CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA

THURSDAY, AUGUST 21, 2025
9:00 A.M. TAC REGULAR MEETING (Boardroom 210)

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

1. **CALL TO ORDER, ROLL CALL, AND QUORUM DETERMINATION**
2. **PUBLIC COMMENTS:**

   Opportunity for public suggestions and comments for any items 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 JULY 17, 2025 REGULAR MEETING MINUTES** ✉
4. **DISCUSSION AND POSSIBLE ACTION ITEMS**
   - A. **DRAFT 2045 Metropolitan Transportation Plan (MTP) Update Amendment 1** ✉
     Action: Review, Discuss, Receive Public Comments and Possible Action
   - B. **Corpus Christi MPO DRAFT 2025 Program for Addressing Discrimination (PAD)** ✉
     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. **DRAFT 2025 Metropolitan Planning Area (MPA) Boundary Briefing** ✉
   - B. **CMP Performance Measures, ITS, TSMO information** ✉
   - C. **TREDIS Tool Overview** ✉
   - D. **Safe System Plan Update** ✉
   - E. **2050 MTP Update**
6. **TAC MEMBER STATEMENTS ON LOCAL AGENCY ACTIVITIES OR ITEMS OF INTEREST**
7. **UPCOMING MEETINGS/EVENTS**

A. **Transportation Policy Committee:**	**Regular Meeting**	**September 4, 2025**
B. **Technical Advisory Committee:**	**Regular Meeting**	**September 18, 2025**
C. **Transportation Policy Committee:**	**Regular Meeting**	**October 2, 2025**

8. **ADJOURN**

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

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

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

MEETING LOCATION MAP

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

JULY 17, 2025

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

Mr. DeLatte called the meeting to order at 09:03 a.m.

TAC Members Present:

Mr. Brian DeLatte, City of Portland, Chairperson
Mr. Jeff Pollack, Port of Corpus Christi, Vice Chairperson
Ms. Paula Sales-Evans, P.E., Texas Department of Transportation-Corpus Christi District
Mr. Tom Yardley, San Patricio County

MPO Staff Present:

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

2. PUBLIC COMMENTS

None were made or offered.

3. APPROVAL OF THE TAC JUNE 26, 2025, REGULAR MEETING MINUTES

Mr. Yardley made a motion to approve the TAC June 26, 2025, Regular Meeting minutes.

Mr. Pollack seconded; the motion passed unanimously.

4. DISCUSSION AND POSSIBLE ACTION ITEMS

A. DRAFT FY 2025-2028 Transportation Improvement Plan (TIP) with Amendment 2

Mr. MacDonald 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 awards apportionments.

Also, CCRTA has added the following project, which is currently funded using CCRTA's 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. Pollack made a motion to recommend that TPC approve the DRAFT FY 2025-2028 Transportation Improvement Plan (TIP) with Amendment 2.

Mr. Yardley seconded; the motion passed unanimously.

B. 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***".

Discussion:

Mr. Pollack understood that this item is a requirement, and it's not extra money, but he inquired about the MPO will use with the reallocated dollars.

- Mr. MacDonald stated that the MPO is working on a Safe System Plan that addresses the same activities. He further noted that the MPO will meet the objective on tracking how the MPO is using these specific funds toward safe and accessible transportation options through other initiatives.

Motion:

Mr. Pollack made a motion to recommend that the TPC approve the draft FY 2025 and FY 2026 Unified Planning Work Program (UPWP) with Amendment 1.

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

C. 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:

Mr. Yardley expressed concern regarding the MPO's level of public engagement, identifying it as a potential weak link. Mr. Yardley acknowledged that attending community meetings is a positive initial step toward improving outreach.

- Mr. Casper noted that when Mr. MacDonald attended past events, QR codes were distributed to the public, allowing them to access a survey to provide feedback directly from their cellphones or computers.

- Mr. Yardley emphasized that any effort to improve public engagement is beneficial. He acknowledged that while the solution is unclear, this challenge is not unique to the MPO but is also evident in other boards on which he serves. Reaching the public and obtaining feedback remains one of the most difficult aspects of the work.
- Mr. Casper observed that public involvement is becoming increasingly challenging, noting that individuals are more stretched for time.
- Mr. MacDonald outlined the MPO's multipronged approach to public outreach, which includes online surveys, virtual meetings via Zoom and Teams, and attending city council and commission meetings to share information with the public. He noted that TxDOT meetings tend to draw strong attendance and expressed interest in setting up a display at those events to share information about the MPO's planning process leading up to TxDOT projects. Additionally, Mr. MacDonald shared that Craig recently visited the London ISD to introduce the MPO. The team aims to conduct one to two outreach events each month, with the goal of building momentum and increasing engagement throughout the two-year development cycle for the 2050 Long-Range Plan.

Ms. Sales-Evans followed up by suggesting that, given the ongoing outreach and public meetings, the TAC meeting agendas should include a standing update report. The report would highlight recent outreach efforts, notable questions or feedback received, and items that may warrant further consideration. It would help demonstrate that the MPO is actively listening to the public and that the committee is taking that input into account.

- Mr. MacDonald agreed with the suggestion and noted that, as part of the 2050 Metropolitan Transportation Plan (MTP), a standing item will be added to future TAC agendas. This item will provide ongoing updates and additional information. Public comments will be incorporated throughout the various phases and chapters of the plan over the coming years. He added that updates related to the Congestion Management Process (CMP) and the Safe System Plan will also be included on the agenda starting next month.

Ms. Sales-Evans suggested a possible adjustment to the meeting agenda format. She proposed splitting the current "Non-Agenda Public Comments" item into two parts: Item 2A would remain for public comments, while a new Item 2B could serve as a brief report on public input received during MPO outreach efforts or submitted via the MPO website. Rather than reading all comments aloud, this report would provide an overview, highlighting key themes or issues that TAC may want to consider for future agendas.

- Mr. MacDonald added that the TAC members can bring up comments/feedback they receive or hear from their own meetings and interactions during the agenda item. He further noted that since transportation involves multiple agencies, this feedback would be helpful to inform and guide discussions across all agencies.

Mr. Yardley asked whether the Hillcrest neighborhood has any active community groups or organizations that hold local meetings as part of outreach efforts.

- Mr. MacDonald noted that the MPO has participated in the TxDOT Community Advisory Board (CAB) meetings for the past five to six years, since he assumed the role of MPO Director.
- Ms. Sales-Evans explained that outreach efforts for the Harbor Bridge project began once the project received environmental clearance and a developer was secured. At that time, there was no formal outreach forum; instead, efforts included discussions on specific issues at the senior center, scheduled visits to churches, in-home meetings, door-to-door engagement, and distributing flyers. The Community Advisory Board (CAB) was the primary organized group involved, with a defined purpose and timeline aligned with the project's outreach needs.
- Mr. Yardley noted that during the 45-day public comment period, there is an opportunity to engage with the Hillcrest community.
- Mr. Pollack asked Mr. Yardley to clarify his specific needs or goals. He suggested focusing efforts on the Washington-Coles neighborhood, given existing funding and the concentration of

residents. He then inquired if there was a particular consideration regarding the Hillcrest neighborhood.

- Mr. Yardley stated that, although he does not live in Corpus Christi and observes from a distance, the Hillcrest neighborhood appears to be overlooked.

Motion:

Ms. Sales-Evans made a motion to recommend that the TPC approve the DRAFT 2025 Public Participation Program (PPP) for a 45-day public comment period.

Mr. Yardley seconded; the motion passed unanimously.

5. INFORMATION ITEMS

A. FY 2027-2030 Transportation Improvement Plan (TIP) Schedule

Mr. Casper presented this item.

Discussion:

Ms. Sales-Evans highlighted past challenges with TIP/STIP revisions due to inconsistencies in planning documents, which often resulted in exceptions. A meeting is scheduled for July 23, 2025, to address these issues. She emphasized the importance of ensuring consistency in project language and descriptions to avoid further discrepancies. Preparing amendments requires significant time and coordination for MPO. She also noted that some projects may experience fiscal year shifts due to statewide efforts to balance letting schedules and contractor bids. Projects not ready for inclusion in the TIP may need to be considered for deferral based on development schedules and readiness.

Mr. Casper noted that an additional complicating factor about the Infrastructure Investment and Jobs Act (IIJA) is set to expire at the end of 2026. While the administration is working on a new transportation bill, there has been no indication of the funding levels for 2027–2028. For the first time since the implementation of the gas tax over 100 years ago, the uncertainty around future investment levels is causing concern among individuals.

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

The item wasn't presented due to a lack of quorum.

C. DRAFT 2025 Metropolitan Planning Area (MPA) Boundary Briefing

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.

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 Port Aransas that are not currently within the Corpus Christi Metropolitan Boundary.

- Possible TPC Minutes approving new MPO Bylaws if the City of Robstown, City of Gregory, or the City of Port Aransas joins the MPO as a voting member.

Discussion:

Ms. Sales-Evans raised a question regarding the City of Gregory, asking about what the process is for adding additional seats to the policy board and how it is reflected in the bylaws.

- Mr. MacDonald explained that if the City of Gregory seeks a specific seat on the committee, they must first request it through TAC as part of a recommendation, followed by approval from the TPC. If granted a seat, bylaws can be amended as needed. He noted that the current representation by Mr. Yardley on the TAC and Judge Krebs on the TPC has been in place for approximately 20 years. The City of Gregory must formally request approval to the MPO .

Mr. Yardley asked Mr. MacDonald about the timeline for approving the boundary change.

- Mr. MacDonald responded that, following discussions with federal and state partners on July 11, 2025, the timeline for approving the boundary change is December 2026. Once the boundary is changed, MPO documents will be updated accordingly.

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

None were made or offered.

7. UPCOMING MEETINGS/EVENTS

A.	**Transportation Policy Committee:**	**Regular Meeting**	**August 7, 2025**
B.	**Technical Advisory Committee:**	**Regular Meeting**	**August 21, 2025**
C.	**Transportation Policy Committee:**	**Regular Meeting**	**September 4, 2025**

8. ADJOURN

The meeting was adjourned at 9:32 a.m.

CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

Date: August 15, 2025
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4A: DRAFT FY 2045 Metropolitan Transportation Plan Update (2045 MTP Update) with Amendment 1
Action: Review, Discuss, Receive Public Comment and Possible Action

Summary

The Corpus Christi MPO staff developed the DRAFT 2045 Metropolitan Transportation Plan Update (2045 MTP Update) with Amendment 1 for review by the Technical Advisory Committee (TAC). The proposed DRAFT 2045 MTP with Amendment 1 Fiscally Constrained Project List is shown in Attachment 1. The following is the list of changes to make to the fiscally constrained project list in the 2045 MTP Update as part of Amendment 1. All projects and programs of the Corpus Christi RTA listed below were recently amended into the FY 2025-2028 Transportation Improvement Program (TIP). For consistency, these projects must be listed in both the FY 2025-2028 TIP and 2045 MTP Update.

TRANSIT PROJECTS		
ADJUSTED FUNDING		
CCRTA-116	**REDUCE** the cost from $1,257,052 to $896,326	
CCRTA-118	***INCREASE*** the cost from $142,400 to $266,965	
ADDED PROJECTS		
CCRTA-151	BUS STOP SHELTERS/AMENITIES	$474,097
CCRTA-152	ROLLING STOCK	$6,617,263
CCRTA-153	ROLLING STOCK	$6,207,671
CCRTA-154	PREVENTIVE MAINTENANCE	$1,000,000
CCRTA-155	BUS SUPPORT FACILITIES/EQUIPMENT	$1,875,000
CCRTA-156	BUS STOP SHELTERS/AMENITIES	$332,258
CCRTA-157	MISCELLANEOUS GARAGE EQUIPMENT	$445,075
CCRTA-158	ROLLING STOCK	$7,058,824
CCRTA-159	BUS SUPPORT FACILITIES/EQUIPMENT	$750,000
CCRTA-160	PREVENTIVE MAINTENANCE	$1,250,000
CCRTA-161	BUS STOP SHELTERS/AMENITIES	$653,090
CCRTA-162	REHAB/ FACILITIES/EQUIPMENT	$625,000
CCRTA-163	MISCELLANEOUS GARAGE EQUIPMENT	$272,193
CCRTA-164	TRANSIT-RELATED ITS	$333,706
CCRTA-165	REHAB MAINTENANCE BUILDING	$4,000,000
HIGHWAY PROJECTS		
ADJUSTED DESCRIPTION		
MPO-017	Scope details updated w/out cost change	$104,598,000
MPO-018	Scope details updated w/out cost change	$81,540,000
ADDED PROJECT		
MPO-068	Added project to be consistent with TIP	$13,770,000

Agenda Item 4A

Back to Agenda

The detailed scopes for projects MPO-017, MPO-018, and MPO-068 are provided in Attachment 1.

Additional technical corrections were made. Examples include:

- Removed the word "DRAFT" from some chapters
- Exhibits that had been obscured by other exhibits were fixed
- Corrected chapter, appendix, and exhibit identification

Background

In the normal MPO planning processes, there are occasions to add, remove, or change the level of funding for projects in the TIP. Since MTPs, TIPs, and STIPS must be consistent and synchronized. Changes in the TIP must be reflected in the MTP. Redemonstration of fiscal constraint is necessary for every Amendment to a TIP. That is, the projects that are funded cannot exceed the level of funding that is reasonably expected to be available.

Financial Impacts

The DRAFT 2045 MTP with Amendment 1 adds fifteen new federally funded transit projects, and clarifies the scope of work for three existing projects without a change in cost. The DRAFT 2045 MTP Update with Amendment 1 remains fiscally constrained because these projects are using previously unidentified apportionment.

Recommendation

The Corpus Christi MPO staff proposes that the TAC review, discuss Amendment 1 to the DRAFT FY 2045 MTP Update, then recommend the TPC release the document for a one-month public comment period at their September 4, 2025, Regular Meeting.

Proposed Motion

Move to recommend the TPC release the DRAFT 2045 MTP Update with Amendment 1 for a one-month public comment period.

