



## **TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA**

**THURSDAY, NOVEMBER 20, 2025  
9:00 A.M. TAC REGULAR MEETING (Boardroom 210)**

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

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

**2. PUBLIC COMMENTS:**

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

**3. APPROVAL OF THE TAC OCTOBER 16, 2025 REGULAR MEETING MINUTES** 

**4. DISCUSSION AND POSSIBLE ACTION ITEMS**

**A. TxDOT 2027 Unified Transportation Program (UTP) Call for Projects** 

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

**B. Safety (PM1) Performance Measures and Targets** 

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

**C. Congestion Management Process (CMP)** 

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

**5. INFORMATION ITEMS**

**A. Corpus Christi MPO 2023 Program for Addressing Discrimination (PAD) with DRAFT 2025 Highlights and Map Changes** 

**B. 2050 MTP Activities**

Public Comments through MPO Social Media and emails, Media Stories, November Presentations to Local Governments, Schedule Update

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

**7. UPCOMING MEETINGS/EVENTS**

<b>A. Transportation Policy Committee</b>	<b>Rescheduled Regular Meeting</b>	<b>November 17, 2025</b>
<b>B. Regional Traffic Safety Task Force</b>	<b>Regular Virtual Meeting</b>	<b>November 19, 2025</b>
<b>C. Transportation Policy Committee</b>	<b>Regular Meeting</b>	<b>December 4, 2025</b>
<b>D. Technical Advisory Committee</b>	<b>Regular Meeting</b>	<b>December 18, 2025</b>

**8. ADJOURN**

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 - 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:ccmpo@cctxmpo.us), by regular mail, or by hand-delivery to the Corpus Christi MPO Office at 602 N. Staples St., Suite 300, Corpus

Christi, TX 78401. Please limit written comments to 1,000 characters. Written comments should be provided at least 1 hour before the start of the TAC meeting.

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

## MEETING LOCATION MAP



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

**October 16, 2025**

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

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

**TAC Members Present:**

Mr. Brian DeLatte, PE, City of Portland, Chairperson  
Mr. Daniel McGinn, AICP, City of Corpus Christi  
Commissioner Tom Yardley, San Patricio County  
Mr. Gordon Robinson, AICP, Corpus Christi Regional Transportation Authority

**MPO Staff Present:**

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

**2. NON-AGENDA ITEMS PUBLIC COMMENTS**

None were made or offered.

**3. APPROVAL OF THE TAC SEPTEMBER 18, 2025, REGULAR MEETING MINUTES**

Mr. Yardley made a motion to approve the TAC September 18, 2025, Regular Meeting minutes. Mr. McGinn seconded; the motion passed unanimously.

**4. DISCUSSION AND POSSIBLE ACTION ITEMS**

**A. CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY PROPOSED FARE STRUCTURE**

Mr. Robert Saldaña presented this item.

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

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

**Discussion:**

Mr. Yardley inquired about the survey results, specifically asking what data was collected. He expressed concern that most riders would likely be unhappy with a fare increase.

- Mr. Saldaña reported that 1,000 surveys were collected, with 78% of respondents understanding the need for a fare increase, the first in nearly 20 years. He noted strong public confidence that increased fares would support service and amenity improvements. In recent years, the agency has added more shelters, trash cans, and bus stop enhancements. He emphasized that the fare adjustment would help manage ongoing operational costs and maintain these upgrades.
- Mr. Yardley noted that, based on the presentation, fares appear lower than those in similar-sized communities across Texas. He questioned whether, even with the proposed fare increase, the system would generate enough per rider given the subsidies and discounted rates to address the agency's financial underperformance. He asked if the planned fare increases over the coming years would be sufficient to achieve financial stability.

- Mr. Saldaña responded that the financial impact of the fare adjustment remains to be seen. He explained that fare increases typically result in a temporary decline in ridership for about six to seven months. The goal is to reach a 10% farebox recovery ratio. While recent increases in sales tax revenue have helped, operational expenses have grown at twice the rate of sales tax revenue over the past decade, making long-term sustainability a challenge.

Mr. DeLatte questioned the fare recovery ratio, currently at 2.4%, and asked what the expected recovery rate would be in the first year after the increase compared to projections for 16 to 20 years from now.

- Mr. Saldaña responded that fare recovery depends largely on ridership demographics. Currently, many riders—such as Pre-K through 12th graders, seniors over 65, and contracted groups like Del Mar and TAMU students—ride for free or at reduced rates. The recovery ratio will improve if there is growth among “choice riders” (those who have cars but choose to ride the bus), as they typically pay full fare. Continued reliance on subsidized riders affects the overall recovery ratio.
- Mr. DeLatte asked what the target fare recovery percentage is.
- Mr. Saldaña responded that a 10% fair recovery ratio is the target.

Mr. McGinn asked Mr. MacDonald if it is standard practice for all MPOs nationwide to have input or weigh in on transit agency fare rates, noting that this process is new for their agency.

- Mr. MacDonald explained that while it is common practice in other Texas regions for MPOs to have input on transit fare rates, this is a new requirement for their RTA due to recent change in state law. The law, updated in the last legislative session, now requires MPO approval or disapproval of fare increases for RTAs with certain populations. Other metro areas like Fort Worth, Austin, and El Paso have followed this process. Although the RTA board has approved the increase in the fares, the MPO has the authority to veto the fare increase. This is the first time the RTA and MPO are using this procedure.

**Motion:**

Mr. Robinson made a motion to recommend that the TPC review and approve the new proposed fare structure.

Mr. McGinn seconded; the motion passed unanimously.

## **5. INFORMATION ITEMS**

Mr. MacDonald introduced Jafet Flores, the MPO’s new Transportation Planner.

### **A. 2050 MTP Updates**

Mr. MacDonald presented this item.

Mr. MacDonald provided an update on the development of the 2050 MTP, which will involve significant public outreach. The MPO issued a press release and conducted media interviews to introduce the process. Public meetings are scheduled for October 21st at the Del Mar College Center for Economic Development and 23rd at the Deaf & Hard of Hearing Center, both from 4:00 PM to 7:00 PM, and the MPO will present to the Nueces County Commissioners’ Court on October 22<sup>nd</sup>. The goal is to have the entire plan adopted by February 2027, with updates and changes made as needed.

**Discussion:**

None.

### **B. Corpus Christi MPO Federal Certification Review**

Mr. MacDonald presented this item.

Mr. MacDonald discussed the federal certification review process, which occurs every four years for mid-sized MPOs known as TMAs. The MPO received a letter of approval in 2025 for the last review completed in October 2021. The next Federal Certification Review is expected to be conducted by the FHWA/FTA team in November 2025. Federal partners will initially conduct a desk audit and schedule a formal public meeting, interview TPC members and meet with MPO staff. The certification review is an opportunity for the MPO to ensure that its processes and procedures are up to date and meet federal standards.

**Discussion:**

None.

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

Mr. Robinson shared that the CCRTA will provide shuttle services for citizens attending the Jazz Festival this weekend. Additionally, they will be operating daytime and nighttime routes for Texas A&M.

**7. UPCOMING MEETINGS/EVENTS**

A. 2050 MTP Meetings	Public Meeting	October 21 and 23, 2025
B. Transportation Policy Committee	Regular Meeting	November 6, 2025
C. Regional Traffic Safety Taskforce	Regular Meeting	November 12, 2025
D. Federal Certification Review	Public Meetings	November 18-19, 2025
E. Technical Advisory Committee	Regular Meeting	November 20, 2025

**8. ADJOURN**

The meeting was adjourned at 9:30 a.m.

