



## **TRANSPORTATION POLICY COMMITTEE (TPC) RESCHEDULED MEETING AGENDA**

**THURSDAY, JULY 10, 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 MAY 1, 2025 REGULAR MEETING MINUTES **

**4. DISCUSSION AND POSSIBLE ACTION ITEMS**

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

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

**B. DRAFT FY 2025-2028 Transportation Improvement Program (TIP) with Amendment 2 **

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

**5. INFORMATION ITEMS**

**A. Corpus Christi RTA Fare Review Process **

**B. DRAFT 2025 Metropolitan Planning Area (MPA) Boundary Briefing **

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

**7. UPCOMING MEETINGS/EVENTS**

<b>A. <u>Technical Advisory Committee:</u></b>	<b>Regular Meeting</b>	<b>July 17, 2025</b>
<b>B. <u>Transportation Policy Committee:</u></b>	<b>Regular Meeting</b>	<b>August 7, 2025</b>

**8. ADJOURN**

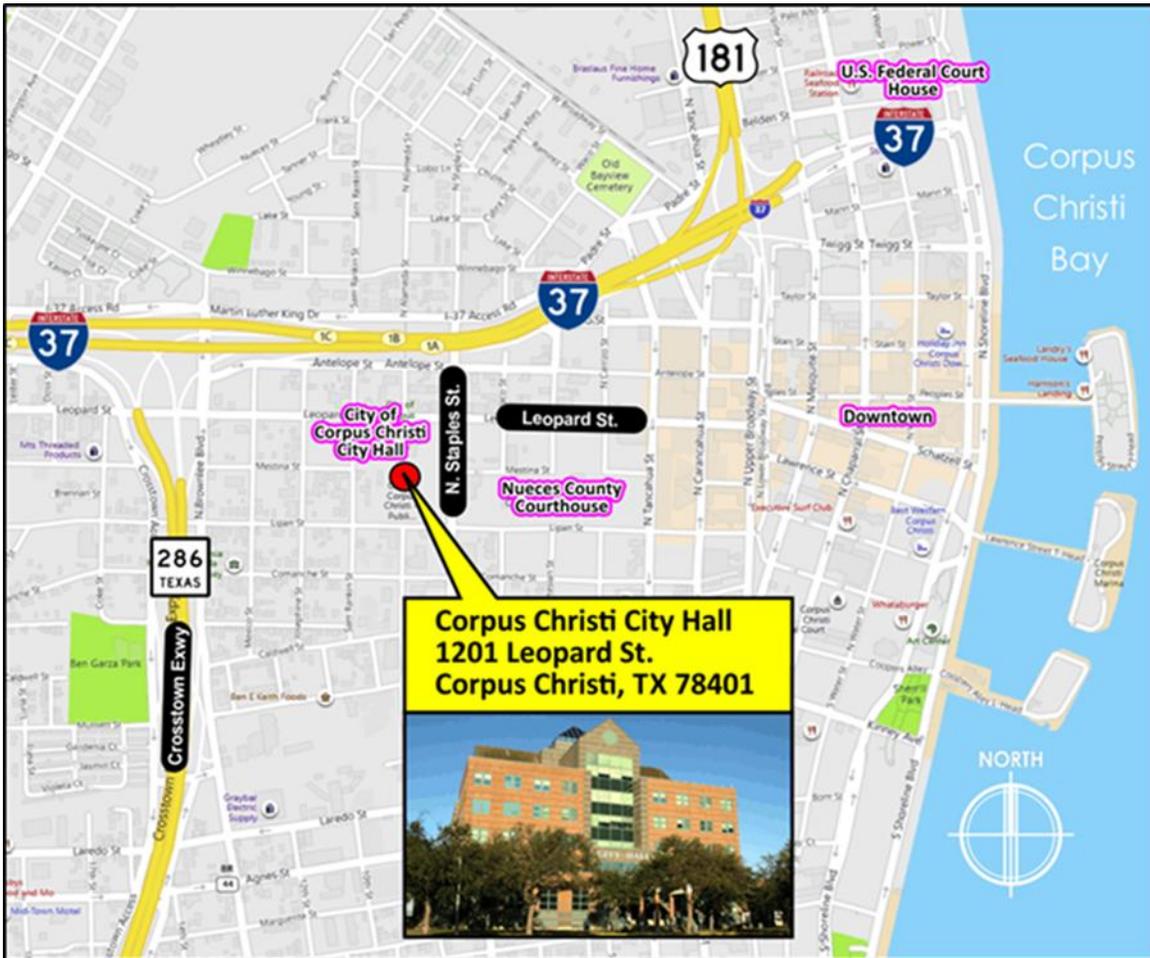
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 - Indicates attachment(s) for the agenda item.       - Indicates a weblink for agenda item.

Public suggestions and comments may be provided before the meeting by emailing [ccmpo@cctxmpo.us](mailto: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**

**MAY 1, 2025**

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

Judge Krebs called the meeting to order at 2:00 p.m.

TPC Members Present:

Judge David Krebs, San Patricio County - 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

Mr. Art Granado, Corpus Christi Regional Transportation Authority

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 MARCH 6, 2025, REGULAR MEETING MINUTES**

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

Mr. Walsh seconded; the motion passed unanimously.