Attachments

1. Fiscally Constrained Project List from the DRAFT 2045 MTP Update with Amendment 1
2. Link to website containing the DRAFT 2045 MTP Update with Amendment 1 Chapters and Appendices.

Exhibit 7-2. Table of the Corpus Christi MPO Fiscally Constrained Project List (For Illustration Purposes) – September 4, 2025

	CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost	Total Construction Cost	Non-Construction Cost	Total Project Cost ($, millions)
TIP	1209-01-030	MPO-006	FM893 SanPat Stark Rd to W CR79 Add Lns	Upgrade to 5-Lane Urban Roadway by Constructing addtnl 2 Lanes and CLTL	CR 3685 (Stark Rd)	.2 MI W of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	$17,000,000	$17,000,000	$5,950,000	$22,950,000
TIP	0916-35-195	MPO-007	Harbor Bridge Hike and Bike-Connectivity	Construct Pedestrian and Bike Facilities	On various city streets from Coles HS	H.J. Williams Park	City of Corpus Christi	Off	7	$1,480,000	$1,480,000	$518,000	$1,998,000
TIP	0916-35-196	MPO-009	Corpus Christi HB Parks Mitigation Pt A	Constructing amenities at several parks within the City of Corpus Christi including HJ Williams Park, T.C. Ayers Parks/South Park, Washington School Site/Washington Coles Park, and Ben Garza Park (HB parks mitigation Part A).	at Various city parks including	Ben Garza, TC Ayers, HJ W & New Location	City of Corpus Christi	Off	7 Local	$4,800,000 $11,180,000	$15,980,000	$5,593,000	$21,573,000
TIP	0617-02-073	MPO-016	PR 22 Nueces Aquarius to Whitecap	Corridor Upgrade for Pedestrian and Access Management Improvements without Adding Capacity	Aquarius St.	Whitecap Blvd.	TxDOT-CRP	On	2	$17,920,000	$17,920,000	$6,272,000	$24,192,000
TIP	0180-10-082	MPO-017	SH 361 SanPat @ SH 35 Interchange DCs	Construct interchange improvements to connect existing 4-lane SH 361 with existing 4-lane SS 202, including an elevated 4-lane signalized intersection, grade separations over two railroad crossings, connectors to SH 35, and entrance and exit ramps.	At SH35 Interchange	.15 MI SE on SH 361	TxDOT-CRP	On	2 4 7	$49,840,000 $22,000,000 $5,640,000	$77,480,000	$27,118,000	$104,598,000
TIP	0180-06-118	MPO-018	SH 35 SanPat FM 3284 to SH 361 DCs	Construct interchange improvements including upgrade of entrance and exit ramps to an elevated signalized intersection, reconstruction of existing 2-lane frontage roads in each direction, sidewalks, and driveways.	FM 3284	.23 MI N of SH 361	TxDOT-CRP	On	4 7	$56,000,000 $4,400,000	$60,400,000	$21,140,000	$81,540,000
TIP	TBD	MPO-030	Future Category 9 Projects	Projects selected through competitive process	N/A	N/A	TBD	On/Off	9	$12,434,147	$12,434,147	$4,351,951	$16,786,098
TIP	0989-02-057	MPO-033	FM 624 Nueces CR73 to Wildcat Add Lanes.	Construct additional two travel lanes to upgrade existing four lane rural roadway to an urban six lane boulevard with raised median and bicycle/pedestrian improvements.	CR 73	Wildcat Dr.	TxDOT-CRP	On	2 4 7 10CR	$11,650,000 $11,000,000 $7,000,000 $5,000,000	$34,650,000	$12,127,500	$46,777,500
TIP	0916-022-282	MPO-049	L_3CRP_Corpus Christi 1 Holly Rd. Tourism Trail	The project will construct a 15-foot-wide shared-use path and a new pedestrian bridge across Oso Bay. The project will renovate the existing train trestle bridge and connect the Holly Road and Flour Bluff Drive shared-use paths.	End of Holly Rd. across Oso Bay	Flour Bluff Dr./Don Patricio Rd.	City of Corpus Christi	Off	9	$13,030,000	$13,030,000	$4,560,500	$17,590,500
TIP	0916-00-255	MPO-067	MPO Planning Tools and Studies	Implement enhanced tools and data analysis for use in short-range programming and long-range planning. Modes: Travel Demand, Resiliency, Socio-Economic Allocation, Pavement Management, et. Plans/Programs: Regional Safety, Regional Active Transportation, Resiliency, Regional Complete Streets, Congestion Management Program.	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	MPO	On/Off	7 CRRSAA	$3,180,000	$3,180,000	$0	$3,180,000
TIP	0916-00-256	MPO-068	Regional Traffic Operations Improvements and Safety Countermeasures	Regional Traffic Operations Improvements and Safety Countermeasures (MPO-068)	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	Various	On	7 10CR	$6,400,000 $3,800,000	$10,200,000	$3,570,000	$13,770,000
TIP	TBD	MPO-069	FY 2022-FY 2025 STBG-SA/CAT 9 Awarded Projects	STBG-SA (CAT 9) Awarded Project in May 2022 by the TPC	Various	Various	City of Portland, City of Corpus Christi	Off	9	$5,860,000	$5,860,000	$2,051,000	$7,911,000
TIP	5000-00-187	MPO-077	NEVI - TxDOT Charging Station	Install 4 Direct Current Fast Charge ports within one mile of the Electric Alternative Fuel Corridors (IH 37).	At 3500 Leopard St., Corpus Christi, Texas 78408	At 3500 Leopard St., Corpus Christi, Texas 78408	Equilion dba Shell	Off	10	$1,200,000	$1,200,000	$420,000	$1,620,000
TIP	0916-35-265	MPO-080	Corpus Christi HB Parks Mitigation Pt B	Constructing amenities at greenspace within the City of Corpus Christi to meet Harbor Bridge environmental mitigation requirements (HB parks mitigation Part B).	On New Location in Hillcrest Area	Near Winnebago St. and Fisk Court	TxDOT-CRP, City of Corpus Christi	Off	10 Local	$5,500,000 $6,000,000	$11,500,000	$4,025,000	$15,525,000
TIP	0180-11-016	MPO-081	SS 202 at SH 35/SH 361 Interchange SPUI	Construct connection to elevated Single Point Urban Intersection (SPUI) by converting existing 5-lane roadway to 4-lane divided roadway.	Ave H in Gregory	SH 35 Northbound Frontage Rd.	TxDOT-CRP	On	2	$2,700,000	$2,700,000	$945,000	$3,645,000
10-Year	1557-01-045	MPO-035	FM 43 Nueces FM 665 to SH 286 Add Lns	Construct 2 additional travel lanes for 4-lane divided highway	FM 665 Intersection	SH 286	TxDOT-CRP	On	2 4U	$32,400,000 $12,400,000	$44,800,000	$15,680,000	$60,480,000
10-Year	0326-03-103	MPO-078	SH 286 Nueces SH 358 to Horne Add Ln NB.	Construct 1 additional travel lane northbound.	SH 358	Horne Rd.	TxDOT-CRP	On	2 4U	$31,080,000 $7,000,000	$38,080,000	$13,328,000	$51,408,000
10-Year	1069-01-042	MPO-079	SH 357 Nueces Rodd Field medians	Construct raised medians and upgrade sidewalks	Saratoga Blvd.	SH 358	TxDOT-CRP	On	2 4U 7	$8,500,000 $5,680,000 $11,020,000	$25,200,000	$8,820,000	$34,020,000
Long Range	0074-06-252	MPO-034	IH37/SH 358 Nueces @Intrchng 2-ln DCs	Reconstruct the interchange to provide 2-lane direct connectors from SB I-37 to EB SH 358 and WB SH 358 to NB I-37.	at IH 37/SH 358 Interchange	N/A	TxDOT-CRP	On	2 4U	$60,000,000 $40,000,000	100,000,000	35,000,000	135,000,000
Long Range	0326-01-065	MPO-036	SH 286 Nueces Holly to SH 358 Braid Ramp	Construct braided ramps northbound.	South of Holly Rd.	SH 358 (SPID)	TxDOT-CRP	On	2 4U	$25,000,000 $35,000,000	60,000,000	21,000,000	81,000,000

Exhibit 7-2. Table of the Corpus Christi MPO Fiscally Constrained Project List (For Illustration Purposes) – September 4, 2025 (continued)

TIP Fiscal Year	MTP ID	Project Name	Funding Category	Federal Cost	Local Cost	Total Project Cost ($, millions)
2025	CCRTA-097	Bear Lane UPS Replacement	Regionally Significant or Other	$0	$10,000,000	$10,000,000
2025	CCRTA-098	Rolling Stock (All Variety of Rolling Stock)	FTA-5307	$4,363,898	$770,100	$5,133,998
2025	CCRTA-099	Bus Stop Shelter Amenities	FTA-5307	$879,890	$219,973	$1,099,863
2025	CCRTA-100	Support/Relief Vehicles	FTA-5307	$408,000	$102,000	$510,000
2025	CCRTA-101	Bus Stop Improvements	FTA-5307	$400,000	$100,000	$500,000
2025	CCRTA-102	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	FTA-5307	$397,305	$99,326	$496,631
2025	CCRTA-103	Destination Signage for Transit Stations	Regionally Significant or Other	$0	$420,000	$420,000
2025	CCRTA-104	Tug (Moving Buses)	Regionally Significant or Other	$0	$48,000	$48,000
2025	CCRTA-105	Bus DVR Replacement	Regionally Significant or Other	$0	$44,400	$44,400
2025	CCRTA-106	Staff Computers Replacement	Regionally Significant or Other	$0	$31,000	$31,000
2025	CCRTA-107	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	FTA-5339	$16,000	$4,000	$20,000
2025	CCRTA-108	Bus Stop Improvements (apportionment year 2020)	FTA-5307	$1,200,000	$300,000	$1,500,000
2025	CCRTA-109	Support/Relief Vehicles (apportionment year 2021)	FTA-5307	$608,400	$152,100	$760,500
2025	CCRTA-110	Rolling Stock (All Variety of Rolling Stock) (apportionment year 2021)	FTA-5307	$4,023,269	$709,989	$4,733,258
2025	CCRTA-111	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment (apportionment year	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

Exhibit 7-2. Table of the Corpus Christi MPO Fiscally Constrained Project List (For Illustration Purposes) – September 4, 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	$1,940,000	$2,060,000	$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

CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

Date:	August 15, 2025
To:	Technical Advisory Committee (TAC)
From:	Craig Casper, Senior Transportation Planner
Through:	Robert MacDonald, Transportation Planning Director
Subject:	Item 4B: Corpus Christi MPO DRAFT 2025 Program for Addressing Discrimination (PAD)
Action:	Review, Discuss, Receive Public Comment and Possible Action

Summary

As discussed earlier this year, the Corpus Christi MPO Title VI policy document is due for an update. The updated DRAFT 2025 Program for Addressing Discrimination (PAD) is provided as Attachment 1. The TAC received an earlier version of this document in your July Regular Meeting Agenda Packet. 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.

Financial Impacts

None. The DRAFT PAD 2025 Update is developed as part of the routine Transportation Planning processes in accord with the Unified Planning Work Program (UPWP).

Recommendation

The Corpus Christi MPO staff proposes that the TAC review, discuss, the DRAFT 2025 PAD, then recommend the TPC release the document for a one-month public comment period at their September 4, 2025 Regular Meeting.

Proposed Motion

Move to recommend the TPC release the DRAFT 2025 PAD for a one-month public comment period.

Background

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.

Attachments:

1. Link to website containing the Corpus Christi MPO DRAFT 2025 Program for Addressing Discrimination (PAD).

CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

Date:	August 14, 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

This month, we are receiving comments from the public and from TAC members on the Corpus Christi MPO DRAFT 2025 Public Participation Plan (PPP). The PPP defines the processes that the Corpus Christi MPO will use to provide any interested or potentially impacted citizens with reasonable opportunities to participate in the metropolitan transportation planning and programming processes. This PPP identifies the outreach and involvement activities for the 2050 Metropolitan Transportation Planning process and updates to the FY 2025-2028 Transportation Improvement Program. This is an opportunity for TAC to provide comments or ask questions regarding any concerns. Any major changes to the TAC recommendation for future approval of the 2025 PPP can be made at this TAC meeting.

Recommendation

The MPO staff request that the TAC members and the public review and comment on the Corpus Christi MPO DRAFT 2025 PPP. During the September 18th TAC meeting, the request will likely be that the TAC recommend the TPC approve the 2025 Public Participation Plan during their October 2nd, 2025 meeting.

Proposed Action

No action required. Receive public and TAC member comments. However, if there are substantial recommended changes, then TAC can propose an appropriate action to reflect said changes.

Prior Actions for the PPP

- Approved by the MPO Transportation Policy Committee (TPC) on July 21, 2021.
- Approved by the MPO TPC for release for the 45-day Public Comment Period on August 7, 2025.

Comments/Changes Received through August 14, 2025

No comments on the PPP have been received as of August 14. Any comments received after the TAC Agenda Packet distribution will be shared with the TAC through email and highlighted at your August 21st Regular Meeting.

Attachment:

1. Link to website containing the Corpus Christi MPO DRAFT 2025 PPP https://www.corpuschristi-mpo.org/02_about_ppp.html

Back to Agenda

CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

Date:	August 15, 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 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 Metropolitan 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 recent information from FTA and CCRTA staff during a coordination meeting on August 8, 2025. Currently, the CCRTA and FTA staff are not able to provide specific guidance on whether or not the Corpus Christi MPO should include areas with federally funded transit services in the City of Robstown and Port Aransas in the new MPA Boundary. The TAC is being asked to consider the information and discuss their next steps in this process.

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

- 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. Attachment 3 lists the 9 considerations for MPA Boundary Adjustments. Additionally, Attachment 4 and 5 illustrates the CCRTA Routes and Stops within Robstown and Port Aransas.
- 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. Robstown City Council did not have the item on the agenda for their July 21 meeting. MPO staff continues to

request a meeting of the city staff and Mayor to discuss the process. The next City Council Meeting is on August 20th.

