

TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA

THURSDAY, JUNE 26, 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. APPROVAL OF THE TAC APRIL 17, 2025 REGULAR MEETING MINUTES
- 5. DISCUSSION AND POSSIBLE ACTION ITEMS
 - A. DRAFT 2025 Metropolitan Planning Area (MPA) Boundary Action: Review, Discuss, Receive Public Comments and Possible Action
 - B. Corpus Christi MPO DRAFT 2025 Public Participation Program (PPP) Action: Review, Discuss, Receive Public Comments and Possible Action
 - C. DRAFT FY 2025 and FY 2026 Unified Planning Work Program (UPWP) with Amendment 1 Action: Review, Discuss, Receive Public Comments and Possible Action
 - D. DRAFT FY 2025-2028 TIP with Amendment 2 Action: Review, Discuss, Receive Public Comments and Possible Action

6. INFORMATION ITEMS

- A. Corpus Christi MPO Program Addressing Discrimination (PAD) Update 2025 XX
- B. Congestion Management Program (CMP) Performance Measures
- C. Corpus Christi RTA Fare Review Process

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

8. <u>UPCOMING MEETINGS/EVENTS</u>

A. Transportation Policy Committee: Regular Meeting
 B. Technical Advisory Committee: Regular Meeting
 C. Transportation Policy Committee: Regular Meeting
 Duly 10, 2025
 Regular Meeting
 August 7, 2025

9. 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 Associated General Contractors (AGC) 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. <u>UPCOMING MEETINGS/EVENTS</u>

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 19th meeting will need to be moved to accommodate the holiday. Potential meeting dates are June 12th, 18th, or the 26th. 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.

CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION

TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING MINUTES THURSDAY, APRIL 17, 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. Tom Yardley, Commissioner, San Patricio 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)

<u>MPO Staff Present</u>: Rob MacDonald, P.E., Craig Casper, AICP, Daniel Carrizales, Victor Mendieta and Carissa Tamez.

2. NON-AGENDA ITEMS PUBLIC COMMENTS

None were offered or made.

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

Ms. Sales-Evans requested a correction on the meeting minutes from American Council of Engineering Companies (ACEC) to Associated General Contractors (AGC).

Ms. Afuso made a motion to approve the January 16, 2025, TAC Regular Meeting Minutes with requested revisions.

Ms. Alfaro seconded; the motion passed unanimously.

4. <u>DISCUSSION AND POSSIBLE ACTION ITEMS</u>

A. Corpus Christi MPO Boundary Change

Mr. MacDonald presented the item.

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 as shown in 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. Attachment 4 presents the January TPC MPA Boundary Approval agenda item.

Discussion:

Mr. DeLatte recapped the March workshop and the four primary concern including 1) the Port of Corpus Christi's submerged land, 2) reduction of the boundary in high-growth areas, 3) reassigning the population from declining urban core out in those high growth areas, and 4) consider the key change points on that new boundary.

Mr. DeLatte suggested the boundary change be revisited and with a joint workshop with the Transportation Policy Committee, Technical Advisory Committee, TxDOT, FHWA, State Demographer, and federal partners.

Ms. Sales-Evans further elaborated on comments made during the March TAC workshop, particularly identifying opportunities, economic or otherwise, that would be impacted with a reduced boundary.

Ms. Sales-Evans discussed the lack of participation levels within the area during the census that may have affected the regional numbers for the area. Information gathered from the adjusted boundary tied with the census, and the lack of involvement in Small Area Forecast, may or may not be reflected in the area correctly.

Ms. Sales-Evans noted that the adjusted urbanized boundary is the minimum and nothing states the boundary can't be beyond that suggested area. Ms. Sales-Evans wants the policy board to get a full understanding of the process and clarification of the pros and cons. She suggested the boundary needs to be revisited with the possibility of expanding the boundary beyond the adjusted urbanized area as originally presented and approved.

 Mr. MacDonald agreed and emphasized the importance of federal guidance and the need to revisit the reasons for adjusting the urbanized boundary.

Ms. Sales-Evans clarified they aren't trying to change the numbers and that it should be collectively recognized that the numbers may not be the only factor for planning future developments. She further stated that we never delved into the aspect that migration may be happening from the more urban center and moving out to other areas.

 Mr. MacDonald discussed internal migration within the region. The state demographer did county level estimates which were considered a part of the process.

Mr. DeLatte stated that with the small area forecast, there seems to be a misunderstanding in regards to the process of internal migration. Mr. DeLatte questioned if the internal migration can now be adjusted.

Mr. MacDonald responded that it can be revisited within the small area forecast. It was
further noted that the new population growth that the region had was small and that there
was a struggle to find population to reallocate.

Ms. Sales-Evans stated the minutes on the attachments were included and that sometimes the discussion and motion may not exactly match what was in the recommended motion from the original information packet.

Mr. MacDonald suggested that Ms. Sales-Evans can review the TAC motions and discussions
on the Corpus Christi MPO website. Any language for the spoken motions needs to be clear so
we can make sure the motions are verbatim.

Mr. Yardley commented that a joint meeting with the Transportation Policy Committee and TAC is needed regarding the boundary change to eliminate any misunderstandings or disconnects.

Ms. Alfaro is also in agreement with a joint meeting, and she noted a statement that was also
made that there are quite a few new policy members. This process would give the new
members and herself a better understanding of the process and how we have come to this
boundary. She doesn't believe we need to start from scratch but to have the joint meeting to
have everyone on the same page.

Mr. DeLatte mentioned suggested scheduling and making TAC available for the Transportation Policy Committee. Mr. DeLatte suggested June 5, 2025.

• Mr. MacDonald also mentioned that the joint meeting should include the Federal/State partners, TPP and a Facilitator.

Motion:

Ms. Sales-Evans made a multi-part motion:

- 1. To recommend Transportation Policy Committee rescind the approval of the previously adopted MPO boundary from the January 2, 2025, TPC meeting.
- 2. Recommend that the Transportation Policy Committee and Technical Advisory Committee convene a joint workshop to discuss the MPO boundary and any revisions to address everyone's issues and concerns.
- 3. Include the email from the Technical Advisory Committee chair on April 8th, 2025 in the TAC minutes, that summarizes the remarks made in the workshop.

Mr. Yardley seconded; the motion passed unanimously.

Ms. Sales-Evans made another comment about the next joint workshop to consider taking official notes and minutes.

Mr. DeLatte's April 8th 2025 Email - RE: MPO Boundary

Good afternoon Rob,

I'm following up on the discussion at the March 20, 2025, TAC Workshop. During that meeting, there appeared to be a consensus among TAC members that concerns remain regarding the recent MPO boundary revision process. Several members noted that their respective TPC members shared similar concerns. At the conclusion of the workshop, the TAC recommended to Craig that MPO staff convene a joint TPC/TAC meeting to review the boundary revision process and explore potential adjustments to address these concerns.

The key issues raised by TAC members included:

- 1. The potential negative impact of removing or reducing the submerged Port of Corpus Christi property from the MPO boundary.
- 2. The reduction of the MPO boundary in high-growth residential areas, including London, Portland, Calallen, and the SH 44 corridor.
- 3. The reassignment of population and employment from declining urban core areas to rapidly growing areas.
- 4. The need to consider key corridor connections at the MPO boundary to ensure consistency in travel demand modeling and transportation system planning.

I'm reiterating the desire for a joint meeting in an effort to reduce confusion and provide a single forum where all stakeholders can have their questions answered.

Thanks,

Brian

5. INFORMATION ITEMS

A. Corpus Christi MPO Public Participation Plan (PPP) Update 2025

Mr. Casper presented the item.

The scheduled update to the Corpus Christi MPO Public Participation Plan 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 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.

Discussion:

Ms. Afuso volunteered the Council of Governments for the access to the Area Agency on Aging.

Mr. Yardley enquired if there was a minimum size for the public outreach groups.

- Mr. Casper responded that the public outreach groups should be no less than five people for us to send a person.
- Mr. McDonald added that any and all groups are welcome.

Ms. Sales-Evans asked if the MPO has developed a one-page factsheet that gives an introduction to what MPO is, what the MPO can do, and that can be helpful for public outreach events.

• Mr. Casper and Mr. MacDonald both confirmed that the MPO can provide one and there are plenty of examples to reference from to develop one.

B. Corpus Christi MPO Program Addressing Discrimination (PAD) Update 2025

Mr. Casper presented the item.

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 lowincome 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.

Discussion:

None

C. After Action Report for the 2045 MTP Update and FY 2025-2028 TIP

The MPO asked 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 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.

Discussion:

Mr. Yardley commented that it was interesting that responses varied, ranging in scores from 2-10, and that there was less clustering than expected.

 Mr. Casper replied that we need to be more effective with some of our agencies and that improvement is needed.

Ms. Sales-Evans noted some of the questions on the survey were a little unclear and vague, and it was hard to understand what we were looking for which may have had affect on the answers.

Mr. Casper said that the survey results will be consolidated and presented to the Transportation Policy Committee and use them to develop the PPP.

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

• Mr. DeLatte provided an update on the FM 893 widening project, noting the installation of drainage culverts and the potential for residential development.

7. UPCOMING MEETINGS/EVENTS

A. Transportation Policy Committee: Regular Meeting
 B. Technical Advisory Committee: Regular Meeting
 C. Technical Advisory Committee: Regular Meeting
 Dune 19, 2025 Change

Mr. DeLatte noted that there is a policy committee meeting on June 5th that is an opportunity for a joint workshop.

Mr. DeLatte requested a poll for Technical Advisory Committee members to vote on if and when to reschedule the June 19th meeting.

8. ADJOURN

The meeting was adjourned at 9:59 a.m.



METROPOLITAN PLANNING ORGANIZATION

Date: June 18, 2025

To: Technical Advisory Committee (TAC)

From: Craig Casper, Senior Transportation Planner

Through: Robert MacDonald, Transportation Planning Director

Subject: Item 5A: DRAFT 2025 Metropolitan Planning Area (MPA) Boundary Action: Review, Discuss, Receive Public Comments and Possible Action

Summary

The Corpus Christi MPO Planning Area Boundary Change process has been on-going for about 2 years. The next step in the process was determined during the June 5, 2025 Joint TPC-TAC Workshop. This step is for the TAC to recommend to the TPC a DRAFT MPO Planning Area Boundary Change to be part of a future Boundary Change Package required by TxDOT. Attachment 1 illustrates the TxDOT Boundary Change Packet Checklist.

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

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

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

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

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

Policy Options for TAC to Consider and Recommend to the TPC

City of Robstown

• TAC recommendation on the possible addition of the City of Robstown to the Corpus Christi MPO. If the City of Robstown asks the TPC to join the MPO, does TAC have a recommendation

- for that circumstance? Currently, the City was asked to approve a Resolution of Acknowledgement/Support for the MPO to include a small area of their city limits into the new Corpus Christi MPA Boundary. This was for the small triangular piece of land identified by the US Census as being part of the Corpus Christi Urbanized Area.
- The MPO staff presented the Resolution of Support on May 21, 2025. Their City Attorney proposed changes to the Resolution. The City Council Tabled the item pending additional information about TxDOT funding. The next meeting of the Robstown City Council is on July 21. TxDOT is invited to present the information regarding risk of rural funding for transportation projects in the Robstown City limits. In the TxDOT 2025 UTP, there are no projects in the City of Robstown.
- During the June 5, 2025 TPC-TAC Joint Workshop, FHWA staff indicated that if the City of Robstown joins the MPO, the following land areas could be considered to be added to the MPO MPA Boundary:
 - The small triangular piece of land in the city limits identified by the 2020 US Census.
 Attachments 2 and 4a illustrates the small triangular piece of Robstown City Limits that is incorporated into the MPO MPA boundary.
 - The 2020 Census Adjusted Urban Boundary within the city limit. Attachments 3a, 3b, and 3c illustrates the Robstown Adjusted Urban Area Boundary that could be added to the MPO MPA Boundary.
 - The entire Robstown city limits. Attachments 4a, 4b, and 4c illustrate the City of Robstown City Limit Boundary that could be added to the MPO MPA Boundary.

