

TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA

THURSDAY, APRIL 17, 2025 9:00 A.M. TAC REGULAR MEETING (Boardroom 210)

<u>Venue</u>: 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. NON AGENDA ITEMS 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 JANUARY 16, 2025 REGULAR MEETING MINUTES 🔀
- 4. DISCUSSION AND POSSIBLE ACTION ITEMS
 - A. Corpus Christi MPO Boundary Change Action: Review, Discuss, Receive Public Comments and Possible Action
- 5. INFORMATION ITEMS
 - A. Corpus Christi MPO Public Participation Program (PPP) Update 2025
 - B. Corpus Christi MPO Program Addressing Discrimination (PAD) Update 2025 XX
 - C. After Action Report for the 2045 MTP Update and FY 2025-2028 TIP
- 6. TAC MEMBER STATEMENTS ON LOCAL AGENCY ACTIVITIES OR ITEMS OF INTEREST
- 7. UPCOMING MEETINGS/EVENTS

A. Transportation Policy Committee: Regular Meeting May 1, 2025
B. Technical Advisory Committee: Regular Meeting May 15, 2025

C. Technical Advisory Committee: Regular Meeting June 19, 2025 Change

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 THURSDAY, JANUARY 16, 2025

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

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

TAC Members Present:

- Mr. Brian DeLatte, P.E., City of Portland, Chairperson
- Mr. Jeff Pollack, AICP, Port of Corpus Christi, Vice Chairperson
- Mr. Tom Yardley, Commissioner, San Patricio County
- Mr. Juan Pimentel, P.E., Nueces County
- Ms. Liann Alfaro, Corpus Christi Regional Transportation Authority (CCRTA)
- Ms. Paula Sales-Evans, P.E., TxDOT Corpus Christi District (CRP)
- Ms. Mary Afuso, Coastal Bend Council of Governments (non-voting)

MPO Staff Present: Rob MacDonald, P.E., Craig Casper, AICP, Daniel Carrizales, and Victor Mendieta

2. ELECTION OF OFFICERS FOR THE TECHNICAL ADVISORY COMMITTEE

- Ms. Sales-Evans made a motion to retain Mr. DeLatte as Chairperson.
- Mr. Pimentel seconded; the motion passed unanimously.
- Mr. DeLatte made a motion to retain Mr. Pollack as Vice Chairperson.
- Mr. Yardley seconded; the motion passed unanimously.

3. NON AGENDA ITEMS PUBLIC COMMENTS

None were offered or made.

4. APPROVAL OF THE TAC DECEMBER 19, 2024 REGULAR MEETING MINUTES

Mr. Yardley made a motion to approve the December 19, 2024, TAC Regular Meeting Minutes.

Ms. Alfaro seconded; the motion passed unanimously.

5. PUBLIC HEARING FOR 2045 MTP UPDATE

Mr. DeLatte opened the public hearing. No comments were offered or made. Mr. DeLatte closed the public hearing. The public hearing closed at 9:04 a.m.

6. **DISCUSSION AND POSSIBLE ACTION ITEMS**

A. DRAFT 2045 Metropolitan Transportation Plan (MTP) Update

Mr. Casper presented the item.

The Corpus Christi MPO staff developed the **DRAFT 2045 Metropolitan Transportation Plan Update** (DRAFT 2025 MTP Update) for review by the Technical Advisory Committee (TAC), Transportation Policy Committee (TPC), our partner agencies, and the public. The Corpus Christi MPO Staff provided the TAC with the complete set of **DRAFT 2045 MTP Update** Chapters for review, discussion, and action.

Discussion:

Ms. Sales-Evans noted that some of the projects on the 'Additional Needs List' have already been completed or are under construction.

• Mr. MacDonald acknowledged and reaffirmed that the list will be revised to delete the first six projects from the 'Additional Needs List'.

Mr. Pollack highlighted the need for a better protocol for tracking project progress.

 Mr. MacDonald agreed and added that there is a variety of tracking procedures currently in place.

Ms. Sales-Evans suggested more in-depth discussions on the project sponsor priorities.

Ms. Sales-Evans noted and wanted to make sure that the language for the projects on the fiscally constrained project list is cleaned up to help address some of the FHWA exceptions in the last FY 2025 TIP list of projects.

Mr. Casper confirmed that the language had been cleaned up but MPO staff will verify again.

Ms. Sales-Evans commented that TxDOT had a quarterly meeting with the local American Council of Engineering Companies (ACEC) and discussed projects that are on the books over the next four years. She noted that a contractor asked some questions about what is actually proposed with the operational improvements project. She further noted that the project needs to be better defined; whether it's an on/off system project and if it's able to be delivered in the time period that is envisioned.

 Mr. MacDonald referred to the Regional Safety Action Plan that provided the top 32 possible project locations.

Mr. Yardley commented on the lack of public input and suggested better advertising and the need to better educate the public.

- Ms. Sales-Evans agreed and mentioned the need to reach out to disadvantaged and minority populations.
- Mr. Casper shared the MPO's experiences of reaching out to various groups and the lack of response the MPO receives.
- Mr. Pollack emphasized the importance of meaningful public engagement and coordination among entities.
- Mr. DeLatte suggested looking at best practices from other MPOs.
- Mr. MacDonald mentioned the MPO's Public Participation Plan and efforts to engage with local media and community groups.
- Mr. DeLatte reflected on the lack of public comment at previous meetings and the need for better outreach.
- Mr. MacDonald noted that unless there is a hot-button topic, all 24 MPOs in Texas experience the same issues that the Corpus Christi MPO has in regard to receiving public comment.
- Mr. Yardley commented he wasn't sure how informed the general public is as to what the MPO is, what kind of planning the MPO is doing, or when/how they can provide comments.
- Mr. DeLatte commented that some of it could be terminology and that it is hard to know what some of the project names and descriptions mean.
- Ms. Sales-Evans added that TxDOT has moved toward doing virtual public involvement with an in-person opportunity and that seems to be working pretty well.

Motion:

Ms. Sales-Evans made a motion to recommend that the Transportation Policy Committee approve the DRAFT 2045 MTP Update with the proposed revision of removing the first six projects (MPO-001 through MPO-008) on exhibit 7-3.

Mr. Yardley seconded; the motion passed unanimously.

B. DRAFT FY 2025-2028 Transportation Improvement Program (TIP) with Amendment 1

Mr. MacDonald presented the item.

The Corpus Christi MPO staff recommended that the TAC recommend the TPC approve the FY 2025-2028 TIP with Amendment 1. The CCRTA was awarded \$5.88 million to purchase zero-emission buses earlier this year and they are now requesting that this project be added to the Corpus Christi MPO FY

2025-2028 TIP. Amending a TIP is necessary to add a newly funded project, to change the scope of a project, or to change federal funding levels.

Discussion:

None.

Motion:

Mr. Pollack made a motion to recommend that the TPC approve the DRAFT FY 2025-2028 TIP with Amendment 1.

Mr. Yardley seconded; the motion passed unanimously.

C. PM1, PM2, and PM3 Performance Measures and Targets

Mr. Casper presented the item.

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

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

The Corpus Christi MPO sought a recommendation from the TAC to the Transportation Policy Committee (TPC) to adopt all of the TxDOT state targets for Performance Measures 1, 2, and 3 (PM1, PM2, and PM3).

Discussion:

Mr. DeLatte asked Ms. Sales-Evans about TxDOT's target to eliminate crash fatalities and how close are we to achieving that.

Ms. Sales-Evans commented that she doesn't think TxDOT will complete that analysis until
April or May. She did note that Texas had a bad December for fatalities and that everyone is
struggling to get the needle to move backward.

Ms. Sales-Evans noted that many crashes involve individuals not wearing seat belts. It was also commented that the city of Corpus Christi has an emphasis on stopping street racing.

Mr. MacDonald discussed the goal of reducing fatalities to zero and the Regional Safety Action Plan (RSAP). He noted that if the 32 high-priority locations identified in the RSAP are implemented, it would reduce fatalities and serious injury accidents based on implementing FHWA's recognized proven countermeasures. For the MPO region, it would mean that if the MPO region is experiencing 50 fatalities a year, then the goal over the next 25 years to get to zero, we need to save two lives every year. The MPO will coordinate with TxDOT and the cities to see what projects can be implemented from the RSAP so that 2-3 lives can be saved every year.

