

TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA

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

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

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

2. NON AGENDA ITEMS PUBLIC COMMENTS:

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

- 3. APPROVAL OF THE TAC JUNE 26, 2025 REGULAR MEETING MINUTES X
- 4. DISCUSSION AND POSSIBLE ACTION ITEMS
 - A. DRAFT FY 2025-2028 Transportation Improvement Plan (TIP) with Amendment 2 Action: Review, Discuss, Receive Public Comments and Possible Action
 - B. DRAFT FY 2025 and FY 2026 Unified Planning Work Program (UPWP) with Amendment 1 Action: Review, Discuss, Receive Public Comments and Possible Action
 - C. Corpus Christi MPO DRAFT 2025 Public Participation Program (PPP) Action: Review, Discuss, Receive Public Comments and Possible Action
- 5. **INFORMATION ITEMS**
 - A. FY 2027-2030 Transportation Improvement Plan (TIP) Schedule 🔀
 - B. Corpus Christi MPO Program Addressing Discrimination (PAD) Update 2025
 - C. DRAFT 2025 Metropolitan Planning Area (MPA) Boundary Briefing
- 6. TAC MEMBER STATEMENTS ON LOCAL AGENCY ACTIVITIES OR ITEMS OF INTEREST
- 7. <u>UPCOMING MEETINGS/EVENTS</u>

A. Transportation Policy Committee: Regular Meeting
 B. Technical Advisory Committee: Regular Meeting
 C. Transportation Policy Committee: Regular Meeting
 Deptember 4, 2025

8. ADJOURN

Indicates attachment(s) for the agenda item.Indicates a version

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

June 26, 2025

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

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

TAC Members Present:

Mr. Brian DeLatte, P.E., City of Portland, Chairperson

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

Commissioner Tom Yardley, San Patricio County

Mr. Juan Pimentel, P.E., Nueces County

Ms. Liann Alfaro, Corpus Christi Regional Transportation Authority

MPO Staff Present:

Rob MacDonald, P.E., Craig Casper, AICP, Daniel Carrizales, Victor Mendieta, and Carissa Tamez

2. NON-AGENDA ITEMS PUBLIC COMMENTS

None were made or offered.

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

Mr. Yardley made a motion to approve the January 16, 2025, TAC Regular Meeting Minutes.

Mr. Pimentel seconded; the motion passed unanimously.

4. APPROVAL OF THE TAC APRIL 17, 2025, REGULAR MEETING MINUTES

Mr. Yardley made a motion to approve the April 17, 2025, TAC Regular Meeting Minutes.

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

5. DISCUSSION AND POSSIBLE ACTION ITEMS

A. DRAFT 2025 Metropolitan Planning Area (MPA) Boundary

Mr. MacDonald presented this item.

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.

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. Additionally, the process will continue for 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.

Discussion:

Ms. Alfaro shared that there's an ongoing question about whether the cities of Robstown and Port Aransas should be included in the MPO boundary since RTA transit service is provided there. Based on guidance from the FTA, any route currently operated or planned in the next 20 years by a transit agency would fall within the boundary, which means that Robstown and Port Aransas have to be part of the boundary. Ms. Alfaro noted that RTA was waiting for confirmation from FTA headquarters in Washington, DC, but wanted to keep the committee informed.

Mr. MacDonald mentioned that when the MPO's boundaries were smoothed, transit service areas were one of nine considerations.

 Ms. Alfaro also mentioned that Robstown and Port Aransas have an extensive transit service since they each contain multiple routes and one of the heaviest ridership routes serves Robstown, supporting their inclusion in the boundary.

Mr. Yardley said that TAC needs to clarify the status of Robstown and Gregory before recommending the final boundary, since the decisions are still unsettled.

Mr. Delatte stated that TAC needs to have final information from RTA before making a boundary decision. If those areas must be included, the boundary should reflect that. Participation in committees is a separate issue. Given the recent information regarding transit, TAC should consider holding off on recommending the boundary to the Transportation Policy Committee.

Ms. Sales-Evans agreed that if all transit routes must be included within the MPO boundary, further discussion is needed. This would involve identifying related projects from RTA, TxDOT, and possibly the Port. With these questions unresolved, Ms. Sales-Evans didn't feel comfortable making a boundary recommendation yet.

Ms. Alfaro reiterated that RTA is reaching out to headquarters in Washington, DC, for clarification and will share the information with TAC when it is received.

Motion:

Mr. Yardley made a motion to table this agenda item until the RTA route issue is resolved and the areas of the cities of Robstown and Gregory are determined related to the MPA Boundary.

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

Discussion after Motion:

Mr. Delatte understood that resolutions of acknowledgment are needed for areas joining the MPO boundary. However, discussions about their membership on the policy committee are separate, as the policy committee has the authority to decide on its own composition.

- Mr. MacDonald responded that the TPC has the final say on new membership, and similar
 debates have happened across the state, and some MPO policy committees even set population
 thresholds for membership. For now, the focus is on providing information about the City of
 Robstown and the initial resolution of acknowledgment for the triangular area within the city
 limits to be a part of the new MPA Boundary. Discussions will continue, and updates will be
 brought back to the committee later.
- Ms. Sales-Evans added if Robstown wants to be fully included in the boundary, the MPO needs to consider extending the boundary line across and parallel to State Highway 44 to create a clean, connected boundary.

