



TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA


**THURSDAY, June 18, 2026
9:00 A.M. TAC REGULAR MEETING (Boardroom 210)**

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

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

2. PUBLIC COMMENTS:

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

3. APPROVAL OF THE TAC MAY 21, 2026, REGULAR MEETING MINUTES 

4. DISCUSSION AND POSSIBLE ACTION ITEMS

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

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

B. DRAFT 2050 MTP Chapter 5 

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

5. INFORMATION ITEMS

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

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

7. UPCOMING MEETINGS/EVENTS

A. <u>Transportation Policy Committee</u>	Regular Meeting	July TBD, 2026
B. <u>Small Area Forecast Task Force</u>	Regular Meeting	July TBD, 2026
C. <u>Technical Advisory Committee</u>	Regular Meeting	July 16, 2026

8. ADJOURN

 - Indicates attachment(s) for the agenda item.  - Indicates a weblink for agenda item.

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

May 21, 2026

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

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

TAC Members Present:

Mr. Brian DeLatte, P.E. City of Portland, Chairperson
Mr. Jeff Pollack, AICP. Port of Corpus Christi, Vice Chairperson
Mr. Jason Alvarez, P.E. City of Corpus Christi
Ms. Paula Sales-Evans, P.E. Texas Department of Transportation-Corpus Christi District
Commissioner Tom Yardley, San Patricio County
Mr. Juan Pimentel, P.E. Nueces County
Mr. Wesley Vardeman, Corpus Christi Regional Transportation Authority
Ms. Mary Afuso, Coastal Bend Council of Governments

MPO Staff Present:

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

2. NON-AGENDA ITEMS PUBLIC COMMENTS

None were made or offered.

3. APPROVAL OF THE TPC April 16, 2026, REGULAR MEETING MINUTES

Mr. Yardley made a motion to approve the TAC **April 16, 2026** Regular Meeting minutes.

Ms. Sales-Evans seconded; the motion passed unanimously.

4. DISCUSSION AND POSSIBLE ACTION ITEMS

A. DRAFT FY UPWP

Mr. MacDonald presented this item.

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

Discussion:

None.

Motion:

Mr. Pollack made a motion to recommend that the TPC approve the DRAFT FY 2027 Unified Planning Work Program (UPWP).

Mr. Yardley seconded; the motion passed unanimously.

B. DRAFT MPO Bylaws & Operation Procedures Revision

Mr. MacDonald presented this item.

Through the most recent Corpus Christi MPO Boundary Change Process, possible changes to the MPO Bylaws & Operation Procedures document were identified. The Corpus Christi MPO staff presented the draft changes to add the City of Gregory as a voting member to TPC and TAC, and to establish a procedure for addressing ties when TPC and TAC vote. This item was presented to TPC at their May 7,

2026, Regular Meeting and TPC voted to initiate the procedural requirements established in the bylaws for amending the bylaws at that meeting.

Discussion:

Ms. Sales-Evans added a technical comment regarding the Chapter 3 Composition paragraph of the Bylaws by recommending the inclusion of an additional sentence noting the original date the City of Gregory will be seated on the TPC. This revision would provide a clearer historical reference as to when the City of Gregory became a voting member of both the TPC and TAC, since prior to this amendment they have been within the MPO boundary and represented by San Patricio County.

Motion:

Ms. Sales-Evans made a motion to recommend the TPC approve Resolution 26-06 amending the Corpus Christi MPO Bylaws & Operation Procedures document with language to be added to the Composition paragraph for clarification.

Mr. Vardeman seconded; the motion passed unanimously.

C. DRAFT MPO Boundary Change Submittal Package

Mr. MacDonald presented this item.

The Corpus Christi MPO Planning Area Boundary Change process continues with the development of the TxDOT Boundary Change Packet. The MPA Boundary is one component of the future Boundary Change Package required by TxDOT. The draft of the TxDOT Boundary Change Packet was provided to TAC. Also included in that packet was the key component of the MPO Planning Area Boundary Change – the definitive proposed boundary.

Discussion:

None.

Motion:

Mr. Yardley made a motion to recommend that the TPC approve (1) the proposed MPO boundary through Resolution 26-07; and (2) the TxDOT MPO Boundary Change Packet for submittal to TxDOT and the Governor through Resolution 26-08.

Mr. Pimentel seconded; the motion passed unanimously.

D. DRAFT 2050 MTP Chapter 3 and Chapter 6

Mr. Flores presented this item.

The Corpus Christi MPO staff continues development of the Chapters and Appendices of the DRAFT 2050 Metropolitan Transportation Plan (2050 MTP). MPO Staff provided **Chapter 3 - Goals and Performance Measures**, and **Chapter 6 - Financial Plan and Fiscal Constraint** for review by the Technical Advisory Committee (TAC), our partner agencies, and the public. As the development of the 2050 MTP continues, there will be ongoing opportunity to update these chapters and appendices until the entire MTP is approved in April 2027.

Discussion:

Mr. Pollack questioned how the four-year multiplier was determined and asked whether CPI and PPI adjustments were considered in the calculation.

- Mr. MacDonald responded that MPO staff utilized the TxDOT and CCRTA financial estimates without applying inflation adjustments.

Motion:

Mr. Yardley made a motion to recommend that the TPC approve Chapter 3 - Goals and Performance Measures and Chapter 6 - Financial Plan and Fiscal Constraint for the use in the DRAFT 2050 MTP development and public outreach process.

Mr. Pollack seconded; the motion passed unanimously.

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

Ms. Costanzo presented this item.

The federal Surface Transportation Block Grant Set-Aside (STBG-SA) program corresponds with the TxDOT Category 9 funding program. This funding allows all projects and activities that were previously eligible under the Transportation Alternatives (TA) Program, encompassing a variety of smaller-scale transportation projects, primarily pedestrian and bicycle infrastructure projects. Corpus Christi MPO's allocation of approximately \$6,600,000 in federal funds for fiscal years 2027 through 2030 includes carryover funds from prior fiscal years.

Staff presented the draft of the 2026 Program Guidance and Procedures document and the draft application, highlighting the proposed timeline, application and selection process, and scoring criteria that will be used by the Corpus Christi MPO to evaluate and select projects. The proposed schedule projects the formal STBG-SA/TA Call-For-Projects to be issued by TPC at their June 4, 2026, meeting, with completed applications due August 17, 2026. Final approval of projects is expected to occur in November 2026.