**4. DISCUSSION AND POSSIBLE ACTION ITEMS**

**A. Corpus Christi MPO Boundary Change**

Mr. MacDonald presented this item.

During the March TAC Workshop, there was a lengthy discussion about the process used to adjust the MPO Planning Area Boundary. The TAC has asked that the MPO Planning Area Boundary adopted in January 2025, be rescinded.

Mr. MacDonald outlined the actions that MPO Staff, TAC, and TPC previously took in regard to the MPO boundary change.

- TPC approved the new MPO boundary change in January 2025.
- MPO Staff put together a boundary submittal packet following the rules/guidance from TxDOT.
- MPO Staff received guidance from TxDOT-TPP regarding some issues with the boundary submittal packet.
- MPO Staff revised the boundary submittal packet, based on TxDOT-TPP guidance, and brought revisions to the boundary submittal packet to TPC in March.
- In March 2025, the TPC tabled the revised boundary submittal packet.
- In March 2025, MPO Staff held a TAC workshop, bringing the boundary change discussion back to TAC.
- In April 2025, the TAC recommended rescinding the January 2025 approved boundary change and requested a joint TAC/TPC workshop to discuss the MPO boundary change process

## Motion:

Mr. Engel made a motion to rescind the previously approved TPC January 2<sup>nd</sup> action on the MPO Boundary change based on the Technical Advisory Committee recommendation.

Mayor Skurow seconded; the motion passed unanimously.

Mr. Walsh raised concerns about the impact of the boundary change on road projects, particularly in the London area, and the potential funding implications.

Mr. Walsh stated the London area is an area that TxDOT thinks has a large population growth, but even if there isn't growth, there are major roads (FM 43, FM 2444 connecting out to SH 286) that lead to major metropolitan areas. He further added that TxDOT currently has a project for freeway extension in this area and that if the boundary change were to take place, that MPO funded project would be outside the new boundary. Mr. Walsh said that it doesn't look good when funded projects are outside the boundary. Mr. Walsh would like the board to look at the boundary again and make sure everyone is in agreement. Mr. Walsh would like the TPC to go through the process with Mr. MacDonald and Mr. Casper to further explain how the state demographer came to their conclusion of where they think population growth is occurring. Mr. Walsh wanted clarification on whether there is population growth or not or if it is migration. So the population may not be growing in Corpus Christi, but there does seem to be shifting to a new area towards the London area.

## 5. INFORMATION ITEMS

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

Mr. Casper presented this item.

The scheduled update to the Corpus Christi MPO Public Participation Plan is due in July 2025. Aspects of it related to Equity needs to be removed due to the new federal government direction. TxDOT completed Statewide Strategic Public Engagement Guidance in January 2025 that will be used to finalize the document. The public review period for this 2025 PPP document must 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.

## Discussion:

Mayor Skurow mentioned to Mr. Casper about a guidance factor on this update and the DEI.

- Mr. Casper responds yes with both State and Federal Level guidance.
- Mayor Skurow requested guidance documents from Mr. Casper.

Mr. Walsh received letters of complaint about the process in the past and asked if we are changing anything to address the contents of the complaint.

- Mr. Casper responded that MPO Staff only received one letter and we are aware that TxDOT directly received a second letter.
- Mr. Casper stated that MPO has not received the second letter and would like to see it.
  - Mr. Walsh stated he would make sure the MPO receives the second letter.

Mayor Skurow inquired about the letter of complaint, questioning whether it was about the process or the current plan.

- Mr. Casper stated that the first letter was process oriented and was unaware of what was in the second letter.
- Mr. MacDonald noted that the complaint was about our process, for the 4-year Transportation Improvement Program and related to one or two projects. Mr. MacDonald stated once we receive the 2<sup>nd</sup> letter, the MPO will present it to TPC.

Mayor Skurow mentioned that any letters would be helpful towards the process and reviewing the timeframe of the comment.

## **B. Corpus Christi MPO Program Addressing Discrimination (PAD) update 2025**

Mr. MacDonald presented this item.

The PAD 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.

### **Discussion:**

Mayor Skurow commented that a lot of new changes are happening, and those changes are open to interpretation. Mayor Skurow also stated that before decisions are made, the TPC should consider talking about legal aspects of the federal changes so the TPC can have a full understanding of legal interpretations and requirements, such as a Federal Lobbyists or a Federal Lawyer.

Mr. Walsh recommended that we should ask the same group that is coming to next month’s meeting and include one more person to be added to the meeting.

Mayor Skurow stated that if we had done this at the beginning of the boundary process, we wouldn’t be in the same situation making these decisions.

Mr. MacDonald added that the Federal Transit Administration (FTA) has new federal rules and regulations and needs to include the CCRTA staff because they are our official planning partners. Mr. MacDonald

continued by saying we have an agreement with the CCRTA to do planning together and that any FTA new rules and regulations will intertwine with our planning process. Mr. MacDonald also stated that we check in with Texas legislative actions and local governments policies and determine how those involve our regional planning. He further added that TPC has the ultimate decision on how this MPO is going to do its planning.

Mayor Skurow questioned whether they know of any Law Firms that specialize in these types of requests.