City of Gregory

- Although not required due to Census identified areas intruding into the city limits, the Mayor
 Pro-Tem asked MPO staff for the possible options. A request by the City of Gregory to join the
 Corpus Christi MPO that would start a separate process involving MPO Bylaw Changes and MPA
 Boundary Adjustments. The next meeting of the Gregory City Council is either June 23 or July 14.
- If joining the MPO, the City can ask for up to their entire city limits to be included in the MPA Boundary.
- Attachments 5a, 5b, and 5c illustrates the City of Gregory City Limit Boundary that could be added to the MPO MPA Boundary.

Recommendation

The Corpus Christi MPO staff recommends the TAC consider:

- a recommendation to the TPC for the DRAFT Corpus Christi MPA Boundary
- consider a recommend policy options to the TPC to help complete components of the TxDOT Boundary Change Submittal Packet including:
 - the City of Robstown as a member of the Corpus Christi MPO or a Resolution of Support for a portion of the city limit to be included in the Draft MPA Boundary
 - Consideration of the City of Gregory joining the MPO as a direct participant rather than represented by San Patricio County and associated MPO Bylaw changes
 - o changes to the MPO Bylaws to accommodate any new MPO member government

Proposed Motion

Motion by the TAC recommending the Transportation Policy Committee:

- Approve the Draft Corpus Christi MPA Boundary to be included in the Boundary Change Packet
- recommend policy options to the TPC to help complete components of the TxDOT Boundary Change Submittal Packet including:
 - o consideration of the City of Robstown as a member of the Corpus Christi MPO or

- accept a Resolution of Acknowledgement/Support for a portion of the Robstown city limit to be included in the Draft MPA Boundary
- o consideration of the City of Gregory joining the MPO as a direct participant rather than represented by San Patricio County and associated MPO Bylaw changes
- o changes to the MPO Bylaws to accommodate possible new MPO member governments

Background

The Federal Highway Administration (FHWA) requires a review of MPO Planning Areas (MPA) after each decennial US Census. The Census Bureau determines boundaries for Urban Areas (that are the basis for determining the MPA). The citation for the MPA Boundary Change is provided here as a reference: CFR 450.312 citation from joint workshop.

The procedures for adjusting MPA boundaries are accessible from FHWA's Highway Functional Classification Concepts, Criteria and Procedures webpage. It is important to note that federal funding levels are allocated based on the Census Urban Area population, not the Adjusted Urban Area or the MPA Area.

TxDOT-TPP has also provided Guidance for all Texas MPO's that may revise their MPA Boundaries. That guidance is provided as Attachment 7.

Attachments:

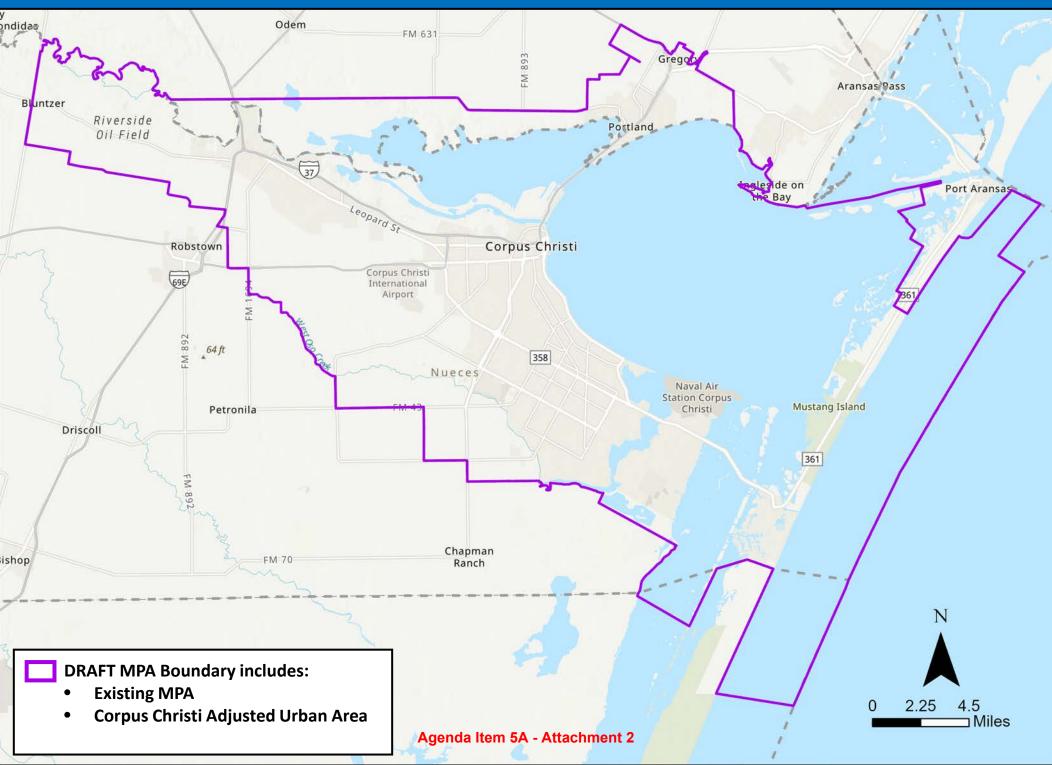
- 1. TxDOT Boundary Change Packet Checklist
- 2. Map of DRAFT MPA plus Adjusted Urban Area
- 3. Map of Consideration Robstown Adjusted Urban Area
 - a. Existing MPA in relation to Robstown Adjusted Urban Area
 - b. DRAFT MPA Boundary with Robstown AUA Consideration (Robstown Scale)
 - c. DRAFT MPA Boundary with Robstown AUA Consideration (Regional Scale)
- 4. Map of Consideration Robstown City Limits
 - a. Existing MPA in relation to Robstown City Limits
 - b. DRAFT MPA Boundary with Robstown City Limits Consideration (Robstown Scale)
 - c. DRAFT MPA Boundary with Robstown City Limits Consideration (Regional Scale)
- 5. Map of Consideration Gregory City Limits
 - a. Existing MPA in relation to Gregory City Limits
 - b. DRAFT MPA Boundary with Gregory City Limits Consideration (Gregory Scale)
 - c. DRAFT MPA Boundary with Gregory City Limits Consideration (Regional Scale)
- 6. Map of DRAFT MPA Boundary plus All Previous Considerations incorporated
- 7. TxDOT Boundary Expansion Guidance Slideshow from June 2024



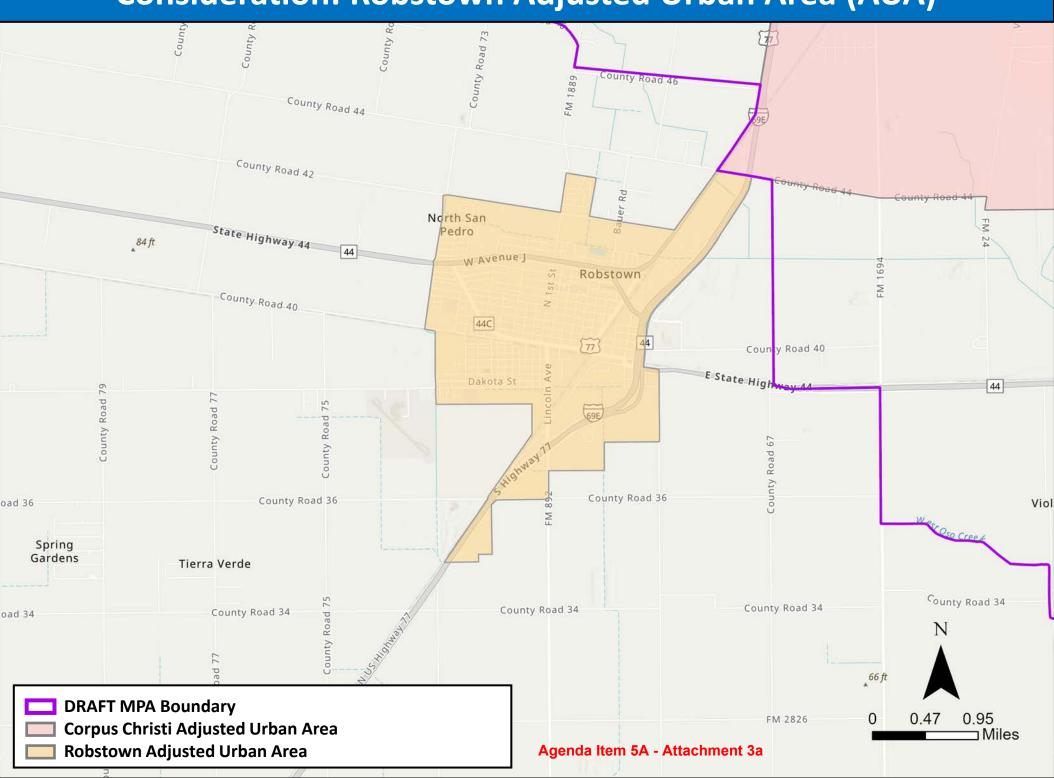
MPO Boundary Revision Document Checklist

	Item	Check	Comments
Cover Letter	Include a Cover Letter		
	Include date that Policy Board amended bylaws to expand the boundary		
	List of all items included in the packet (i.e., meeting minutes, resolutions, maps, bylaws, description of boundary, etc.)		
	List of new seats added to the Policy Board and/or the Technical Advisory Committee		
Resolution, Bylaws, Minutes	Include the Policy Board Resolution		
	Include proposed updated MPO Bylaws (if needed)		
	Include Policy Board minutes showing discussion of MPO boundary and adoption of new boundary and bylaws		
Letters of Support	 Letters of Support - Redesignation needed? Yes: Resolution of support from jurisdictions representing 75% of affected populations and central city No: Signed Resolutions of Support from all newly added political subdivisions (including cities and counties) 		
Maps	Include a Text Description and GIS layer of the proposed MPO boundary		
	Include Existing Boundary Map		
	Include Proposed Boundary Map		

