



TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA

THURSDAY, JANUARY 15, 2026

9:00 A.M. TAC REGULAR MEETING (Boardroom 210)
11:00 A.M. TAC WORKSHOP (Room 324)

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. ELECTION OF OFFICERS FOR THE TECHNICAL ADVISORY COMMITTEE

The Corpus Christi MPO Bylaws and Operating Procedures (Chapter IV) indicate that the Technical Advisory Committee (TAC) shall elect a Chairperson and a Vice Chairperson from among its voting members during the first meeting of each calendar year. Such election shall be by a majority vote of that voting membership.

3. 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.

4. APPROVAL OF THE TAC NOVEMBER 20, 2025 REGULAR MEETING MINUTES 

5. DISCUSSION AND POSSIBLE ACTION ITEMS

A. DRAFT FY 2025-2028 TIP with Amendment 3 

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

B. DRAFT 2045 MTP Update with Amendment 2 

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

C. DRAFT 2050 MTP Population and Employment Control Totals 

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

D. DRAFT 2050 MTP Chapters and Appendices 

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

6. INFORMATION ITEMS

A. Corpus Christi MPO Boundary Change Process 

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

8. UPCOMING MEETINGS/EVENTS

A. Transportation Policy Committee
B. Technical Advisory Committee

Regular Meeting
Regular Meeting

February 5, 2026
February 19, 2026

9. ADJOURN

WORKSHOP

1. Corpus Christi MPO 2023 Program for Addressing Discrimination (PAD) with DRAFT 2025 Highlights and Map Changes [🔗](#)
2. Congestion Management Process (CMP) [🔗](#)

 - Indicates attachment(s) for the agenda item.

 - Indicates a weblink for agenda item.

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

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

MEETING LOCATION MAP



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

November 20, 2025

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

Mr. DeLatte called the meeting to order at 9:02 a.m.

TAC Members Present:

Mr. Brian DeLatte, City of Portland, Chairperson

Mr. Daniel McGinn, AICP City of Corpus Christi

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

Mr. Tom Yardley, San Patricio County

Ms. Liann Alfaro, Corpus Christi Regional Transportation Authority

Ms. Mary Afuso, Coastal Bend Council of Governments

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 OCTOBER 16, 2025, REGULAR MEETING MINUTES

Mr. Yardley made a motion to approve the TAC October 16, 2025, Regular Meeting minutes.

Mr. McGinn seconded; the motion passed unanimously.

4. DISCUSSION AND POSSIBLE ACTION ITEMS

A. TxDOT 2027 UNIFIED TRANSPORTATION PROGRAM (UTP) CALL FOR PROJECTS

Mr. MacDonald presented this item.

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.

Discussion:

Mr. Yardley asked whether the projects highlighted in green indicate that there are no scheduled projects for the years 2027 and 2029.

- Ms. Sales-Evans explained that the gaps in 2027 and 2029 are partly intentional but mainly due to balancing funding across years. One major project is Gregory SPUI, which must remain in 2028 because of railroad coordination and right-of-way needs. Some 2029 work could be moved earlier depending on project scope, including the SH 357 safety project and items in the safety placeholder. However, Park Road 22 is unlikely to move because its scope is still unclear.

Mr. MacDonald noted that the information presented is helpful and emphasized the need for flexibility as the MPO prepares the next TIP covering FY 2027–2030. This will be the first opportunity to outline desired projects for the next ten years, and next year's update will include another assessment of funding and project readiness. Several items in the program are placeholders. The Operations and Safety placeholder was based on potential projects from the Safety Action Plan, including the Rodd Field Road project, which TxDOT has chosen to advance. Park Road 22 remains a placeholder with funding but no defined scope, making it vulnerable to being delayed. He encouraged TxDOT and the City to work together with the MPO's support to define the project, as undefined projects are difficult to plan, design, and deliver in the short timeframe and risk losing allocated funds.

- Mr. McGinn reported that the City of Corpus Christi's Island Mobility Plan is approximately 99% complete but has not yet been presented to City Council for adoption due to a crowded agenda in recent months. He explained that the plan is similar to the FM 624 project, featuring shared-use paths on both sides to accommodate bicycles, pedestrians, and golf carts. He estimated that the project cost could be roughly double the current \$17 million figure, aligning more closely with the overall cost of the FM 624 project when all categories are included.
- Ms. Sales-Evans stated that several ongoing efforts—such as the Regional Parkway study and planned upgrades to SH 361—will influence what improvements are appropriate for the corridor. Island traffic types (RVs, boats, etc.) and limited roadway width create challenges for a design similar to FM 624, especially regarding U-turn needs, a six-lane boulevard footprint, shared-use paths, and the lack of design standards for golf cart paths. She emphasized the need for continued coordination to ensure any project aligns with future plans, particularly near the SH 361/Park Road 22 intersection. She also noted future funding availability at the end of the 10-year window: about \$26M in Category 2, \$24M in Category 4U, and \$66M in Category 7, and asked whether the MPO would consider using Category 7 funds for UTP projects.

Mr. MacDonald stated that the slide shows potential funds for projects to enter the UTP process. No funding is being allocated yet; the purpose is to identify projects for scoring and ranking. The district's two proposed projects come from the long-range plan and are suitable for a 10-year timeframe. Local governments were encouraged to submit additional projects, which TxDOT will evaluate to inform next year's TIP and long-range plan discussions.

- Mr. McGinn asked whether the Rodd Field Road project at the Saratoga intersection includes a full redesign of the intersection to straighten the sweeping curves, which currently limit development at that corner. He noted that the existing sweeping curves at the intersection prevent development on both corners. Redesigning the intersection could improve safety and provide a higher return on investment by enabling significant commercial development on those corners.
- Ms. Sales-Evans stated that the intersection at Rodd Field Road and Saratoga is planned for evaluation to improve traffic flow and safety. She noted that any redesign may be constrained by existing right-of-way, which could limit how close development can occur to the roadway. Coordination with the City of Corpus Christi will be necessary to ensure the intersection design aligns with city plans and provides efficient, safe access while supporting potential development.
- Mr. McGinn described the current intersection as confusing and potentially unsafe, with lane shifts through the curves that require weaving. Squaring up the intersection would improve safety and could also create opportunities to utilize the right-of-way for development, potentially generating revenue.
- Mr. MacDonald noted that the intersection is unusual for traffic operations, partly due to gated neighborhood access on the southeast side. He suggested that any discussion about realigning the intersection could occur offline, as the current safety project does not include full realignment.
- Mr. McGinn mentioned that he hadn't discussed the project recently and was unsure whether it was included in the total funding, noting that the total span of three different categories.
- Ms. Sales-Evans stated that as the project design progresses and public involvement occurs, the estimated cost may need to be revisited, but it is not yet at that stage.
- Mr. MacDonald suggested defining the project further and considering it for the 2050 MTP rather than the UTP, noting that it likely won't be fully defined or ready for submission by December 5.
- Ms. Sales-Evans noted that some short-term operational improvements could still be made at the intersection as part of the existing Rod Field project in the 26 UTP. However, if a more

extensive redesign requiring additional right-of-way is needed, that would need to be addressed separately.

- Mr. MacDonald reiterated that the district selected a couple of projects for consideration in the UTP submission process by December 5. MPO members can provide feedback on these projects and recommend them to the policy committee, along with any other local projects that may be ready for submission.
- Ms. Sales-Evans noted that any large-scale mobility project should align with the Congestion Management Plan and be MTP-listed unless safety or operations-focused. Two eligible projects remain: (1) the I-37/SH 358 interchange, which has a higher crash rate and is expected to score well in TPP evaluations, and (2) improvements on 286 between Holly and 358, with a lower crash rate. Funding options include leveraging MPO Category 7, and state funds to fully fund improvements, or leaving Category 7 funds available for future projects, with approximately \$45 million remaining for other local initiatives.
- Mr. MacDonald highlighted that many Texas MPOs award their Category 7 funds for local projects. Historically, the district lacked local projects, but TxDOT-supported projects allowed federal and Category 7 funds to be allocated effectively, avoiding penalties for unspent funds. Texas has maximized federal funding, even receiving additional dollars from other states that couldn't spend theirs. Locally, this process has enabled the district to allocate Category 7 and other MPO-selected funds while keeping projects off the redistribution list. He emphasized that each TIP, long-range plan, or UTP cycle offers local governments an opportunity to propose projects for federal or locally-directed funds. Examples include Corpus Christi using bond funding for Rodd Field Road and Yorktown Boulevard projects to expedite delivery outside the federal system. Local governments can submit projects now or in future cycles.
- Ms. Afuso emphasized the importance of a multi-funding approach, rather than relying on a single funding source, to maintain a regional perspective and ensure flexibility in case one funding source becomes unavailable as a philosophy.
- Mr. MacDonald explained that available funds are distributed across multiple categories, and the MPO's approach is to combine restricted and flexible funds with fully funded priority projects. This method allows project costs and schedules to be adjusted within the TIP, long-range plan, and UTP. He noted that submission of new projects is optional unallocated funds can be addressed in future planning cycles but the two projects from the adopted plan are ready for submission, scoring, and potential advancement.