- Mr. MacDonald stated that TxDOT is working with their connections to get the interpretation by talking with policy makers and attorneys for answers.
- Mr. MacDonald added they will bring forth the latest information as it becomes available.

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

Mr. Casper presented this item.

MPO Staff asked 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.

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.

**Discussion:**

Mr. Engel asked what are the plans for the information after it is gathered.

- Mr. Casper responded the information will be used to refine MPO planning and programming processes.

Mr. Engel asked if there will be an action plan.

- Mr. Casper confirmed yes.

Mr. Granado asked who this survey was distributed to.

- Mr. Casper answered the survey was sent to the TAC mailing list, and that included non-voting TAC members as well.

Mr. Granado asked how many TAC Members do we have.

- Mr. Casper answered TAC has 7 members, and we got 8 responses. One of the responses was from someone not a primary voting member of TAC.

Mr. Granado wanted clarification on the comment on question number 7 of the survey.

- Mr. Casper classified that the comment was accurate.

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

Mr. Walsh announced that on May 10, 2025, Ribbon Cutting for the Harbor Bridge at the Port Administration Building parking lot.

**7. UPCOMING MEETINGS/EVENTS**

- |  |                        |                                    |
|--|------------------------|------------------------------------|
| <b>A. Technical Advisory Committee:</b>                      | <b>Regular Meeting</b> | <b>May 15, 2025</b>                |
| <b>B. Transportation Policy Committee:</b>                   | <b>Regular Meeting</b> | <b>June 5, 2025</b>                |
| <b>C. Joint TPC and TAC Workshop for MPO Boundary Change</b> |                        | <b>June 5, 2025</b>                |
| <b>D. Transportation Policy Committee</b>                    | <b>Regular Meeting</b> | <b>July 3, 2025 Confirm/Change</b> |
- 8. ADJOURN:** The meeting was adjourned at 2:29 p.m.



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**Date:** July 3, 2025  
**To:** Transportation Policy Committee (TPC)  
**From:** Craig Casper, Senior Transportation Planner  
**Through:** Robert MacDonald, Transportation Planning Director  
**Subject:** Item 4A: DRAFT FY 2025 and FY 2026 Unified Planning Work Program (UPWP) with Amendment 1  
**Action:** Review, Discuss, Receive Public Comment and Possible Action

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### **Summary**

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

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

In the past fiscal years of FY 2022-2025, tracking the 24 Texas MPOs 2.5% set-aside by TxDOT was not completed to the satisfaction of FHWA/FTA. Therefore, all 4-years of the previous 2.5% set-aside Planning (PL) funds need to be accounted for in FY 2026. For the Corpus Christi MPO, this requires Amending our FY 2025 and FY 2026 UPWP. The amount of the 2.5% set-aside for each MPO is provided in the Table in Attachment 3. The specific amount to include in Task 3.3 in the Corpus Christi MPO FY 2026 UPWP is \$77,920.89. We rounded up to \$78,000. Maintaining fiscal constraint of the FY 2026 UPWP, required reallocating funds from other Subtasks in FY 2026. These are shown in the tables below, which are also the tables contained in the DRAFT FY 2025 and FY 2026 UPWP with Amendment 1 document. See the link in Attachment 3 for the full UPWP document.

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

### **Fiscal Impacts**

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

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

<b>TASK AND SUBTASK TITLE</b>		<b>FY 2025</b>	<b>FY 2026</b>	<b>2-Year Total</b>
<b>TASK 2.0 MODEL AND DATA DEVELOPMENT AND ANALYSES TOTAL</b>		<b>\$88,900</b>	<b>\$1,506,700</b>	<b>\$2,385,900</b>
2.1	MPO Geographic Information System (GIS) Database Management	\$16,300	\$16,000	\$32,300
2.2	Travel Demand and Corridor Model Development and Update	\$13,800	\$1,734,000	\$3,047,800
2.3	Growth Scenarios / Land-Use Model Acquisition and Calibration	\$10,700	\$21,000	\$31,700
2.4	Crash Data Acquisition and Crash Model Update	\$8,600	\$17,000	\$25,600
2.5	Infrastructure Condition Data Aggregation and Analysis Models	\$6,000	\$11,000	\$17,000
2.6	Community Impact Model Development and Implementation	\$8,600	\$19,000	\$27,600
2.7	Environmental Resource / Linkages Model Implementation	\$8,600	\$16,000	\$24,600
2.8	Resiliency Model Development and Implementation	\$8,600	\$20,000	\$28,600
2.9	Economic Analyses Model Development and Implementation	\$7,700	\$13,000	\$20,700