Mr. Yardley mentioned that in the TxDOT "End the Streak" program, there is the goal of achieving one day of no fatalities on Texas roadways. He further commented on if there are certain times of the year, days of the month, days of the week, that are less prone to accidents and maybe somewhere on that calendar we're getting close to a day of Zero Fatalities.

Motion:

Ms. Alfaro made a motion to recommend approval to the TPC of the resolution 25-02 supporting the Texas Department of Transportation (TxDOT) Safety (PM1), Pavement and Bridge Condition (PM2), and System Performance and Freight (PM3) performance measures and targets as presented.

Mr. Pimentel seconded; the motion passed unanimously.

D. Transit Asset Management (TAM) and Public Transportation Agency Safety Plan (PTASP) Performance Measures and Targets

Mr. MacDonald presented the item.

The MPO staff sought a recommendation from the TAC to the Transportation Policy Committee (TPC) to set the Corpus Christi RTA's TAM and PTASP targets as the MPO regional targets. As part of the required Performance-based Planning and Programming process, transportation agencies, including the Corpus Christi MPO and the Corpus Christi Regional Transportation Authority, must use goals, performance measures, and targets to select projects for federal funding.

Discussion:

None.

Motion:

Mr. Pollack made a motion to recommend that the TPC approve Resolution 25-04 using the Corpus Christi RTA's performance measures and targets as presented in the Transit Asset Management and the Public Transportation Agency Safety Plan documents as the MPO regional performance measures and targets.

Mr. Yardley seconded; the motion passed unanimously.

7. INFORMATION ITEMS

A. Corpus Christi DRAFT MPO Bylaws Amendment 2025

Mr. MacDonald presented the item.

Mr. MacDonald provided an update on the need to amend the bylaws due to changes in the MPO Boundaries and possible additional membership. Current Bylaws updates included:

- Ethics Policy: current language as required by state statute is included in the Amendment for 2025
- Revised State Statute Language for Open Meetings, etc.: The proposed changes have been added to the DRAFT Bylaws Amendment document by the Nueces County Attorney.
- Composition of Voting Members of the TPC and possible Alternates/Designees: The DRAFT Bylaws Amendment contains the provision for TPC members to select Alternates for their Voting Membership.
- Day/Time for TPC Regular Meetings: During the December 5th meeting, the TPC members suggested a start time of 1:00 p.m. for the Regular TPC Meetings. MPO staff proposed the current 2:00 p.m. start time to avoid TPC member's conflict with lunch meetings or the various "State of the City/County/Port" Luncheons, etc. that typically occur over the lunchtime periods on Thursdays.
- Invite the City of Gregory to Participate as a voting member. Currently, the City of Gregory is represented by San Patricio County TPC and TAC members. This is a pending action by MPO staff and TPC members.

Discussion:

Mr. Yardly noted that the city of Gregory does have a new mayor and that they may have a different outlook on this now and may want to participate.

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

Mr. Yardley noted that at 11:30, in Portland, the county is having their State of the County update.

Mr. Pollack shared that the Port is updating their Strategic Plan as well as developing a comprehensive vulnerability assessment (limited in scope to vulnerability to physical environmental factors) with the Corpus Christi Conrad Blucher Institute.

Mr. MacDonald shared that the MPO will bring back an information item on future TAC agendas that will track federal grants.

9. **UPCOMING MEETINGS/EVENTS**

A. DRAFT 2045 MTP Update: Public Meeting January 14, 2025
B. Transportation Policy Committee: Regular Meeting February 6, 2025
C. Technical Advisory Committee: Regular Meeting February 20, 2025

Mr. DeLatte referenced the new MPO 2025 calendar for upcoming meetings and noted that at some point, the June 19^{th} meeting will need to be moved to accommodate the holiday. Potential meeting dates are June 12^{th} , 18^{th} , or the 26^{th} . TAC members were asked to look at their calendars so that it can be resolved at the next TAC meeting.

10. ADJOURN

The meeting was adjourned at 9:54 a.m.



METROPOLITAN PLANNING ORGANIZATION

Date: April 10, 2025

To: Technical Advisory Committee (TAC)

From: Craig Casper, Senior Transportation Planner

Through: Robert MacDonald, Transportation Planning Director

Subject: <u>Item 4A</u>: Corpus Christi MPO Boundary

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

Summary

During the March TAC Workshop there was lengthy discussion about the process used to adjust the MPO Planning Area Boundary. The TxDOT Corpus Christi District has asked, in Attachment 1, that the MPO Planning Area Boundary adopted in January, 2025, be reconsidered.

See Attachment 2, the TxDOT map that accompanied the letter. This map includes the 2010 MPO boundary and the 2025 MPO boundary with roadway projects.

As noted in the TxDOT PowerPoint from TPP, there are both requirements and guidelines for determining the MPO Planning Area Boundary. Texas DOT Transportation Planning and Programming Division provides a template for the effort also. See Attachment 3. The procedures for adjusting Urban Area boundaries are accessible in Section 6 of FHWA's Highway Functional Classification Concepts, Criteria and Procedures document. See Attachment 4 for the January TPC MPA Boundary Approval item.

Recommendation

The TAC may develop a recommendation that the Transportation Policy Committee **Reconsider** the **Adopted MPO Planning Area Boundary**.

Proposed Motion

Motion by the TAC recommending the Transportation Policy Committee **Reconsider** the **Adopted MPO Planning Area Boundary**.

Attachments:

- 1. Letter from TxDOT Corpus Christi District
- 2. Map from TxDOT Corpus Christi District
- 3. TxDOT TPP PowerPoint
- 4. TPC January Corpus Christi MPO Boundary Change Resolution and Submittal Packet

Date: April 8, 2025

To: Corpus Christi MPO Planning Director and Staff

Subject: Reconsideration of Corpus Christi MPO boundary determination as per March 20, 2025, MPO TAC workshop discussion

Action: Request the addition of a TAC agenda item for discussion and possible action regarding recommended Corpus Christi MPO boundary changes to foster effective planning, ensure connectivity between modes and promote efficient transportation investment strategies.

Background: The Corpus Christi MPO Planning Director submitted the MPO Boundary Redesignation/Revision Packet to the TxDOT TPP Division Director on January 31, 2025. A response was provided back on February 25, 2025, identifying some issues with the packet that needed to be addressed including but not limited to documented coordination between the MPO and communities impacted by the boundary reduction including portions of the City of Corpus Christi, City of Portland, the City of Gregory, San Patricio County and Nueces County. In addition, the resolution needed to include the proposed boundary map by reference/as an attachment to show that the TPC approved the proposed boundary.

The March 6, 2025, MPO TPC agenda included discussion and possible action Item 4.A. Corpus Christi MPO Boundary Change Resolution and Submittal Packet Revisions. Key comments/direction from several of the policy board members expressed concerns as noted below: reduction of the boundary including areas with high residential growth like London area; removal of the water areas and potential to impact port planning; need to clarify funding availability between areas within and outside of MPO boundaries; and focus on urbanized areas and connectivity to those areas. Ultimately the MPO TPC moved/passed unanimously a motion to delay this agenda item till their next meeting.