Mr. Yardley asked for clarification on leveraging available balances and requesting statewide funding.

- Ms. Sales-Evans explained that in the past, some MPOs requested 100% statewide or commission discretionary funding for projects without contributing local funds, which prompted questions from the Commission about local commitment. Leveraging local MPO funds alongside statewide funding demonstrates priority and helps bridge funding gaps. She noted that the Harbor Bridge project was previously funded this way. The I-37/SH 358 interchange could be a strong candidate for this approach due to high crash rates, connectivity significance, and its role as a key decision point for commuters and visitors. While additional statewide funding is not guaranteed, submitting the project increases the opportunity, and any remaining local funds could still be allocated to other projects in future planning cycles.
- Mr. MacDonald noted that staff provided attachments including detailed maps from the 2026 UTP and the district's project list, showing multi-county projects and investments outside the MPO area. He highlighted that some large projects, such as the Harbor Bridge and other major corridor improvements, rely on state- or Commission-directed funding due to their size. He emphasized that these examples illustrate the earlier discussion on leveraging multiple funding sources. Staff requested the TAC's recommendation to forward projects to the Policy Committee for submission consideration.

Mr. McGinn asked whether Park Road 22 will remain on the project list, noting it was on last year's list, and inquired about the approach to keeping the previous list while adding the two new projects.

- Ms. Sales-Evans confirmed that all projects currently on the list with UTP funding, including Park Road 22, would be retained. She explained that the discussion is about potentially adding new candidates for consideration. Based on available funding and leveraging opportunities, the I-37/SH 358 interchange is the stronger candidate due to higher crash history, connectivity, and freight corridor significance. The other new project, while a traffic concern, has fewer crashes and lower scoring potential for statewide funding.
- Mr. McGinn asked what would be required to add more funding for Park Road 22. He noted that the project's design and scope cannot currently be finalized because of uncertainty regarding a potential future Highway 361 connection to a second crossing, which could affect this section of the project.
 - Ms. Sales-Evans noted that additional funding for Park Road 22 is not currently recommended because the project lacks a well-defined scope and cost estimate. She highlighted that intersection improvements for potential Highway 361 connections and operational considerations need further analysis. Additional funding could be considered in the 2028 UTP cycle, once a clearer estimate and justification are available, but at this time, there is insufficient information to support increasing the allocation.
- Mr. McGinn acknowledged that Park Road 22 can remain on the list as is but emphasized that there is insufficient information to determine the actual funding need. While more funding will eventually be required, the current data does not support specifying an updated amount.
- Mr. MacDonald agreed that Park Road 22 should remain on the list for now. He noted that as more information becomes available such as funding targets and updated cost estimates in February there will be an opportunity to review all projects and ensure fiscal constraint within the 10-year period, adjusting as needed.
- Ms. Sales-Evans suggested that if the MPO chooses to move forward with the project, approximately \$45 million of Category 7 funds would remain available. These funds could potentially be leveraged to supplement the project's UTP allocation once a more accurate cost estimate is available, providing additional flexibility.
- Mr. MacDonald reiterated that the process is multi-step: the current step is to identify projects, followed by reviewing the fiscal elements in the coming months. A subsequent project submittal and update will occur in March or April.

Motion:

Ms. Sales-Evans made a motion to keep the existing list but added MPO-034 into the list.

Mr. Yardley seconded; the motion passed unanimously.

Ms. Sales-Evans clarified that her motion included the potential use of \$20 million of Category 7 funds as part of the request for statewide funding, and she wanted to ensure that this aspect was understood as part of the motion.

B. SAFETY (PM1) PERFORMANCE MEASURES AND TARGETS

Mr. MacDonald presented this item.

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

- 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 sought a recommendation from the TAC to the Transportation Policy Committee (TPC) to adopt all the TxDOT state targets for Safety (PM1) Performance Measures.

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

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).

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.

Discussion:

Mr. Yardley noted that looking at fatalities over time, 2021 was the peak, and numbers have been gradually decreasing since. He feels the 2025 target seems overly optimistic based on this trend. For 2026, a new calculation method has been introduced, resulting in a target that is higher than the previous peak in 2021, and he's uncertain about how the new method works.

- Mr. MacDonald explained that the new methodology changed how the target was calculated, which seems counterintuitive because the new target is 1,500 lives higher than last year. Previously, federal rules imposed a "hard stop," preventing a target from exceeding the prior year's targets. Last year's target of 3,046 came from a five-year rolling average, but the calculation without the restriction would have produced an even higher number.

Mr. DeLatte asked why the number of serious injuries remains the same each year 14,669 in the third row and wondered how the methodology results in that consistent figure.

- Mr. MacDonald stated that it was a typo.

Ms. Afuso noted that 2024 had the highest number of fatalities on record.

- Mr. DeLatte asked why, over the past 12–15 years, fatalities appear to be increasing while serious injuries are decreasing, seeking an explanation for the trend.
- Ms. Afuso expressed concern that, while road design and traffic controls help, they can't fully address issues like impaired driving, and emphasized that being "number one" in fatalities is not acceptable.
- Mr. MacDonald acknowledged that the statewide numbers are very high and disheartening. He explained that the state's calculations and sources determine the reported numbers, and trend lines are drawn to set targets that meet federal requirements, which may differ from their own figures.
- Ms. Afuso said she sees no issue with supporting the state's recommendation, noting it's reasonable to focus on what is within their control rather than claiming they can save more lives than the target suggests.
- Mr. MacDonald explained that TxDOT adopted the Transportation Commission's recommendation, and while each MPO could do its own analysis, they chose not to.
- Ms. Afuso noted that there's no penalty if the actual number of fatalities ends up being lower than the target.

Motion:

Ms. Sales-Evans made a motion to recommend the TPC approve the resolution with 26-01 with understanding that the number of serious injuries will be corrected.

Ms. Alfaro seconded, and the motion passed unanimously.

After Motion Discussion:

Mr. Yardley questioned why the 2026 county target, calculated using a five-year rolling average, is higher than all previous years, expressing uncertainty about how that result came about.

- Ms. Sales-Evans explained that the rolling average includes years not shown in the table 2008–2012, 2009–2013, so the numbers could be higher than they appear. She noted that this excerpt might be misleading but could be clarified in the full packet for the policy board.

- Mr. MacDonald said they included the full historical data to show the trend line, rather than just listing targets like some MPOs. He emphasized they will explain to the policy committee why certain numbers appear higher.

C. CONGESTION MANAGEMENT PROCESS (CMP)

Mr. MacDonald presented this item.

Congestion management is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods. A congestion management process (CMP) is a systematic and regionally accepted approach for managing recurring and 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.

Discussion:

Ms. Sales-Evans noted the document is lengthy and requires focused attention. She asked for clarification on whether the city and TxDOT are still discussing traffic signal maintenance, since her understanding is that the city maintains most signals. She also raised concerns about the clarity of maps and legends in the document, especially for printed versions, suggesting improvements for readability. Lastly, she requested a walkthrough of the appendix and roadway sections to better understand the information presented.

- Mr. MacDonald suggested addressing the questions in a future workshop, possibly in December or January, noting that adoption isn't required immediately but should happen sooner rather than later.
- Ms. Sales-Evans requested clarification on the map legend and data tables. She wants to understand how corridor tiers, transit stops, land use, traffic signals, levels of service, and metrics like hours of delay and truck volumes relate to the main function of the corridor. She suggested adding explanatory details to make the tables and maps easier to interpret, especially for key corridors of focus. She also emphasized that individual graphs in the appendix may be confusing when viewed out of context. She suggested adding brief

explanatory notes to each graphic clarifying that a metric represents “hours of delay per year” to make the data easier to understand.