Discussion:

Mr. Pollack raised several questions regarding the space allotted for project descriptions on the application form, noted that the eleven categories identified as eligible for funding are not reflected in the scoring matrix, suggested incorporating modifications to the scoring for projects that leverage the existing network by completing missing segments, clarify the spatial extent of a project and connectivity to destinations, and noted that a less prescriptive scoring approach may be appropriate.

TAC members discussed the draft Project Readiness criteria and options for altering the scoring of that category, including removing Engineer OPCC and addressing Environmental Clearance, ROW, and Utilities.

Mr. Pollack suggested establishing a minimum funding request threshold of at least \$1 million.

Mr. DeLatte added that entities providing additional matching funds, such as 30% or higher, should receive additional points and that overmatching should be taken into consideration during scoring.

Motion:

Ms. Sales-Evans made a motion to table the DRAFT 2026 Program Guidance and Procedures: Surface Transportation Block Grant Set-Aside (STBG-SA)/ Transportation Alternatives (TA) (Category 9) funding Call for Projects document and Application to work on revisions.

Mr. Yardley seconded; the agenda item was tabled.

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

The TxDOT PlanCon Conference that is held in July and the upcoming Texas Innovation Alliance Invitational were announced, and members were welcomed to participate.

6. UPCOMING MEETINGS/EVENTS

A. Transportation Policy Committee:	Regular Meeting	June 4, 2026
B. Small Area Forecast Task Force:	Regular Meeting	June 11, 2026
C. Technical Advisory Committee:	Regular Meeting	June 18, 2026

7. ADJOURN

The meeting was adjourned at 10:00 a.m.



Date: June 11, 2026
To: Technical Advisory Committee (TAC)
From: Keren Costanzo, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4A: Draft 2026 Program Guidance and Procedures: Surface Transportation Block Grant Set-Aside (STBG-SA)/Transportation Alternatives (TA) Funding (Category 9) Call-For-Projects
Action: Review, Discuss, Receive Public Comment and Possible Action

Summary

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

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

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

During the May 21, 2026, regular TAC meeting, committee members provided guidance and requested edits to the draft Call for Projects and application documents. Below is a summary of those requested modifications and updates, shown in Attachments 1 and 2 with changes tracked and highlighted in the Program Guidance and Procedures document, to address the committee input received to date:

- 1) Allow applicants more space for the Project Description in the Application Document.
 - Question 5 in the application updated to indicate that applicants may include a more detailed project description with their application as part of Attachment B – Project Details.
- 2) Increase minimum project request to seven figures.
 - Updated from \$250,000 to \$1,000,000 on page 3 of the Program Guidance and Procedures document.

- 3) Amend the project scoring matrix for the Connectivity and Accessibility Category for projects that connect the existing bicycle and pedestrian networks (25 points).
 - Updated the scoring matrix on pages 10-11 of the Program Guidance and Procedures document.
- 4) Amend the project scoring matrix for the Project Readiness Category (25 points) to better reflect a project's construction readiness.
 - Updated the scoring matrix on pages 11-12 of the Program Guidance and Procedures document.
 - Update includes 5 points for projects that commit 30% or greater in matching funds.
 - Removed proposed point deductions based on 2022 funded projects' current status.
- 5) Remove the reference to eligible project categories beyond Pedestrian and Bicycle infrastructure in the Guidance Document.
 - TAC may choose to recommend to the Transportation Policy Committee (TPC) this particular edit on pages 5-7 of the Program Guidance and Procedures document as part of the motion recommending adoption.

In addition, staff corrected a typo regarding the total available funding on page 1, and staff updated the proposed schedule on page 3 of Attachment 1, which now has the formal STBG-SA/TA Call-For-Projects proposed to be issued once the Transportation Policy Committee approved the Call for Projects at their next meeting in July 2026. Under the amended schedule, the completed applications are scheduled to be due no later than September 21, 2026. Final TPC approval is scheduled to occur in November 2026.

Staff is requesting the TAC members review the attached amended program documents and come to the TAC meeting to discuss the proposed refinements to the draft Call-For-Projects process.

Recommendation

Corpus Christi MPO staff recommends the TAC recommend to the TPC to approve the DRAFT 2026 Program Guidance and Procedures: Surface Transportation Block Grant Set-Aside (STBG-SA)/ Transportation Alternatives (TA) (Category 9) funding Call for Projects document and Application with the revisions presented.

Proposed Motion

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

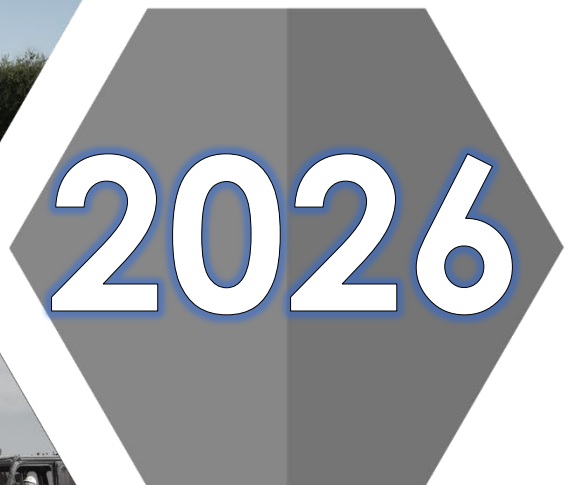
Attachments

1. DRAFT 2026 Program Guidance and Procedures: Surface Transportation Block Grant Set-Aside (STBG-SA) / Transportation Alternative (TA) Funding (Category 9) Call for Projects
2. DRAFT 2026 Corpus Christi MPO STBG-SA/TA Application

CORPUS CHRISTI MPO CALL FOR PROJECTS

PROGRAM GUIDANCE AND PROCEDURES

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



Agenda Item 4A - Attachment 1

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PROGRAM GUIDANCE AND PROCEDURES:

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

BACKGROUND

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

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

This document will describe the goals and criteria used by the Corpus Christi MPO to evaluate and select projects for Corpus Christi MPO’s allocation of approximately **\$6,860,000** in Category 9 funding for federal fiscal years 2027 through 2030 including carry-over funds from 2026.

