may in an open session take such action as appropriate on items discussed in an Executive Session.



8. POSSIBLE ACTIONS REGARDING THE EMPLOYMENT AGREEMENT OF THE TRANSPORTATION PLANNING DIRECTOR

9. UPCOMING MEETINGS/EVENTS

- A. Small Area Forecast (SAF) Task Force Regular Meeting
- B. Transportation Policy Committee Regular Meeting
- C. Technical Advisory Committee Regular Meeting

July 9, 2026
 August 6, 2026
 August 20, 2026

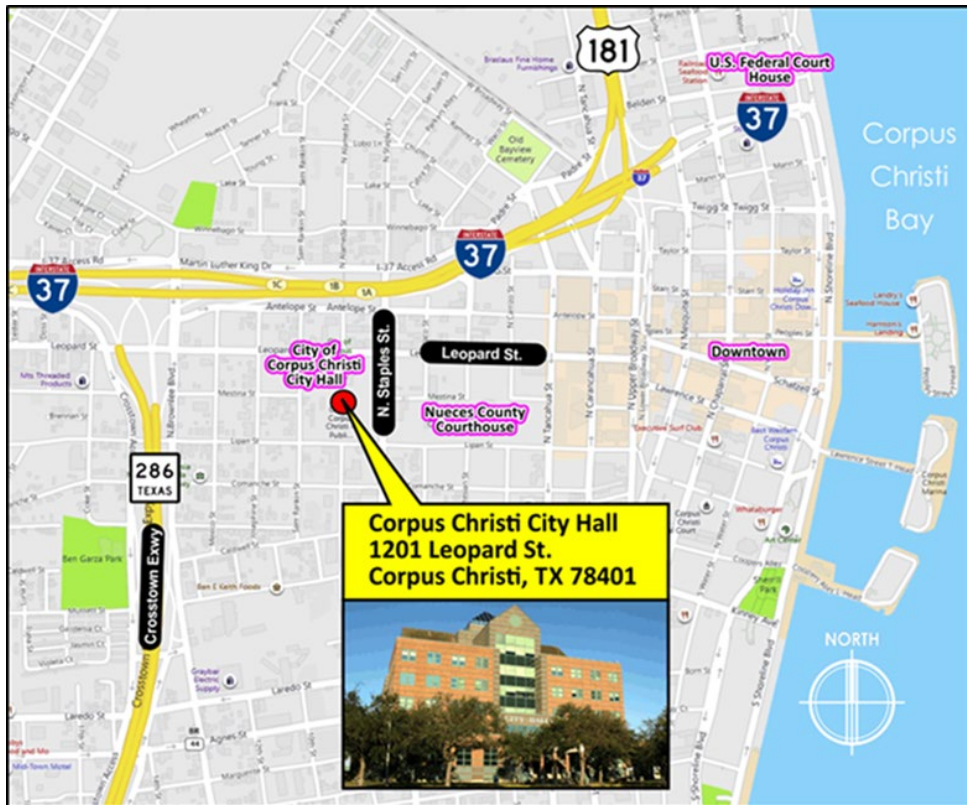
10. ADJOURN

 - 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](mailto:ccmpto@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**

June 4, 2026

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

Judge Scott called the meeting to order at 2:17 p.m.

TPC Members Present:

Judge Connie Scott, Nueces County –Chairperson
Mayor John Green, City of Portland
Mike Walsh, P.E., Texas Department of Transportation-Corpus Christi District
Arthur Granado, Corpus Christi Regional Transportation Authority
Chad Magill, District 27 Liaison (non-voting member)
Mayor Estella Boyes, City of Portland was seated and in attendance for agenda items 6 through 8

MPO Attorney:

Ms. Mary Esther Guerra, Nueces County Assistant County Attorney

MPO Staff Present:

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

2. PUBLIC COMMENTS

None were made or offered.

3. APPROVAL OF THE TPC May 7, 2026, REGULAR MEETING MINUTES

Mayor Green made a motion to approve the TPC **May 7, 2026** Regular Meeting minutes.

Mr. Granado seconded; the motion passed unanimously.

4. DISCUSSION AND POSSIBLE ACTION ITEMS

A. Resolution of Appreciation for Mayor Cathy Skurow of the City of Portland

Judge Scott read the Resolution.

Discussion:

None.

Motion:

Judge Scott made a motion to approve the Resolution recognizing Mayor Cathy Skurow for her 8 years working to advance the regional transportation solutions through the Corpus Christi Metropolitan Planning Organization.

Mayor Green seconded; the motion passed unanimously.

B. DRAFT FY 2027 Unified Planning Work Program (UPWP)

Mr. MacDonald presented this item.

The DRAFT FY 2027 Unified Planning Work Program (UPWP) was presented to the TPC for the final review, comment, and approval. The UPWP serves as the primary planning and budget document for the Corpus Christi MPO and outlines the transportation planning activities, tasks, schedules, and funding allocations for Fiscal Year 2027. The TPC action to approve the DRAFT FY 2027 UPWP is intended to maintain compliance with federal and state planning requirements and meet the schedule for adoption and subsequent approval.

Discussion:

None.

Motion:

Mr. Granado made a motion to approve the DRAFT FY 2027 Unified Planning Work Program (UPWP) through Resolution 26-05.

Mr. Walsh seconded; the motion passed unanimously.

C. DRAFT MPO Bylaws & Operation Procedures Revision

Mr. MacDonald presented this item.

Through the most recent Corpus Christi MPO Boundary Change Process, proposed changes to the MPO Bylaws & Operation Procedures document were identified. The Corpus Christi MPO staff presented the proposed Bylaws amendments to the TPC at their May 7, 2026, Regular Meeting as well as the TAC at their May 21, 2026, Regular Meeting. The changes include adding the City of Gregory as a voting member to TPC and TAC; and outlining the procedures, in accordance with Robert's Rules of Order, should a vote at TPC or TAC result in a tie.

Discussion:

Some of the committee members indicated interest in designating alternates when they are unable to attend a TPC meeting.

- Mr. Granado had questions about the Attorney General's response to alternates and requested clarification.
- Judge Scott requested that MPO staff explore the legal way it was done in Bexar County.

Motion:

Mayor Green made a motion to approve Resolution 26-06 amending the Corpus Christi MPO Bylaws & Operation Procedures document as presented.

Mr. Walsh seconded; the motion passed unanimously.

D. DRAFT TxDOT MPO Boundary Change Packet

Mr. MacDonald presented this item.

The Corpus Christi MPO Planning Area Boundary Change process continues with the development of the TxDOT Boundary Change Packet. The MPA Boundary is one component of the future Boundary Change Package required by TxDOT.

Discussion:

None.

Motion:

Mayor Green made a motion to approve 1) the proposed MPO boundary through Resolution 26-07; and 2) the TxDOT MPO Boundary Change Packet for submittal to TxDOT and the Governor through Resolution 26-08.

Mr. Granado seconded; the motion passed unanimously.

E. DRAFT 2050 MTP Chapter 3 and Chapter 6

Mr. Flores presented this item.

The Corpus Christi MPO staff continues development of the Chapters and Appendices of the DRAFT 2050 Metropolitan Transportation Plan (MTP). **Chapter 3 – Goals, Objectives and Performance Measures** and **Chapter 6 - Financial Plan and Fiscal Constraint** were provided for review by the Transportation Policy Committee (TPC), partner agencies, and the public. As the development of the

2050 MTP continues, there will be ongoing opportunity to update these chapters and appendices until the entire MTP is approved in April 2027.

Discussion:

None.

Motion:

Judge Scott made a motion to approve Chapter 3- Goals, Objectives, and Performance Measures and Chapter 6- Financial Plan and Fiscal Constraint for the use in the DRAFT 2050 MTP development and public outreach processes.

Mr. Walsh seconded; the motion passed unanimously.

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

None were made or offered.

6. PROPOSED EXECUTIVE SESSION-

Judge Scott announced that the Committee will go into Executive Session under Chapter 551 of Texas Government Code to discuss the Annual Review of the MPO Transportation Planning Director and will return to open session after.

- The TPC recessed into Executive Session at 2:49 p.m.
- The TPC reconvened at 3:46 p.m.

7. POSSIBLE ACTIONS REGARDING THE EMPLOYMENT AGREEMENT OF THE TRANSPORTATION PLANNING DIRECTOR

No action was taken.

Judge Scott made an announcement welcoming Mayor Boyes to the Transportation Policy Committee.

8. UPCOMING MEETINGS/EVENTS

A. Small Area Forecast (SAF) Taskforce	Regular Meeting	June 11, 2026
B. Technical Advisory Committee	Regular Meeting	July 18, 2026
C. Transportation Policy Committee:	Regular Meeting	July 2, 2026

Requests were made to reschedule the July 2nd TPC meeting date due to conflicts with the July 4th holiday. MPO staff will send out a poll for July TPC meeting date options.

9. ADJOURN

The meeting was adjourned at 3:50 p.m.



Date: July 2, 2026
To: Transportation Policy Committee (TPC)
From: Keren Costanzo, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4A: Draft 2026 Program Guidance and Procedures: Surface Transportation Block Grant Set-Aside (STBG-SA)/Transportation Alternatives (TA) Funding (Category 9) Call-For-Projects
Action: Review, Discuss, Receive Public Comment and Possible Action

Summary

The federal Surface Transportation Block Grant Set-Aside (STBG-SA) program corresponds to the Texas Department of Transportation (TxDOT) Category 9 (Cat 9) funding category. This funding allows all projects and activities that were previously eligible under the Transportation Alternatives (TA) Program, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat maintenance.

The Corpus Christi MPO is preparing a Call-For-Projects for Category 9 funds targeting the construction of pedestrian and bicycle infrastructure projects. Attachment 1 describes the process, goals, and criteria that will be used by the Corpus Christi MPO to evaluate and select projects for Corpus Christi MPO's allocation of approximately \$6,600,000 in federal funds for fiscal years 2027 through 2030, including carryover funds from prior fiscal years. The federal funds require a 20-percent cash match. In-kind match is generally not allowed.

Many infrastructure projects can cost more than funding that is available in one year. Due to the administrative burden of federal projects and the management costs for project sponsors from multiple projects, there is a national trend for STBG-SA/TA projects and programs to allow projects to combine funding for several years, rather than being limited to only one single year.

The current schedule has the formal STBG-SA/TA Call-For-Projects proposed to be issued on July 9th, 2026. A preliminary application is due August 7th, and the completed full applications are scheduled to be due no later than September 21st, 2026. Final approval is scheduled to occur during the regular TPC meeting on November 5th, 2026. Eligible applicants for these funds include:

1. Local governments;
2. Regional transportation authorities;
3. Transit agencies;
4. Natural resource or public land agencies, including Federal agencies;
5. School districts, local education agencies, or schools;
6. Tribal governments;

7. Any nonprofit entity responsible for the administration of local transportation safety programs;
8. Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency) that the State determines to be eligible, consistent with the goals of subsection (c) of section 213 of Title 23.

Staff plans to reach out to those eligible entities to make them aware of the process.

Attachment 2 is a PDF of the Application form that will be provided as a fillable Excel workbook to applicants. Attachment 3 is a fillable preliminary application form, due August 7, 2026. Attachment 4 is draft resolution language for applicants.

Recommendation

The Corpus Christi MPO Technical Advisory Committee (TAC) and staff jointly recommend TPC approve the DRAFT 2026 Program Guidance and Procedures: Surface Transportation Block Grant Set-Aside (STBG-SA)/ Transportation Alternatives (TA) (Category 9) funding Call for Projects document, Preliminary Application, and Full Application, and issue the Call for Projects.

Proposed Motion

Move to approve the DRAFT 2026 Program Guidance and Procedures: Surface Transportation Block Grant Set-Aside (STBG-SA)/ Transportation Alternatives (TA) (Category 9) funding Call for Projects document, Preliminary Application, and Full Application, and issue the Call for Projects.

Schedule

The proposed schedule for the Call for Projects is shown below and in Attachment 1, Program Guidance and Procedures document.

STBG-SA/TA Process Timeline for 2027 – 2030 Funds	
May 21, 2026	TAC Review of STBG-SA/TA Program Guidance and Procedure and Application Form
June 18, 2026	TAC Regular Meeting Agenda Item
July 9, 2026	TPC Review and Approval of STBG-SA/TA Program Guidance and Procedure and Application Form and issue a formal Call for Projects
July 23, 2026	Workshop No. 1 for Potential Applicants
August 7, 2026	Preliminary Project Applications Due
August 20, 2026	Workshop No. 2 for Potential Applicants After TAC Regular Meeting
September 21, 2026	Project Applications Due
October 1, 2026	TPC and TAC receive update on STBG-SA/TA Applications
October 15, 2026	TAC Review, Comment, and Possible Recommendation on Project Scores and Proposed List of Funded Projects
November 5, 2026	TPC Reviews Project Scores and Proposed List of Funded Projects with Possible Approval
November 19, 2026	TAC Review and Recommend Scores, Ranking, and Funded Projects (if necessary)
December 3, 2026	TPC Review and Approve Scores, Ranking, and Funded Projects (if necessary)

Attachments

1. DRAFT 2026 Program Guidance and Procedures: Surface Transportation Block Grant Set-Aside (STBG-SA) / Transportation Alternative (TA) Funding (Category 9) Call for Projects
2. DRAFT 2026 Corpus Christi MPO STBG-SA/TA Full Application
3. DRAFT 2026 Corpus Christi MPO STBG-SA/TA Preliminary Application
4. Applicant Governing Body Resolution Template

PROGRAM GUIDANCE AND PROCEDURES

SURFACE TRANSPORTATION BLOCK GRANT SET-ASIDE (STBG-SA)/TA FUNDING (CATEGORY 9)



2026



Agenda Item 4A - Attachment 1

Agenda Item 4A - Attachment 1

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Agenda Item 4A - Attachment 1

PROGRAM GUIDANCE AND PROCEDURES:

Surface Transportation Block Grant Set-Aside (STBG-SA)/TA Funding (Category 9)

BACKGROUND

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) continues the Fixing America's Surface Transportation (FAST) Act's Surface Transportation Block Grant set-aside (STBG-SA)/Transportation Alternatives (TA) funding program (Category 9 per TxDOT funding category). The performance-based competitive selection process used to award the funds in Metropolitan Areas should be consistent with the adopted Metropolitan Transportation Plan (MTP). The STBG-SA/TA program allows all projects and activities that were previously eligible under the Transportation Alternatives Program (TAP), encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat maintenance.

The Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) Transportation Policy Committee (TPC) is the designated forum for municipalities, counties, transit agencies, tribal governments, state and private agencies to address regional transportation issues in the Corpus Christi Metropolitan Area. The Corpus Christi MPO encompasses portions of Nueces and San Patricio counties as illustrated in Exhibit 1. The Corpus Christi MPO is comprised of committees and participating organizations that collaborate and create partnerships to address the region's complex transportation needs. The Corpus Christi MPO's original members (City of Corpus Christi, City of Portland, City of Gregory, Nueces County, San Patricio County, and the Texas Department of Transportation – Corpus Christi District) became the Corpus Christi MPO's initial member agencies in 1973. To develop a more multi-modal transportation planning process, the Corpus Christi MPO now includes the Corpus Christi Regional Transportation Authority (CCRTA) and the Port of Corpus Christi Authority.

This document will describe the goals and criteria used by the Corpus Christi MPO to evaluate and select projects for Corpus Christi MPO's allocation of approximately \$6,600,000 in Category 9 funding for federal fiscal years 2027 through 2030 including carry-over funds from 2026.

ELIGIBLE APPLICANTS

The IIJA carries forward the eligible sponsors for the Set Aside from prior transportation law's eligibility and added "nonprofit entities responsible for the administration of local transportation safety programs" as eligible sponsors. Nonprofit organizations (other than the one new addition described below), State DOTs, and MPOs/RPOs are not eligible project sponsors; however, they are encouraged to work with eligible sponsors to advance projects where there is a shared interest. Eligible TxDOT Category 9 (STBG-SA/TA) project sponsors include:

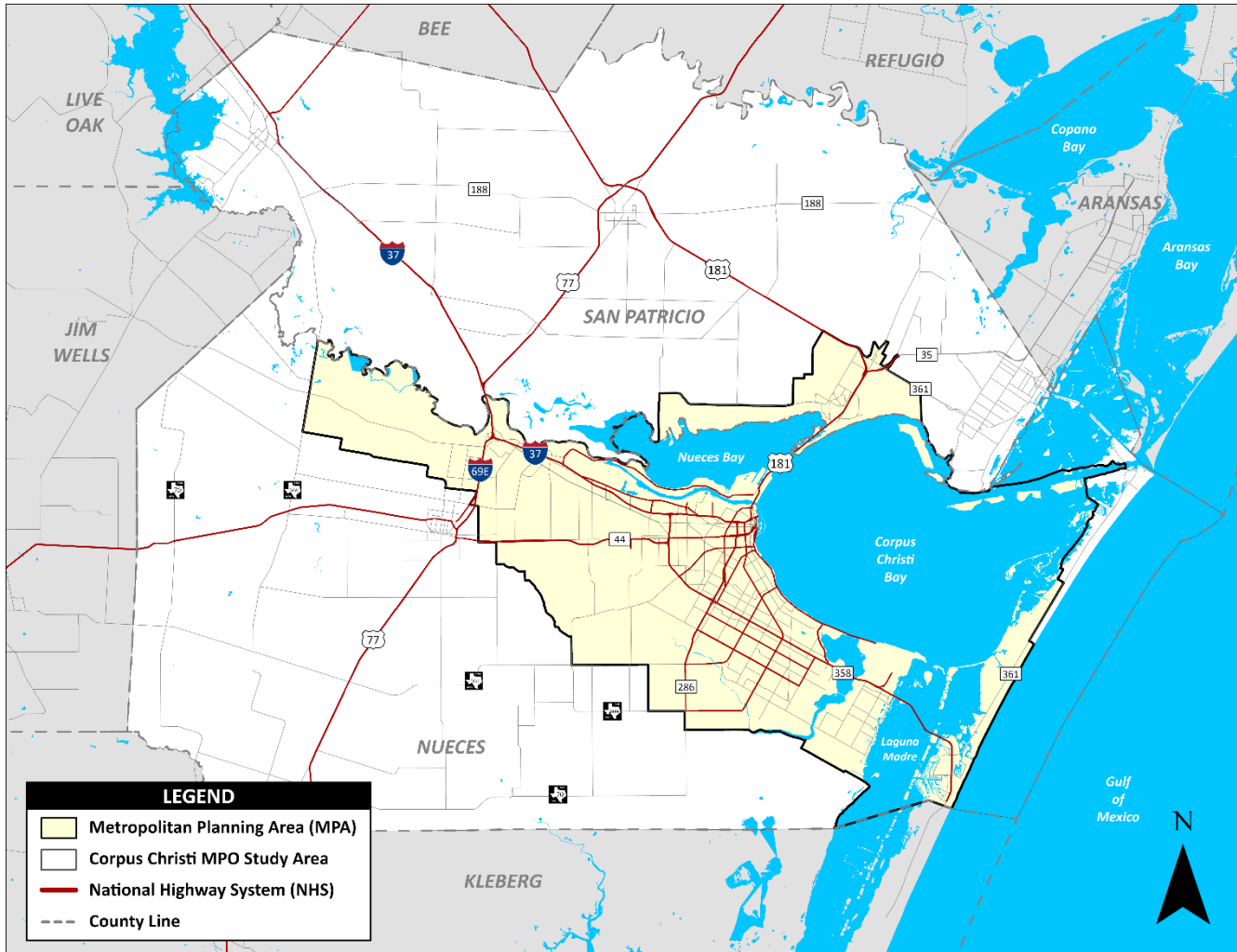
1. Local governments;
2. Regional transportation authorities;
3. Transit agencies;
4. Natural resource or public land agencies, including Federal agencies;
5. School districts, local education agencies, or schools;
6. Tribal governments;
7. A nonprofit entity responsible for the administration of local transportation safety programs;

CORPUS CHRISTI MPO STBG-SA/TA CALL FOR PROJECTS 2026

- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency) that the State determines to be eligible, consistent with the goals of subsection (c) of section 213 of title 23.

Entities with limited experience performing construction and associated engineering with federal funds and entities without Right-of-Way (ROW) ownership are strongly encouraged to partner with local governments (city, county, etc.) on construction-related projects. Only one entity is permitted to serve as a project sponsor and enter into an agreement for project implementation with TxDOT. The project sponsor is 100% responsible for the local match and project development.

Exhibit 1. Map of the Corpus Christi Metropolitan Planning Area



It is incumbent upon each project sponsor to read TxDOT's *Local Government Project Management Guide* (<https://ftp.txdot.gov/pub/txdot/lgp/procedures/guide.pdf>) and *Local Government Projects Toolkit* (<https://www.txdot.gov/business/resources/lgp/toolkit.html>) and become familiar with the contracting and reporting procedures associated with Category 9 (STBG-SA/TA). Applying for federal funds is a significant undertaking, which must be led by the project sponsor from start to finish.

Projects that have not navigated the federal requirements and been advertised for construction within 2 years of their programmed year may be subject to forfeiture of awarded funds and project cancellation (i.e., a project programmed for FY 2027 was not yet advertised at the end of FY 2029).

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Exhibit 2. Table of the STBG-SA/TA Process Timeline for FY 2027-2030 Funds

STBG-SA/TA Process Timeline for 2027 – 2030 Funds	
May 21, 2026	TAC Review of STBG-SA/TA Program Guidance and Procedure and Application Form
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FUNDING AND ELIGIBLE ACTIVITIES

Available Funding

Funds made available through the federal transportation bill prior to the future reauthorization date would still be available for use after September 30, 2026; however, new funds designated after this date, including this round of Corpus Christi MPO STBG-SA/TA funding, may not be. The funding breakdown below describes how the funding is currently allocated to the Corpus Christi MPO region, subject to change beyond September 30, 2026. Each applicant may only apply for the total funds available across all projects/applications. Minimum project request is set at \$1,000,000.

Exhibit 3. Table of Available Funding Estimates

Carry Over 2026	2027	2028	2029	2030	Total
\$2,100,000	\$1,126,986	\$1,126,986	\$1,126,986	\$1,126,986	\$6,600,000
Note: TxDOT's 2027 UTP estimate for Corpus Christi MPO CAT 9 for FY 2027-2030 and TxDOT-TPP Carryover Estimates of 2026					

Federal requirements state that Category 9 funds must be obligated within two years of the year of programming. Failure to obligate the funds results in the loss of the funding. The funds will revert back to Corpus Christi MPO for re-allocation at the regional level.

The STBG-SA/TA is not considered a grant program since no upfront funding is provided. Approved costs are reimbursed only after an Advanced Funding Agreement (AFA) between TxDOT, and the project sponsor is signed, and a Minute Order is authorized for the project. In order to get an approved Minute Order, the project must obtain the following clearances: right-of-way clearance, utility clearance, railroad clearance, environmental (NEPA) clearance, and have an approved Plan, Specification and Estimate (PS&E) package. No activities performed prior to obtaining the minute order are reimbursable through the awarded funding.

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Project sponsors are also required to provide a minimum 20% local cash match of the total eligible construction-related project costs included in the STBG-SA/TA application.

Eligible Activities

50% of Category 9 funds are distributed to MPOs with population over 200,000 such as the Corpus Christi MPO, which are designated as Transportation Management Areas (TMAs). TMAs are Census Designated Urban Areas with a population over 200,000. The other 50% of Category 9 funds are designated for statewide use. TMA MPOs will select projects in consultation with TxDOT districts, while small urban areas (with populations below 200,000) and rural areas, the funds are administered by TxDOT's Public Transportation Division (PTN).

A project must be located within the Corpus Christi MPO boundaries to be eligible for funding as part of this call for projects. For projects selected by the Corpus Christi MPO, the local project sponsor is responsible for funding all pre-construction activities (design, environmental clearance, right-of-way and utility relocation/coordination) with local funds. Category 9 funds can then be used to reimburse project sponsors for 80% of the construction-related costs that were paid by the local entity, up to the awarded amount.

Construction, construction inspection, and construction management activities associated with approved projects are eligible uses of Category 9 funds. Any costs exceeding the amount of funds awarded through the Category 9 process are the responsibility of the project sponsor. Please consult the [TxDOT Local Government Project Toolkit](#) for a detailed description of the requirements and procedures to utilize federal transportation funding.

PROJECT ELIGIBILITY

The list below describes the general project categories eligible for funding through the application process.

1 Bicycle and Pedestrian Facilities

Bicycle and pedestrian projects allow communities to make non-motorized transportation safe, convenient, and appealing. Projects may include on-road and off-road trail facilities that serve to meet the transportation and recreation needs of pedestrians, bicyclists, and users of other non-motorized forms of transportation. These active transportation projects encourage healthful physical activity, keep the air clean by decreasing use of fossil fuels, and enrich local economies with recreational assets.

Eligible Projects:

- New or reconstructed sidewalks or walkways
- Pedestrian and bicycle signs or signals
- Lighting that primarily benefits cyclists and pedestrians (Lighting Plan Requirements)
- Transportation projects that achieve ADA compliance, such as curb ramps
- New or reconstructed off-road trails that serve a transportation need, such as trails that provide connections to schools, parks, or other public places
- Crosswalks, bicycle lanes or shared lane pavement markings
- Widening or paving shoulders
- Bicycle parking facilities, such as bicycle lockers and bicycle racks (including those on buses)
- Shared use paths, side paths, and trails that serve a transportation purpose
- Bicycle and pedestrian bridges and underpasses
- Crossing improvements that shorten crossing distance, provide access, and/or primarily improve bicycle and pedestrian safety
- Traffic realignments, road diets, or intersection changes that improve bicycle and pedestrian access or safety
- Rails with trails projects, which are adjacent to active (not abandoned) lines

2

Safe Routes to School

Infrastructure Projects — Safe Routes to School (SRTS) projects enable and encourage children, including those with disabilities, to walk and bicycle to school. Infrastructure projects must be within two miles of a Kindergarten through 8th-grade school and must primarily benefit walking or biking students. Eligible infrastructure projects include, but are not limited to, the projects listed below.