- Mr. MacDonald wanted clarification on Ms. Sales-Evans from what was exhibited on screen, so the information be directly incorporated into the graphics or tables so that maps and data are clearly connected, eliminating the need to refer to other pages of the document.
- Ms. Sales-Evans noted that most people will only see excerpts rather than the full 250-page document, making it cumbersome to scroll back and forth. She emphasized the need to make corridor segment information easier to understand in those excerpts.
- Mr. MacDonald said the suggested changes could be added easily and proposed either releasing the document for a one-month public comment period now or holding a workshop first to review details.
- Ms. Sales-Evans noted that the timing should consider the schedule for completing the new MTP, upcoming holidays, and the need for sufficient review time, leaving the decision to the group’s majority.
- Mr. DeLatte asked if the 30-day public comment period could still occur while allowing adjustments to the tables to be made before final approval.
 - Mr. MacDonald explained that while they aim to approve the document as a standalone item, it will later be incorporated into the MTP with any changes from the public or others over the next 15 months, and commenters can address different elements, including the CMP.
 - Mr. DeLatte noted that skipping a December meeting would delay the process by about 60 days, emphasizing the importance of incorporating public comments.
- Ms. Sales-Evans clarified that the request is to recommend TPC to release the document for a 30-day public comment period.
- Mr. MacDonald explained that the earliest TPC could act would be their next meeting on December 4, but the one-month public comment period would likely start around January 8.
- Ms. Afuso questioned whether significant changes made to the document after the initial 30-day public comment period would require reopening of the comment period, or if the document would simply be pushed through without further public input.
 - Mr. MacDonald responded that if comments lead to substantial changes, the document could be revised and released for another one-month public comment period.
- Ms. Sales-Evans raised concerns about integrating transit strategies with safety goals. She described an example of a pedestrian crossing unsafely to catch a bus and questioned how to encourage transit use while ensuring pedestrian safety. She also noted challenges with corridor strategies like platooning, where small disruptions can affect the system, and suggested the plan could identify best practices, education, or signage to improve safe transit and pedestrian behaviors.
- Ms. Afuso emphasized that pedestrian and transit safety ultimately comes down to public education. She noted the importance of enforcing laws like no jaywalking, providing mid-block crossings where needed, and thoughtfully locating bus stops, but stressed that safe behavior is primarily the public’s responsibility, supported by coordinated efforts.
- Mr. MacDonald explained that the discussion intersects two plans: the adopted Regional Safety Action Plan (RSAP) and the developing Safe System Plan. Both address safety, education, engineering, and enforcement. He encouraged continued participation to bring ideas forward, noting that actionable items from these plans can tie into the CMP and congestion management strategies. He emphasized that the CMP follows federal guidance but is customized for the region, and workshops may be needed to clarify graphics and strategies. Approval is not urgent, and the timeline allows for review in December or January, with eventual standalone adoption and inclusion in the next long-range plan over the next 12–15 months.

- Mr. DeLatte outlined two options: either recommend that the TPC release the document now, adding context to Exhibit 3 and certain tables/maps, or delay until the January technical meeting to allow more time for revisions.
- Ms. Sales-Evans asked if the requested changes or additional context could potentially be made before the policy board meeting, acknowledging that the timing might be tight due to the holidays.
 - Mr. MacDonald verified that completing changes before the December 4 Policy Board meeting would be very tight. He recommended tabling the item and reviewing it in a workshop at the next meeting, allowing sufficient time to refine the document carefully, since it is a foundational document, rather than rushing revisions or risking multiple public comment periods.

Motion:

Mr. Yardley made a motion to table the CMP.

Mr. Alfaro seconded; and the motion passed unanimously.

5. INFORMATION ITEMS

A. CORPUS CHRSITI MPO 2023 PROGRAM FOR ADDRESSING DISCRIMINATION (PAD) WITH DRAFT 2025 HIGHLIGHTS AND MAP CHANGES

Mr. MacDonald presented this item.

As discussed earlier this year, the Corpus Christi MPO Title VI policy document is due for an update. The TPC and TAC received an earlier version of this document in prior meetings. As reported by FHWA, and discussed in previous meetings, several federal executive actions have impacted environmental justice (EJ) considerations within metropolitan transportation planning regulations. The actions collectively reduced the emphasis on environmental justice and equity considerations in Metropolitan transportation planning and related federal infrastructure initiatives. The current Title VI policy was approved by the MPO Transportation Policy Committee (TPC) on August 2, 2018. Title VI of the Civil Rights Act of 1964 requires that transportation planning and programming be nondiscriminatory based on race, color, or national origin. The federal statute was further clarified and supplemented by the Civil Rights Restoration Act of 1987. The Americans with Disabilities Act of 1990 (ADA) stipulates involving the community, particularly those with disabilities, in the development and improvement of services.

Discussion:

None.

B. 2050 MTP ACTIVITIES

Mr. MacDonald presented this item.

Mr. MacDonald reported that outreach for the 2050 MTP is increasing, with presentations to San Patricio County Commissioners, the Port Commission, City of Corpus Christi, City of Portland, and the RTA. He highlighted the Regional Safety Action Plan and noted that safety resonates with the public. Website traffic and survey participation are rising due to media coverage. The 2050 MTP is targeted for adoption in April 2027, with some transit plans and safety plans not updated prior to adoption. Future media stories are expected to focus on safety and active transportation (bike/pedestrian plans), continuing the MPO's public engagement efforts.

Discussion:

None.

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

Ms. Sales-Evans announced that FM 893 has been set for construction. On November 21, 2025, there will be a preconstruction meeting.

- Mr. DeLatte noted that the project has been a long time in the making and is a strong example of collaboration among the city, TxDOT, the General Land Office (for drainage), and the county (for right-of-way acquisition along Cemetery Road). He said the meeting was moved to Monday and expressed enthusiasm for the project, calling it fantastic.

Ms. Afuso announced that the COG has received its mitigation funding from the GLO. Part of the funding will support a housing study, which will include transportation considerations related to fair housing. She expressed excitement about beginning the work.

Ms. Alfaro reported that the RTA is very busy with upcoming holiday activities. There will be no service on Thanksgiving Day, with normal service resuming Friday. Route 60 will be temporarily extended for the Islander Lights event, and on December 6 the RTA will provide service to the H-E-B Christmas tree lighting. From December 12–24, on Fridays and Saturdays, the “Downtown Dasher” bus will be decorated with lights and will run from 5–10 p.m. for free. Additionally, RTA will offer the Holiday Express Candy Cane Lane experience for the disabled community via Bline, with more details coming soon.

Mr. DeLatte shared that the City of Portland held a ribbon-cutting for its Fifth and Elm revitalization project, transforming the community’s original downtown—once lacking walkability—into a pedestrian-friendly, town-square-like environment. The event attracted about 5,000 people over two and a half days and will host upcoming concerts. He highlighted the project’s connection to past MPO-supported active mobility investments, including nearby hike-and-bike trails, and noted that it will play a key role in Portland’s long-term plan to create a citywide hike-and-bike circuit with connecting spokes. He expressed excitement about the strong public response and the future of enhanced mobility and walkability in the area.

7. UPCOMING MEETINGS/EVENTS

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

8. ADJOURN

The meeting was adjourned at 10:36 a.m.

Date: January 9, 2026
To: Technical Advisory Committee (TAC)
From: Jafet Flores, Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5A: DRAFT FY 2025-2028 Transportation Improvement Program (TIP) with Amendment 3
Action: Review, Discuss, Receive Public Comments and Possible Action

Summary

The Corpus Christi MPO staff developed the DRAFT FY 2025-2028 Transportation Improvement Program (TIP) with Amendment 3 for review by the TAC and TPC. The proposed DRAFT FY 2025-2028 TIP with Amendment 3 Fiscally Constrained Project List is shown in Attachment 2. The following bulleted list and tables provides the proposed changes to the DRAFT FY 2025-2028 TIP as part of Amendment 3 and is consistent with the proposed DRAFT 2045 MTP Update with Amendment 2.

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

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

- Remove MPO-030: Future Category 9 Projects (Update during one-month public comment period)
- Remove MPO-067: MPO Planning Tools and Studies (Update during one-month public comment period)
- Section 5, page 39, Table 12a. FY 2025-2028 TIP with Amendment 3 Fiscally Constrained Highway Project List edits.
 - Removed MPO-016: PR 22 Nueces Aquarius to Whitecap
 - Remove MPO-067: MPO Planning Tools and Studies (Update during one-month public comment period)
- Section 5, pages 40-42, Table 12c FY 2025-2028 TIP with Amendment 3 Fiscally Constrained Transit Project List edits.
 - Corrected table error where project names were shifted to the wrong project ID. Updated Project Names for the following projects to match TIP and STIP.
 - CCRTA-133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, and 148.

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

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

- Adjusted funding for one project:

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

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

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

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

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

TxDOT Statewide STIP Revision (May 2026) Process

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

MPO Approval Dates – TIP Amendment AND MTP Amendment

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

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

FTA Approval Date for May 2026 STIP Revision

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

Background

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

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

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

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

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

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

Financial Impacts

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

Recommendation

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

Proposed Motion

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

Attachments

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



Technical Advisory Committee

DATE 12/30/2025

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

Summary

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

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

New Project Additions

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

Project Revisions

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

Project Deletions

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

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

Financial Impact:

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

Recommendation:

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

Proposed Motion:

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

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

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

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

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

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

	CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost	Total Construction Cost	Non-Construction Cost	Total Project Cost
10 Year	1557-01-045	MPO-035	FM 43 Nueces FM 665 to SH 286 Add Lns	Construct 2 additional travel lanes for 4-lane divided highway	FM 665 Intersection	SH 286	TxDOT-CRP	On	2	\$32,400,000	\$44,800,000	\$15,680,000	\$60,480,000
	0326-03-103	MPO-078	SH 286 Nueces SH 358 to Horne Add Ln NB.	Construct 1 additional travel lane northbound.	SH 358	Horne Rd.	TxDOT-CRP	On	4U	\$12,400,000			
	1069-01-042	MPO-079	SH 357 Nueces Rodd Field medians	Construct raised medians and upgrade sidewalks	Saratoga Blvd.	SH 358	TxDOT-CRP	On	2	\$31,080,000	\$38,080,000	\$13,328,000	\$51,408,000
	0617-02-073	MPO-016	PR 22 Nueces Aquarius to Whitecap	<u>Corridor Upgrade for Pedestrian and Access Management Improvements without Adding Capacity</u>	Aquarius St.	Whitecap Blvd.		TxDOT-CRP	On	4U	\$7,000,000		
	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		On	7	\$8,500,000			
	0326-01-065	MPO-036	SH 286 Nueces Holly to SH 358 Braid Ramp	Construct braided ramps northbound.	South of Holly Rd.	SH 358 (SPID)	TxDOT-CRP	On	2	\$5,680,000	\$25,000,000	\$21,000,000	\$81,000,000
Long Range								4U		\$30,000,000			