Mr. MacDonald mentioned the MPO will continue working with Robstown staff and TxDOT, asking the city of Robstown not to take the issue to their council unless directed by staff. A simple one-page resolution of acknowledgment has been developed from another MPO as a model. More information will be shared with the committee once RTA hears back from FTA headquarters.

B. Corpus Christi MPO DRAFT 2025 Public Participation Program (PPP)

Mr. Casper presented this item.

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 the 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.

Discussion:

Ms. Sales-Evans questioned whether there's flexibility in defining a primary amendment (as described on page 16) and whether some changes could be treated as administrative rather than requiring full 30-day public notice.

- Mr. Casper responded that he believed the definitions came directly from TXDOT headquarters, but this would need to be verified. If the definitions did come from TxDOT, there likely isn't much flexibility in how primary amendments are defined.
- Ms. Sales-Evans mentioned that while TIP and STIP have specific definitions and requirements, there's room to consider whether some MTP changes should be treated as administrative rather than requiring full amendments and public notice, especially for minor or frequent updates.

Ms. Sales-Evans noted that the PPP also highlighted challenges in getting meaningful public and stakeholder input, particularly for things like socioeconomic data, and suggested using tools like Zoom to increase accessibility and engagement. Additionally, it was noted on how MPO outreach used to include printed newsletters that helped inform stakeholders, noting that relying solely on digital platforms may miss people who aren't aware of the MPO. Ms. Sales-Evans recommended combining online tools with more proactive outreach methods, like social media and printed materials, to improve education and public awareness.

- Mr. MacDonald agreed and noted the MPO is open to and seeking more effective outreach strategies from others. While virtual meetings are helpful, getting the word out remains a challenge. Future workshops are a possibility to exchange outreach ideas, especially from local jurisdictions and groups like RTA, TxDOT, and Coastal Bend COG. Since outreach methods vary by region, it is worth identifying what works locally in Texas and turning those insights into actionable steps to boost public participation.
- Ms. Sales-Evans emphasized the importance of keeping technology-based outreach options open and integrated into procedures. It's often easier to get public input on specific projects than on broader programs, which adds to the challenge. Tools like Nextdoor, Facebook, and virtual/inperson meeting options are effective for outreach.
- Ms. Alfaro added that from her experience, the most effective outreach happens when you go where the people are. Meeting location matters—places like City Hall can discourage attendance, so holding meetings in more accessible, community-based locations tends to work better.

Ms. Sales-Evans asked whether the current draft is ready to move forward for public comment, or if changes are still needed, suggesting it may be better to revisit and revise the content first, then open it up for public input afterward.

- Mr. Casper stated that there is a time constraint, but ultimately, it's their decision. Changes could
 be made next month during the 45-day window after release. An update on flexibility can likely
 be provided at the upcoming TPC meeting.
- Mr. MacDonald noted the current PPP remains in effect until a new one is amended or adopted.
 While there's flexibility in timing, there are required update deadlines. The goal is to finalize the new PPP by July or August.

Ms. Sales-Evans recommended TAC table the item to next month to allow adjustments, then aim to open public comment at the next meeting due to the boundary issues that are unresolved.

Motion:

Ms. Sales-Evans made a motion to table this agenda item to next month to allow for adjustments.

Mr. Yardley seconded; the motion passed unanimously.

C. DRAFT FY 2025 and FY 2026 Unified Planning Work Program (UPWP) with Amendment 1

Mr. MacDonald presented this item.

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". The FY 2025 and FY 2026 UPWP with Amendment 1 was provided to the TAC for their review and discussion.

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. 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.

Discussion:

Ms. Sales-Evans asked for clarification on what was included in this task.

Mr. MacDonald responded that Subtask 3.3 used to be called Complete Streets, Active
Transportation, and Micromobility. Although the MPO did extensive work, such as creating an
active transportation plan using COVID relief funds, it couldn't be counted toward planning funds.
The line item was updated under FHWA direction via TxDOT to align with the Infrastructure
Investment and Jobs Act so that it can be tracked separately, ensuring compliance, which all
MPOs are expected to follow.

Motion:

Mr. Yardley made a motion to recommend releasing the DRAFT FY 2025 and FY 2026 Unified Planning Work Program (UPWP) with Amendment 1 for a one-month public comment period.

Mr. Pimentel seconded; the motion passed unanimously.

D. DRAFT FY 2025-2028 TIP with Amendment 2

Ms. Christina Perez from the Corpus Christi Regional Transportation Authority presented this item.

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 apportionments.

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.

Discussion:

None

Motion:

Mr. Yardley made a motion to recommend releasing the DRAFT FY 2025-2028 TIP with Amendment 2 for a one-month public comment period.

Mr. Pimentel seconded, and the motion passed unanimously.

6. <u>INFORMATION ITEMS</u>

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

Mr. Casper presented this item.

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.

Discussion:

Mr. MacDonald noted that the MPO is tracking federal developments closely and associations are monitoring how potential executive orders might impact Metropolitan Planning Organizations (MPOs), TxDOT, and local governments. Additionally, the FTA may issue new directives for transit that could also have significant effects.

B. Congestion Management Program (CMP) Performance Measures

Mr. Casper presented this item.

The Corpus Christi MPO staff asked 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 levels. For instance, the region may define excess delay as the average travel time in excess of 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.