Eligible Projects:

- New or improved sidewalks/multi-use paths
- Traffic calming and speed reduction improvements
- Pedestrian and bicycle crossing improvements
- On-street bicycle facilities
- Off-street bicycle and pedestrian facilities
- Secure bicycle parking facilities
- Traffic diversion improvements in the vicinity of schools

PROJECT ELIGIBILITY DETERMINATIONS

Project sponsors should design projects that clearly fit into the eligible categories defined in this document. Corpus Christi MPO staff in consultation with TxDOT-TPP and FHWA will make the final determination on project eligibility and will disallow any project that is not clearly eligible. It is the responsibility of the project sponsor to present how the project aligns with the guidelines for eligible project activities.

- There is no limitation on the number of applications that may be submitted by an eligible entity. A separate resolution of local cash-match commitment from the eligible entity project sponsor (e.g., local government/agency) is required for each submitted project. The total project costs of all applications from each eligible entity may not exceed the total available STBG-SA program funding through 2030.
- Consistent with other Federal-aid highway programs, Category 9 funds are administered by TxDOT. After project selection, a determination will be made as to whether the project will be administered by TxDOT or the local entity.
- The STBG-SA Category 9 Program is not a grant. The funds provided are on a cost-reimbursement basis. Therefore, it is important to understand that the applicant will need adequate cash flow to accommodate the payment of 100 percent of the project costs. Applicants will be reimbursed with the Federal portion after the work has been accomplished.
- The local match must be cash. A resolution of local cash-match commitment from the eligible entity project sponsor (e.g., local government/agency) must be provided with the application. In certain limited circumstances, in-kind contributions of non-cash donations may be considered, but only after consultation with FHWA and TxDOT. Consultation should occur prior to application submission.
- The eligible entity project sponsor is responsible for any and all cost overruns.
- The Corpus Christi MPO Transportation Policy Committee (TPC) will approve all final projects and funding levels. Itemized budgets submitted for STBG-SA/TA (CAT 9) funding will be reviewed by the Federal Highway Administration (FHWA), TxDOT, and the Corpus Christi MPO to ensure work activities are eligible and itemized costs are reasonable. Based on available funds, project application requests for STBG-SA/TA funds may not be fully funded.

CORPUS CHRISTI MPO STBG-SA/TA CALL FOR PROJECTS 2026

- Prior to Project Letting: Applicants must have a fully executed Advanced Funding Agreement (AFA) with the TxDOT Corpus Christi District and comply with all applicable state and federal requirements related to the development of federal-aid highway projects. The AFA must be executed within one year from the date of selection by the MPO Policy Committee or risk loss of federal funding.
- Administrative Fee: TxDOT may impose an administrative fee of up to 15% of the project cost. The fee is an eligible expense covered with awarded funds but for which applicants must account when calculating the availability of funds for construction.
- Selected projects must be included in the Corpus Christi MPO's Transportation Improvement Program and the Statewide Transportation Improvement Program prior to project letting.
- Commence Construction: STBG-SA/TA Projects must advance to construction within three years from the date of selection by the Corpus Christi MPO TPC or risk loss of federal funding.
- All on-system projects must follow TxDOT procedures.
- Regardless of whether the projects are located within the right-of-way of a Federal-aid highway, the treatment of projects will require: project agreements, authorization to proceed prior to incurring costs, prevailing wage rates (Davis-Bacon), Buy America, and competitive bidding.
- Projects should primarily benefit the general public, and not a private entity.

APPLICATION PROCESS

Project Applications

A complete STBG-SA/TA project application consists of the following components:

- Completed Fillable Microsoft Excel Application including Project Cost Breakdown
- PDF of Completed Application, including Project Timeline and Itemized Budget
- Other Supporting information (maps, drawings, photographs, reports, letters of support etc.)
- Email the completed application to ccmpo@cctxmpo.us

It should be noted that letters of support from elected officials have no influence on the selection of projects in a performance-based programming process. While we encourage that project sponsors inform and collaborate with their elected leadership, letters of support are not necessary unless they are committing funds (matching or additional, non-traditional funding) to the project.

Application Review

Corpus Christi MPO staff will review draft applications for eligibility and notify applicants of any ineligible submittals. After a review applicants will be notified if the applications are incomplete and will be given one week to submit missing or incomplete information.

Multi-year Funding and Funding Cycles

Due to the administrative burden of evaluating funding proposals on an annual basis and the management costs for project sponsors from multiple projects, there is a trend that STBG-SA/TA projects and programs include funding for several years, rather than only one single year. Many infrastructure projects can cost more than funding that is available in one year. This has resulted in FHWA and state DOTs accommodating multi-year activities.

Categorical Exclusions

CORPUS CHRISTI MPO STBG-SA/TA CALL FOR PROJECTS 2026

Except in unusual circumstances, FHWA expects that these types of infrastructure projects will fall under the categorical exclusion provisions of 23 CFR Sec 771.117 that recognize construction of bicycle and pedestrian lanes, paths, and facilities as not involving significant environmental impacts. This streamlines compliance with the National Environmental Policy Act (NEPA) requirements.

Project Consistency with Adopted Plans

Screening criteria addresses provisions of IJA/BIL and assesses consistency with Corpus Christi MPO’s current Metropolitan Transportation Plan and adopted local plans. Projects must be consistent with IJA/BIL eligibility requirements and local or county plans or they will not be considered further.

PROJECT EVALUATION AND SELECTION CRITERIA

Selection criteria for the Corpus Christi MPO’s STBG-SA/TA call for projects aligns with the TxDOT 2025 Transportation Alternatives (TA) Program, adjusted to reflect local conditions. Exhibit 4 outlines the evaluation criteria and measures that will be used to score project applications as part of the competitive selection process. The project application form includes questions addressing specific evaluation criteria listed in the table below.

Exhibit 4. Table of Scoring Criteria

Criteria Category and Scoring Weight (%)	Criteria Description	Criteria Measures	Scoring
Safety (25%)	Demonstrates need for safety improvement and appropriate safety countermeasures	Number of Identified bicycle and/or pedestrian safety hazards (application questions #10)	1 safety hazard identified = 2 points 2 safety hazards identified = 4 points 3 safety hazards identified = 6 points 4 or more safety hazards identified = 8 points Records of pedestrian or bicyclist serious injuries or fatal crashes in project location over last 10 years = +2 points
		Number of Proposed countermeasures (application question #10)	1 unique countermeasure = 2 points 2 unique countermeasures = 4 points 3 unique countermeasures = 6 points 4 unique countermeasures = 8 points 5 unique countermeasures = 10 points
	Provides safer and/or less intimidating accommodations for walking, bicycling, and other non-motorized travel	Number of Proposed infrastructure elements (application question #11)	1 unique element = 1 point 2 unique elements = 2 points 3 unique elements = 3 points 4 unique elements = 4 points 5 or more unique elements = 5 points
Connectivity &	Improves active transportation access and	Connectivity to existing bicycle and pedestrian	Connects to one or more existing bicycle or pedestrian path(s) = 5 points

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Accessibility (25%)	connectivity to destinations of interest such as schools, business districts, downtown, centers of business activity, tourist attractions, high density residential, and/or employment centers	paths and Number of Destinations Accessible (application questions #7, #11, #12, and #13)	1 destination = 1 point 2 destinations = 2 points 3 destinations = 3 points 4 destinations = 4 points 5 destinations = 5 points
	Supports multi-modal connections	Number of transportation modes supported (application question #13)	1 mode = 2 points 2 modes = 6 points all three modes = 10 points
	Eliminate barriers to pedestrians, bicycle riders, transit riders, and wheelchair users	Number of barriers removed (application question #14)	1 unique barrier = 1 point 2 unique barriers = 2 points 3 unique barriers = 3 points 4 unique barriers = 4 points 5 or more unique barriers = 5 points
Project Readiness (25%)	Demonstrates the ability to advance the project to construction immediately, if selected for funding	Percentage of Project Engineering Design Complete (application questions #20-25 and applicant-submitted documentation)	60% design = 2 points 90% design = 6 points 100% design = 10 points
		Project Complexity (application question #20-24 and applicant-submitted documentation)	Applicant obtained/finalized or does not require one of the following: environmental clearance, ROW acquisition, or utility relocation management plan = 3 points Applicant obtained/finalized or does not require two of the following: environmental clearance, ROW acquisition, or utility relocation management plan = 6 points Applicant obtained/finalized or does not require all three of the following: environmental clearance, environmental clearance, ROW acquisition, or utility relocation management plan = 10 points Railroad Encroachment without RR Support/Right of Entry Letter = (-5) points

CORPUS CHRISTI MPO STBG-SA/TA CALL FOR PROJECTS 2026

	Project sponsor funding commitment	Project Funding Resolution	Applicant Governing Board Resolution obligating project 20% matching funds within next 12 months = 5 points
Geographic Balance (15%)	Enhances livability by improving active transportation access and improves mode choice in underserved communities	Project location relative to concentrations of underserved communities: Seniors, Individuals with disabilities, Zero vehicle households, Low-income households (CC MPO PAD Maps)	0 underserved communities = 0 points 1 underserved community = 5 points 2 underserved communities = 10 points 3 underserved communities = 15 points
Community Support & Planning (10%)	Public outreach demonstrates positive community support	Number of Letters of support from community organizations and stakeholders active in project location (Application question #17)	1 letter of support = 1 point 2 or more letters of support = 2 points
	Project maintenance and operation	Letter from agency/department responsible for M&O (Application question #18)	Letter from responsible entity/ department responsible for ongoing project maintenance and operation indicating sufficient funds and resources = 1 point
	Project demonstrates a link to formal transportation planning efforts (e.g., ADA Transition Plan)	Does the project link to a formal Transportation Planning Document(s)? (Application question #19)	Project identified in at least one local plan document adopted in last 5 years = 2 points
	Demonstrates commitment to provide the local match	Does the project have Project Sponsor Resolution? (Application question #16)	Adopted resolution of the project sponsor's governing board = 5 points

EVALUATION PROCESS

Project applications received by the specified deadline will be scored by Corpus Christi MPO staff as outlined in Exhibit 4 above. Staff will initially screen each proposed project to determine eligibility. Projects determined to meet federal, state, and local eligibility criteria will then be scored utilizing the information submitted in the project application. Projects will then be presented to the Corpus Christi MPO Technical Advisory Committee (TAC) for their recommendation to the Transportation Policy Committee (TPC). TPC will make the final determination on project selection and funding amounts.

DRAFT SURFACE TRANSPORTATION BLOCK GRANT SET-ASIDE (STBG-SA)/TA CATEGORY 9 FUNDING CALL FOR PROJECTS

Find more program information in the Corpus Christi MPO's 2026 TA Call for Projects Program Guide

NOTE: All attachments must be submitted in letter-sized (8.5" x 11") format.

Corpus Christi MPO Point of Contact: Keren Costanzo, AICP, Tel: (361) 884-0687 x103 or Email: kcostanzo@cctxmpo.us

APPLICANT INFORMATION

1. **Project Sponsor Name** (Only one entity can act as project sponsor)

2. **Type of Organization/Agency/Authority** (Select from dropdown below)

3. **Project Sponsor Contact Information**

Contact Person:	<input type="text"/>
Mailing Address:	<input type="text"/>
Mailing City:	<input type="text"/>
Zip Code:	<input type="text"/>
Contact's Phone:	<input type="text"/>
Email:	<input type="text"/>

Title:	<input type="text"/>
Physical Address:	<input type="text"/>
Physical City:	<input type="text"/>
Zip Code:	<input type="text"/>
Entity's Main Phone:	<input type="text"/>
Website:	<input type="text"/>

PROJECT DESCRIPTION

4. **Project Name**

5. **Brief Project Description** (Description must fit in the space provided)

Note: A more detailed project description narrative may be provided as a component of **Attachment B-Project Details**

6. **Metropolitan Planning Organization (MPO)**

a. Is the project located within the Corpus Christi MPO boundary?

Only projects in the Corpus Christi MPO boundary are eligible:

https://www.corpuschristi-mpo.org/07_gis/gis_ccmpo_boundary.pdf

7. **Transportation Alternatives (TA) and Safe Routes to School (SRTS)**

a. Does this project connect children to schools or school-related activities, or part of a Safe Routes to School plan or Program?

b. Has the project or a substantially similar project been submitted under a prior Call for Projects? If yes, please state year and program below.

PROJECT DETAILS

8. Detailed Project Location

Provide a Google map link.

Project location in relation to roadways:

Project location: *Describe using street name, adjacent waterway, or other identifying landmark.*

- a. From/Beginning Point (if applicable):
- b. To/End Point (if applicable):
- c. Project Length in feet/miles or Area in acres (if applicable):
- d. Intersection(s) (if applicable):

*If project involves multiple locations, please provide project limits for the primary segment in above blanks. Additionally, please create a complete list of all improvement locations using the descriptive limits and beginning and ending latitude/longitude and label this attachment as **A-Project Location Information** - No more than 2 pages.*

9. Project Details

Provide a project layout (required) at scale with clearly labeled streets, end points, and all construction locations as an attachment. Additional recommended attachments include typical sections and photographs that describe and provide details about the project. Attachments for this section are **required** and should be labeled as **B-Project Details**. *(No more than 15 pages)*

If the project plans are 30% or more complete, include only example sheets as attachments and provide a weblink for plan review here:

The construction plans for this project are currently: % Complete

Primary Facility Type: <input style="width: 150px; border: 1px solid black;" type="text" value="(select)"/>	Secondary Facility Type: <input style="width: 150px; border: 1px solid black;" type="text" value="(select)"/>
Total length: <input style="width: 60px; border: 1px solid black;" type="text"/> <input style="width: 60px; border: 1px solid black;" type="text" value="(select)"/>	Total length: <input style="width: 60px; border: 1px solid black;" type="text"/> <input style="width: 60px; border: 1px solid black;" type="text" value="(select)"/>
Facility width: <input style="width: 60px; border: 1px solid black;" type="text"/> feet	Facility width: <input style="width: 60px; border: 1px solid black;" type="text"/> feet
Material depth: <input style="width: 60px; border: 1px solid black;" type="text"/> inches	Material depth: <input style="width: 60px; border: 1px solid black;" type="text"/> inches
Surface type/material: <input style="width: 100px; border: 1px solid black;" type="text" value="(select)"/>	Surface type/material: <input style="width: 100px; border: 1px solid black;" type="text" value="(select)"/>

Does the project propose lighting adjacent to a roadway?

