



Federal Highway
Administration

Federal Transit
Administration

Joint Certification Review
of the
Corpus Christi
Metropolitan Planning Organization
Metropolitan Transportation
Planning Process

On Site: October 26-28, 2021

Report: April 2025

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I. Glossary of Acronyms

APER	Annual Performance and Expenditure Report
APL	Annual Listing of Obligated Projects
CAC	Citizens Advisory Committee
CCMPO	Corpus Christi Metropolitan Planning Organization
CFR	Code of Federal Regulations
CMP	Congestion Management Process
CRIS	Crash Records Information System
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
HAWK	High intensity Activated Crosswalk.
MAP-21	Moving Ahead for Progress in the 21 st Century Act
MOA	Memorandum of Agreement
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NTI	National Transit Institute
PEL	Planning and Environmental Linkages
PPP	Public Participation Plan
RTA	Regional Transportation Authority
STIP	Statewide Transportation Improvement Program
TAC	Technical Advisory Committee
TDM	Travel Demand Modeling
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TPC	Transportation Policy Committee
TxDOT	Texas Department of Transportation
UPWP	Unified Planning Work Program
USC	United States Code
USDOT	United States Department of Transportation
UTP	Unified Transportation Program

II. Preface

Pursuant to 23 USC 134(k)(5) and 49 USC 1607, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning process in Transportation Management Areas (TMA), areas with a population over 200,000, at least every four years. This certification review consists of five primary activities: a desk review of the planning products, a site visit, a public listening session, interviews with locally elected officials and the preparation of a report which summarizes the review and offers findings. The review focuses on compliance with Federal regulations, as well as the challenges, successes and experiences that occur during the metropolitan planning process of the cooperative relationship between the Corpus Christi Metropolitan Planning Organization (CCMPO), the Texas State Department of Transportation, Corpus Christi Regional Transportation Authority, and other interested parties.

Each urban area is unique in terms of its complexity, geographic location, transportation network and planning issues; therefore, the FHWA/FTA joint certification review guidelines provide agency field reviewers with the latitude and flexibility to tailor the review to reflect local issues and needs. As a result, the scope and depth of each certification review report will vary. The certification review process is only one of several methods used to assess the quality of a local metropolitan planning process, ensure compliance with applicable statutes and regulations, and determine the level and type of technical assistance needed to enhance the effectiveness of the planning process.

Other activities, including the assessment of the Unified Planning Work Program (UPWP), the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), the Congestion Management Process (CMP), as well as a range of other formal and less formal involvement by FHWA and FTA provide an opportunity to observe and comment on the transportation planning process. While the certification review report may not fully document these intermediate and ongoing checkpoints, the results of these activities and cumulative findings were considered in the certification review process.

Please note that, this report is presented solely for informational purposes. The Federal review team recognizes that considering the report's timing, the MPO must have addressed or already implemented specific recommendations in the report, thus no longer necessitating action by the MPO. The team looks forward to the certification review for 2025, which will take place later this year. The Federal review team is confident that the MPO will continue to excel in its transportation planning process.

III. Executive Summary

This report documents the joint Federal certification review conducted by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for the Corpus Christi Metropolitan Planning Organization (CCMPO) on October 26-28, 2021. According to 23 USC 134(k)(5) and 49 USC 1607, FHWA and FTA must jointly certify the metropolitan transportation planning process in Transportation Management Areas (TMA), areas with a population over 200,000, at least every four years. The certification review is one of several methods used to assess the quality of the cooperative, continuing, and comprehensive metropolitan planning process. The review is conducted to highlight good practices, identify opportunities for improvements and to ensure compliance with regulatory requirements.

The certification review for CCMPO was conducted in five phases: (1) a desk review of the planning products, (2) a virtual site visit, (3) a public listening session, (4) interviews with locally elected officials and (5) the preparation of a report which summarizes the review and offers findings.

The Review Team conducted an advanced desk audit, virtual site visit via Microsoft Teams, public listening session which was also held via Microsoft team and presented with a call-in option, and interviews with local elected officials. The review discussions included representatives from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Texas Department of Transportation (TxDOT), the CCMPO staff, the MPO Policy Committee, Corpus Christi Regional Transportation Authority, and citizens.

The Corpus Christi MPO provided to the review team documentation of the area's transportation planning process. The review team conducted an internal desk review of the documentation using a risk-based approach identifying low – high risk planning areas (or topics).

