



TRANSPORTATION POLICY COMMITTEE (TPC) REGULAR MEETING AGENDA

THURSDAY, MAY 1, 2025 AT 2:00 P.M.

Venue: Corpus Christi City Hall Council Chambers, 1201 Leopard 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 TPC'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 TPC MARCH 6, 2025 REGULAR MEETING MINUTES ☒

4. DISCUSSION AND POSSIBLE ACTION ITEMS

A. Corpus Christi MPO Boundary Change ☒

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

5. INFORMATION ITEMS

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

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

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

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

7. UPCOMING MEETINGS/EVENTS

A. <u>Technical Advisory Committee:</u>	Regular Meeting	May 15, 2025
B. <u>Transportation Policy Committee:</u>	Regular Meeting	June 5, 2025
C. <u>Joint TPC and TAC Workshop for MPO Boundary Change</u>		June 5, 2025
D. <u>Transportation Policy Committee</u>	Regular Meeting	July 3, 2025 Confirm/Change

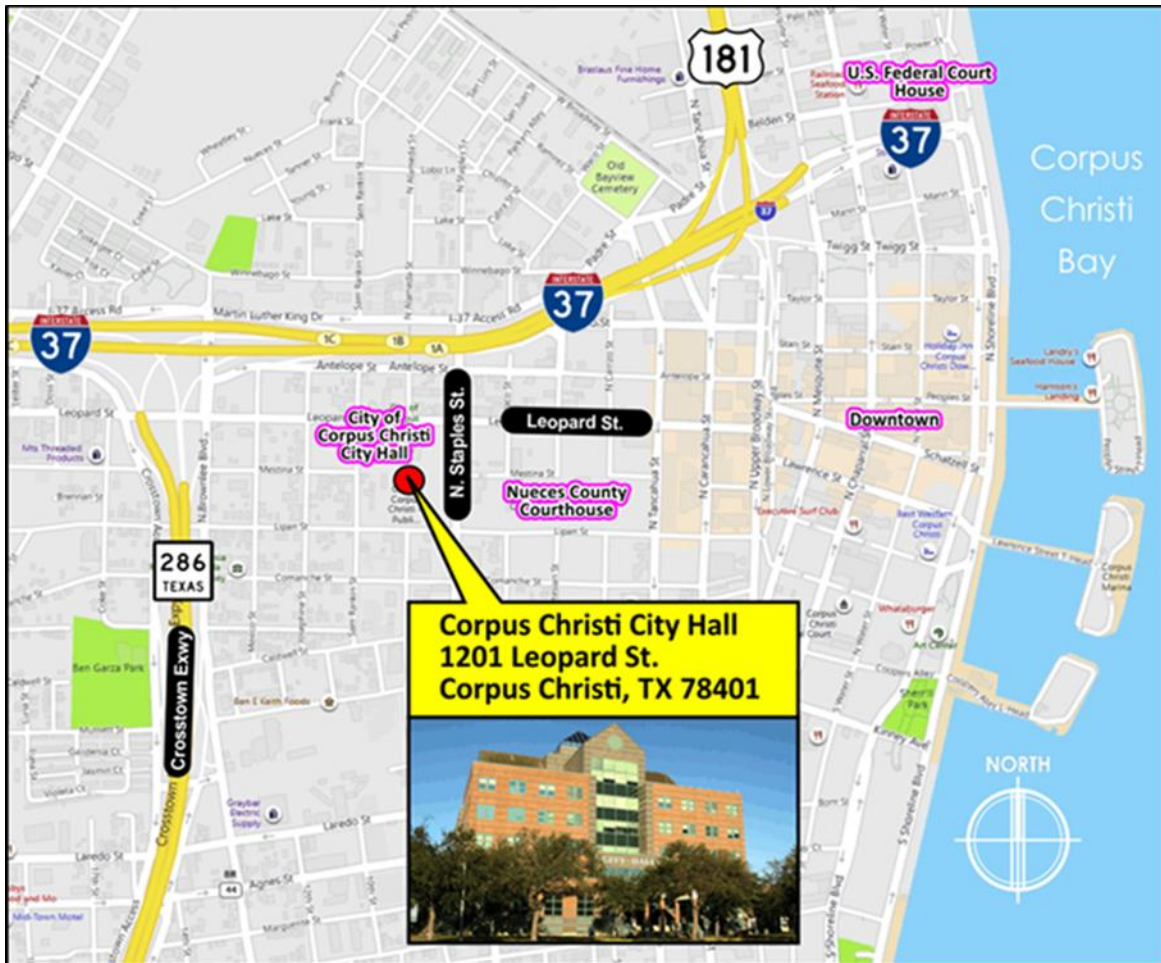
8. ADJOURN

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

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

TPC MEETING LOCATION MAP



**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION POLICY COMMITTEE (TPC) REGULAR MEETING MINUTES**

March 6, 2025

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

Judge Connie Scott called the meeting to order at 2:02 p.m.

TPC Members Present:

Judge Connie Scott, Nueces County, Vice Chairperson

Mayor Cathy Skurow, City of Portland

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

Mr. David Engel, Port of Corpus Christi

Ms. Mary Esther Guerra, Nueces County Assistant County Attorney

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 TPC February 6, 2025, REGULAR MEETING MINUTES

Mr. Engel made a motion to approve the February 6, 2025, minutes.

Mayor Skurow seconded; the motion passed unanimously.

4. DISCUSSION AND POSSIBLE ACTION ITEMS

A. Corpus Christi MPO Boundary Change Resolution and Submittal Packet Revisions

Robert MacDonald presented this item.

The Corpus Christi MPO needs to update the MPO boundary in accord with federal and state rules related to the results of the 2020 U.S. Census. This change is primarily in the areas of the region that do or do not meet the definition of becoming urban as part of the Small Area Forecast. With this process and including the discussions with FHWA/FTA and TxDOT in the last year, the Corpus Christi MPO staff proposed to change the MPO Boundary to reduce the boundary in some areas, and to expand beyond the current MPO boundary in other areas. After review by TxDOT-TPP of the initial Boundary Change Package submitted to TxDOT, the MPO staff proposed revisions to components of the original Corpus Christi MPO Boundary Change Submittal Package.

Discussion:

Mr. Walsh expressed concern that the new proposed MPO boundary is significantly reduced in size when compared to the previous MPO boundary. Areas of concern that he noted are missing from the new proposed MPO boundary are:

1. The London area, which he noted has significant growth,
2. SH 286 extension
3. Calallen area, where the new boundary excludes from Bluntzer to CR 73
4. Water area reduction and questioned if there were any federal funding coming through Maritime and whether this will impact the ability for the MPO to contribute toward the second causeway.

Judge Scott and Mr. Engel also questioned why the boundary was reduced.

- Mr. MacDonald explained the methodologies that went into adjusting the census urban area and developing the MPO boundary with input and approvals from the Small Area Forecast Task Force, TAC, and TPC. The result is the proposed MPO boundary that started with the Adjusted Urbanized

Area and added areas of land in Portland (along Lang Road and Moore Avenue) and Corpus Christi (along FM 43).

Mr. Engel asked if there was any reason not to go back to the size we had before and if there was a reason why that's bad or if it created an issue.

- Mr. Casper explained that the metropolitan planning area is the area that is urban or would become urban within the long-range planning period. Regulations allow the use of the Metropolitan Statistical Area instead, which would include all of Nueces and San Patricio counties. Mr. Casper further noted that the existing MPO boundary was adopted roughly in the 1960s and has not been updated since even though there was a requirement in both 1990 and 2000 to do so. He also added that the funding is the funding allocated for the urban area.
- Mr. Walsh confirmed that funding doesn't change based on the boundary. He did note that the policy board has the ability to advocate for economic growth in the MPO area and what kind of roadways are needed.

Mr. Engel questioned if it is easier to do projects if it's in the MPO boundary.

- Mr. Walsh replied it gives the board decision making ability to weigh in on where roads are needed or where dollars should be spent in this community.

Mr. Engel wanted clarification on whether areas such as Ingleside, Aransas Pass, Port Aransas, Sinton, and Taft are in a different MPO.

- Mr. Casper confirmed that they are not in any MPO.

Mr. Engel stated the London area is growing faster than the state demographer may know as well as the Sinton area. He also observed that TxDOT would like to see the bigger boundary.

