

TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA

THURSDAY, SEPTEMBER 18, 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 not on the Agenda and within the TAC's jurisdiction (except in matters related to pending litigation). Proceedings are recorded. To make a public suggestion or comment at the meeting, please fill out the printed comment card available at the meeting and submit it to Corpus Christi MPO staff 10 minutes before the meeting starts. We ask that remarks be limited to three minutes and that you identify yourself.

- 3. APPROVAL OF THE TAC AUGUST 21, 2025 REGULAR MEETING MINUTES
- 4. <u>DISCUSSION AND POSSIBLE ACTION ITEMS</u>
 - A. DRAFT 2045 Metropolitan Transportation Plan Update (2045 MTP Update) with Amendment 1 X 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. 2050 MTP Update

RSSP Kick-off, Chamber of Commerce Infrastructure Committee and October Public Meetings

- 6. TAC MEMBER STATEMENTS ON LOCAL AGENCY ACTIVITIES OR ITEMS OF INTEREST
- 7. UPCOMING MEETINGS/EVENTS

A.	Regional Traffic Safety Task Force	Virtual Meeting	September 24, 2025
В.	Transportation Policy Committee	Regular Meeting	October 2, 2025
C.	Technical Advisory Committee	Regular Meeting	October 16, 2025

D. 2050 MTP **Public Meetings** October 21, 22 or 23, 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 AUGUST 21, 2025

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

Mr. DeLatte called the meeting to order at 9:01 a.m.

TAC Members Present:

Mr. Brian DeLatte, City of Portland, Chairperson

Mr. Jeff Pollack, Port of Corpus Christi, Vice Chairperson

Mr. Daniel McGinn, AICP City of Corpus Christi

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

Mr. Tom Yardley, San Patricio County

Mr. Juan Pimentel, P.E. Nueces County

Ms. Liann Alfaro, Corpus Christi Regional Transportation Authority

Ms. Mary Afuso, Coastal Bend Council of Governments

MPO Staff Present:

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

2. NON-AGENDA ITEMS PUBLIC COMMENTS

None were made or offered.

3. APPROVAL OF THE TAC JULY 17, 2025, REGULAR MEETING MINUTES

Mr. Yardley made a motion to approve the TAC July 17, 2025, Regular Meeting minutes.

Mr. Pollack seconded; the motion passed unanimously.

4. DISCUSSION AND POSSIBLE ACTION ITEMS

A. DRAFT 2045 Metropolitan Transportation Plan (MTP) Update Amendment 1

Mr. MacDonald presented this item.

The Corpus Christi MPO staff provided the DRAFT 2045 Metropolitan Transportation Plan Update (2045 MTP Update) with Amendment 1 for review by the Technical Advisory Committee (TAC). The list of changes made to the fiscally constrained project list in the 2045 MTP Update as part of Amendment 1 were described. All projects and programs of the Corpus Christi RTA listed were amended into the FY 2025-2028 Transportation Improvement Program (TIP). These projects and programs must be listed in both the FY 2025-2028 TIP and 2045 MTP Update.

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

Discussion:

None.

Motion:

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

Mr. Pimentel seconded; the motion passed unanimously.

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

Mr. Casper presented this item.

As discussed earlier this year, the Corpus Christi MPO Title VI policy document is due for an update. The TAC received an earlier version of this document in the 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; 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.

Discussion:

Mr. Pollack expressed extreme discomfort with some of the edits to the plan, citing concerns that certain elements were removed for political rather than data-driven reasons. While acknowledging the importance of meeting milestones and understanding the political context, he stated he would vote "no" due to the tension between political imperatives and accurately presenting demographic and socioeconomic realities.

- Mr. Yardley shared similar concerns but indicated he would vote "yes," acknowledging the need to align with federal guidance. He noted that non-compliance could be detrimental.
- Mr. Casper clarified that the attached document is a tracked changes version and encouraged members to share any concerns so they can be included in the official comments.
- Mr. Pollack stated he would follow up and submit his suggested changes using track changes.

Mr. DeLatte requested that Craig review the schedule, noting that if the TAC votes to recommend release and the TPC approves, the document will go out for a one-month public comment period before returning for final policy approval.