Discussion:

Ms. Sales-Evans questioned how to collect and measure data for goals like reducing crash-related lane closures duration by 10%, suggesting the need for simpler, more practical performance metrics.

Craig responded that we would work with the district to draft an Incident Management Plan.
 Using TxDOT's subscription to RITIS, we can obtain crash records and analyze how incidents affect traffic flow. Data isn't automatically packaged, but it's accessible and will be refined during planning.

Ms. Sales-Evans stated in evaluating travel time predictability, it's essential to consider factors beyond crashes, such as construction impacts and frequent congestion. The 2028 objective aims to interconnect at least five traffic signals annually on designated congestion corridors. Given that many signals are managed by the City of Corpus Christi, collaboration with local authorities is crucial to achieve this goal. Ensuring their active participation is vital for the success of this performance objective.

 Mr. MacDonald mentioned that we plan to hold individual meetings and a group workshop to tailor TxDOT's existing performance measures, such as incident clearance times and travel time reliability, to our region's specific needs. While TxDOT provides data, local factors like signal interconnectivity require customization. Collaboration with local entities is essential to develop a plan that effectively addresses our regional challenges.

Ms. Sales-Evans mentioned that when assessing major corridors like SPID (SH 358), it's important to distinguish between access-oriented frontage roads and focused main lanes. Expectations for delay and incident response may vary between these segments. For instance, main lanes are designed for uninterrupted travel, while frontage roads serve local access, potentially leading to different performance metrics. Therefore, it's crucial to establish clear expectations tailored to each segment's function and design.

C. Corpus Christi RTA Fare Review Process

Ms. Perez from the Corpus Christi Regional Transportation Authority presented a PowerPoint for this item.

Discussion:

Ms. Perez stated that the proposed fare increase start date would be January 5, 2026.

Mr. MacDonald stated Senate Bill 1371, effective immediately as of June 20, 2025, streamlines the fare-setting process. Previously, fare changes required approval from a fare review committee comprised of elected officials from the local cities and counties. Now, the RTA can implement fare adjustments directly if no objection is made by the Corpus Christi Metropolitan Planning Organization (MPO). This process is the current practice at larger MPO's in cities like Fort Worth, El Paso, and Austin.

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

Ms. Sales-Evans announced the Harbor Bridge Ribbon Cutting on Saturday, June 28, 2025. She also noted that the southbound lanes will be open to traffic on Saturday too.

8. **UPCOMING MEETINGS/EVENTS**

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

9. ADJOURN

The meeting was adjourned at 10:12 a.m.



Technical Advisory Committee

July 10, 2025

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

Summary

The Corpus Christi Regional Transportation Authority (CCRTA) is requesting an amendment 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:

The CCRTA and MPO staff recommends that the TAC review the Draft FY 2025-2028 TIP with Amendment 2, receive public comments and recommend the Transportation Policy Committee approve the Draft FY 2025-2028 Transportation Improvement Program (TIP) with Amendment 2 at their August 7, 2025, Regular Meeting.

Proposed Motion:

Move to recommend the TPC approve the DRAFT FY 2025-2028 TIP with Amendment 2.

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.

Attachments

- 1. Revised Table 12c. FY 2025-2028 Transportation Improvement Program (TIP) Fiscally Constrained Transit Project List
- 2. Public Notice #25-3
- 3. Draft FY 2025-2028 Transportation Improvement Program (TIP) with Amendment 2 (Word Document]

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	Regionally Significant or Other	\$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

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 2025-2028 Transportation Improvement Program (TIP) with Amendment 2 and DRAFT FY 2025 and FY 2026 Unified Planning Work Program (UPWP) with Amendment 1.

The TIP identifies how the region plans to invest transportation funds in the transportation system for the next four years. 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 Corpus Christi MPO is seeking to inform those who are interested in or affected by transportation decisions with opportunities to provide input on the DRAFT FY 2025-2028 TIP with Amendment 2 and 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 2** and **FY 2025 and 2026 Unified Planning Work Program (UPWP) 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 10, 2025, at 2:00 p.m.* August 7, 2025, at 2:00 p.m.*

Transportation Policy Committee
Corpus Christi City Hall Council Chambers
1201 Leopard Street
Corpus Christi, Texas 78401

July 17, 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

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

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

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



METROPOLITAN PLANNING ORGANIZATION

Date: July 10, 2025

To: Technical Advisory Committee (TAC)

From: Craig Casper, Senior Transportation Planner

Through: Robert MacDonald, Transportation Planning Director

Subject: Item 4B: 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 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	Travel Demand and Corridor Model Development and Update	\$13,800	\$ <u>17</u> 34,000	\$ <u>30</u> 47,800
2.3	Growth Scenarios / Land-Use Model Acquisition and Calibration	\$10,700	\$21,000	\$31,700
2.4	Crash Data Acquisition and Crash Model Update	\$8,600	\$17,000	\$25,600
2.5	Infrastructure Condition Data Aggregation and Analysis Models	\$6,000	\$11,000	\$17,000
2.6	Community Impact Model Development and Implementation	\$8,600	\$19,000	\$27,600
2.7	Environmental Resource / Linkages Model Implementation	\$8,600	\$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	\$7,700	\$13,000	\$20,700