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

Table 12a. FY 2025-2028 TIP with Amendment 32 Fiscally Constrained Highway Project List (For Illustration Purposes) – March 5, 2026

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

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

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

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

Table 12c. FY 2025-2028 TIP with Amendment 32 Fiscally Constrained Transit Project List (For Illustration Purposes) – March 5, 2026

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

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

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

TIP Fiscal Year	MTP ID	Project Name	Funding Category	Federal Cost	Local Cost	Total Project Cost (\$, millions)
2025	CCRTA-118	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment (apportionment year 2022)	FTA-5339	\$266,965	\$66,741	\$333,706
2025	CCRTA-119	Construction of Bus Support/Equip/Facilities (apportionment year 2022)	FTA-5339	\$384,000	\$96,000	\$480,000
2025	CCRTA-120	Rehab/Renovate Bus Support Facilities/Equipment (apportionment year 2023)	FTA-5339	\$327,760	\$81,940	\$409,700
2025	CCRTA-121	5310 Sub-recipients (apportionment year 2024)	FTA-5310	\$320,000	\$80,000	\$400,000
2025	CCRTA-150	Rolling Stock (All Variety of Rolling Stock) (apportionment year 2024)	Other FTA	\$5,888,040	\$1,053,110	\$6,958,550
2025	CCRTA-151	BUS STOP SHELTERS/AMENITIES (using apportionment year 2022)	FTA-5307	\$379,278	\$94,819	\$474,097
2025	CCRTA-152	ROLLING STOCK (ALL VARIETY OF ROLLING STOCK) (using apportionment year 2022)	FTA-5307	\$6,465,579 5,624,674	\$1,140,985 992,589	\$7,606,564 6,617,263
2025	CCRTA-153	ROLLING STOCK (VARIETY OF ROLLING STOCK) (using apportionment year 2023)	FTA-5307	\$5,276,520	\$931,151	\$6,207,671
2025	CCRTA-154	PREVENTIVE MAINTENANCE (using apportionment year 2023)	FTA-5307	\$800,000	\$400,000	\$1,000,000
2025	CCRTA-155	BUS SUPPORT FACILITIES/EQUIPMENT (using apportionment year 2023)	FTA-5307	\$1,500,000	\$375,000	\$1,875,000
2025	CCRTA-156	BUS STOP SHELTERS/AMENITIES (using apportionment year 2023)	FTA-5307	\$265,806	\$66,452	\$332,258
2025	CCRTA-157	MISCELLANEOUS SHOP AND GARAGE EQUIPMENT (using apportionment year 2023)	FTA-5339	\$356,060	\$89,015	\$445,075
2025	CCRTA-158	ROLLING STOCK (VARIETY OF ROLLING STOCK) (using apportionment year 2024)	FTA-5307	\$6,000,000	\$1,058,824	\$7,058,824
2025	CCRTA-159	BUS SUPPORT FACILITIES/EQUIPMENT (using apportionment year 2024)	FTA-5307	\$600,000	\$150,000	\$750,000
2025	CCRTA-160	PREVENTIVE MAINTENANCE (using apportionment year 2024)	FTA-5307	\$1,000,000	\$250,000	\$1,250,000
2025	CCRTA-161	BUS STOP SHELTERS/AMENITIES (using apportionment year 2024)	FTA-5307	\$522,472	\$130,618	\$653,090
2025	CCRTA-162	REHAB/RENOVATE BUS SUPPORT FACILITIES/EQUIPMENT (using apportionment year	FTA-5339	\$500,000	\$125,000	\$625,000
2025	CCRTA-163	MISCELLANEOUS SHOP AND GARAGE EQUIPMENT (using apportionment year 2024)	FTA-5339	\$217,754	\$54,439	\$272,193
2025	CCRTA-164	TRANSIT-RELATED ITS (apportionment year 2024)	FTA-5310	\$418,252	\$66,741	\$333,706
2025	CCRTA-165	A/E FOR REHAB/RENOVATION OF MAINTENANCE BUILDING	Other FTA	\$1,940,000	\$2,060,000	\$4,000,000
<u>2025</u>	<u>CCRTA-167</u>	<u>PREVENTATIVE MAINTENANCE</u>	<u>FTA-5307</u>	<u>\$855,421</u>	<u>\$213,855</u>	<u>\$1,069,276</u>
<u>2025</u>	<u>CCRTA-168</u>	<u>PREVENTATIVE MAINTENANCE</u>	<u>FTA-5307</u>	<u>\$4,966,137</u>	<u>\$1,241,534</u>	<u>\$6,207,671</u>
2026	CCRTA-122	Rolling Stock (All Variety of Rolling Stock)	FTA-5307	\$6,884,166	\$1,214,853	\$8,099,019
2026	CCRTA-123	Bus Stop Shelter Amenities	FTA-5307	\$900,734	\$225,184	\$1,125,918
2026	CCRTA-124	Bus Stop Improvements	FTA-5307	\$400,000	\$100,000	\$500,000
2026	CCRTA-125	Preventative Maintenance	FTA-5307	\$800,000	\$200,000	\$1,000,000
2026	CCRTA-126	5310 Sub-recipients	FTA-5310	\$320,000	\$80,000	\$400,000
2026	CCRTA-127	Genfare Bus Systems Phase-I	Regionally Significant or Other	\$0	\$335,666	\$335,666
2026	CCRTA-128	Bus DVR Replacement	Regionally Significant or Other	\$0	\$44,400	\$44,400
2026	CCRTA-129	Bear Lane UPS Replacement	Regionally Significant or Other	\$0	\$25,000	\$25,000
2026	CCRTA-130	Video Surveillance Server (Bear LN Location)	Regionally Significant or Other	\$0	\$20,000	\$20,000
2027	CCRTA-131	Rolling Stock (All Variety of Rolling Stock)	FTA-5307	\$3,977,516	\$701,915	\$4,679,430
2027	CCRTA-132	Support/Relief Vehicles	FTA-5307	\$432,000	\$108,000	\$540,000
2027	CCRTA-133	Bus Stop Improvements Shelter Amenities	FTA-5307	\$400,000	\$100,000	\$500,000
2027	CCRTA-134	<u>Bus Stop Shelter Amenities</u> <u>Preventative Maintenance</u>	FTA-5307	\$280,000	\$70,000	\$350,000
2027	CCRTA-135	<u>Preventative Maintenance</u> <u>5310 Sub-recipients</u>	FTA-5307	\$800,000	\$200,000	\$1,000,000
2027	CCRTA-136	<u>5310 Sub-recipients</u> <u>Genfare Bus Replacement Phase-II</u>	FTA-5310	\$320,000	\$80,000	\$400,000

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

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

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

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



METROPOLITAN PLANNING ORGANIZATION

PUBLIC NOTICE 26-1

February 5, 2026

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

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

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

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

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

www.corpuschristi-mpo.org

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

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

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



CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION

DRAFT RESOLUTION 26-02

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Connie Scott

Print Name

ATTEST:

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

TIP, MTP and STIP Approval Timeline

CORPUS CHRISTI



METROPOLITAN PLANNING ORGANIZATION

Timeline

2026

Jan

Feb

Mar

Apr

May

Jun

TAC recommend release of TIP and MTP Amendment documents

Jan 15th

TPC Releases TIP and MTP Amendment for 1 month

Feb 5th-Mar 5th

TAC recommends approval of TIP and MTP Amendments

Feb 19th

TPC Approves TIP and MTP Amendments

Mar 5th

First Day to Upload STIP Documents

Mar 25th

TPC Approves Approves minutes from March 5th Meeting

April 2nd

Last Day to Upload STIP Documents

April 3rd

STIP Revision Comment Period

April 17-May 17

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

May 19

Date: January 9, 2026
To: Technical Advisory Committee (TAC)
From: Jafet Flores, Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5B: DRAFT 2045 Metropolitan Transportation Plan (MTP) Update with Amendment 2
Action: Review, Discuss, Receive Public Comments and Possible Action

Summary

The Corpus Christi MPO staff developed the DRAFT 2045 Metropolitan Transportation Plan Update (2045 MTP Update) with Amendment 2 for review by the Technical Advisory Committee (TAC) and TPC. The proposed DRAFT 2045 MTP Update with Amendment 2 Fiscally Constrained Project List is shown in Attachment 2. The following bulleted list and tables provides the proposed changes to the 2045 MTP Update as part of Amendment 2 and is consistent with the proposed DRAFT FY 2025-2028 Transportation Improvement Program (TIP) with Amendment 3.