- Final Minutes of the TPC Meeting approving the new MPA Planning Area Boundary
- Possible TPC Minutes approving new MPO Bylaws if the City of Robstown, City of Gregory or the City of Port Aransas join the MPO as voting members.

Policy Options for TAC to Consider and Recommend to the TPC

City of Robstown

- A TAC recommendation on the addition of the City of Robstown to the Corpus Christi MPO. Attachment 4 shows the City of Robstown, with CCRTA bus stops also shown. If the City of Robstown asks the TPC to join the MPO, does 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.
- 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. MPO staff met with the Mayor of Gregory and the new City Administrator on August 14th. They indicated that they will be requesting to add positions at the TAC and TPC to represent themselves with the MPO.
- If representing themselves at the MPO, the city can ask for up to their entire city limits to be included in the MPA Boundary.

City of Port Aransas

- Consideration of the federally supported CCRTA routes/stops in the City of Port Aransas that are not currently within the Corpus Christi Metropolitan Boundary. Although not required due to Census identified areas intruding into the city limits, the CCRTA/FTA previously provided information that indicates that due to CCRTA Transit Services being provided to the city (shown in Attachment 5), 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 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.

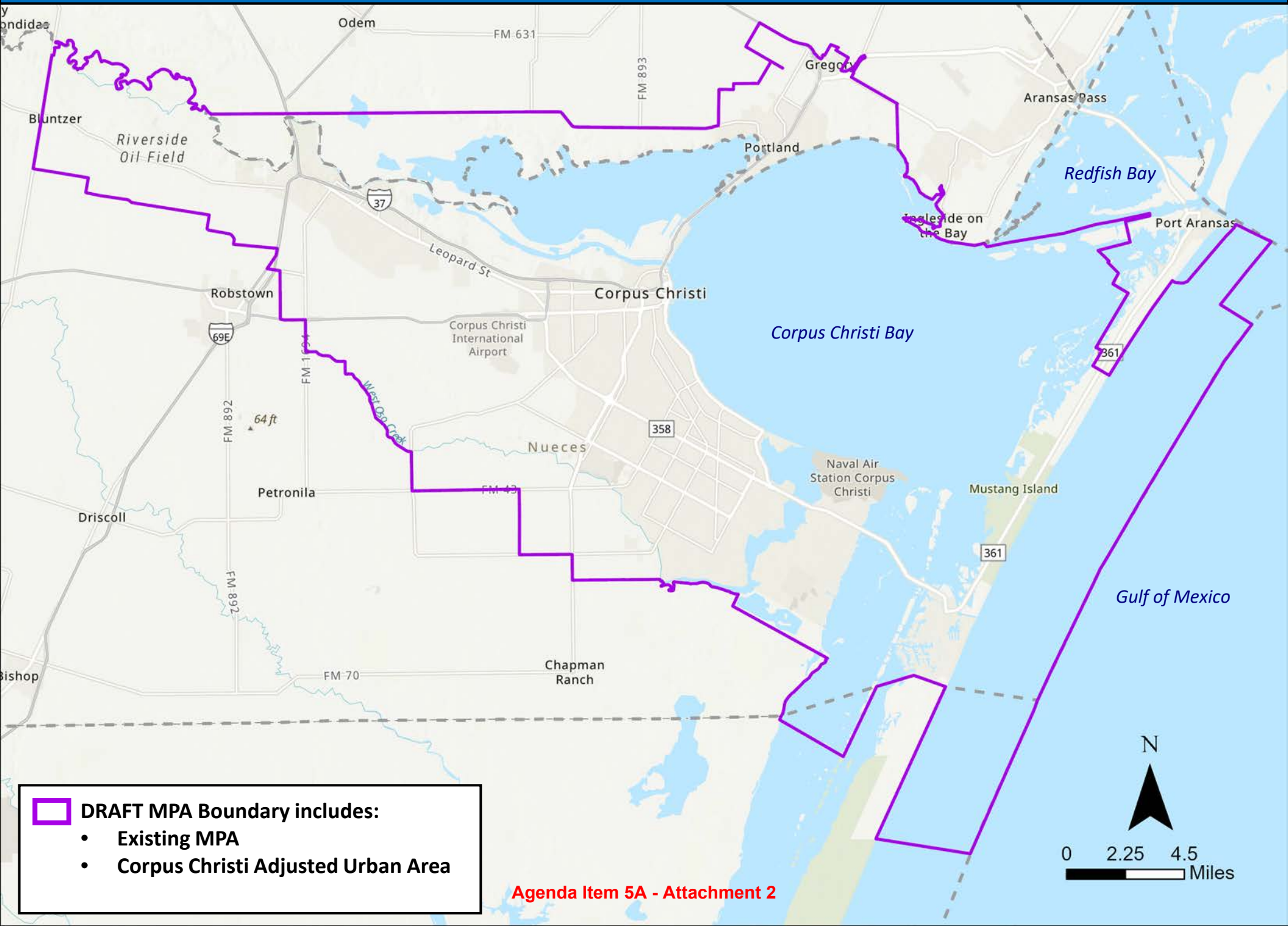
Attachments

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

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	☐	

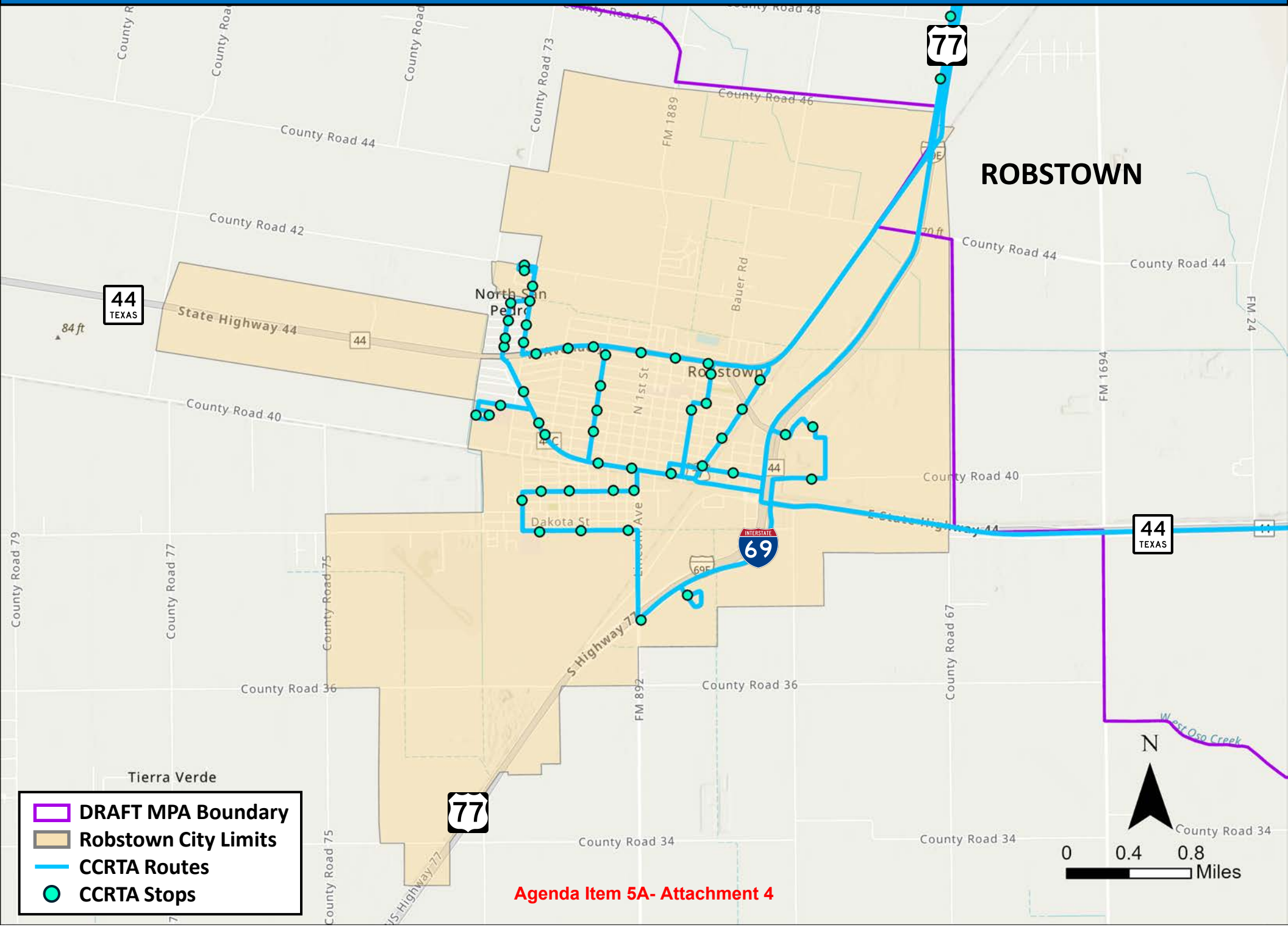
DRAFT Metropolitan Planning Area (MPA) Boundary