- Mr. Casper confirmed the timeline, stating the document would be returned to the TAC in September and go to the TPC for approval in October. If significant public comments are received, the process could be extended by a month, though he noted this is unlikely to receive such significant comments based on past experiences.
- Mr. Pollack asked whether any edits such as reversing deletions or restoring original content would require another public comment period.
- Mr. Casper responded that if such edits were made, the TAC would recommend whether a rerelease for public comment is necessary, but the final decision rests with TxDOT and the federal agency.

Ms. Afuso emphasized the board's role in actively engaging affected communities and encouraging their participation in the public comment process, noting the importance of serving and impacting the community even when addressing politically uncomfortable terms.

Mr. Pollack agreed wholeheartedly with Ms. Afuso's comments but stressed that representing
constituencies is a shared responsibility. He expressed concern about the politicization of data
and representation, feeling uneasy about accepting the current approach without clearer
boundaries.

Mr. DeLatte asked Mr. Pollack if some of the exhibits and maps that were removed were any of the specific items.

 Mr. Pollack referred to the table of contents to highlight deletions, noting that some removed items were straightforward demographic data and graphical representations reflecting the community's reality.

Motion:

Ms. Sales-Evans made a motion to recommend to TPC the release of the DRAFT 2025 PAD for a one-month public comment period.

Mr. Yardley seconded; the motion passed six to one.

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

Mr. Casper presented this item.

This month, the MPO is 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.

Discussion:

Mr. DeLatte clarified that the TPC released the document for a 45-day public comment period, with no comments received so far, and noted there are four weeks remaining to submit comments.

- Mr. MacDonald noted that an action item was added to allow for possible TAC-derived changes
 to be included in the 2025 PPP before approval by the TPC. He referenced Mr. Pollack's earlier
 comments and emphasized that the PPP can target the engagement all groups, including those
 previously missed, without restrictions.
- Mr. Pollack stated that the draft changes to the PPP were well-executed but expressed concern
 that incremental changes over time are moving the document further away from accurately
 reflecting the reality of the community.

Motion:

None.

5. **INFORMATION ITEMS**

A. 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 June 5, 2025 Joint TPC-TAC Workshop. This step is for the TAC to recommend to the TPC a DRAFT MPO Planning Area Boundary. The key component of the MPO Planning Area Boundary Change is the proposed boundary. The current version of the DRAFT MPA Boundary 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 which include the 9 considerations for MPA Boundary Adjustments and 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 was 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.

Discussion:

Ms. Alfaro stated that while FTA has not yet provided a formal recommendation, she is actively seeking guidance. Their partner agency is still conducting research to ensure accurate directions are given. RTA must wait for this guidance, which is estimated to arrive by mid-September due to current year-end priorities. Ms. Alfaro is attempting to expedite the process but has not yet received confirmation. She emphasized that this is a typical part of the process, and, given the current situation, she is not prepared to make a recommendation at this time.

Mr. DeLatte inquired about the timeframe for resolution.

- Mr. MacDonald stated that the ultimate timeframe is approximately December, 2026. While there is still over a year, he emphasized the importance of not letting the issue linger.
- Mr. DeLatte noted that, theoretically, they could wait until mid-September to receive guidance from the FTA and a recommendation from RTA regarding the boundary. He recalled that during the July TAC meeting, the plan was for TAC to vote on the boundary currently included in the TAC packet. If any members have different views, those should be discussed. He emphasized that as soon as guidance is received from FTA and RTA, the item should move forward promptly and not be allowed to linger.
- Mr. MacDonald stated that if he receives any additional information from Robstown, he will
 email it to the TAC members. He believes Robstown will likely decline joining the MPO, as they
 currently utilize TxDOT rural funds and would prefer not to compete for metropolitan funds.

Mr. DeLatte mentioned that the new request from Gregory to join the MPO needs to be discussed with the TPC members, as it was not addressed during the July meeting. Currently, the City of Gregory is represented by Commissioner Yardley on the TAC. If both the City of Gregory and Portland begin representing themselves individually, the committee must consider the implications and ensure representation remains proportionate.

• Mr. Yardley responded that he plans to meet with the City of Gregory's Mayor and the new City Administrator to inform them that he is available to represent them. He noted that he has

worked with their predecessors and intends to gather their input on Gregory's future plans and direction.

Mr. DeLatte informed the committee that if anyone is considering changing the boundary discussed during the July workshop meeting, now is the time to notify Mr. MacDonald.

Mr. Yardley mentioned that an item was raised in his Commissioner's Court regarding rural transportation. Based on the latest census, the Portland and Ingleside areas are no longer classified as rural and will no longer receive rural transportation services. While the MPO was mentioned during these discussions, Mr. Yardley clarified that the court's discussions on the MPO boundary did not include rural transportation. He believes the change in service is a result of the census data.