The project includes the following facilities (select all that apply):

Does this project include bridge improvements? Total # of proposed bridges:

Note: If more than one bridge is proposed, identify the bridge with the longest span length in the detailed application and identify additional bridges in **Attachment B**.

Structural Materials (Deck/Beams): <input style="width: 100px; border: 1px solid black;" type="text" value="(select)"/>	Bridge construction: <input style="width: 60px; border: 1px solid black;" type="text" value="(select)"/>
Bridge length (feet): <input style="width: 80px; border: 1px solid black;" type="text"/>	Bridge width (feet): <input style="width: 80px; border: 1px solid black;" type="text"/>
Railing type: <input style="width: 60px; border: 1px solid black;" type="text" value="(select)"/>	

SAFETY

10. Identified bicycle and/or pedestrian safety hazards and countermeasures

Check all of the safety hazards located within the project limits. Next to each checked safety hazard, state the proposed countermeasure(s) addressing the hazard identified. Provide additional information about proposed countermeasures and photos of safety hazards as an application **Attachment C - Safety Hazards and Countermeasures**. Clearly identify these features on a **map exhibit labeled Map 1 - Hazards and Countermeasures, and include in Attachment C**.

<input type="checkbox"/> High roadway speed (45 mph or greater)	
<input type="checkbox"/> Hazardous intersection/conflict point	
<input type="checkbox"/> Uncontrolled intersection/crossing	
<input type="checkbox"/> Lack of bike/ped infrastructure	
<input type="checkbox"/> High motor vehicle traffic volume	
<input type="checkbox"/> On-street parking	
<input type="checkbox"/> Wide roadway crossing (4 or more lanes)	
<input type="checkbox"/> Lack of lighting	
<input type="checkbox"/> Historic or system crash risk as indicated and analyzed through crash records	
<input type="checkbox"/> Other	

11. Bicycle and/or pedestrian infrastructure elements

Which of the following features are part of the proposed project? Check all that apply. Clearly identify these features on the **Map 1 exhibit and include in Attachment C**.

<input type="checkbox"/> Closes a gap in bicycle or pedestrian network	<input type="checkbox"/> Features new traffic signalization	Quantity:			
<input type="checkbox"/> Features traffic calming elements	<input type="checkbox"/> Sidewalks	<input type="text" value=""/> %	Width (min. 5', target 6'+):		feet
<input type="checkbox"/> Separates bicycle &/or motor vehicle traffic	<input type="checkbox"/> Curb Ramps	<input type="text" value=""/> %	Construction quantity:		
<input type="checkbox"/> Facility is offset from road (≥5 ft)	<input type="checkbox"/> Bicycle Parking		Quantity:		
<input type="checkbox"/> Features safety lighting	<input type="checkbox"/> Bicycle and Pedestrian Count Equipment		Quantity:		
<input type="checkbox"/> Features traffic markings/signage	<input type="checkbox"/> Shared-Use Path/Trail		Width:		ft*
<input type="checkbox"/> Improves railroad/highway/water crossing			New Construction:		%
<input type="checkbox"/> New bicycle &/or pedestrian infrastructure	<input type="checkbox"/> Bicycle Facilities*				
<input type="checkbox"/> Includes a vertical separation element (e.g. curb, flexible delineator, bollard)	<input type="checkbox"/> Bicycle Boxes		Quantity:		
<input type="checkbox"/> Pedestrian Improvements (Lighting, landscaping, etc.)	<input type="checkbox"/> Sharrow (Shared Lane) Markings				
<input type="checkbox"/> Crossing Safety Improvements (median pedestrian refuge island, curb extensions, etc.)	<input type="checkbox"/> Separated Bicycle Way (1- and 2-Way Cycle Tracks)				
<input type="checkbox"/> Crosswalks	<input type="checkbox"/> Colored Pavement for Separated Bicycle Way				
<input type="checkbox"/> Other	<input type="checkbox"/> Protected Intersections (A road junction in which bicycle facilities are physically separated from motor vehicles)				

**Projects that include a paved shared-use path (trail) and/or on-street bicycle facilities must at a minimum comply with the guidelines set forth by the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities. Applicants are also encouraged to consider the following guides as best practices: National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, and the Federal Highway Administration's (FHWA) Separated Bike Lane Planning and Design Guide.*

CONNECTIVITY AND ACCESSIBILITY

12. Connectivity to destinations

Does the project provide bicycle and pedestrian access to major destinations immediately surrounding the project area that are likely to attract bicycling or walking trips? Please check destinations below and clearly label on **Map 2- Connectivity (required)** and include in attachment **D-Connectivity**.

- | | | |
|---------------------------------------|--|---|
| <input type="checkbox"/> School | <input type="checkbox"/> Major employer | <input type="checkbox"/> Fresh foods (grocery stores, farmers mkts) |
| <input type="checkbox"/> Park | <input type="checkbox"/> Central Business District | <input type="checkbox"/> Health facility (medical center, sports field) |
| <input type="checkbox"/> Neighborhood | <input type="checkbox"/> Commercial Center | <input type="checkbox"/> Community center |
| <input type="checkbox"/> Library | <input type="checkbox"/> High density residential | <input type="checkbox"/> Other special trip generator (label on map) |

13. Connectivity to multimodal transportation

a. Transit: Does the project support multi-modal transportation by providing access to a rail station, streetcar, and/or a bus stop? Please clearly label on **Map 2-Connectivity**.

Project connections to transit infrastructure are:

b. Bike/ped: Does the project connect to existing or planned bicycle and pedestrian facilities? Please check the facilities to which this project would connect and clearly label on **Map 2-Connectivity**. Project connects to:

Bicycle facilities:

Pedestrian facilities:

14. Barrier Elimination

Does the project eliminate an existing barrier to travel and provide safe crossing of that barrier by individuals with disabilities, pedestrians, bicyclists, and other non-drivers of all ages and abilities? For ADA barriers, only count each type of ADA barrier that is being eliminated. For example, if your project includes curb ramps that would count as one barrier, and accessible pedestrian signals would count as another. Please clearly label on **Map 2- Connectivity** and indicate the number of barriers below.

<input type="text"/>	ADA Barriers	<input type="text"/>	Four lane or larger roadways	<input type="text"/>	Waterbody(ies)	<input type="text"/>	Railroad
<input type="text"/>	Other	<input type="text"/>					

GEOGRAPHIC BALANCE

15. The Corpus Christi MPO is interested in how the project improves access to everyday destinations for underserved communities. Reference the Corpus Christi MPO's Program for Addressing Discrimination (PAD) document and determine if the project is abutting a block group above the community's regional percentage. Check all that apply.

Corpus Christi MPO PAD: https://www.corpuschristi-mpo.org/02_ppp/PAD-2025-11x17-Approved-04022026.pdf

- Seniors (Age 65+) (page 17)
- Individuals with disabilities (page 19)
- Zero vehicle households (page 21)
- Low-income communities (page 14)

COMMUNITY SUPPORT AND PLANNING

16. Project Sponsor Resolution on Financial Match

An adopted resolution from the project sponsor's governing board is a required attachment to the detailed application. This attachment should be labeled **E-Project Sponsor Resolution (required)**

17. Community Support

Letters of Support

Attach letters of support from stakeholders active in the community where the proposed project is located, community leaders, bicycle/pedestrian interest groups, school officials, PTA, adjacent property owners, etc. Label attachments as **F-Community Support**.

18. Funding, Development, Maintenance, and Operation Partners

a. List all collaborating partners and their role in developing/implementing the proposed project.

b. Name the entity responsible for project maintenance and operation after construction. Attach a letter of commitment if maintenance and operation will be conducted by a different entity or department and label it **G-Maintenance Documentation**.

19. Planning Consistency

a. Projects may be referenced in various planning documents, such as local Bicycle, Pedestrian, Safe Route to School, Corridor, Traffic Safety, Hazardous Routes List, or other Transportation Plan (if applicable).

Is the proposed project included in a local transportation plan?

If yes, include as an attachment ONLY the cover and pages of the plan referring to this project.

Label attachment(s) as **H-Local Planning** - No more than 10 pages.

Insert transportation plan weblink:

b. Transition Plan for ADA Compliance

Is the proposed project included in the project sponsor's Transition Plan for ADA compliance?

If yes, include as an attachment only the cover and pages from the plan relevant to this project.

Label attachment(s) as **H-Local Planning** - No more than 10 pages.

PROJECT COMPLEXITY

20. Environmental Documentation



An environmental document is required for all federally funded transportation projects. Some project characteristics have the potential to trigger additional environmental mitigation, coordination, and/or permitting. To better understand the potential environmental risks of this project and to aid in eventual project scheduling if awarded, please completed the included **environmental scoping document** (required) and include as part of **I-Environmental Documentation**.

21. Property Ownership and Acquisition Information

All proposals must provide documentary evidence of the project sponsor's property rights by title of ownership, lease, or easement for all property within the project limits. Examples are included in instructions. Respond to a, b, & c below.

a. Does the project sponsor have current ownership through Deeds/Easements/Dedications or any other form of ownership rights?

*If Yes - please include proof of ownership (Deeds, Easements, dedications, or other) in **Attachment J**.*

If No - How many parcels will be acquired? Describe in the attachment how the property will be acquired. Include a commitment letter from current owner(s) demonstrating a willingness to transfer the property to project sponsor in accordance with state and federal laws.

If projects have a direct effect on an existing local- or state-maintained roadway, include a letter of support from local entity or TxDOT District (see question 18).

b. Are there any known encroachments? (utilities, fences, adjacent property improvements)

If Yes, identify known encroachments in an attachment.

c. Was property acquired after 1971 in accordance with the Uniform Act?

Project property acquired after 1971 must have been acquired in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act (Uniform Act). If No, describe briefly when and how the property was acquired in an attachment.

*Include documentation for 21a, 21b, and 21c, then provide written description of potential coordination, mitigation, and/or permitting actions foreseen for the proposed project. Include details as attachment(s) **J- Property Ownership/Acquisition (required)**.*

22. Requirements - Signals, Beacons, and School Zones

Projects proposing new traffic control devices including flashing beacons (RRFBs and PHBs) and school zones **MUST** attach supporting documentation demonstrating these improvements meet warrant/conditions in accordance with the TMUTCD and Local Government and/or TxDOT policy. Label attachment(s) **K-Signals, Beacons, and School Zones**.

23. Railroad (RR) Support/Right of Entry Letter (if applicable)

a. Does the project encroach (within 50') or cross RR right-of-way (ROW)?

If yes, the project sponsor must include documentary evidence from the railroad in support of the project and, where appropriate, a willingness by the railroad to enter into an agreement/contract with the local government for project implementation and provisions for right-of-entry for project construction. Where applicable, a cost for railroad work must be included in the budget.

b. If the project encroaches or crosses RR ROW, has coordination with the RR begun?

c. Does this project include rail banked right-of-way?

*Label attachment(s) as **L-RR Support/Right-of-Entry Letter** - No more than 10 pages*

DRAFT SURFACE TRANSPORTATION BLOCK GRANT SET-ASIDE (STBG-SA)/TA CATEGORY 9 FUNDING CALL FOR PROJECTS

PROJECT COMPLEXITY

24. Project Timeline

Estimate the number of months it will take to complete this project (from planning through construction). Estimate the time required for each activity listed below. Several activities could be accomplished concurrently (such as environmental documentation, PS&E development, railroad coordination, and property acquisition); as a result, the Total Projected Time Estimate will be less than the total of the time estimated for each activity.