- Mr. Walsh confirmed that TxDOT would like to use the bigger boundary.
- Mr. Casper noted that there are two additional considerations. First is on the island, part of the Port Aransas urban area extends down to the State Park. If the existing MPO boundary were to remain, all of the Aransas Pass-Port Aransas-Ingleside urban area would be included into the MPO boundary, which was an option that was previously discussed by TAC and TPC. The second part is there is various slivers of Kleberg County that falls within the existing MPO boundary and that may create issues as well.

Mr. Walsh wanted clarification on the two areas that were required to be added: one was outside Robstown and the other was outside of Gregory. He noted that the two areas are required to be added because of their urbanization, or likely urbanization, but those are the ones that were required to change the map. He further added that the Technical Advisory Committee (TAC) recommended leaving the map alone and just adding the areas required to add for this cycle.

- Mr. Casper responded that the TAC did not make the recommendation that Mr. Walsh relayed. The TAC recommended the boundary to be the urbanized areas of the small area forecast process, the Adjusted Urbanized Area, plus the two TAZs (one outside Portland and one in the London area).
- Mr. MacDonald stated that MPO staff can re-evaluate the boundary and bring it back as a reconsideration sometime and then address the different perspectives. TPC members were reminded that MPO staff brought eight alternative boundaries through the TAC and TPC, including one alternative that to contain everything in a three-county area. The consensus was that no one wanted to do that because it would mean adding 21 members to the policy committee. Mr. MacDonald reiterated the methodology that was used to arrive at the current proposed boundary.

Mr. Engel commented that Port Aransas population swells from May through September and identified one project (SH 361) in that area that Chairman Hunter would like to see done.

- Mr. Walsh stated that SH 361 is not currently funded and has no construction dollars.

- Mr. Engel reiterated that there is a huge population in this area. He also noted that the recommendation should be taking this item back to the technical staff.

Mayor Skurow wanted clarification on the potential impact on funding and projects as it pertains to being inside and outside of the MPO boundary. She wanted to make sure there weren't any unintended consequences of putting an area into the MPO boundary that would be better served by rural funding.

- Mr. Casper responded that TxDOT gives allocations for both rural and urban. He noted the difference that when it is urban funding within the metropolitan area, the MPO can weigh in on projects that receive category 2, 4 and 7 funds. When it is urban funding outside of the metropolitan area, areas like Sinton or Rockport, those are still urban dollars that TxDOT weighs in on completely. And lastly, when it is rural funding, then it is all allocated by TxDOT.
- Mr. Casper reminded TPC members that the MPO boundary is defined as the area designated by the Census plus all contiguous areas that are expected to become urbanized during the plan years.
- Mayor Skurow commented that getting the boundary correct is a priority. She gave an example of a project existing towards the outer limits, but within the MPO boundary, and questioned the chances of it being funded by this board versus another more centrally located project that need the funds more. She further added that the project could just be sitting there where as it could have been potentially funded under another pot of money.
 - Mr. MacDonald reminded Mayor Skurow that she posed this question months ago and when MPO staff noted that when the boundary touched those other urban areas that the TPC can opt to bring them in, TPC members mentioned that those areas could lose access to other state or federal funds by being included in the metro area. This was an agenda item that was discussed at multiple meetings and was decided to not include those areas into the proposed MPO boundary.
 - Mr. MacDonald noted another major consideration is that TPC allocated money for the next 20 years last month when they approved of the 20 year plan. This plan is revisited every five years. MPO staff is concerned about a potential impact on federal funding and the need to ensure ongoing projects are not affect by boundary changes. He reminded TPC members that the boundary change process is supposed to be done at the same time as the long range transportation plan (2045 MTP Update) approval. When TPC approved of the long range plan last month, it was with the understanding that the boundary change needed to be submitted, which MPO staff accomplished. The boundary submittal package was now being tweaked to ensure that the boundary change was approved and tied directly to the long range transportation plan, the 2045 MTP Update.
 - Mr. MacDonald stated that MPO staff recommendation is to let this boundary change go through so that there isn't any issues with the long range plan that was just adopted and federal approval of any projects that TxDOT wants to do. If the policy board needs to come back and do the boundary reconsideration, it can be done as a separate process.
 - Mr. MacDonald would have to verify with FHWA and TxDOT if there is any impact to funding if the boundary change isn't done with the ongoing long range plan.

Mr. Walsh asked if the TPC can table this agenda item for a month and then bring back to the board to answer if projects are being impacted. He further asked what are the impacts on waiting a month on this agenda item.

- Mr. MacDonald responded that MPO staff is unsure on the impacts of waiting a month. He noted that running the approval of the 2045 MTP Update and the Boundary Change in parallel is one thing, but putting a month delay in that is probably okay. MPO staff will get back to TPC members next month with some answers to the questions brought up today.

Mr. Walsh commented that more TPC members might want to weigh in and get their opinions on what they think of the reduction of the MPO Boundary.

Motion:

Mr. Engel made a motion to delay this item to the next meeting.

Mr. Walsh seconded, and the motion passed unanimously.

5. TPC MEMBER STATEMENTS ON LOCAL AGENCY ACTIVITIES OR ITEMS OF INTEREST

None were made or offered.

6. UPCOMING MEETINGS/EVENTS

A. Technical Advisory Committee:	Regular Meeting	March 20, 2025
B. Transportation Policy Committee:	Regular Meeting	April 3, 2025

7. ADJOURN

The meeting was adjourned at 2:28 p.m.



Date: April 25, 2025
To: Transportation Policy Committee (TPC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 4A: Corpus Christi MPO Boundary Change
Action: Review, Discuss, Receive Public Comments and Possible Action

Summary

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

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

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

Recommendation

The TAC recommends that the TPC rescind the Approved Corpus Christi MPO from the January 2, 2025 Regular Meeting; direct MPO staff to develop a joint TPC and TAC Workshop on June 5, 2025 to review the process used to develop the January 2, 2025 MPO Boundary.

The Corpus Christi MPO staff will develop the Joint Workshop and invite federal, state and local planning partners. The target date is the TPC Regular Meeting on June 5th, likely after your Regular Meeting from 2:00-3:00 p.m.

Proposed Motion

Approve to Rescind the TPC Action on January 2, 2025 approving the new Corpus Christi MPO Boundary and schedule a Joint TPC and TAC Workshop to review the Boundary Change Process.

Attachments:

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

Letter from TxDOT Corpus Christi District

Date: April 8, 2025

To: Corpus Christi MPO Planning Director and Staff

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

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

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

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

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

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

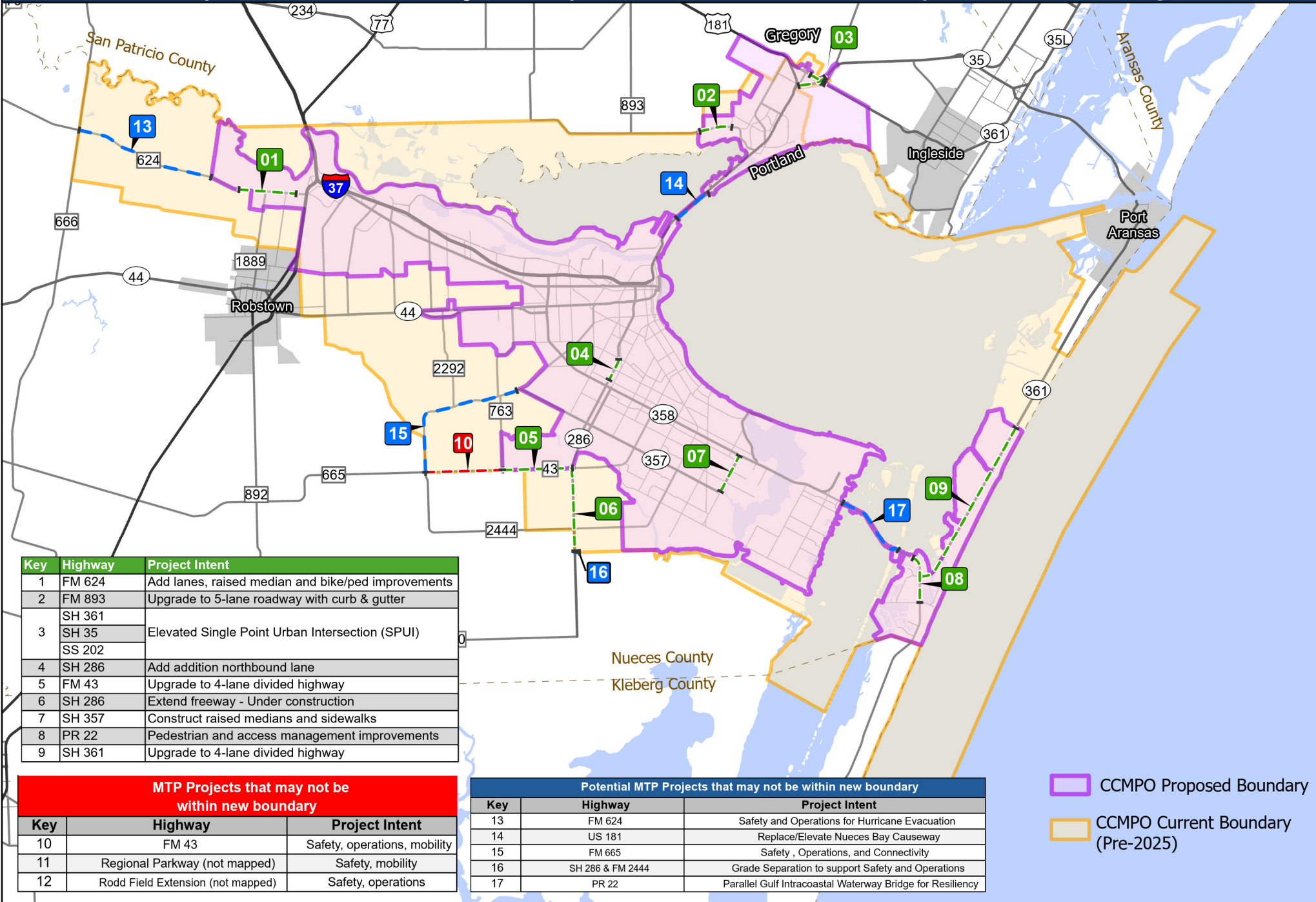
- Discussions during the Small Area Task Force Workshops identified areas of rapid development and recommended that a more in-depth evaluation of the shifting of population from declining areas to the more developed areas was needed.
- The recent MPO TAC workshop discussion noted:
 - the need to consider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