## Robert MacDonald

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**From:** Humberto "Tito" Gonzalez Jr <Humberto.Gonzalez@txdot.gov>  
**Sent:** Saturday, October 11, 2025 10:55 AM  
**To:** elisa.smetana@abilenetcx.gov; jim.dickinson@h-gac.com; karen.owen@h-gac.com; IMartinez@alamoareampo.org; larry.meyer@h-gac.com; travis.muno@amarillo.gov; drudge@bcsmpo.org; Ashby Johnson; Robert MacDonald; placido.madera@eaglepasstx.gov; ECalvo@ELPASOMPO.ORG; cbarnett@huitt-zollars.com; Allie Isbell; Uryan Nelson; Juan Medive; bmcbride@longviewtexas.gov; mmorris@nctcog.org; cwalker; major.hofheins@cosatx.us; bdickinson@setrpc.org; ReaDonna.Jones@txkusa.org; mhowell@tylertexas.com; mbergeron@victoriatx.gov; MukeshK@wacotx.gov; Lin.Barnett@wichitafallstx.gov; mmedina@rgvmpo.org; ldiaz@rgvmpo.org; Jamila Owens; vishu.lingala@h-gac.com; charles.wemple@h-gac.com; Callie.Barnes@h-gac.com; Collins, Ryan (Ryan.Collins@campotexas.org); jlewis@setrpc.org; bbenthul@bcsmpo.org; Victor Mendieta; Corpus Christi MPO; Craig T. Casper; Daniel Carrizales; kxcarvajal@cctxmpo.us; OBarrios@nctcog.org; Kenneth Bunkley; BDell@nctcog.org; CGotti@nctcog.org; RRoderick@nctcog.org; Anne Guayante; PlourdeHT@elpasompo.org; NRodriguez@ELPASOMPO.ORG; MLucero; twalker@mylubbock.us; placido.madera@eaglepasstx.gov; gbriones@ci.laredo.tx.us; kvandyne@permianbasinmpo.com; Eva Garcia; mrodriguez@rgvmpo.org; Rodolfo Zamora; pete.madrid@cosatx.us; ESukiennik@tylertexas.com; james.mcgill@ctcog.org; Uryan Nelson; jnino@ctcog.org; AnnetteP@wacotx.gov; norar@wacotx.gov; jaimie.lee@wichitafallstx.gov; Jimenez@alamoareampo.org; Ron Papsdorf; twalker@mylubbock.us; MLucero Brandye Hendrickson; Brian Barth; Stephen Stewart; Caroline Mays; Mo Bur; Jessica Butler; Carl Johnson; Humberto "Tito" Gonzalez Jr; Mildred Litchfield; TPP-UTP Team; Casey Wells; Phillip Tindall; Stacie Wilson; Amanda Landry; Reane Gilder; Christina Cabello; TPP\_UTP; Eric Lykins  
**Cc:**  
**Subject:** 2027 UTP Project Call Instructions and Schedule - MPOs  
**Attachments:** 2027 UTP Development Timeline.pdf

Good morning,

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

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

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

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

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

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

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

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

Regards,



**Humberto "Tito" Gonzalez Jr, P.E., M.B.A**  
Director  
Transportation Planning and Programming Division



# 2027 UTP Key Dates for Project Consideration

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

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

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

# Cat 10 Carbon Reduction Program Uncertainties

## Projected Running Balance for Cat 10CR

CAT 10CR	2025 UTP		2026 UTP					2027 UTP				
	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
carryover	\$ 3,900,223	\$ 5,112,053	\$ (651,881)	\$ 584,185								
<b>UTP Target</b>	<b>\$ 1,211,830</b>	<b>\$ 1,236,066</b>	<b>\$ 1,236,066</b>	<b>\$ 1,236,066</b>								
total available	\$ 5,112,053	\$ 6,348,119	\$ 584,185	\$ 1,820,251								
Projects												
0989-02-057 FM 624		<b>\$ 7,000,000</b>										
0916-00-256 Safety Placeholder												
subtotal	\$ -	\$ 7,000,000	\$ -	\$ -	\$ -	\$ -	\$ 3,800,000					
Running Balance	\$ 5,112,053	\$ (651,881)	\$ 584,185	\$ 1,820,251	\$ -	\$ -	\$ (3,800,000)					

## Per UTP Guidance:

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

# Projected Available Balances in 2027 UTP

## Projected Available Programming Balances

	4-Yr Balance	10-Yr Balance
Cat 2M	\$ (2,928,057)	\$ 26,284,524
Cat 4U	\$ (7,278,370)	\$ 24,280,114
Cat 7	\$ 247,857	\$ 66,314,767
Total	\$ (9,958,570)	\$ 116,879,405

\$ 50,564,638

## Potential Candidate Projects to Utilize Projected Balances:

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

CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost	Total Construction Cost	Non-Construction Cost	Total Project Cost (\$, millions)
0074-06-252	MPO-034	IH37/Sh 358 Nueces @Intrchg 2-in DCs	Reconstruct the interchange to provide 2-lane direct connectors from SB I-37 to EB SH 358 and WB SH 358 to NB I-37.	at IH 37/SH 358 Interchange	N/A	TxDOT-CRP	On	2	\$60,000,000	100,000,000	35,000,000	135,000,000
0326-01-065	MPO-036	SH 286 Nueces Holly to SH 358 Braid Ramp	Construct braided ramps northbound.	South of Holly Rd.	SH 358 (SPID)	TxDOT-CRP	On	4U	\$40,000,000	50,000,000	21,000,000	81,000,000