ELIGIBLE APPLICANTS

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

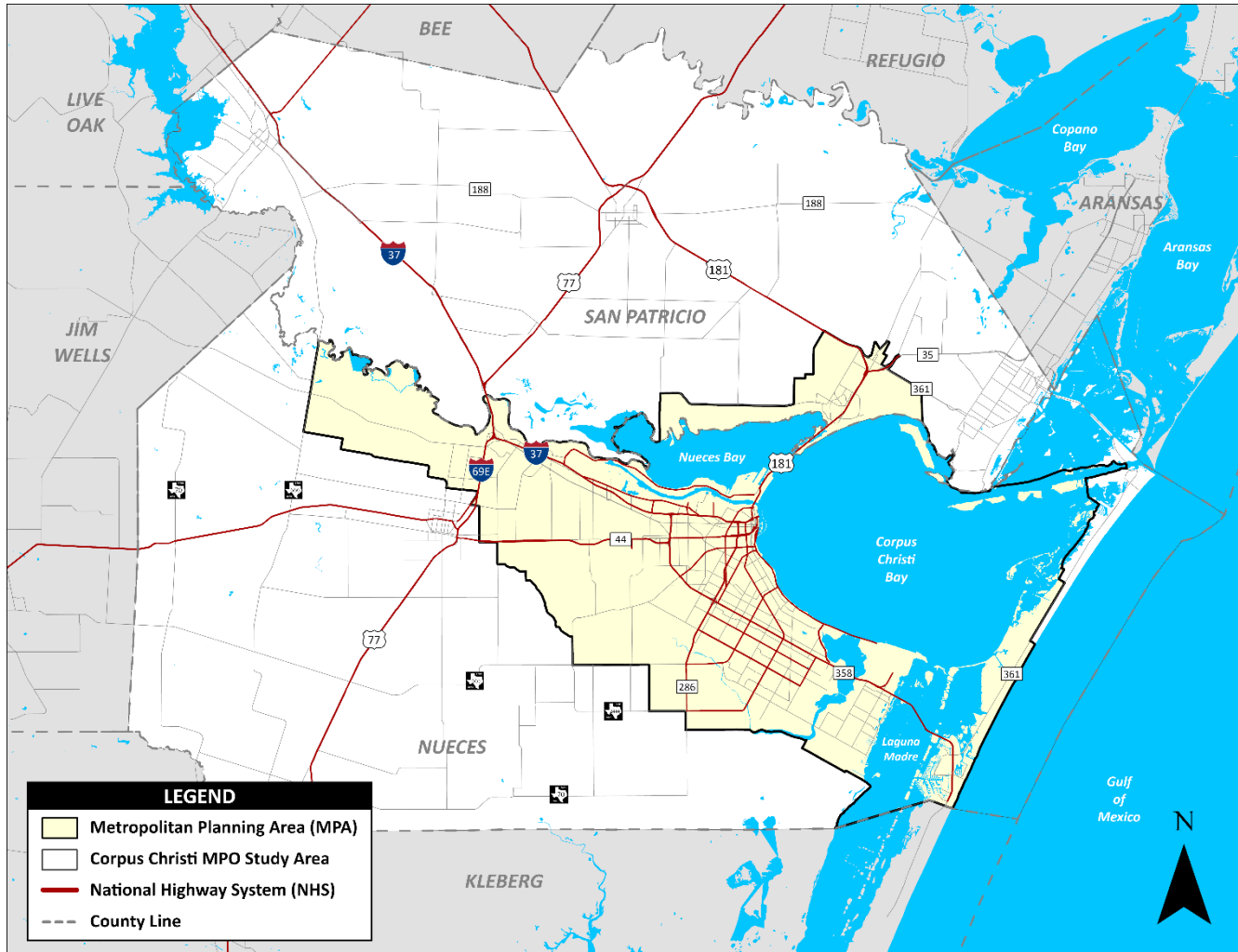
1. Local governments;
2. Regional transportation authorities;
3. Transit agencies;
4. Natural resource or public land agencies, including Federal agencies;
5. School districts, local education agencies, or schools;
6. Tribal governments;
7. A nonprofit entity responsible for the administration of local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

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

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

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

Exhibit 1. Map of the Corpus Christi Metropolitan Planning Area



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

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

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

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

STBG-SA/TA Process Timeline for 2027 – 2030 Funds	
May 21, 2026	TAC Review of STBG-SA/TA Program Guidance and Procedure and Application Form
June 4, 2026	TPC Review and Approval of STBG-SA/TA Program Guidance and Procedure and Application Form and issue a formal Call for Projects
June 18, 2026 (if necessary)	TAC Regular Meeting Agenda Item (if necessary for approval)
July TBD 2, 2026 (if necessary)	TPC Review and Approval of STBG-SA/TA Program Guidance and Procedure and Application Form and issue a formal Call for Projects TPC Regular Meeting Agenda Item (if necessary for approval)
June 18, 2026	Workshop No. 1 for Potential Applicants After TAC Regular Meeting
July 16, 2026	Workshop No. 2 1 for Potential Applicants After TAC Regular Meeting
August 20, 2026	Workshop No. 2 for Potential Applicants After TAC Regular Meeting
August 17-September 21, 2026	Project Applications Due
September 3-October 1, 2026	TPC and TAC receive update on STBG-SA/TA Applications
September 17-October 15, 2026	TAC Review, Comment, and Possible Recommendation on Project Scores and Proposed List of Funded Projects
October 1-November 5, 2026	TPC Reviews Project Scores and Proposed List of Funded Projects with Possible Approval
October 15-November 19, 2026	TAC Review and Recommend Scores, Ranking, and Funded Projects (if necessary)
November 5-December 3, 2026	TPC Review and Approve Scores, Ranking, and Funded Projects (if necessary)

FUNDING AND ELIGIBLE ACTIVITIES

Available Funding

Funds made available through the federal transportation bill prior to the future reauthorization date would still be available for use after September 30, 2026; however, new funds designated after this date, including this round of Corpus Christi MPO STBG-SA/TA funding, may not be. The funding breakdown below describes how the funding is currently allocated to the Corpus Christi MPO region, subject to change beyond September 30, 2026. Each applicant may only apply for the total funds available across all projects/applications. Minimum project request is set at ~~\$250,000~~ 1,000,000.

Exhibit 3. Table of Available Funding Estimates

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

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

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

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

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

Eligible Activities

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

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

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

PROJECT ELIGIBILITY

The list below describes the 11 general project categories eligible for funding through the application process.