- Mr. MacDonald noted that it is interesting that the census classified Port Aransas, Ingleside, and Aransas Pass as an "urban area" rather than an "urbanized area," since their populations are not large enough to qualify as urbanized. He stated that if this classification affects rural transportation providers, that is new information. He added that the RTA has service providers who can fund rural transportation for trips that either begin or end in the metropolitan area. He suggested it may be necessary to discuss with TxDOT whether Ingleside or Aransas Pass should continue receiving rural funding.
- Mr. Yardley stated that rural transportation representatives came to Commissioners Court last Monday with information based on the census. To his knowledge, while there have been discussions about MPO boundaries, this change does not affect those boundaries and appears to be solely driven by census data. He emphasized the need to follow up with the rural providers to better understand what changes they are making and why.
- Mr. MacDonald responded that the RTA should be included in these discussions, as they are experts in rural transportation funding and have previously funded services in those areas. He recalled that about a year ago, there were discussions regarding those areas being adjacent to the census-defined urbanized area. At that time, there was consideration to bring them into the MPO boundaries, but the proposal was denied. He noted it is interesting that rural funding is now being impacted based on the area's designation by the census as urban.
- Mr. Yardley stated that the rural transportation providers indicated they can no longer provide service to the area. He will gather their contact information and forward it to Mr. MacDonald for further follow-up.
- Mr. MacDonald stated that he would like to include RTA, specifically Ms. Alfaro, in the meeting
 with the rural transportation providers to discuss the recent service changes and funding
 impacts.
- Ms. Alfaro added that she would also like to include TxDOT in the meeting, as the issue involves 5311 funding, which comes from TxDOT. She noted that TxDOT may be the source of the regulations concerning 5311 funding and its applicability to areas classified as urban. She suggested that having all parties in one room would be beneficial for a comprehensive discussion on the matter.

B. CMP Performance Measures, ITS, TSMO information

Mr. Casper presented this item.

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.

Discussion:

Mr. Pollack asked what the feedback from the city was about Corpus Christi having the second worst functioning traffic signals in the nation, and expressed surprise at the reported statistics.

 Mr. Casper responded that, after speaking with Ernie, the Assistant City Manager for Public Works, he too was surprised by the figures.

Mr. Pollack questioned what the pathway to implementation looks like, noting that during his time with the organization, there were a few coordination projects focused on select corridors. He asked for clarification on the next steps or process for moving forward.

- Mr. Casper stated that to improve coordination, there is a need to enable communication at
 intersections using either fiber optic or cellular services. Currently, the signals operate on
 individual timers, and when they fall out of sync, it impacts traffic flow. If live communication is
 not established, a regular re-timing process approximately every six months is necessary, which
 requires significant manpower.
- Mr. Pollack asked Mr. McGinn if there had been any progress or movement on the issue of signal coordination and communication at intersections.
- Mr. McGinn responded that the topic was brought up during the recent budget meeting held the other night.
- Mr. Casper clarified that, after speaking with Ernie, it was confirmed the city does not have the
 funding to carry out the signal coordination project. While the MPO can be a source of
 operational funding, the city is currently unable to meet the local match requirement and is
 also short-staffed. He noted that, as mentioned in his memo, if the project qualifies as a safety
 improvement, TxDOT has the ability to use toll credits to replace the local match. Additionally,
 TxDOT can fund specific safety initiatives. One of the proven safety countermeasures identified
 by the Federal Highway Administration is the coordination and connection of traffic signals.
- Mr. MacDonald added that over the last several years, the City's Engineering Services
 Department has been working on installing conduit as part of roadway projects for future fiber
 optic connectivity. While efforts are underway to improve signal communication and
 connectivity, the system is not fully in place yet.

C. TREDIS Tool Overview

Mr. Casper introduced this item.

Mr. Brandon Irvine from EBP gave a PowerPoint presentation through Zoom on this item.

Discussion:

Ms. Sales-Evans expressed a need to better understand how the tool can be customized for their area and how it would be integrated into their existing processes.