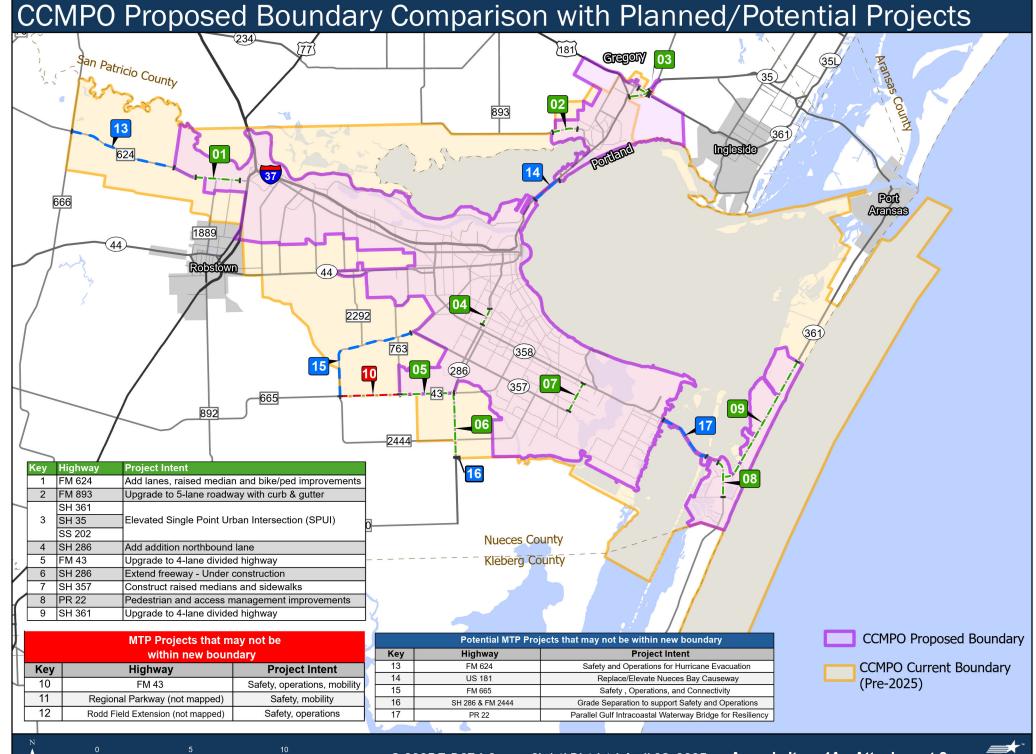
The Corpus Christi MPO TAC meeting scheduled for March 20, 2025, was cancelled and replaced with a workshop. The agenda for the workshop included **Item 4. Corpus Christi MPO Planning Boundary Change Update.** All TAC members were in attendance at the workshop and this topic was discussed in depth with several TAC members expressing concern with the "shrinkage" of the MPO Boundary and potential impacts to current and future projects, connections and opportunities that could be at risk. Several examples were identified as part of this discussion.

Key Areas for Discussion: The Corpus Christi MPO TAC is being asked to consider the following information in the reconsideration of the MPO boundary determination

- Discussions during the Small Area Task Force Workshops identified areas of rapid development and recommended that a more in-depth evaluation of the shifting of population from declining areas to the more developed areas was needed.
- The recent MPO TAC workshop discussion noted:
 - o the need to consider the key corridor connections at the MPO boundary to ensure consistency in travel demand modeling and transportation systems planning.
 - the need to include the submerged port property to better address modal connections and potential opportunities for economic opportunity

- o the need to include more of the rapidly growing areas such as the London area, the Portland area, the Calallen area as well as the industrial areas north of SH 44
- Review the attached CCMPO Boundary Comparison with Planned and Potential Projects to ensure that all members understand project funding availability impacts

Recommendation: Recommend that TAC revisit the MPO Boundary to include additional growth areas, submerged Port property and ensure that key corridor connections are incorporated and recommend to the TPC to reconsider the adoption of the MPO Boundary and incorporate any modifications resulting from TAC motion on this agenda item.







MPO Boundary Expansion

Guidance and Workshop



June 21, 2024



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Workshop Agenda

- 1 | Welcome and Introductions
- 2 | Why Expand the MPO Boundary?
- 3 | 2020 Census Urbanized Area Boundary Impacts
- 4 | Travel Demand Model Planning Area Boundaries
- **5** | MPO Boundary Expansion Process
- 6 | Document Checklist and Interactive Map
- **7** | Q&A

Appendices

- Federal and State Regulations
- Other resources

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Purpose of Meeting

- Clarify the process for expanding an MPO boundary
- Discuss implications of boundary expansions
- Discuss boundary expansion needs
- Gather input on critical boundary expansion questions

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Introductions

What is your previous experience with MPO boundary changes?

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Why expand an MPO Boundary?



Census
Urbanized Area
expands beyond
the current MPO
boundary



Current MPO
boundary does
not capture
anticipated
regional growth
over the next 20
years



Current MPO
boundary and
Policy Board
composition does
not allow for
coordinated
transportation
planning

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MPO Boundary Expansion Status

Required Due to UA Boundary Change

Alamo Area
Amarillo*
Corpus Christi
El Paso (NM only)*
Killeen-Temple*

Longview Lubbock Texarkana* (TX and AR)

Previously Expressed Interest

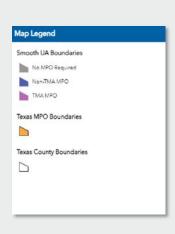
Abilene H-GAC Laredo SETRPC

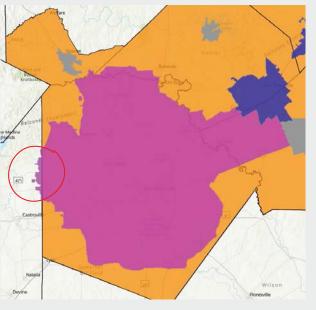
^{*}Small change not incorporating new jurisdictions



Example: Alamo Area MPO

Smoothed 2020 Census Urbanized Area boundary extends into Medina County





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MPO Boundary Considerations (1 of 2)

- Must include 2020 Smoothed Census UA boundary at minimum
- Boundaries must be contiguous and cannot overlap with another MPO area
- Include anticipated urbanization in the next 20 years:
 - Future land use
 - Development patterns and known developments
 - Population projections
 - Traffic growth

23 CFR 450.312

The MPA must include the current urbanized area defined by the Census Bureau and the contiguous area expected to urbanize within a 20-year forecast period for the metropolitan transportation plan.



MPO Boundary Considerations (2 of 2)

- Other boundaries to review:
 - Metropolitan Statistical Area or Combined Statistical Area boundaries
 - Economic development areas
 - Non-attainment areas

23 CFR 450.312

The MPA must include the current urbanized area defined by the Census Bureau and the contiguous area expected to urbanize within a 20-year forecast period for the metropolitan transportation plan.

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Boundary Expansion Process – Redesignation Necessary?

- Redesignation is not required when adding members to the MPO as a result of boundary expansions unless substantial changes to the MPO are made¹
- Substantial changes include:
 - A substantial change in the proportion of voting members on the existing MPO representing the largest incorporated city, other units of general purpose local government served by the MPO, and the State(s)²
 - A substantial change in the decision-making authority or responsibility of the MPO, or in decision-making procedures established under MPO by-laws.³
- Redesignation must follow 23 CFR 450.310(h)⁴



Special Considerations for Boundary Expansions (1 of 2)

- Pre-2005 Non-Attainment Areas: If the MPO was in a non-attainment for ozone or carbon before August 10, 2005, MPO boundary adjustment requires redesignation through a resolution of support from jurisdictions representing 75% of affected populations and the central city. A list of Pre-2005 non-attainment MPOs is provided here
- If a Census Urbanized Area extends across multiple MPOs, an agreement is required to identify coordination and division of transportation planning responsibilities. CAMPO-AAMPO exemplifies an instance where a UA extends across multiple MPOs.²

¹23 CFR 450.312(b) ²23 CFR 450.312(h)

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Special Considerations for Boundary Expansions (2 of 2)

 Multistate MPOs "will need to work with the relevant jurisdictions and the Governor of the neighboring State to develop an agreement to include that area [in the other state] in the MPO's planning process and MPO policy board, to the extent appropriate."¹



Model Area Boundary

A model area boundary denotes the area that a travel demand model (TDM) represents.

Identifying the planning area for Texas urban models is the first step in a series of building blocks that serve as the foundation of a TDM. Once the model area boundary is finalized, the model network and the TAZ geography are developed and the three serve as base for the model.

A model area boundary should encompass:

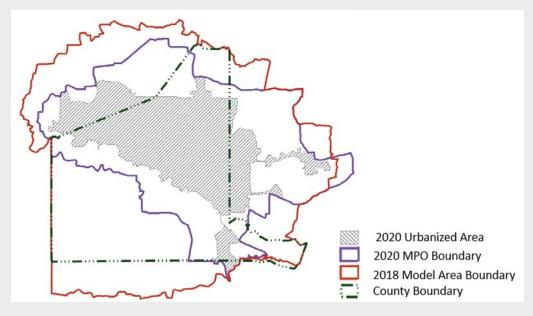
- urbanized area(s) as identified by the US Census Bureau,
- MPO boundaries,
- surrounding areas where growth is anticipated within 20 years
- county boundaries, and
- air quality designated areas.