1 Bicycle and Pedestrian Facilities

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

Eligible Projects:

- New or reconstructed sidewalks or walkways
- Pedestrian and bicycle signs or signals
- Lighting that primarily benefits cyclists and pedestrians (Lighting Plan Requirements)
- Transportation projects that achieve ADA compliance, such as curb ramps
- New or reconstructed off-road trails that serve a transportation need, such as trails that provide connections to schools, parks, or other public places
- Crosswalks, bicycle lanes or shared lane pavement markings
- Widening or paving shoulders
- Bicycle parking facilities, such as bicycle lockers and bicycle racks (including those on buses)

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- Shared use paths, side paths, and trails that serve a transportation purpose
- Bicycle and pedestrian bridges and underpasses
- Crossing improvements that shorten crossing distance, provide access, and/or primarily improve bicycle and pedestrian safety
- Traffic realignments, road diets, or intersection changes that improve bicycle and pedestrian access or safety
- Rails with trails projects, which are adjacent to active (not abandoned) lines

2 Bicycle and Pedestrian Education (Grades K-8 only)

Non-infrastructure projects that educate or encourage children in kindergarten through the eighth grade to safely walk or bike to school are defined as eligible in IJJA/BIL.

Eligible Projects:

- Public awareness campaigns and outreach to press and community leaders
- Traffic education and enforcement in the vicinity of schools
- Student sessions on bicycle and pedestrian safety, health, and environment
- Funding for training, volunteers, and managers of safe routes to school programs

3 Conversion of Abandoned Railway Corridors to Trails

Rail-trails help to expand travel and recreational opportunities within communities. Converted rail corridors make ideal trails because of their flat grade, long length, and intact right-of-way. Rail-trails, as these types of trails are called, help to encourage physical activity and reduce air pollution. An example of this would be the Texas-Mexican Railway Company trestle crossing Oso Bay.

STBG-SA/TA funds can be used only for abandoned, rail banked or currently inactive rail lines; funds cannot be used to move or perform construction on active rail corridors. Funding for this category may also be used solely for purchase of railroad right-of-way or property, as long as future development of a public facility is planned.

Eligible Projects:

- Construction of multi-use trails within a railroad right-of-way
- Major reconstructions of multi-use trails within a railroad right-of-way
- Developing rail-with-trail projects, where there is an adjacent line that is no longer active
- Purchasing and converting unused railroad property for reuse as a trail

4 Construction of Turnouts, Overlooks, and Viewing Areas

By developing turnouts, overlooks, and viewing areas, communities can enhance the travel experience and supply an educational element that attracts tourists to local roads that are of scenic, historic, natural, cultural, archeological, and recreational significance. STBG-SA/TA funds cannot be used for the construction of visitor or welcome centers, or the staffing, operating, and maintenance associated with those facilities. Marketing or promotion of such facilities is also ineligible.

None of the National Scenic Byways are located in the Corpus Christi MPO area. The closest route is US 77 from Robstown (Highway 44) to Harlingen (Highway 186). Other eligible locations include designated Heritage Areas by the Texas Historical Commission (such as Fort Lipantitlan), Wildlife Management Areas by the Wildlife Division of Texas Parks and Wildlife (such as Redhead Pond), as well as those areas that are listed on the National Register of Historic Places (such as the 1914 Nueces County Courthouse) and National Park Service sites (such as the Padre Island National Seashore).

Eligible Projects:

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

- Construction of turnouts, overlooks, and viewing areas
- Interpretive signage or kiosks explaining site significance
- Right-of-way acquisition for such facilities may be considered

5 Outdoor Advertising Management

The control and removal of outdoor advertising activity allow communities to preserve the scenic character of their roads by tracking and removing illegal and non-conforming billboards. Nonconforming signs are those signs that were lawfully erected but do not now comply with the Highway Beautification Act of 1965.

Eligible Projects:

- Billboard inventories, including those done with GIS/GPS
- Removal of illegal and non-conforming billboards

6 Historic Preservation and Rehab of Historic Transportation Facilities

The Historic Preservation and Rehabilitation of Historic Transportation Facilities category allow communities to rehabilitate and restore transportation facilities of historic significance. These rehabilitated facilities serve to educate the public and to provide communities with a unique sense of character that attracts tourists and generates a vibrant economic life. These funds cannot be used for the sole purpose of replicating a historic building, nor can they be used for the operation of historic sites, including transportation museums. The staffing, operating, and maintenance associated with such facilities is also ineligible.

Eligible projects must rehabilitate, restore or improve interpretation of a historic transportation facility. The addition of new items to the facility, such as desks, cabinets, furniture or other amenities that would improve building aesthetics or operations, are not eligible. Similarly, improvements that merely enhance operations (such as adding heating or cooling systems) are not eligible; however, in some cases, heating or cooling systems may be added, but only when deemed necessary for preservation of the historic structure; not for the comfort of guests or staff. Historic transportation facilities must be listed or eligible for listing on the National Register of Historic Places.

Eligible Projects:

- Restoration and reuse of historic buildings with strong link to transportation history
- Restoration and reuse of historic buildings for transportation-related purposes
- Interpretive displays at historic sites
- Access improvements to historic sites and buildings
- Restoration of railroad depots, bus stations, and lighthouses
- Rehabilitation of rail trestles, tunnels, bridges, and canals
- Increasing building accessibility, in accordance with ADA guidelines

7 Vegetation Management

Through the Vegetation Management activity, communities improve roadway safety, prevent invasive species, and provide erosion control along transportation corridors. An example would be the removal of Brazilian Peppertree from rights-of-way throughout the metropolitan area.

Eligible Projects:

- Clearing of low-hanging branches or other vegetation encroaching on a travel corridor
- Landscaping to improve sightlines or other safety considerations
- Removal of invasive species
- Planting grass or wildflowers to manage erosion along transportation corridors

8 Archaeological Activities

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The Archaeological Activities category allows communities to explore the history in America with archaeological excavations and surveys in conjunction with highway construction projects. Only projects related to the impacts of implementing a transportation project are eligible for funding under this category.

Eligible Projects:

- Research, preservation planning, and interpretation
- Developing interpretive signs, exhibits, and guides
- Inventories and surveys

9 **Stormwater Management**

Stormwater Management projects allow communities to decrease the negative impact of roads on the natural environment. Storm runoff over road surfaces carries pollutants into water, upsetting the ecological balance of local waterways and degrading water resources for humans and animal populations. Additionally, stormwater runoff may also erode soil, potentially reducing structural stability, augmenting flood events, and stripping soil from sensitive agricultural areas. Projects funded in this category seek to reduce these environmental impacts. An example project would include mitigating runoff and flooding related to roads in the Calallen area.