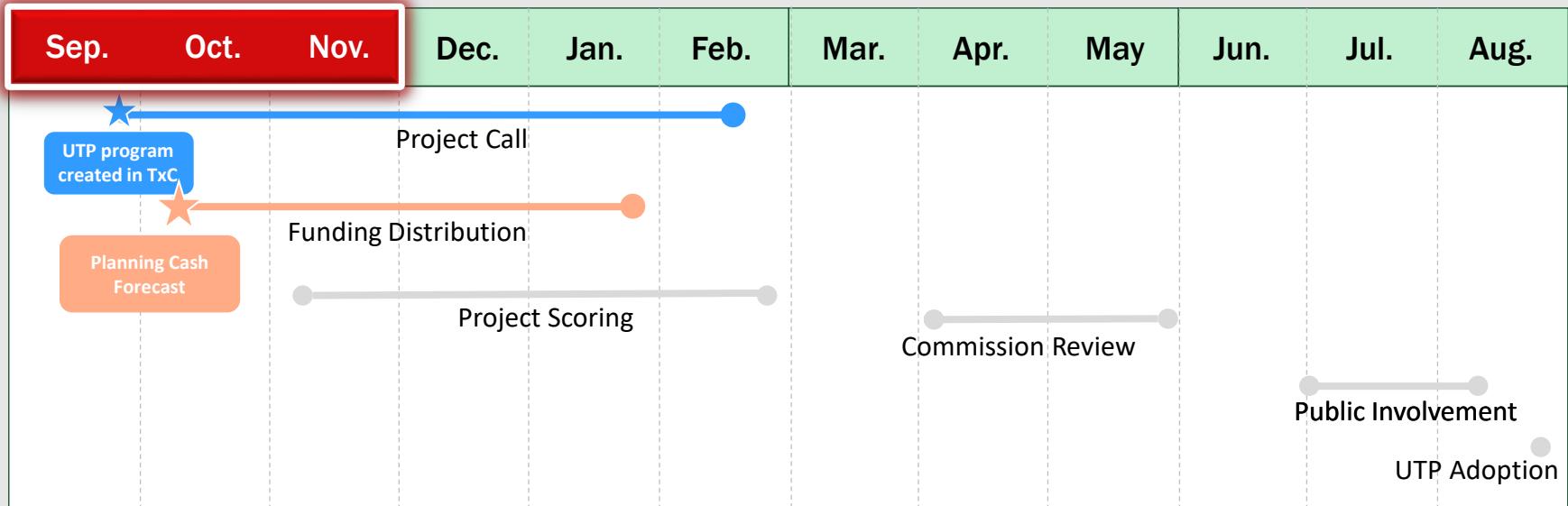
## Considerations

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

# 2027 UTP Development Schedule



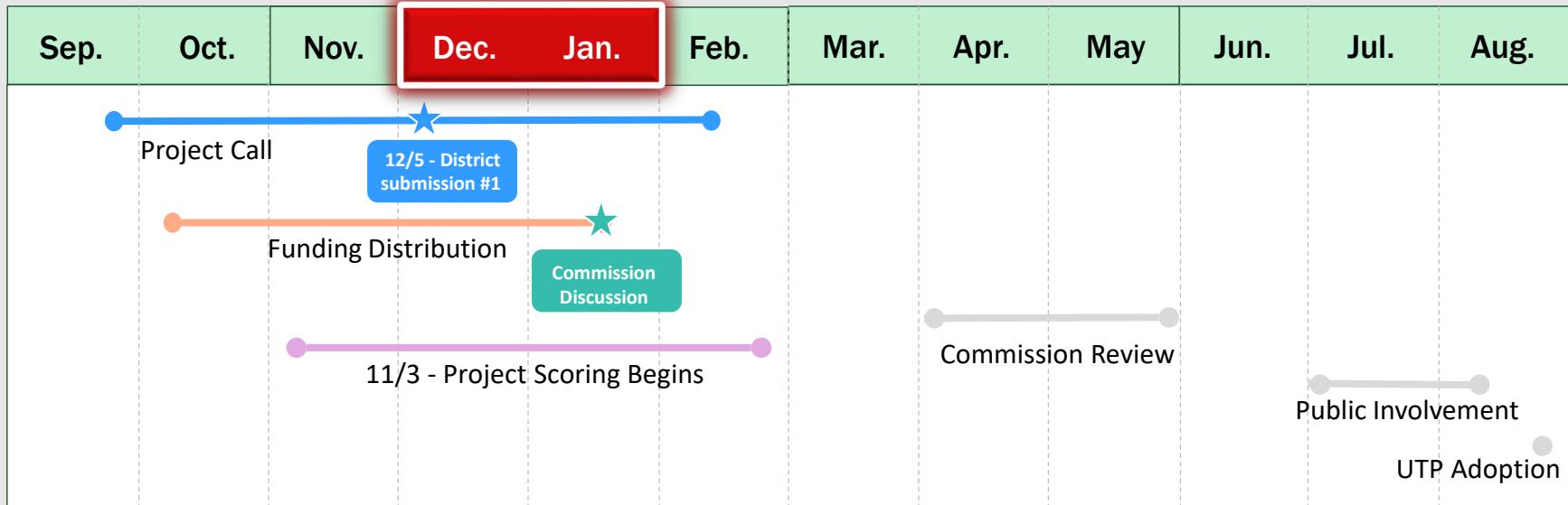
Sep. 2025 – Nov. 2025



# 2027 UTP Development Schedule



Dec. 2025 – Jan. 2026



# 2027 UTP Development Schedule



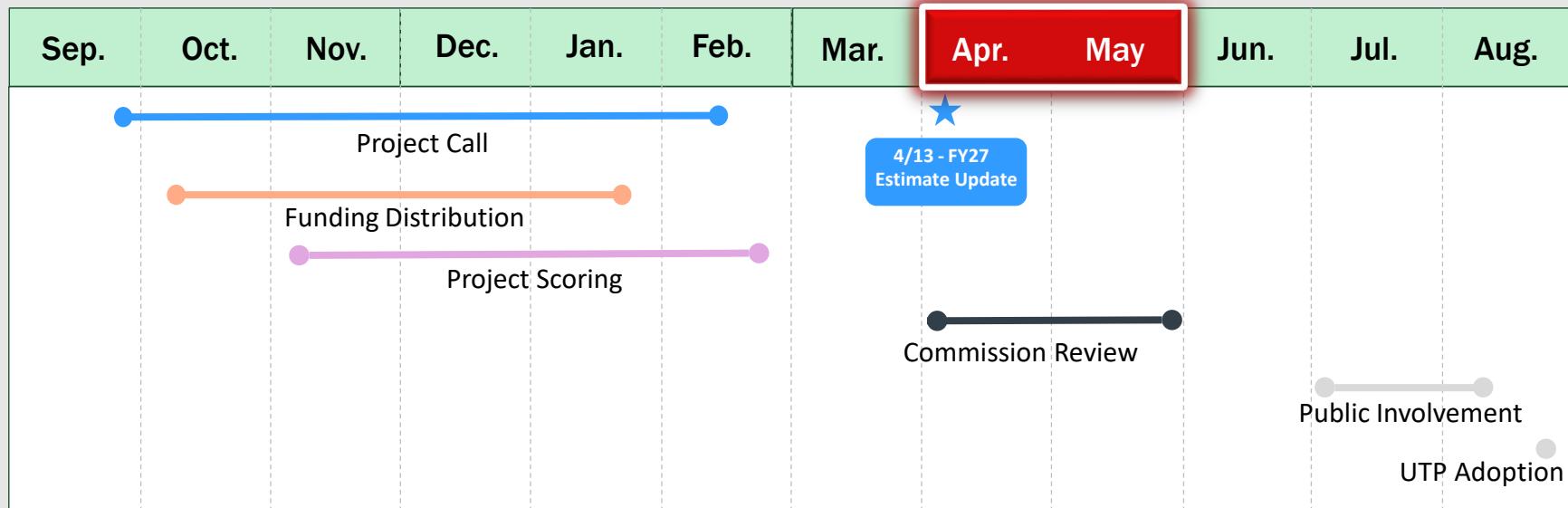
Feb. 2026 – Mar. 2026



## 2027 UTP Development Schedule



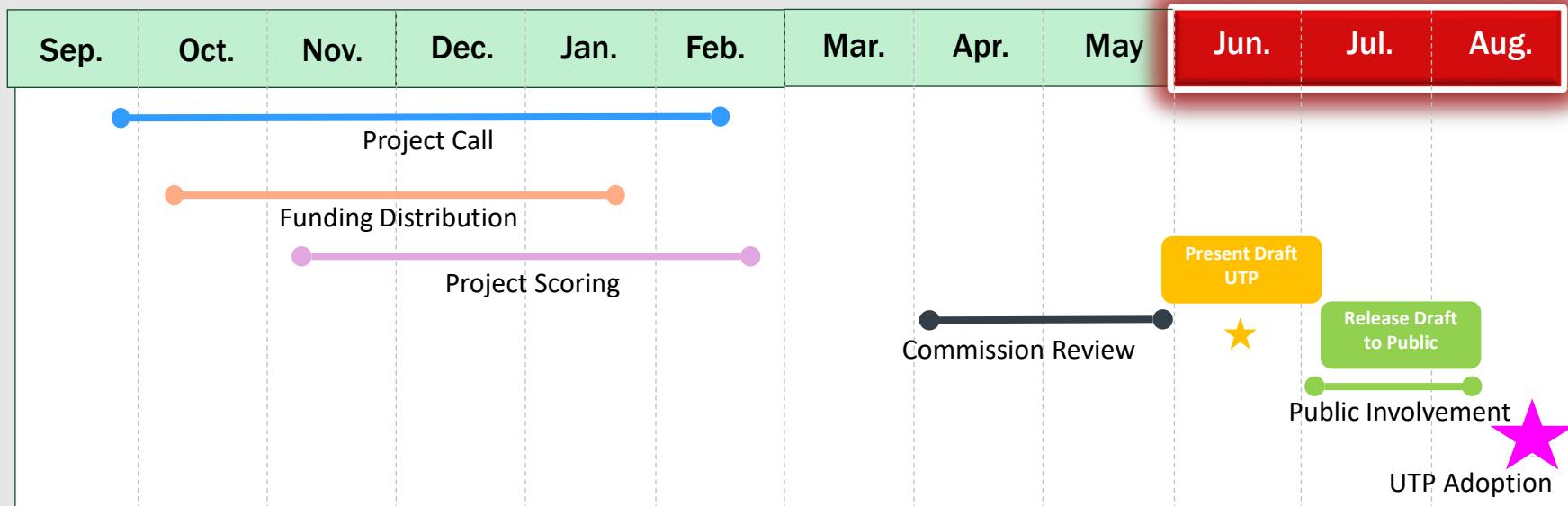
Apr. 2026 – May. 2026



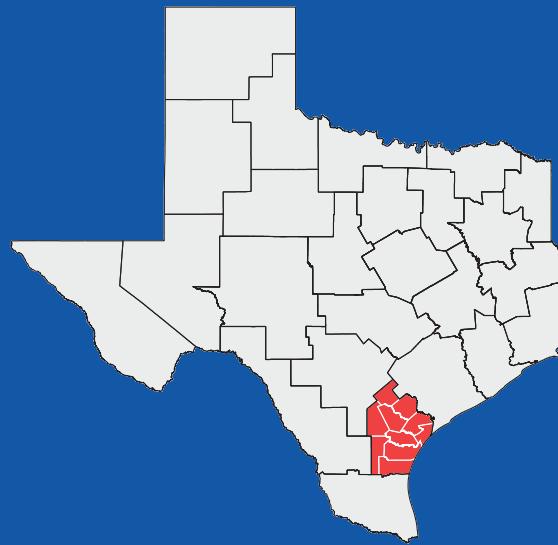
# 2027 UTP Development Schedule



Jun. 2026 – Aug. 2026



# Corpus Christi District 2026



## REGIONAL PLANNING RESOURCES

### ONLINE:

To learn more about this district, visit the [Corpus Christi TxDOT District page](#)

Make sure to visit TxDOT's [Project Tracker](#) website to view up-to-date information on transportation projects.