The review focused on the following areas as part of the desk audit or the virtual on-site review:

- MPO Organization/Boundary
- MPO Agreements, Roles, and Responsibilities
- Unified Planning Work Program
- APER/APL
- Metropolitan Transportation Plan
- Transportation Improvement Program
- Financial Planning/ Fiscal Constraint
- Performance Based Planning and Programming
- Congestion Management Process
- Public Outreach
- Title VI
- Bicycle and Pedestrian Planning
- Freight Planning
- Resiliency and Tourism

The certification review agenda and complete list of topics discussed during the review are included in Appendix B. Interested parties and citizens were invited to comment on the transportation planning process through November 27, 2021.

IV. Introduction

The Federal Highway Administration (FHWA) – Texas Division and the Federal Transit Administration (FTA) Region VI conducted a joint Certification Review of the transportation planning process for the Corpus Christi Metropolitan Planning Organization (CCMPO) from October 26-28, 2021. The review was carried out in accordance with 23 CFR 450 and 49 CFR 613, which require FHWA and FTA to jointly review and certify the metropolitan transportation planning process for all Transportation Management Areas (TMA) at least once every four years. The previous certification review for the CCMPO was conducted on April 18-20, 2017.

The Certification Review process is only one of several methods used to assess the quality of a local metropolitan planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other activities, including the review and approval of the Unified Planning Work Program, review of the Metropolitan Transportation Plan, Metropolitan and Statewide Transportation Improvement Program findings, as well as a range of other formal and less formal involvement provide both FHWA and FTA an opportunity to comment on the planning process. The results of these processes are considered in this Certification Review process.

The purpose of this report is to determine the extent of compliance with regulatory requirements, recognize noteworthy practices, identify problem areas, and aid and guidance as appropriate. The review team evaluated and discussed the major transportation planning process components for CCMPO. This report summarizes the observations of the review team and provides recommendations that are intended to improve the transportation planning process.

The Corpus Christi Metropolitan Planning Organization was previously certified by FHWA and FTA with corrective action addressing the deficiencies of the Congestion Management Process the transportation planning process in December 2018.

V. Results from Previous Review (FY 2017)

The following section discusses the results from the previous on-site TMA certification review completed via an on-site review in April 2017 and the final issuance of the report by FTA and FHWA in December 2018. The first table shown on the following page lists the various commendations cited by the Federal Review Team in FY 2017. A second table provides a summary of the FY 2017 Federal Review Team recommendations.

Table 1: List of Commendations from Previous FY 2017 TMA Certification Review

Review Area	Commendation
Transit Planning	The Federal team commends the CCMPO and CCRTA for their expanding efforts in transit planning, for recognizing and expanding on comprehensively examined transit improvements, and developing a vision to guide future transportation planning efforts. This visioning forms a solid foundation upon which to build future comprehensive transit

Review Area	Commendation
	planning. CCMPO is encouraged to expand on these efforts by continuing to work with the CCRTA, City of Corpus Christi, the State and other partners to integrate public transit more completely within regional multimodal systems planning.
Air Quality	The Corpus Christi MPO is commended for their efforts and proactive approach in considering a process for establishing mitigation banking and using environmental constraint efforts in planning which is evident on the Harbor Bridge and Regional Parkway projects. Additionally, the MPO is commended for its efforts on maintaining the region's attainment status, and participation in the Corpus Christi Air Quality Group ozone advance activities.

Table 2: Recommendations from Previous FY 2017 TMA Certification Review

Review Area	Recommendation
Public Outreach	The review team encouraged the CCMPO to continue outreach and coordination with the trucking, and rail. The MPO is also encouraged to continue to work with TxDOT on updates to the State Freight Plan.
Title VI	To further strengthen the Title VI program, the review team recommends that the MPO develop procedures for the processing of external Title VI/discrimination complaints. The procedures should include a readily available means for the public to file a complaint with the MPO. While the MPO is including nondiscrimination assurances in their contracts, per DOT-1050.2, the MPO should include Appendix A of the DOT Standard Title VI Assurances verbatim and not by reference in every contract. The MPO should also develop a process for the collection of demographic and Title VI related data for the participants and/or beneficiaries of their programs and activities and analyze the collected data to ensure the effectiveness and nondiscrimination of those activities, including public participation.
Bike and Pedestrian	The review team encourages the MPO to continue work with TxDOT to get access to bicycle and pedestrian crash data. Additionally, it is recommended that the MPO seek opportunities to educate their jurisdictions on their responsibility to perform a self-evaluation and develop a Transition Plan under the Americans with Disabilities Act (ADA).
Transit Planning	The CCMPO and local transit providers should collaborate with TxDOT for the development of performance-based

	planning measures within the Transportation Management Area's (TMA) planning processes.
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Table 3-Corrective Actions from Previous FY 2017 TMA Certification Review

Review Area	Recommendation
Congestion Management Process	In March 2018, the CCMPO provided a new CMP document to TxDOT and the Federal partners. This document was reviewed but does not meet Federal requirements. After review of the revised Congestion Management Plan, the Federal partners find that the document is not compliant with Federal requirements. The MPO is required to revise their CMP addressing each of the required eight steps within one year of the date of the transmittal of the approved certification report.