Eligible Projects:

- Detention and sediment basins
- Stream channel stabilization
- Storm drain stenciling and river clean-ups
- Water pollution studies

10 **Wildlife Mitigation**

Wildlife Mortality Mitigation allows communities to decrease the negative impact of roads on the natural environment. Roads can harm wildlife through habitat fragmentation and vehicle-caused wildlife mortality. Example projects would include the Portland Living Shoreline or the Indian Point Marsh Area Living Shoreline proposed by the Texas General Land Office.

Eligible Projects:

- Wetlands acquisition and restoration
- Stream channel stabilization
- Wildlife underpasses or overpasses which may include bridge extensions to provide or improve wildlife passage and wildlife habitat connectivity
- Monitoring and data collection on habitat fragmentation and vehicle-caused wildlife mortality

11 **Safe Routes to School**

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

Eligible Projects:

- New or improved sidewalks/multi-use paths
- Traffic calming and speed reduction improvements
- Pedestrian and bicycle crossing improvements
- On-street bicycle facilities
- Off-street bicycle and pedestrian facilities

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- Secure bicycle parking facilities
- Traffic diversion improvements in the vicinity of schools

INELIGIBLE ACTIVITIES

Per IJJA, several projects that were eligible under the Transportation Enhancements program are no longer eligible. Specifically, formerly eligible projects such as the creation and operation of transportation museums, and tourist and welcome centers are no longer eligible.

While general education programs for bicyclists and pedestrians are also no longer eligible, active transportation safety and education programs for students in kindergarten through the eighth grade remain eligible. The eligibility of these programs and activities is preserved through provisions in MAP21 (and subsequently the FAST Act) that extend eligibility for SRTS non-infrastructure items.

PROJECT ELIGIBILITY DETERMINATIONS

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

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

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

APPLICATION PROCESS

Project Applications

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

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

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

Application Review

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

Multi-year Funding and Funding Cycles

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

Categorical Exclusions

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

Project Consistency with Adopted Plans

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

PROJECT EVALUATION AND SELECTION CRITERIA

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

Exhibit 4. Table of Scoring Criteria

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

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	schools, business districts, downtown, centers of business activity, tourist attractions, high density residential, and/or employment centers	(application questions #7, #11, and #12)	4 destinations = 4 points 5 destinations = 5 points 6 destinations = 6 points 7 destinations = 7 points 8 destinations = 8 points 9 destinations = 9 points 10 destinations = 10 points
	Supports multi-modal connections	Number of transportation modes supported (application question #13)	1 mode = 2 points 2 modes = 6 points all three modes = 10 points
	Eliminate barriers to pedestrians, bicycle riders, transit riders, and wheelchair users	Number of barriers removed (application question #14)	1 unique barrier = 1 point 2 unique barriers = 2 points 3 unique barriers = 3 points 4 unique barriers = 4 points 5 or more unique barriers = 5 points
Project Readiness (25%)	Demonstrates the ability to advance the project to construction immediately, if selected for funding	Percentage of Project Engineering Design Complete (application questions #23-26 and applicant-submitted documentation)	60% design = 2 points 90% design = 6 points 100% design = 10 points ROW acquisition required = (-3) points Railroad encroachment = (-5) points
	Identifies comprehensive, detailed construction cost estimate	Percentage of Project Engineering Opinion of Probable Construction Costs Complete (application question #28 and applicant-submitted documentation)	<u>Applicant obtained/finalized or does not require one of the following: environmental clearance, ROW acquisition, or utility relocation management plan = 3 points</u> <u>Applicant obtained/finalized or does not require two of the following: environmental clearance, ROW acquisition, or utility relocation management plan = 6 points</u> <u>Applicant obtained/finalized or does not require all three of the following: environmental clearance, ROW acquisition, or utility relocation management plan = 10 points</u> <u>Railroad Encroachment without RR Support/Right of Entry Letter = (-5) points</u> Engineer OPCC 60% design = 2 points Engineer OPCC 90% design = 6 points Engineer OPCC 100% design = 10 points

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	<p><u>Project sponsor funding commitment</u></p> <p><u>past performance on previous Corpus Christi MPO project awards</u></p>	<p><u>Project Funding Overmatch</u></p> <p>Documentation of Project Delivery</p>	<p><u>Applicant commitment of 30% or greater project match = 5 points</u></p> <p><u>Applicant awarded STBG-SA/TA funds in 2022 for a project that is complete = 5 points</u></p> <p><u>Applicant awarded STBG-SA/TA funds in 2022 for a project that is not yet let = (-3) points</u></p> <p><u>Applicant awarded STBG-SA/TA funds in 2022 that are not yet covered by an Advanced Funding Agreement with TxDOT = (-5) points</u></p>
Geographic Balance (15%)	Enhances livability by improving active transportation access and improves mode choice in underserved communities	Project location relative to concentrations of underserved communities: Seniors, Individuals with disabilities, Zero vehicle households, Low-income households (CC MPO PAD Maps)	<p>0 underserved communities = 0 points</p> <p>1 underserved community = 5 points</p> <p>2 underserved communities = 10 points</p> <p>3 underserved communities= 15 points</p>
Community Support & Planning (10%)	Public outreach demonstrates positive community support	Number of Letters of support from community organizations and stakeholders active in project location (Application question #17)	<p>1 letter of support = 1 point</p> <p>2 or more letters of support = 2 points</p>
	Project maintenance and operation	Letter from agency/department responsible for M&O (Application question #18)	Letter from responsible entity/ department responsible for ongoing project maintenance and operation indicating sufficient funds and resources = 1 point
	Project demonstrates a link to formal transportation planning efforts (e.g., ADA Transition Plan)	Does the project link to a formal Transportation Planning Document(s)? (Application question #19)	Project identified in at least one local plan document adopted in last 5 years = 2 points
	Demonstrates commitment to	Does the project have Project Sponsor	Adopted resolution of the project sponsor's governing board = 5 points

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	provide the local match	Resolution? (Application question #16)	
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~~As noted in Exhibit 4 under the Project Readiness criteria category, past performance is considered during scoring. Project sponsors who failed to execute AFA's or failed to let a project for construction following a previously awarded STBG SA/TA project may receive lower scores for project readiness.~~

EVALUATION PROCESS

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

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

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

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

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

APPLICANT INFORMATION

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

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

 ▼

3. **Project Sponsor Contact Information**

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

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

PROJECT DESCRIPTION

4. **Project Name**

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

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

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

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

Only projects in the Corpus Christi MPO boundary are eligible:

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

7. **Transportation Alternatives (TA), Safe Routes to School (SRTS) and ADA Transition Plans**

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

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

PROJECT DETAILS

8. Detailed Project Location

Provide a Google map link.