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

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

- Remove MPO-030: Future Category 9 Projects (Update during one-month public comment period)
- Remove MPO-067: MPO Planning Tools and Studies (Update during one-month public comment period)
- Chapter 7, page 17, Exhibit 7-3 Transit Fiscally Constrained Project List edits.
 - Corrected table error where project names were shifted to the wrong project ID. Updated Project Names for the following projects to match TIP and STIP.
 - CCRTA-133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, and 148.

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

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

- Adjusted funding for one project:

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

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

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

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

TxDOT Statewide STIP Revision (May 2026) Process

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

MPO Approval Dates – TIP Amendment AND MTP Amendment

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

- TAC – January 15th - recommend the TPC release of TIP and MTP Amendment documents for a required one-month public comment period
- TPC – February 5th – release the TIP and MTP Amendments documents for a one-month public comment period

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

FTA Approval Date for May 2026 STIP Revision

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

Background

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

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

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

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

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

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

Financial Impacts

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

Recommendation

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

Proposed Motion

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

Attachments

1. Memorandum dated December 30, 2025 from the CCRTA Staff
2. Revised Exhibit 7-2. Table of the Corpus Christi MPO Fiscally Constrained Project List from DRAFT 2045 MTP Update with Amendment 2
3. Public Notice 26-1
4. Resolution 26-02



Technical Advisory Committee

DATE 12/30/2025

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

Summary

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

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

New Project Additions

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

Project Revisions

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

Project Deletions

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

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

Financial Impact:

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

Recommendation:

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

Proposed Motion:

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

DRAFT 2045 METROPOLITAN TRANSPORTATION PLAN UPDATE WITH AMENDMENT 2

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

CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost	Total Construction Cost	Non-Construction Cost	Total Project Cost (\$, millions)	
TIP	1209-01-030	MPO-006	FM893 SanPat Stark Rd to W CR79 Add Lns	Upgrade to 5-Lane Urban Roadway by Constructing addtnl 2 Lanes and CLTL	CR 3685 (Stark Rd)	.2 MI W of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	\$17,000,000	\$17,000,000	\$5,950,000	\$22,950,000
	0916-35-195	MPO-007	Harbor Bridge Hike and Bike-Connectivity	Construct Pedestrian and Bike Facilities	On various city streets from Coles HS	H.J. Williams Park	City of Corpus Christi	Off	7	\$1,480,000	\$1,480,000	\$518,000	\$1,998,000
	0916-35-196	MPO-009	Corpus Christi HB Parks Mitigation Pt A	Constructing amenities at several parks within the City of Corpus Christi including HJ Williams Park, T.C. Ayers Parks/South Park, Washington School Site/Washington Coles Park, and Ben Garza Park (HB parks mitigation Part A).	at Various city parks including	Ben Garza, TC Ayers, HJ W & New Location	City of Corpus Christi	Off	7	\$4,800,000	\$15,980,000	\$5,593,000	\$21,573,000
								Local	\$11,180,000				
	0617-02-073	MPO-016	PR-22 Nueces Aquarius to Whitecap	Corridor Upgrade for Pedestrian and Access Management Improvements without Adding Capacity	Aquarius St.	Whitecap Blvd.	TxDOT-CRP	On	2	\$17,920,000	\$17,920,000	\$6,272,000	\$24,192,000
	0180-10-082	MPO-017	SH 361 SanPat @ SH 35 Interchange DCs	Construct interchange improvements to connect existing 4-lane SH 361 with existing 4-lane SS 202, including an elevated 4-lane signalized intersection, grade separations over two railroad crossings, connectors to SH 35, and entrance and exit ramps.	At SH35 Interchange	.15 MI SE on SH 361	TxDOT-CRP	On	2	\$49,840,000	\$77,480,000	\$27,118,000	\$104,598,000
								4	\$22,000,000				
								7	\$5,640,000				
	0180-06-118	MPO-018	SH 35 SanPat FM 3284 to SH 361 DCs	Construct interchange improvements including upgrade of entrance and exit ramps to an elevated signalized intersection, reconstruction of existing 2-lane frontage roads in each direction, sidewalks, and driveways.	FM 3284	.23 MI N of SH 361	TxDOT-CRP	On	4	\$56,000,000	\$60,400,000	\$21,140,000	\$81,540,000
								7	\$4,400,000				
TBD	MPO-030	Future Category 9 Projects	Projects selected through competitive process	N/A	N/A	TBD	On/Off	9	\$12,434,147	\$12,434,147	\$4,351,951	\$16,786,098	
10-Year Range	0989-02-057	MPO-033	FM 624 Nueces CR73 to Wildcat Add Lanes.	Construct additional two travel lanes to upgrade existing four lane rural roadway to an urban six lane boulevard with raised median and bicycle/pedestrian improvements.	CR 73	Wildcat Dr.	TxDOT-CRP	On	2	\$11,650,000	\$34,650,000	\$12,127,500	\$46,777,500
	0916-022-282	MPO-049	L_3CRP_Corpus Christi 1 Holly Rd. Tourism Trail	The project will construct a 15-foot-wide shared-use path and a new pedestrian bridge across Oso Bay. The project will renovate the existing train trestle bridge and connect the Holly Road and Flour Bluff Drive shared-use paths.	End of Holly Rd. across Oso Bay	Flour Bluff Dr./Don Patricio Rd.	City of Corpus Christi	Off	9	\$13,030,000			
	0916-00-255	MPO-067	MPO Planning Tools and Studies	Implement enhanced tools and data analysis for use in short-range programming and long-range planning. Modes: Travel Demand, Resiliency, Socio-Economic Allocation, Pavement Management, et. Plans/Programs: Regional Safety, Regional Active Transportation, Resiliency, Regional Complete Streets, Congestion Management Program.	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	MPO	On/Off	7	\$3,180,000			
	0916-00-256	MPO-068	Regional Traffic Operations Improvements and Safety Countermeasures	Regional Traffic Operations Improvements and Safety Countermeasures (MPO-068)	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	Various	On	10CR	\$3,800,000			
	TBD	MPO-069	FY 2022-FY 2025 STBG-SA/CAT 9 Awarded Projects	STBG-SA (CAT 9) Awarded Project in May 2022 by the TPC	Various	Various	City of Portland, City of Corpus Christi	Off	9	\$5,860,000	\$5,860,000	\$2,051,000	\$7,911,000
Long Range	5000-00-187	MPO-077	NEVI - TxDOT Charging Station	Install 4 Direct Current Fast Charge ports within one mile of the Electric Alternative Fuel Corridors (IH 37).	At 3500 Leopard St., Corpus Christi, Texas 78408	At 3500 Leopard St., Corpus Christi, Texas 78408	Equilon dba Shell	Off	10	\$1,200,000	\$1,200,000	\$420,000	\$1,620,000
	0916-35-265	MPO-080	Corpus Christi HB Parks Mitigation Pt B	Constructing amenities at greenspace within the City of Corpus Christi to meet Harbor Bridge environmental mitigation requirements (HB parks mitigation Part B).	On New Location in Hillcrest Area	Near Winnebago St. and Fisk Court	TxDOT-CRP, City of Corpus Christi	Off	10	\$5,500,000	\$11,500,000	\$4,025,000	\$15,525,000
	0180-11-016	MPO-081	SS 202 at SH 35/SH 361 Interchange SPUI	Construct connection to elevated Single Point Urban Intersection (SPUI) by converting existing 5-lane roadway to 4-lane divided roadway.	Ave H in Gregory	SH 35 Northbound Frontage Rd.	TxDOT-CRP	On	2	\$2,700,000			
	1557-01-045	MPO-035	FM 43 Nueces FM 665 to SH 286 Add Lns	Construct 2 additional travel lanes for 4-lane divided highway	FM 665 Intersection	SH 286	TxDOT-CRP	On	2	\$32,400,000	\$44,800,000	\$15,680,000	\$60,480,000
	0326-03-103	MPO-078	SH 286 Nueces SH 358 to Horne Add Ln NB.	Construct 1 additional travel lane northbound.	SH 358	Horne Rd.	TxDOT-CRP	On	4U	\$12,400,000			
	1069-01-042	MPO-079	SH 357 Nueces Rodd Field medians	Construct raised medians and upgrade sidewalks	Saratoga Blvd.	SH 358	TxDOT-CRP	On	2	\$31,080,000	\$38,080,000	\$13,328,000	\$51,408,000
	0617-02-073	MPO-016	PR 22 Nueces Aquarius to Whitecap	Corridor Upgrade for Pedestrian and Access Management Improvements without Adding Capacity	Aquarius St.	Whitecap Blvd.	TxDOT-CRP	On	4U	\$8,500,000	\$25,200,000	\$8,820,000	\$34,020,000
	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			
	4U	\$40,000,000	100,000,000	35,000,000	135,000,000								