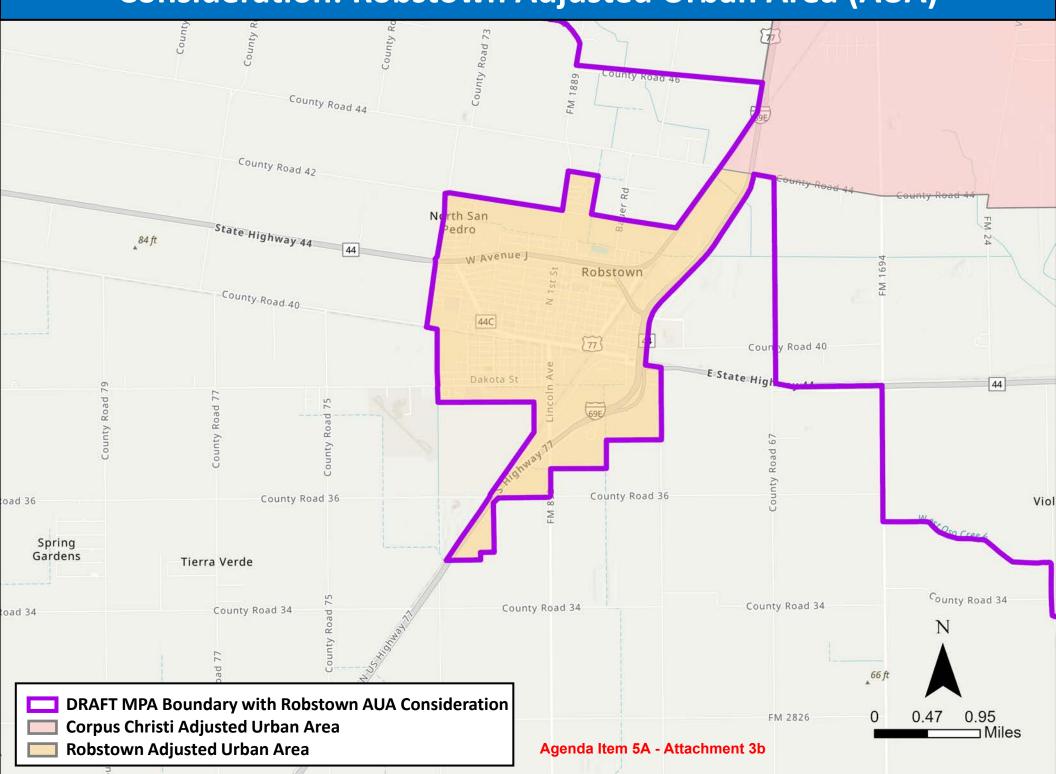
DRAFT Metropolitan Planning Area (MPA) Boundary



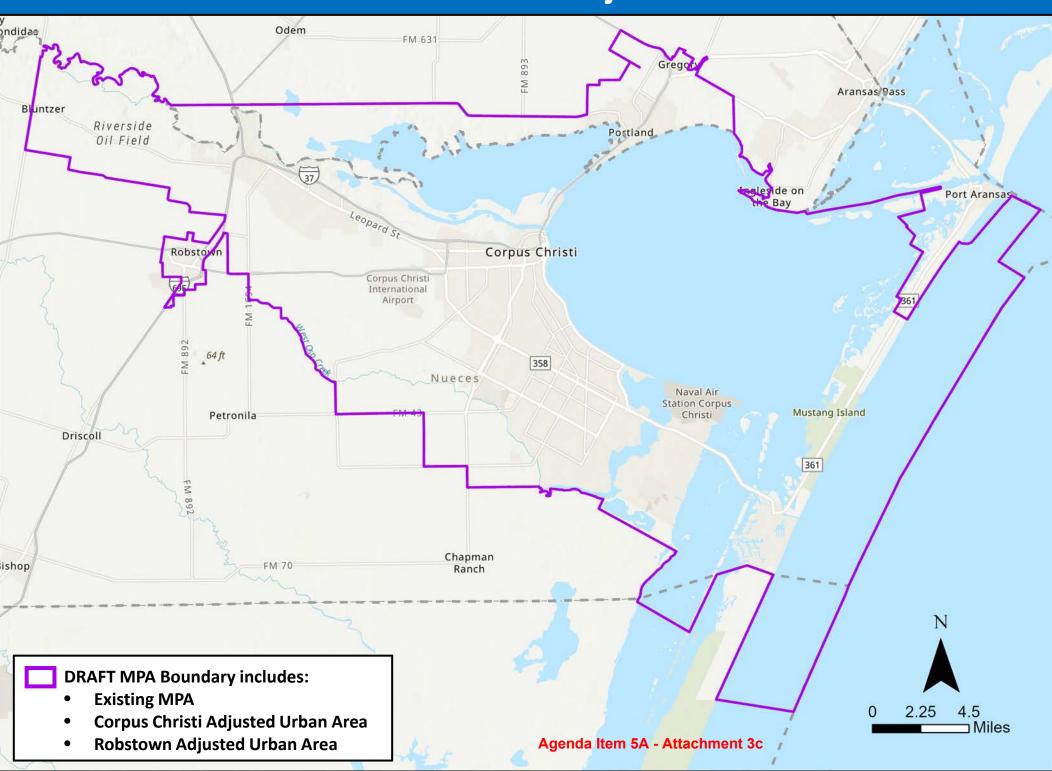
Consideration: Robstown Adjusted Urban Area (AUA)



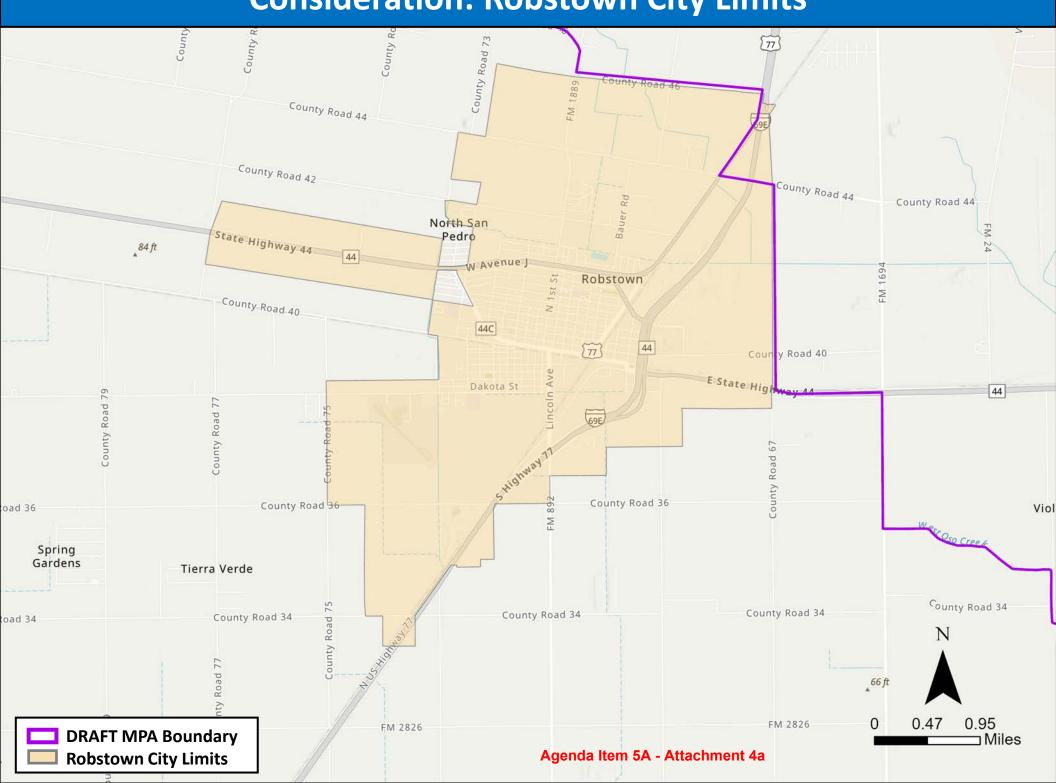
Consideration: Robstown Adjusted Urban Area (AUA)



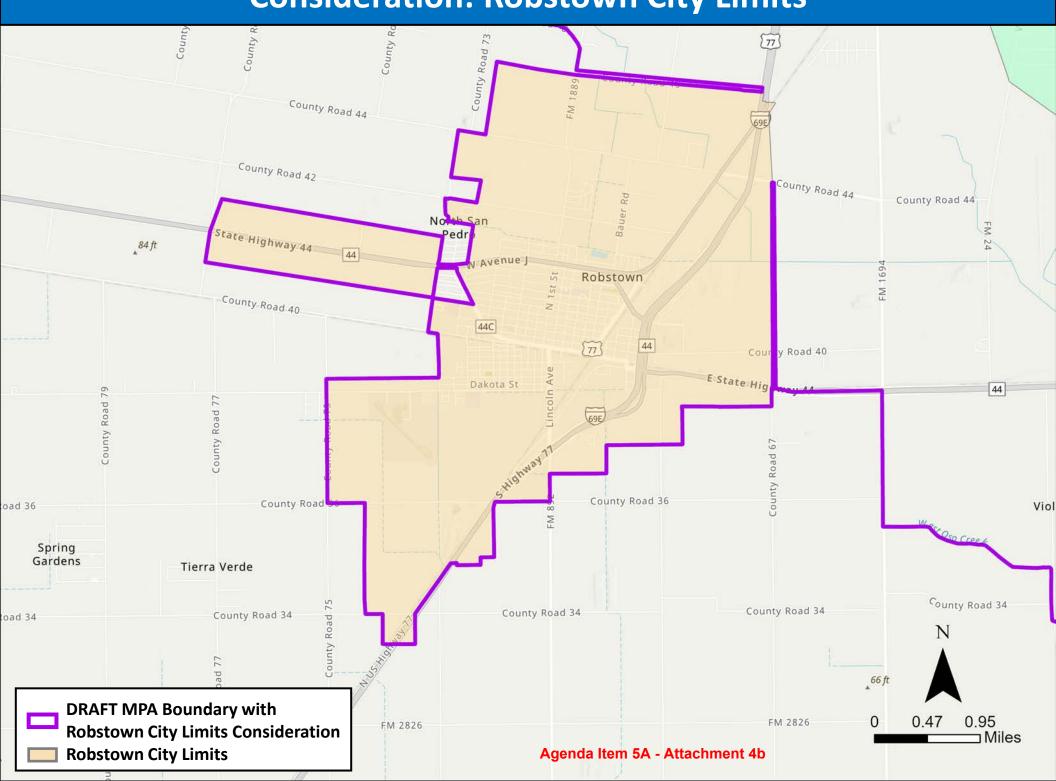
Consideration: Robstown Adjusted Urban Area