### MPO:

[Corpus Christi Metropolitan Planning Organization](#)

### CONTACT:

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

[@TxDOT\\_CRP](#)

## DISTRICT HIGHLIGHTS AND PRIORITIES

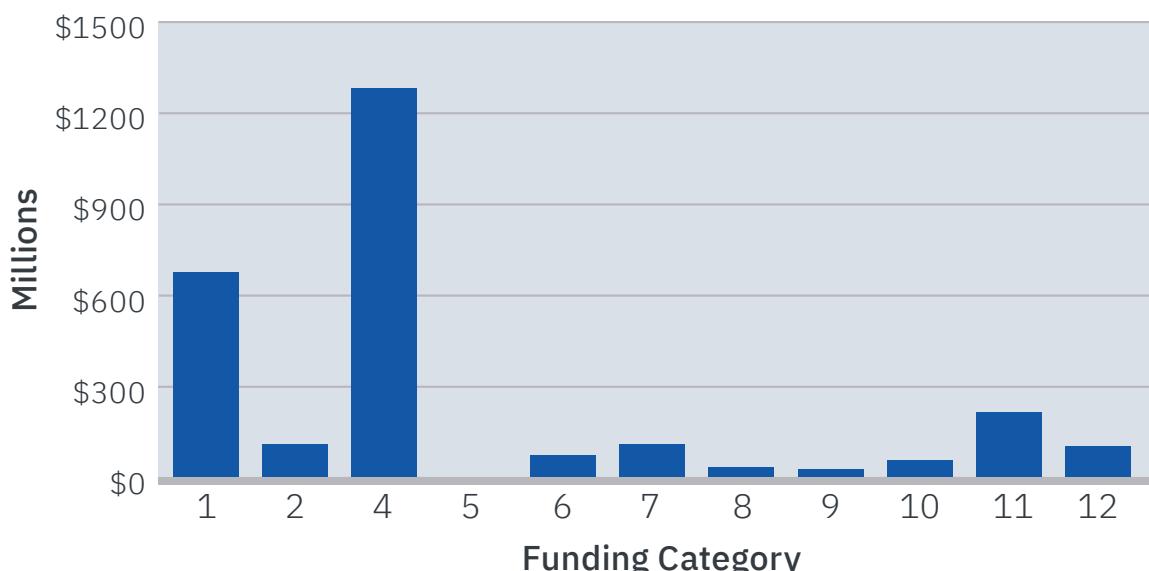
The Corpus Christi District's planning reflects a big-picture perspective focused on statewide and regional mobility, as well as on the safety and maintenance of roadways. The designation of U.S. 77, U.S. 281 and U.S. 59 as future interstate highway corridors uniquely positions the district to plan and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

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

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

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

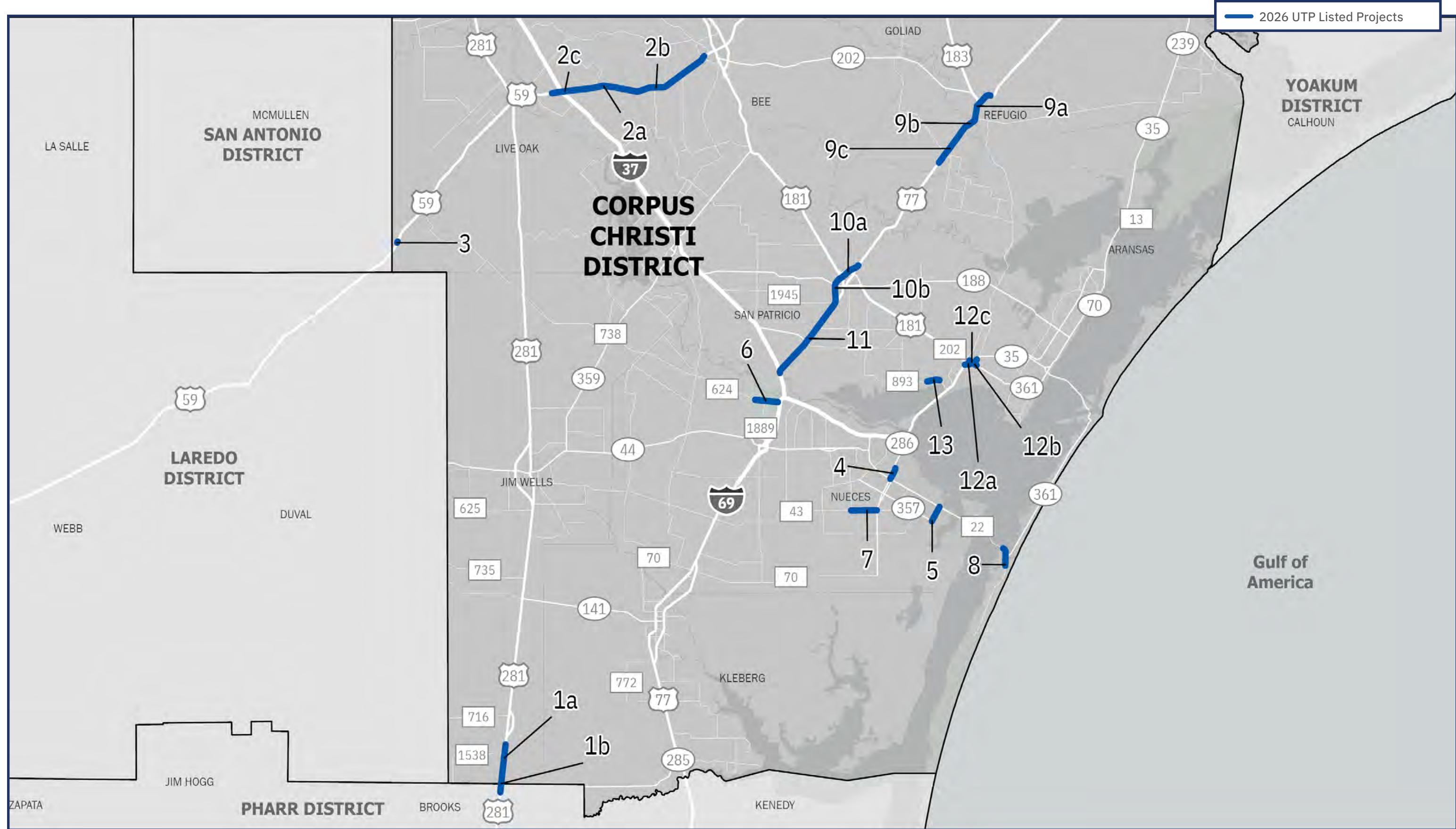
## Corpus Christi 10-Year Planning Targets by Category