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Example of Planning Boundaries



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MPO Boundary Expansion Process

Develop a new boundary to include the 2020 UA boundary and the area anticipated to be urbanized in the next 20 years

Obtain support from affected jurisdictions

Pass a Policy Board resolution

Update MPO bylaws as needed to ensure representation of new jurisdictions

Prepare and submit a packet to TxDOT for transmittal to the Governor

The new MPO boundary is official following Governor approval. TxDOT will submit an updated boundary to FHWA and FTA.

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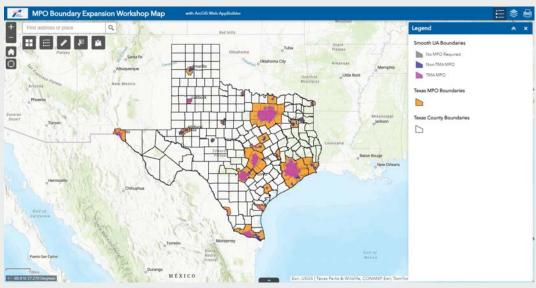


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MPO Boundary Revision Document Checklist

Item	Compliance Review
MPO Cover Letter	
MPO Policy Board Resolution	
Proposed Updated MPO Bylaws	
Policy Board Minutes Showing Discussion of MPO Boundary and Adoption of New Boundary and Bylaws (incl. Justification for Expansion)	
 Letters of support – Redesignation needed? No: Signed Resolutions of Support from All Newly-Added Political Subdivisions (Including Cities and Counties) Yes: Resolution of support from jurisdictions representing 75% of affected populations and the central city 	
Text Description and/or GIS Layer of Proposed MPO Boundary	
Existing Boundary Map	
Proposed Boundary Map	

Interactive Map



Link to Interactive Map

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Next Steps



Mapping support



Support with
Technical
Advisory
Committee and
Policy Board
meetings



Draft templates and examples



Review of MPO Boundary Expansion packet

Please contact your MPO Planner for questions or support needs



MPO Planner Assignments

Sara Garza sara.garza@txdot.gov

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June 28, 2024

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Thank you!





Appendices



June 28, 2024

Summary of Relevant State and Federal Regulations



Summary of Relevant State Regulations

43 TAC §16.51 (c) - Approval of Boundaries

- The Governor must approve an MPO boundary and any revision.
- MPO must provide all supporting documentation for boundary revisions

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Summary of Relevant Federal Regulations

23 CFR §450.312 - Metropolitan Planning Area Boundaries

- Boundaries determined by Governor and MPO
 - Must minimally include entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan
 - May be further expanded to encompass the entire metropolitan statistical area or combined statistical area, as defined by the Office of Management and Budget.
- The MPA boundaries for Pre-2005 Non-attainment areas may only be adjusted by agreement of the Governor and the affected MPO through a formal redesignation (See Slide 10)
- Planning Area may include more than one urbanized area
- · Identification of new urbanized areas within current planning area does not require a redesignation
- MPAs shall not overlap
- Planning Area boundaries shall be reviewed after every Census



Summary of Relevant Federal Regulations

23 CFR §450.310 - Metropolitan planning organization designation and redesignation

- Requires approval of Governor and local governments representing at least 75% of the population of the current MPO.
- · Redesignation is required if
 - A substantial change in the proportion of voting members on the existing MPO representing the largest incorporated city, other units of general purpose local government served by the MPO, and the State(s); or
 - A substantial change in the decisionmaking authority or responsibility of the MPO, or in decisionmaking procedures established under MPO by-laws.
 - A change in the boundary of a Pre-2005 Non-attainment area MPO (See 23 CFR §450.312(b)).
- Redesignation is not required unless otherwised triggered above:
 - (1) The identification of a new urbanized area within an existing MPA;
 - (2) Adding members to the MPO that represent new units of general purpose local government resulting from expansion of the metropolitan planning area; (cannot be a substantial change in proportions)
 - (3) Adding members to satisfy the specific membership requirements of Map-21 for an MPO that serves a TMA (this requirement was to be completed by 2014 and should no longer apply); or
 - (4) Periodic rotation of members representing units of general-purpose local government, as established 25 under MPO by-laws.





MPOs in Nonattainment for Ozone or Carbon Pre-2005 requiring redesignation under 23 CFR 450.312(b)

- FI Paso
- HGAC
- NCTCOG
- SFRTPC
- Victoria

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Resources

- Compliance
 - <u>eCFR :: 23 CFR 450.310 -- Metropolitan planning organization designation and redesignation.</u>
 - eCFR :: 23 CFR 450.312 -- Metropolitan Planning Area boundaries.
 - <u>43 TAC §16.51 Responsibilities of Metropolitan Planning Organizations (MPO)</u> (state.tx.us)
- FAOs
 - <u>FHWA FAQ on MPO Boundary Expansions, Urban Area Boundaries for Existing MPOs</u>



METROPOLITAN PLANNING ORGANIZATION

Date: December 26, 2024

To: Transportation Policy Committee (TPC)

From: Craig Casper, Senior Transportation Planner

Through Robert MacDonald, Transportation Planning Director

Subject: <u>Item 5D</u>: Corpus Christi MPO Boundary Change

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

Summary

The Corpus Christi MPO needs to update the MPO boundary in accord with federal rules related to the results of the 2020 Census Urban Area adjustment. This change is primarily in the areas of the region that do or do not meet the definition of becoming urban as part of the Small Area Forecast. With this process and including the discussions with FHWA/FTA and TxDOT in the last year, the Corpus Christi MPO staff proposes to change the MPO Boundary to reduce the boundary in some areas, and to expand beyond the current MPO boundary in other areas.

The proposed Corpus Christi MPO Boundary is shown in Attachment 1. Key changes include:

- New Urban Area defined by the U.S. Census Bureau after the 2020 Census
- Adjusted Urban Area after MPO Staff, TxDOT and FHWA/FTA reviewed the US Census information and applied local knowledge of development in the region
- Adjusted MPO Boundary after the Small Area Forecast Allocation of Population and Employment

Prior TPC Actions for the Boundary Change

- The TPC adopted the Initial Regional Control Totals for Population and Employment on September 7, 2023
- The TPC adopted the Adjusted Urban Area on October 3, 2024
- The TPC adopted the Revised Regional Control Totals for Population and Employment on November 7, 2024
- The TPC adopted the MPO's Small Area Forecast on January 2, 2025

Background

The MPO Boundary Revision Checklist provided by TxDOT includes:

- MPO Cover Letter (see Attachment 1)
- MPO Policy Committee Resolution (See Attachment 2)
- Proposed Updated MPO Bylaws (DRAFT MPO Bylaws Agenda Item 6A)
- Policy Committee Minutes showing discussion of MPO boundary and adoption of new boundary and bylaws (TBD – likely February 6, 2024. Interim video link for January 2, 2025 TPC Meeting)
- Signed Resolutions of Support from All Affected Political Subdivisions (including Cities and Counties) (if needed) Not Required.
- Text Description and/or GIS layer of proposed MPO boundary. (GIS Boundary Layer/Shapefile available upon request)
- Existing Boundary Map (see Attachment 3)

• Proposed Boundary Map (see Attachment 4)

Recommendation

The Corpus Christi MPO staff and TAC recommend that the TPC approve the proposed new Corpus Christi MPO Boundary by approval of Resolution 25-03.

Proposed Motion

Move to approve the proposed new Corpus Christi MPO Boundary by Resolution 25-03.

Attachments:

- 1. MPO Cover Letter
- 2. MPO Policy Committee Resolution
- 3. Existing Corpus Christi MPO Boundary map
- 4. Proposed Corpus Christi MPO Boundary map



METROPOLITAN PLANNING ORGANIZATION

DRAFT

TRANSPORTATION POLICY COMMITTEE

Hon. David R. Krebs Chairperson San Patricio County Judge

> Hon. Connie Scott Vice Chairperson Nueces County Judge

> **Hon. Cathy Skurow** City of Portland Mayor

Hon. Paulette Guajardo City of Corpus Christi Mayor

David P. EngelPort of Corpus Christi
Commission Chairman

Arthur Granado

Corpus Christi Regional Transportation Authority Board Chairman

Mike Walsh, P.E.
Texas Department of
Transportation - Corpus Christi
District Engineer

February 6, 2025

Humberto "Tito" Gonzalez Jr., P.E.
Director, Transportation Planning & Programming Division
Texas Department of Transportation
5230 E Stassney Lane
Austin, TX 78744

RE: Corpus Christi Metropolitan Planning Organization

Dear Mr. Gonzalez:

I am writing to inform you that the Transportation Policy Committee of the Corpus Christi Metropolitan Planning Organization amended the Bylaws of Corpus Christi Metropolitan Planning Organization to expand the boundary of its Metropolitan Planning Area on February 6, 2025. The Bylaws state that the Metropolitan Planning Area Boundary shall be defined as covering the area delineated in the attached map.