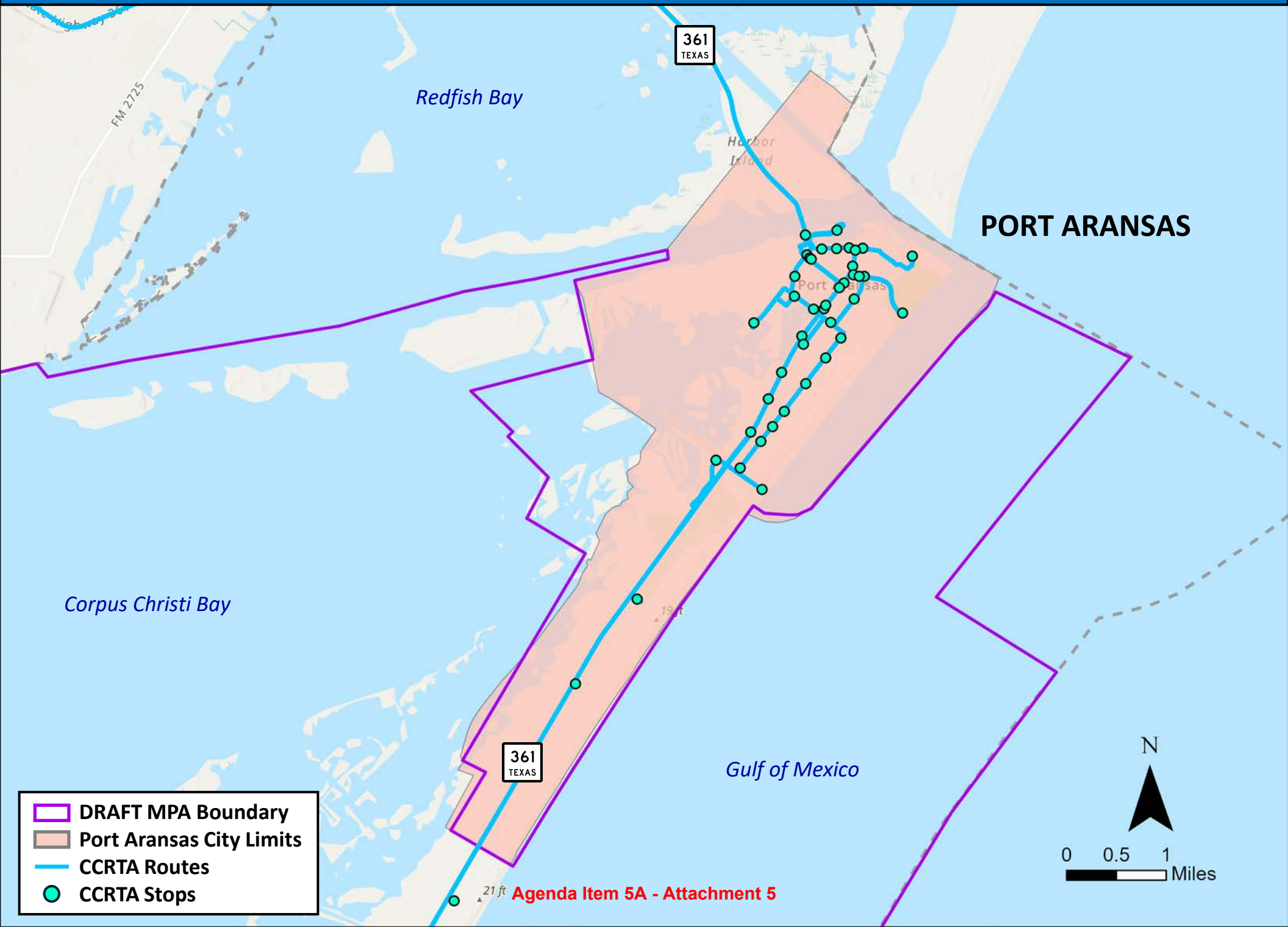
Agenda Item 5A - Attachment 2

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

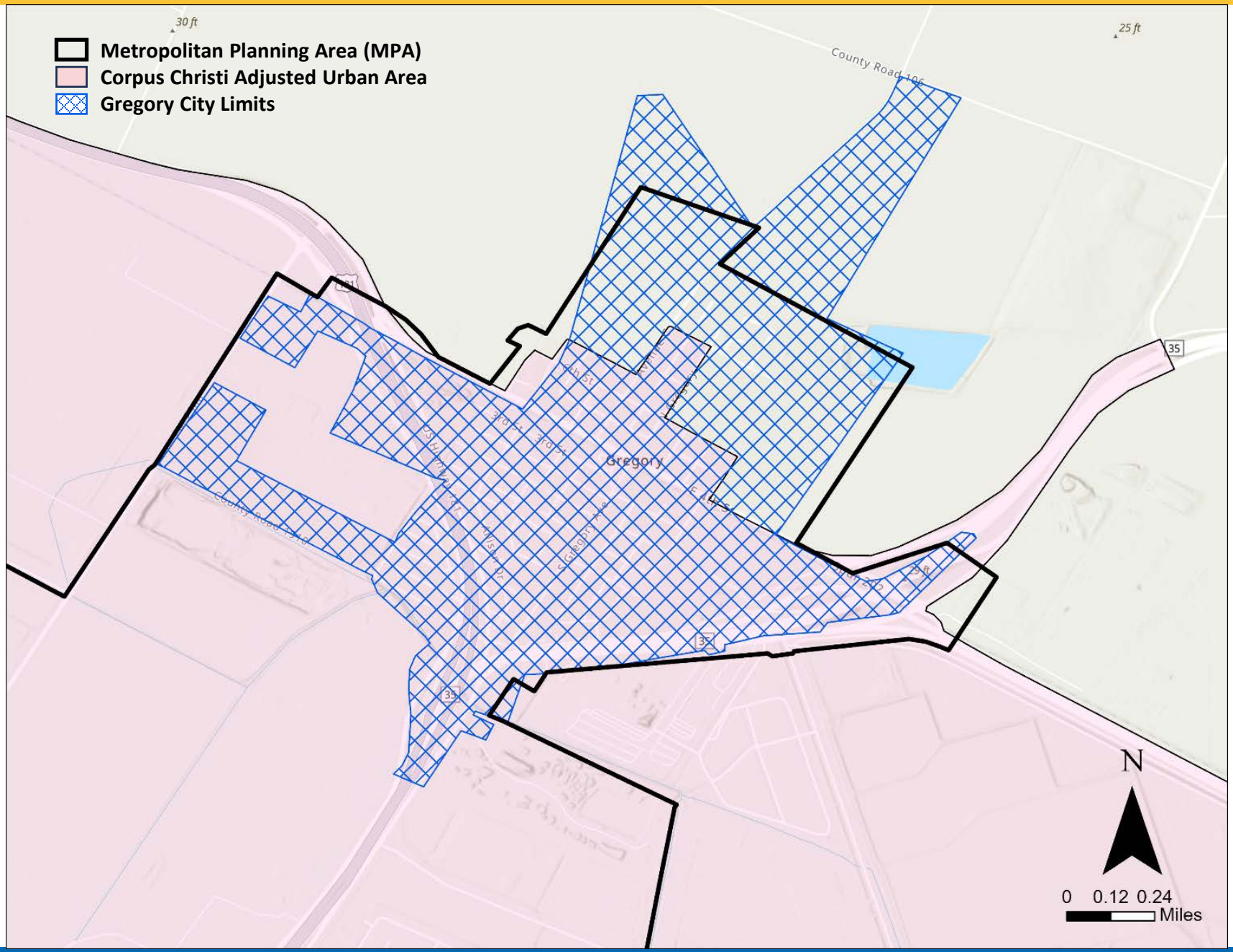
CCRTA Transit Routes/Stops within Robstown



CCRTA Transit Routes/Stops within Port Aransas



City of Gregory Sections within Corpus Christi Census Urban Area



CORPUS CHRISTI MPO

METROPOLITAN PLANNING ORGANIZATION

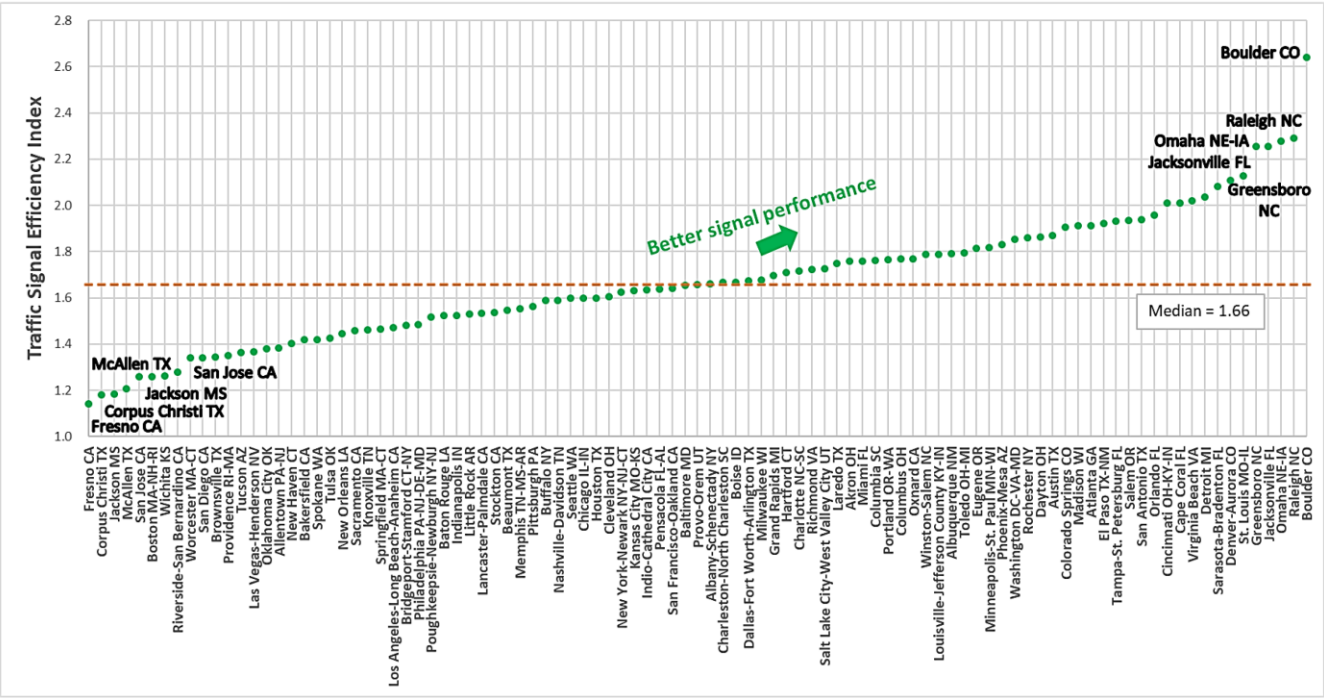
Date:	August 15, 2025
To:	Technical Advisory Committee (TAC)
From:	Craig Casper, Senior Transportation Planner
Through:	Robert MacDonald, Transportation Planning Director
Subject:	Item 5B: Congestion Management Process (CMP) Update
Action:	Information Only

Summary

The Corpus Christi MPO staff continues to gather system performance data for both the MPO Planning Area and the approved CMP corridors. This is Step 4, (Collect System Performance Data) of the FHWA-identified 8 Step process for CMPs. Step 5 is Analyze Congestion Problems and Locations of Needs. Step 6 is Identify and Evaluate Solutions by Location, and Step 7 is Program and Implement Projects. Step 8 is Evaluate Effectiveness of Projects.

Preliminary data shows that traffic delay in the Corpus Christi metropolitan area is primarily occurring at intersections and is not due to infrastructure constraints. The national report developed in 2022 for the USDOT by the Texas Transportation Institute (TTI) titled "*Evaluating Regional Traffic Signal Performance Measures Using Crowd-Sourced Data*" supports this supposition; showing that of the 101 Urban Areas studied, only traffic signals in Fresno California performed worse than those in the Corpus Christi Urban Area. See Exhibit 1.

Exhibit 1. Chart depicting Traffic Signal Performance for 101 Urban Areas

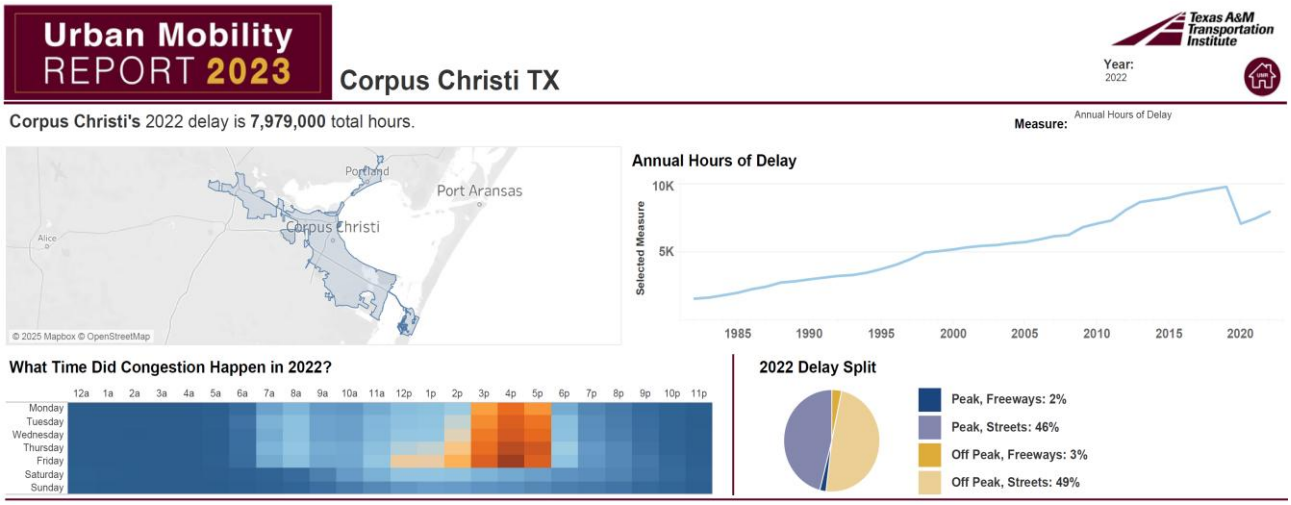


Agenda Item 5B

Back to Agenda

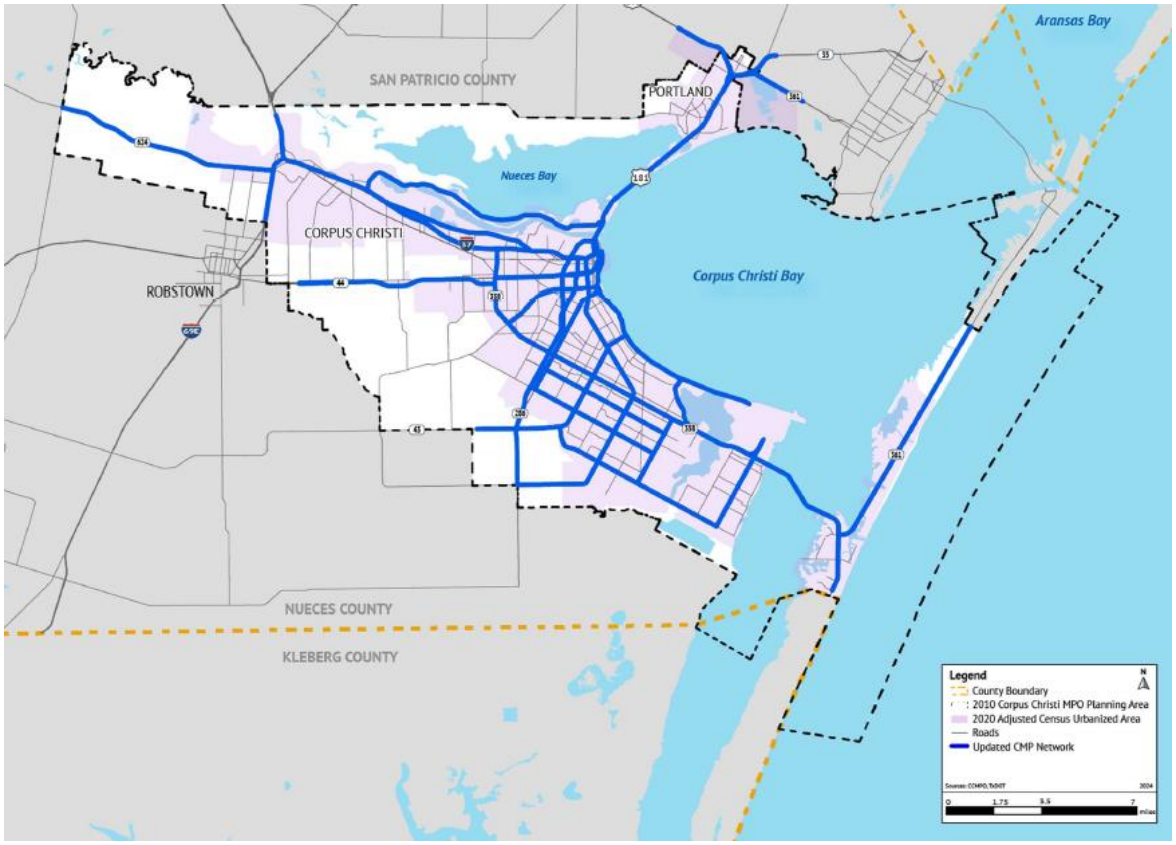
The 2023 Urban Mobility Report for the Corpus Christi Urban Area, also performed by TTI, reinforces this finding. This report shows that 95% of the delay in the Corpus Christi Urban Area occurs on streets, with only 5% occurring on freeways.

Exhibit 2. Summary of Congestion from the 2023 Urban Mobility Report



The Corpus Christi MPO has a license with Inrix for detailed signal performance information for 72 intersections in the region. The information gathered can also be used to examine some corridor travel information, to supplement the information gathered in COMPAT and RITIS. Specifically, it can be used to compare performance changes at different times of day, different times of the week, or different times of the year. This also grants it the ability to do comparison of performance before and after an improvement is constructed. The currently approved CMP corridors are shown in Exhibit 3. An example comparing corridor performance between two different times periods is shown in Exhibit 4 on the next page of this memo.