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0326-01-065	MPO-036	SH 286 Nueces Holly to SH 358 Braid Ramp	Construct braided ramps northbound.	South of Holly Rd.	SH 358 (SPID)	TxDOT-CRP	On	2 4U	\$25,000,000 \$35,000,000	60,000,000	21,000,000	81,000,000
Exhibit 7-2. Table of the Corpus Christi MPO Fiscally Constrained Project List (For Illustration Purposes) (continued)												
TIP Fiscal Year	MTP ID	Project Name			Funding Category		Federal Cost	Local Cost	Total Project Cost (\$, millions)			
2025	CCRTA-097	Bear Lane UPS Replacement			Regionally Significant or Other		\$0	\$10,000,000	\$10,000,000			
2025	CCRTA-098	Rolling Stock (All Variety of Rolling Stock)			FTA-5307		\$4,363,898	\$770,100	\$5,133,998			
2025	CCRTA-099	Bus Stop Shelter Amenities			FTA-5307		\$879,890	\$219,973	\$1,099,863			
2025	CCRTA-100	Support/Relief Vehicles			FTA-5307		\$408,000	\$102,000	\$510,000			
2025	CCRTA-101	Bus Stop Improvements			FTA-5307		\$400,000	\$100,000	\$500,000			
2025	CCRTA-102	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment			FTA-5307		\$397,305	\$99,326	\$496,631			
2025	CCRTA-103	Destination Signage for Transit Stations			Regionally Significant or Other		\$0	\$420,000	\$420,000			
2025	CCRTA-104	Tug (Moving Buses)			Regionally Significant or Other		\$0	\$48,000	\$48,000			
2025	CCRTA-105	Bus DVR Replacement			Regionally Significant or Other		\$0	\$44,400	\$44,400			
2025	CCRTA-106	Staff Computers Replacement			Regionally Significant or Other		\$0	\$31,000	\$31,000			
2025	CCRTA-107	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment			FTA-5339		\$16,000	\$4,000	\$20,000			
2025	CCRTA-108	Bus Stop Improvements (apportionment year 2020)			FTA-5307		\$1,200,000	\$300,000	\$1,500,000			
2025	CCRTA-109	Support/Relief Vehicles (apportionment year 2021)			FTA-5307		\$608,400	\$152,100	\$760,500			
2025	CCRTA-110	Rolling Stock (All Variety of Rolling Stock) (apportionment year 2021)			FTA-5307		\$4,023,269	\$709,989	\$4,733,258			
2025	CCRTA-111	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment (apportionment year 2021)			FTA-5307		\$523,022	\$130,756	\$653,778			
2025	CCRTA-112	Preventative Maintenance (apportionment year 2021)			FTA-5307		\$800,000	\$200,000	\$1,000,000			
2025	CCRTA-113	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment (apportionment year 2021)			FTA-5339		\$523,840	\$130,960	\$654,800			
2025	CCRTA-114	5310 Sub-recipient (apportionment year 2022)			FTA-5310		\$320,000	\$80,000	\$400,000			
2025	CCRTA-115	Rehab/Renovate Bus Support Facilities/Equipment (apportionment year 2022)			FTA-5307		\$96,202	\$24,051	\$120,253			
2025	CCRTA-116	Bus Stop Infrastructure Bus Pads (using apportionment year 2022)			FTA-5307		\$896,326	\$224,081	\$1,120,407			
2025	CCRTA-117	Preventative Maintenance (apportionment year 2022)			FTA-5307		\$800,000	\$200,000	\$1,000,000			
2025	CCRTA-118	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment (apportionment year 2022)			FTA-5339		\$266,965	\$66,741	\$333,706			
2025	CCRTA-119	Construction of Bus Support/Equip/Facilities (apportionment year 2022)			FTA-5339		\$384,000	\$96,000	\$480,000			
2025	CCRTA-120	Rehab/Renovate Bus Support Facilities/Equipment (apportionment year 2023)			FTA-5339		\$327,760	\$81,940	\$409,700			
2025	CCRTA-121	5310 Sub-recipients (apportionment year 2024)			FTA-5310		\$320,000	\$80,000	\$400,000			
2025	CCRTA-150	Rolling Stock (All Variety of Rolling Stock)			Other FTA		\$5,888,040	\$1,053,110	\$6,958,550			
2025	CCRTA-151	BUS STOP SHELTERS/AMENITIES (using apportionment year 2022)			FTA-5307		\$379,278	\$94,819	\$474,097			
2025	CCRTA-152	ROLLING STOCK (ALL VARIETY OF ROLLING STOCK) (using apportionment year 2022)			FTA-5307		\$6,465,579 5,624,674	\$1,140,985 992,589	\$7,606,564 6,617,263			
2025	CCRTA-153	ROLLING STOCK (VARIETY OF ROLLING STOCK) (using apportionment year 2023)			FTA-5307		\$5,276,520	\$931,151	\$6,207,671			
2025	CCRTA-154	PREVENTIVE MAINTENANCE (using apportionment year 2023)			FTA-5307		\$800,000	\$400,000	\$1,000,000			
2025	CCRTA-155	BUS SUPPORT FACILITIES/EQUIPMENT (using apportionment year 2023)			FTA-5307		\$1,500,000	\$375,000	\$1,875,000			

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

2025	CCRTA-157	MISCELLANEOUS SHOP AND GARAGE EQUIPMENT (using apportionment year 2023)	FTA-5339	\$356,060	\$89,015	\$445,075
2025	CCRTA-158	ROLLING STOCK (VARIETY OF ROLLING STOCK) (using apportionment year 2024)	FTA-5307	\$6,000,000	\$1,058,824	\$7,058,824
2025	CCRTA-159	BUS SUPPORT FACILITIES/EQUIPMENT (using apportionment year 2024)	FTA-5307	\$600,000	\$150,000	\$750,000
2025	CCRTA-160	PREVENTIVE MAINTENANCE (using apportionment year 2024)	FTA-5307	\$1,000,000	\$250,000	\$1,250,000
2025	CCRTA-161	BUS STOP SHELTERS/AMENITIES (using apportionment year 2024)	FTA-5307	\$522,472	\$130,618	\$653,090
2025	CCRTA-162	REHAB/RENOVATE BUS SUPPORT FACILITIES/EQUIPMENT (using apportionment year 2024)	FTA-5339	\$500,000	\$125,000	\$625,000
2025	CCRTA-163	MISCELLANEOUS SHOP AND GARAGE EQUIPMENT (using apportionment year 2024)	FTA-5339	\$217,754	\$54,439	\$272,193
2025	CCRTA-164	TRANSIT-RELATED ITS (apportionment year 2024)	FTA-5310	\$418,252	\$66,741	\$333,706
2025	CCRTA-165	A/E FOR REHAB/RENOVATION OF MAINTENANCE BUILDING	Other FTA	\$1,940,000	\$2,060,000	\$4,000,000
<u>2025</u>	<u>CCRTA-167</u>	<u>PREVENTATIVE MAINTENANCE</u>	<u>FTA-5307</u>	<u>\$855,421</u>	<u>\$213,855</u>	<u>\$1,069,276</u>
<u>2025</u>	<u>CCRTA-168</u>	<u>PREVENTATIVE MAINTENANCE</u>	<u>FTA-5307</u>	<u>\$4,966,137</u>	<u>\$1,241,534</u>	<u>\$6,207,671</u>
2026	CCRTA-122	Rolling Stock (All Variety of Rolling Stock)	FTA-5307	\$6,884,166	\$1,214,853	\$8,099,019
2026	CCRTA-123	Bus Stop Shelter Amenities	FTA-5307	\$900,734	\$225,184	\$1,125,918
2026	CCRTA-124	Bus Stop Improvements	FTA-5307	\$400,000	\$100,000	\$500,000
2026	CCRTA-125	Preventative Maintenance	FTA-5307	\$800,000	\$200,000	\$1,000,000
2026	CCRTA-126	5310 Sub-recipients	FTA-5310	\$320,000	\$80,000	\$400,000
<u>2026</u>	<u>CCRTA-127</u>	<u>Genfare Bus Systems Phase I</u>	<u>Regionally Significant or Other</u>	<u>\$0</u>	<u>\$335,666</u>	<u>\$335,666</u>
<u>2026</u>	<u>CCRTA-128</u>	<u>Bus DVR Replacement</u>	<u>Regionally Significant or Other</u>	<u>\$0</u>	<u>\$44,400</u>	<u>\$44,400</u>
<u>2026</u>	<u>CCRTA-129</u>	<u>Bear Lane UPS Replacement</u>	<u>Regionally Significant or Other</u>	<u>\$0</u>	<u>\$25,000</u>	<u>\$25,000</u>
<u>2026</u>	<u>CCRTA-130</u>	<u>Video Surveillance Server (Bear LN Location)</u>	<u>Regionally Significant or Other</u>	<u>\$0</u>	<u>\$20,000</u>	<u>\$20,000</u>
2027	CCRTA-131	Rolling Stock (All Variety of Rolling Stock)	FTA-5307	\$3,977,516	\$701,915	\$4,679,430
2027	CCRTA-132	Support/Relief Vehicles	FTA-5307	\$432,000	\$108,000	\$540,000
2027	CCRTA-133	Bus Stop <u>Improvements</u> <u>Shelter Amenities</u>	FTA-5307	\$400,000	\$100,000	\$500,000
2027	CCRTA-134	<u>Bus Stop Shelter Amenities</u> <u>Preventative Maintenance</u>	FTA-5307	\$280,000	\$70,000	\$350,000
2027	CCRTA-135	<u>Preventative Maintenance</u> <u>5310 Sub-recipients</u>	FTA-5307	\$800,000	\$200,000	\$1,000,000
2027	CCRTA-136	<u>5310 Sub-recipients</u> <u>Genfare Bus Replacement Phase II</u>	FTA-5310	\$320,000	\$80,000	\$400,000
<u>2027</u>	<u>CCRTA-137</u>	<u>Genfare Bus Replacement Phase II</u> <u>Bus DVR Replacement</u>	<u>Regionally Significant or Other</u>	<u>\$0</u>	<u>\$335,666</u>	<u>\$335,666</u>
<u>2027</u>	<u>CCRTA-138</u>	<u>Bus DVR Replacement</u> <u>SSC UPS Replacement</u>	<u>Regionally Significant or Other</u>	<u>\$0</u>	<u>\$47,000</u>	<u>\$47,000</u>
<u>2027</u>	<u>CCRTA-139</u>	<u>SSC UPS Replacement</u> <u>Rolling Stock (All Variety of Rolling Stock)</u>	<u>Regionally Significant or Other</u>	<u>\$0</u>	<u>\$25,000</u>	<u>\$25,000</u>
<u>2027</u>	<u>CCRTA-166</u>	<u>CONSTRUCTION OF MAINTENANCE BUILDING</u>	<u>Other FTA</u>	<u>\$46,280,000</u>	<u>\$11,570,000</u>	<u>\$57,850,000</u>
2028	CCRTA-140	<u>Rolling Stock (All Variety of Rolling Stock)</u> <u>Bus Stop Improvements</u>	FTA-5307	\$10,513,715	\$1,855,361	\$12,369,076
2028	CCRTA-141	<u>Bus Stop Improvements</u> <u>Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment</u>	FTA-5307	\$400,000	\$100,000	\$500,000
2028	CCRTA-142	<u>Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment</u> <u>Bus Stop</u>	FTA-5307	\$316,000	\$79,000	\$395,000