Please find enclosed the following:

- MPO Policy Board Resolution
- Proposed Updated MPO Bylaws
- Policy Committee Minutes Showing Discussion of MPO Boundary and Adoption of New Boundary and Bylaws (incl. Justification for Expansion)
- GIS layer of Proposed MPO Boundary
- Existing Boundary Map
- Proposed Boundary Map

The Bylaws that were passed on February 6, 2025 provide a description of the new Corpus Christi MPO Boundary.

Thank you for your attention on these details.

Sincerely,

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

602 N. Staples St., Suite 300 Corpus Christi, TX 78401

Telephone: 361.884.0687 Email: ccmpo@cctxmpo.us www.corpuschristi-mpo.org



CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION RESOLUTION 25-03

THE CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION AREA BOUNDARY REVISION

WHEREAS, the Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO), is the designated agency for Transportation Planning in the Transportation Management Area; and

WHEREAS, the Corpus Christi Metropolitan Planning Organization Transportation Policy Committee is currently the forum for cooperative, comprehensive and continuing decision-making regarding surface transportation initiatives; and

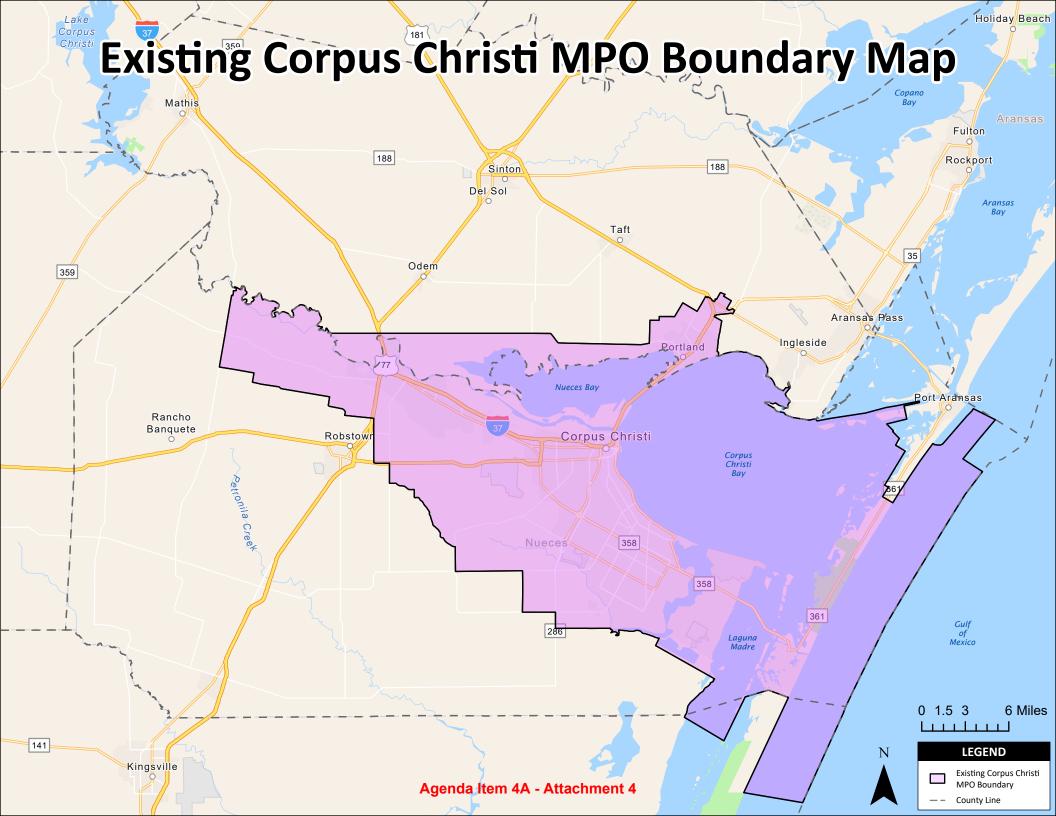
WHEREAS, the federal regulation of 23 CFR 450.312 related to Metropolitan Planning Area (MPA) Boundaries, states: "At a minimum, the MPA shall encompass the entire existing urbanized area, as defined by the Bureau of the Census, plus the contiguous geographic areas expected to become urbanized within the next 20 years; and

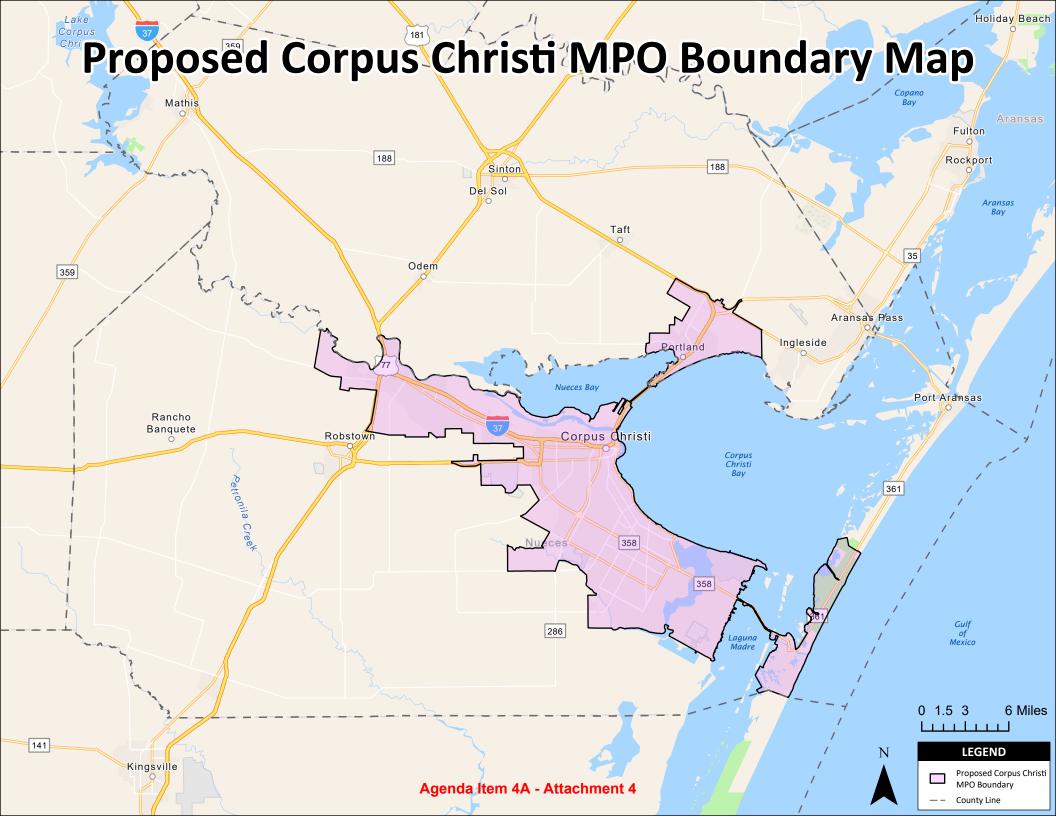
WHEREAS, the Corpus Christi Metropolitan Planning Organization offers member jurisdictions such benefits as transportation planning and programming, population and employment projections, travel demand modeling, environmental planning, representation on the Transportation Policy Committee and Technical Advisory Committee, and access to federal transportation funds for planning and construction projects; and

NOW THEREFORE, BE IT RESOLVED, that the Corpus Christi MPO Transportation Policy Committee (TPC) recommends to the Governor of Texas and the Texas Transportation Commission that the Corpus Christi MPO planning area be revised.

ADOPTED AND PASSED this the 6th day of February 2025.