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

<b>TASK AND SUBTASK TITLE</b>		<b>FY 2025</b>	<b>FY 2026</b>	<b>2-Year Total</b>
<b>TASK 3.0 SHORT-RANGE PLANNING TOTAL</b>		<b>\$147,400</b>	<b>\$2,252,085.00</b>	<b>\$3,725,900</b>
3.1	Transportation Improvement Program (TIP) Update	\$22,200	\$2,732,000	\$4,954,200
3.2	CMP / TSMO / ITS Coordination Plan	\$7,700	\$1,722,000	\$2,497,700
3.3	2.5% Set-Aside for Increasing Safe and Accessible Transportation Options	\$20,900	\$21,000,780.00	\$98,900,419.00
3.4	Regional Multimodal Freight and Urban Goods Planning	\$10,500	\$11,000	\$21,500
3.5	<a href="#">Equity and Justice</a> 40Regional Demographics Planning	\$11,100	\$641,000	\$1,722,100
3.6	Economic Analyses of Projects and Portfolios	\$17,300	\$138,000	\$305,300
3.7	Infrastructure Lifecycle Analysis and Reporting	\$8,600	\$13,500	\$22,100
3.8	Crash Analyses and Regional Safety Planning	\$9,200	\$1,424,000	\$2,333,200
3.9	Region 20 Coordinated Transit Planning	\$14,500	\$17,000	\$31,500
3.10	Regional Resiliency and Climate Crisis Planning	\$9,200	\$1,520,000	\$2,429,200
3.11	Planning and Environmental Linkages	\$16,200	\$149,000	\$305,200

**Recommendation**

The Corpus Christi MPO staff and TAC jointly recommend that the TPC release the DRAFT FY 2025 and FY 2026 UPWP with Amendment 1 for a one-month public comment period.

**Proposed Motion**

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

**Attachments**

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

**From:** [Casey Wells](#)  
**To:** [Allie.isbell@h-gac.com](mailto:Allie.isbell@h-gac.com); [bmcbride@longviewtexas.gov](mailto:bmcbride@longviewtexas.gov); [bdickinson@setrpc.org](mailto:bdickinson@setrpc.org); [mhowell@tylertexas.com](mailto:mhowell@tylertexas.com); [drudge@bcsmmpo.org](mailto:drudge@bcsmmpo.org); [ECalvo@ELPASOMPO.ORG](mailto:ECalvo@ELPASOMPO.ORG); [cbarnett@huitt-zollars.com](mailto:cbarnett@huitt-zollars.com); [Lin.Barnett@wichitafallstx.gov](mailto:Lin.Barnett@wichitafallstx.gov); [mmedina@rgvmpo.org](mailto:mmedina@rgvmpo.org); [major.hofheins@cosatx.us](mailto:major.hofheins@cosatx.us); [mbergeron@victoriatx.gov](mailto:mbergeron@victoriatx.gov); [placido.madera@eaglepasstx.gov](mailto:placido.madera@eaglepasstx.gov); [cwalker@permianbasinmpo.com](mailto:cwalker@permianbasinmpo.com); [travis.muno@amarillo.gov](mailto:travis.muno@amarillo.gov); [mmorris@nctcog.org](mailto:mmorris@nctcog.org); [ReaDonna.Jones@txkusa.org](mailto:ReaDonna.Jones@txkusa.org); [ashby.johnson@campotexas.org](mailto:ashby.johnson@campotexas.org); [Jamila Owens \(H-GAC\)](#); "Dan Kessler"; [plourdeht](#); [jimenez](#); [Robert MacDonald](#); [Juan Medive](#); [Smetana, E"Lisa](#); [Uryan Nelson](#); [David Jones \(Lubbock MPO\)](#); [Mukesh Kumar](#)  
**Cc:** [TPP-MPO Team](#); [Maria Salazar](#)  
**Subject:** Safe and Accessible Transportation Options Set-Aside Balances  
**Date:** Tuesday, March 25, 2025 5:13:37 PM  
**Attachments:** [Safe and Accessible Transportation Options Set-Aside.pdf](#)

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Good evening,

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

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

Thank you,

**CASEY WELLS**

Systems Planning Section Director  
Texas Department of Transportation  
Transportation Planning and Programming Division  
[casey.wells@txdot.gov](mailto:casey.wells@txdot.gov) | M: 512-423-8986 | M3B2.02



## Robert MacDonald

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**From:** Casey Wells <Casey.Wells@txdot.gov>  
**Sent:** Friday, April 18, 2025 11:43 AM  
**To:** Allie.isbell@h-gac.com; bmcbride@longviewtexas.gov; bdickinson@setrpc.org; mhowell@tylertexas.com; drudge@bcsmo.org; ECalvo@ELPASOMPO.ORG; cbarnett@huitt-zollars.com; Lin.Barnett@wichitafallstx.gov; jimenez; mmedina@rgvmpo.org; major.hofheins@cosatx.us; mbergeron@victoriatx.gov; Robert MacDonald; placido.madera@eaglepasstx.gov; Juan Medive; Cameron Walker; elisa.smetana@abilenetx.gov; travis.muno@amarillo.gov; mmorris@nctcog.org; ReaDonna.Jones@txkusa.org; ashby.johnson@campotexas.org; Uryan Nelson; David Jones; Mukesh Kumar; 'Dan Kessler'; Harrison T. Plourde; Owens, Jamila; Kendra Coufal  
**Cc:** TPP-MPO Team  
**Subject:** RE: TX MPO FY 26 and FY26/27 UPWP Template and Timeline  
**Attachments:** Texas\_1yr\_UPWP\_Template\_020725\_rev041825.docx; Texas\_2yr\_UPWP\_Template\_020725\_rev041825.docx; FY26-27\_UPWP\_Develop TL and Updates.pdf

Good day, MPO Community,

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

Edit to TxDOT UPWP Template:

### INTRODUCTION

#### C. ORGANIZATION

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

#### D. NON-MPO INVOLVEMENT

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

#### E. PLANNING ISSUES AND EMPHASIS

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

Please let me know if you have any questions.