<i>Months</i>	<i>Activities</i>
<input type="text"/>	Project Initiation (before October 2026, minimum 6 months) (Includes the project in the STIP, execute Advance Funding Agreement (AFA) with the department, complete required local government training, assign local government and department roles and responsibilities, etc. Project Initiation activities cannot be concurrent with reimbursable activities.)
<input type="text"/>	Procurement (minimum 3 months) (Solicit, select, negotiate, and execute contract(s) for consultant services according to federal procurement rules. See TA Program Guide for Details)
<input type="text"/>	Project Design and Plan Preparation (minimum 6 months) Develop construction Plans, Specifications, and Estimates (PS&E) to state and federal standards. Include time for review by TxDOT District and Division staff, a registered accessibility specialist, and other agencies as needed.)
<input type="text"/>	Environmental Clearance (minimum 6 months) (Complete the NEPA Scope Development Tool, environmental documentation, and appropriate resource studies; consider environmental mitigation, permits, and review by resource agencies). All documentation and exhibits must meet state and federal standards.
<input type="text"/>	ROW Acquisition (acquisitions should occur after environmental clearance) (Include time for surveying, appraisals, title transfer, etc. Only incidental utility adjustments may be eligible.)
<input type="text"/>	Railroad coordination (12 to 24 months) (Include time for railroad owner review of plan documents and execution of railroad agreement.)
<input type="text"/>	Utility Adjustments (if applicable, minimum 6 months)
<input type="text"/>	Other - Describe briefly additional milestones not addressed elsewhere <div style="border: 1px solid black; height: 40px; width: 100%;"></div>
<input type="text"/>	Total Project Development Time Estimate (maximum 36 months from award) <i>All projects must be obligated by October 2028</i>
<input type="text"/>	Project Construction/Implementation (minimum 12 months) (Include time for advertising, procurement of construction contractor, contract negotiations, site preparation, construction, inspection, project close-out, etc.)

25. Project Timeline

Has the project or a substantially similar project been submitted under a prior TxDOT or Corpus Christi MPO TA/ STBG-SA Call for Projects? Respond with Yes or No. If 'Yes', please state the latest call for projects that the project was submitted to along with the project name.

Reminder: All responses in this Detailed Application **MUST** be supported by the attachments. Proposed countermeasures and infrastructure elements **MUST** be specified in the Itemized Budget. Items missing supporting documentation will not be considered during project evaluation.

DRAFT SURFACE TRANSPORTATION BLOCK GRANT SET-ASIDE (STBG-SA)/TA CATEGORY 9 FUNDING CALL FOR PROJECTS

ITEMIZED BUDGET

27. Additional Construction-Related Costs

Appropriate costs for this section might include: construction engineering and inspection, construction-phase project administration, contract administration, land survey for right of way demarcation, materials testing, permitting, or geotechnical work. Items ineligible for reimbursement include right-of-way acquisition (e.g., appraisal, parcel survey, title transfer) or legal services.

Work Activities	Quantity	Unit	Unit Price	Amount
		(select)	\$ -	\$ -
		(select)	\$ -	\$ -
		(select)	\$ -	\$ -
		(select)	\$ -	\$ -
		(select)	\$ -	\$ -
		(select)	\$ -	\$ -
		(select)	\$ -	\$ -
		(select)	\$ -	\$ -
		(select)	\$ -	\$ -
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		(select)	\$ -	\$ -
		(select)	\$ -	\$ -
		(select)	\$ -	\$ -
		(select)	\$ -	\$ -
		(select)	\$ -	\$ -
		(select)	\$ -	\$ -
		(select)	\$ -	\$ -
		(select)	\$ -	\$ -
			TOTAL:	\$ -

Preliminary Engineering (PS&E and Environmental) Costs Eligibility

PE COSTS ARE NOT ELIGIBLE

DRAFT SURFACE TRANSPORTATION BLOCK GRANT SET-ASIDE (STBG-SA)/TA CATEGORY 9 FUNDING CALL FOR PROJECTS

BUDGET SUMMARY

28. Project Budget Summary (many lines automatically populate, numbers are rounded up to the nearest \$1,000)

Total Itemized Construction Cost Estimate (<i>topic 24 total, from page 9</i>)	1.	\$	-	
Contingency Costs (line 1 x contingency percentage)	2.	\$	-	
Inflation Adjustment (line 1 x 4% compounded until assumed year of construction)	3.	\$	-	
Total Additional Construction-Related Costs (<i>topic 25 total, from page 10</i>)	4.	\$	-	
Total Construction Cost Estimate (<i>Sum of lines 1 through 4</i>)	5.	\$	-	
TxDOT Direct State Costs for project oversight¹ (<i>15% of lines 1-3</i>)	6.	\$	-	
Total Project Cost Estimate [<i>line 5 + line 6</i>]	7.	\$	-	
Optional Local Match Increase²		\$	-	
<table border="1" style="display: inline-table; vertical-align: middle;"> <tr> <td align="center">20%</td> </tr> </table> of line 7	20%			
20%				
TxDOT Optional Discretionary Funds³		\$	-	
		\$	-	

¹**Direct State Costs:** TxDOT calculates the Direct State Costs (DSCs) relative to the Total Construction Cost Estimate (line 5). For estimation purposes, 15% is used.

²**Local Match:** Project Sponsors may increase the required Local Match above 20% by adjusting the Local Match percentage in the box above.

³**TxDOT Discretionary Funds:** In a minority of cases, TxDOT Districts may participate financially in projects to reduce the local match. "Optional Local Match Increase" percentage and "TxDOT Optional Discretionary Funds" percentage must total 20%. See Detailed Application Instructions for more

	Participation				
	Percent	Preliminary Engineering Costs	Construction Costs	Direct State Costs	Total Project Costs
Federal	80%	\$ -	\$ -	\$ -	\$ -
State	0%	\$ -	\$ -	\$ -	\$ -
Local	20%	\$ -	\$ -	\$ -	\$ -
Total	100%	\$ -	\$ -	\$ -	\$ -



2026 Surface Transportation Block Grant Set Aside (STBG-SA) Call for Projects Preliminary Application (PA)

Deadline to Submit PA: August 7, 2026

Project Sponsor

1. Contact information

Local Government/Project Sponsor Name: _____

Contact Person: _____ Title: _____

Street Address: _____ City: _____

Zip Code: _____ Office Phone Number: _____ Email: _____

Other partnering entities: _____

2. Identify project location

(An eligible project sponsor may represent a sub-area within its jurisdictional boundaries. Example: a County sponsors a project located within the boundaries of a City, Census Designated Place, Village, or Unincorporated Area)

Location Name: _____

3. Is the project within the boundaries of the Corpus Christi Metropolitan Planning Organization (MPO)?

Yes No

Project Information

4. Project name: _____

Be concise and logical.

5. Eligible project type

Projects may include multiple project types; select all types that apply.

- Bikeway improvements
- Shared use path improvements
- Pedestrian improvements
- Improvements for non-motorized transportation safety
- Other bicycle, pedestrian, or micromobility infrastructure installations
- Boulevard improvements to enhance pedestrian, bicyclist and transit access
- Other

6. Project location

Projects may include multiple project locations; select all types that apply.

- On/along a TxDOT maintained roadway
- On/along a non-TxDOT roadway
- Not within the right-of-way of any roadway

7. Provide a Google map link: _____

8. Project costs

Provide a planning cost estimate for the total estimated cost for the following project activities (Attach a copy of the cost estimate, if available):

Estimated construction cost: _____
Estimated Local Match (20% of above costs): _____

9. Preliminary Scope of Work

Briefly describe the project, including project location, limits, facility type, and width. Descriptions must fit in the space provided below.

10. Preferred TxDOT Involvement in Implementation Phase

If this project were awarded funding, in addition to TxDOT’s oversight role, would the project sponsor prefer the TxDOT District manage any phases of the project?

- None
 Unsure
 Construction
 Design and Construction

11. Local match

Identify source(s) of local matching funds: _____

12. Project complexity

Is this project in a locally or regionally approved planning document? (May include City/County/MPO, master/comprehensive, bicycle/pedestrian, capital improvement, or other transportation plans.)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unk.
Will the project reduce automobile traffic capacity or require a limitation to property access?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unk.
Will the project cross a railroad (RR) or is the project within 100-feet of RR right-of-way?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unk.
Will the project require utility relocations?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unk.
Will this project require acquisition of right-of-way or an easement (e.g. utility or railroad), or relocation?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unk.
Will the project require land in: (Check all appropriate boxes) Publicly owned: <input type="checkbox"/> Park(s), <input type="checkbox"/> Recreation area(s), <input type="checkbox"/> Wildlife/waterfowl refuge(s), OR <input type="checkbox"/> Publicly/privately owned historical or archeological sites?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unk.
Will the project be located within or around properties listed on the National Register of Historic Places?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unk.
Will the project be located within range and/or potential habitat of state or federally protected species?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unk.
Is there a likely possibility of encountering hazardous materials?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unk.
Will the project require placement of fill in wetlands or waters of the U.S.?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unk.
Will the project be located in the Floodplain?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Unk.

A RESOLUTION OF THE [INSERT APPLICANT NAME AND GOVERNING BODY],
SUPPORTING A GRANT APPLICATION AND COMMITTING FUNDS

WHEREAS, the [Insert Applicant Name] is located within the Corpus Christi Metropolitan Planning Organization's (MPO) Metropolitan Planning Area (MPA) boundaries; and

WHEREAS the MPO's goal is to promote, coordinate, and enhance multimodal transportation efforts in the region; and

WHEREAS, on [insert date] the [Insert Applicant Name] adopted the [Insert relevant supporting plan/s (examples: Strategic Plan for Active Mobility, transportation plan/s, ADA plan, Area Development Plan/s, Comprehensive Plan, other)], proposing a network of [pedestrian and or bicycling facilities] [insert location] to [insert plan purpose]; and

WHEREAS, the [Insert Project Name] will promote [transportation options/connectivity/recreational opportunities/environmental stewardship/economic vitality (select all that apply)].

NOW, THEREFORE, BE IT RESOLVED BY THE [INSERT GOVERNING BODY NAME]:

That the [insert governing body name] authorizes the [insert appropriate staff title/position] to submit grant application/s to the Corpus Christi Metropolitan Planning Organization for project funding for the [insert project/s] and affirms the availability of the requisite cash match of [insert dollar amount] from [insert fund source] within the next twelve months.

PASSED and APPROVED this [day] day of [month], 2026.



Date: July 2, 2026
To: Transportation Policy Committee (TPC)
From: Keren Constanzo, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5A: Corpus Christi MPO Regional Coordination Group for Federal Transportation Grants Update
Action: Review and Discuss Grant Proposals and Coordination

Summary

The Corpus Christi MPO staff presents grant-related information on an ongoing basis to serve as a focus area for the Regional Coordination Group, which is the monthly Technical Advisory Committee (TAC) meeting. Staff also provides monthly updates to the Transportation Policy Committee (TPC).

The TAC members and Corpus Christi MPO staff invite other local agency staff to provide information on transportation projects and program grant submittal proposals. We encourage attendance at the TAC meeting to provide input on the specific federal transportation grants being proposed and identified for future submittals to these federal transportation grant programs. The Corpus Christi MPO staff will inform the TPC and TAC of available grant opportunities whenever these become available and ask for their comments and directions as part of the regional coordination efforts.

The most recent **Corpus Christi MPO FY 2026 Competitive Grant Summary Table** is provided as Attachment 1 and summaries of each listed grant are included as Attachment 2.

New for this month are the Notices of Funding Opportunity (NOFO) for:

One Office of the Under Secretary for Policy program:

- **INFRA Grants (including FY26 CMV Parking Funds):** Applications Close **7/1/2026** (Track 1, standard/freight) or **7/15/2026** (Track 2, truck parking)

Six Department of Transportation - Federal Highway Administration programs:

- **Bridge Investment Program (BIP):**
 - (Amended) Planning Applications due **6/15/2026**
 - Bridge Applications due **6/29/2026**
- **Reduction of Truck Emissions at Port Facilities:** Applications due **6/19/2026**
- **Culvert AOP:** Applications due **7/16/2026**
- **Type 3 Highway Bridge Replacement and Rehabilitation Program (BIT3):** Applications due **7/16/2026**
- **Nationally Significant Federal Lands and Tribal Projects Program (NSFLTP):** Applications due **7/16/2026**
- **Advanced Transportation Technology and Innovation (ATTAIN):** Applications due **8/26/2026**

One Department of Transportation - Federal Transit Administration program:

- **FY 2026 TOD Planning Pilot Program:** Applications due **7/10/2026**

One Department of Transportation - Federal Railroad Administration program:

- **Consolidated Rail Infrastructure and Safety Improvements Grant Program:** Applications due **6/25/2026**

Grant Submittals

The Port of Corpus Christi (POCC) is applying for an \$80 million INFRA grant for the intermodal inland railyard. The railyard is currently at a 30% design. See attachment 3

The POCC also submitted a \$10 million grant to United States Department of Transportation (USDOT) Port Infrastructure Development Program (PIDP) for Digital Infrastructure, Integration, and Innovation (DI3). See attachment 4.

Federal Grant Results

There have been no recent awards for Federal IJJA/BIL Grants.