Project location in relation to roadways:

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

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

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

9. Project Details

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

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

The construction plans for this project are currently:		<input style="width: 150px;" type="text" value="(select)"/>	<input style="width: 80px;" type="text"/>	% Complete
Primary Facility Type:	<input style="width: 150px;" type="text" value="(select)"/>	Secondary Facility Type:	<input style="width: 150px;" type="text" value="(select)"/>	
Total length:	<input style="width: 80px;" type="text"/> <input style="width: 50px;" type="text" value="(select)"/>	Total length:	<input style="width: 80px;" type="text"/> <input style="width: 50px;" type="text" value="(select)"/>	
Facility width:	<input style="width: 80px;" type="text"/> feet	Facility width:	<input style="width: 80px;" type="text"/> feet	
Material depth:	<input style="width: 80px;" type="text"/> inches	Material depth:	<input style="width: 80px;" type="text"/> inches	
Surface type/material:	<input style="width: 100px;" type="text" value="(select)"/>	Surface type/material:	<input style="width: 100px;" type="text" value="(select)"/>	

Does the project propose lighting adjacent to a roadway?

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

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

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

Structural Materials (Deck/Beams): Bridge construction:

Bridge length (feet): Bridge width (feet): Railing type:

SAFETY

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

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

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

11. Bicycle and/or pedestrian infrastructure elements

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

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

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

CONNECTIVITY AND ACCESSIBILITY

12. Connectivity to destinations

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

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

13. Connectivity to multimodal transportation

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

Project connections to transit infrastructure are: ▼

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

Bicycle facilities: ▼

Pedestrian facilities: ▼

14. Barrier Elimination

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

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

GEOGRAPHIC BALANCE

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

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

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

COMMUNITY SUPPORT AND PLANNING

16. Project Sponsor Resolution on Financial Match

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

17. Community Support

Letters of Support

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

18. Funding, Development, Maintenance, and Operation Partners

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

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

19. Planning Consistency

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

Is the proposed project included in a local transportation plan?

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

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

Insert transportation plan weblink:

b. Transition Plan for ADA Compliance

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

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

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

PROJECT COMPLEXITY

20. Environmental Documentation



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

21. Property Ownership and Acquisition Information

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

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

*If Yes - please include proof of ownership (Deeds, Easements, dedications, or other) in **Attachment J**.
If No - How many parcels will be acquired? Describe in the attachment how the property will be acquired. Include a commitment letter from current owner(s) demonstrating a willingness to transfer the property to project sponsor in accordance with state and federal laws.
If projects have a direct effect on an existing local- or state-maintained roadway, include a letter of support from local entity or TxDOT District (see question 18).*

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

If Yes, identify known encroachments in an attachment.

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

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

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

22. Requirements - Signals, Beacons, and School Zones

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

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

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

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

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

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

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

PROJECT COMPLEXITY

24. Project Timeline

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

<u>Months</u>	<u>Activities</u>
<input style="width: 50px; height: 20px;" type="text"/>	<p>Project Initiation (before October 2026, minimum 6 months)</p> <p>(Includes the project in the STIP, execute Advance Funding Agreement (AFA) with the department, complete required local government training, assign local government and department roles and responsibilities, etc. Project Initiation activities cannot be concurrent with reimbursable activities.)</p>
<input style="width: 50px; height: 20px;" type="text"/>	<p>Procurement (minimum 3 months)</p> <p>(Solicit, select, negotiate, and execute contract(s) for consultant services according to federal procurement rules. See TA Program Guide for Details)</p>
<input style="width: 50px; height: 20px;" type="text"/>	<p>Project Design and Plan Preparation (minimum 6 months)</p> <p>Develop construction Plans, Specifications, and Estimates (PS&E) to state and federal standards. Include time for review by TxDOT District and Division staff, a registered accessibility specialist, and other agencies as needed.)</p>
<input style="width: 50px; height: 20px;" type="text"/>	<p>Environmental Clearance (minimum 6 months)</p> <p>(Complete the NEPA Scope Development Tool, environmental documentation, and appropriate resource studies; consider environmental mitigation, permits, and review by resource agencies). All documentation and exhibits must meet state and federal standards.</p>
<input style="width: 50px; height: 20px;" type="text"/>	<p>ROW Acquisition (acquisitions should occur after environmental clearance)</p> <p>(Include time for surveying, appraisals, title transfer, etc. Only incidental utility adjustments may be eligible.)</p>
<input style="width: 50px; height: 20px;" type="text"/>	<p>Railroad coordination (12 to 24 months)</p> <p>(Include time for railroad owner review of plan documents and execution of railroad agreement.)</p>
<input style="width: 50px; height: 20px;" type="text"/>	<p>Utility Adjustments (if applicable, minimum 6 months)</p>
<input style="width: 50px; height: 20px;" type="text"/>	<p>Other - Describe briefly additional milestones not addressed elsewhere</p> <div style="border: 1px solid black; height: 40px; width: 100%;"></div>
<input style="width: 50px; height: 20px;" type="text"/>	<p>Total Project Development Time Estimate (maximum 36 months from award)</p> <p><i>All projects must be obligated by October 2028</i></p>
<input style="width: 50px; height: 20px;" type="text"/>	<p>Project Construction/Implementation (minimum 12 months)</p> <p>(Include time for advertising, procurement of construction contractor, contract negotiations, site preparation, construction, inspection, project close-out, etc.)</p>

24. Project Timeline

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

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

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

ITEMIZED BUDGET

25. Additional Construction-Related Costs

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

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

Preliminary Engineering (PS&E and Environmental) Costs Eligibility

PE COSTS ARE NOT ELIGIBLE

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

BUDGET SUMMARY

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

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

20%
0%

of line 7

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

²**Local Match:** Project Sponsors may increase the required Local Match above 20% by adjusting the Local Match percentage in the box above. If the project is eligible for Transportation Development Credits (amount shown in number 8 below), then the federal share will be fixed at 100% federal participation in.

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

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

COST PARTICIPATION SUMMARY

Total Federal Participation	80%	\$ -
Total State Participation	0%	\$ -
Total Local Participation	20%	\$ -

PROJECT COMMITMENT

The applicant confirms understanding of the following requirements by checking boxes and signing below.