## TxDOT Funding Categories:

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

## Corpus Christi District Listed Highway Projects Map



## Corpus Christi District Highway Project Listing Table

MAP ID	HIGHWAY	PROJECT NAME/ PROJECT ID (CSJ NUMBER)	FROM	TO	EST LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
<b>MULTI-COUNTY PROJECTS</b>										
1a	US 281	Upgrade to Freeway - Premont to Falfurrias (Jim Wells County) 0255-02-055	1 Mi North of FM 1538	Brooks County Line	FY 2026-2029	\$122,000,000	Funding Adjustment	No	Cat. 4 Rural ..... \$122,000,000 TOTAL ..... \$122,000,000 Cat. 4R increased \$10.0M	1
1b	US 281	Upgrade to Freeway - Premont to Falfurrias (Brooks County) 0255-03-038	FM 1418	Brooks/Jim Wells County Line	FY 2026-2029	\$20,000,000	No Funding Change	No	Cat. 4 Rural ..... \$20,000,000 TOTAL ..... \$20,000,000	1
2a	US 59	Widen Non-Free way - I-37 to Beeville (Live Oak County) 0447-01-046	Bee County Line	I-37	FY 2026-2029	\$88,480,000	Funding Adjustment	No	Cat. 4 Rural ..... \$88,480,000 TOTAL ..... \$88,480,000 Cat. 4R increased \$17.9M	1
2b	US 59	Widen Non-Free way - I-37 to Beeville (Bee County) 0447-02-038	Live Oak County Line	0.3 Mi East of FM 351	FY 2026-2029	\$107,520,000	Funding Adjustment	No	Cat. 4 Rural ..... \$107,520,000 TOTAL ..... \$107,520,000 Cat. 4R increased \$17.9M	1
2c	US 59	Interchange - Live Oak County at I-37 0447-01-051	1.0 Mi West of I-37	1.0 Mi East of I-37	FY 2030-2035	\$145,600,000	No Funding Change	No	Cat. 4 Rural ..... \$145,600,000 TOTAL ..... \$145,600,000	1
<b>LIVE OAK COUNTY</b>										
3	US 59	Interchange at FM 624 0542-06-051	At FM 624		FY 2030-2035	\$35,280,000	Funding Adjustment	No	Cat. 4 Rural ..... \$35,280,000 TOTAL ..... \$35,280,000 Cat. 4R increased \$7.2M	1
<b>NUECES COUNTY</b>										
4	SH 286	Widen Freeway - Corpus Christi 0326-03-103	SH 358	Horne Road	FY 2030-2035	\$38,080,800	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor ..... \$31,080,800 Cat. 4 Urban ..... \$7,000,000 TOTAL ..... \$38,080,800 Cat. 2 increased \$1.8M and Cat. 4U increased \$1.4M	1
5	SH 357	Intersection & Operational Improvements - Corpus Christi 1069-01-042	Saratoga Blvd	SH 358	FY 2030-2035	\$25,200,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor ..... \$3,500,000 Cat. 4 Urban ..... \$16,700,000 Cat. 7 ..... \$5,000,000 TOTAL ..... \$25,200,000 Cat. 4U increased \$12.7M	1
6	FM 624	Widen Non-Freeway - Corpus Christi 0989-02-057	CR 73	Wildcat Drive	FY 2026-2029	\$40,000,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor ..... \$14,770,000 Cat. 4 Urban ..... \$11,000,000 Cat. 7 ..... \$7,000,000 Cat. 10 Carbon Reduction ..... \$7,000,000 Cat. 12 Reconciliation ..... \$230,000 TOTAL ..... \$40,000,000 Cat. 2 increased \$3.1M and Cat. 12 added \$230K	1



MAP ID	HIGHWAY	PROJECT NAME/ PROJECT ID (CSJ NUMBER)	FROM	TO	EST LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY	TIER
7	FM 43	Widen Non-Freeway - Corpus Christi 1557-01-045	County Road 51	SH 286	FY 2030-2035	\$25,000,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor .....\$10,000,000 Cat. 4 Urban .....\$15,000,000 TOTAL .....\$25,000,000 Cat. 4U increased \$2.6M	2
8	PR 22	Safety & Operational Improvements - Corpus Christi 0617-02-073	Aquarius Street	Whitecap Blvd	FY 2030-2035	\$17,920,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor .....\$17,920,000 TOTAL .....\$17,920,000	2
<b>REFUGIO COUNTY</b>										
9a	US 183	New Location Non-Freeway Connection - Refugio 0155-05-047	At US 77 Intersection		FY 2030-2035	\$56,000,000	New Authorization	No	Cat. 4 Rural .....\$56,000,000 TOTAL .....\$56,000,000	1
9b	US 77	Refugio Relief Route 0371-03-090	North of Refugio	South of Refugio (Relief Route)	FY 2030-2035	\$386,400,000	Funding Adjustment	No	Cat. 4 Rural .....\$386,400,000 TOTAL .....\$386,400,000 Cat. 4R increased \$28.0M	1
9c	US 77	Upgrade to Freeway - Woodsboro 0371-03-130	South of Refugio RR	South of Woodsboro	FY 2026-2029	\$112,000,319	Funding Adjustment	No	Cat. 4 Rural .....\$6,720,319 Cat. 12 Strategic Priority .....\$105,280,000 TOTAL .....\$112,000,319 Cat. 4R added \$6.7M	1
<b>SAN PATRICIO COUNTY</b>										
10a	US 77	Upgrade to Freeway - Sinton Relief Route 0371-04-062	Chiltipin Creek BR (Control Break)	Business North (Sinton)	FY 2026-2029	\$52,000,000	Funding Adjustment	No	Cat. 4 Rural .....\$52,000,000 TOTAL .....\$52,000,000 Cat. 4R increased \$20.6M	1
10b	US 77	Upgrade to Freeway - Sinton Relief Route 0372-01-101	Business South (Sinton)	Chiltipin Creek BR (Control Break)	FY 2026-2029	\$108,160,000	Funding Adjustment	No	Cat. 4 Rural .....\$108,160,000 TOTAL .....\$108,160,000 Cat. 4R increased \$16.3M	1
11	US 77	Upgrade to Freeway - I-37 to Sinton 0372-01-106	I-37 and Interchange	FM 1945 (South of Sinton)	FY 2030-2035	\$593,600,000	No Funding Change	No	Cat. 4 Rural .....\$68,891,705 Remaining funding TBD .....\$524,708,295 TOTAL .....\$593,600,000	1
12a	SH 35	SH 35 Interchange at SH 361 - Gregory 0180-06-118	FM 3284	0.23 Mi North of SH 361	FY 2026-2029	\$62,000,100	No Funding Change	No	Cat. 4 Urban .....\$31,600,100 Cat. 7 .....\$30,400,000 TOTAL .....\$62,000,100	1
12b	SH 361	SH 35 Interchange at SH 361 - Gregory 0180-10-082	At SH 35 Interchange	0.15 Mi South East on SH 361	FY 2026-2029	\$77,490,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor .....\$59,350,000 Cat. 4 Urban .....\$12,500,000 Cat. 7 .....\$5,640,000 TOTAL .....\$77,490,000 Cat. 2 increased \$12.4M	1
12c	SS 202	SH 35 Interchange at SH 361 - Gregory 0180-11-016	Avenue H in Gregory	SH 35 Northbound Frontage Road	FY 2026-2029	\$2,700,000	No Funding Change	No	Cat. 2 Metro/Urban Corridor .....\$2,700,000 TOTAL .....\$2,700,000	2
13	FM 893	Widen Non-Freeway - Portland 1209-01-030	CR 3685 (Stark Road)	0.2 Mi West of CR 79 (Gum Hollow)	FY 2026-2029	\$17,000,000	Funding Adjustment	No	Cat. 2 Metro/Urban Corridor .....\$17,000,000 TOTAL .....\$17,000,000 Cat. 2 increased \$4.5M	3