Safe and Accessible Transportation Options Set -Aside

Entity	2022	2023	2024	2025	* 2026	Total
Abilene MPO	\$ 5,750.07	\$ 5,850.00	\$ 5,537.58	\$ 6,684.78	\$ 6,671.64	\$ 30,494.07
Alamo Area MPO	\$ 79,222.51	\$ 80,827.96	\$ 82,910.46	\$ 83,088.21	\$ 84,868.67	\$ 410,917.81
Amarillo MPO	\$ 9,259.75	\$ 9,438.85	\$ 10,082.78	\$ 9,244.61	\$ 9,417.59	\$ 47,443.58
Bryan College Station MPO	\$ 8,229.76	\$ 8,385.63	\$ 10,092.90	\$ 9,255.25	\$ 9,428.46	\$ 45,392.00
Capital Area MPO	\$ 62,133.11	\$ 63,427.28	\$ 72,234.07	\$ 73,579.47	\$ 75,181.09	\$ 346,555.02
Corpus Christi MPO	\$ 16,481.38	\$ 16,771.26	\$ 15,658.79	\$ 14,361.43	\$ 14,648.03	\$ 77,920.89
Eagle Pass MPO	\$ -	\$ -	\$ 3,810.86	\$ 6,684.78	\$ 6,671.64	\$ 17,167.28
El Paso MPO	\$ 36,914.46	\$ 37,617.28	\$ 34,964.40	\$ 34,315.76	\$ 35,013.15	\$ 178,825.05
Grayson County MPO	\$ 3,775.20	\$ 3,830.58	\$ 3,686.19	\$ 6,684.78	\$ 6,671.64	\$ 24,648.39
Houston-Galveston Area Council	\$ 234,031.89	\$ 238,940.12	\$ 249,460.27	\$ 252,508.65	\$ 258,051.28	\$ 1,232,992.21
Killeen Temple MPO	\$ 15,273.92	\$ 15,553.56	\$ 16,138.69	\$ 15,620.91	\$ 15,935.47	\$ 78,522.55
Laredo and Webb County MPO	\$ 12,278.67	\$ 12,492.00	\$ 11,746.44	\$ 10,996.31	\$ 11,208.18	\$ 58,721.60
Longview MPO	\$ 5,933.20	\$ 6,021.78	\$ 5,806.54	\$ 6,684.78	\$ 6,671.64	\$ 31,117.94
Lubbock MPO	\$ 12,346.08	\$ 12,560.90	\$ 12,506.00	\$ 11,795.99	\$ 12,025.62	\$ 61,234.59
North Central Texas Council of Governments	\$ 246,589.63	\$ 251,765.78	\$ 255,603.03	\$ 258,757.90	\$ 264,438.77	\$ 1,277,155.11
Permian Basin MPO	\$ 11,195.55	\$ 11,418.32	\$ 11,967.51	\$ 11,401.49	\$ 11,654.68	\$ 57,637.55
Rio Grande Valley MPO	\$ 47,345.64	\$ 48,335.33	\$ 43,244.68	\$ 44,160.88	\$ 45,109.22	\$ 228,195.75
San Angelo MPO	\$ 5,040.36	\$ 5,124.28	\$ 4,884.21	\$ 6,684.78	\$ 6,671.64	\$ 28,405.27
South East Texas Regional Planning Commission	\$ 14,213.29	\$ 14,487.46	\$ 11,467.44	\$ 11,457.50	\$ 11,679.61	\$ 63,305.30
Texarkana MPO	\$ 3,767.34	\$ 3,627.89	\$ 3,825.12	\$ 6,684.78	\$ 6,671.64	\$ 24,576.77
Tyler Area MPO	\$ 7,217.60	\$ 7,334.98	\$ 6,672.83	\$ 6,684.78	\$ 6,671.64	\$ 34,581.83
Victoria MPO	\$ 4,491.63	\$ 4,547.90	\$ 4,318.20	\$ 6,684.78	\$ 6,671.64	\$ 26,714.15
Waco MPO	\$ 8,942.97	\$ 9,099.01	\$ 8,910.71	\$ 7,407.68	\$ 7,572.17	\$ 41,932.54
Wichita Falls MPO	\$ 5,303.00	\$ 5,392.85	\$ 4,778.30	\$ 6,684.78	\$ 6,671.64	\$ 28,830.57
<b>Total</b>	<b>\$ 855,737.01</b>	<b>\$ 872,851.00</b>	<b>\$ 890,308.00</b>	<b>\$ 908,115.06</b>	<b>\$ 926,276.75</b>	<b>\$ 4,453,287.82</b>

\*Projected Set-Aside for FY 2026

**From:** [Sara Garza](#)  
**To:** [Robert MacDonald](#)  
**Cc:** [Craig T. Casper](#)  
**Subject:** 2.5%  
**Date:** Friday, May 2, 2025 1:28:00 PM  
**Attachments:** [Safe and Accessible Transportation Options Set-Aside.pdf](#)

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

Thanks!