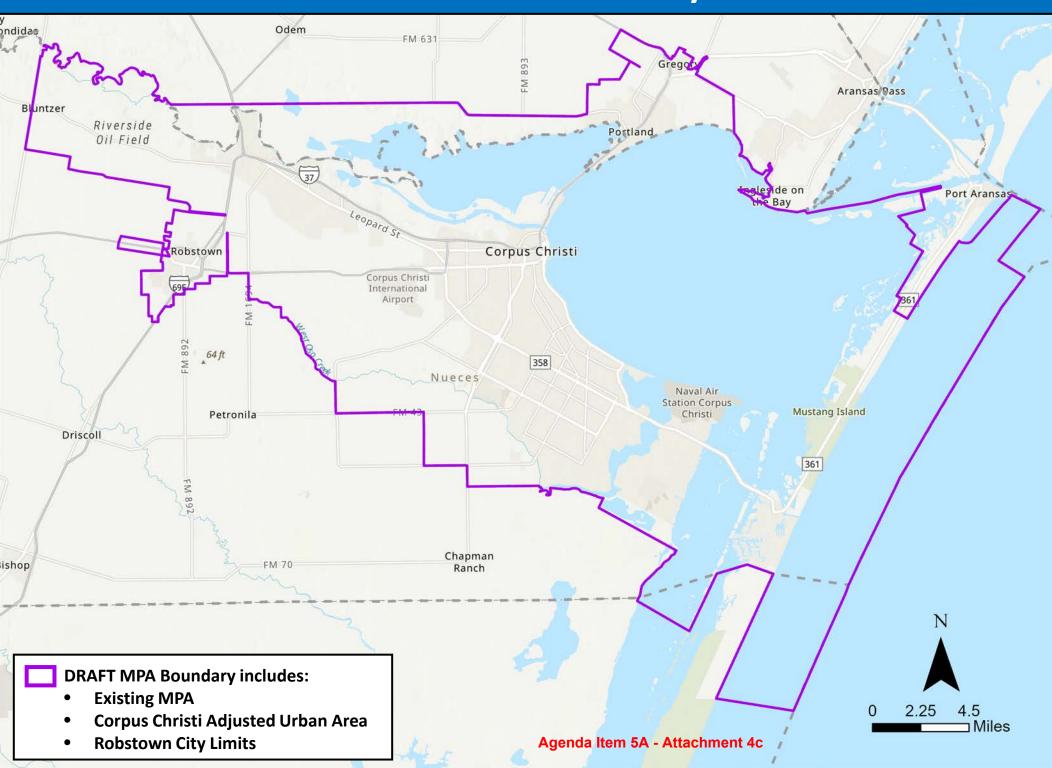
Consideration: Robstown City Limits



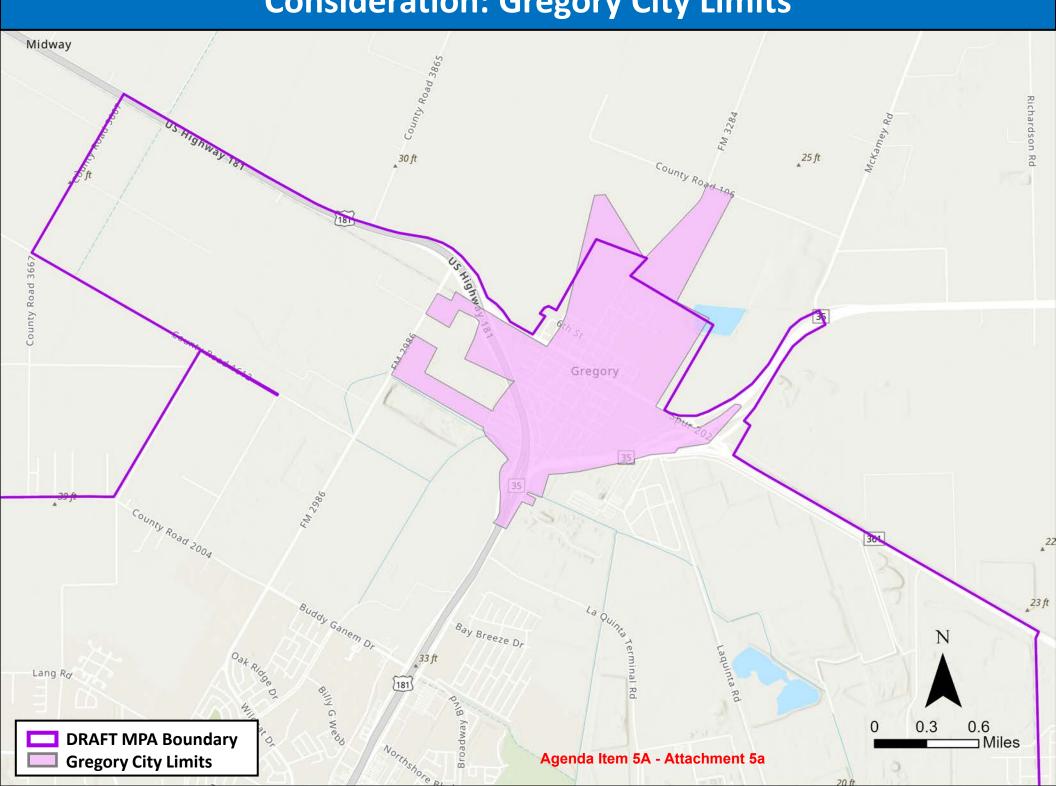
Consideration: Robstown City Limits



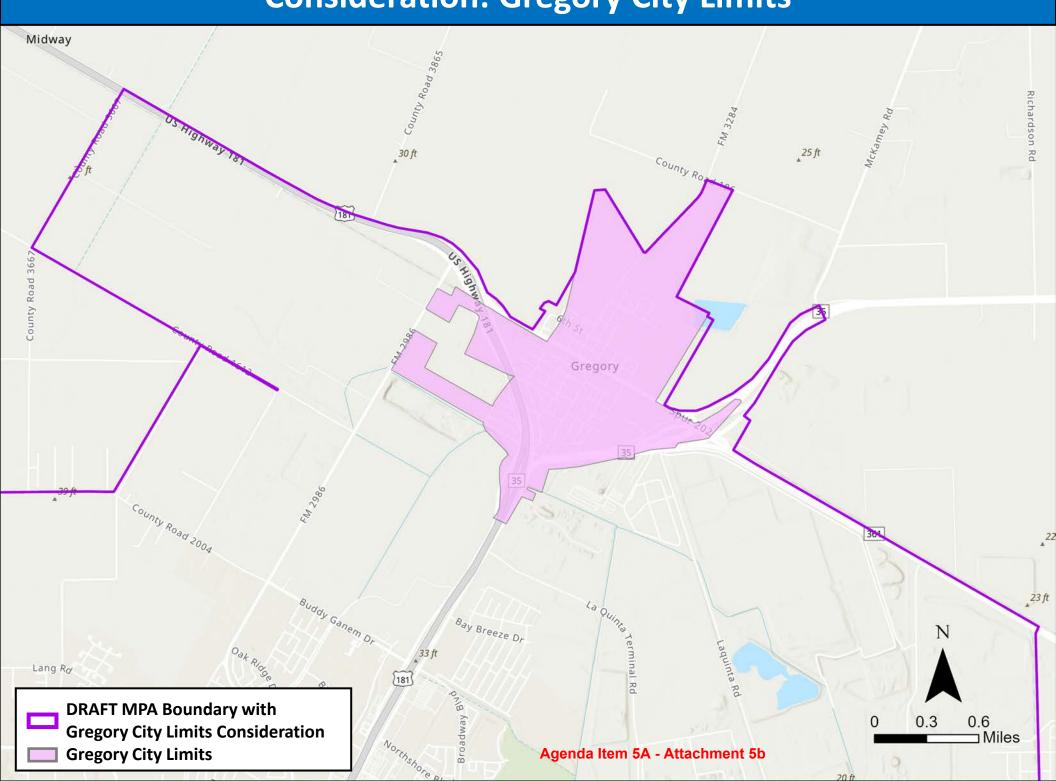
Consideration: Robstown City Limits



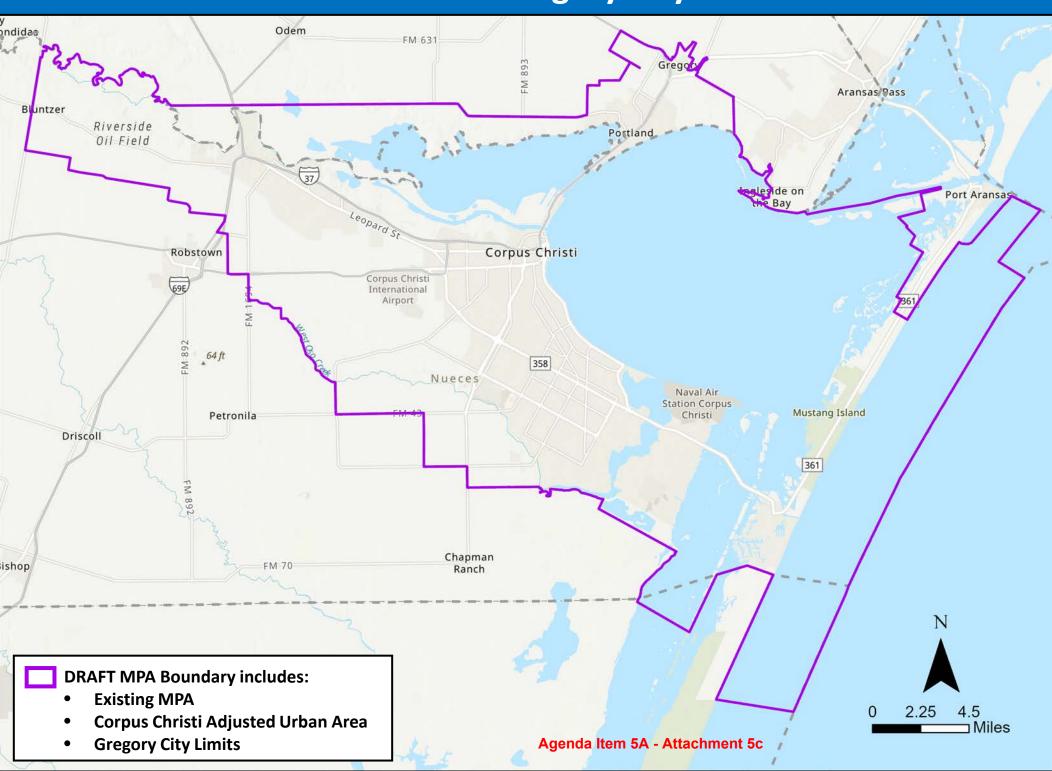
Consideration: Gregory City Limits



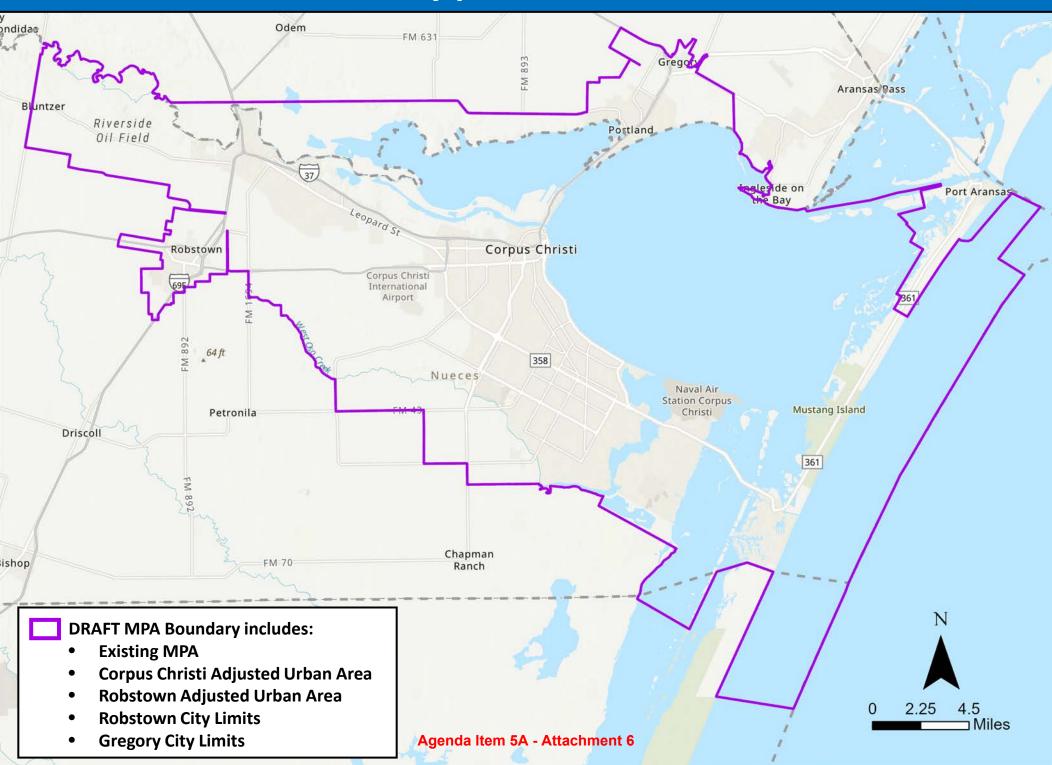
Consideration: Gregory City Limits



Consideration: Gregory City Limits



DRAFT MPA Boundary plus All Previous Considerations





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

2



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

3



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Introductions

What is your previous experience with MPO boundary changes?