Letter from TxDOT Corpus Christi District

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

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

CCMPO Proposed Boundary Comparison with Planned/Potential Projects



0 5 10 Miles





MPO Boundary Expansion

Guidance and Workshop



June 21, 2024



Connecting you with Texas.

Workshop Agenda

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

Appendices

- Federal and State Regulations
- Other resources

Purpose of Meeting

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

3

Introductions

What is your previous experience with MPO boundary changes?

4

Why expand an MPO Boundary?



**Census
Urbanized Area
expands beyond
the current MPO
boundary**



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



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

5

MPO Boundary Expansion Status

Required Due to UA Boundary Change

Alamo Area	Longview
Amarillo*	Lubbock
Corpus Christi	Texarkana*
El Paso (NM only)*	(TX and AR)
Killeen-Temple*	

*Small change not incorporating new jurisdictions

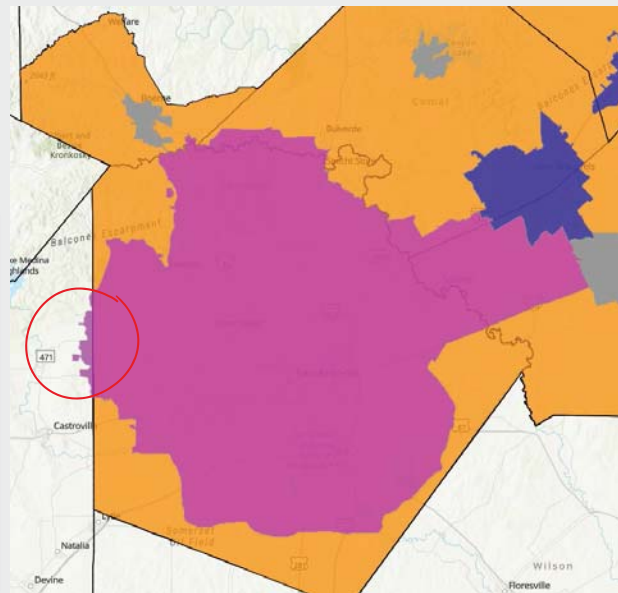
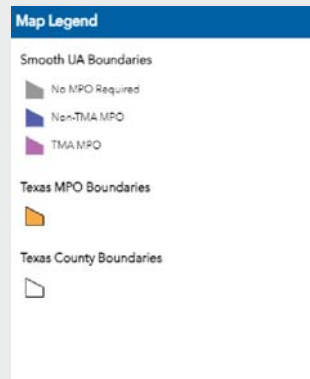
Previously Expressed Interest

Abilene
H-GAC
Laredo
SETRPC

6

Example: Alamo Area MPO

Smoothed 2020 Census Urbanized Area boundary extends into Medina County



7

MPO Boundary Considerations (1 of 2)

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

23 CFR 450.312

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

8

MPO Boundary Considerations (2 of 2)

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

23 CFR 450.312

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

Boundary Expansion Process – Redesignation Necessary?

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

¹23 CFR 450.310(l) ²23 CFR 450.310(j)(1) ³23 CFR 450.310(j)(2) ⁴23 CFR 450.310(l)

Special Considerations for Boundary Expansions (1 of 2)

- **Pre-2005 Non-Attainment Areas:** If the MPO was in a non-attainment for ozone or carbon before August 10, 2005, MPO boundary adjustment requires redesignation through a resolution of support from jurisdictions representing 75% of affected populations and the central city.¹ A list of Pre-2005 non-attainment MPOs is provided [here](#)
- If a **Census Urbanized Area extends across multiple MPOs**, an agreement is required to identify coordination and division of transportation planning responsibilities. CAMPO-AAMPO exemplifies an instance where a UA extends across multiple MPOs.²

¹23 CFR 450.312(b) ²23 CFR 450.312(h)

Special Considerations for Boundary Expansions (2 of 2)

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

¹FHWA FAQ Topic 4: Existing MPOs

Model Area Boundary

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

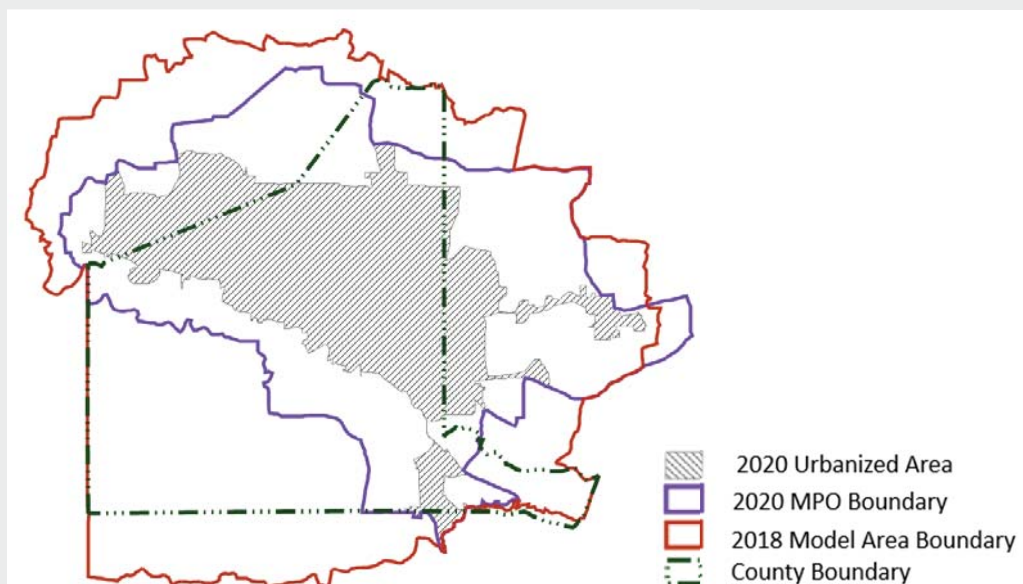
Identifying the planning area for Texas urban models is the first step in a series of building blocks that serve as the foundation of a TDM. Once the model area boundary is finalized, the model network and the TAZ geography are developed and the three serve as base for the model.