**SARA R. GARZA**  
Transportation Planner

**TEXAS DEPARTMENT OF TRANSPORTATION**  
Transportation Planning and Programming Division

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





**PUBLIC NOTICE #25-3**  
**July 10, 2025**

The **Corpus Christi Metropolitan Planning Organization** (Corpus Christi MPO) is seeking public input and comments on the **DRAFT FY 2025-2028 Transportation Improvement Program (TIP) with Amendment 2** and **DRAFT FY 2025 and FY 2026 Unified Planning Work Program (UPWP) with Amendment 1**.

The TIP identifies how the region plans to invest transportation funds in the transportation system for the next four years. The UPWP serves as the scope of work for the Corpus Christi MPO and documents transportation-related planning activities conducted in the Corpus Christi MPO Planning Area. In accordance with the Corpus Christi MPO Public Participation Plan, the Corpus Christi MPO is seeking to inform those who are interested in or affected by transportation decisions with opportunities to provide input on the **DRAFT FY 2025-2028 TIP with Amendment 2** and **DRAFT FY 2025 and FY 2026 UPWP with Amendment 1**.

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The **DRAFT FY 2025-2028 TIP with Amendment 2** and **FY 2025 and 2026 Unified Planning Work Program (UPWP) with Amendment 1** is being released to the public on July 10, 2025 and input is invited through August 7, 2025. Public comment may be offered in person at the following public meetings:

<p align="center"><b>July 10, 2025, at 2:00 p.m.*</b>  <b>August 7, 2025, at 2:00 p.m.*</b>  <u>Transportation Policy Committee</u>          Corpus Christi City Hall Council Chambers          1201 Leopard Street          Corpus Christi, Texas 78401</p>	<p align="center"><b>July 17, 2025, at 9:00 a.m.*</b>  <u>Technical Advisory Committee</u>          Corpus Christi Regional Transportation Authority          Staples Street Center          602 N. Staples Steet, 2nd Floor Boardroom          Corpus Christi, Texas 78401</p>
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*\*Meeting location and time are subject to change, check the Corpus Christi MPO website for information.*

[www.corpuschristi-mpo.org](http://www.corpuschristi-mpo.org)

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The **Corpus Christi Regional Transportation Authority** (CCRTA) hereby gives notice that coordination actions with the **Corpus Christi Metropolitan Planning Organization** (Corpus Christi MPO) have

occurred to assure that the procedures established in the MPO's public participation plan, including public notice and times established for public review and comment on the TIP, satisfy the Requirement of public participation in the development of the program of projects and grant application requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307; and other formula funds. The public participation requirements of 49 U.S.C. Section 5307 (b) (1) through (b) (7) (as amended by the FAST Act) are integrated into the MPO's adopted "Public Participation Plan". The CCRTA, therefore, is a participant with the Corpus Christi MPO in the public process for the **DRAFT FY 2025-2028 TIP with Amendment 2 and DRAFT FY 2025 and FY 2026 UPWP with Amendment 1**.

For more information, please visit <http://www.corpuschristi-mpo.org> or contact us at [ccmpo@cctxmpo.us](mailto:ccmpo@cctxmpo.us) for any questions.

**Subject:** Item 4B - Draft FY 2025-2028 Transportation Improvement Program (TIP) with Amendment 2

### **Summary**

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

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

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

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

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

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

### **Recommendation**

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

### **Proposed Motion**

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

### **Financial Impact**

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

### **Attachments**

1. Revised Table 12c. FY 2025-2028 TIP Fiscally Constrained Transit Project List
2. Public Notice #25-3

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

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

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

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

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

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



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# UPDATE ON FARE REVIEW PROCESS

CCRTA Board Priority

*Public Image & Transparency*

Board of Directors Meeting  
June 4, 2025



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## Fare Review Process Timeline