4



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

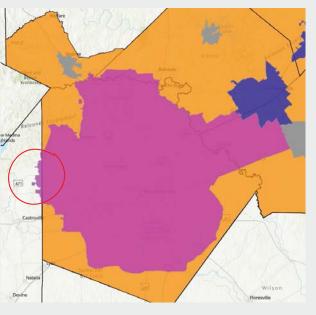
^{*}Small change not incorporating new jurisdictions



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:

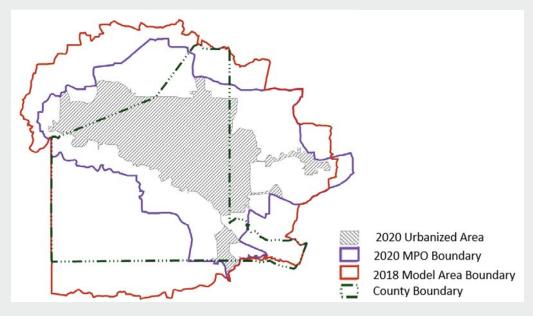
- urbanized area(s) as identified by the US Census Bureau,
- MPO boundaries,
- surrounding areas where growth is anticipated within 20 years
- county boundaries, and
- air quality designated areas.

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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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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

Corpus Christi Eagle Pass Laredo Webb County Area Permian Basin

Mansour Shiraz mansour.shiraz@txdot.gov

Houston-Galveston AC Longview Southeast TX RPC Tyler Wichita Falls

Raymond Sanchez raymond.sanchez@txdot.gov

Alamo Area El Paso Rio Grande Valley San Angelo Victoria

Shannon Hawkins shannon.hawkins@txdot.gov

Abilene Amarillo Grayson County North Central Texas COG Texarkana

Todd Gibson todd.gibson@txdot.gov

Bryan-College Station Capital Area Killeen-Temple Lubbock Waco

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June 28, 2024

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TxDOT MPO Branch Manager

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Casey Wells

TxDOT Systems Planning Section

Director

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Travis Norton

HNTB Project Manager Phone: 512-429-5521 tnorton@hntb.com

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</u>, <u>Urban Area Boundaries for Existing MPOs</u>



METROPOLITAN PLANNING ORGANIZATION

Date: June 18, 2025

To: Technical Advisory Committee (TAC)

From: Craig Casper, Senior Transportation Planner

Through: Robert MacDonald, Transportation Planning Director

Subject: Item 5B: Corpus Christi MPO DRAFT 2025 Public Participation Plan (PPP)

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

Summary

A Public Participation Plan (PPP) defines the processes that the Corpus Christi MPO will use to provide all interested or potentially impacted citizens with meaningful opportunities to participate in the metropolitan transportation planning and programming processes. The 2025 PPP will identify the outreach and involvement activities for both the 2050 Metropolitan Transportation Plan (2050 MTP) process and updates to the 2027-2030 Transportation Improvement Program (TIP) process. Section 3 of the 2025 PPP outlines the adopted policies and principles for public outreach. These have not changed from the 2021 PPP.

The scheduled update to the Corpus Christi MPO Public Participation Program is due in July 2025. Aspects of it related to equity need removal due to new federal government direction. The focus of this document has returned to Title VI compliance. TxDOT recently completed the Statewide Strategic Public Engagement Guidance in January 2024 that was used to update the document. The public review period for this document is a minimum of 45 days. The requested action is for the TAC to review and comment on the 2025 PPP and recommend that the TPC approve the release of the document for the 45-day public comment period. Please review the DRAFT 2025 PPP linked in Attachment 1.

Recommendation

The Corpus Christi MPO staff recommends the TAC review the DRAFT 2025 Public Participation Plan and consider recommending the TPC release the PPP for a 45-day public comment period.

Proposed Motion

Motion by the TAC recommending the Transportation Policy Committee release the DRAFT 2025 Public Participation Plan for a 45-day public comment period.

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 IIJA, continues the FAST ACT requirements that MPO public participation plans: "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 the 2021 PPP and continued in this DRAFT 2025 PPP 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 DRAFT 2025 Public Participation Plan (PPP). [WEBLINK]



Date: June 18, 2025

To: Technical Advisory Committee (TAC)

From: Craig Casper, Senior Transportation Planner

Through: Robert MacDonald, Transportation Planning Director

Subject: Item 5C: DRAFT FY 2025 and FY 2026 Unified Planning Work Program (UPWP) with

Amendment 1

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

Summary

During the last several months, the Texas MPOs and TxDOT-TPP have been working on new Unified Planning Work Programs (UPWPs). The Corpus Christi MPO has an approved 2-year UPWP, therefore we did not have to develop a new UPWP for FY 2026. However, in discussions with FHWA/FTA staff in Texas, there is a clarification for all MPOs in Texas regarding the "2.5% Set-Aside for Increasing Safe and Accessible Transportation Options". See Attachment 1 for the emails on this topic from TxDOT. We are presenting the FY 2025 and FY 2026 UPWP with Amendment 1 to the TAC for their review and discussion. Attachment 2 provides the Public Notice for this UPWP Amendment 1.

In prior amendments to older UPWPs, the Corpus Christi MPO added a specific Subtask 3.3 to our UPWP in response to a request by TxDOT as part of their April 8, 2024 Work Order Letter 2 for FY 2024. That letter highlighted the requirement for the Corpus Christi MPO to have specific language in the current Unified Planning Work Program related to the federal requirement to spend a minimum of 2.5% of the MPO's Federal Planning funds (PL) on planning activities "...to increase safe and accessible options for multiple travel modes for people of all ages and abilities,...". That change was accomplished and carried forward into the current FY 2025 and FY 2026 UPWP.

In the past fiscal years of FY 2022-2025, tracking of the 24 MPOs 2.5% set-aside by TxDOT was not completed to the satisfaction of FHWA/FTA. Therefore, all of the 2.5% set-aside Planning (PL) funds need to be accounted for in all UPWPs of all 24 MPOs in Texas. For the Corpus Christi MPO, this requires Amending our FY 2025 and FY 2026 UPWP. The amount of the 2.5% set-aside for each MPO is provided in the Table in Attachment 3. The specific amount to be rolled forward into our FY 2026 UPWP is \$77,920.89. We rounded up to \$78,000. To maintain fiscal constraint of the FY 2026 UPWP, we reallocated funds from other Subtasks in FY 2026. These are shown in the tables below, which are also the tables contained in the DRAFT FY 2025 and FY 2026 UPWP with Amendment 1 document. See Attachment 3 for the full document.

Additional Guidance from TxDOT was that all MPOs remove references to the federal Planning Emphasis Areas (PEAs) as well as removal of terms referenced by the current Administration's Executive Orders (EOs). These changes are found primarily on pages 9-11 of the DRAFT FY 2025 and FY 2026 UPWP with Amendment 1 document. All remaining changes are shown through track-changes format in the document.

Fiscal Impacts

None at this time. The FY 2025 and FY 2026 UPWP with Amendment 1 maintains the same total federal funding levels. The changes are reallocations of funds between some of the Subtasks. There are no local funds in the UPWP.

Excerpts of Exhibit 2. Corpus Christi MPO FY 2025 and FY 2026 UPWP with Amendment 1 Financial Summary

	TASK AND SUBTASK TITLE	FY 2025	FY 2026	2-Year Total
TASK 2	.0 MODEL AND DATA DEVELOPMENT AND ANALYSES TOTAL	\$88,900	\$1 <u>50</u> 67,000	\$2 <u>38</u> 55,900
2.1	MPO Geographic Information System (GIS) Database Management	\$16,300	\$16,000	\$32,300
2.2	2.2 Travel Demand and Corridor Model Development and Update		\$ <u>17</u> 34,000	\$ <u>30</u> 47,800
2.3	2.3 Growth Scenarios / Land-Use Model Acquisition and Calibration		\$21,000	\$31,700
2.4	Crash Data Acquisition and Crash Model Update		\$17,000	\$25,600
2.5	Infrastructure Condition Data Aggregation and Analysis Models		\$11,000	\$17,000
2.6	Community Impact Model Development and Implementation		\$19,000	\$27,600
2.7	.7 Environmental Resource / Linkages Model Implementation		\$16,000	\$24,600
2.8	Resiliency Model Development and Implementation	\$8,600	\$20,000	\$28,600
2.9	Economic Analyses Model Development and Implementation		\$13,000	\$20,700

Exhibit 2. Corpus Christi MPO FY 2025 and FY 2026 UPWP Financial Summary (continued)

TASK AND SUBTASK TITLE			FY 2026	2-Year Total
TASK 3.0	SHORT-RANGE PLANNING TOTAL	\$147,400	\$ <u>225</u> 208,5 00	\$3 <u>72</u> 55,900
3.1	Transportation Improvement Program (TIP) Update	\$22,200	\$ <u>27<mark>32</mark></u> ,000	\$ <u>49</u> 54,200
3.2	CMP / TSMO / ITS Coordination Plan	\$7,700	\$ <u>1722,</u> 000	\$2 <mark>49</mark> ,700
3.3	3.3 2.5% Set-Aside for Increasing Safe and Accessible Transportation Options		\$ 21,000 <u>78</u> ,000	\$ <u>98,900</u> 4 1,9
3.4	Regional Multimodal Freight and Urban Goods Planning		\$11,000	\$21,500
3.5	Equity and Justice 40 Regional Demographics Planning	\$11,100	\$ <u>611</u> ,000	\$ <u>17</u> 22,100
3.6	Economic Analyses of Projects and Portfolios		\$1 <mark>38</mark> ,000	\$3 <mark>0</mark> 5,300
3.7	Infrastructure Lifecycle Analysis and Reporting		\$13,500	\$22,100
3.8	Crash Analyses and Regional Safety Planning	\$9,200	\$ <u>14</u> 24,000	\$ <mark>23</mark> 3,200
3.9	8.9 Region 20 Coordinated Transit Planning		\$17,000	\$31,500
3.10	Regional Resiliency and Climate Crisis Planning	\$9,200	\$ <u>15</u> 20,000	\$ <u>2429,</u> 200
3.11	Planning and Environmental Linkages	\$16,200	\$1 <mark>49</mark> ,000	\$3 <mark>0</mark> 5,200

Recommendation

The Corpus Christi MPO staff proposes that the TAC review, discuss Amendment 1 to the DRAFT FY 2025 and FY 2026 Unified Planning Work Program, then recommend the TPC release the document for a one-month public comment period.

Proposed Motion

Move to recommend that the TPC release the DRAFT FY 2025 and FY 2026 UPWP with Amendment 1 for a one-month public comment period.