Table 4- FHWA/FTA Worksheet for Establishing "High Risks – Low Risk." for FY 2021 Certification Review Desk Audit

Certification Review Topic	Proposal for Current Review – Place a check in the appropriate column and list specific focus, if any.				
	Included in Previous Certification Review (Y/N)	Past Issues/ Potential Risk (H) (M) (L)	Include in Future Certification on Review	Rely on Desk Review and/or Recent Actions	Cover During On-Site Review
1. MPO Boundaries, Agreements, Roles, and Responsibilities	YES -in compliance	L	Yes	✓	Yes
2. UPWP and APER/APL	YES-in compliance	L	Yes	✓	Yes
3. MTP Development	YES- in compliance	M	Yes	✓	Yes
4. TIP Development		M	Yes	✓	Yes
5. Performance Based Planning and Programming		H	Yes	✓	Yes
6. Financial Planning		H	Yes	✓	Yes
7. Congestion Management	YES- in compliance	L	Yes	✓	Yes
8. Public Outreach/ Title VI	YES- in compliance	L	Yes	✓	Yes
9. Bike & Ped		L		✓	Yes
10. Freight Planning	YES- in compliance	L		✓	Yes

VI. Review of Specific Items of Discussion (FY 2021)

The following information summarizes the observations of the review team through the site visit, desk audit of the MPO planning activities, and involvement with the Corpus Christi MPO for the past four years.

Study Area Operations-MPO Boundaries, Agreements, Roles, and Responsibilities

Regulatory Basis:

Federal legislation (23 U.S.C. 134(d)) requires the designation of an MPO for each urbanized area with a population of more than 50,000 individuals. When an MPO representing all or part of a TMA is initially designated or redesignated according to 23 CFR 450.310(d), the policy board of the MPO shall consist of (a) local elected officials, (b) officials of public agencies that administer or operate major modes of transportation within the metropolitan area, and (c) appropriate State transportation officials. The voting membership of an MPO that was designated or redesignated prior, will remain valid until a new MPO is redesignated. Redesignation is required whenever the existing MPO seeks to substantially change the proportion of voting members representing individual jurisdictions or the State or the decision-making authority or procedures established under MPO bylaws.

23 CFR 450.314 establishes that the MPO must cooperatively work with the State DOTs and public transportation entities to carry out a continuing, cooperative, and comprehensive planning process. Federal regulations require that planning process relationships be specified in agreements between the MPO, state transportation departments, public transit providers, and, in areas in nonattainment for air quality, with air quality planning agencies.

Review Team Observations:

The representation of the Transportation Policy Committee, Technical Advisory Committee, and other Advisory Committees has established framework that outlines its roles and responsibilities. This document is called The CCMPO Memorandum of Understanding (amended and approved September 24, 2018). The document also identifies participating agencies – County of Nueces, County of San Patricio, City of Corpus Christi, City of Portland, Corpus Christi Regional Transportation Authority, Port of Corpus Christi Authority, and the Texas Department of Transportation. The CCMPO has also entered a Planning Contract with the Texas Department of Transportation and Nueces County (serving as the CCMPO's fiscal agent) for conducting and administering the metropolitan planning process in the Corpus Christi metropolitan planning area, including the identification of roles and responsibilities of each agency.

There was a brief discussion surrounding the MPO boundary, which refers to the geographic area in which the metropolitan transportation planning process must be carried out. The Metropolitan Planning Area (MPA) boundary shall, at a minimum, cover the Census urbanized area(s) and the contiguous geographic area(s) likely to become urbanized within the 20-year forecast period covered by the Transportation Plan.

The metropolitan planning activities of the MPO are concentrated within a 20-year metropolitan planning area boundary located within Nueces and San Patricio Counties. The Corpus Christi

metropolitan study area encompasses more than 348 square miles. Almost the entire population of the MPO study area resides within the incorporated limits of the cities of Corpus Christi, as well as the cities of Gregory and Portland.