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

	TASK AND SUBTASK TITLE	FY 2025	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>2732,</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	2.5% Set-Aside for Increasing Safe and Accessible Transportation Options	\$20,900	\$ 21,000 78 ,000	\$ <u>98,900</u> 4 1,9
3.4	Regional Multimodal Freight and Urban Goods Planning	\$10,500	\$11,000	\$21,500
3.5	Equity and Justice40Regional Demographics Planning	\$11,100	\$ <u>611</u> ,000	\$ <u>17<mark>22</mark></u> ,100
3.6	Economic Analyses of Projects and Portfolios	\$17,300	\$1 <mark>38</mark> ,000	\$3 <mark>0</mark> 5,300
3.7	Infrastructure Lifecycle Analysis and Reporting	\$8,600	\$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	Region 20 Coordinated Transit Planning	\$14,500	\$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 <u>49</u> ,000	\$3 <mark>0</mark> 5,200

Recommendation

The Corpus Christi MPO staff proposes that the TAC review the document and any public comments, discuss Amendment 1 to the DRAFT FY 2025 and FY 2026 Unified Planning Work Program, then recommend the Transportation Policy Committee approve the DRAFT FY 2025 and FY 2026 UPWP with Amendment 1 at their August 7, 2025 Regular Meeting.

Proposed Motion

Move to recommend that the TPC approve the DRAFT FY 2025 and FY 2026 Unified Planning Work Program with Amendment 1.

Attachments

- 1. TxDOT emails Regarding the 2.5% Funding Allocations to MPOs for FY 2026 and PEA removal
- 2. Public Notice #25-3
- 3. DRAFT FY 2025 and FY 2026 UPWP Amendment 1 (Word Document)

From: <u>Casey Wells</u>

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

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

<u>mmedina@rgvmpo.org</u>; <u>major.hofheins@cosatx.us</u>; <u>mbergeron@victoriatx.gov</u>;

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</u>; <u>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

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METROPOLITAN PLANNING ORGANIZATION

Date: July 10, 2025

To: Technical Advisory Committee (TAC)

From: Craig Casper, Senior Transportation Planner

Through: Robert MacDonald, Transportation Planning Director

Subject: Item 4C: 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 <u>45-day public comment period</u>.

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.

Last month it was asked how flexible the requirement is for a full Amendment. TxDOT uses the following table for this definition. During development of the PPP this was a topic of discussion and the TPC decided to err towards transparency with federal funding rather than flexibility. It is also important to remember that

"MTPs, TIPs, and STIPS **must be** consistent and synchronized. Changes in the TIP must be reflected in the MTP." And that fiscal constraint parameters in an MPO MTP are less than 50%, so cost increases in a TIP project are followed by funding reductions in some other project.

Last Federal Approved Cost	Revised Fed Cost	Amendment (Formal Revision) Needed
\$800,000	\$1,450,000	No (increase > 50%, revised cost < \$1,500,000)
\$800,000	\$1,550,000	Yes (increase > 50%, revised cost ≥ \$1,500,000)
\$1,550,000	\$2,200,000	No (increase < 50%, revised cost ≥ \$1,500,000)
\$1,500,000	\$2,300,000	Yes (increase > 50%, revised cost ≥ \$1,500,000)
\$14,000,000	\$20,000,000	No (increase < 50%, revised cost ≥ \$1,500,000)
\$20,000,000	\$32,000,000	Yes (increase > 50%, revised cost ≥ \$1,500,000)

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). (**) [PDF]