Attachments

1. Corpus Christi MPO FY 2026 Competitive Grant Summary Table
2. Grant Summaries Fact Sheets
3. Port of Corpus Christi INFRA Grant Memo
4. Port of Corpus Christi PIDP Grant Memo and Presentation

Corpus Christi MPO Regional Coordination Group for Federal Transportation Grants Update

Grants.gov

Program	Description	Eligible Entity	2026 Deadlines
TRANSPORTATION SAFETY, EQUITY, RESILIENCE & OTHER			
Nationally Significant Multimodal Freight and Highway Projects (INFRA)	Provides grants for multimodal freight and highway projects of national or regional significance. Includes grants for commercial vehicle parking.	State, MPO, Local Government, special purpose district or a public authority with transportation function, FLMA	7/1/2026 - (Track 1, standard/freight) or 7/15/2026 - (Track 2, truck parking)
Bridge Investment Program, Planning and Bridge Project Grants (BIP)	Two funding categories: (1) Planning and (2) Bridge Project grants (a project with total eligible costs not greater than \$100 million)	State, MPO, Local Government, special purpose district or a public authority with transportation function, FLMA	6/15/2026 - (Amended) Planning Applications or 6/29/2026 - Bridge Applications
National Culvert Removal, Replacement, and Restoration (Culvert Aquatic Organism Passage)	Provides funding to eligible entities for the replacement, removal, and repair of culverts or weirs to improve or restore fish passage for anadromous fish (born in freshwater and spend most of their lives in saltwater).	State or Local Government	7/16/2026
Type 3 Highway Bridge Replacement and Rehabilitation Competitive Grant Program (BIT3)	Funds the replacement or rehabilitation of county-owned bridges that are classified as Type 3 bridges.	Counties	7/16/2026
Nationally Significant Federal Lands and Tribal Projects Competitive Grant Program (NSFLTP)	Provides funding to projects of national significance for construction, reconstruction, or rehabilitation of transportation facilities within, adjacent to, or providing access to Federal or Tribal lands.	FLMA and State or Local Government (only if sponsored by an FLMA)	7/16/2026
Advanced Transportation Technology and Innovation (ATTAIN)	Provides funding to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.	State or Local Governments, transit agencies, MPOs, Special district governments, institutions of higher education	8/26/2026

Corpus Christi MPO Regional Coordination Group for Federal Transportation Grants Update

Program	Description	Eligible Entity	2026 Deadlines
TRANSIT & INTERCITY RAIL			
<u>Consolidated Rail Infrastructure and Safety Improvements Grant Program</u>	This program funds projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.	State, local government, public agency or authority, intercity rail carrier	6/25/2026
<u>Pilot Program for Transit-Oriented Development (TOD) Planning</u>	Provides funding to local communities to integrate land use and transportation planning around a new fixed guideway or core capacity improvement project.	State or local government that are an existing FTA grant recipient.	7/10/2026

Program	Description	Eligible Entity	2026 Deadlines
PORT & FREIGHT			
<u>Reduction of Truck Emissions at Port Facilities Competitive Grants Program</u>	Program funds reductions in idling and emissions at port facilities, including through the advancement of port electrification.	entities that have authority over, operate, or utilize port facilities or intermodal port transfer facilities	6/19/2026
CLIMATE, ENERGY, & ENVIRONMENT			
n/a			
AVIATION			
n/a			

INFRA Grants



Closing: July 15, 2026

Track 1 closes 07/01/2026 at 5PM ET and Track 2 closes 07/15/2026 at 5PM ET

Application process

This site is a work in progress. Go to www.grants.gov to apply, track application status, and subscribe to updates.



Award

\$626,700,000

Program Funding

--

Expected awards

\$5,000,000

Award Minimum

\$426,700,000

Award Maximum

Funding opportunity number:

NSMFHP-26-INFRA

Cost sharing or matching requirement:

Yes

Funding instrument type:

Grant

Opportunity Category:

Discretionary

Opportunity Category Explanation:

--

Category of Funding Activity:

Infrastructure investment and jobs act

Category Explanation:

--

History

Version:

5

Posted date:

June 2, 2026

Archive date:

September 30, 2026

Agency: 69A345 Office of the Under Secretary for Policy

Assistance Listings: 20.934 -- Nationally Significant Freight and Highway Projects

Last Updated: June 2, 2026

[View version history on Grants.gov](#) 

Description

↓ [Jump to all documents](#)

The primary goal of the Nationally Significant Multimodal Freight and Highway Projects (INFRA) program is to fund surface transportation infrastructure projects of national or regional significance that improve the safety, efficiency, and reliability of the movement of people and goods in addition to expanding safe, accessible public parking for commercial motor vehicles.

The Department intends to execute project selections under this Notice of Funding Opportunity (NOFO) utilizing approximately \$626.7 million in available funding. Specifically, this total includes:

- \$319.8 million in FY 2023 INFRA funds;
- \$106.9 million in FY 2024 INFRA funds; and
- \$200 million in FY 2026 INFRA Commercial Motor Vehicle Parking funds.

The Department intends to make project selections using the currently available resources identified in this notice, as well as any additional funding that may become available for the

program.

Funding is administered through two distinct tracks: Track 1 utilizes FY 2023 and FY 2024 resources to support surface transportation projects of national and regional significance, while Track 2 is a dedicated carve-out of FY 2026 resources specifically for commercial motor vehicle parking projects of national or regional significance. Applicants must clearly identify their chosen track in the Project Information Form, as each track is subject to different selection priorities.

Each applicant may submit only **one application**. Unrelated project components should not be combined into a single application to meet this limit. If an applicant submits more than one application, only the first will be considered.

Eligibility

Eligible applicants

Miscellaneous

- Other

Additional information

Eligible applicants for Standard (Track 1) INFRA grants are:

- a highway freight project on the National Highway Freight Network (NHFN);
- a highway or bridge project on the National Highway System (NHS);
- a freight intermodal, freight rail, or freight project within the boundaries of a public or private freight rail, water (including ports), or intermodal facility and that is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility;
- a highway-railway grade crossing or grade separation project;
- a wildlife crossing project;
- a surface transportation project within the boundaries or functionally connected to an international border crossing that improves a facility owned by Fed/State/local government and increases throughput efficiency;
- a project for a marine highway corridor that is functionally connected to the NHFN and is likely to reduce road mobile source emissions; or
- a highway, bridge, or freight project on the National Multimodal Freight Network;

Eligible applicants for Commercial Motor Vehicle (CMV) Parking Eligible Projects (Track 2) are: Projects to provide public parking for commercial motor vehicles that are within

reasonable access to or in the right of way of an Interstate highway, the National Highway System, or the National Highway Freight Network.

Grantor contact information

Description

Gustavo Serratos

Email

MPDGrants@dot.gov

MPDGrants@dot.gov

Documents



File name	Description	Last updated
FY 26 Nationally Significant Multimodal Freight and Highways Projects INFRA NOFO.pdf	Final NOFO	Jun 2, 2026 07:18 PM UTC
INFRA 2026 Application Checklist.pdf	Application Checklist	Jun 2, 2026 07:18 PM UTC
INFRA Project Information Form.xlsx	Project Information Form	Jun 2, 2026 07:19 PM UTC

Link to additional information

<https://www.transportation.gov/grants/mpdg-announcement>

Fiscal Year (FY) 2023 through FY 2026 Bridge Investment Program, Planning and Bridge Project Grants



Closing: June 29, 2026

Planning Applications: For FY 2026 funds, applications must be submitted by 11:59 p.m. EDT on June 15, 2026. Bridge Project...

▼ [Show full description](#)

Application process

This site is a work in progress. Go to www.grants.gov to apply, track application status, and subscribe to updates.



Award

\$9,701,000,000

Program Funding

150

Expected awards

\$50,000

Award Minimum

\$80,000,000

Award Maximum

Funding opportunity number:

693JJ324NF00006

Cost sharing or matching requirement:

Yes

Funding instrument type:

Grant

Opportunity Category:

Discretionary

Opportunity Category Explanation:

--

Category of Funding Activity:

Transportation

Category Explanation:

--

History

Version:

11

Posted date:

December 20, 2023

Archive date:

November 1, 2026

Agency: DOT Federal Highway Administration

[Assistance Listings](#): 20.205--Highway Planning and Construction

Last Updated: May 14, 2026

[View version history on Grants.gov](#) 

Description

[↓ Jump to all documents](#)

The purpose of this notice is to solicit applications for two funding categories: (1) Planning and (2) Bridge Project grants (a project with total eligible costs not greater than \$100 million) for awards under the Bridge Investment Program (BIP). This notice establishes a “rolling application” process for Planning and Bridge Project applications by providing the schedule, requirements, and selection process for such projects for the remaining available amounts of the BIP funding provided by the Infrastructure Investment and Jobs Act (IIJA) for FY 2023 through FY 2026, which total up to \$9.7 billion (see section B.1 for details for funds available for each fiscal year). FHWA is soliciting applications for the other BIP project category in a separate NOFO available on Grants.gov, listing number 693JJ323NF00019: Large Bridge Project (a project with total eligible costs greater than \$100 million). A total of up to \$3.0 billion of FY 2025 and FY 2026 remains available for Large Bridge Project grants and Bridge Project grants.

This Amendment No. 2 amends the announcement published on December 20, 2023. This amended NOFO among other things aligns the NOFO with current Administration and Department

policies and priorities, provides a process for FY 2025 cycle applications to amend their applications, and other updates. A redline version of the NOFO that identifies amendments is provided in addition to the clean version. Eligible applicants shall submit new applications that are responsive to this NOFO for consideration by June 15, 2026 for Planning applications and June 29, 2026 for Bridge Project applications. Applicants currently under consideration for a submission prior to October 1, 2024 for Planning applications and November 1, 2024 for Bridge Project applications, will be notified of the amendment process, as detailed in the NOFO Amendment No. 2. See Related Document section for copy of amended NOFO.

Eligibility

Eligible applicants

Miscellaneous

- Other

Additional information

Eligible Applicants 1. A State or a group of States; 2. A metropolitan planning organization that serves an urbanized area (as designated by the Bureau of the Census) with a population over 200,000; 3. A unit of local government or a group of local governments; 4. A political subdivision of a State or local government; 5. A special purpose district or a public authority with a transportation function; 6. A Federal Land Management Agency; 7. A Tribal government or a consortium of Tribal governments; and 8. A multistate or multijurisdictional group of entities as described above in 1–7.

Grantor contact information

Description

Phuc Nguyen Agreement Specialist Office of Competitive Grants and Workforce Programs
Federal Highway Administration U.S. Department of Transportation 1200 New Jersey Avenue, SE
Washington, DC 20590

Email

Bridge Investment Program

BridgeInvestmentProgram@dot.gov

Documents

[Download all](#) 

File name	Description	Last updated
693JJ324NF00006 - _BIP Planning and Bridge Projects NOFO- December 2024.pdf	693JJ324NF00006 -BIP Planning and Bridge Projects NOFO -December 2024	Dec 20, 2024 05:00 PM UTC
693JJ324NF00006 - _BIP Planning and Bridge Projects NOFO.Amendment _2.pdf	693JJ324NF00006 -BIP Planning and Bridge Projects NOFO.Amendment 2	May 14, 2026 01:33 PM UTC
693JJ324NF00006 - _BIP Planning and Bridge Projects NOFO.Amendment _2 REDLINE.pdf	693JJ324NF00006 -BIP Planning and Bridge Projects NOFO.Amendment 2 REDLINE	May 14, 2026 01:33 PM UTC

Link to additional information

[BIP Funding Programs - Bridges and Structures](#)

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Reduction of Truck Emissions at Port Facilities Competitive Grants Program



Closing: June 19, 2026

No Explanation

Application process

This site is a work in progress. Go to www.grants.gov to apply, track application status, and subscribe to updates.



Award

\$--
Program Funding

25
Expected awards

\$--

Award Minimum

\$45,000,000

Award Maximum

Funding opportunity number:

FHWA-RTEP-24-001

Cost sharing or matching requirement:

Yes

Funding instrument type:

Grant

Opportunity Category:

Discretionary

Opportunity Category Explanation:

--

Category of Funding Activity:

Infrastructure investment and jobs act

Category Explanation:

--

History

Version:

1

Posted date:

May 19, 2026

Archive date:

July 19, 2026

Agency: DOT Federal Highway Administration

[Assistance Listings](#): 20.286 -- Reduction of Truck Emissions at Port Facilities

Last Updated: May 19, 2026

[View version history on Grants.gov](#) 

Description

[↓ Jump to all documents](#)

This NOFO will award up to \$150 million in Federal funding to eligible entities to reduce idling and emissions at port facilities, including through the advancement of port electrification. The \$150 million represents the combined amounts authorized for this program for Fiscal Years (FYs) 2024, 2025, and 2026. FHWA may also award any remaining and available funds from FY 2023 under this opportunity. The actual amount available to be awarded under this notice will be subject to the availability of funds. There is no minimum or maximum award amount for the RTEPF Competitive Grant Program awards.

Eligibility

Eligible applicants

Miscellaneous

- Other

Additional information

Eligible applicants for RTEPF Competitive Grant Program funds are entities that: 1) have authority over, operate, or utilize port facilities or intermodal port transfer facilities; 2) have authority over areas within or adjacent to ports and intermodal port transfer facilities; or 3) will test or evaluate technologies that reduce truck emissions at port facilities or intermodal port transfer facilities.

Grantor contact information

Description

Grants.gov Contact Center Phone Number: 1-800-518-4726 Hours of operation are 24 hours a day, 7 days a week. The contact center is closed on federal holidays. support@grants.gov

Email

Grants.gov Customer Support

support@grants.gov

Documents

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File name	Description	Last updated
RTEPF_final_NOFO.pdf	Reduction of Truck Emissions at Port Facilities Competitive Grant Program	May 19, 2026 05:22 PM UTC

Link to additional information

[Reduction of Truck Emissions at Port Facilities Competitive Grants Program](#)

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Grants.gov Program Management Office

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National Culvert Removal, Replacement, and Restoration (Culvert Aquatic Organism Passage)



Closing: July 16, 2026

No Explanation

Application process

This site is a work in progress. Go to www.grants.gov to apply, track application status, and subscribe to updates.