The MPA may encompass the entire metropolitan or consolidated metropolitan statistical area, as defined by the Census Bureau. The boundary should foster an effective planning process that ensures connectivity between modes and promotes overall efficiency. (See 23 U.S.C. 134(e).)

Compliant:

The Federal Review Team was overall pleased with the collaborative relationships and leadership shown within the Corpus Christi Metropolitan Planning Area. Corpus Christi's MPO Boundaries, Agreements, Roles, and Responsibilities does comply with Federal legislation (23 U.S.C. 134(d)) as well as 23 CFR 450.310(d) and 23 CFR 450.314.

Commendation

The Local Elected Officials expressed that the Corpus Christi MPO staff are very interactive with the Policy Board. The CCMPO Staff provides several training opportunities such as On-board orientation to their newest members. The Elected officials and agency representatives continue to offer very positive and supportive comments on the impacts of the MPO regarding its image and interagency communication efforts.

Planning Processes and Products-UPWP and APER

Regulatory Basis:

23 CFR 450.308 identifies the requirements for the unified planning work programs (UPWP) to be prepared in TMAs. MPOs are required to develop UPWPs in cooperation with the State and public transit agencies. [23 CFR 450.308(c)] Elements to be included in the UPWP are:

- Discussion of the planning priorities facing the metropolitan planning area
- Description of all metropolitan transportation planning and transportation-related air-quality planning activities anticipated within the following one-to-two-year period, regardless of funding source, indicating:
 - Identify *Who* will perform the work.
 - The *schedule* for completion of the work
 - The intended *products*, including all activities funded under Title 23 and the Federal Transit Act. [23 CFR 450.308) (c)]

Review Team Observations:

The FY 2021 - 2022 Unified Planning Work Program (UPWP) was adopted by the MPO Transportation Policy Committee (TPC) on September 3, 2020. FHWA and FTA found the FY 2021 - 2022 UPWP to meet the requirements as noted above and approved the UPWP on September 14, 2020. The UPWP identifies the responsible agency, anticipated funding requirements for activities identified in the UPWP.

When developing the FY 2021 – 2022 UPWP, Corpus Christi MPO identifies activities that support these six fundamental components of the planning process: 1. Involve the public in the transportation decision-making process. 2. Develop and maintain the Unified Planning Work Program (UPWP); 3. Develop and maintain the Metropolitan Transportation Plan (MTP); 4.

Develop and maintain the Transportation Improvement Program (TIP); 5. Develop and maintain the Congestion Management Process (CMP); and 6. Coordinate the development of these products with the State's planning process.

Corpus Christi highlights that the development of the Unified Planning Work Program serves these specific objectives: 1. Define transportation planning activities to meet the transportation needs of local, state, and federal agencies 2. Identify funding sources for planning studies 3. Coordinate transportation planning activities and relationships (both internal and external) 4. Promote the wise use of public resources through sound decision-making and interagency coordination.

The FY2020 Annual Performance and Expenditure Report submitted on 12/22/2020 and federally accepted on 01/06/2021 follows guidelines and addresses planning activities.

Compliant:

The Federal Review Team has assessed and confirmed the Corpus Christi MPO's Unified Planning Working Program and Annual Performance and Expenditure Report compliant with 23 CFR 450.308.

Commendation:

RFP – Highlights of best practices

The Corpus Christi MPO has available three consultant firms to perform tasks listed in the UPWP. As part of the consultant selection process CCMPO requires a request of qualification to be fill out and submitted by each consultant following an interview process that involve members of the policy board. After the consultants are selected, a scope of proposed work for items in the UPWP is provided to each consultant. The consultants submit a proposal to perform the work, including the dollar amount, work activities, and scheduling deadlines. The MPO then evaluates each proposal and selects the best one. The consultant contracts are uploaded on the MPO's website to keep the public informed.

MTP and TIP Development

Regulatory Basis:

Federal regulations require the development of a MTP as a key product of the metropolitan planning process: The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon. ... the transportation plan shall include both long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand. [23 CFR 450.324] The MTP is to be updated every four years in nonattainment and maintenance areas and every five years in attainment areas to ensure its consistency with changes in land-use, demographic, and transportation characteristics.

The MPO is required, under 23 CFR 450.326 to develop a TIP in cooperation with the State and public transit operators. Specific requirements and conditions, as specified in the regulations, include the TIP shall cover a period of at least four years, must be updated at least every four years, and must be approved by the MPO and the governor. If the TIP is updated more frequently, the cycle must be compatible with the State Transportation Improvement Program (STIP) development and approval process. [23 CFR 450.324(a)]

Review Team Observations:

The MTP update for the CCMPO was adopted by the MPO Policy Board and effective on February 6, 2020.