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

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

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



METROPOLITAN PLANNING ORGANIZATION

PUBLIC NOTICE 26-1

February 5, 2026

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

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

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

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

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

www.corpuschristi-mpo.org

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

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

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



CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION

DRAFT RESOLUTION 26-02

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Connie Scott

Print Name

ATTEST:

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



Date: January 9, 2026
To: Technical Advisory Committee (TAC)
From: Jafet Flores, Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5C: DRAFT 2050 Population and Employment Control Totals
Action: Review, Discuss, Receive Public Comment and Possible Action

Summary

The Corpus Christi MPO staff are seeking to update the DRAFT 2050 Control Totals for Population and Employment that are input into the Small Area Forecast for the forecast year of 2050. The Corpus Christi MPO Transportation Policy Committee previously adopted the control totals for both population and employment during their action in January 2025.

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

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

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

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

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

The Corpus Christi MPO staff recommends using the **Mid Migration Scenario** for the new 2050 population control total. The Corpus Christi MPO staff also recommends using a proportional growth calculation based on the Mid Migration Scenario for the new 2050 employment control total. Both recommended control totals are shown highlighted in Table 2.

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

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

*Used as 2021 base year in travel demand model

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

Table 2: Recommended New 2050 Population and Employment Control Totals

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

*Used as 2021 base year in travel demand model

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

Recommendation

The Corpus Christi MPO staff propose the TAC recommend the TPC to approve the new DRAFT 2050 Population and Employment Control Totals as highlighted in Table 2.

Proposed Motion

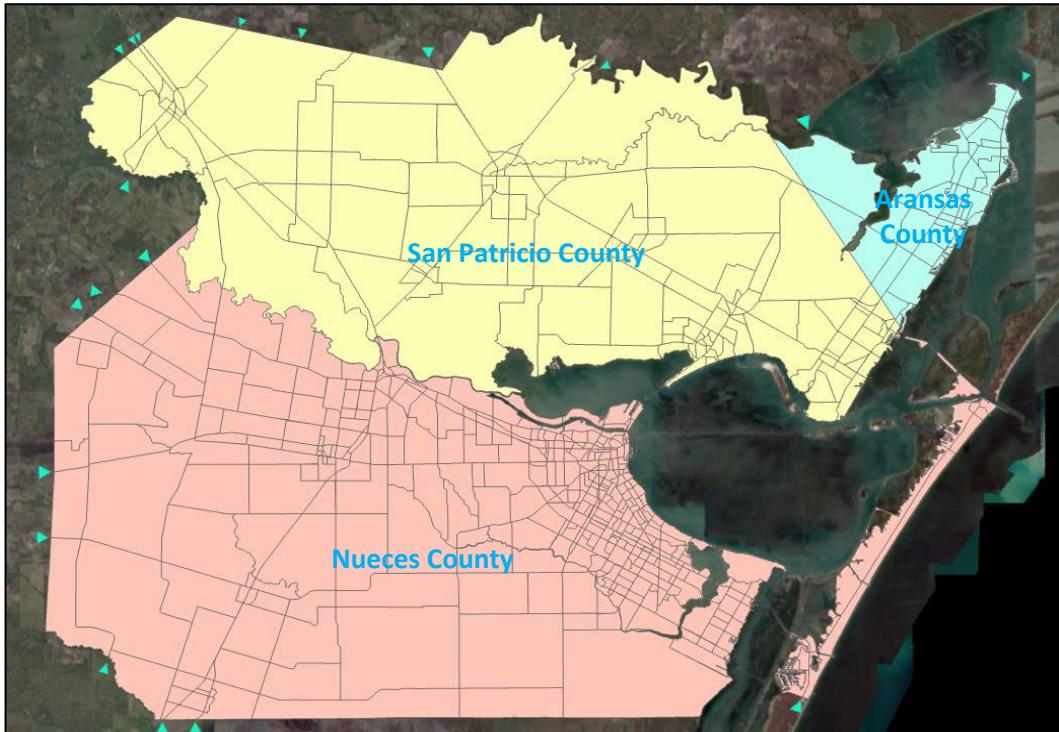
Move to recommend the TPC approve the new DRAFT 2050 Population and Employment Control Totals as highlighted in Table 2.

Background

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

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

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



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

Attachments:

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



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

Produced by

The Texas Demographic Center at
UT San Antonio

September 2025



Introduction

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

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

Important User Notes

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

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

Projection Methodology

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Selection of the Baseline Cohort

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

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

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

The Projection of the Components of Change

FERTILITY

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

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

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

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

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

County Fertility

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

MORTALITY/SURVIVAL RATES

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

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

County Mortality

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

MIGRATION

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

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

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

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

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

County Migration

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

Computation of Future Populations

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

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

Limitations of the TDC Population Projections

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

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

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

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

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



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Date: January 9, 2026
To: Technical Advisory Committee
From: Jafet Flores, Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5D: DRAFT 2050 MTP Chapters and Appendices Status
Action: Review, Discuss, Receive Public Comment and Possible Action

Summary

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

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

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

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

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

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

Recommendation

The Corpus Christi MPO staff proposes that the TAC review the available listed DRAFT 2050 MTP chapters and appendices and recommend to the TPC that it approve them for use in the DRAFT 2050 MTP development and public outreach processes.

Proposed Motion

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

Attachments:

None.



Date: January 9, 2026
To: Technical Advisory Committee (TAC)
From: Jafet Flores, Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 6A: Corpus Christi MPO Boundary Process
Action: Information Only

Summary

The Corpus Christi MPO Planning Area Boundary Change process has been ongoing for about two years, most recently discussed by the TAC at your July 2025 Regular Meeting. The MPO Staff is providing the TAC with the latest discussion topics for your meeting on January 15, 2026. The goal is for the TAC to discuss the various components of a proposed boundary and eventually recommend to the TPC a DRAFT MPO Planning Area Boundary Change to be part of a future Boundary Change Package required by TxDOT. Attachment 1 illustrates the TxDOT Boundary Change Packet Checklist.

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

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

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

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

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

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

§ 450.312 Metropolitan Planning Area boundaries.

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

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

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

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

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

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

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

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

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

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

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

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

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

Process moving forward

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

- Resolution of Support from the City of Robstown or a request by the City of Robstown to join the Corpus Christi MPO that would start a separate process involving MPO Bylaw Changes and MPA Boundary Adjustments. The MPO staff presented the Resolution of Acknowledgement/Support on May 21, 2025. The City Attorney proposed changes to the Resolution. The City Council Tabled the item pending additional information about TxDOT funding. The next meeting of the Robstown City Council is on January 21, 2026. The City has elected a new Mayor in 2025.
- Final Minutes of the TPC Meeting approving the new MPA Planning Area Boundary
- Possible TPC Minutes approving new MPO Bylaws if the City of Robstown, City of Gregory or the City of Port Aransas join the MPO as voting members.