Attachments

- 1. TxDOT emails Regarding the 2.5% Funding Allocations to MPOs for FY 2026
- 2. Public Notice #25-3 for the DRAFT FY 2025 and FY 2026 UPWP with Amendment 1
- 3. DRAFT FY 2025 and FY 2026 UPWP Amendment 1 [WEBLINK] WORD DOCUMENT

From: <u>Casey Wells</u>

To: <u>Allie.isbell@h-gac.com; bmcbride@longviewtexas.gov; bdickinson@setrpc.org; mhowell@tylertexas.com;</u>

 $\underline{drudge@bcsmpo.org}; \underline{ECalvo@ELPASOMPO.ORG}; \underline{cbarnett@huitt-zollars.com}; \underline{Lin.Barnett@wichitafallstx.gov};$

mmedina@rgvmpo.org; major.hofheins@cosatx.us; mbergeron@victoriatx.gov;

placido.madera@eaglepasstx.gov; cwalker@permianbasinmpo.com; travis.muno@amarillo.gov;

mmorris@nctcog.org; ReaDonna.Jones@txkusa.org; ashby.johnson@campotexas.org; Jamila Owens (H-GAC); "Dan Kessler"; plourdeht; jimenez; Robert MacDonald; Juan Medive; Smetana, E"Lisa; Uryan Nelson; David Jones

(Lubbock MPO); Mukesh Kumar

Cc: <u>TPP-MPO Team; Maria Salazar</u>

Subject: Safe and Accessible Transportation Options Set-Aside Balances

Date: Tuesday, March 25, 2025 5:13:37 PM

Attachments: Safe and Accessible Transportation Options Set-Aside.pdf

Good evening,

Please see attached statewide summary of MPO balances of Safe and Accessible Transportation Options Set-Aside funds. I will resend this information with WO 3 when it is distributed. As a friendly reminder, this set-aside is 2.5% of your PL distribution. Additionally, in order to account for this program, MPOs must submit a separate invoice from their normal PL invoice. The new TxDOT-MPO invoice will have space for both regular-PL and this set-aside.

More information about this program can be found on FHWA's PL Fact Sheet page here: https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/metro_planning.cfm

Thank you,

CASEY WELLS

Systems Planning Section Director

Texas Department of Transportation

Transportation Planning and Programming Division casey.wells@txdot.gov | M: 512-423-8986 | M3B2.02



Robert MacDonald

From: Casey Wells <Casey.Wells@txdot.gov>
Sent: Friday, April 18, 2025 11:43 AM

To: Allie.isbell@h-gac.com; bmcbride@longviewtexas.gov; bdickinson@setrpc.org;

mhowell@tylertexas.com; drudge@bcsmpo.org; ECalvo@ELPASOMPO.ORG; cbarnett@huitt-

zollars.com; Lin.Barnett@wichitafallstx.gov; jimenez; mmedina@rgvmpo.org; major.hofheins@cosatx.us; mbergeron@victoriatx.gov; Robert MacDonald;

placido.madera@eaglepasstx.gov; Juan Medive; Cameron Walker; elisa.smetana@abilenetx.gov;

travis.muno@amarillo.gov; mmorris@nctcog.org; ReaDonna.Jones@txkusa.org;

ashby.johnson@campotexas.org; Uryan Nelson; David Jones; Mukesh Kumar; 'Dan Kessler';

Harrison T. Plourde; Owens, Jamila; Kendra Coufal

Cc: TPP-MPO Team

Subject: RE: TX MPO FY 26 and FY26/27 UPWP Template and Timeline

Attachments: Texas_1yr_UPWP_Template_020725_rev041825.docx; Texas_2yr_UPWP_Template_020725

_rev041825.docx; FY26-27_UPWP_Develop TL and Updates.pdf

Good day, MPO Community,

FHWA and FTA has withdrawn their Planning Emphasis Areas (PEA). TxDOT's UPWP template has been modified as follows and is attached for your use. Please prepare your UPWPs accordingly. As a reminder, UPWPs are due May 1, but you're strongly encouraged to send them to us sooner so that we can begin our review prior. See attached UPWP timeline for more information.

Edit to TxDOT UPWP Template:

INTRODUCTION

C. ORGANIZATION

Provide a brief description of the organizational structure of your MPO. Include nur committees as well as their general purpose. Also include a discussion of the policy structure and responsibilities (include current membership list in Appendix A).

D. NON-MPO INVOLVEMENT

Provide a brief description of how other agencies, non-profit organizations, or cont in the planning process per 23 CFR §450.310(f).

E. PLANNING ISSUES AND EMPHASIS

Provide a brief description of the key highway and transit planning issues facing your planning Emphasis Areas (PEA) identified by FHWA and FTA, per the 2021 policy di

Please let me know if you have any questions.

 From:
 Sara Garza

 To:
 Robert MacDonald

 Cc:
 Craig T. Casper

Subject: 2.5%

Date: Friday, May 2, 2025 1:28:00 PM

Attachments: Safe and Accessible Transportation Options Set-Aside.pdf

Good afternoo, I hope you are doing well. I know you are not doing a UPWP this year. However, I have attached the set-aside amounts provided by Casey earlier. The total amount for your area is \$ \$77,920.89(FY 2022-2026) that is being programmed in the FY 2026 UPWP. You may amend your UPWP to include this amount. Let me know if you have any questions.

Thanks!

SARA R. GARZA

Transportation Planner

TEXAS DEPARTMENT OF TRANSPORTATION

Transportation Planning and Programming Division

Office: 956 712-7780 Mobile: 956 285-1358





METROPOLITAN PLANNING ORGANIZATION

PUBLIC NOTICE #25-3

July 10, 2025

The **Corpus Christi Metropolitan Planning Organization** (Corpus Christi MPO) is seeking public input and comments on the **DRAFT FY 2025 and FY 2026 Unified Planning Work Program (UPWP)**.

The UPWP serves as the scope of work for the Corpus Christi MPO and documents transportation-related planning activities conducted in the Corpus Christi MPO Planning Area. In accordance with the Corpus Christi MPO Public Participation Plan, the MPO is seeking to inform those who are interested in or affected by transportation decisions with opportunities to provide input on the **DRAFT FY 2025 and FY 2026 UPWP with Amendment 1**.

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

The **DRAFT FY 2025-2028 TIP with Amendment 1** is being released to the public on July 10, 2025 and input is invited through August 7, 2025. Public comment may be offered in person at the following public meetings:

July 17, 2025, at 9:00 a.m.* August 21,2025 at 9:00 a.m.*

Technical Advisory Committee

Corpus Christi Regional Transportation Authority
Staples Street Center
602 N. Staples Steet, 2nd Floor Boardroom
Corpus Christi, Texas 78401

August 10, 2025, at 2:00 p.m.* September 4, 2025, at 2:00 p.m.*

<u>Transportation Policy Committee</u>
Corpus Christi City Hall Council Chambers
1201 Leopard Street
Corpus Christi, Texas 78401

www.corpuschristi-mpo.org

All Corpus Christi MPO Committee meetings are public meetings and open to the public subject to the access policies of the building owner where the meeting is being held. Any persons with disabilities who plan to attend this meeting and who may need auxiliary 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.

The Corpus Christi Regional Transportation Authority (CCRTA) hereby gives notice that coordination actions with the Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) have occurred to assure that the procedures established in the MPO's public participation plan, including public notice and times established for public review and comment on the TIP, satisfy the Requirement of public participation in the development of the program of projects and grant application requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section

^{*}Meeting location and time are subject to change, check the Corpus Christi MPO website for information.

5307; and other formula funds. The public participation requirements of 49 U.S.C. Section 5307 (b) (1) through (b) (7) (as amended by the FAST Act) are integrated into the MPO's adopted "Public Participation Plan". The CCRTA, therefore, is a participant with the Corpus Christi MPO in the public process for the **DRAFT FY 2025 and FY 2026 UPWP with Amendment 1**.

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



Transportation Advisory Committee

June 26, 2025

Subject: Draft FY 2025-2028 Transportation Improvement Program (TIP) with Amendment 2

Summary

The Corpus Christi Regional Transportation Authority (CCRTA) is amending the FY 2025-2028 Transportation Improvement Program (TIP) to include fourteen new projects. These projects, along with two existing projects, will use Federal Transit Administration (FTA) apportionment years 2022 through 2024 for formula funds 5307, 5339, and 5310. The total federal amount across all fourteen projects is \$23,460,816. This amendment fully accounts for all previously unallocated awarded apportionment.

Also, CCRTA has added the following project, which is currently funded using CCRTA local sales tax revenue:

A/E for the Rehab/Renovation of the Maintenance Building

Additionally, CCRTA has made changes to the following two projects:

- MPO Project # CCRTA-116: The current federal FTA funds are decreasing from \$1,257,052 to \$896,326 because the project is estimated to come in under budget.
- MPO Project # CCRTA-118: The federal FTA amount is increasing from \$142,400 to \$266,965 to ensure all projects within this project are fully funded.

Therefore, the amendment to the FY 2025-2028 TIP will include fourteen federally funded new projects and one locally funded project, for a total of fifteen projects.

Recommendation:

Corpus Christi MPO staff and TAC recommend that the TPC review the Draft FY 2025-2028 TIP with Amendment 2 and release the document for a one-month public comment period.

Proposed Motion:

Move to recommend the release of the DRAFT FY 2025-2028 TIP with Amendment 2 for a one-month public comment period.

Financial Impact:

There are no financial impacts to the Corpus Christi MPO currently. Required local matching funds will be provided by CCRTA, using the sales tax it receives.

CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY (CCRTA) FY 2025-2028 FUNDING TABLE

Table 12c. FY 2025-2028 TIP Fiscally Constrained Transit Project List (For Illustration Purposes) – August 7, 2025