Exhibit 3. Current Congestion Management Corridors

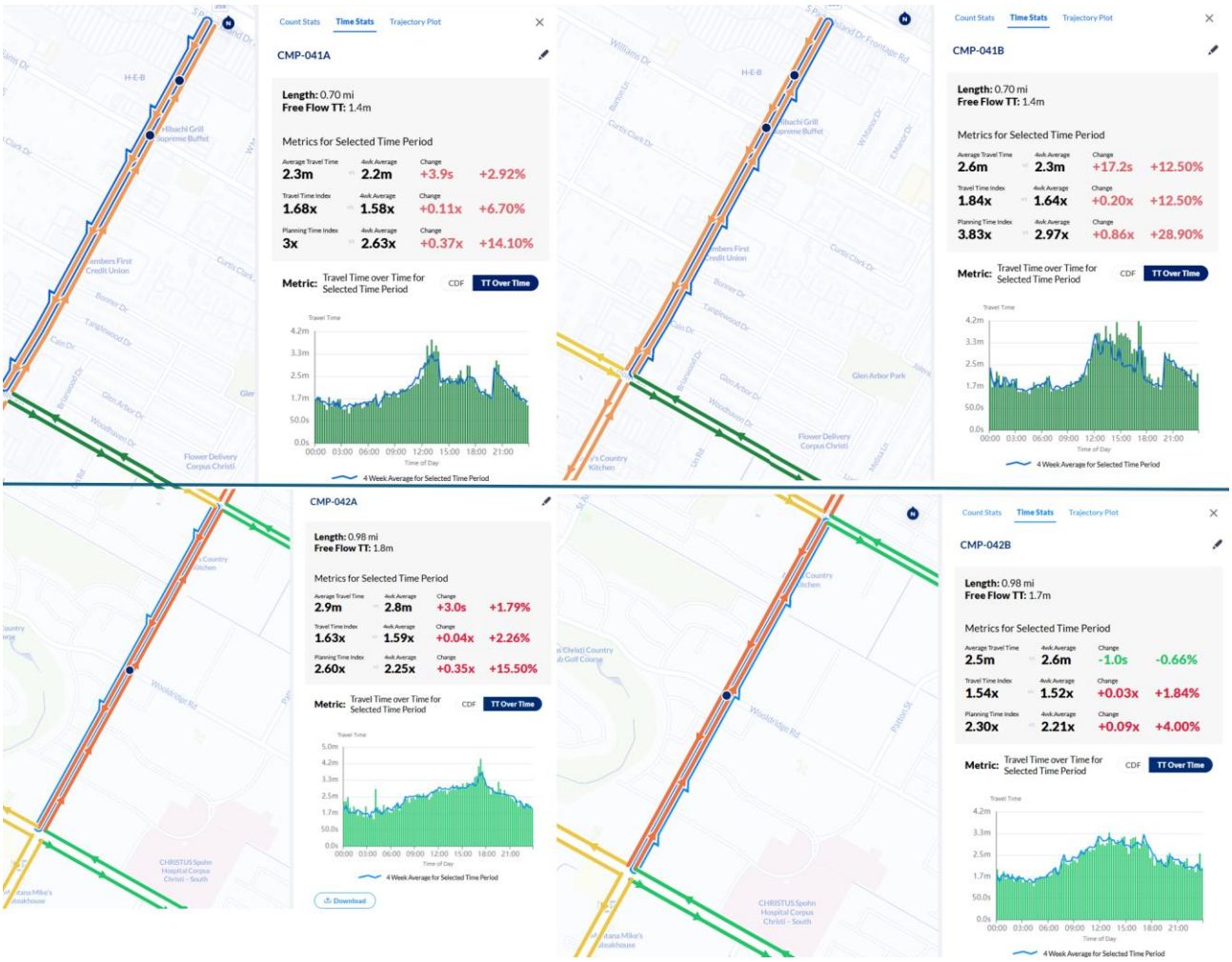


Congestion Management Corridors are the designated network for performance monitoring. MPOs collect and analyze data on travel times, traffic volumes, reliability, and crash rates along these specific corridors.

This focused approach helps them to:

- Pinpoint the exact locations of bottlenecks and congestion.
- Understand the causes of congestion, whether it is recurring (e.g., daily rush hour traffic) or non-recurring (e.g., accidents, weather, special events).
- Evaluate how different modes of transportation (cars, transit, bikes, pedestrians) are performing within the corridor.

Exhibit 4. Comparing performance of the Staples Corridor in June 2024 and June 2025



In Exhibit 4, above: The top left quadrant shows southbound Staples Street from SPID to Holly Street, the top right quadrant shows northbound Staples Street from Holly Street to SPID, the bottom right shows northbound Staples Street from Saratoga Blvd to Holly Street, and the bottom left shows southbound Staples Street from Holly Street to Saratoga Blvd. The average southbound performance, measured by travel time along this corridor, during weekdays, every day in the month of June, degraded by 2.92% and 1.79% from 2024 to 2025. The northbound performance of this corridor shows mixed performance, improving by 0.66% on the south half of the corridor and degrading by 12.50% on the north half from 2024 to 2025. Using actual average travel times, southbound travel increased an average of 7 seconds between 2024 and 2025, while northbound travel increased by an average of 16 seconds. The Planning Time Index (PTI) of 3.0 and 3.8 on the portion of road between Holly Street and SPID is generally considered unacceptable by most travelers. A PTI of 3.0 means that the actual time it takes to travel that section of road could be triple average travel time. In this case meaning that the 2.6 minutes may be 9.95 minutes.

It is also necessary to note that there is a strong correlation between a traffic signal's traffic flow performance and its safety performance. Poorly timed or interconnected signals have a relationship with a higher number of crashes. While the relationship is not always straightforward, the underlying principle is that when a signal doesn't operate efficiently, it creates situations where drivers are more likely to make errors or be put in a position where they have a collision. Item 5D in this packet shows locations for both frequent collisions and severe collisions.

The solution to achieving both the safest and most efficient traffic flow possible intertwines these two objectives. There are 3 considerations: First, and most critical, is setting the duration of green, yellow, and all-red phases. Second, coordinating signals along a corridor allows for a "green wave," which improves traffic flow and reduces the number of unnecessary stops, thereby minimizing the potential for rear-end collisions. And third, using adaptive signal control technology (ASCT) and other intelligent transportation systems (ITS) is critical. These systems use sensors and real-time data to adjust signal timing based on current traffic conditions, which both mitigates congestion and improves safety.

The Texas Department of Transportation (TxDOT) has programs and policies that can reduce or eliminate the local match requirement for certain safety projects by using toll credits to satisfy the non-federal match requirement. This policy is often applied to safety-focused federal funding programs, such as the Highway Safety Improvement Program (HSIP) which are administered by TxDOT, but can also be used by Category 7 funds based on a review by TxDOT Headquarters. It allows a local government, such as a city or county, to meet the typical 10% to 20% local match requirement without having to use its own funds. This is a critical tool for promoting safety projects in communities that may have limited financial resources. The project must be included in both the MPO TIP and the TxDOT Statewide Transportation Improvement Program (STIP) and must be aligned with the goals of the funding source (in this case, HSIP).

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.

CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

Date:	August 15, 2025
To:	Technical Advisory Committee (TAC)
From:	Craig Casper, Senior Transportation Planner
Through:	Robert MacDonald, Transportation Planning Director
Subject:	Item 5C: TREDIS Project Overview
Action:	Information Only

Summary

The Corpus Christi MPO is developing the TREDIS tool to provide econometric assessment of transportation projects and quantifies the incremental benefits and costs of the various proposed projects and presents both benefit-cost analysis (BCA) and Net Present Value (NPV) results to help ensure that the transportation funding is devoted to projects that are an efficient and effective investment for the region. The kickoff information from the consultant for this project for the TAC is provided through a slide show (see Attachment 1). The consultant team will present this information to the TAC.

The Corpus Christi MPO also seeks to assess the economic impact of different project and policy intervention scenarios. Comprehensive assessments of the economic effects of proposed transportation projects are inherently complex because:

- A balance must be drawn between benefits to users of the facility, effects on other community residents in order to determine the cost of lost opportunities
- Even among community residents, numerous effects (some positive, some negative) interact and must be traded off; and
- Various population groups (e.g. the Corpus Christi MPO PAD population groups, Opportunity Zones, Areas of Persistent Poverty, Historically Disadvantaged Populations, etc…) within the community may be affected quite differently in terms of mixes of effects.

As stated in the Corpus Christi MPO Unified Planning Work Program, “Planning and promoting economic development is important in developing and sustaining a strong and vibrant community. It is important for the Corpus Christi MPO to collaborate with agencies throughout the region to encourage economic growth, be responsive to the needs of the business community, and work to strengthen the region’s position in attracting and retaining businesses.”

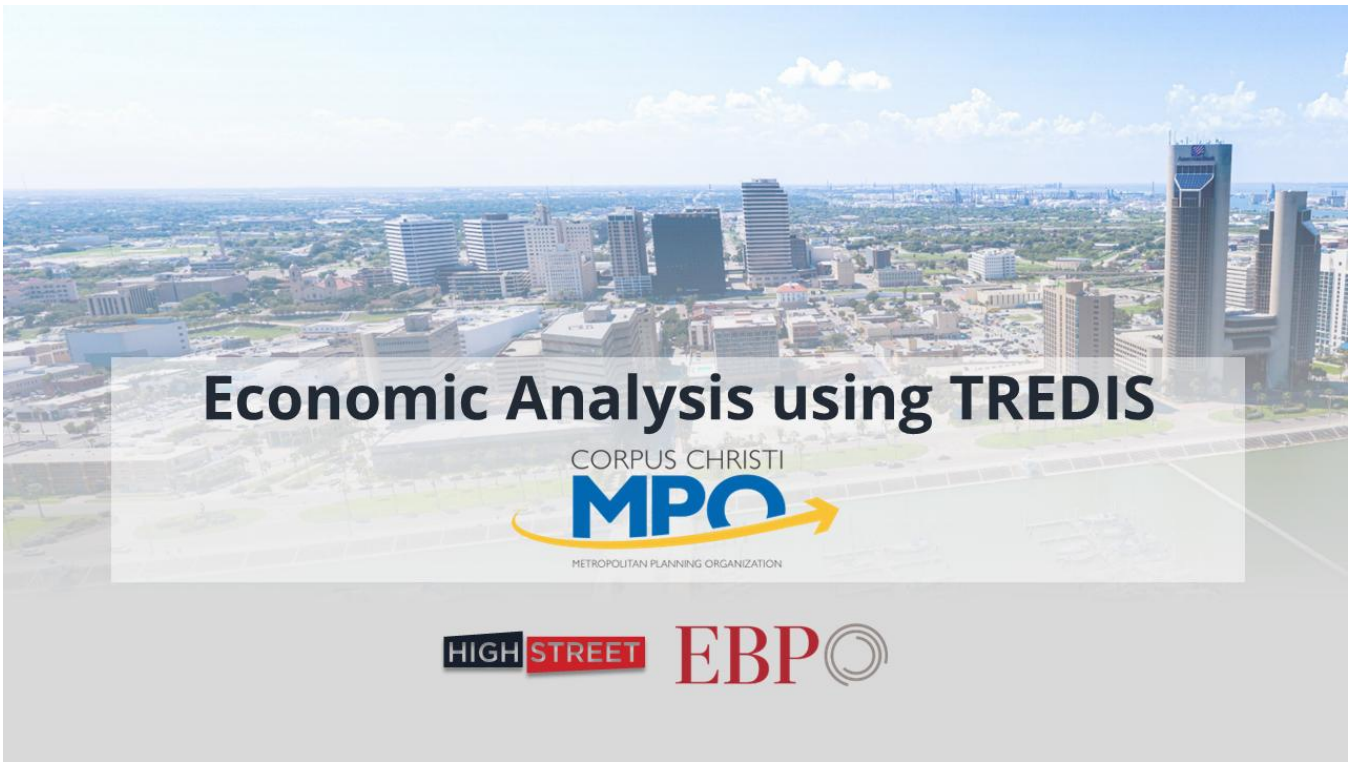
High Street and EBP (“the High Street Team”) will leverage the TREDIS software to expand Corpus Christi MPO’s capability for assessing project-level economic impacts (see Attachment 2 for the scope, schedule and costs). TREDIS calculates the economic impacts, benefits, and costs

of proposed projects and programs. It is a comprehensive decision support system that spans economic impact analysis, benefit-cost analysis, and financial analysis, as well as freight and trade impact analysis. This task order will integrate the results into Corpus Christi MPO's overall project scoring processes and tools.

Attachment:

1. Consultant Presentation on TREDIS
2. Project scope, schedule and cost document

TREDIS OVERVIEW



Page 1

What is TREDIS?

TREDIS is a comprehensive suite of tools designed to evaluate the economic impacts of transportation projects and policies. It supports decision-making by analyzing:

Economic Impacts
Measures job creation, income, business output, and GDP effects.

Benefit-Cost Analysis
Assesses project value by comparing benefits (e.g., travel time savings) to costs.

Multimodal Evaluation
Covers highways, transit, rail, air, marine, and active transportation.

Equity and Accessibility
Evaluates how projects affect different populations and regions.

Page 2

Project Purpose

1

Develop Economic Analysis Tools Integrated into Business Processes: Understand in detail how economic analysis can be used for internal decision-support and external stakeholder engagement.

2

Support Scenario-Based Analysis: Assess economic impacts of investment scenarios and scenarios representing uncertain future.

3

Detail How TREDIS Fills the Economic Analysis Role: Specify how TREDIS in particular can support economic analysis with both theoretical and practical guidance.

4

Support Regional Development: Align with Corpus Christi MPO's mission to aid economic growth, support business needs, and strengthen regional competitiveness.

Page 3

Project Approach

Design Business Processes: Develop workflows to integrate TREDIS outputs into project prioritization, including identifying relevant project types and data requirements.

Localize Economic Assumptions: Customize TREDIS with Corpus Christi-specific values (e.g., value of time, crash rates, costs of vehicle operation) to improve regional applicability.

Test & Refine with Real Projects: Apply the tool to select projects from the 2045 MTP Update to validate performance, extract insights, and document lessons learned.