A model area boundary should encompass:

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

13

Example of Planning Boundaries



14

MPO Boundary Expansion Process

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

Obtain support from affected jurisdictions

Pass a Policy Board resolution

Update MPO bylaws as needed to ensure representation of new jurisdictions

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

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

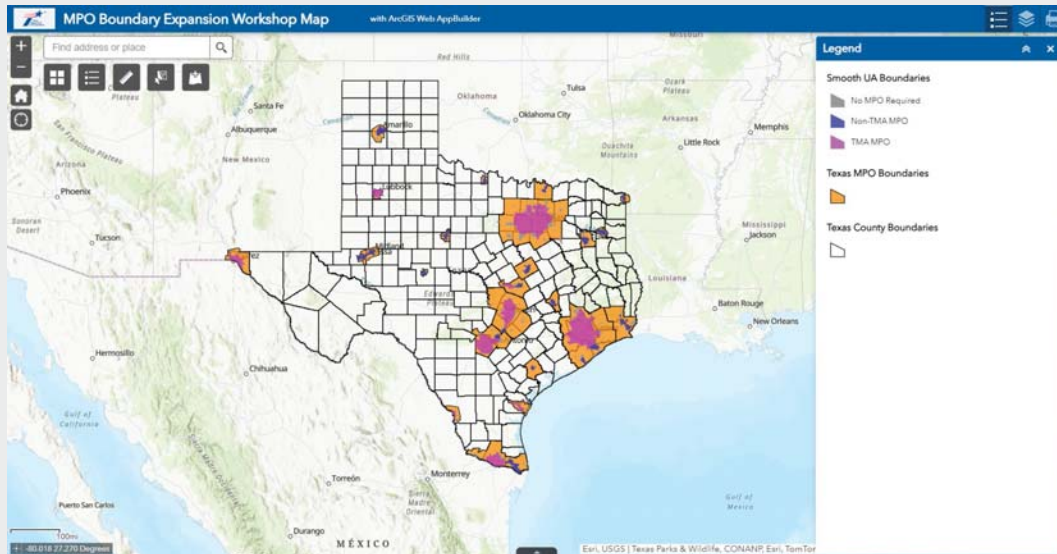
15

MPO Boundary Revision Document Checklist

Item	Compliance Review
MPO Cover Letter	<input type="checkbox"/>
MPO Policy Board Resolution	<input type="checkbox"/>
Proposed Updated MPO Bylaws	<input type="checkbox"/>
Policy Board Minutes Showing Discussion of MPO Boundary and Adoption of New Boundary and Bylaws (incl. Justification for Expansion)	<input type="checkbox"/>
Letters of support – Redesignation needed? <ul style="list-style-type: none"> No: Signed Resolutions of Support from All Newly-Added Political Subdivisions (Including Cities and Counties) Yes: Resolution of support from jurisdictions representing 75% of affected populations and the central city 	<input type="checkbox"/>
Text Description and/or GIS Layer of Proposed MPO Boundary	<input type="checkbox"/>
Existing Boundary Map	<input type="checkbox"/>
Proposed Boundary Map	<input type="checkbox"/>

16

Interactive Map



[Link to Interactive Map](#)

17

Next Steps



Mapping
support



Support with
Technical
Advisory
Committee and
Policy Board
meetings



Draft templates
and examples



Review of MPO
Boundary
Expansion
packet

Please contact your MPO Planner for questions or support needs

18

MPO Planner Assignments

Sara Garza
sara.garza@txdot.gov

Corpus Christi
Eagle Pass
Laredo Webb County Area
Permian Basin

Mansour Shiraz
mansour.shiraz@txdot.gov

Houston-Galveston AC
Longview
Southeast TX RPC
Tyler
Wichita Falls

Raymond Sanchez
raymond.sanchez@txdot.gov

Alamo Area
El Paso
Rio Grande Valley
San Angelo
Victoria

Shannon Hawkins
shannon.hawkins@txdot.gov

Abilene
Amarillo
Grayson County
North Central Texas COG
Texarkana

Todd Gibson
todd.gibson@txdot.gov

Bryan-College Station
Capital Area
Killeen-Temple
Lubbock
Waco

19



June 28, 2024

Phillip Tindall

TxDOT MPO Branch Manager
Phone: 512-865-8513
Phillip.Tindall@txdot.gov

Travis Norton

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

Casey Wells

TxDOT Systems Planning Section
Director
Phone: 512-423-8986
Casey.Wells@txdot.gov

Thank you!



June 28, 2024

Appendices



June 28, 2024

Summary of Relevant State and Federal Regulations

Summary of Relevant State Regulations

43 TAC §16.51 (c) – Approval of Boundaries

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

23

Summary of Relevant Federal Regulations

23 CFR §450.312 – Metropolitan Planning Area Boundaries

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

24

Summary of Relevant Federal Regulations

23 CFR §450.310 – Metropolitan planning organization designation and redesignation

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

Resources

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

- El Paso
- HGAC
- NCTCOG
- SERTPC
- Victoria

27

Resources

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

28



Date: December 26, 2024
To: Transportation Policy Committee (TPC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5D: Corpus Christi MPO Boundary Change
Action: Review, Discuss, Receive Public Comments, and Possible Action

Summary

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

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

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

Prior TPC Actions for the Boundary Change

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

Background

The MPO Boundary Revision Checklist provided by TxDOT includes:

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

- Proposed Boundary Map (see Attachment 4)

Recommendation

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

Proposed Motion

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

Attachments:

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



METROPOLITAN PLANNING ORGANIZATION

DRAFT

February 6, 2025

**TRANSPORTATION
POLICY COMMITTEE**

Hon. David R. Krebs
Chairperson
San Patricio County Judge

Hon. Connie Scott
Vice Chairperson
Nueces County Judge

Hon. Cathy Skurow
City of Portland Mayor

Hon. Paulette Guajardo
City of Corpus Christi Mayor

David P. Engel
Port of Corpus Christi
Commission Chairman

Arthur Granado
Corpus Christi Regional
Transportation Authority
Board Chairman

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

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

RE: Corpus Christi Metropolitan Planning Organization

Dear Mr. Gonzalez:

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

Please find enclosed the following:

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

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

Thank you for your attention on these details.

Sincerely,

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

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

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



CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION

RESOLUTION 25-03

THE CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION AREA BOUNDARY REVISION

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

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

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

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

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

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

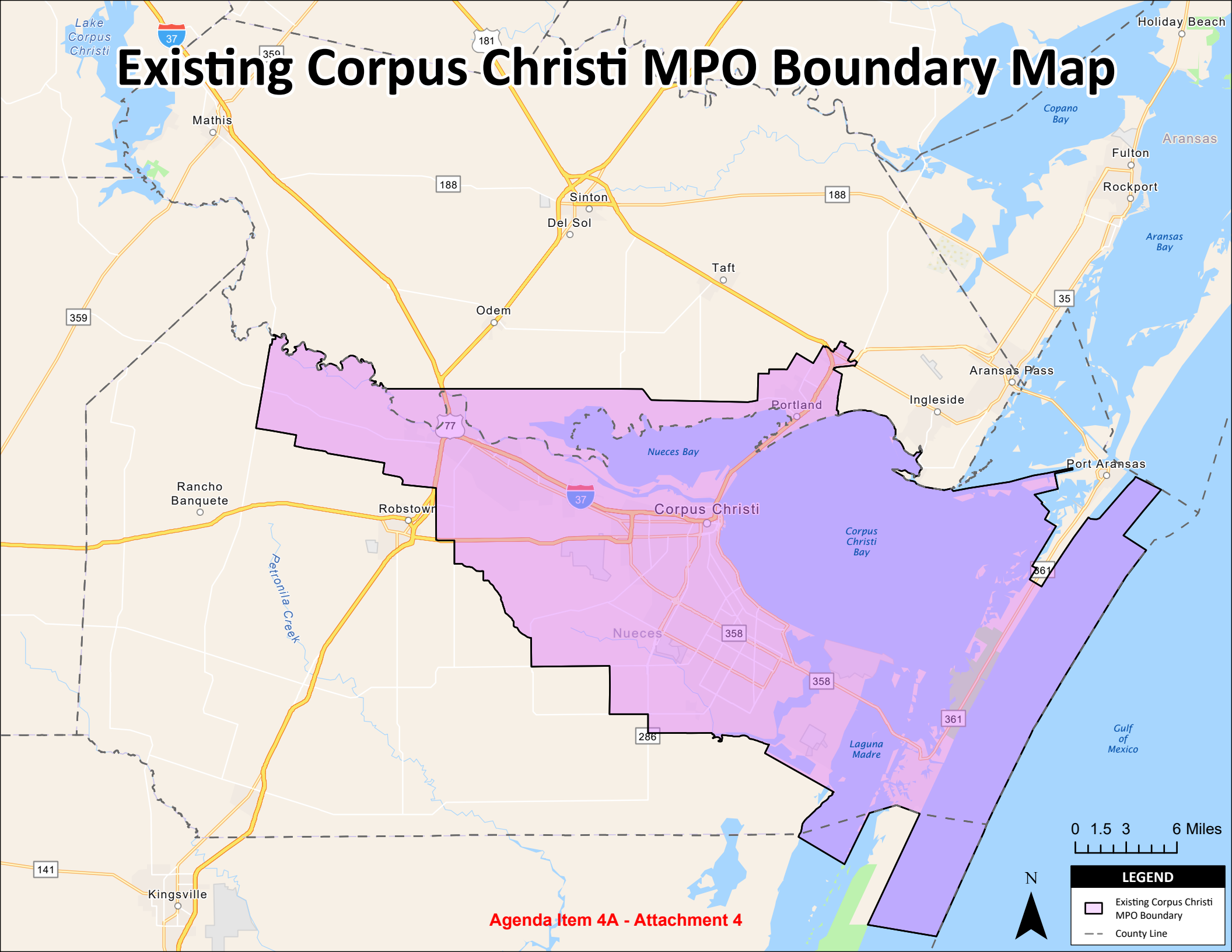
The Honorable David R. Krebs, TPC Chairperson
Corpus Christi Metropolitan Planning Organization
County Judge, San Patricio County