TEXAS 2027-2030 STIP DEVELOPMENT SCHEDULE

	Development Activities			Agency Responsible/Involved				
Phase			Duration	TxDOT Division Distri	МРО	RTPO	USDC	
	MPO Project Consultation Period TxDOT Districts and Metropolitan Planning Organizations (MPOs) consulting with Urban, Tribal, and Public Transportation partners for 2027-2030 project list. Source: MTP.			DIVISION DISCR			FHVVA	FIA
ary	MPO Draft 2027 - 2030 TIP Development TxDOT Districts and MPOs advance project list to Draft 2027-2030 TIP.	Feb. 2026	3 months*					
Preliminary	Rural Draft 2027 - 2030 TIP Development TxDOT Districts consult with Rural, Tribal, and Public Transportation partners for Draft 2027-2030 TIP.	Feb. 2026	3 months*					
Prel	State / Federal Agency Project Consultation Period TPP to coordinate with TPWD and Federal agencies for 2027-2030 projects.	Feb. 2026	2 weeks					
	Coordinated Review (Compliance Review): Project Data / Fiscal Analysis Districts and MPOs review project data, groupability, air quality fields (as applicable), and fiscal constraint. Ensure fields are correct and grouping of projects is used to maximum extent allowable. Complete TIP Checklist.	Feb. 2026	1 month					
	Draft 1: 2027 - 2030 TIP Submittal Draft 1: 2027 - 2030 TIP Submittal Draft 1: 2027 - 2030 TIP includes correct project data, demonstration of fiscal constraint, and documentation indicating District-MPO coordination. Ensure TIP project information is an exact match of MTP project information and conformity documentation (as applicable). TIP Checklist completed by Districts and MPOs (as applicable).	Feb. 2026	1 month					
t 1 TIP	Draft 1: 2027 - 2030 TIP Review Review project data, grouping, air quality fields (as applicable), and fiscal constraint. TPP conduct preliminary statewide Financial Analysis. USDOT invited for informal review.	Apr. 2026	5 weeks					
Draft	Draft 1: 2027 - 2030 TIP Returned to Districts and MPOs TPP comments addressing project data, groupability, air quality fields (as applicable), and fiscal constraint returned to Districts and MPOs.	Apr. 2026	1 day					
	Draft 1: 2027 - 2030 TIP Revisions Districts and MPOs to address TPP comments on Draft 1 2027-2030 TIP. Local coordination as applicable. Initiate Public Involvement.	Apr. 2026	2 weeks					
	Draft 2: 2027 - 2030 TIP Submittal Draft 2 TIP with TPP comments addressed.	Apr. 2026	2 weeks					
2 TIP	Draft 2: 2027 - 2030 TIP Review Review project data, air quality fields (as applicable), and fiscal constraint. TPP conduct preliminary statewide Financial Analysis. USDOT invited for informal review.	May 2026	1 month					
Draft 2	Draft 2: 2027 - 2030 TIP Returned to Districts and MPOs TPP and USDOT comments addressing project data, groupability, air quality fields (as applicable), and fiscal constraint returned to Districts and MPOs.	May 2026	1 day					
ā	Draft 2: 2027 - 2030 TIP Revisions Districts and MPOs resolve comments on Draft 2 TIP. Local coordination as applicable. Projects with TPP-identified issues may not be advanced into the 2027-2030 STIP.	May 2026	2 weeks					
	Final 2027 - 2030 TIP Submittal Districts and MPOs submit Final TIPs in eSTIP. Certified TIP Checklist completed by Districts and MPOs (as applicable).	May 2026	3 weeks					
STIP	Final 2027 - 2030 STIP Development TPP finalizes STIP, Statewide Financial Summary, and demonstration of Fiscal Constraint. Notify GCD-Tx Registry, prepare website for publishing, and prepare for public hearing.	June 2026	2 weeks					
Final S	Final 2027 - 2030 STIP Public Involvement 30 day public comment period with virtual public hearing.	July 2026	1 month					
這	Final 2027 - 2030 STIP Submitted Close out public involvement. Route STIP from TxDOT Executive Director to USDOT for approval.	July 2026	1 day					
	Letting TPP notify FIN Letting Management of approved STIP. Letting Schedule developed based on STIP approved projects.	July 2026	1 day					

TEXAS 2027-2030 STIP DEVELOPMENT SCHEDULE

NOV 2025 - FEB 2026

FEB 2026 - APR 2026 APR 2026 - MAY 2026

JUN 2026 - JUL 2026









PRELIMINARY PHASE

MPO Project Consultation Period

- TxDOT Districts and MPOs consulting with Urban, Tribal, and Public Transportation partners for 2027-2030 project list. Source: MTP.

MPO Draft 2027-2030 TIP Development

- 11/04/25 2/10/26 (3 months*)
- TxDOT Districts and MPOs advance project list to Draft 2027-2030 TIP.

Rural Draft 2027-2030 TIP Development

11/04/25 - 2/10/26 (3 months*)

- TxDOT Districts consult with Rural. Tribal, and Public Transportation partners for Draft 2027-2030 TIP.

State / Federal Agency Project Consultation 01/27/26 - 2/10/26 (2 weeks)

- TPP to coordinate with TPWD and Federal agencies for 2027-2030 projects.

Coordinated Review (Compliance Review): Project Data / Fiscal Analysis

2/02/26 - 2/27/26 (1 month)

- Districts and MPOs review project data, groupability, air quality fields (as applicable). and fiscal constraint.
- Ensure fields are correct and grouping of projects is used to maximum extent allowable.
- Complete TIP Checklist.

DRAFT 1 TIP

Draft 1: 2027-2030 TIP Submittal

- 02/02/26 02/27/26 (1 month)
- Includes correct project data, demonstration of fiscal constraint, and documentation indicating District-MPO coordination.
- Ensure TIP project information is an exact match of MTP project information and conformity documentation (as applicable).
- TIP Checklist completed by Districts and MPOs (as applicable).

Draft 1: 2027-2030 TIP Review

03/02/26 - 04/02/26 (5 weeks)

- Review project data, grouping, air quality fields (as applicable), and fiscal constraint.
- TPP conduct preliminary statewide Financial Analysis.
- USDOT invited for informal review.

Draft 1: 2027-2030 TIP Returned to **Districts and MPOs**

- 04/03/26 04/03/26 (1 day)
- TPP comments addressing project data, groupability, air quality fields (as applicable), and fiscal constraint returned to Districts and MPOs.

Draft 1: 2027-2030 TIP Revisions

- 04/06/26 04/17/26 (2 weeks)
- Districts and MPOs to address TPP comments on Draft 1 2027-2030 TIP.
- Local coordination as applicable.
- Initiate Public Involvement.

DRAFT 2 TIP

Draft 2: 2027-2030 TIP Submittal

- 04/06/26 04/17/26 (2 weeks)
- Submit Draft 2 TIP with TPP comments addressed.

Draft 2: 2027-2030 TIP Review

- 04/20/26 05/15/26 (1 month)
- Review project data, air quality fields (as applicable), and fiscal constraint.
- TPP conduct preliminary statewide Financial Analysis.
- USDOT invited for informal review.