Policy Options for TAC to Consider and Recommend to the TPC

City of Robstown

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

City of Gregory

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

City of Port Aransas

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

- Does the TAC have a recommendation on the City of Port Aransas?

Recommendation

None. This is an informational item only. The TAC tabled this item in July 2025 due to the information from the CCRTA, FTA-Texas Division and FTA-Washington, DC Office.

Proposed Motion

None. This is an informational item only.

Attachments

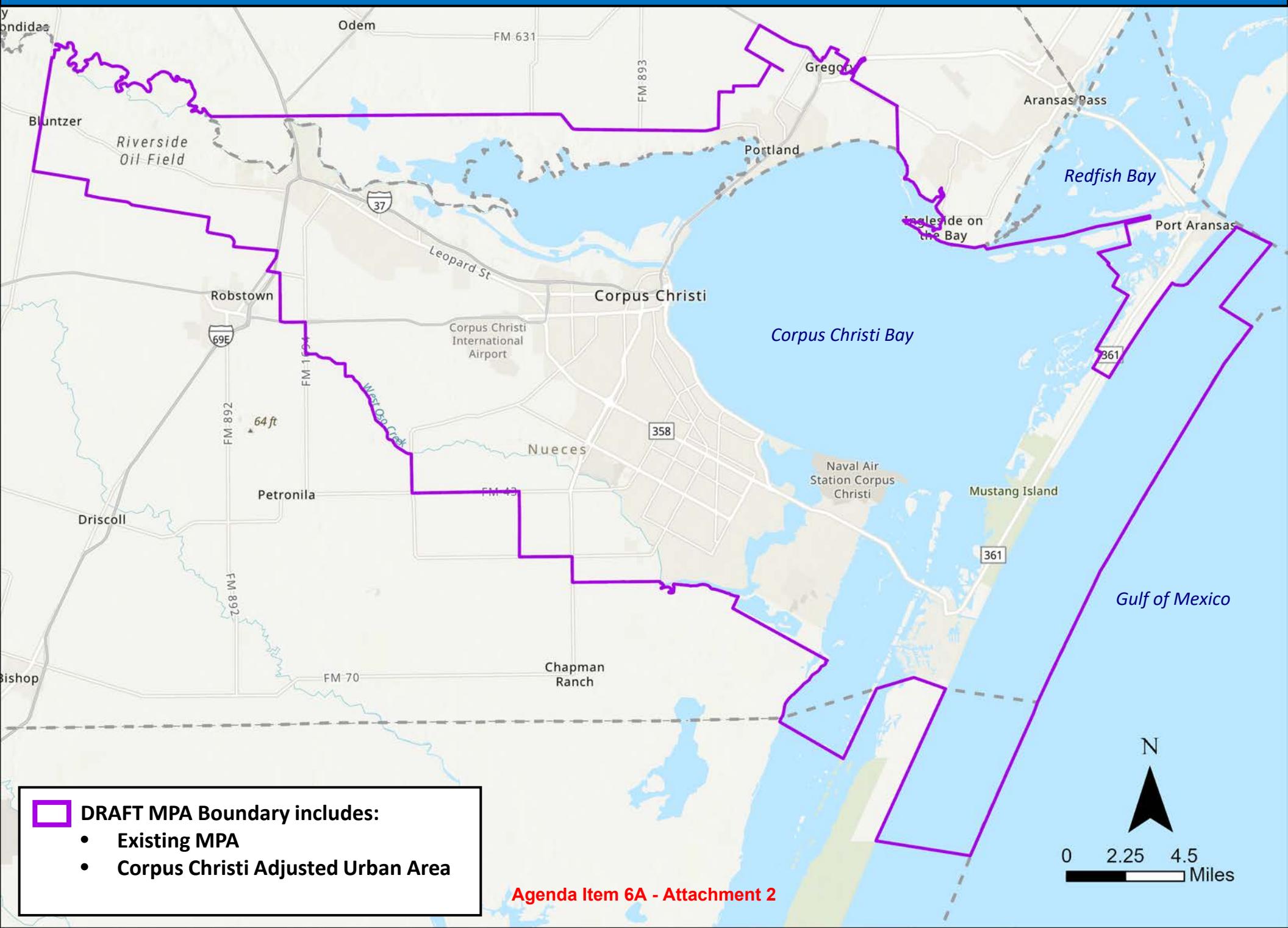
1. TxDOT Boundary Change Packet Checklist
2. DRAFT MPA Boundary Map
3. List of 9 considerations for MPA Boundary Adjustments/Smoothing
4. Map of the CCRTA Transit Services in the City of Robstown
5. Map of the CCRTA Transit Services in the City of Port Aransas



MPO Boundary Revision Document Checklist

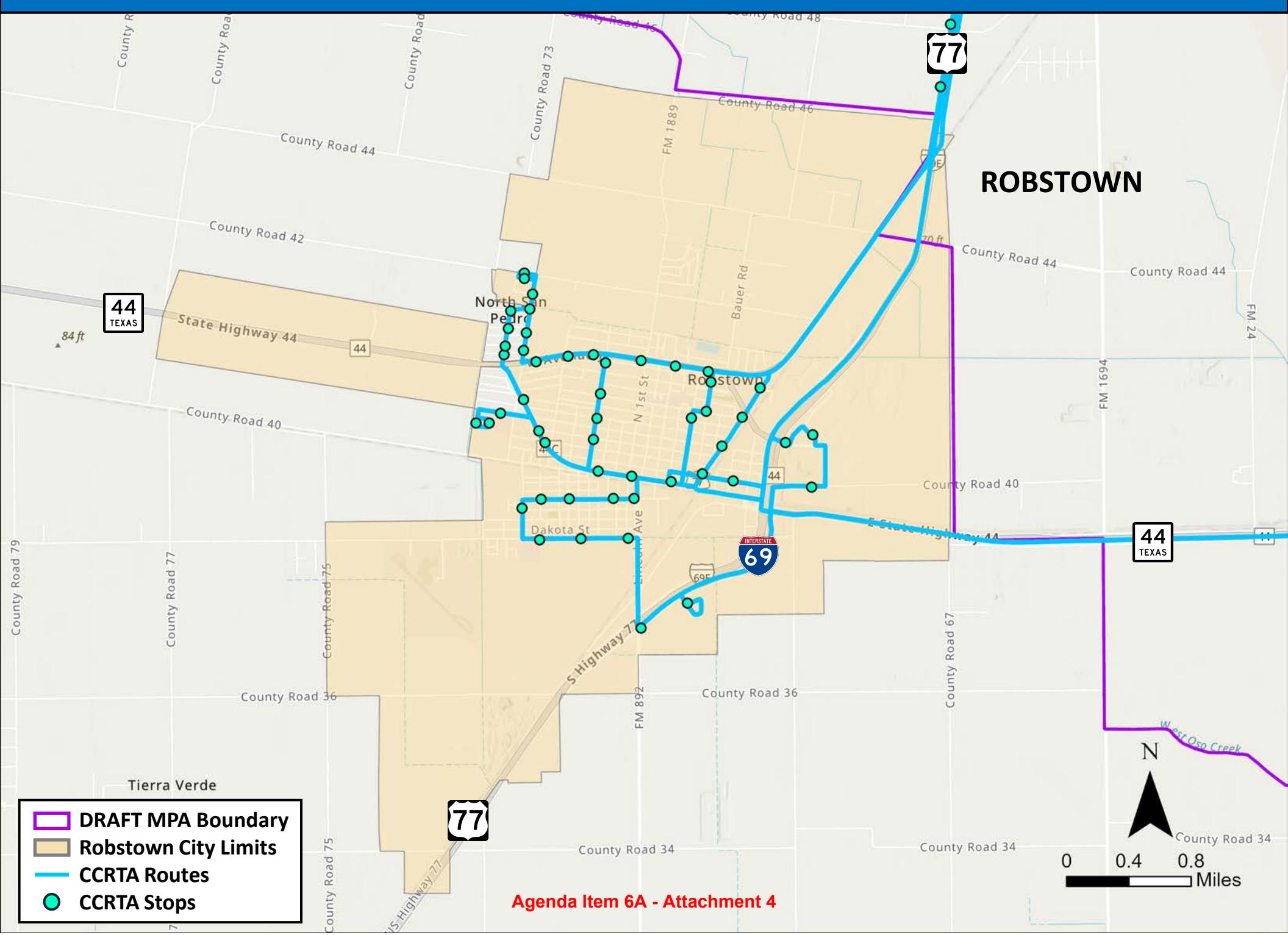
	Item	Check	Comments
Cover Letter	Include a Cover Letter	<input type="checkbox"/>	
	Include date that Policy Board amended bylaws to expand the boundary	<input type="checkbox"/>	
	List of all items included in the packet (i.e., meeting minutes, resolutions, maps, bylaws, description of boundary, etc.)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

DRAFT Metropolitan Planning Area (MPA) Boundary



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

CCRTA Transit Routes/Stops within Robstown



CCRTA Transit Routes/Stops within Port Aransas