Project Timeline Overview

WE ARE HERE

June 2025: Kickoff

August–September 2025: Business process design, data collection, and TAC/TPC Introduction

September 2025: Localization of TREDIS tool and staff training

October 2025: Testing of MTP projects and development of case studies

October–November 2025: Final reports and presentations to TAC and TPC

Page 4

Anticipated Outcomes & Use Case

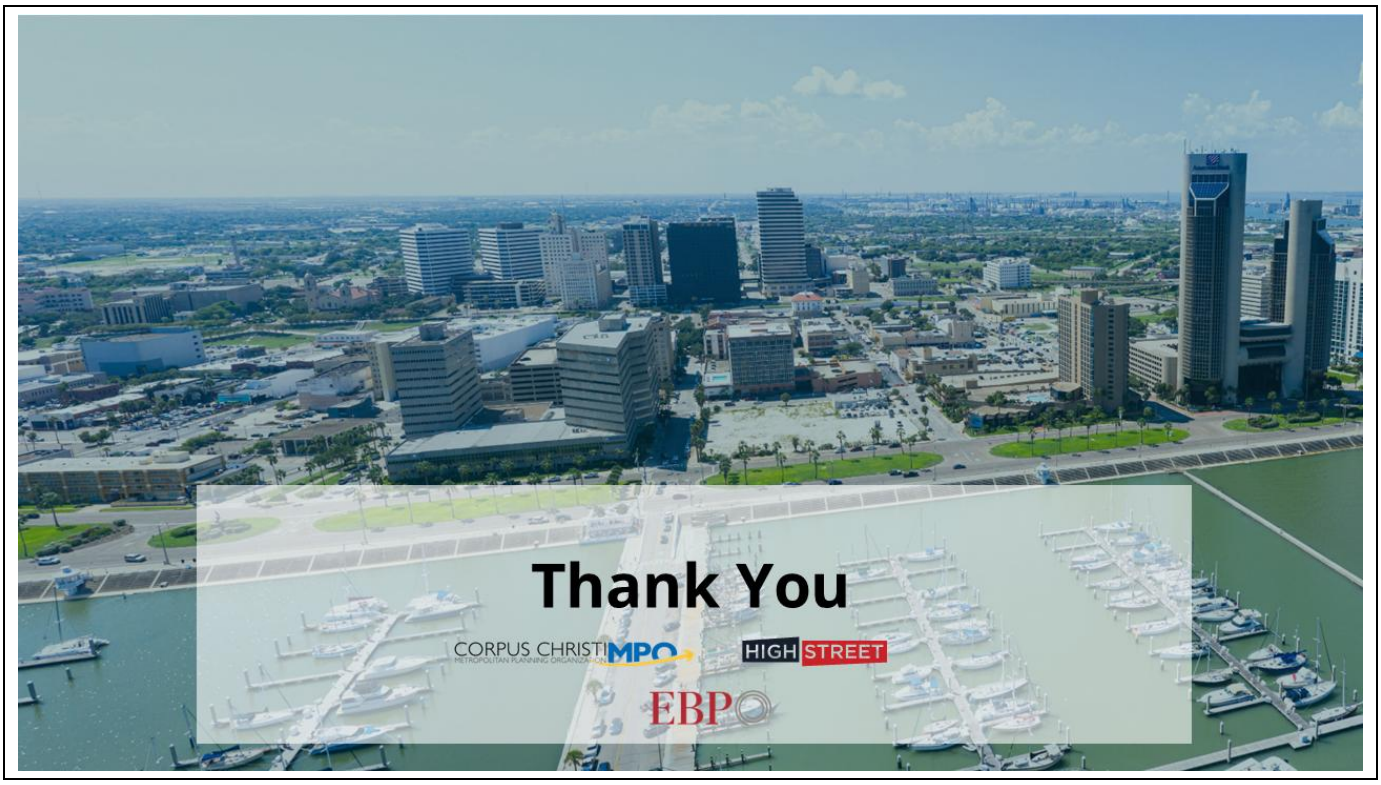
- Corpus Christi MPO will be better enabled to use economic analysis – and TREDIS specifically – to determine project value, prioritize projects and corridors, and communicate program value.
- Case studies and localization factors will provide practical tools and examples for using TREDIS.
- For example, prioritization for TIP will be informed by economic analysis through TREDIS.

Page 5

What to Expect at Our Next Presentation

- Detailed discussion of business processes supported by economic analysis
- Case study summary showing practical application of procedures

Page 6


Thank You
CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION
HIGH STREET
EBP

CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

HIGH STREET

July 01, 2025

Work Authorization 2023.7

Economic Analysis Tool Development and Implementation (TREDIS)

Notice to Proceed: July 1, 2025

Description of Services: This task order will result in a localized TREDIS tool to provide econometric assessment of transportation projects and quantify the incremental benefits and costs (BCA) and Net Present Value (NPV) of the various proposed projects to help ensure that federal transportation funding is devoted to projects that are an efficient and effective investment for the region.

Deliverables: Consultant will provide professional services and deliver:

- Project initiation and coordination teleconference
- Monthly progress reports and invoices specific to this Work Authorization
- A memo documenting business process considerations for integrating TREDIS into decision making and how core economic metrics and monetized benefits from the TREDIS software could be integrated into an impact-based project prioritization process.
- A memo documenting any recommended changes to modal attributes within future projects or creation of Corpus Christi MPO-specific default modes for use in regional projects
- A brief summary of findings of each test project.
- Develop DRAFT and FINAL presentation materials for the Corpus Christi MPO TPC and TAC
- Consultant to present results in person to the Corpus Christi MPO TPC and TAC

The attached Work Authorization 2023.7 ends on March 30, 2026, unless extended in writing. The work shall not exceed $84,000 unless preapproved in writing.

Respectfully,

Robert MacDonald, MPA, P.E.
Transportation Planning Director

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

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

CORPUS CHRISTI MPO
METROPOLITAN PLANNING ORGANIZATION

Economic Analysis Tool Development
and Implementation
Work Authorization 2023.07

General Planning Consultant Task Order Proposal

Work Authorization 2023.07: Economic Analysis Model Development and Implementation $75,000

Introduction

The Corpus Christi MPO is seeking a tool to provide econometric assessment of transportation projects and quantifies the incremental benefits and costs of the various proposed projects and presents both benefit-cost analysis (BCA) and Net Present Value (NPV) results to help ensure that the transportation funding is devoted to projects that are an efficient and effective investment for the region.

The Corpus Christi MPO also seeks to assess the economic impact of different project and policy intervention scenarios. Comprehensive assessments of the economic effects of proposed transportation projects are inherently complex because:

- A balance must be drawn between benefits to users of the facility, effects on other community residents in order to determine the cost of lost opportunities;
- Even among community residents, numerous effects (some positive, some negative) interact and must be traded off; and
- Various population groups (e.g. the Corpus Christi MPO PAD population groups, Opportunity Zones, Areas of Persistent Poverty, Historically Disadvantaged Populations, etc...) within the community may be affected quite differently in terms of mixes of effects. (Research what TxDOT used for the Statewide TREDIS application).

As stated in the Corpus Christi MPO Unified Planning Work Program, "Planning and promoting economic development is important in developing and sustaining a strong and vibrant community. It is important for the Corpus Christi MPO to collaborate with agencies throughout the region to encourage economic growth, be responsive to the needs of the business community, and work to strengthen the region's position in attracting and retaining businesses." High Street and EBP ("the High Street Team") propose leveraging the TREDIS software to expand Corpus Christi MPO's capability for assessing project-level economic impacts. TREDIS calculates the economic impacts, benefits, and costs of proposed projects and programs. It is a comprehensive decision support system that spans economic impact analysis, benefit-cost analysis, and financial analysis, as well as freight and trade impact analysis. This task order will focus on integrating results into Corpus Christi MPO's overall project scoring processes and tools.

Task 1. Project Management

The High Street team will provide continued project management and oversight of identified deliverables, along with a monthly invoice and corresponding progress report.

Project Meetings

To ensure success, the High Street team will conduct a kickoff meeting and establish recurring project progress meeting with Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) staff.

Kick-off Meeting

The High Street team will conduct a kick-off meeting with the Corpus Christi MPO Project Manager to confirm the schedule, key milestones, and work plan for this task order. This will be a chance for the team to clarify project goals and Corpus Christi MPO's expectations, as well as confirm data and technical elements that will be needed to implement the impact assessments and integrate them into Corpus Christi MPO processes. Within one week of the kick-off, the team will provide a summary of key discussion points, decisions, and updates to the work plan, if required.

Project Progress Meetings

The contractor team will conduct necessary meetings with the Corpus Christi MPO to communicate project progress and coordinate the project direction with the Corpus Christi MPO.

Task 1 Deliverables

Meeting agendas and notes

Kick-off meeting agenda, presentation materials, and notes

Electronic monthly invoices (staff member hours) with accompanying progress reports

Task 2) Business Process Design

Collect and Evaluate Data

The contractor team will identify and present to the Corpus Christi MPO Staff and the TAC, use cases for TREDIS outputs by describing tool capabilities and sharing how peer agencies (TxDOT, MPOs, etc.) have applied the software. For this effort, the contractor team will focus on exploring how core economic metrics and monetized benefits could be integrated into a project prioritization process.

The contractor team will identify Project types for which the tool is most appropriate to capture the return on investment (ROI) that the Corpus Christi MPO's member agencies make in transportation.

The contractor team will identify data requirements for assessing the identified project types, which may include requirements for both raw data sets as well as evaluation tools currently in use or that could be acquired.

The contractor team will design data collection processes to ensure the appropriate attributes are collected from TxDOT or project sponsors such as, but not limited to, percent truck, reliability, safety, resiliency, and other related benefits, and establishing 'Light Duty Commercial and 'Percent Commute' attributes.

The contractor team will conduct up to two virtual workshops, one each for the TPC and TAC, to discuss the role of the project in bringing economic analysis to project selection.

Task 2 Deliverables

- All acquired data requirements (raw and refined) used in presentation materials, memos, and inputs into TREDIS.
- Draft memo documenting business process considerations for integrating TREDIS into decision making.
- Final memo after comments from MPO staff and TAC.

Task 3. Localize Tool

The contractor team will provide appropriate default assumptions for use in TREDIS, based on the TREDIS parameters in the TxDOT 2050 long-range plan analysis, and review each of the modal attributes (identified during Task 2) for opportunities to improve applicability specific to Corpus Christi MPO.

Key variables may include, but are not limited to, the value of time by trip purpose, values of crashes by severity, changes in vehicle operating costs, including accounting for the transition to electric vehicles, average vehicle occupancy and freight tonnage. Economic variables such as current and forecast industry mix and commodity production and consumption are automatically adjusted to the Corpus Christi MPO region by TREDIS.

The contractor team will provide draft and finals memos on these localized values (possibly to be supplied as a follow-up chapter to the deliverables of Task 2).

Following the memo, the contractor team will perform a training with CCMPO, including discussion of how to implement localized values in the tool for analyses.

Task 3 Deliverables

- Draft and Final memos documenting any recommended changes to modal attributes or creation of Corpus Christi MPO-specific default modes for use in analyzing regional projects.
- Holding training for MPO staff on the use of the TREDIS tools.

Task 4. Test Projects

The contractor team will identify and test up to 19 of the fiscally constrained highway and transit projects, based on the availability of required data, specified in the 2045 MTP Update. Testing multiple projects will ensure reliable extraction of performance data and business processes consistency and may also allow identification of patterns in data that can be planned for future analysis. The contractor team will prepare a brief case study of each project regarding inputs and results for future reference in addition to the standardized results for transfer back to the prioritization process.

The contractor team will provide draft and finals report on these case studies (possibly to be supplied as a follow-up chapter to the deliverables of Task 2).

Task 4 Deliverables

- Draft report introducing case studies, covering brief findings of each case independently, and documenting lessons learned.
- Final report incorporating comments from CCMPO, TAC, and TPC as provided.
- Draft and final presentations to the TAC and TPC.
- In-person meeting with the TAC and the TPC.

Schedule and Budget

Deliverable	Due Date
Task 1.1 Kickoff meeting note comments	6/5/25
Task 1.2 Bi-weekly meeting agenda items	Ongoing
Task 3.3 Virtual MPO staff training on the use of the TREDIS model	7/25/25
Task 2.1 Draft memo documenting business process considerations for integrating TREDIS into decision making	8/20/25
Task 2.2 Final memo documenting business process considerations for integrating TREDIS into decision making	9/3/25
Task 2.3 Data compendium, a shared folder of all acquired data points (raw and refined) used in presentation materials, memos, and inputs into TREDIS	9/3/25
Task 2.4 Presentation for TAC meeting sent in advance	8/13/25
Task 2.4 Presentation on existing business processes to the TAC	8/21/25
Task 2.5 Presentation on the goals of this task for the TPC	9/4/2025
Task 3.1 Draft memo documenting any recommended changes to modal attributes or creation of Corpus Christi MPO-specific default modes for use in analyzing regional projects in TREDIS.	8/20/25
Task 3.2 Final memo documenting any recommended changes to modal attributes or creation of Corpus Christi MPO-specific default modes for use in analyzing regional projects in TREDIS.	9/3/25
Task 4.1 Draft case studies, covering brief findings of each case independently, and documenting lessons learned.	10/5/25
Task 4.2 Draft TAC and TPC presentations materials	10/5/25
Task 4.3 Final TAC and TPC presentations materials	10/11/25
Task 4.4 In-person TAC presentation	10/16/25
Task 4.5 Final case studies, covering brief findings of each case independently, and documenting lessons learned.	10/31/25

Task 4.6 In-person TPC presentation	11/6/25

Task-Level Budget

Task	Total
1 – Project Management	$7,570
2 – Business Process Design	$32,000
3 – Localize Tool	$8,710
4 – Test Projects	$34,000
5 – Direct Costs	$1,600
TOTAL	$83,880

CORPUS CHRISTI MPO

METROPOLITAN PLANNING ORGANIZATION

Date:	August 15, 2025
To:	Technical Advisory Committee (TAC)
From:	Craig Casper, Senior Transportation Planner
Through:	Robert MacDonald, Transportation Planning Director
Subject:	Item 5D: Regional Safe System Plan (RSSP)
Action:	Information Only

Summary

Investments in road infrastructure projects are often not contingent upon achieving safer outcomes. USDOT has stated that there is a need to methodically consider Safe System objectives when planning and developing transportation projects and that considering safety objectives is necessary when determining what and where to make transportation investments. A Safe System Approach (SSA) Plan contains the following five elements—safe road users, safe vehicles, safe speeds, safe roads, and post-crash care—in an integrated and holistic process. Achieving zero traffic deaths and serious injuries requires all five elements working in synergy so that weaknesses in one element may be compensated for with solutions in other areas, creating layers of protection against harm on the roads.