- Mr. Irvine responded that the key aspect of customization is the use of proprietary, highly localized data—tracking 500 economic sectors individually within each county—which is included in the TREDIS license, provided by TxDOT. This localization allows for more accurate analysis. He noted that using TREDIS saves time by incorporating national data and Texasspecific wage values for time savings. The major effort involves explaining how the tool works and measuring time savings to balance against project costs. He asked if the brief presentation helped provide a better understanding of the tool.
- Ms. Sales-Evans clarified that her question was directed more toward MPO staff, seeking to understand how they plan to customize and utilize the tool within their specific planning processes.
- Mr. MacDonald responded from the MPO staff perspective, stating that TxDOT already uses TREDIS to help evaluate the economic aspects of projects. The MPO's plan is to first develop and implement the tool, then apply it to evaluate existing long-range transportation projects. Based on those results, staff and TAC will assess how it can support future project selection. He emphasized that while TREDIS will be one component of the evaluation process, it will not be the sole factor similar to how TxDOT and other districts currently use the TREDIS tool as part of a broader project evaluation approach.

- Ms. Sales-Evans stated that she needs to do further research on this item. She acknowledged
 that while TxDOT provides the TREDIS license, the intent is to customize it to better reflect local
 conditions and focus on regional priorities. She added that the data within the tool can be used
 to run a variety of internal scenarios tailored to their needs.
- Mr. Casper stated that when analyzing projects, it's important to identify which ones offer the
 most cost-effective and efficient use of federal funds. In addition to financial considerations,
 factors such as safety specifically saving lives or reducing crashes are also key and are
 incorporated into the TREDIS tool's evaluation framework.

Mr. McGinn commented that he sees the added value of the TREDIS tool. He noted that while the region's population is projected to remain flat over the next 20 to 30 years, the city's geographic footprint and infrastructure such as roads and highways continue to expand. He believes the tool will support better decision-making by evaluating the value of extending infrastructure to fringe areas versus investing in improvements to existing corridors to promote internal development and investment.

Mr. Pollack asked for clarification on how the TREDIS tool addresses the challenge of monetizing the benefits of transportation improvements. He noted that there are many ways to quantify savings and time, making it difficult to compare projects consistently, especially when relying solely on dollar values, which can make net benefits appear subjective. If the tool is intended to be applying the projects retroactively to the current list it produces a similar prioritization and to better understand how it informs decision-making.

• Mr. Casper agreed with Mr. Pollack's comments and added that benefit-cost analysis is a widely accepted methodology and is often a required component for federal grant applications.

D. Safe System Plan Update

Mr. Casper introduced this item.

Mr. Yousef Dana from High Street gave a PowerPoint presentation through Zoom on this item.

Discussion:

Ms. Sales-Evans raised a concern about the ongoing challenge of securing participation in various taskforces and workshops. Despite outreach efforts, engagement remains low, and many stakeholders do not recognize the importance of their involvement. As the MPO prepares to launch the Safety Task Force, she asked what the strategy will be to ensure meaningful participation and engagement from the right individuals and organizations.

- Mr. Dana responded that the strategy to improve participation will involve offering multiple
 options. This includes providing a survey for initial input, the option to join the kickoff meeting
 virtually, and opportunities for involvement in upcoming workshops.
- Mr. MacDonald added that during the Regional Safety Action Plan, the initial meeting had a
 strong turnout, particularly from law enforcement, that was held at the <u>TxDOT CRP District</u>
 headquarters. For the new Safety Taskforce, outreach efforts will involve partners helping to
 engage their respective teams to cover education, engineering, and enforcement components
 for sustained participation. He acknowledged that participation in the previous safety plan
 meetings waned over time, so this time they plan to include a virtual participation option to
 encourage ongoing involvement from partner agencies.
- Ms. Sales-Evans agreed that law enforcement is an important participant but emphasized the
 need to also include representatives from the fire department, hospitals, paramedics, and
 schools. She pointed out that while the right organizations might be targeted, it's crucial to
 engage the correct individuals within those entities. Additionally, she noted that outreach
 efforts should consider building access and any related logistics to ensure effective
 participation.

E. 2050 MTP Update

Mr. MacDonald reminded TAC of their request during the last meeting to have a standing agenda item for updates on the two year process to develop the 2050 MTP. This item will also be used for reporting public outreach interactions that MPO staff has performed.

Discussion:

None.

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

Mr. Pollack announced that the Port of Corpus Christi received \$1 million from TCEQ to evaluate and ideally deploy a pilot solution to manage congestion on Joe Fulton at the ADM Daniel Midland's grain facility/terminal, where during grain harvest season, truck backups are a significant issue. The Port plans to issue an RFP to hire a consultant to assist with truck scheduling and traffic management improvements.