### Completed:

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

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

- To conduct a Fare Equity Analysis

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

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

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

- 60 – 90 days

**Review FEA Findings: (9/1/25 – 9/5/25)**

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



**Present at RCAT: (9/18/25)**

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

**Present: 9/24/25**

- Administration & Finance Committee
- Public Hearing

**Present: 10/1/25**

- Board Meeting/Public Hearing
- Public Hearing

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

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

### 60 Days

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

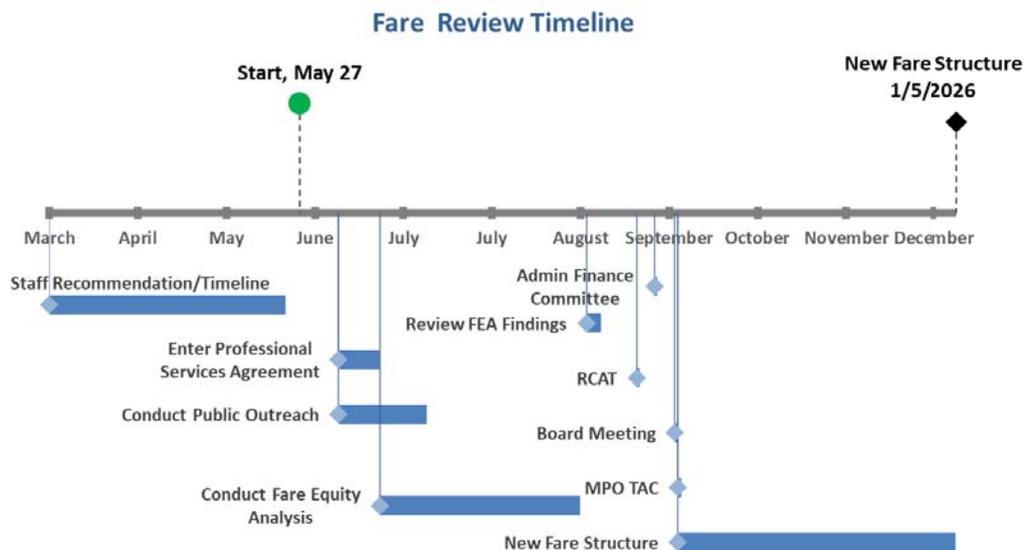
### 60 Days

- Train Operators
  - This would run simultaneously with the outreach

### New Fare Structure: 1/5/26

- Implement recommendations

## Fare Implementation Timeline



**Have Questions?**

*Thank You!*





**Date:** July 3, 2025  
**To:** Transportation Policy Committee (TPC)  
**From:** Craig Casper, Senior Transportation Planner  
**Through:** Robert MacDonald, Transportation Planning Director  
**Subject:** Item 5B: DRAFT 2025 Metropolitan Planning Area (MPA) Boundary Briefing  
**Action:** Information Only

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### Summary

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

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

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

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

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

- Resolution of Acknowledgement/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 Robstown City Attorney proposed changes to the Resolution. The City Council Tabled the item pending additional information about TxDOT funding. The next meeting of the Robstown City Council is on July 21
- Final Minutes of the TPC Meeting approving the new MPA Planning Area Boundary
- Consideration of the federally supported CCRTA routes/stops in the Cities of Robstown and the Port Aransas that are not currently within the Corpus Christi Metropolitan Boundary. See Attachment 3 for the information from CCRTA and Federal Transit Administration (FTA) on this topic that was introduced at the June 26 TAC meeting by CCRTA staff. Attachment 4 lists the 9 considerations for MPA Boundary Adjustments. Additionally, Attachment 5 and 6 illustrates the CCRTA Routes and Stops within the cities of Robstown and Port Aransas.
- Possible TPC Minutes approving possibly amended MPO Bylaws if the City of Robstown, City of Gregory or the City of Port Aransas join the MPO as a voting members.

## **Policy Options for TAC to Consider and Recommend to the TPC**

### **City of Robstown**

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

### **City of Gregory**

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

### **City of Port Aransas**

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

### **Recommendation**

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

### **Proposed Motion**

None. This is an informational item only.

### **Background**

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

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

**Attachments**

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



# MPO Boundary Revision Document Checklist

	Item	Check	Comments
<b>Cover Letter</b>	Include a Cover Letter	<input type="checkbox"/>	
	Include date that Policy Board amended bylaws to expand the boundary	<input type="checkbox"/>	
	List of all items included in the packet (i.e., meeting minutes, resolutions, maps, bylaws, description of boundary, etc.)	<input type="checkbox"/>	
	List of new seats added to the Policy Board and/or the Technical Advisory Committee	<input type="checkbox"/>	
<b>Resolution, Bylaws, Minutes</b>	Include the Policy Board Resolution	<input type="checkbox"/>	
	Include proposed updated MPO Bylaws (if needed)	<input type="checkbox"/>	
	Include Policy Board minutes showing discussion of MPO boundary and adoption of new boundary and bylaws	<input type="checkbox"/>	
<b>Letters of Support</b>	Letters of Support – <i>Redesignation needed?</i> <ul style="list-style-type: none"> <li>• <i>Yes:</i> Resolution of support from jurisdictions representing 75% of affected populations and central city</li> <li>• <i>No:</i> Signed Resolutions of Support from all newly added political subdivisions (including cities and counties)</li> </ul>	<input type="checkbox"/>	
<b>Maps</b>	Include a Text Description and GIS layer of the proposed MPO boundary	<input type="checkbox"/>	
	Include Existing Boundary Map	<input type="checkbox"/>	
	Include Proposed Boundary Map	<input type="checkbox"/>	



**From:** [Liann Alfaro](#)  
**To:** [Craig T. Casper](#); [Robert MacDonald](#); [Victor Mendieta](#)  
**Cc:** [Gordon Robinson](#)  
**Subject:** FW: MPO Boundaries and transit  
**Date:** Thursday, June 26, 2025 2:14:42 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)  
[image007.png](#)

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

Thanks



**Liann Alfaro**  
*Director of Planning*

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Mobile: (361) 206-7818



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



CCRTA Operations Facility  
5658 Bear Lane  
Corpus Christi, TX 78405

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**From:** Bartels, David (FTA) <david.bartels@dot.gov>  
**Sent:** Thursday, June 26, 2025 10:24 AM  
**To:** Liann Alfaro <lalfaro@ccrta.org>  
**Cc:** Bosompem, Kwasi (FTA) <kwasi.bosompem@dot.gov>; Koski, Donald (FTA) <Donald.Koski@dot.gov>  
**Subject:** RE: MPO Boundaries and transit

Hello Liann –

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

accessible, etc.).