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

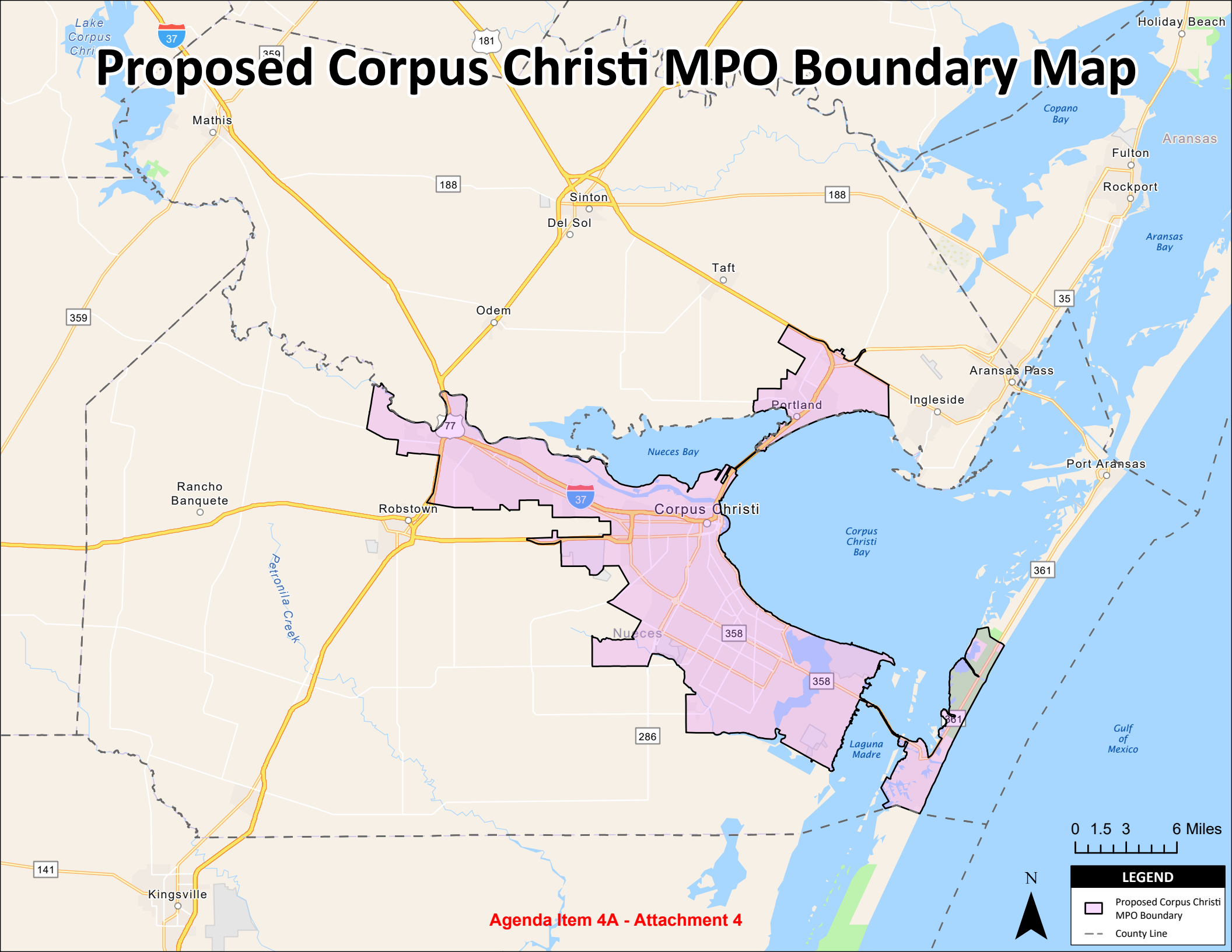
ATTEST:

Robert F. MacDonald, MPA, PE
Transportation Planning Director
Corpus Christi Metropolitan Planning Organization

Existing Corpus Christi MPO Boundary Map



Proposed Corpus Christi MPO Boundary Map





Date: April 25, 2025
To: Transportation Policy Committee (TPC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5A: Corpus Christi MPO Public Participation Plan (PPP) Update 2025
Action: Review and Discuss

Summary

The scheduled update to the Corpus Christi MPO Public Participation Plan is due in July 2025. Aspects of it related to Equity need to be removed due to new federal government direction. Attachment 1 has these sections highlighted. Also, TxDOT completed a Statewide Strategic Public Engagement Guidance in January 2024 that will be used to finalize the document. The public review period for this 2025 PPP document will be a minimum of 45 days. The requested action this month is reviewing the current Corpus Christi MPO Public Participation Plan (PPP) and providing feedback on the outreach and communications efforts during development of the adopted 2045 MTP Update and the 2025-2028 TIP. This task will use the feedback received from the After-Action survey distributed to the TAC on March 13, 2025 for additional updates. The TPC was asked to take the survey as well on April 25, 2025.

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

Background

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

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

visualization techniques to describe plans," and to "make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information."

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

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

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

The policies listed in this DRAFT 2025 PPP Update are:

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

Attachment:

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



Date: April 25, 2025
To: Transportation Policy Committee (TPC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5B: Corpus Christi MPO Program for Addressing Discrimination (PAD) Update 2025
Action: Review and Discuss

Summary

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Attachment:

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



Date: April 25, 2025
To: Transportation Policy Committee (TPC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5C: After Action Report for the 2045 MTP Update and FY 2025-2028 TIP
Action: Review and Discuss

Summary

We are asking the TPC members to review and evaluate the processes used that resulted in the 2025-2045 Metropolitan Transportation Plan Update (2045 MTP Update) and the FY 2025-2028 Transportation Improvement Program (TIP). Attachment 1 shows the results of the survey of TAC members and their alternates. The survey will be sent to TPC members in a separate email on April 25, 2025. The early results will be provided at the May 1st TPC meeting.

This evaluation will result in an After-Action Report (AAR). An AAR is a structured approach for assessing performance by reflecting on the work of a group and identifying strengths, weaknesses, and areas for improvement from successes and failures. An AAR requires an open professional discussion from all participants to adjust the processes that will result in the 2050 MTP and the 2027-2030 TIP. This approach will contribute to the Corpus Christi MPO's culture of continuous organizational learning and improvement.

This AAR effort will use surveys of the TPC, TAC and our various Task Forces and Stakeholder Groups to identify issues and strengths and use them to produce recommendations for process enhancements for both the 2050 MTP and the 2027-2030 TIP processes. The Public Participation Plan (PPP) itself is being reviewed and updated in a parallel process using the information garnered during this review process. The TPC can expect to receive both the Draft AAR document and the Draft PPP at the July meeting.

Please complete the AAR survey by April 30th:

The survey was also sent out to the Regional Traffic Safety Task Force, Small Area Forecast Task Force, and Active Transportation Stakeholders Group for additional feedback.

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

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

- What did I want to accomplish or think should be accomplished during this step?
- How did the desires for this step change as the process progressed?
- What did that step accomplish?
- Why was there a difference between what we wanted to do and what we did?
- What went well and why?
- What could have gone better?
- What advice would you give yourself if you were to go back to where you were at the start of the process?
- What should we have learned from this process a year from now?
- How do we adapt our processes for a better outcome OR how do we repeat our successes?