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**Date:** November 13, 2025  
**To:** Technical Advisory Committee (TAC)  
**From:** Robert MacDonald, Transportation Planning Director  
**Subject:** Item 4B: Safety (PM1) Performance Measures and Targets  
**Action:** Review, Discuss, Receive Public Comments and Possible Action

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### **Summary**

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

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

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

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

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

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

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

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

Source: TxDOT Highway Safety Improvement Program 2025 Annual Report

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

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

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

**Recommendation**

The Corpus Christi MPO staff is requesting the TAC recommend to the Transportation Policy Committee (TPC) to support the TxDOT targets for the PM 1 performance measures.

**Proposed Motion**

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

**Attachments:**

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

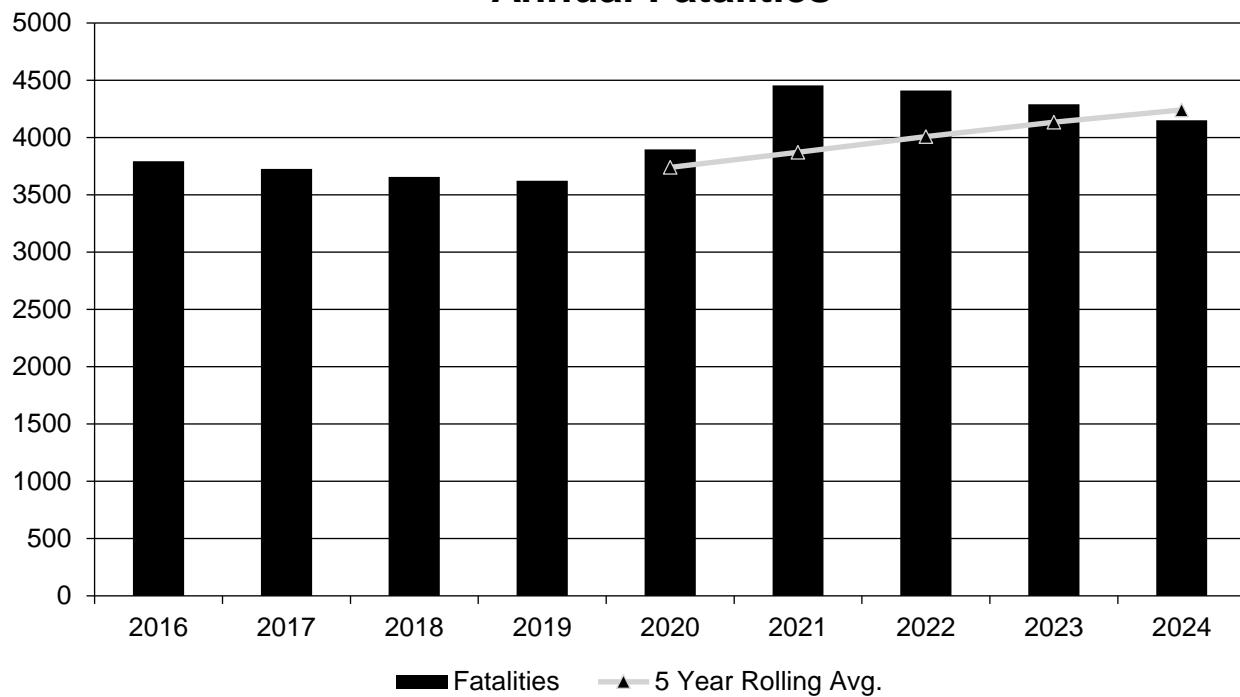
## Safety Performance

### ***General Highway Safety Trends***

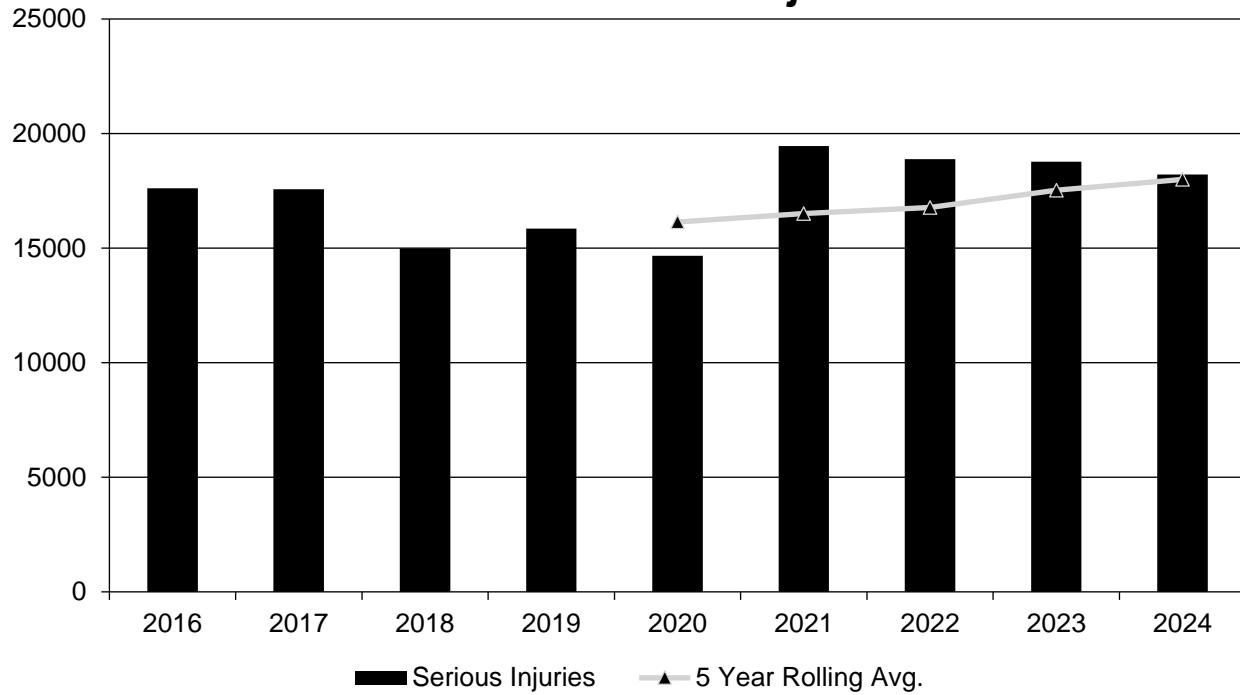
**Present data showing the general highway safety trends in the State for the past five years.**