- This is a reimbursement program. If the project sponsor implements any stage of the project, then they must finance that phase until reimbursement funds are available. Invoices must be submitted with proper documentation on a regular basis (typically monthly, but no less than quarterly).
- If TxDOT implements any phase of the project on behalf of the project sponsor, then any local match would be due in full to TxDOT prior to commencement of each phase (i.e. preliminary engineering or construction). Project selection does not guarantee that TxDOT will implement a project on behalf of any recipient
- Until authorized by TxDOT with a notice to proceed, the project sponsor should not enter into a contract or incur costs for any aspect of the project for which the project sponsor is seeking federal participation. Otherwise, the project sponsor risks incurring costs that will not be reimbursed or credited.
- Project sponsors may manage elements of the project development process with written TxDOT approval. To receive approval, the project sponsor acknowledges that they must complete a Special Project Approval form in accordance with 43 TAC §15.52 and undergo a Risk Assessment.
- The project sponsor understands they are responsible for providing a local match (cash) to cover 20% of the total project cost (including TxDOT Direct State Costs) unless eligible for Transportation Development Credits (TDCs). For project sponsors eligible for TDCs, these credits will be applied as additional federal funds in lieu of local match. Depending on approved local match option, TxDOT will reimburse a portion or all of the total expenses on each invoice submitted with proper documentation of expenses.
- The project sponsor must be prepared to fund any project costs in excess of the amounts indicated in the budget entered into this detailed application and/or the amount awarded by the Corpus Christi MPO Transportation Policy Committee (i.e., project cost overruns).

Signature

Print Name and Title

_____ _____

Date *Telephone Number*

Please, refer to the Corpus Christi MPO Program Guidance and Procedures – Application Process for submitting instructions.



Date: June 11, 2026
To: Technical Advisory Committee (TAC)
From: Keren Costanzo, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4B: DRAFT 2050 MTP Chapter 5
Action: Review, Discuss, Receive Public Comment and Possible Action

Summary

The Corpus Christi MPO staff continues development of the Chapters and Appendices of the DRAFT 2050 Metropolitan Transportation Plan (2050 MTP). Attachment 1: **Chapter 5 – Existing Transportation System Conditions** is provided for review by the Technical Advisory Committee (TAC), our partner agencies, and the public. As the development of the 2050 MTP continues, there will be ongoing opportunity to update all chapters and appendices until the entire MTP is approved in April 2027.

Once the TAC recommends and the TPC approves the document for use in the DRAFT 2050 MTP development and public process, staff will make it available on our website. The Corpus Christi MPO’s Social Pinpoint public outreach website for the DRAFT 2050 MTP will continue to be updated with draft Chapters and Appendices as they become available.

The current DRAFT 2050 MTP Chapter available for review and to receive public comment is:

- **Chapter 5 – Existing Transportation System Conditions**

Background

The purpose of the 2050 MTP is to identify how the region intends to invest in the transportation system. Federal law requires that the plan "include both long-range and short-range strategies/actions that provide for the development of an integrated intermodal transportation system to facilitate the efficient movement of people and goods in addressing current and future transportation demand."

The 2050 MTP is one of the MPO’s core documents that is updated every five years and plans for a 25-year time horizon. It is developed through public outreach and stakeholder engagement. The document addresses how roadways, transit, nonmotorized transportation, and intermodal connections are able to improve the operational performance of the multimodal transportation system. The 2050 MTP must cover performance measures and targets and include a report evaluating whether the condition and performance of the transportation system is meeting those targets. As such, **Chapter 5 – Existing Transportation System Conditions** plays an important role in the development of the 2050 MTP.

Recommendation

The Corpus Christi MPO staff recommends the TAC review **Chapter 5 – Existing Transportation System Conditions** of the DRAFT 2050 MTP and recommend that the TPC approve these for use in the DRAFT 2050 MTP development and public outreach processes.

After TAC's recommendation of the Word-version of Chapter 5, the MPO staff will format the chapter in the In-Design 2050 MTP format consistent with other chapters and appendices.

Proposed Motion

Move to recommend that the TPC approve **Chapter 5 – Existing Transportation System Conditions** for use in the DRAFT 2050 MTP development and public outreach processes.

Attachments:

1. **Chapter 5 – Existing Transportation System Conditions** [\[WEBLINK\]](#) 



Date: June 11, 2026
To: Technical Advisory Committee (TAC)
From: Keren Constanzo, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5A: Corpus Christi MPO Regional Coordination Group for Federal Transportation Grants Update
Action: Review and Discuss Grant Proposals and Coordination

Summary

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

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

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

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

One Office of the Under Secretary for Policy program:

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

Five Department of Transportation - Federal Highway Administration programs:

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

One Department of Transportation - Federal Transit Administration program:

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

One Department of Transportation - Federal Railroad Administration program:

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

Grant Submittals

There are no recent submittals to report.

Federal Grant Results

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

Attachments

1. Corpus Christi MPO FY 2026 Competitive Grant Summary Table
2. Grant Summaries Fact Sheets

Corpus Christi MPO Regional Coordination Group for Federal Transportation Grants Update

Grants.gov

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

Corpus Christi MPO Regional Coordination Group for Federal Transportation Grants Update

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

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

INFRA Grants



Closing: July 15, 2026

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

Application process

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



Award

\$626,700,000

Program Funding

--

Expected awards

\$5,000,000

Award Minimum

\$426,700,000

Award Maximum

Funding opportunity number:

NSMFHP-26-INFRA

Cost sharing or matching requirement:

Yes

Funding instrument type:

Grant

Opportunity Category:

Discretionary

Opportunity Category Explanation:

--

Category of Funding Activity:

Infrastructure investment and jobs act

Category Explanation:

--

History

Version:

5

Posted date:

June 2, 2026

Archive date:

September 30, 2026

Agency: 69A345 Office of the Under Secretary for Policy

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

Last Updated: June 2, 2026

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

Description

↓ [Jump to all documents](#)

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

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

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

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

program.