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

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

8. ADJOURN

The meeting was adjourned at 10:19 a.m.



Date: September 11, 2025

To: Technical Advisory Committee (TAC)

From: Craig Casper, Senior Transportation Planner

Through: Robert MacDonald, Transportation Planning Director

Subject: Item 4A: DRAFT 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 <u>DRAFT 2045 Metropolitan Transportation Plan Update (2045 MTP Update) with Amendment 1</u> for review by the Technical Advisory Committee (TAC) and TPC. The proposed <u>DRAFT 2045 MTP Update with Amendment 1</u> Fiscally Constrained Project List is shown in Attachment 1. The following table provides the specific changes 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	CCRTA-116 REDUCE the cost from \$1,257,052 to \$896,326						
CCRTA-118	<i>INCREASE</i> 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					

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

Additional technical corrections were made to the MTP document including:

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

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 highway projects without a change in cost. The <u>DRAFT 2045 MTP Update with Amendment 1</u> remains fiscally constrained because these projects are using previously unidentified apportionment funds.

Recommendation

The Corpus Christi MPO staff and TAC jointly recommend the TPC to approve the DRAFT 2045 MTP Update with Amendment 1.

Proposed Motion

Move to recommend the TPC to approve the DRAFT 2045 MTP Update with Amendment 1.

Attachments

- 1. Fiscally Constrained Project List from DRAFT 2045 MTP Update with Amendment 1
- 2. Link to website containing the DRAFT 2045 MTP Update with Amendment 1 Chapters and Appendices https://www.corpuschristi-mpo.org/01 mtp.html

	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)
	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
	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
	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	\$15,980,000	\$5,593,000	\$21,573,000
	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
	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
	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	7	\$56,000,000 \$4,400,000	\$60,400,000	\$21,140,000	\$81,540,000
	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
	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
	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	МРО	On/Off	7 CRRSAA	\$3,180,000	\$3,180,000	\$0	\$3,180,000
	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
	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
	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
	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
	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
	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	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
nge	0074-06-252	MPO-034	IH37/SH 358 Nueces @Intrchng 2-In 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
LC	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



METROPOLITAN PLANNING ORGANIZATION

Date: September 11, 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 TPC and TAC received an earlier version of this document in your prior meetings. As reported by FHWA, and discussed in previous meetings, several federal 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 2025 PAD is developed as part of the routine Transportation Planning processes in accord with the Unified Planning Work Program (UPWP).

Recommendation

Corpus Christi MPO staff and TAC have reviewed the document, and the TAC is asked to make a recommendation to the TPC to approve the DRAFT 2025 Program for Addressing Discrimination (PAD).

Proposed Motion

Move to recommend the TPC approve the DRAFT 2025 Program for Addressing Discrimination (PAD).

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.

Attachment:

Link to website containing the Corpus Christi MPO DRAFT 2025 Program for Addressing Discrimination (PAD) https://www.corpuschristi-mpo.org/02 about ppp.html



METROPOLITAN PLANNING ORGANIZATION

Date: September 11, 2025

To: Technical Advisory Committee (TAC)

From: Craig Casper, Senior Transportation Planner

Through: Robert MacDonald, Transportation Planning Director

Subject: <u>Item 4C</u>: Corpus Christi MPO DRAFT 2025 Public Participation Plan (PPP)

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

Summary

Last month the TPC released the MPO DRAFT 2025 Public Participation Plan (PPP) for a minimum 45-day public comment period. This month, we are providing an opportunity to receive comments from the public and from TPC and TAC members on the Corpus Christi MPO DRAFT 2025 PPP. Once adopted, 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 in the 45-day public comment period for TPC members to provide comments or ask questions regarding any concerns. Any major changes to the TPC recommendation for future approval of the 2025 PPP can be made at this TPC meeting.

Recommendation

Corpus Christi MPO staff and TAC have been reviewing the document over the last few months, and the TAC is being asked to recommend that the TPC approve the DRAFT 2025 Public Participation Plan (PPP).

Proposed Action

Move to recommend the TPC approve the DRAFT 2025 Public Participation Plan (PPP).

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 September 11, 2025

No comments on the PPP have been received as of September 11. Any comments received after the TAC Agenda Packet distribution will be shared with the TAC through email and highlighted at your September 18th Regular Meeting.

Attachment:

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