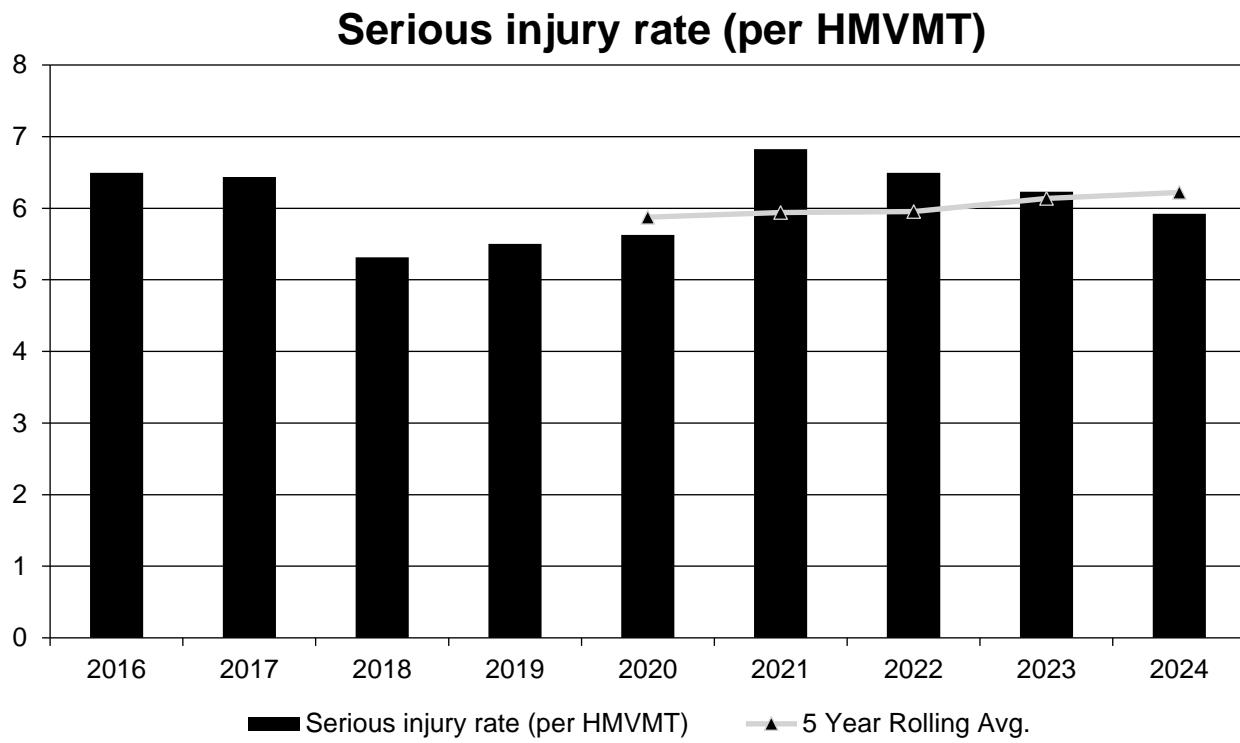
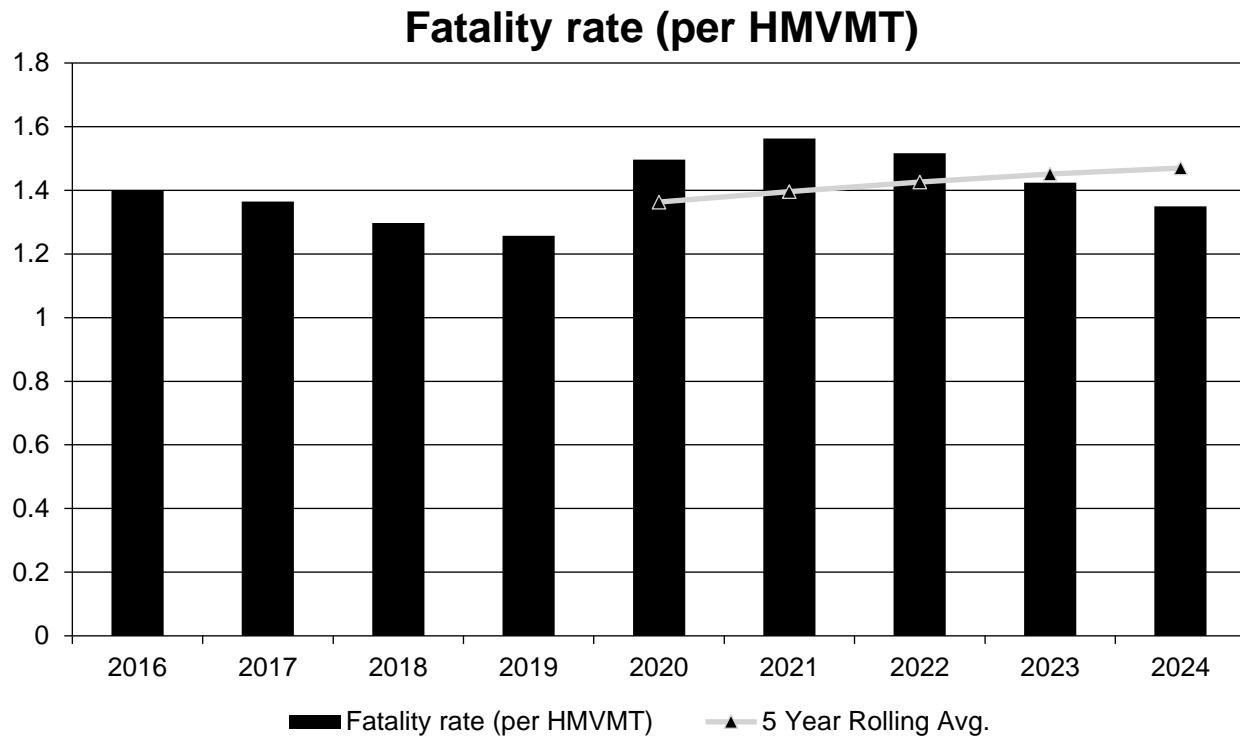
PERFORMANCE MEASURES	2016	2017	2018	2019	2020	2021	2022	2023	2024
Fatalities	3,794	3,727	3,657	3,622	3,898	4,456	4,410	4,291	4,152
Serious Injuries	17,618	17,571	14,981	15,859	14,669	19,456	18,887	18,766	18,216
Fatality rate (per HMVMT)	1.399	1.365	1.297	1.257	1.496	1.563	1.516	1.424	1.350
Serious injury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