Draft 2: 2027-2030 TIP Returned to **Districts and MPOs**

- 05/15/26 05/15/26 (1 day)
- TPP and USDOT comments addressing project data, groupability, air quality fields (as applicable), and fiscal constraint returned to Districts and MPOs.

Draft 2: 2027-2030 TIP Revisions

- 05/18/26 05/29/26 (2 weeks)
- Districts and MPOs resolve comments on Draft 2 TIP.
- Local coordination as applicable.
- Projects with TPP-identified issues may not be advanced into the 2027-2030 STIP.

FINAL STIP

Final: 2027-2030 TIP Submittal

- 05/11/26 05/29/26 (3 weeks)
- Districts and MPOs submit Final TIPs
- Certified TIP Checklist by Districts and MPOs (as applicable).

Final: 2027-2030 STIP Development 06/01/26 - 06/12/26 (2 weeks)

- TPP compiles TIPs into STIP, finalize Statewide Financial Summary and Fiscal Constraint demonstration.
- Notify GCD-Tx Registry, prepare website for publishing, and prepare for public hearing.

Final: 2027-2030 STIP Public Involvement 06/13/26 - 07/12/26 (1 month)

- 30 day public comment period with a virtual public hearing.

Final: 2027-2030 STIP Submitted

- 07/13/26 07/13/26 (1 day)
- Close out public involvement.
- Route STIP from TxDOT Executive Director to USDOT for approval.

Letting

07/14/26 - 07/14/26 (1 day)

- TPP notify FIN Letting Management of approved STIP.
- Letting Schedule developed based on STIP approved projects.

* Varies by MPO and District.

TASK OWNER

TxDOT District

TxDOT Division

Metropolitan Planning Organization (MPO)



USDOT FHWA USDOT FTA







TEXAS 2027-2030 STIP DEVELOPMENT SCHEDULE

TxDOT Districts and MPOs consulting with Urban, Tribal, Rural, and **Public Transportation partners** on project needs and priorities.



Draft 1 TIP Development



Draft 2 TIP Development



Final TIP Submittal



STIP Public Involvement



Feb



Apr - May

Late May

June

Jun - Jul



Meet with **Local Stakeholders**



TxDOT Review Draft 1 TIP



TxDOT Review Draft 2 TIP



Finalize STIP



STIP Submitted to **USDOT** for approval

Schedule is subject to change.

TEXAS 2027-2030 STIP DEVELOPMENT SCHEDULE WITH REVISIONS

During 2026: February Revision 25-28, Limited May Revision 25-28, Initial 27-30, and Adjusted November Revision 27-30





Date: July 10, 2025

To: Technical Advisory Committee (TAC)

From: Craig Casper, Senior Transportation Planner

Through: Robert MacDonald, Transportation Planning Director

Subject: Item 5B: Corpus Christi MPO Program 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. The updated Draft 2025 document is Attachment 1. 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). (2) [Word Document]



METROPOLITAN PLANNING ORGANIZATION

Date: July 10, 2025

To: Technical Advisory Committee (TAC)

From: Craig Casper, Senior Transportation Planner

Through: Robert MacDonald, Transportation Planning Director

Subject: Item 5C: DRAFT 2025 Metropolitan Planning Area (MPA) Boundary Briefing

Action: Information Only

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 to the TPC the DRAFT MPO Planning Area Boundary and items for the TxDOT Boundary Change Packet. These are described briefly below and further in the policy options section below. This includes any new information from FTA. Attachment 3 is the most recent email, stating "When an MPO is designated, expanded, or formally redesignated, transit providers should participate with local agencies, the MPO, and the State in determining the MPA, and ensure that transit service areas are appropriately considered. The MPA boundary determines what projects and services come under the purview of the MPO or the State."

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

- Resolution of Support from the City of Robstown or a request by the City of Robstown to join
 the Corpus Christi MPO that would start a separate process involving MPO Bylaw Changes and
 MPA Boundary Adjustments. The MPO staff presented the Resolution of
 Acknowledgement/Support on May 21, 2025. The City Attorney proposed changes to the
 Resolution. The City Council Tabled the item pending additional information about TxDOT
 funding. The next meeting of the Robstown City Council is on July 21
- Final Minutes of the TPC Meeting approving the new MPA Planning Area Boundary
- Consideration of the federally supported CCRTA routes/stops in the Cities of Robstown and the
 Port Aransas that are not currently within the Corpus Christi Metropolitan Boundary. See
 Attachment 3 for the information from CCRTA and Federal Transit Administration (FTA) on this
 topic that was introduced at the June 26 TAC meeting. Attachment 4 lists the 9 considerations

- for MPA Boundary Adjustments. Additionally, Attachment 5 and 6 illustrates the CCRTA Routes and Stops within Robstown and Port Aransas.
- Possible TPC Minutes approving new MPO Bylaws if the City of Robstown, City of Gregory or the City of Port Aransas join the MPO as a voting members.

Policy Options for TAC to Consider and Recommend to the TPC

City of Robstown

- TAC recommendation on the possible addition of the City of Robstown to the Corpus Christi MPO. Attachment 5 shows the City of Robstown, with CCRTA bus stops also shown. If the City of Robstown asks the TPC to join the MPO, did TAC have a recommendation for that circumstance?
 - Currently, the City of Robstown 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 the risk to 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.
 - The 2020 Census Robstown Adjusted Urban Boundary within the city limit could be added to the MPO MPA Boundary.
 - The entire Robstown city limits.