TIP Fiscal Year	MTP ID	Project Name	Funding Category	Federal Cost	Local Cost	Total Project Cost (\$, millions)
2025	CCRTA-097	Bear Lane UPS Replacement	Regionally Significant or Other	\$0	\$10,000,000	\$10,000,000
2025	CCRTA-098	Rolling Stock (All Variety of Rolling Stock)	FTA-5307	\$4,363,898	\$770,100	\$5,133,998
2025	CCRTA-099	Bus Stop Shelter Amenities	FTA-5307	\$879,890	\$219,973	\$1,099,863
2025	CCRTA-100	Support/Relief Vehicles	FTA-5307	\$408,000	\$102,000	\$510,000
2025	CCRTA-101	Bus Stop Improvements	FTA-5307	\$400,000	\$100,000	\$500,000
2025	CCRTA-102	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	FTA-5307	\$397,305	\$99,326	\$496,631
2025	CCRTA-103	Destination Signage for Transit Stations	Regionally Significant or Other	\$0	\$420,000	\$420,000
2025	CCRTA-104	Tug (Moving Buses)	Regionally Significant or Other	\$0	\$48,000	\$48,000
2025	CCRTA-105	Bus DVR Replacement	Regionally Significant or Other	\$0	\$44,400	\$44,400
2025	CCRTA-106	Staff Computers Replacement	Regionally Significant or Other	\$0	\$31,000	\$31,000
2025	CCRTA-107	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	FTA-5339	\$16,000	\$4,000	\$20,000
2025	CCRTA-108	Bus Stop Improvements (apportionment year 2020)	FTA-5307	\$1,200,000	\$300,000	\$1,500,000
2025	CCRTA-109	Support/Relief Vehicles (apportionment year 2021)	FTA-5307	\$608,400	\$152,100	\$760,500
2025	CCRTA-110	Rolling Stock (All Variety of Rolling Stock) (apportionment year 2021)	FTA-5307	\$4,023,269	\$709,989	\$4,733,258
2025	CCRTA-111	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment (apportionment year	FTA-5307	\$523,022	\$130,756	\$653,778
2025	CCRTA-112	Preventative Maintenance (apportionment year 2021)	FTA-5307	\$800,000	\$200,000	\$1,000,000
2025	CCRTA-113	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment (apportionment year	FTA-5339	\$523,840	\$130,960	\$654,800
2025	CCRTA-114	5310 Sub-recipient (apportionment year 2022)	FTA-5310	\$320,000	\$80,000	\$400,000
2025	CCRTA-115	Rehab/Renovate Bus Support Facilities/Equipment (apportionment year 2022)	FTA-5307	\$96,202	\$24,051	\$120,253
2025	CCRTA-116	Bus Stop Infrastructure Bus Pads (using apportionment year 2022)	FTA-5307	\$896,326	\$224,081	\$1,120,407
2025	CCRTA-117	Preventative Maintenance (apportionment year 2022)	FTA-5307	\$800,000	\$200,000	\$1,000,000
2025	CCRTA-118	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment (apportionment year 2022)	FTA-5339	\$266,965	\$66,741	\$333,706
2025	CCRTA-119	Construction of Bus Support/Equip/Facilities (apportionment year 2022)	FTA-5339	\$384,000	\$96,000	\$480,000
2025	CCRTA-120	Rehab/Renovate Bus Support Facilities/Equipment (apportionment year 2023)	FTA-5339	\$327,760	\$81,940	\$409,700
2025	CCRTA-121	5310 Sub-recipients (apportionment year 2024)	FTA-5310	\$320,000	\$80,000	\$400,000
2025	CCRTA-150	Rolling Stock (All Variety of Rolling Stock)	Other FTA	\$5,888,040	\$1,053,110	\$6,958,550
2025	CCRTA-151	BUS STOP SHELTERS/AMENITIES (using apportionment year 2022)	FTA-5307	\$379,278	\$94,819	\$474,097
2025	CCRTA-152	ROLLING STOCK (ALL VARIETY OF ROLLING STOCK) (using apportionment year 2022)	FTA-5307	\$5,624,674	\$992,589	\$6,617,263
2025	CCRTA-153	ROLLING STOCK (VARIETY OF ROLLING STOCK) (using apportionment year 2023)	FTA-5307	\$5,276,520	\$931,151	\$6,207,671
2025	CCRTA-154	PREVENTIVE MAINTENANCE (using apportionment year 2023)	FTA-5307	\$800,000	\$400,000	\$1,000,000
2025	CCRTA-155	BUS SUPPORT FACILITIES/EQUIPMENT (using apportionment year 2023)	FTA-5307	\$1,500,000	\$375,000	\$1,875,000
2025	CCRTA-156	BUS STOP SHELTERS/AMENITIES (using apportionment year 2023)	FTA-5307	\$265,806	\$66,452	\$332,258
2025	CCRTA-157	MISCELLANEOUS SHOP AND GARAGE EQUIPMENT (using apportionment year 2023)	FTA-5339	\$356,060	\$89,015	\$445,075
2025	CCRTA-158	ROLLING STOCK (VARIETY OF ROLLING STOCK) (using apportionment year 2024)	FTA-5307	\$6,000,000	\$1,058,824	\$7,058,824

CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY (CCRTA) FY 2025-2028 FUNDING TABLE

Table 12c. FY 2025-2028 TIP Fiscally Constrained Transit Project List (For Illustration Purposes) – August 7, 2025 (continued)

TIP Fiscal Year	MTP ID	Project Name	Funding Category	Federal Cost	Local Cost	Total Project Cost (\$, millions)
2025	CCRTA-159	BUS SUPPORT FACILITIES/EQUIPMENT (using apportionment year 2024)	FTA-5307	\$600,000	\$150,000	\$750,000
2025	CCRTA-160	PREVENTIVE MAINTENANCE (using apportionment year 2024)	FTA-5307	\$1,000,000	\$250,000	\$1,250,000
2025	CCRTA-161	BUS STOP SHELTERS/AMENITIES (using apportionment year 2024)	FTA-5307	\$522,472	\$130,618	\$653,090
2025	CCRTA-162	REHAB/RENOVATE BUS SUPPORT FACILITIES/EQUIPMENT (using apportionment year 2024)	FTA-5339	\$500,000	\$125,000	\$625,000
2025	CCRTA-163	MISCELLANEOUS SHOP AND GARAGE EQUIPMENT (using apportionment year 2024)	FTA-5339	\$217,754	\$54,439	\$272,193
2025	CCRTA-164	TRANSIT-RELATED ITS (apportionment year 2024)	FTA-5310	\$418,252	\$66,741	\$333,706
2025	CCRTA-165	A/E FOR REHAB/RENOVATION OF MAINTENANCE BUILDING	Other FTA	\$0	\$4,000,000	\$4,000,000
2026	CCRTA-122	Rolling Stock (All Variety of Rolling Stock)	FTA-5307	\$6,884,166	\$1,214,853	\$8,099,019
2026	CCRTA-123	Bus Stop Shelter Amenities	FTA-5307	\$900,734	\$225,184	\$1,125,918
2026	CCRTA-124	Bus Stop Improvements	FTA-5307	\$400,000	\$100,000	\$500,000
2026	CCRTA-125	Preventative Maintenance	FTA-5307	\$800,000	\$200,000	\$1,000,000
2026	CCRTA-126	5310 Sub-recipients	FTA-5310	\$320,000	\$80,000	\$400,000
2026	CCRTA-127	Genfare Bus Systems Phase I	Regionally Significant or Other	\$0	\$335,666	\$335,666
2026	CCRTA-128	Bus DVR Replacement	Regionally Significant or Other	\$0	\$44,400	\$44,400
2026	CCRTA-129	Bear Lane UPS Replacement	Regionally Significant or Other	\$0	\$25,000	\$25,000
2026	CCRTA-130	Video Surveillance Server (Bear LN Location)	Regionally Significant or Other	\$0	\$20,000	\$20,000
2027	CCRTA-131	Rolling Stock (All Variety of Rolling Stock)	FTA-5307	\$3,977,516	\$701,915	\$4,679,430
2027	CCRTA-132	Support/Relief Vehicles	FTA-5307	\$432,000	\$108,000	\$540,000
2027	CCRTA-133	Bus Stop Shelter Amenities	FTA-5307	\$400,000	\$100,000	\$500,000
2027	CCRTA-134	Preventative Maintenance	FTA-5307	\$280,000	\$70,000	\$350,000
2027	CCRTA-135	5310 Sub-recipients	FTA-5307	\$800,000	\$200,000	\$1,000,000
2027	CCRTA-136	Genfare Bus Replacement Phase II	FTA-5310	\$320,000	\$80,000	\$400,000
2027	CCRTA-137	Bus DVR Replacement	Regionally Significant or Other	\$0	\$335,666	\$335,666
2027	CCRTA-138	SSC UPS Replacement	Regionally Significant or Other	\$0	\$47,000	\$47,000
2027	CCRTA-139	Rolling Stock (All Variety of Rolling Stock)	Regionally Significant or Other	\$0	\$25,000	\$25,000
2028	CCRTA-140	Bus Stop Improvements	FTA-5307	\$10,513,715	\$1,855,361	\$12,369,076
2028	CCRTA-141	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	FTA-5307	\$400,000	\$100,000	\$500,000
2028	CCRTA-142	Bus Stop Shelter Amenities	FTA-5307	\$316,000	\$79,000	\$395,000
2028	CCRTA-143	Preventative Maintenance	FTA-5307	\$280,000	\$70,000	\$350,000
2028	CCRTA-144	5310 Sub-recipients	FTA-5307	\$800,000	\$200,000	\$1,000,000
2028	CCRTA-145	Genfare Bus Replacement Phase III	FTA-5310	\$320,000	\$80,000	\$400,000
2028	CCRTA-146	Bus DVR Replacement	Regionally Significant or Other	\$0	\$335,666	\$335,666
2028	CCRTA-147	Security Camera Replacement	Regionally Significant or Other	\$0	\$47,000	\$47,000
2028	CCRTA-148	Staff Computers Replacement	Regionally Significant or Other	\$0	\$45,000	\$45,000
2028	CCRTA-149	Bus Stop Improvements	Regionally Significant or Other	\$0	\$31,000	\$31,000



METROPOLITAN PLANNING ORGANIZATION

Date: June 18, 2025

To: Technical Advisory Committee (TAC)

From: Craig Casper, Senior Transportation Planner

Through: Robert MacDonald, Transportation Planning Director

Subject: <u>Item 6A</u>: Corpus Christi MPO Program for Addressing Discrimination (PAD) Update 2025

Action: Review and Discuss

Summary

As discussed earlier this year, the Corpus Christi MPO Title VI policy document is due for an update. As reported by FHWA, and discussed in previous meetings, several executive actions have impacted environmental justice (EJ) considerations within metropolitan transportation planning regulations. The 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 so that positive corrective actions can be taken and serve as a building block for subsequent interventions. It is also possible to identify negative impacts earlier in project development if some level of analysis happens during planning and programming.

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 2025 Program for Addressing Discrimination (PAD). [WEBLINK] WORD DOCUMENT



METROPOLITAN PLANNING ORGANIZATION

Date: June 18, 2025

To: Technical Advisory Committee (TAC)

From: Craig Casper, Senior Transportation Planner

Through: Robert MacDonald, Transportation Planning Director

Subject: <u>Item 6B</u>: Congestion Management Program (CMP) Performance Measures

Action: Information Only

Summary

The Corpus Christi MPO staff is asking the TAC to discuss the multimodal performance measures that are used to: identify locations currently experiencing congestion problems, to support assessment and prioritization of congestion mitigation projects, and to conduct post implementation evaluation of implemented projects. The application of performance measures in this context often means that the performance measures selected for monitoring system-level congestion and tracking regional objectives must be tailored to be applicable at a regional, segment, or intersection scale.

A threshold or definition of unacceptable performance should be applicable at both the regional and local level. For instance, the region may define excess delay as the average travel time in excess of a free flow travel time, and then identify locations that exceed a certain threshold of delay as congested. It is important for these to be appropriate (e.g., road segment, transit route, individual intersection) measures of congestion and linkable to regional performance measures so that congestion problems and solutions are specific and connect directly to the attainment of the regional objectives. The objectives from the 2045 MTP Update that relate to congestion are:

<u>Objective C</u>: By 2034, reduce the lane closure duration due to crashes by 10% compared to the 2023 baseline. This can be accomplished both by reducing the number of crashes and reducing the average time each crash closes lanes (This is incident management).

Objective I: By 2045, achieve a 10% reduction in Travel Time Index during peak commute hours on the congestion management corridors designated in the 2025 CMP.

Objective L: By 2034, increase the percentage of trips within the metropolitan planning area that utilize a multimodal combination (walking, biking, transit, carpooling) by 10%.

Objective M: By 2034, increase the total annual vehicle revenue hours operated by CCRTA to 350,000.

<u>Objective O</u>: By 2034, achieve a 10% increase in Reliable Truck Travel Times throughout the Corpus Christi Metropolitan Planning Area.

<u>Objective T</u>: Beginning in 2028, at least 5 traffic signals per year on designated congestion corridors will be interconnected or upgraded using equivalent technology to actively coordinate and dynamically control signal operations.

<u>Objective U</u>: Beginning in 2028, ensure average trip travel time for residents in disadvantaged population tracts is comparable to, or better than, the average for the entire Metropolitan Planning Area.