Award

\$--
Program Funding

50
Expected awards

\$--

Award Minimum

\$800,000,000

Award Maximum

Funding opportunity number:

FHWA-CAOP-23-001

Cost sharing or matching requirement:

Yes

Funding instrument type:

Grant

Opportunity Category:

Discretionary

Opportunity Category Explanation:

--

Category of Funding Activity:

Infrastructure investment and jobs act

Category Explanation:

--

History

Version:

1

Posted date:

June 2, 2026

Archive date:

August 15, 2026

Agency: DOT Federal Highway Administration

[Assistance Listings](#): 20.276 -- National Culvert Removal, Replacement, & Restoration Grant

Last Updated: June 2, 2026

[View version history on Grants.gov](#) 

Description

[↓ Jump to all documents](#)

The purpose of the Culvert AOP Competitive Grant Program is to provide funding to eligible entities for the replacement, removal, and repair of culverts or weirs that meaningfully improve or restore fish passage for anadromous fish. Anadromous fish are born in freshwater and spend most of their lives in saltwater, returning to freshwater to spawn. Salmon are a well-known example of anadromous fish.

Eligibility

Eligible applicants

Miscellaneous

- Other

Additional information

Eligible applicants under the Culvert AOP Competitive Grant Program are: States Units of local government Indian Tribes Projects eligible for funding are projects for the replacement, removal, or repair of culverts or weirs that: (1) would meaningfully improve or restore fish passage for anadromous fish; and (2) with respect to weirs, may include (A) infrastructure to facilitate fish passage around or over the weir; and (B) weir improvements (49 United States Code (U.S.C.) § 6703(b)).

Grantor contact information

Description

Grants.gov Contact Center Phone Number: 1-800-518-4726 Hours of operation are 24 hours a day, 7 days a week. The contact center is closed on federal holidays. support@grants.gov

Email

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support@grants.gov

Documents



File name	Description	Last updated
Culvert AOP Application Template FY 23-26.docx	Culvert AOP Application Template FY 23-26	Jun 2, 2026 11:27 PM UTC
FY 2023-2026 Culvert AOP NOFO.pdf	FY 2023-2026 Culvert AOP NOFO	Jun 2, 2026 11:27 PM UTC

Link to additional information

[National Culvert Removal, Replacement, and Restoration \(Culvert Aquatic Organism Passage\)](#)

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Fiscal Year 2026 Type 3 Highway Bridge Replacement and Rehabilitation Competitive Grant Program



Closing: July 16, 2026

Application process

This site is a work in progress. Go to www.grants.gov to apply, track application status, and subscribe to updates.



Award

\$--

Program Funding

--

Expected awards

\$1

Award Minimum

\$25,000,000

Award Maximum

Funding opportunity number:

FHWA-BIT3-26-001

Cost sharing or matching requirement:

No

Funding instrument type:

Grant

Opportunity Category:

Discretionary

Opportunity Category Explanation:

--

Category of Funding Activity:

Transportation

Category Explanation:

--

History

Version:

3

Posted date:

June 2, 2026

Archive date:

August 15, 2026

Agency: DOT Federal Highway Administration

[Assistance Listings](#): 20.198 -- Competitive Type 3 Highway Bridge Program

Last Updated: June 3, 2026

[View version history on Grants.gov](#) 

Description

[↓ Jump to all documents](#)

The purpose of the BIT3 Program is to fund the replacement or rehabilitation of county-owned bridges that are classified as Type 3 bridges^[1] by the U.S. Department of Interior Bureau of Reclamation (USBR) and cross a water conveyance structure owned by USBR.

Eligible applicants under the BIT3 Competitive Grant Program are counties which own a Type 3 bridge crossing a water conveyance structure owned by USBR.

Projects eligible for funding are projects for the replacement or rehabilitation of bridges that: (A) are owned by a county; (B) are classified as a Type 3 bridge by USBR; (C) are eligible under the Federal Lands Access Program (FLAP) (23 United States Code (U.S.C.) § 204); and (D) cross a water conveyance structure owned by USBR.

The BIT3 Competitive Grant Program does not require a minimum cost share. The Federal share for BIT3 Competitive Grant Program funds shall be 100 percent of funds requested for eligible project scope.

^[1] Type 3 bridge means any non-USBR-owned bridge over 20 feet in length, or bridge-like structure between 6 and 20 feet in length, that crosses a USBR dam, associated facility, power facility, or land interest (Reclamation Manual Directives and Standards FAC 07-01, as updated on June 9, 2023). An associated facility means all remaining Reclamation facilities other than high- and significant-hazard potential dams. Types of associated facilities include: carriage, distribution,

and drainage systems [canals]; pumping and pump-generating plants; tunnels; penstocks, siphons, and pipelines; diversion and storage dams (low-hazard potential) and regulating reservoirs; fish passage and protective facilities, including hatcheries; river channelization features; rural/municipal water systems; desalting and other water treatment plants; facilities constructed under past loan programs; and recreation facilities (Reclamation Manual Directives and Standards FAC 01-04, as updated on April 13, 2020).

Eligibility

Eligible applicants

Miscellaneous

- Other

Additional information

Counties owning a bridge structure classified as Type 3 by USBR and that crosses a water conveyance structure owned by USBR are eligible to apply under this NOFO. USBR structures, facilities, and lands are located in the 17 Western United States of Arizona, California, Colorado, Idaho, Kansas, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, and Wyoming.

Grantor contact information

Description

U.S. Department of Transportation Federal Highway Administration Office of Administration 1200 New Jersey Avenue, S.E. Mail Stop: E65-103 Washington, D.C. 20590 Attn: Veronica Jacobson

Email

BIT3@dot.gov

BIT3@dot.gov

Documents

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File name	Description	Last updated
FY 2026 BIT3 NOFO Final_06022026.docx	FY 2026 Type 3 Highway Bridge Replacement and Rehabilitation Competitive Grant Program NOFO	Jun 3, 2026 12:14 AM UTC
FY 2026 BIT3 Application Template.docx	FY 2026 BIT3 Application Template	Jun 3, 2026 12:21 AM UTC

Link to additional information

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Fiscal Years 2024 Through 2026 Nationally Significant Federal Lands and Tribal Projects Competitive Grant Program



Closing: July 16, 2026

No Explanation

Application process

This site is a work in progress. Go to www.grants.gov to apply, track application status, and subscribe to updates.



Award

\$165,000,000
Program Funding

10
Expected awards

\$1

Award Minimum

\$30,000,000

Award Maximum

Funding opportunity number:

FHWA-NSFT-24-001

Cost sharing or matching requirement:

Yes

Funding instrument type:

Grant

Opportunity Category:

Discretionary

Opportunity Category Explanation:

--

Category of Funding Activity:

Transportation

Category Explanation:

--

History

Version:

1

Posted date:

June 2, 2026

Archive date:

August 15, 2026

Agency: DOT Federal Highway Administration

[Assistance Listings](#): 20.276 -- National Culvert Removal, Replacement, & Restoration Grant

Last Updated: June 3, 2026

[View version history on Grants.gov](#) 

Description

[↓ Jump to all documents](#)

This NOFO will award up to \$165 million in Fiscal Years (FY) 2024 through 2026 funding. FHWA may also award any remaining funds for this program from previous fiscal years under this opportunity. The actual amount available to be awarded under this NOFO will be subject to the availability of funds, including reductions from the authorized funding amounts due to the imposition of the obligation limitation for the Federal-aid highway program per the provisions of the annual appropriations acts. Per statute, 50 percent of NSFLTP funds per fiscal year must be used for projects on Tribal transportation...

[▼ Show full description](#)

Eligibility

Eligible applicants

Government

- Federally recognized Native American tribal governments

Miscellaneous

- Other

Additional information

States, counties, and units of local government may apply for the program, but only if sponsored by an FLMA or Tribal government. Applications received from States, counties, and units of local

government must include a letter from their sponsor, verifying the sponsorship. The letter should also specify the lead recipient for purposes of project financial administration, and the letter should include a description of the roles and responsibilities of both the sponsor and the State, county, or unit of local government. A list of FLMA Sponsorship Coordinators can be obtained from the NSFLTP Program contacts listed on page 5 of this NOFO, or at the following Website—<https://flh.fhwa.dot.gov/Programs/nsfltp/>.

Grantor contact information

Description

Grants.gov Contact Center Phone Number: 1-800-518-4726 Hours of operation are 24 hours a day, 7 days a week. The contact center is closed on federal holidays. support@grants.gov

Email

Grants.gov Customer Support

support@grants.gov

Documents

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File name	Description	Last updated
NSFLTP 24 26 NOFO ED MS Final 060226 .docx	Nationally Significant Federal Lands and Tribal Projects Competitive Grant Program Notice of Funding Opportunity	Jun 2, 2026 11:55 PM UTC
NSFLTP 24 26 application template.docx	NSFLTP 24_26 Application Template	Jun 2, 2026 11:57 PM UTC

Link to additional information

Fiscal Years 2024 Through 2026 Nationally Significant Federal Lands and Tribal Projects Competitive Grant Program

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FY25-FY26 Advanced Transportation Technology and Innovation (ATTAIN)



Closing: July 27, 2026

No Explanation

Application process

This site is a work in progress. Go to www.grants.gov to apply, track application status, and subscribe to updates.



Award

\$120,000,000
Program Funding

20
Expected awards

\$--

Award Minimum

\$12,000,000

Award Maximum

Funding opportunity number:

FHWA-ATTI-26-001

Cost sharing or matching requirement:

Yes

Funding instrument type:

Grant

Opportunity Category:

Discretionary

Opportunity Category Explanation:

--

Category of Funding Activity:

Infrastructure investment and jobs act

Transportation

Category Explanation:

--

History

Version:

1

Posted date:

June 26, 2026

Archive date:

August 26, 2026

Agency: DOT Federal Highway Administration

[Assistance Listings](#): 20.226 -- Advanced Transportation Technology and Innovation (ATTAIN) Program

Last Updated: June 26, 2026

[View version history on Grants.gov](#) 

Description

[↓ Jump to all documents](#)

The ATTAIN Competitive Grant Program will provide funding to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment. Eligible applicants for ATTAIN Competitive Grant Program funds are: • State or local governments; • transit agencies; • metropolitan planning organizations; • other political subdivisions of a State or local government (such as publicly owned toll or port authorities); • multijurisdictional groups; or • consortiums of research institutions...

[▼ Show full description](#)

Eligibility

Eligible applicants

Government

- County governments
- City or township governments
- State governments
- Special district governments

Education

- Private institutions of higher education
- Public and state institutions of higher education

Miscellaneous

- Other

Additional information

Eligible applicants for ATTAIN Competitive Grant Program funds are: • State or local governments; • transit agencies; • metropolitan planning organizations; • other political subdivisions of a State or local government (such as publicly owned toll or port authorities); • multijurisdictional groups; or • consortiums of research institutions or academic institutions.

Grantor contact information

Description

Grants.gov Contact Center Phone Number: 1-800-518-4726 Hours of operation are 24 hours a day, 7 days a week. The contact center is closed on federal holidays. ATTAIN@dot.gov

Email

ATTAIN Program Inbox

ATTAIN@dot.gov

Documents

Download all 

File name	Description	Last updated
FY25-FY26 ATTAIN NOFO.pdf	FY25-FY26 ATTAIN NOFO	Jun 26, 2026 01:28 PM UTC
FY25-FY26 ATTAIN NOFO App Template.docx	FY25-FY26 ATTAIN-Application Template	Jun 26, 2026 01:28 PM UTC

Link to additional information

[FY25-FY26 Advanced Transportation Technology and Innovation \(ATTAIN\)](#)

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FY 2026 Pilot Program for Transit-Oriented Development (TOD) Planning



Closing: July 10, 2026

Application process

This site is a work in progress. Go to www.grants.gov to apply, track application status, and subscribe to updates.



Award

\$28,492,618

Program Funding

35

Expected awards

\$--

Award Minimum

\$--

Award Maximum

Funding opportunity number:

FTA-2026-003-TPE-TODP

Cost sharing or matching requirement:

Yes

Funding instrument type:

Grant

Opportunity Category:

Discretionary

Opportunity Category Explanation:

--

Category of Funding Activity:

Transportation

Category Explanation:

--

History

Version:

2

Posted date:

May 11, 2026

Archive date:

August 9, 2026

Agency: DOT - Federal Transit Administration

[Assistance Listings: 20.541 -- Discretionary Planning Grant Programs](#)

Last Updated: May 14, 2026

[View version history on Grants.gov](#) 

Description

↓ [Jump to all documents](#)

The Federal Transit Administration (FTA) announces the opportunity to apply for approximately \$28.5 million in Fiscal Year (FY) 2026 funding. The Pilot Program for TOD Planning helps support FTA's mission of improving public transportation for America's communities by providing funding to local communities to integrate land use and transportation planning around a new fixed guideway or core capacity improvement project. Per statute, any comprehensive or site specific planning funded through the program must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.

Eligibility

Eligible applicants

Miscellaneous

- Other

Additional information

Any comprehensive or site-specific planning work proposed for funding under this program must be associated with an eligible transit capital project, namely a new fixed guideway project or a core capacity improvement project as defined in Section 5309(a) of title 49, United States Code. These statutory definitions are also provided in Section 2 of the notice of funding opportunity (NOFO). Projects are not required to be within the Capital Investment Grants Program. Applicants and eventual grant recipients under this program must be existing FTA grantees as of the publication date of the NOFO. A proposer must either be the project sponsor of an eligible transit capital project as defined above or an entity with land use planning authority in an eligible transit capital project corridor. Evidence of a partnership between these two types of entity will be

required unless the applicant has both responsibilities. Please refer to the NOFO for further information.