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

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

Establishing a strong linkage between the TIP, MTP and CMP is a key step in performance-based planning and programming. In general, the MTP is a pool of fiscally constrained projects that was identified for development over the next 20-25 years. The TIP draws from this the pool of projects and prioritizes investments for implementation during the next four years. Ideally, the project selection criteria for the TIP will mirror those used to develop the portfolio of investments listed in the MTP. The steps in a typical performance-based TIP are:

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

Attachments

1. After Action Report Survey – TAC results
2. After Action Report Survey – TPC results (provided at the May 1st meeting)

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

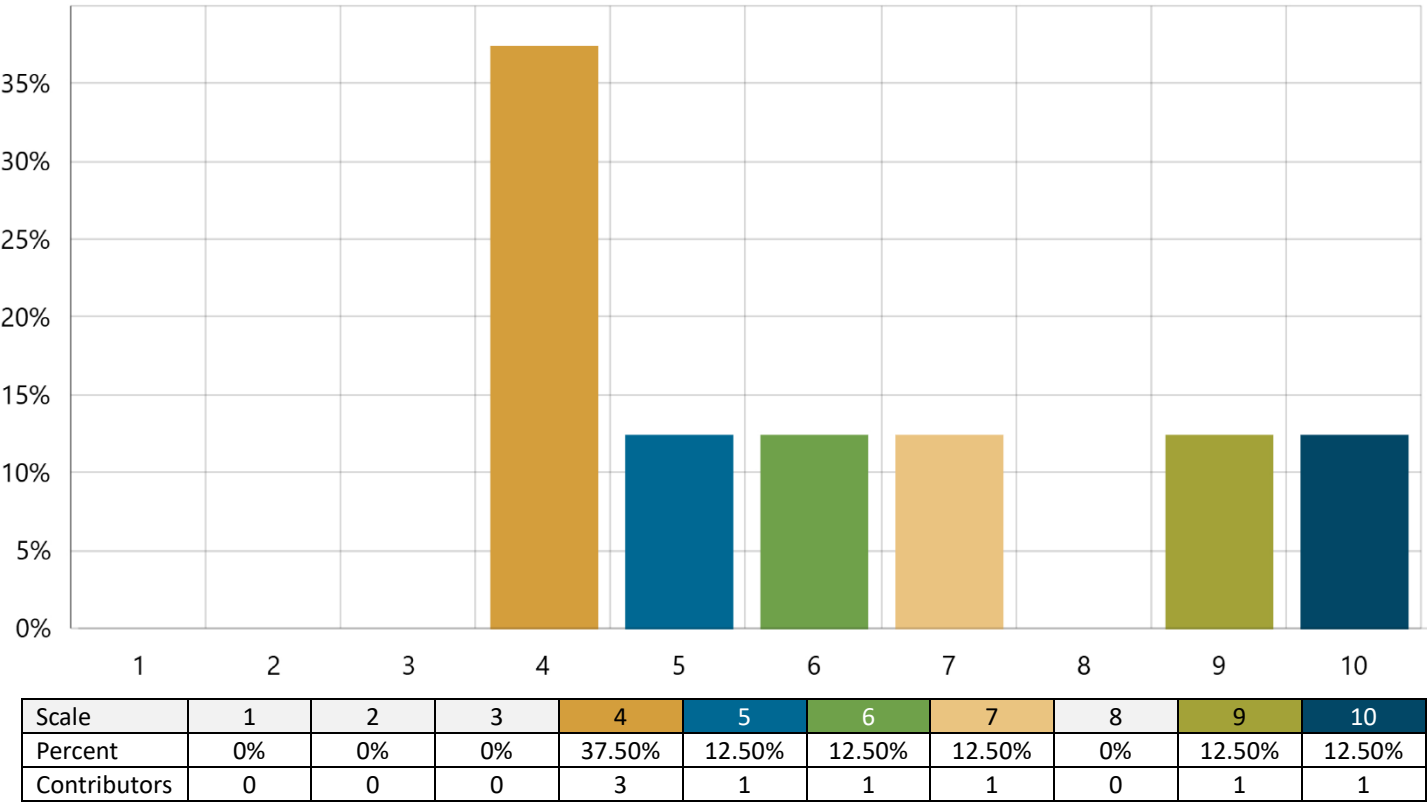
This survey is to help the Corpus Christi MPO team assess participants' perceptions during the 2045 MTP Update and 2025-2028 TIP programming.

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

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

SURVEY RESULTS

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

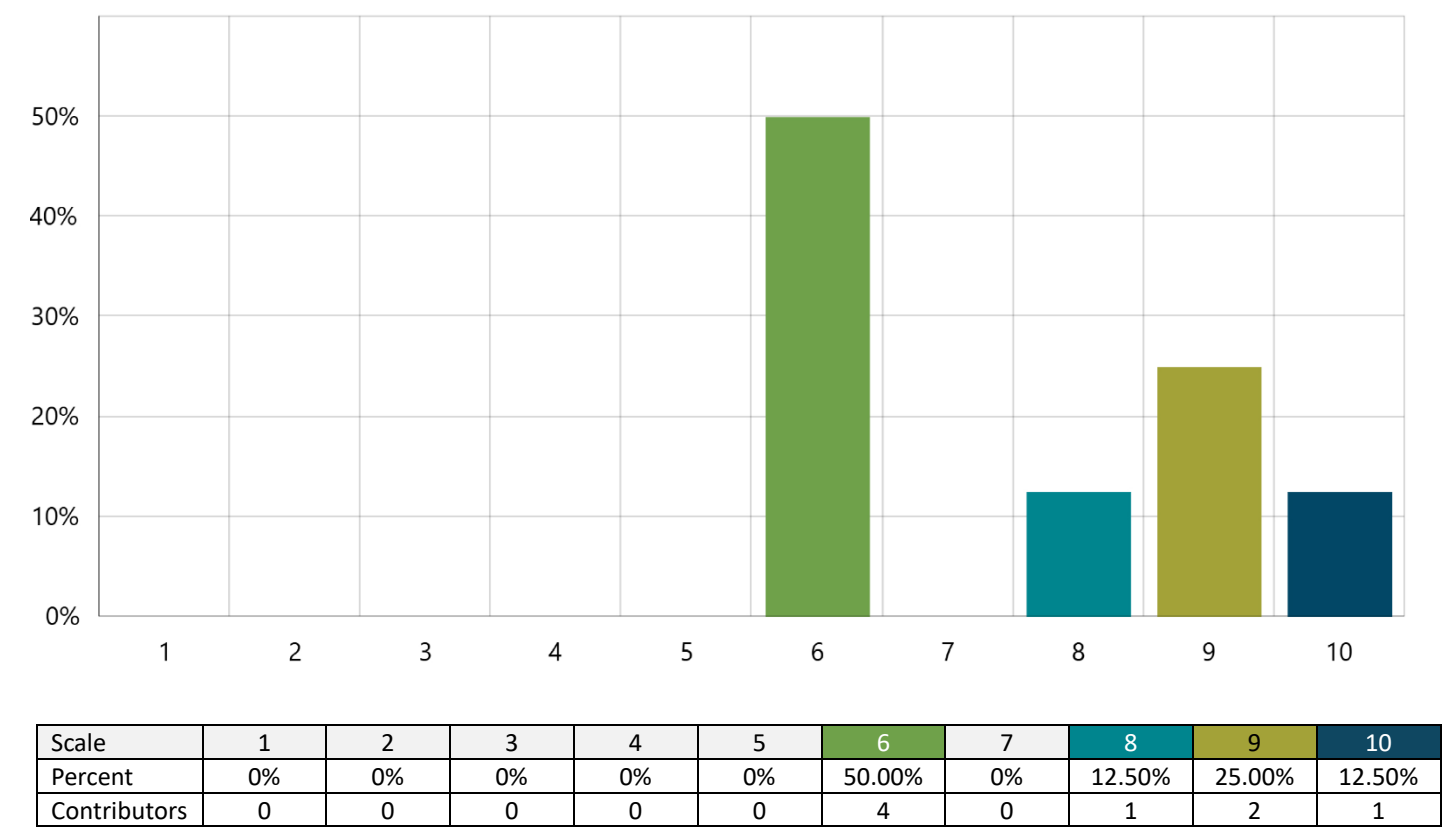


Share any concerns/suggestions below:

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

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

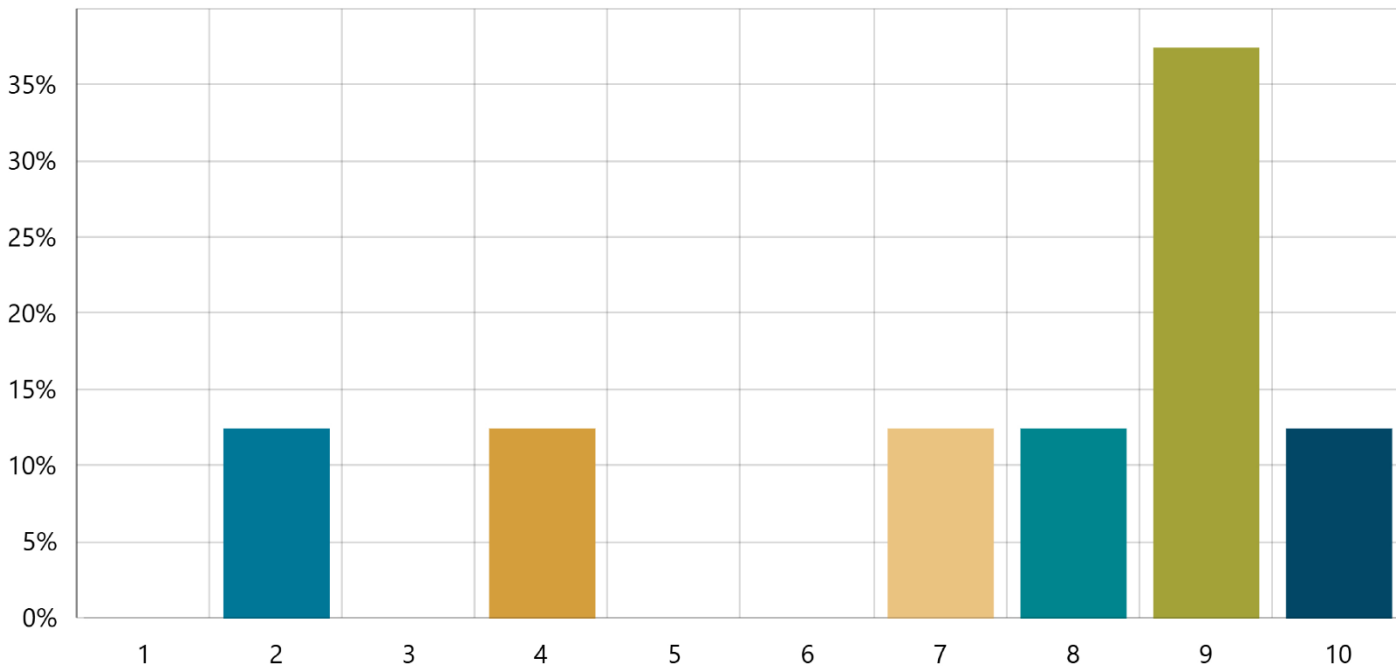
2. Vision and Goal Setting. (Skipped: 0 | Answered: 8)



Share any concerns/suggestions below:

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

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

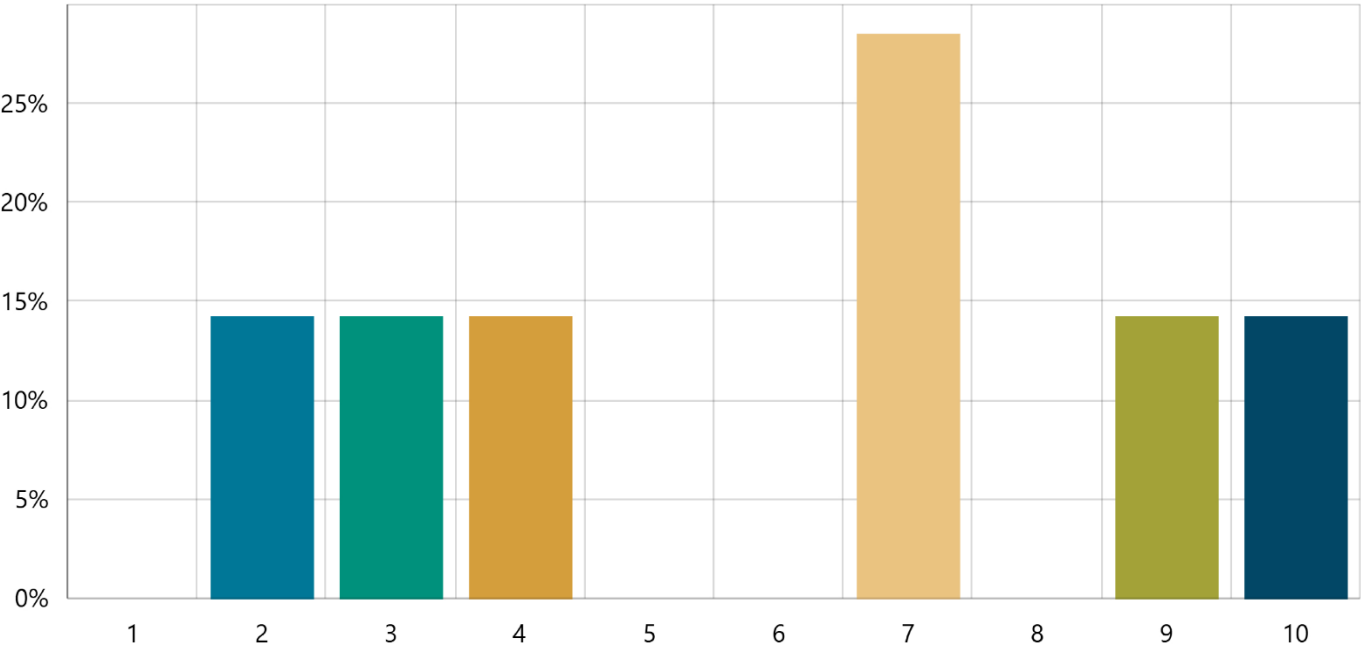


Scale	1	2	3	4	5	6	7	8	9	10
Percent	0%	12.50%	0%	12.50%	0%	0%	12.50%	12.50%	37.50%	12.50%
Contributors	0	1	0	1	0	0	1	1	3	1

Share any concerns/suggestions below:

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

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

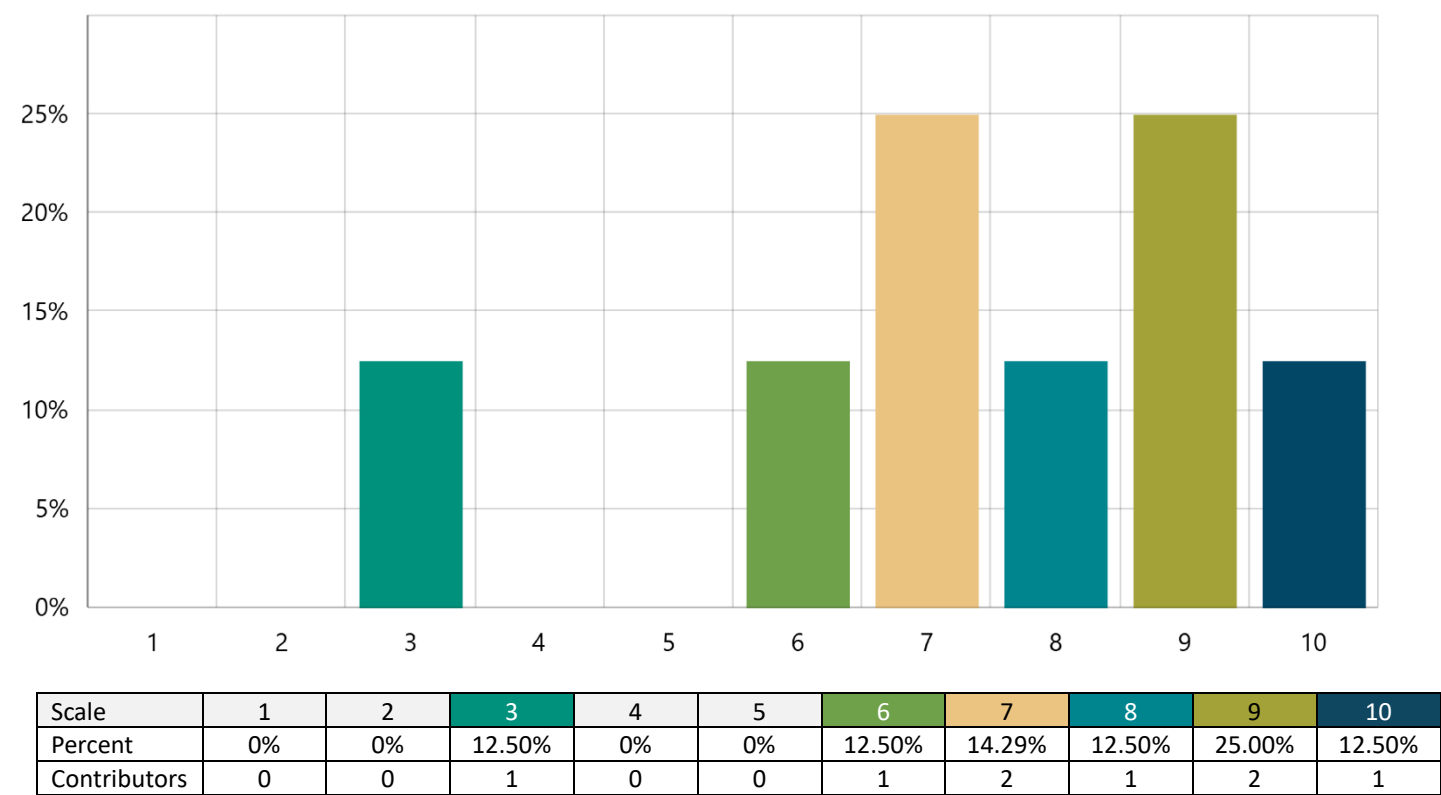


Scale	1	2	3	4	5	6	7	8	9	10
Percent	0%	12.50%	12.50%	12.50%	0%	0%	25.00%	0%	12.50%	12.50%
Contributors	0	1	1	1	0	0	2	0	1	1

Share any concerns/suggestions below:

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

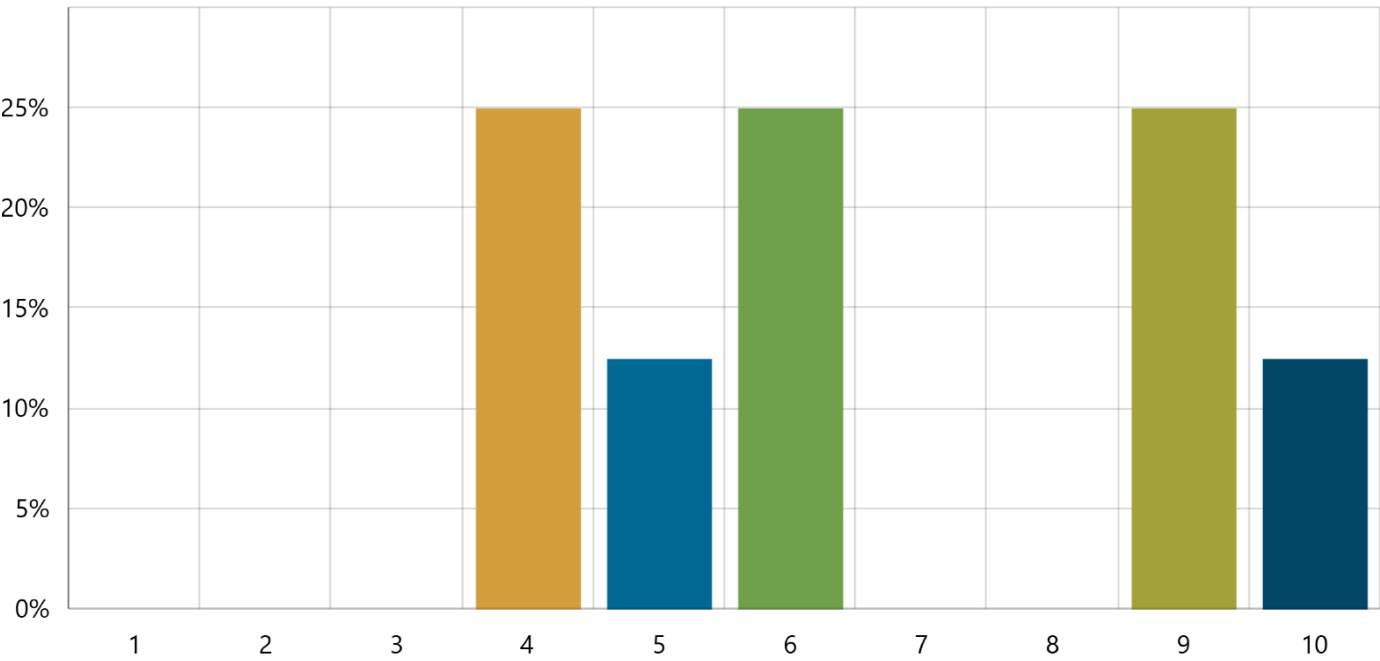
5. Develop and Approve Financial Resource Assumptions. (Skipped: 0 | Answered: 8)



Share any concerns/suggestions below:

No sentiment data entered.

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

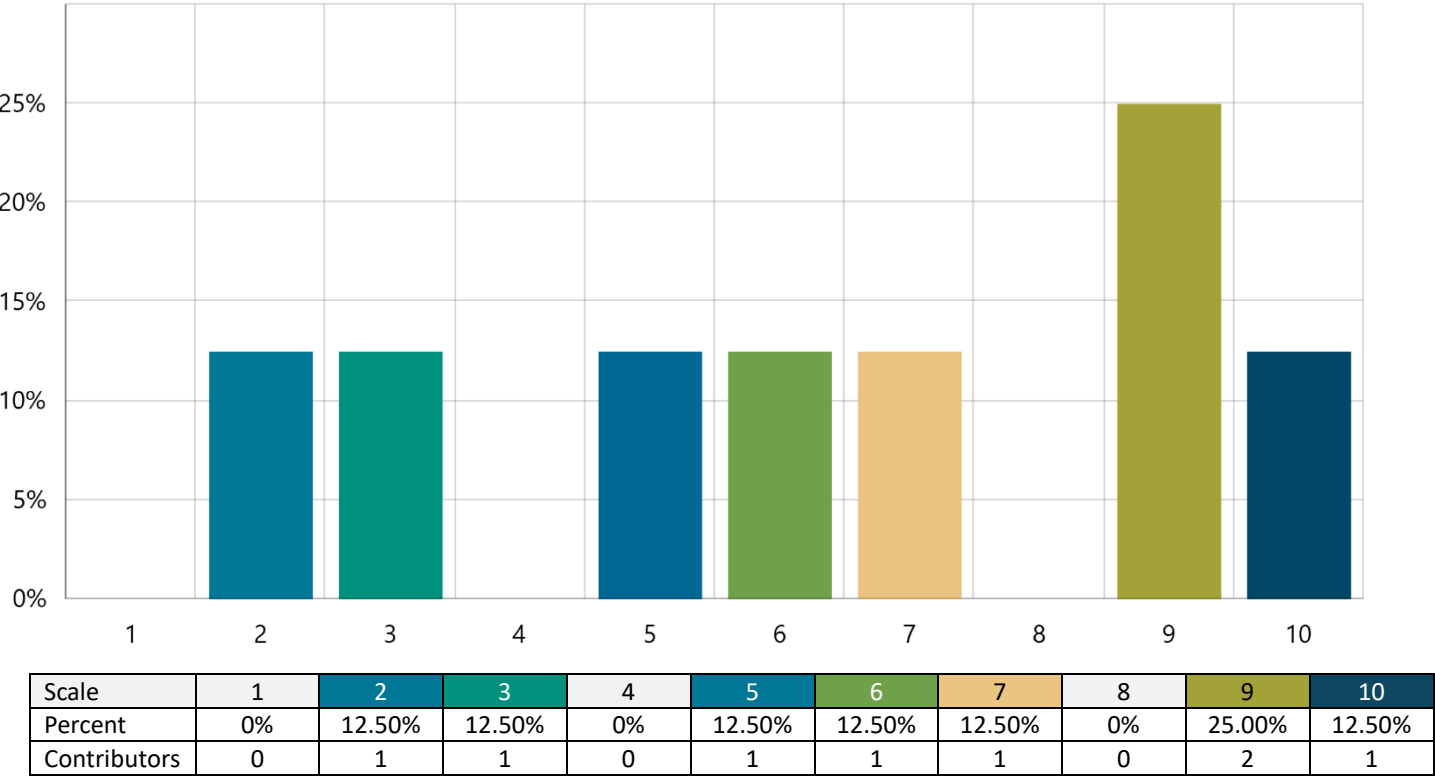


Scale	1	2	3	4	5	6	7	8	9	10
Percent	0%	0%	0%	25.00%	12.50%	25.00%	0%	0%	25.00%	12.50%
Contributors	0	0	0	2	1	2	0	0	2	1

Share any concerns/suggestions below:

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

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



Share any concerns/suggestions below:

- 1. This definitely didn't happen