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

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

Eligibility

Eligible applicants

Miscellaneous

- Other

Additional information

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

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

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

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

Grantor contact information

Description

Gustavo Serratos

Email

MPDGrants@dot.gov

MPDGrants@dot.gov

Documents



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

Link to additional information

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

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



Closing: June 29, 2026

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

▼ [Show full description](#)

Application process

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



Award

\$9,701,000,000

Program Funding

150

Expected awards

\$50,000

Award Minimum

\$80,000,000

Award Maximum

Funding opportunity number:

693JJ324NF00006

Cost sharing or matching requirement:

Yes

Funding instrument type:

Grant

Opportunity Category:

Discretionary

Opportunity Category Explanation:

--

Category of Funding Activity:

Transportation

Category Explanation:

--

History

Version:

11

Posted date:

December 20, 2023

Archive date:

November 1, 2026

Agency: DOT Federal Highway Administration

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

Last Updated: May 14, 2026

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

Description

[↓ Jump to all documents](#)

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

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

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

Eligibility

Eligible applicants

Miscellaneous

- Other

Additional information

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

Grantor contact information

Description

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

Email

Bridge Investment Program

BridgeInvestmentProgram@dot.gov

Documents

Download all



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

Link to additional information

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

[Return to top](#)



Reduction of Truck Emissions at Port Facilities Competitive Grants Program



Closing: June 19, 2026

No Explanation

Application process

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



Award

\$--
Program Funding

25
Expected awards

\$--

Award Minimum

\$45,000,000

Award Maximum

Funding opportunity number:

FHWA-RTEP-24-001

Cost sharing or matching requirement:

Yes

Funding instrument type:

Grant

Opportunity Category:

Discretionary

Opportunity Category Explanation:

--

Category of Funding Activity:

Infrastructure investment and jobs act

Category Explanation:

--

History

Version:

1

Posted date:

May 19, 2026

Archive date:

July 19, 2026

Agency: DOT Federal Highway Administration

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

Last Updated: May 19, 2026

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

Description

[↓ Jump to all documents](#)

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

Eligibility

Eligible applicants

Miscellaneous

- Other

Additional information

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

Grantor contact information

Description

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

Email

Grants.gov Customer Support

support@grants.gov

Documents

[Download all](#) 

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

Link to additional information

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

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simpler@grants.gov

Grants.gov Program Management Office

Grantors, contact the PMO through your [Agency Point of Contact](#).

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



Closing: July 16, 2026

No Explanation

Application process

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



Award

\$--
Program Funding

50
Expected awards

\$--

Award Minimum

\$800,000,000

Award Maximum

Funding opportunity number:

FHWA-CAOP-23-001

Cost sharing or matching requirement:

Yes

Funding instrument type:

Grant

Opportunity Category:

Discretionary

Opportunity Category Explanation:

--

Category of Funding Activity:

Infrastructure investment and jobs act

Category Explanation:

--

History

Version:

1

Posted date:

June 2, 2026

Archive date:

August 15, 2026

Agency: DOT Federal Highway Administration

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

Last Updated: June 2, 2026

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

Description

[↓ Jump to all documents](#)

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

Eligibility

Eligible applicants

Miscellaneous

- Other

Additional information

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

Grantor contact information

Description

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

Email

Grants.gov Customer Support

support@grants.gov

Documents



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

Link to additional information

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

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



Closing: July 16, 2026

Application process

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



Award

\$--

Program Funding

--

Expected awards

\$1

Award Minimum

\$25,000,000

Award Maximum

Funding opportunity number:

FHWA-BIT3-26-001

Cost sharing or matching requirement:

No

Funding instrument type:

Grant

Opportunity Category:

Discretionary

Opportunity Category Explanation:

--

Category of Funding Activity:

Transportation

Category Explanation:

--

History

Version:

3

Posted date:

June 2, 2026

Archive date:

August 15, 2026

Agency: DOT Federal Highway Administration

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

Last Updated: June 3, 2026

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

Description

[↓ Jump to all documents](#)

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

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

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

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

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

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

Eligibility

Eligible applicants

Miscellaneous

- Other

Additional information

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

Grantor contact information

Description

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

Email

BIT3@dot.gov

BIT3@dot.gov

Documents

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

Link to additional information

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



Closing: July 16, 2026

No Explanation

Application process

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



Award

\$165,000,000
Program Funding

10
Expected awards

\$1

Award Minimum

\$30,000,000

Award Maximum

Funding opportunity number:

FHWA-NSFT-24-001

Cost sharing or matching requirement:

Yes

Funding instrument type:

Grant

Opportunity Category:

Discretionary

Opportunity Category Explanation:

--

Category of Funding Activity:

Transportation

Category Explanation:

--

History

Version:

1

Posted date:

June 2, 2026

Archive date:

August 15, 2026

Agency: DOT Federal Highway Administration

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

Last Updated: June 3, 2026

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

Description

[↓ Jump to all documents](#)

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

[▼ Show full description](#)

Eligibility

Eligible applicants

Government

- Federally recognized Native American tribal governments

Miscellaneous

- Other

Additional information

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

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

Grantor contact information

Description

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

Email

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support@grants.gov

Documents

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

Link to additional information

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

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



Closing: July 10, 2026

Application process

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



Award

\$28,492,618

Program Funding

35

Expected awards

\$--

Award Minimum

\$--

Award Maximum

Funding opportunity number:

FTA-2026-003-TPE-TODP

Cost sharing or matching requirement:

Yes

Funding instrument type:

Grant

Opportunity Category:

Discretionary

Opportunity Category Explanation:

--

Category of Funding Activity:

Transportation

Category Explanation:

--

History

Version:

2

Posted date:

May 11, 2026

Archive date:

August 9, 2026

Agency: DOT - Federal Transit Administration

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

Last Updated: May 14, 2026

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

Description

[↓ Jump to all documents](#)

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

Eligibility

Eligible applicants

Miscellaneous

- Other

Additional information

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

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

Grantor contact information

Description

April McLean-McCoy April.McLeanMcCoy@dot.gov

Email

FTA Office of Planning and Environment

April.McLeanMcCoy@dot.gov

Documents



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

Link to additional information

[FTA NOFO website](#)

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FY25-26 Consolidated Rail Infrastructure and Safety Improvements Grant Program



Closing: June 25, 2026

No Explanation

Application process

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



Award

\$2,039,246,480
Program Funding

130
Expected awards

\$--

Award Minimum

\$2,039,246,480

Award Maximum

Funding opportunity number:

FR-CRS-26-001

Cost sharing or matching requirement:

Yes

Funding instrument type:

Grant

Opportunity Category:

Discretionary

Opportunity Category Explanation:

--

Category of Funding Activity:

Transportation

Category Explanation:

--

History

Version:

3

Posted date:

April 20, 2026

Archive date:

July 25, 2026

Agency: DOT - Federal Railroad Administration

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

Last Updated: June 2, 2026

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

Description

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

Eligibility

Eligible applicants

Nonprofit

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

Government

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

Education

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

Business

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

Miscellaneous

- Other

Additional information

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

Grantor contact information

Description

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

Email

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support@grants.gov

Documents

No documents are currently available.

Link to additional information

FY25-26 Consolidated Rail Infrastructure and Safety Improvements Grant Program

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