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 Gregory City Council is July 14. Contact has been made with the new City Administrator from the City of Gregory to discuss their representation.
- If joining the MPO, the city can ask for up to their entire city limits to be included in the MPA Boundary.

City of Port Aransas

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

Recommendation

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

Proposed Motion

None. This is an informational item only.

Background

The Federal Highway Administration (FHWA) requires a review of MPO Planning Areas (MPA) after each decennial US Census. Attachment 4 is the list of 9 considerations for determining the Metropolitan Planning Area boundary. 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.

Attachments

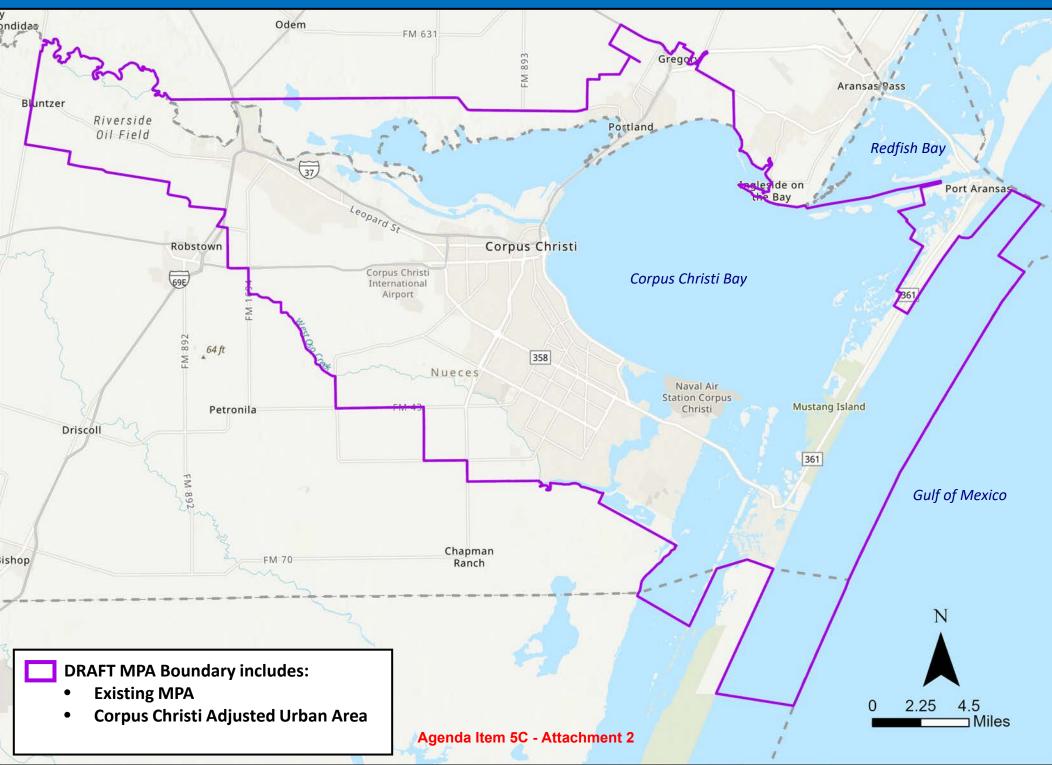
- 1. TxDOT Boundary Change Packet Checklist
- 2. DRAFT MPA Boundary Map
- 3. FTA Email on MPA Boundary Considerations for Transit Services
- 4. List of 9 considerations for MPA Boundary Adjustments
- 5. Map of the CCRTA Transit Services in the City of Robstown
- 6. Map of the CCRTA Transit Services in the City of Port Aransas



MPO Boundary Revision Document Checklist

	Item	Check	Comments
	Include a Cover Letter		
	Include date that Policy Board amended bylaws to expand the boundary		
Cover Letter	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		
	Include the Policy Board Resolution		
Resolution, Bylaws,	Include proposed updated MPO Bylaws (if needed)		
Minutes	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) 		
	Include a Text Description and GIS layer of the proposed MPO boundary		
Maps	Include Existing Boundary Map		
	Include Proposed Boundary Map		

DRAFT Metropolitan Planning Area (MPA) Boundary



From: <u>Liann Alfaro</u>

To: <u>Craig T. Casper; Robert MacDonald; Victor Mendieta</u>

Cc: Gordon Robinson

Subject: FW: MPO Boundaries and transit Date: Thursday, June 26, 2025 2:14:42 PM

Attachments: image001.png

image002.png image003.png image004.png image005.png image006.png image007.png

Please see FTA's response below. Let me know if you want to discuss.

Thanks



Liann Alfaro

Director of Planning

Office: (361) 903-3499 Mobile: (361) 206-7818











Staples Street Center 602 N. Staples Street Corpus Christi, TX 78401



CCRTA Operations Facility 5658 Bear Lane Corpus Christi, TX 78405

From: Bartels, David (FTA) <david.bartels@dot.gov>

Sent: Thursday, June 26, 2025 10:24 AM **To:** Liann Alfaro < lalfaro@ccrta.org>

Cc: Bosompem, Kwasi (FTA) <kwasi.bosompem@dot.gov>; Koski, Donald (FTA)

<Donald.Koski@dot.gov>

Subject: RE: MPO Boundaries and transit

Hello Liann -

I spoke with my counterparts at HQ FTA. This response includes your follow on question about the seasonal route, which I assume meets all the requirements for "public transportation" (regular schedule, open to the public, ADA

accessible, etc.).