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

[eCFR :: 23 CFR 450.312 -- Metropolitan Planning Area boundaries.](#)

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

See also:

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

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

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

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

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**From:** Liann Alfaro <[lalfaro@ccrta.org](mailto:lalfaro@ccrta.org)>  
**Sent:** Monday, June 23, 2025 4:46 PM  
**To:** Bartels, David (FTA) <[david.bartels@dot.gov](mailto:david.bartels@dot.gov)>  
**Cc:** Bosompem, Kwasi (FTA) <[kwasi.bosompem@dot.gov](mailto:kwasi.bosompem@dot.gov)>  
**Subject:** MPO Boundaries and transit

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

David,

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

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

Thank you,



**Liann Alfaro**

*Director of Planning*

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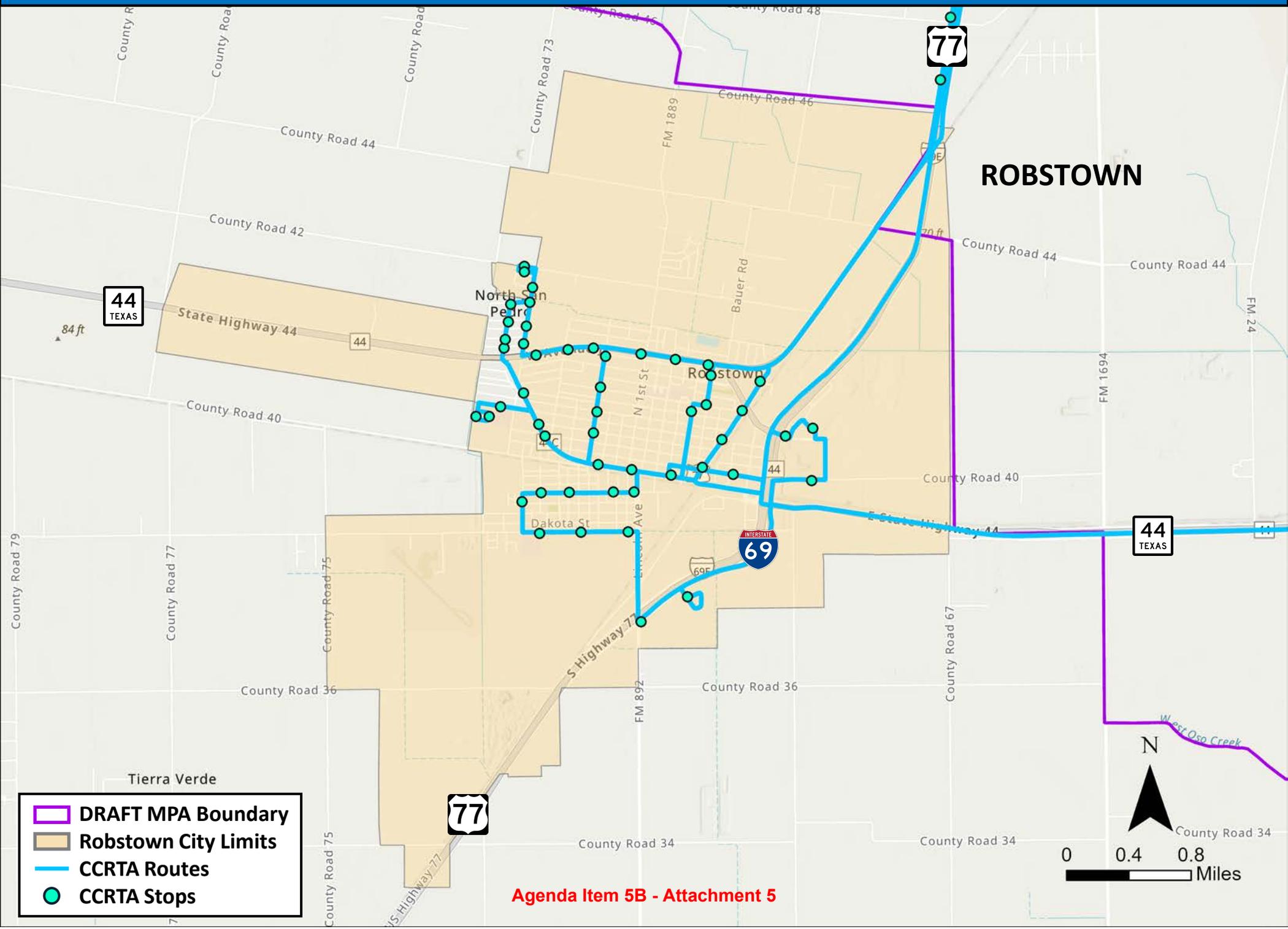
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- The adjusted urban area boundary **will be one, single contiguous area.**
- The adjusted urban area boundary should include **terminals (e.g. airports, seaports) and their access roads,** if such terminals lie within a reasonable distance of the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

# CCRTA Transit Routes/Stops within Robstown



# CCRTA Transit Routes/Stops within Port Aransas