The Honorable David R. Krebs, TPC Chairperson	Mike Walsh, P.E.
Corpus Christi Metropolitan Planning Organization	District Engineer, Texas Department of
County Judge, San Patricio County	Transportation - Corpus Christi District
ATTEST:	
Robert F. MacDonald, MPA, PE	
Transportation Planning Director	
Corpus Christi Metropolitan Planning Organization	







METROPOLITAN PLANNING ORGANIZATION

Date: April 10, 2025

To: Technical Advisory Committee (TAC)

From: Craig Casper, Senior Transportation Planner

Through: Robert MacDonald, Transportation Planning Director

Subject: Item 5A: Corpus Christi MPO Public Participation Plan (PPP) Update 2025

Action: Review and Discuss

Summary

The scheduled update to the Corpus Christi MPO Public Participation Program is due in July 2025. Aspects of it related to Equity need to be removed due to new federal government direction. Attachment 1 has these sections highlighted. Also, TxDOT completed a Statewide Strategic Public Engagement Guidance in January 2024 that will be used to finalize the document. The public review period for this document will be a minimum of 45 days. The requested action is reviewing the current Corpus Christi MPO Public Participation Plan (PPP) and providing feedback on the outreach and communications efforts during development of the 2045 MTP Update and the 2025-2028 TIP. This task will use the feedback received from the After-Action survey distributed to the TAC on March 13, 2025 for additional updates.

A PPP defines the processes that the Corpus Christi MPO will use to provide any interested or potentially impacted citizens with meaningful opportunities to participate in the metropolitan transportation planning and programming processes. The updated 2025 PPP will identify the outreach and involvement activities for both the 2050 Metropolitan Transportation Planning process and updates to the 2027-2030 Transportation Improvement Program process.

Background

Engaging the public has become increasingly difficult for the Corpus Christi MPO and most other transportation planning agencies. Across many public involvement efforts, low levels of participation are due to a lack of public awareness about the importance of their participation, as well as increases in more enjoyable interests and obligations that compete for their time. These outreach challenges are magnified when trying to engage traditionally hard to reach populations such as people with limited English language proficiency and low-income and minority communities. Additional challenges include time and mobility constraints, social isolation, and distrust of and cynicism about an increasingly polarized government. Finding methods to overcome these challenges and meaningfully engage the public is critical.

Several Federal and State laws and regulations guide the public participation efforts of the Corpus Christi MPO and ensure that input into its various planning and programming activities is received. The federal transportation legislation, called the FAST Act, directs MPO public participation plans to "be developed in consultation with all interested parties," and "provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan." It further directs MPOs "to the maximum extent practicable" to "hold any public meetings at convenient and accessible locations and times," to "employ visualization techniques to describe plans," and to "make public information available in electronically

accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information."

Title VI of the Civil Rights Act of 1964 requires that transportation planning and programming be nondiscriminatory on the basis of race, color, national origin or disability. The federal statute was further clarified and supplemented by the Civil Rights Restoration Act of 1987 and a series of federal statutes enacted in the 1990s relating to the concept of environmental justice. A fundamental principle of these requirements is "Ensuring full and fair participation by all potentially affected communities in the transportation decision-making process."

The Americans with Disabilities Act of 1990 (ADA) stipulates involving the community, particularly those with disabilities, in the development and improvement of services. Executive Order 13175 states that "in formulating or implementing policies that have tribal implications, agencies shall establish regular and meaningful consultation and collaboration with tribal officials to reduce the imposition of unfunded mandates upon Indian tribes."

23 CFR §450.316 states that when developing plans and programs, the MPO will consult with agencies and officials responsible for other planning activities within the Metropolitan Planning Area (MPA) that are affected by transportation including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, freight movements, and will coordinate the planning process with these other planning activities.

The policies listed in this DRAFT 2025 PPP Update are:

- 1. The Corpus Christi MPO shall actively engage the public in the transportation planning process according to State and Federal law and the policies outlined in this plan.
- 2. The Corpus Christi MPO shall keep the public informed of ongoing transportation related activities on a continuous basis.
- 3. The Corpus Christi MPO shall encourage the involvement of all area citizens in the transportation planning process.
- 4. The Corpus Christi MPO shall strive to continuously improve public participation.
- 5. The Corpus Christi MPO as a recipient of federal assistance and under Title VI of the Civil Rights Act of 1964, shall ensure that no person, on the grounds of race, religion, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. These prohibitions extend from the MPO to its sub-recipients (i.e., contractors, consultants, local governments, colleges, universities, etc.). All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements.

Attachment:

1. Corpus Christi MPO Public Participation Plan (PPP) with MPO Staff comments. [WEBLINK] https://www.corpuschristi-mpo.org/03 tac agendas/2025/Attachments/Item-5A-Attachment-1-Current-PPP.pdf



METROPOLITAN PLANNING ORGANIZATION

Date: April 10, 2025

To: Technical Advisory Committee (TAC)

From: Craig Casper, Senior Transportation Planner

Through: Robert MacDonald, Transportation Planning Director

Subject: Item 5B: Corpus Christi MPO Program for Addressing Discrimination (PAD) Update 2025

Action: Review and Discuss

Summary

This document is due for an update in September 2025. As reported by FHWA, several executive actions have recently impacted environmental justice (EJ), Title VI, and equity considerations within metropolitan transportation planning regulations. On January 20, 2025, President Donald Trump signed Executive Order 14148, titled "Initial Rescissions of Harmful Executive Orders and Actions." This order rescinded several prior executive orders, including:

- Executive Order 11246 (September 24, 1965): Addressed discrimination based on race, color, religion, sex, or national origin.
- Executive Order 12898 (February 11, 1994): Focused on environmental justice in minority and low-income populations.
- Executive Order 13583 (August 18, 2011): Established a coordinated government-wide initiative to promote diversity and inclusion in the federal workforce.
- Executive Order 13672 (July 21, 2014): Amended previous orders to enhance equal employment opportunity in the federal government and among federal contractors.

The revocation of these orders signifies a shift away from mandated consideration of environmental justice and equity in federal actions, including transportation planning. On March 10, 2025, Transportation Secretary Sean Duffy rescinded two memos from the previous administration that encouraged states to incorporate climate change and equity considerations into infrastructure projects. These memos had emphasized:

- Designing infrastructure to account for climate change.
- Adopting electric vehicle charging and renewable energy technologies.
- Involving disadvantaged and underrepresented groups in project planning.

These actions collectively reduce the emphasis on environmental justice and equity considerations in metropolitan transportation planning and related federal infrastructure initiatives.

Prior Actions for Title VI, Environmental Justice, and the Limited English Proficiency Plan

The current Title VI policy was approved by the MPO Transportation Policy Committee (TPC) on August 2, 2018. These policies are unchanged and the Title VI complaint process is also found in the attachment.

The Title VI of the Civil Rights Act of 1964 requires that transportation planning and programming be nondiscriminatory on the basis of race, color, or national origin. The federal statute was further clarified and supplemented by the Civil Rights Restoration Act of 1987.

The Americans with Disabilities Act of 1990 (ADA) stipulates involving the community, particularly those with disabilities, in the development and improvement of services.

As a recipient of federal funds, the Corpus Christi MPO is subject to federal anti-discrimination rules. MPOs were created as the forum where local agencies, state DOTs, transit providers, and the public develop the transportation plans and programs that will address the metropolitan area's needs. In this role, MPOs must ensure the full and fair participation by all potentially affected communities in the transportation decision-making process and verify that minority populations and disabled populations have not had benefits from federal investments denied, reduced, or delayed. The Corpus Christi MPO strives to use proactive or collaborative engagement to reach these communities when possible. To certify compliance with Title VI the Corpus Christi MPO must:

- a. Evaluate and improve the public involvement processes to eliminate participation barriers and engage minority or disabled populations in transportation decision-making.
- b. Identify the residential and employment locations and transportation needs of minority or disabled communities.
- c. Determine if the needs of the minority or disabled communities are addressed and that the benefits and burdens of transportation investments are fairly distributed.
- d. Perform analyses that ensure that the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) comply with federal discrimination laws and regulations.

Although it is recognized that much of the detailed evaluation of discrimination will occur at the project-level (which is the responsibility of the project sponsor) rather than during regional transportation planning or programming, the Corpus Christi MPO can use a variety of techniques to identify flaws in policy or decision processes causing benefits to be less in some communities when viewed at a regional scale. It is also possible to identify negative impacts earlier in project development so that positive corrective actions can be taken and serve as a building block for subsequent interventions.