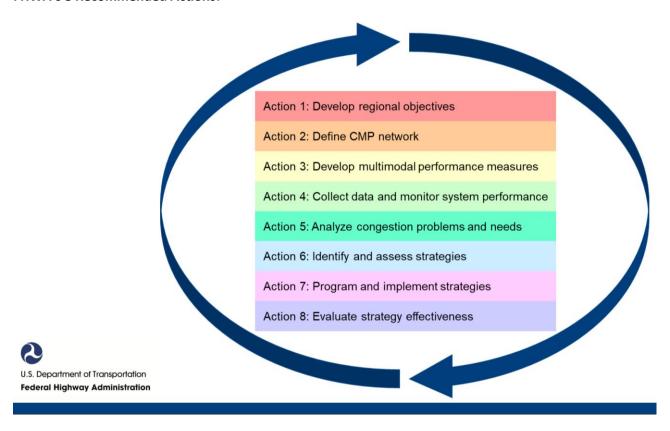
<u>Objective W</u>: By 2034, all investments into roads federally classified as Principal Arterials and above will modernize infrastructure to support the implementation of emerging transportation technologies.

Background

A Congestion Management Process (CMP) is a federally required effort for metropolitan areas that are designated as Transportation Management Areas (TMAs). A TMA is a Census Bureau designated urban area with more than 200,000 residents. The Federal Highway Administration (FHWA) defines a CMP as "a systematic and regionally accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meets state and local needs."

A sound, effective CMP integrates into both metropolitan planning and programming processes, working to achieve the goals and objectives outlined in the Metropolitan Transportation Plan and influencing the prioritization and programming of projects for the short (TIP) and medium (UTP) terms. CMPs provide transparent structure and information to decision-makers and the public by analyzing system performance and assessing alternative strategies to improve performance. Strategies are attainable policies or projects that are tailored to local, state, and regional needs. The Corpus Christi MPO CMP will:

FHWA's 8 Recommended Actions:



Example Performance Measures and Applicability:

Federal Performance Measures*	Regional Performance Measure	Corridor Performance Measure
Level of Travel Time Reliability (LOTTR)	Travel Time Index	Travel Time Index
Level of Truck Travel Time Reliability	Truck Travel Time Index	Truck Travel Time Index
*Peak-Hour Excessive Delay Per Capita	Planning Time Index	Planning Time Index
*Non-single occupancy vehicle (SOV) travel	Vehicle- or Person-Miles Traveled	Vehicle- or Person-Miles Traveled
*Total Air Quality Emissions	Average Commute Time	Peak Hour Volume-to-Capacity Ratio
		Intersection % Arrivals On-Green
		Intersection Level of Service
		Peak Hour Delay

^{*}Italicized Federal measures are not required in areas that are in Attainment of Air Quality standards.

Recommendation

N/A

Proposed Motion

N/A

Attachments

- 1. FHWA Guidance on Step 3
- 2. Example Regional Congestion Performance

WHAT IS PBPP? (2 of 2)

RELATIONSHIP OF PBPP AND TPM

Performance-based planning and programming (PBPP) is the application of transportation performance management (TPM) to the Federally-required statewide and metropolitan transportation planning and programming processes.

TPM is a strategic approach that uses system information to make investment and policy decisions to achieve **national performance goals.**

FHWA has established 17 performance measures for safety, pavement and bridge conditions, travel time reliability, truck travel time reliability, traffic congestion, and on-road mobile source emissions to support the **national performance goals.**

NATIONAL PERFORMANCE GOALS

- Safety Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **2. Infrastructure condition** Maintain the highway infrastructure asset system in a state of good repair.
- **3. Congestion reduction** Achieve a significant reduction in congestion on the National Highway System.
- **4. System reliability** Improve the efficiency of the surface transportation system.
- 5. Freight movement and economic vitality Improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **6. Environmental sustainability** Enhance the performance of the transportation system while protecting and enhancing the natural environment.
- 7. Reduced project delivery delays Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

WHAT ARE THE CONGESTION AND RELIABILITY MEASURES?

- Traffic congestion:
 - Annual hours of peak hour excessive delay per capita.
 - Percent of non-single occupancy vehicle (SOV) travel.
- Travel time reliability:
 - o Percent of the person-miles traveled on the Interstate that are reliable.
 - Percent of the person-miles traveled on the non-Interstate National Highway System that are reliable.
 - Interstate truck travel time reliability index.



WHAT IS TSMO?

Transportation systems management and operations (TSMO) is an integrated set of strategies to optimize the performance of existing infrastructure through the implementation of multimodal and intermodal, cross-jurisdictional systems, services, and projects designed to preserve capacity and improve security, safety, and reliability of the transportation system. [23 U.S.C. 101(a)(32)]

INCIDENT / EVENT MANAGEMENT

- Traffic incident & emergency transportation operations.
- Road weather management.
- · Work zone management.
- Planning special event management.

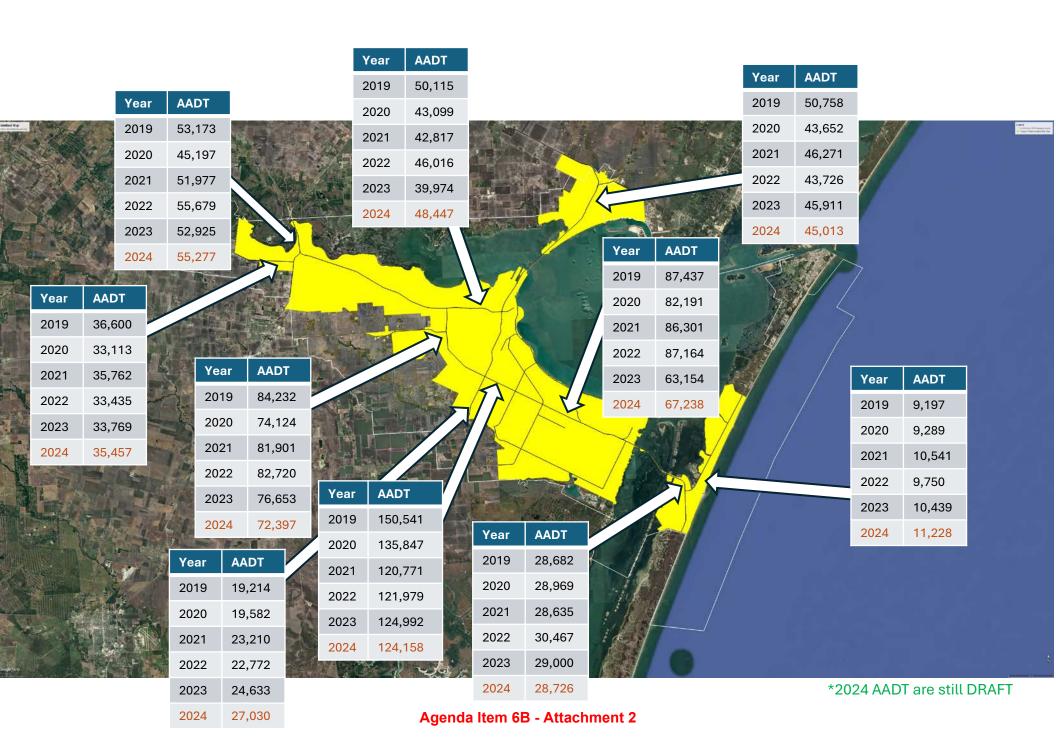
TRAFFIC MANAGEMENT

- Freeway management.
- Arterial management.
- Freight management.
- Integrated corridor management.
- Active traffic management.

DEMAND MANAGEMENT

- Public transportation.
- Ridesharing management.
- · Commuter choice programs.
- Parking management.
- · Congestion pricing.

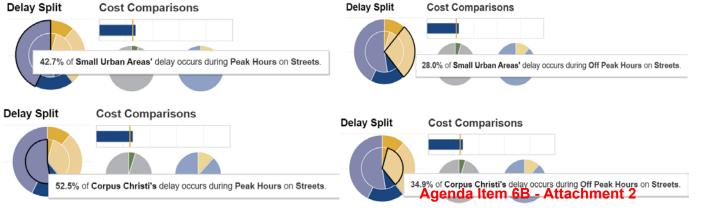
CHANGES IN AADT from 2019-2024*

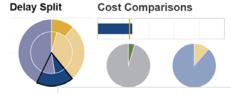


Urban Mobility Report 2023

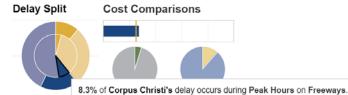
Mobility Data for Corpus Christi TX

mobility bata for corpus crimet 17.							
Inventory Measures	2022	2021	2020	2019	2018	2017	
Urban Area Information							
Population (1000s)	345	345	345	345	345	340	
Rank	93	93	93	93	93	93	
Commuters (1000s)	176	175	178	178	178	175	
Daily Vehicle-Miles of Travel (1000s)							
Freeway	3,919			4,077	4,050		
Arterial Streets	2,686	2,620	2,286	2,523	2,592	2,551	
System Performance	2022	2021	2020	2019	2018	2017	
Congested Travel (% of peak VMT)	10.0	9.3	9.8	10.9	11.8	12.9	
Congested System (% of lane-miles)	9.5			10.4	11.3	12.5	
Congested Time (number of "Rush Hours")	1.2	1.2	1.0	1.1	1.2	1.2	
Annual Excess Fuel Consumed							
Total Fuel (1000 gallons)	4,366	3,649	3,552	4,907	4,461	4,112	
Rank	87	89	74	83	83	84	
Fuel per Peak Auto Commuter (gallons)	18	15	I	20	18	17	
Rank	61	74	17	52	64	68	
Annual Delay							
Total Delay (1000s of person-hours)				9,813	9,645		
Rank	89	89	l	86	86	86	
Delay per Auto Commuter (pers-hrs)		30	I	39	38	38	
Rank	93	90		82	84	80	
Travel Time Index	1.09	1.13	I	1.13	1.13	1.13	
Rank	94	50	l	83	82	83	
Commuter Stress Index	1.12	1.15	I	1.16	1.16		
Rank	90	55	I	79	77	78	
Freeway Planning Time Index (95th Pctile)	1.12	1.12	I	1.15	1.13		
Rank	98	96	1	92	95	95	





Truck-Bas 18.1% of Small Urban Areas' delay occurs during Peak Hours on Freeways.



UPDATE ON FARE REVIEW PROCESS

CCRTA Board Priority

Public Image & Transparency

Board of Directors Meeting June 4, 2025





1

Fare Review Process Timeline

Completed:

- · Gather senior staff to discuss recommendations
- · Construct a timeline for significant events

Enter into a Professional Services Agreement: (6/9/25 – 6/23/25)

To conduct a Fare Equity Analysis

Conduct Surveys and Gather Data/Recommendation: (6/9/25 - 7/8/25)

Ensure a fare change will not disproportionately affect anyone that is underprivileged

Conduct Fare Equity Analysis: (6/23/25 - 8/29/25)

• 60 - 90 days

Review FEA Findings: (9/1/25 - 9/5/25)

- Discussion of options and agree to a recommendation
 - Base Fare
 - Transfers
 - o Discounts
 - > Off-Peak, Subsidies
 - Passes (Daily, Weekly & Monthly)



3

Present at RCAT: (9/18/25)

- · RCAT
 - o Impact of fare change to anyone with a disability
 - o Other concerns/considerations

Present: 9/24/25

- · Administration & Finance Committee
- Public Hearing

Present: 10/1/25

- · Board Meeting/Public Hearing
- · Public Hearing

Present: 10/2/25 (11/6/25)

• MPO – TAC Meeting (60 days after presentation per state law)

60 Days

- · Marketing Campaign
- · Educate our ridership
 - o Show what the CCRTA is going to do with the additional fare revenue
 - > Additional services/amenities
 - > Etc.

60 Days

- Train Operators
 - o This would run simultaneously with the outreach

New Fare Structure: 1/5/26

Implement recommendations