This effort will result in an inaugural Regional Safe System Plan (RSSP) that is aligned to the 2050 Metropolitan Transportation Plan and consistent with the USDOT Safe System Strategic Plan. A summary of the Safe System Plan will become a Chapter in the 2050 MTP. The Regional Traffic Safety Task Force will be briefed throughout the effort and relied upon to implement the SSA. **As a kickoff of the RSSP process for the TAC, we are providing a slide show presentation from the consultant team, (see Attachment 1), and the scope, schedule and cost for the consultant effort (see Attachment 2).**

Background

The current USDOT Strategic Plan lists Safety as its top priority: *"Make our transportation system safer for all people. Advance a future without transportation-related serious injuries."* U.S. DOT released its National Roadway Safety Strategy (NRSS) in January 2022. Among the changes made by this plan was replacing the 4 E's approach to safety with the Safe System Approach. A Safe System Approach (SSA) Plan contains the following five elements—safe road users, safe vehicles, safe speeds, safe roads, and post-crash care—in an integrated and holistic process. Achieving zero traffic deaths and serious injuries requires all five elements working in synergy so that weaknesses in one element may be compensated for with solutions in other areas, creating layers of protection against harm on the roads.

Attachment:

1) Presentation on the RSSP
2) Project scope, schedule and cost

1

Project Objectives

GOAL: Develop a Regional Safe System Plan

OBJECTIVE 1

Identify context-sensitive safety strategies across all five Safe System elements based on regional crash trends, infrastructure conditions, public perception, and feasibility.

OBJECTIVE 2

Foster regional coordination and capacity-building by engaging stakeholders, aligning with existing plans, and outlining implementation pathways.

OBJECTIVE 3

Align the Regional Safe System Plan and with the Safe System Approach and the 2050 Metropolitan Transportation Plan.

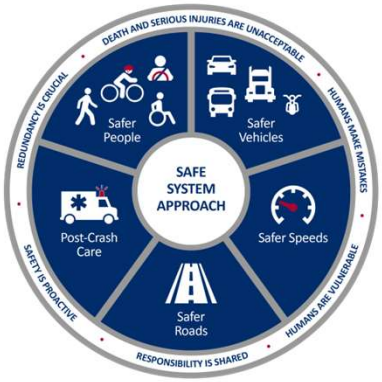
HIGH STREET

2

What is the Safe System Approach?

FHWA framework that aims to eliminate fatalities and serious injuries

1. **Safer People**
   Encourage responsible behavior and decision-making through education, enforcement, and equitable safety policies.
2. **Safer Speeds**
   Manage speeds to match road use and conditions, reducing the likelihood and severity of crashes.
3. **Safer Roads**
   Design and operate roadways to reduce the risk of crashes and minimize injury severity when they occur.
4. **Safer Vehicles**
   Promote better vehicle size, weight, and technologies, and standards that help prevent crashes and protect occupants and others on the road.
5. **Post Crash Care**
   Ensure quick, effective emergency response and trauma care to reduce deaths and serious injuries after a crash.



HIGH STREET

3

Project Schedule & Approach

Sep 2025	Nov 2025	Feb 2026	April 2026
Milestone 1 *Safety Task Force Kickoff* *+* *Draft Technical Memorandums*	**Milestone 2** *Safety Task Force Workshops* *(In-Person)*	**Milestone 3** *Safety Task Force Action & Guidance Meeting* *+* *Final Technical Memorandums*	**Milestone 4** *Finalized Regional Safe System Plan*

HIGH STREET

4

Current Progress

Regional Safe System Plan

Data Collected & Evaluated
We've collected data for each of the five safe system approach but lack quality in some.

New Roadway Analysis
An updated High Injury Network and Level of Safety Service (LOSS) using updated crash data.

Needs Analysis Underway
An analysis of existing conditions is underway to populate a technical memos to define emphasis areas.

Strategy Development Underway
Survey Questions and Stakeholder Engagement Plan created to define barriers of safety implementation.

HIGH STREET

5

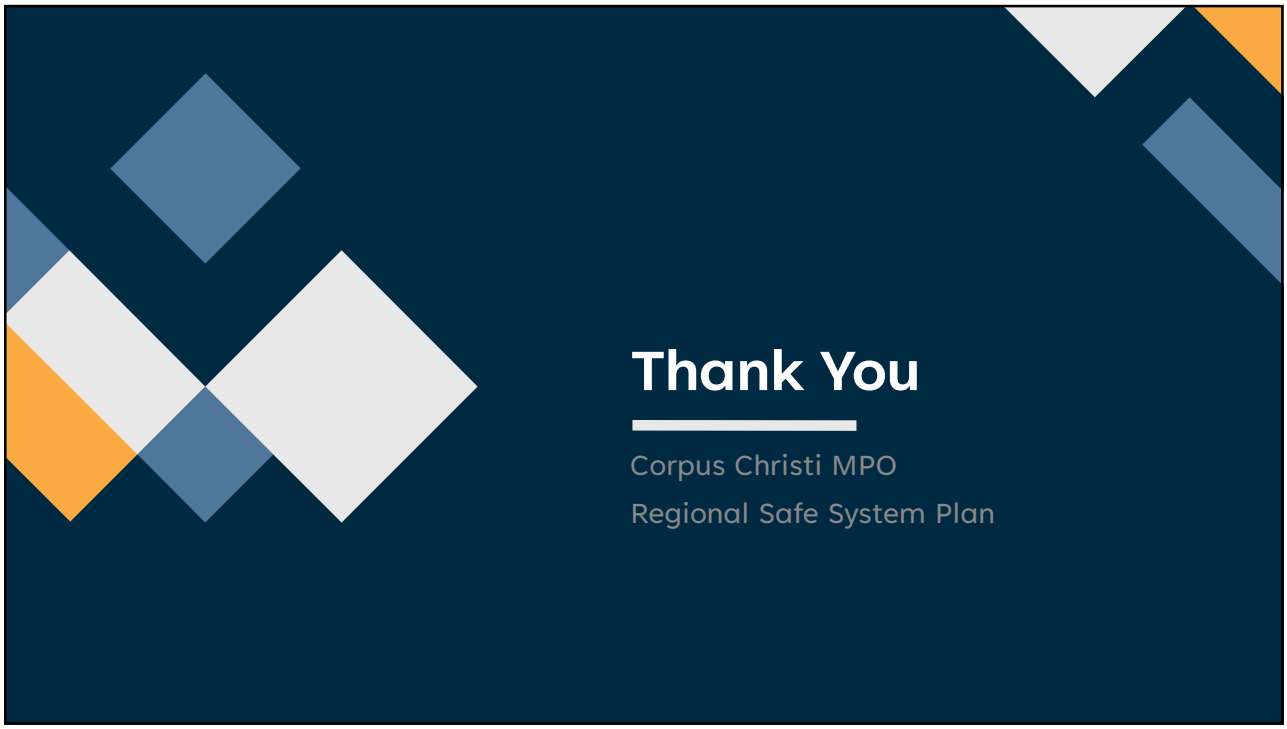
Data Quality

Is the data collected good enough **quality** to address the **objectives**?

Safer People		✓
Safer Speeds	Lacking Instantaneous Speed or Speeding Ticket Data	
Safer Roads	Local Road Data would improve this section	✓
Safer Vehicles	Lacking Vehicle Technology Data or Exposure based on Registration	
Post Crash Care	Traffic Incident Management Data would improve this section	✓

HIGH STREET

6



7

CORPUS CHRISTI MPO

METROPOLITAN PLANNING ORGANIZATION

HIGH STREET

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

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

May 20, 2025

Work Authorization 2023.13

Safe System Plan Development

Notice to Proceed: May 20, 2025

Description of Services: This task order will result in an inaugural Regional Safe System Plan (RSSP) that is aligned to the 2050 Metropolitan Transportation Plan and consistent with the USDOT Safe System Strategic Plan. A summary of the Safe System Plan will become a Chapter in the 2050 MTP.

Deliverables: Consultant will provide professional services and deliver:

- Task order kick-off meeting agenda, presentation material, meeting notes
- Project schedule including key milestones, deliverables, and study oversight committee review
- Project Team Organizational Chart and Resumes
- Monthly progress reports, invoices, and billings
- Data repository containing collected and refreshed data
- Data Inventory and Assessment presentation
- Regional Crash Performance summary graphics and presentation (potentially StoryMap)
- Develop a High Injury Network and visualize in an Esri Map
- CMP Corridors crash summary for non-recurring congestion, including PDO crashes
- Signalized intersection summary for LOSS 4 and LOSS 3 locations
- Technical Memorandum on the Safe System Approach
- Five graphic one-pager summaries for each SSA category. Summarizing data findings, possible countermeasures, and strategies.
- Technical Memorandum on Safe Speed. Covering federal guidance, literature best practices, flagging locations with excessive speeding that may merit changes in polices.
- Technical Memorandum on Safer People
- Technical Memorandum on Safer Roads
- Technical Memorandum on Safer Vehicles
- Technical Memorandum on Post Crash Care
- Spatial choropleth of count of persons involved in crashes by census block.
- Heatmap of fatal and/or serious injury crashes relative to EMS facilities.
- The consultant will develop an Engineering Solutions Spreadsheet. A validated and prioritized list of RSAP projects relative to the new HIN, flagging what is different, and what are the applicable countermeasures. Guidance on when to implement, corresponding applicable crash types, estimates of efficacy, and cost when able. A list of countermeasures by location.
- Safe System Approach Strategy Spreadsheet.

- Task order kick-off meeting agenda, presentation material, meeting notes
- Stakeholder engagement plan
    - 1 Stakeholder Engagement Kickoff Meeting
    - 5 Safe System Approach Specific Meetings
    - 1 Action & Guidance Meeting
    - Workshop agendas, content, and meeting notes
    - Creation of Surveys for posting on the MPO's Social Pinpoint Page for the Safe System Plan Project
- DRAFT Regional Safe System Plan
- Final Safe System Plan incorporating stakeholder and MPO Staff Comments
- Presentations of the DRAFT and Final Safe System Plan to the Regional Safety Task Force, TAC, and TPC

The attached Work Authorization 2023.13 ends on December 31, 2025 unless extended in writing. The work shall not exceed $300,210 unless preapproved in writing.

Respectfully,

Robert MacDonald, MPA, P.E.
Transportation Planning Director

REGIONAL SAFE SYSTEM PLAN SCOPE

Introduction

Investments in road infrastructure projects are often not contingent upon achieving safer outcomes. USDOT has stated that there is a need to methodically consider Safe System objectives when planning and developing transportation projects and that considering safety objectives is necessary when determining what and where to make transportation investments. A Safe System Approach (SSA) Plan contains the following five elements—safe road users, safe vehicles, safe speeds, safe roads, and post-crash care—in an integrated and holistic process. Achieving zero traffic deaths and serious injuries requires all five elements working in synergy so that weaknesses in one element may be compensated for with solutions in other areas, creating layers of protection against harm on the roads.

This effort will result in an inaugural Regional Safe System Plan (RSSP) that is aligned to the 2050 Metropolitan Transportation Plan and consistent with the USDOT Safe System Strategic Plan. A summary of the Safe System Plan will become a Chapter in the 2050 MTP. The Joint Safety Task Force will be briefed throughout the effort and relied upon to implement the SSA. Task Breakdown

Task 1) Project Management

The management of this task will begin with a project kickoff meeting which will be focused on setting the initiative off on a path for success and continual guidance, oversight, and coordination by the High Street Project Manager throughout the engagement. Specific elements of the project management task include:

- **Work Authorization Kickoff Meeting:** Our team's Project Manager (PM), Yousef Dana, and other key staff will prepare for and conduct a kick-off meeting with Corpus Christi MPO staff to confirm project objectives, schedule, and key milestones.
- **Monthly Progress Reports and Invoices:** High Street will prepare and submit an invoice consolidating all work performed by our team each month. We will include a written progress report outlining the actual work accomplished during the month and estimated work schedules to be accomplished in the following month. We will also document any challenges encountered and recommended solutions.
- **Project Progress Meetings:** These touchpoint meetings will provide the chance to communicate and coordinate with Corpus Christi MPO regarding project objectives and task timelines. Meetings will generally be conducted virtually. The timing and frequency of the project progress meetings will be discussed during the project kickoff, though monthly meetings are anticipated.

Task 1 Deliverables

- Task order kick-off meeting agenda, presentation material, meeting notes
- Project schedule including key milestones, deliverables, and study oversight committee review
- Project Team Organizational Chart and Resumes
- Monthly progress reports, invoices, and billings

- Project progress meeting agendas and notes

Task 2) Collect & Refresh Pertinent Safety Data

2.1) Collect and Evaluate Data

The consultant team will collect and review the data sets utilized in the MPO's 2024 Regional Safety Action Plan (RSAP) and refresh those deemed pertinent to the RSSP. Anticipated data needed from Corpus Christi MPO include but may not be limited to:

- Crash data – including CRIS data collected for the RSAP,
- Roadway inventory data – including
  - Existing posted speed limit data and acquire actual travel speeds for all classified roadways (current CMP/FC) within the MPO's jurisdiction,
  - Traffic volumes and functional classification,
  - Lane counts and widths,
  - Inner and outer shoulder types and widths,
  - Guardrail and other safety appurtenance presence
- Intersection data – such as a traffic control, signal timings, turning movements, approach legs, and entering AADT.
- Multimodal data – such as a sidewalk inventory, pedestrian counts, transit stops, etc.
- Demographic data – such as any data pertaining to vulnerable road users used in the RSAP be it where this subpopulation resides or on which routes they typically travel, and
- Land use Context– MPO will provide land use context data.