Metropolitan planning and programming still emphasize public outreach and communication and require analyses of the programmatic distribution of benefits and impacts. Discrimination issues arise most frequently when:

- a. Minority or disabled communities are less represented than others when policymaking bodies debate and decide what should be done with transportation resources, or
- b. Some communities get more benefits from improved accessibility, faster trips, and congestion relief, while others experience fewer benefits, or
- c. Minority or disabled communities may suffer disproportionate negative impacts, such as noise, decreased safety or higher air pollution.

Attachment:

1. Corpus Christi MPO Program for Addressing Discrimination (PAD) with highlights. [WEBLINK] https://www.corpuschristi-mpo.org/03_tac_agendas/2025/Attachments/Item-5B Attachment-1-Adopted-PAD.pdf



METROPOLITAN PLANNING ORGANIZATION

Date: April 10, 2025

To: Technical Advisory Committee (TAC)

From: Craig Casper, Senior Transportation Planner

Through: Robert MacDonald, Transportation Planning Director

Subject: Item 5C: After Action Report for the 2045 MTP Update and FY 2025-2028 TIP

Action: Review and Discuss

Summary

We are asking the TAC members to review and evaluate the processes used that resulted in the 2025-2045 Metropolitan Transportation Plan Update (2045 MTP Update) and the FY 2025-2028 Transportation Improvement Program (TIP). The comments received during these processes were distributed in the March workshop packet. Attachment 1 shows the results of the survey of TAC members and their alternates. This evaluation will result in an After-Action Report (AAR). An AAR is a structured approach for assessing the performance by reflecting on the work of a group and identifying strengths, weaknesses, and areas for improvement from successes and failures. An AAR requires an open professional discussion from all participants to adjust the processes that will result in the 2050 MTP and the 2027-2030 TIP. This approach will contribute to the Corpus Christi MPO's culture of continuous organizational learning and improvement.

This AAR effort will use surveys of the TAC to identify issues and strengths and use them to produce recommendations for process enhancements for both the 2050 MTP and the 2027-2030 TIP processes. The Public Participation Plan (PPP) itself is being reviewed and updated in a parallel process using the information garnered during this review process. TAC can expect the AAR during the April meeting and the Draft PPP during their May meeting. Please complete the following survey: https://connect.corpuschristi-mpo.org/index.php?cID=559

This effort will identify issues and strengths that can be compared against best practices and produce recommendations for process enhancements. An After-Action Report will be drafted and ultimately used to identify changes to both the 2050 MTP, the 2027-2030 TIP and CMP processes. The public involvement appendices of the 2045 MTP Update and FY 2025-2028 TIP are attached for reference to aid this endeavor. The questions below can help frame your responses.

The Corpus Christi MPO After-Action Report will identify strengths of planning and programming processes that should be maintained and built upon, as well as identifying potential areas for improvement. For each step in the MTP, TIP and CMP processes listed on the following page, the following questions can aid developing a response:

- What did I want to accomplish or think should be accomplished during this step?
- How did the desires for this step change as the process progressed?
- What did that step accomplish?
- Why was there a difference between what we wanted to do and what we did?

- What went well and why?
- What could have gone better?
- What advice would you give yourself if you were to go back to where you were at the start of the process?
- What should we have learned from this process a year from now?
- How do we adapt our processes for a better outcome OR how do we repeat our successes?

The steps in a typical performance-based MTP process are listed below. Due to time constraints or data/tool availability not every step was completed during the Corpus Christi MPO 2045 MTP Update process. For those steps that were not completed, please list any desires or concerns you have for this step during the 2050 MTP and CMP process.

- 1) Refine and Approve Vision and Goals.
- 2) Refine and Approve Performance and Evaluation Measures.
- 3) Identify needs and deficiency locations by each goal area.
- 4) Develop an unconstrained universe of projects that address identified needs.
- 5) Develop and Approve Financial Resource Assumptions.
- 6) Call for locally preferred projects that address identified deficiencies.
- 7) Score projects, develop prioritization, create portfolios of constrained investments, identify tradeoffs among possible portfolios.
- 8) Evaluate consistency of investments with partner agency plans and EJ/Title VI requirements.
- 9) Approve Preferred Portfolio of Investments.
- 10) Identify impacts of approved investments and develop mitigation concepts.
- 11) Seek Public input during each step of the MTP process.

Establishing a strong linkage between the TIP, MTP and CMP is a key step in performance-based planning and programming. In general, the MTP is a pool of fiscally constrained projects that was identified for development over the next 20+ years. The TIP draws from this the pool of projects and prioritizes investments for implementation during the next four years. Ideally, the project selection criteria for the TIP will mirror those used to develop the portfolio of investments listed in the MTP. The steps in a typical performance-based TIP are:

- 1) Approve revenue sources and amounts.
- 2) Verify fiscally constrained project list from the MTP.
- 3) Call for locally preferred projects that can be implemented in the next 4 years.
- 4) Score projects, develop initial prioritization, adjust MTP project list if needed.
- 5) Assemble all state and local projects that will be implemented in the next 4 years into one portfolio.
- 6) Determine likely performance of investments in achieving goals.
- 7) Seek public input during each step of the TIP process.

Attachment

1. After Action Report Survey

AFTER ACTION REPORT FOR THE 2045 MTP UPDATE AND FY 2025-2028 TIP

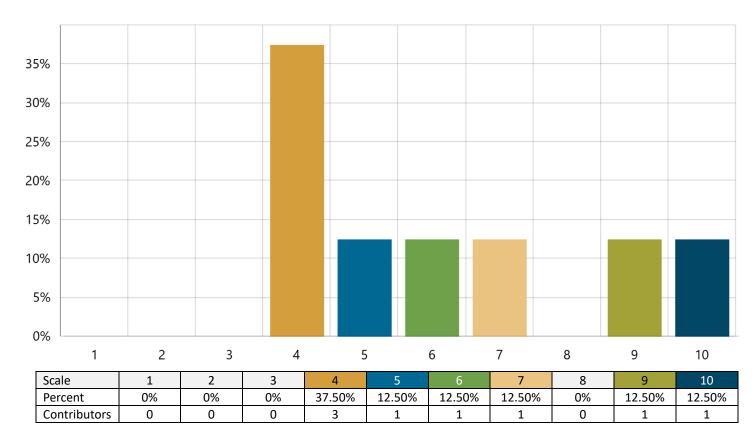
This survey is to help the Corpus Christi MPO team assess participants' perceptions during the 2045 MTP Update and 2025-2028 TIP programming.

Please use the following 1 through 9 scale to evaluate the process used, and fill in the second part with any specific concerns or suggestions (500 characters):

- 1 = Start completely over
- 3 = Highly Susceptible to Improvement
- 5 = Nothing tremendously wrong, improvements are available
- 7 = Good, some minor tweaking is possible
- 9 = Perfect, do not change a thing

SURVEY RESULTS

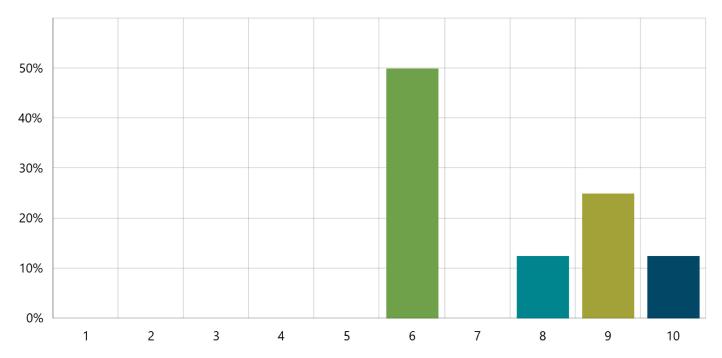
1. Seek public input during each step of the process. (Skipped: 0 | Answered: 8)



- 1. No concerns just think that next round CBCOG will be in a stronger position to assist in this process to disseminate information.
- 2. More information sent out such as a mass mailing with input sessions times and dates and offer QR code. Partner with other organizations to send out request for public input from their employees and

- request presentations dates. Develop a fun interactive event to invite public input and hold in each section of community. Set up at different festivals to gain input.
- 3. There didn't seem to be much beyond just announcing availability. Accept for the focus groups did staff go meet with anyone?
- 4. Potentially combine both online and in-person public engagement. Also consider more one on one meetings with stakeholders to better meet the schedule of those stakeholders (i.e. representatives from ISDs as typical daytime working group meeting times may not be convenient for those schedules) Enhanced use of social media to educate, invite input, etc.
- 5. I know we have had discussions on the lack of or limited public input, but this remains an area that could use improvement. I do not have an easy solution for getting the public to be more engaged in the process. I would recommend looking at other MPO's to see if there are any best practices we could borrow.