The Metropolitan Transportation Plan horizon year should consider transit service areas and it should coincide with the MPO boundary 20 years in the future, as highlighted below. The MTP should note expanded transit service areas, seasonal routes and future routes.

eCFR:: 23 CFR 450.312 -- Metropolitan Planning Area boundaries.

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

See also:

Census 2020 Implications for Federal Transit Administration (FTA) Grant Programs and Planning Requirements Frequently Asked Questions (FAQs)

What is the role of the transit provider in setting the Metropolitan Planning Area Boundary for the MPO? [published 11/21/2022]

After each decennial census, MPOs, States, and transit providers jointly review the Metropolitan Planning Area (MPA) boundaries, and adjust as necessary, to maintain compliance with Federal law (see 23 CFR 450.312). When an MPO is designated, expanded, or formally re-designated, transit providers should participate with local agencies, the MPO, and the State in determining the MPA, and ensure that transit service areas are appropriately considered. The MPA boundary determines what projects and services come under the purview of the MPO or the State.

Thank you,
David Bartels
Director of Planning and Program Development
FTA Region VI
(817) 978-0572

From: Liann Alfaro < lalfaro@ccrta.org Sent: Monday, June 23, 2025 4:46 PM

To: Bartels, David (FTA) < <u>david.bartels@dot.gov</u>>

Cc: Bosompem, Kwasi (FTA) < kwasi.bosompem@dot.gov>

Subject: MPO Boundaries and transit

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

David,

Good afternoon, my name is Liann Alfaro the Director of Planning at CCRTA. The local MPO of Corpus Christi is working on updating their boundaries. A question was raised, and with Kwasi being out of office I was hoping you could maybe help me with this question. I have a meeting on Thursday that I was hoping to have the answer for this.

Question: If the transit agency offers service and has bus stops and amenities in the area, Does the MPO need to include those areas (small towns surrounding the urban area) included with in their planning boundaries?

Thank you,



Liann Alfaro

Director of Planning

Office: (361) 903-3499 Mobile: (361) 206-7818











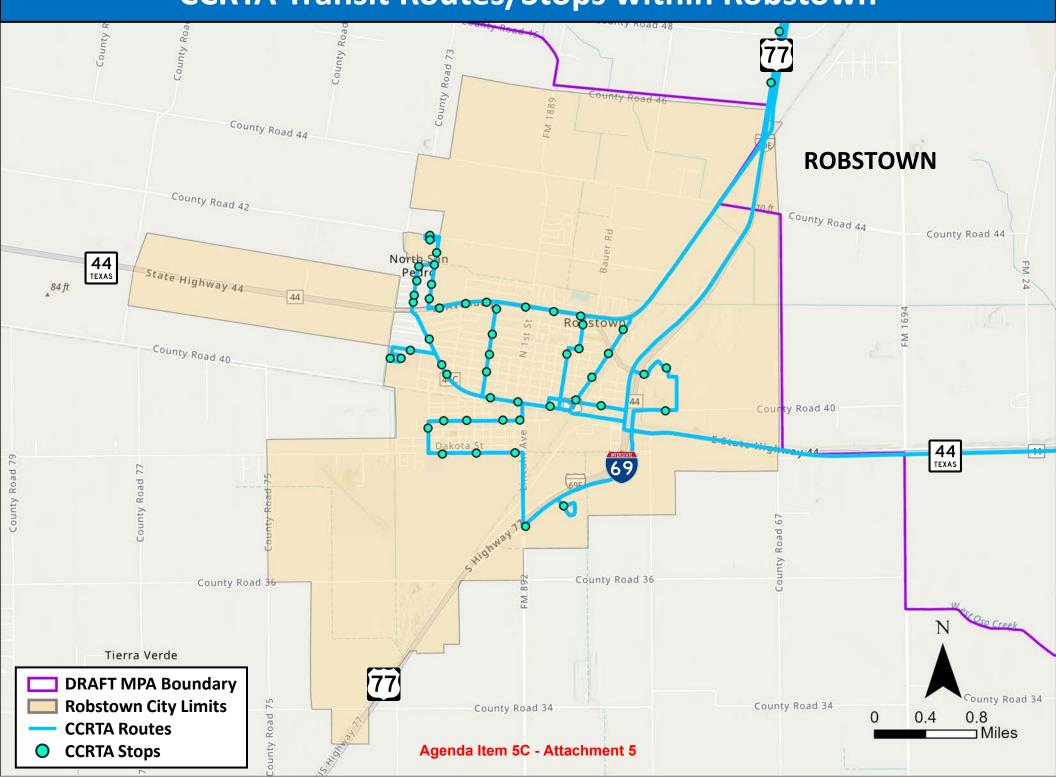
Staples Street Center 602 N. Staples Street Corpus Christi, TX 78401



CCRTA Operations Facility 5658 Bear Lane Corpus Christi, TX 78405

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

CCRTA Transit Routes/Stops within Robstown



CCRTA Transit Routes/Stops within Port Aransas