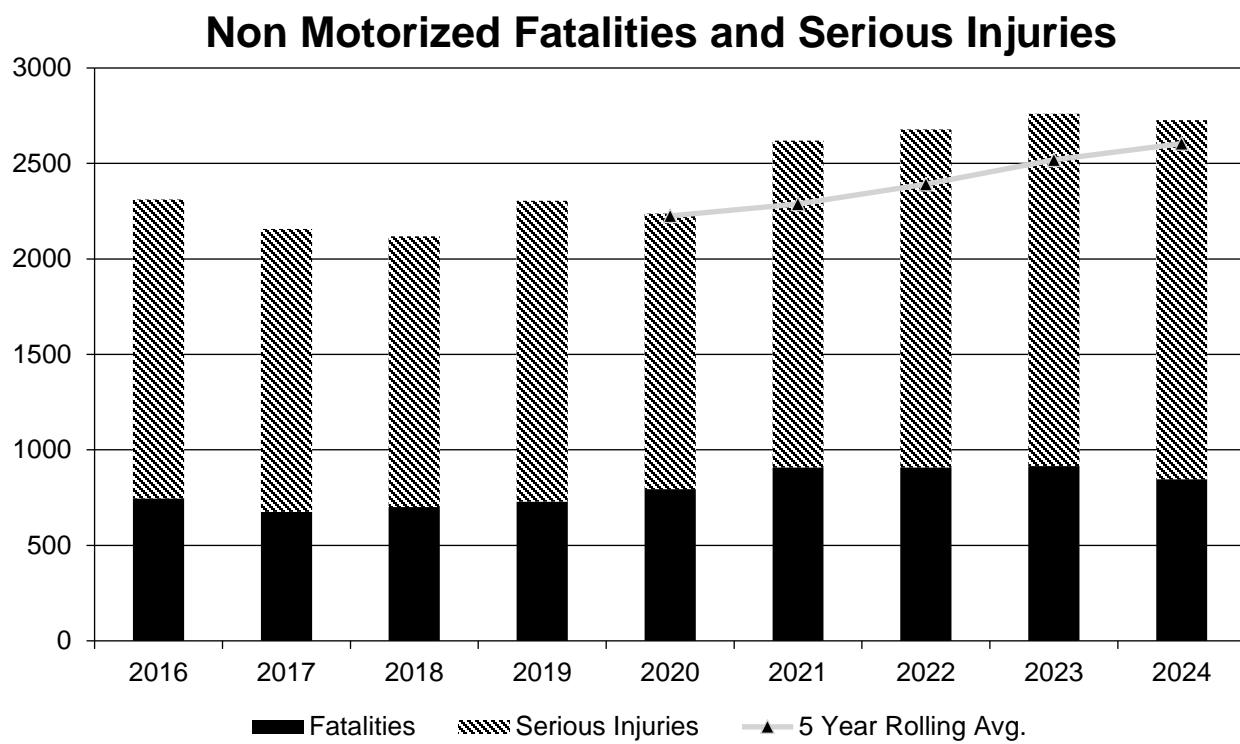
### Annual Fatalities



### Annual Serious Injuries







#### Describe fatality data source.

State Motor Vehicle Crash Database

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

**Year 2024**

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

2025 Texas Highway Safety Improvement Program

Functional Classification	Number of Fatalities (5-yr avg)	Number of Serious Injuries (5-yr avg)	Fatality Rate (per HMVMT) (5-yr avg)	Serious Injury Rate (per HMVMT) (5-yr avg)
Rural Local Road or Street	332.8	1,908.6	6.86	39.2
Urban Principal Arterial (UPA) - Interstate	571	2,066.6	1.05	3.82
Urban Principal Arterial (UPA) - Other Freeways and Expressways	255.8	982.2	0.72	2.77
Urban Principal Arterial (UPA) - Other	602.2	2,635	1.45	6.36
Urban Minor Arterial	180.2	897.8	0.5	2.5
Urban Minor Collector	1.2	3.6	0.14	0.41
Urban Major Collector	60.6	314.4	0.2	1.05
Urban Local Road or Street	718.4	4,544.4	5.68	35.87

## 2025 Texas Highway Safety Improvement Program

### Year 2023

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

### **Safety Performance Targets**

#### **Safety Performance Targets**

#### **Calendar Year 2026 Targets \***

**Number of Fatalities:4506.0**

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

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

## 2025 Texas Highway Safety Improvement Program

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

### ***Number of Serious Injuries:18884.0***

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

See above

### ***Fatality Rate:1.440***

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

See above

### ***Serious Injury Rate:6.300***

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

See above

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

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

See above

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

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

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

### ***Does the State want to report additional optional targets?***

No



## CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION

### DRAFT RESOLUTION 26-01

#### 2026 SAFETY (PM1) PERFORMANCE MEASURES AND TARGETS

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

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

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

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

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

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

Source: TxDOT Highway Safety Improvement Program 2025 Annual Report

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

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

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

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

**ADOPTED AND PASSED on the 8th day of January, 2026.**

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

**ATTEST:**

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



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**Date:** November 13, 2025  
**To:** Technical Advisory Committee (TAC)  
**From:** Robert MacDonald, Transportation Planning Director  
**Subject:** Item 4C: Congestion Management Process  
**Action:** Review, Discuss, Receive Public Comments and Possible Action

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### **Summary**

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

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

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

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

### **Recommendation**

The Corpus Christi MPO staff proposes that the TAC review, discuss the DRAFT Congestion Management Process documents, then recommend the TPC release the document for a one-month public comment period at their December 4, 2025, Regular Meeting.

### **Proposed Motion**

Move to recommend the TPC release the DRAFT Congestion Management Process document for a one-month public comment.

### **Attachment:**

[DRAFT Congestion Management Process link](#)



THE SECRETARY OF TRANSPORTATION  
WASHINGTON, DC 20590

July 2, 2025

To All Recipients of U.S. Department of Transportation Funding:

The U.S. Department of Transportation (Department or DOT) distributes substantial Federal financial assistance for thousands of projects, programs, and activities operated or initiated by diverse entities, including but not limited to State and local governments. DOT administers this Federal financial assistance to support the development and maintenance of the Nation's transportation infrastructure, pursuant to statutory authority and in accordance with binding contractual agreements in the form of Federal financial assistance agreements, usually grants, cooperative agreements, and loans.

As part of President Trump's agenda to end illegal discrimination, inefficient climate change policies, and other harmful initiatives in Federal programs, the President has issued several Executive Orders (E.O.) including those titled as follows: E.O. 14170, Reforming The Federal Hiring Process And Restoring Merit To Government Service; E.O. 14151, Ending Radical And Wasteful Government DEI Programs And Preferencing; E.O. 14168, Defending Women From Gender Ideology Extremism And Restoring Biological Truth To The Federal Government; E.O. 14149, Restoring Freedom of Speech and Ending Federal Censorship; E.O. 14173, Ending Illegal Discrimination and Restoring Merit-Based Opportunity; and E.O. 14154, Unleashing American Energy.

These E.O.s direct Federal agencies, where and as consistent with law, to identify and eliminate all orders, directives, rules, regulations, notices, guidance documents, funding agreements, programs, and policy statements, or portions thereof, which were authorized, adopted, or approved between noon on January 20, 2021 and noon on January 20, 2025, and which reference or relate in any way to climate change, "greenhouse gas" emissions, racial equity, gender identity, "diversity, equity, and inclusion" goals, environmental justice, or the Justice 40 Initiative.

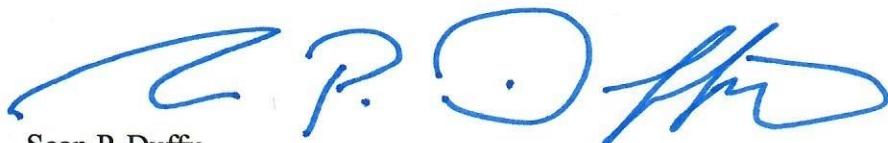
Between noon on January 20, 2021 and noon on January 20, 2025, DOT incorporated these types of policies into the terms, schedules, exhibits, and attachments of the Department's Federal financial assistance agreements. Accordingly, I write to clarify that the Department will no longer enforce these policies, or any other requirements incorporated into its Federal financial assistance agreements that are inconsistent with the policy objectives of this Administration and current DOT leadership. More specifically, the Department considers any policies or requirements not based in statute or regulation relating or referring to climate change, "greenhouse gas" emissions, racial equity, gender identity, "diversity, equity, and inclusion" goals, environmental justice, and the Justice 40 Initiative that were incorporated into the terms, schedules, exhibits, and attachments of its Federal financial assistance agreements to be null and void and of no effect. Recipients of DOT Federal financial assistance are hereby released of their obligations to comply with these policies and requirements effective immediately.

This letter does not impose new conditions or requirements, but instead serves merely to provide notice that DOT will not enforce or require adherence to any of the aforementioned policy requirements the prior administration incorporated into the Department's Federal financial assistance agreements. The Department has removed those requirements from its Federal financial assistance agreements, and inserted language that requires compliance with already existing legal requirements, as applicable based on existing court decisions—including, among others, existing legal requirements related to immigration enforcement and the prohibition of discrimination—not the type of new sweeping policy requirements imposed by the prior administration.

As a reminder, the Department offers technical guidance and support for all recipients of DOT Federal financial assistance through its program offices. Should you require clarification regarding your obligations, you are encouraged to contact your designated DOT representative.

The Department remains committed to advancing a transportation system that serves the public interest efficiently and unleashes economic prosperity and a superior quality of life for American families and supports our partnership to achieve these goals.

Sincerely,



Sean P. Duffy