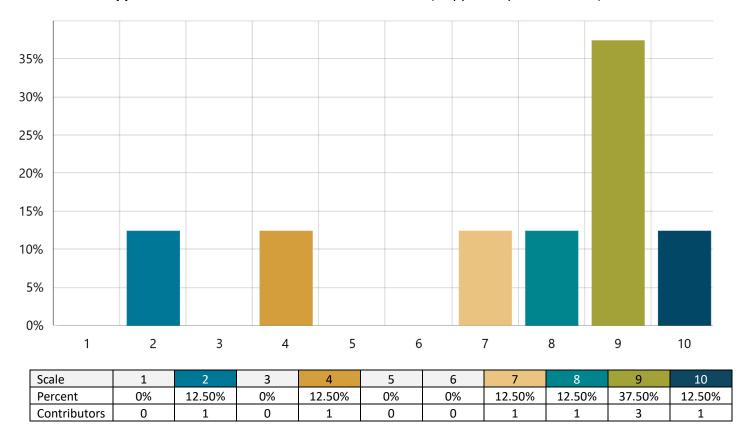
2. Vision and Goal Setting. (Skipped: 0 | Answered: 8)



Scale	1	2	3	4	5	6	7	8	9	10
Percent	0%	0%	0%	0%	0%	50.00%	0%	12.50%	25.00%	12.50%
Contributors	0	0	0	0	0	4	0	1	2	1

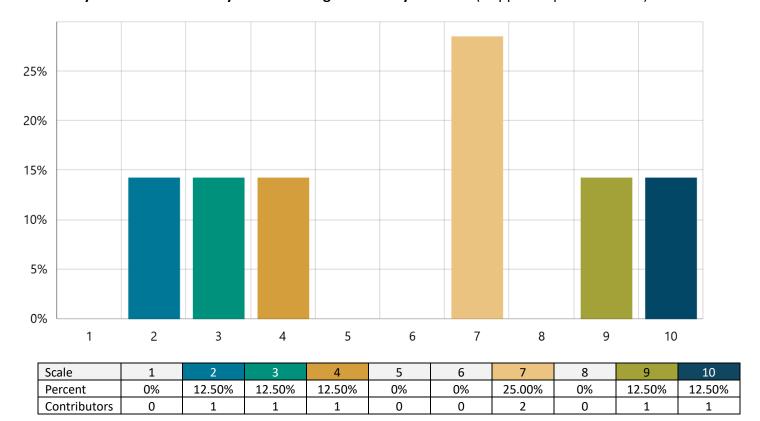
- 1. I feel like the goals should have been taken to other agencies to show how transportation and what they do can work together.
- 2. Very strong on setting MPO staff vision and goals but maybe a bit more flexibility on incorporating public and stakeholder input.

3. Refine and Approve Performance and Evaluation Measures. (Skipped: 0 | Answered: 8)



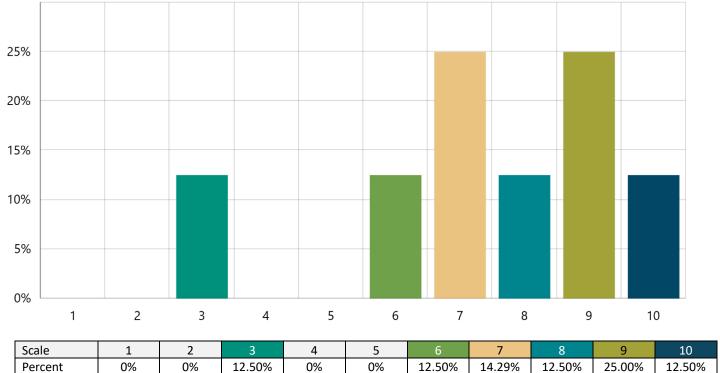
- 1. Did we approve performance measures? I don't remember that.
- 2. Make sure that the performance/evaluation measures are meaningful and actually measurable without intense data collection that isn't part of the normal process. Also these measures need to be explainable in layman's terms.

4. Identify needs and deficiency locations for goal areas by location. (Skipped: 0 | Answered: 8)



- 1. Again CBCOG can be a better partner in the future by facilitating meetings/interviews (especially with aging population and low income population).
- 2. Accept for the safety projects this did not happen at all.
- 3. Not exactly sure what you are asking for on this question. It is important to evaluate not just isolated needs and deficiencies but look at the big picture and system operations. Focus on larger meaningful needs that local governments are willing to pursue recognizing all of the various rules and regulations associated with the use of federal funds.

5. Develop and Approve Financial Resource Assumptions. (Skipped: 0 | Answered: 8)

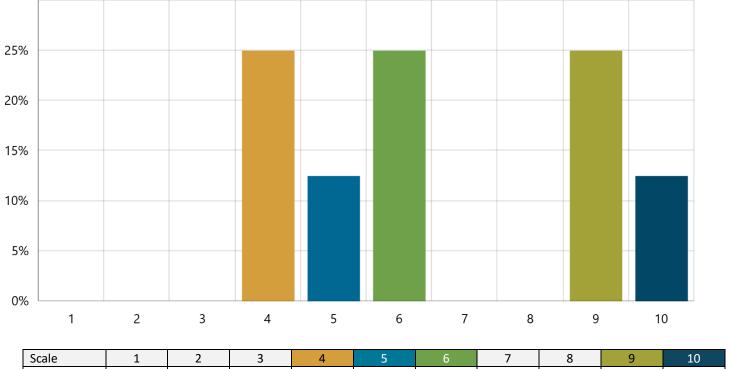


Scale	1	2	3	4	5	6	7	8	9	10
Percent	0%	0%	12.50%	0%	0%	12.50%	14.29%	12.50%	25.00%	12.50%
Contributors	0	0	1	0	0	1	2	1	2	1

Share any concerns/suggestions below:

No sentiment data entered.

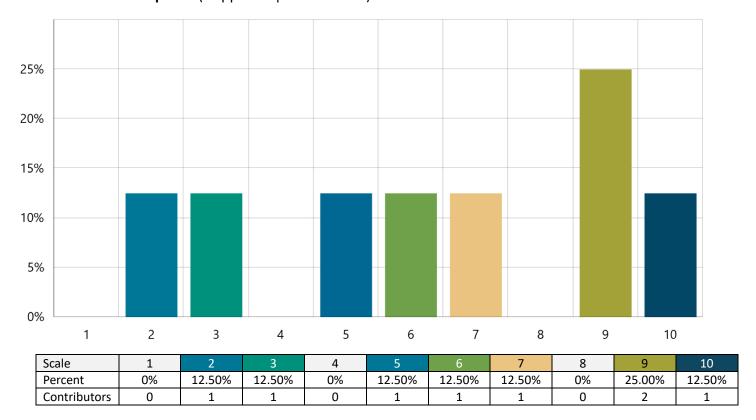
6. MPO team works with stakeholders and partner agencies. (Skipped: 0 | Answered: 8)



Percent 0% 0% 25.00% 12.50% 0% 25.00% 0% 25.00% 0% 12.50% Contributors 0 0 0 2 1 2 0 0 2 1

- 1. MPO has been invaluable in my role as Director of Planning and Economic Development. I think we can do a better job working with you not the other way around.
- 2. There looked like some effort from the MPO but did anyone actually respond?
- 3. At times, it seems that there is a tendency for the MPO team to form opinions/positions and be somewhat reluctant to listen or take into consideration some of the comments, suggestions or concerns of the stakeholders and partner agencies.

7. Identify impacts of approved investments and develop mitigation of negative social, community, and environmental impacts. (Skipped: 0 | Answered: 8)



Share any concerns/suggestions below:

1. This definitely didn't happen