MPO staff and consultant team will identify additional datasets to advance the SSA. This may include coordinating with TxDOT to obtain access to the National Emergency Medical Services Information System (NEMSIS) in support of the Post-Crash SSA element, hard braking data, collecting vehicle registration data in support of the Safe Vehicles SSA element, and probe data (e.g., INRIX, Streetlight) for the Safe Speeds SSA element, among others. The consultant will assess all collected data for completeness, coverage, and usefulness to advance SSA principles.

CRIS data through June 30, 2024 will further be used to develop a MPO Safety Dashboard or StoryMap.

2.2) Refresh Network

The consultant team will use the cleaned CRIS crash data through June 30, 2024 in the Vision Zero Software (VZS) and FHWAs Crash Data Summary Template Tool to review and update both the regional crash data summary and the High Injury Network. Using the VZS, the High Street/DiExSys consultant team will analyze and summarize the crash data at both the corridor and signalized intersection levels to diagnose crash trends and identify locations highly susceptible to improvement.

Task 2 Deliverables

- Data repository containing collected and refreshed data
- Data Inventory and Assessment presentation
- Regional Crash Performance summary graphics and presentation (potentially StoryMap)
- Develop a High Injury Network and visualize in an Esri Map
- CMP Corridors crash summary for non-recurring congestion, including PDO crashes
- Signalized intersection summary for LOSS 4 and LOSS 3 locations

Task 3) Identify Safe System Approach Strategies

While the consultant team will use NCHRP Report 1111 to weave SSA analyses and strategies throughout the assessment and countermeasure identification, this task will look at strategies by SSA element. The research and analysis conducted in this task will support the development of the Regional Safe System Plan in Task 6.

3.1) Safer People

The safety of all road users, especially those who are most vulnerable because they walk, bike, or travel by other modes, is fundamental. There is a widespread need to improve both the compliance and the cooperation of both motorized and non-motorized road users. The solutions to these problems may be education-based because they are outside either the enforcement or legislative domains. The consultant will geocode the home address of drivers involved in crashes (years 2019-June 30, 2024) to census blocks to help determine if there are clusters of specific education that is needed. The consultant will then use VZS to compare and contrast crashes with drivers from outside or inside areas identified as Historically Disadvantaged and /or having Persistent Poverty. Review existing pedestrian, bicycle, and motorcycle plans and identify existing safety countermeasures that can be implemented within the region (e.g., crosswalks, bike lanes, speed limits). There is a need to focus on implementing Proven Countermeasures and protecting Vulnerable Road Users (VRU). The analyses will provide locations for implementing proven countermeasures and protecting VRUs. TxDOT defines VRUs as: Pedestrians, Bicyclists, Motorcyclists, Wheelchair users, People using mobility devices, Electric scooter users, Highway construction workers, Utility workers, and people on horseback.

SubTask Objectives

1. Recommend a comprehensive set of strategies to improve the compliance and the cooperation of all road users, with a focus on the safety of vulnerable road users. This may include infrastructure improvements, education programs, enforcement initiatives, nudging tactics, and policy changes.
2. Recommend strategies based on effectiveness, feasibility, and cost.
3. Develop a framework for monitoring and evaluating the effectiveness of implemented strategies.

3.2) Safer Speeds

Humans are less likely to survive high-speed crashes. (i.e. Kinetic Energy is a pathogen) Reducing speeds can accommodate human-injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility. This scope of work outlines the tasks necessary to develop the Safe Speeds section of the MPO's Safe System Plan.

The team will use this information to update the High Injury Network using the methodology laid out in the adopted RSAP. The updated network will be displayed in an Esri Web Map Viewer.

The consultant team will further:

- Acquire and utilize traffic volume and speed data and land-use contexts of federally classified roadways (e.g., freeways, arterials, collectors) to refine analyses of speed-related [defined in collaboration with Corpus Christi MPO Safety Task Force] crash issues.
- Refine both the high injury (Targeted Road /KA) network and the high-crash (including PDO/BCO crashes) corridors looking at locations with a history of speed-related crashes.

SubTask Objectives

1. The consultant will conduct a comprehensive analysis of trends in setting credible speed limits (balancing technical solutions and human behavior), along with verifying existing speed limits and results of attitudinal surveys of regional residents, and how they may intermingle to increase crashes using data from within the metropolitan area in Vision Zero Suite.
2. The consultant will develop a data-driven methodology for establishing safe speeds for various functional classifications within the different land-use contexts.
3. The consultant will recommend strategies for implementing and enforcing safe speeds throughout the metropolitan area.
4. The consultant will ensure the Safe Speeds section aligns with the overall Safe System Plan and considers the needs of all roadway users, including pedestrians, cyclists, motorists, and transit riders.
5. The consultant will develop strategies to foster public understanding and support for safe speed initiatives.
6. Safer Speeds Methodology Development by consultant team
    - Review national best practices and guidance documents on safe speed setting (e.g., Federal Highway Administration (FHWA) Safe System Approach for Speed Management).
    - Develop a methodology for establishing safe speeds that considers factors such as roadway design, traffic volume, crash history, land use, and the presence of vulnerable roadway users.
    - This methodology should be adaptable to account for different roadway classifications and contexts within the metropolitan area.
    - Recommend safe speed ranges for various functional classifications and land-use contexts based on the developed methodology and data analysis.
    - Consider potential variations in speed limits for different times of day or weather conditions.
    - Identify functionally classified corridors or locations where existing speed limits may need to be adjusted to improve safety.
    - Recommend strategies for implementing safe speeds throughout the metropolitan area.
    - Consider strategies such as:
        - Proven countermeasures (e.g., roadway design, vertical or horizontal deflections, median barriers, roundabouts, intersection design, etc.)
        - Educational campaigns, nudging tactics, and public outreach
        - Enforcement strategies
        - Land use planning considerations that promote lower speeds

3.3) Safer Roads

Factors related to the road and road environment have been identified as being the most strongly linked to fatal crash outcomes. Several studies have found strong interactions between the parts of the system (vehicles, road infrastructure and road users), the road-based factors were the factors that most strongly influenced high severity (fatal) outcomes. A Safe Road recognizes the realities and limitations of human decision-making and does not place demands upon the driver or other road users which are beyond their ability to manage. Designing transportation infrastructure to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Designing a road according to Safe Roads principles is not the same as designing a road which simply meets design standards. A road designed to standards is not necessarily safe and a road which does not follow design standards is not necessarily unsafe. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a shared space, and alerting users to hazards and other road users. Strategies may align with Complete Streets best practices.

SubTask Objectives

1. The consultant will develop a long-term implementation plan for the Safe Roads Section of the Safe System Plan, including potential funding sources and responsible agencies.
2. The consultant will develop and recommend countermeasures and interventions for all roadway user types (drivers, pedestrians, cyclists, etc.) that address the identified crash types and locations.
3. Consultant will prioritize countermeasures based on effectiveness, feasibility, and cost-effectiveness.
4. The consultant will ensure the Safe Roads Section is consistent with other sections of the Safe System Plan and aligns with the MPO's long-range transportation plan.
5. The consultant will engage stakeholders throughout the development process, including local governments, law enforcement agencies, public health officials, and advocacy groups [See Task 5]. This could be done through the MPO's Regional Traffic Safety Task Force.
6. Consultant will examine the cleaned January 1, 2019 through June 302024 crash data by hour of the week to create charts to look for patterns in crash occurrence.

3.4) Safer Vehicles

Vehicles are designed and regulated to minimize the frequency and severity of collisions using safety measures that incorporate the latest Vehicle-to-Everything (V2X) technology. This effort will document best practices and upcoming technologies associated with regional adoption of these technologies, generally in relation to implementing the infrastructure from the Regional ITS / TSMO plans in coordination with the Transportation Asset Management (TAM) plans. This includes at least transit, corridor ITS applications, reconstruction of roadways to include conduit with or without fiber, etc.

SubTask Objectives

1. The consultant will recommend regionally appropriate strategies (e.g., ITS) to promote the adoption and use of safe vehicle technologies.
2. The consultant will examine the current municipality CIP project lists to find opportunities for coordinated implementation of safety related TSMO strategies.

3. The consultant will analyze vehicle type, size, age, and weight in correlation to fatal and serious injuries and registered vehicles in the region using TRENDS registration data.

3.5) Post-Crash Care

People who are injured in collisions rely on emergency first responders to quickly locate and stabilize their injuries and transport them to medical facilities. The consultant will work with TxDOT to gain access to NEMSIS to access emergency response data. The consultant will utilize available data (NEMSIS, Hospital Locations, Fire Stations, etc) to create a map and identify post-crash care needs relative to density of services and provide recommendations for Emergency Medical Care Services in post-crash care.

SubTask Objectives

1. The consultant will work with TxDOT to retrieve NEMSIS data for the Corpus Christi MPO and use in the analysis.
2. The consultant will identify regions of post-crash care need through available EMS facilities.
3. The consultant will research issues on potential improvements to response processes.
4. The consultant will work with practitioners for potential improvements to response processes. [See task 5]

Task 3 Deliverables

1. Technical Memorandum on the Safe System Approach
2. Five graphic one-pager summaries for each SSA category. Summarizing data findings, possible countermeasures, and strategies.
3. Technical Memorandum on Safe Speed. Covering federal guidance, literature best practices, flagging locations with excessive speeding that may merit changes in polices. Share local news about post-90 and 100 mph locations of SPID, Crosstown, and even SPID Frontage Roads.
4. Technical Memorandum on Safer People
5. Technical Memorandum on Safer Roads
6. Technical Memorandum on Safer Vehicles
7. Technical Memorandum on Post Crash Care
8. Spatial choropleth of count of persons involved in crashes by census block.
9. Heatmap of fatal and/or serious injury crashes relative to EMS facilities.

Task 4) Implementing the Safe System Approach

4.1) Develop Safe System Plan Projects and Select Countermeasures

The consultant team will follow the framework outlined in NCHRP 1111 and use VZS updated to include the cleaned 2023 and 2024 data for diagnosing crash data for corridors and at every signalized intersection in the MPO Planning Area. The consultant team will develop Safe System Plan projects using Proven Countermeasures and following the Safe System Roadway Design Hierarchy Tiers. This will focus on the updated High Injury Network and signalized intersections identified as LOSS 3 or LOSS 4.

The team will develop a comprehensive index of regional proven countermeasures that could be implemented along the High Injury Network at locations susceptible to improvement. This will include

strategies recommended by VZS, on-going infrastructure maintenance and operations efforts, or as specifically developed projects, traffic management strategies, and educational programs. The consultant team will provide explicit intervention summaries of proven countermeasures by location that are selected based on effectiveness, feasibility, and cost effectiveness.

The consultant team will review the VZS recommended countermeasures by location and bundle them together to form discrete projects to develop a project prioritization spreadsheet. These projects will be prioritized using the methodology laid out in the RSAP and compared to anticipated revenues [provided by Corpus Christi MPO] to develop short-, medium-, and long-term implementation plans to achieve zero deaths by 2050.

4.2) Strategy Spreadsheet

The consultant will develop a matrix of strategies per Safe System Approach sections. Combining strategies recommended in Task 3 in a spreadsheet form.

Task 4 Deliverables

- The consultant will develop an Engineering Solutions Spreadsheet. A validated and prioritized list of RSAP projects relative to the new HIN, flagging what is different, and what are the applicable countermeasures. Guidance on when to implement, corresponding applicable crash types, estimates of efficacy, and cost when able. A list of countermeasures by location.
- Safe System Approach Strategy Spreadsheet.

Task 5) Stakeholder Engagement

Throughout the engagement, incorporating concepts from the adopted PPP, the High Street team will facilitate 7 virtual meetings with the RSTF covering:

- Meeting 1) A kickoff meeting to solicit participation from the (currently operating) Joint Safety Task Force and other stakeholders [identified by Corpus Christi MPO] such as school district representatives – Corpus Christi MPO will provide all contact information,
- Meetings 2-6) Workshops reviewing data findings for each SSA element with applicable attendees.
- Meeting 7) A review of action and guidance strategies and engineering solutions

These meetings will be documented in a stakeholder engagement plan covering who is to be contacted, for what purpose, when, and how.

MPO staff will prepare and distribute public surveys in Social Pinpoint to gauge differences and foci of community perspectives on transportation safety. The full stakeholder list will have an opportunity to comment on the draft Regional Safe System Plan. The consultant will work with the TxDOT District for an agreement to develop an Incident Management Plan.

Task 5 Deliverables

- Stakeholder engagement plan
- 1 Stakeholder Engagement Kickoff Meeting
- 5 Safe System Approach Specific Meetings
- 1 Action & Guidance Meeting
- Workshop agendas, content, and meeting notes

- Creation of Surveys for posting on the MPO's Social Pinpoint Page for the Safe System Plan Project

Task 6) Develop the Regional Safe System Plan

As part of a RSSP of the DRAFT 2050 MTP development, the consultant team will develop a framework for monitoring and evaluating the effectiveness of implemented strategies. This framework should identify key performance indicators (KPIs) to track progress towards safety goals. Recommend data collection and analysis methods to assess the impact of regional safety interventions. The RSSP sections outline is as follows:

1. Introduction to FHWA Safe System Approach
2. Safer People
3. Safer Speeds
4. Safer Roads
5. Safer Vehicles
6. Post-Crash Care
7. Summary & What's Next (validation, projects, engagement)
8. Appendix A: Technical Memo
9. Appendix B: Safer Speed Memo
10. Appendix C: Safer People Memo
11. Appendix D: Safer Roads Memo
12. Appendix E: Safer Vehicles Memo
13. Appendix F: Post-Crash Care Memo

Task 6 Deliverables

- DRAFT Regional Safe System Plan
- Final Safe System Plan incorporating stakeholder and MPO Staff Comments
- Presentations of the DRAFT and Final Safe System Plan to the Regional Safety Task Force, TAC, and TPC

Schedule and Budget

Task	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
Task 1: Project Management	■	■	■	■	■	■	■
Task 2: Collect and Refresh Pertinent Safety Data	■	■					
Task 3: Identify SSA Strategies		■	■	■	■	■	
Task 4: Action & Guidance for Implementing SSA					■	■	
Task 5: Stakeholder Engagement		■			■		■
Task 6: Develop RSSP						■	■