Grantor contact information

Description

April McLean-McCoy April.McLeanMcCoy@dot.gov

Email

FTA Office of Planning and Environment

April.McLeanMcCoy@dot.gov

Documents



File name	Description	Last updated
2026-09309.pdf	Federal Register Notice	May 11, 2026 10:58 AM UTC
FY26-TOD-Supplemental-Form.pdf	Supplemental Form	May 27, 2026 01:34 PM UTC

Link to additional information

[FTA NOFO website](#)

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FY25-26 Consolidated Rail Infrastructure and Safety Improvements Grant Program



Closing: June 25, 2026

No Explanation

Application process

This site is a work in progress. Go to www.grants.gov to apply, track application status, and subscribe to updates.



Award

\$2,039,246,480
Program Funding

130
Expected awards

\$--

Award Minimum

\$2,039,246,480

Award Maximum

Funding opportunity number:

FR-CRS-26-001

Cost sharing or matching requirement:

Yes

Funding instrument type:

Grant

Opportunity Category:

Discretionary

Opportunity Category Explanation:

--

Category of Funding Activity:

Transportation

Category Explanation:

--

History

Version:

3

Posted date:

April 20, 2026

Archive date:

July 25, 2026

Agency: DOT - Federal Railroad Administration

[Assistance Listings](#): 20.337 -- Consolidated Rail Infrastructure and Safety Improvements Program

Last Updated: June 2, 2026

[View version history on Grants.gov](#) 

Description

This program funds projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.

Eligibility

Eligible applicants

Nonprofit

- Nonprofits non-higher education with 501(c)(3)

Government

- Special district governments
- County governments
- City or township governments
- Federally recognized Native American tribal governments
- State governments

Education

- Private institutions of higher education
- Public and state institutions of higher education

Business

- For-profit organizations other than small businesses
- Small businesses

Miscellaneous

- Other

Additional information

Eligible Applicants: 1. A State (including the District of Columbia). 2. A group of States. 3. An Interstate Compact. 4. A public agency or publicly chartered authority established by 1 or more States. 5. A political subdivision of a State. 6. Amtrak or another rail carrier that provides intercity rail passenger transportation (as rail carrier and intercity rail passenger transportation are defined in section 24102). 7. A Class II railroad or Class III railroad, including any holding company of a Class II railroad or Class III railroad (as those terms are defined in section 20102). 8. An association representing 1 or more railroads described in paragraph (7). 9. A federally recognized Indian Tribe. 10. Any rail carrier or rail equipment manufacturer in partnership with at least 1 of the entities described in paragraphs (1) through (5). 11. The Transportation Research Board and any entity with which it contracts in the development of rail-related research, including cooperative research programs. 12. A University transportation center engaged in rail-related research. 13. A non-profit labor organization representing a class or craft of employees of rail carriers or rail carrier contractors.

Grantor contact information

Description

Grants.gov Contact Center Phone Number: 1-800-518-4726 Hours of operation are 24 hours a day, 7 days a week. The contact center is closed on federal holidays. support@grants.gov

Email

Grants.gov Customer Support

support@grants.gov

Documents

No documents are currently available.

Link to additional information

FY25-26 Consolidated Rail Infrastructure and Safety Improvements Grant Program

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DATE: June 16, 2026

TO: Port Commission

FROM: **Leslie D. Ruta**
 Director of Planning
leslie@pocca.com
 361-885-6631

ANTICIPATED STAFF PRESENTER: Regina Alvarez

Authorize staff to apply for up to \$80M through United States Department of Transportation (USDOT) Nationally Significant Multimodal Freight and Highways Projects (INFRA) grant program for the Inland Port – Rail Infrastructure Project.

SUMMARY:

Staff is seeking Commission authorization to apply for up to \$80M through the United States Department of Transportation (USDOT) Nationally Significant Multimodal Freight and Highways Projects (INFRA) grant program for the first principle components of the Inland Port – Rail Infrastructure Project. Grant funds are delivered on a reimbursement basis. The proposed funding split is 50% federal and 50% PCCA.

	INFRA (USDOT) (50%)	PCCA (50%)	Total (100%)
Inland Port – Rail Infrastructure	\$80,000,000	\$80,000,000	\$160,000,000

BACKGROUND:

The INFRA grant program is a USDOT program that provides financial assistance to highway and freight projects of regional or national significance. Competitive projects must improve infrastructure conditions, address public safety, promote regional connectivity and/or facilitate economic growth and competitiveness. Final applications must be submitted by July 1, 2026.

Projects that align with the program priorities for surface infrastructure investments are eligible for a *minimum* award of \$25M in federal funds, with state-by-state maximums.



The proposed project is consistent with several of the priorities set by USDOT, including: safety, economic competitiveness and opportunity, state of good repair, and innovation.

PCCA has invested over **\$78.5M** in rail capacity increases since 2012, notably completing the Nueces River Rail Yard (NRRY) in 2015, which added over 80,000 linear feet of mainline and storage track, allowing PCCA to build 150-car unit trains and provide storage for over 900 additional cars. Since NRRY's opening, PCCA has increased the percentage of total unit trains by 30% (almost 89% of rail cars handled at PCCA are in unit trains). Since 2016, the number of rail cars handled annually at the Port has more than doubled. This demand spurred PCCA to add track at its Rincon Industrial Park, Al Speight Southside Cargo (PCCA's primary military shipment terminal), and Bulk Materials Terminals. Further significant rail expansion adjacent to the Inner Harbor is impossible due to the need to prioritize remaining waterside properties for the accommodation of vessels.

The Inland Port – Rail Infrastructure Project was selected for this grant as it is one of PCCA's highest priority infrastructure projects and would bring much needed fluidity to PCCA's rail system by expanding the hinterland of the Port, enabling efficient service to existing customers; this project also has strategic importance as an enabler of new business. Additionally, USDOT is prioritizing projects with a total project cost of \$150M or greater that offer a local match of at least 50%. USDOT typically awards five or six large projects with this opportunity.

PCCA's application will request an INFRA award of **\$80,000,000** (50%), with PCCA providing non-federal funds of **\$80,000,000** (50%), to fund a Project cost of **\$160,000,000** for the first principle components of the Inland Port – Rail Infrastructure. The Project will realize a benefit-cost-ratio (BCR) of **at least 2.01**, calculated using USDOT's Benefit Cost Analysis Guide.

ALTERNATIVES:

Forfeit the opportunity to potentially accelerate the construction of the Inland Port.

CONFORMITY TO PORT PROCUREMENT POLICY:

All construction services funded by this grant will be procured in compliance with PCCA's Procurement Policy.

CONFORMITY TO PORT POLICY:

This project conforms to Strategic Goal 3, (Provide Facilities + Services to Meet Customer Needs) and Strategic Goal 5 (Fund Our Vision).

EMERGENCY:

Time sensitive, as grant applications must be submitted by July 1, 2026.

FINANCIAL IMPACT:

Delivery of grant funds is on a reimbursement basis, necessitating temporary capital outlay of full project costs by PCCA. Total project costs are projected at \$160,000,000; INFRA funding would be \$80 million (50%) and PCCA's ultimate responsibility would be \$80 million (50%).

STAFF RECOMMENDATION:

Staff recommends the Port Commission authorize staff to apply for the 2026 INFRA grant program for the Inland Port – Rail Infrastructure Project. Furthermore, staff recommends the Port Commission authorize the CEO to execute a grant acceptance agreement should the grant be awarded.

DEPARTMENTAL CLEARANCES:

Originating Department	Planning
Reviewed & Approved	Jeffrey Pollack
Legal	Dane Bruun
Senior Staff	Kent Britton

LIST OF SUPPORTING DOCUMENTS:

N/A





AGENDA MEMORANDUM
 Action Item for Port Commission Meeting of May 19, 2026

DATE: May 19, 2026
TO: Port Commission
FROM: Leslie Ruta
 Director of Planning
 leslie@pocca.com
 (361) 885-6631

ANTICIPATED STAFF PRESENTER: Jeff Pollack

Authorize staff to apply for Federal funding from the FY2026 United States Department of Transportation (USDOT) Port Infrastructure Development Program (PIDP) for Digital Infrastructure, Integration, and Innovation (DI³).

SUMMARY:

Staff is requesting Port Commission authorization to apply for \$7,968,000 in federal funding through the United States Department of Transportation (USDOT) Port Infrastructure Development Program (PIDP) for Digital Infrastructure, Integration, and Innovation (DI³), with a minimum local match of 20%.

	PIDP (USDOT) (80%)	PCCA (20%)	Total (100%)
Digital Infrastructure, Integration, and Innovation (DI ³)	\$7,968,000	\$1,992,000	\$9,960,000

BACKGROUND:

The PIDP is a USDOT program that provides financial assistance to projects that improve the safety, efficiency, or reliability of the movement of goods into, out of, around, or within a port, such as for highway or rail infrastructure, intermodal facilities, freight intelligent transportation systems, and digital infrastructure systems. Final applications must be submitted by June 1, 2026.



Projects that align with the program priorities for digital infrastructure investments are eligible for up to a maximum award of \$112.5M in federal funds. The proposed project is consistent with several priorities set for by USDOT, including: safety, efficiency, and reliability improvements; supporting economic vitality at the regional or national level; leveraging federal funding; and port resilience.

The proposed Digital Infrastructure, Integration, and Innovation (DI³) will include:

- An active digital twin
- Sensing hardware
- Software and programming resources

The realized infrastructure will provide PCCA's Asset Management, Commercial & Business Development, and Operations teams with real-time visibility to port operations that allow efficiencies in asset preservation with associated cost savings (maintain vs replace), increases to capacity along the waterway, velocity in our railways system, and utility in laydown yards and warehouses allowing our customers to move more cargos. This project will greatly leverage existing digital infrastructure, building upon bespoke deployments like GeoPORT, PCCA's enterprise geospatial platform, the Port Security digital twin OPTICS, and the Port-wide Vulnerability Index.

PCCA's application will request a PIDP award of **\$7,968,000** (80%), with PCCA providing non-federal funds of **\$1,992,000** (20%), to fund a Project cost of **\$9,960,000**.

ALTERNATIVES:

PCCA's digital infrastructure advancement is the backbone to incremental increases in efficiency and capitalizing on existing assets in new ways – this grant will accelerate that advancement.

CONFORMITY TO PORT PROCUREMENT POLICY:

The Procurement Policy does not apply to this agenda item.

STRATEGIC ALIGNMENT:

This project conforms to Strategic Goal 3, (Provide Facilities + Services to Meet Customer Needs), Strategic Goal 5 (Fund Our Vision) and Goal 6 (Cultivate the Workforce and Tools of the Future).

FINANCIAL IMPACT:

Delivery of grant funds is on a reimbursement basis, necessitating temporary capital outlay of full project costs by PCCA. Total project costs are projected at \$9,960,000; PIDP funding would be \$7,968,000 (80%) and PCCA's ultimate responsibility would be \$1,992,000 (20%).



STAFF RECOMMENDATION:

Staff recommends the Port Commission authorize staff to apply for the 2026 United States Department of Transportation (USDOT) Port Infrastructure Development Program (PIDP) for Digital Infrastructure, Integration, and Innovation (DI³). Furthermore, staff recommends the Port Commission authorize the CEO to execute a grant acceptance agreement should the grant be awarded.

DEPARTMENTAL CLEARANCES:

Originating Department	Planning
Reviewed & Approved	Jeffrey Pollack
Legal	Dane Bruun
Executive Staff	Kent Britton

LIST OF SUPPORTING DOCUMENTS:

N/A



2026 Port Infrastructure Development Program (PIDP) Grant

United States Department of Transportation (USDOT)
Maritime Administration (MARAD)

Leslie D. Ruta, Director of Planning
Port of Corpus Christi Commission
May 19, 2026

Presented by



Grant Opportunity Overview

Purpose

Designed to fund capital projects that improve the safety, efficiency, or reliability of digital infrastructure systems

Funding

- Awards up to \$112.5M
- Minimum of 20% local match required

Dates

Application Deadline: June 1, 2026

Awards Announced: TBD

Awards Obligated: September 30, 2030

Period of Performance

Based on submitted project schedule

PIDP Grant Funding

Staff recommends submission of an application to USDOT MARAD for \$8.3M in PIDP grant funding for new Digital Infrastructure.

Digital Infrastructure Funding		
Funding Source	Amount	% of <u>Total</u> Project Cost
PIDP Recommended Funding Request	\$7,968,000M	80%
PCCA PIDP Match	\$1,992,000M	20%
Total Project Cost	\$9,960,000M	100%

An aerial photograph of an industrial port area, overlaid with a semi-transparent blue filter. The scene features a large, arched steel truss bridge spanning a body of water. To the left, a long pier extends into the water with a large, rectangular industrial building. In the background, a large cargo ship is docked at a pier. The sky is blue with scattered white clouds. The text "Thank You!" is centered in the middle of the image in a white, bold, sans-serif font.

Thank You!