The MTP is a 25 year fiscally constrained plan with approximately \$7.1B of multimodal projects, programs, and modes of transportation. The Long-Range improvements reflect infrastructure maintenance and rehabilitation required by existing conditions. For an example several generated projects are planned to make Corpus Christi's local airport a superior facility for travelers. Corpus Christi MPO also partners with Corpus Christi Regional Transportation Authority to help with their financial plan which includes integral strategic planning.

Corpus Christi adopted goals, objectives, and performance measures for the 2045 MTP. The Corpus Christi MPO TPC endorsed supporting TxDOT's performance measures targets. TxDOT's 2019 adopted goal is to work towards reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. The MPO, its member communities, and transit agencies reaffirm the need to invest in infrastructure, reduce delays, and improve access to transportation modes ensuring a timely delivery in projects. Corpus Christi uses a continuous cycle of target setting, project programming, and performance decisions in the TIP. Corpus Christi also has regional goals which support their transportation vision statement. Their goal for the 2020-2045 MTP are based on the TxDOT and FHWA/US DOT Goals.

The 2021-2024 Transportation Improvement Program (TIP) was approved by the MPO Transportation Policy Committee - July 2, 2020, and included as part of the FY21-24 State Transportation Improvement Program (STIP) approved by Federal Highway Administration and Federal Transit Administration on July 22, 2021. The Transportation Improvement Program (TIP) is the region's project plan for transportation improvements.

The Annual Projects Listing was provided, reviewed, and found acceptable according to 23 CFR 450.334

Compliant:

The Federal Review Team confirms that the Corpus Christi MPO's MTP and TIP documents are compliant with 23 CFR 450.324, 23 CFR 450.326, 23 CFR 450.328, 23 CFR 450.324(f)(11), and 23 CFR 450.334, underscoring the importance of adherence to these regulations.

Financial Planning and Fiscal Constraint**Regulatory Basis:**

The requirements for financial plans are contained in 23 CFR 450.322(f)(11) for the MTP and 23 CFR 450.326, for the TIP. Separate financial plans demonstrate how the adopted MTP and TIP can be implemented. The requirements related to the MTP include, but are not limited to the following:

- Revenue estimates are cooperatively developed by the State, the MPO, and public transportation operators. (Note: The procedures for this must be spelled-out in the MPO Agreement.)

- Revenue estimates include public and private sources that are committed, available, or reasonably expected to be available within the timeframe anticipated for implementation of the project.
- Revenue estimates may include recommendations for new funding sources, which should be supported by identified strategies for securing their availability.
- The quality of cost estimates is important in the MTP (and TIP). Cost estimates should be reviewed and the process and methods (and any assumptions) for determining costs should be documented.

Review Team Observations:

The CCMPO's 2045 MTP and FY 2021-2024 TIP were found to be fiscally constrained by the FHWA and FTA per 23 CFR 450.324(f)(11) and 450.326(?). The 2020-2045 MTP includes a financial plan demonstrating fiscal constraint. The plan includes estimates of anticipated Federal, State and Local funding (examples) and proposed project costs (roadway and transit); and includes recommendations on additional financing strategies to fund projects and programs included in the 2045 MTP in the terms of innovative finance techniques (provide examples). The Plan demonstrates sufficient funding for projects noted in the fiscally constrained project list. However, anticipated revenues and project costs are not adjusted for inflation and maintenance and operations (M&O) costs are not specifically addressed in the MTP's fiscal constraint summary. The MPO anticipates working with TxDOT to estimate the amount of Category 1, 6 and 8 funding anticipated to be utilized in the MPO planning area within the MTP timeframe. Also, MPO anticipates working to identify available COVID related funding.

Compliant:

The Federal Review Team finds the requirements for financial plans are contained in 23 CFR 450.322(f)(11) for the MTP and 23 CFR 450.326, for the TIP.

Performance Based Planning and Programming

FHWA and FTA are working with states, planning organizations, and transit providers to transition toward and implement a performance-based approach to carrying out the Federal Surface Transportation Program known as Transportation Performance Management. Transportation Performance Management represents the opportunity to prioritize needs and align resources for optimizing system performance in a collaborative manner. This transition supports the recent legislation "Moving Ahead for Progress in the 21st Century," also known as MAP-21. This legislation integrates performance into many Federal transportation programs and contains several performance elements.

The cornerstone of MAP-21's surface transportation program transformation is the transition to a performance and outcome-based program. States and regions will invest resources in projects to achieve individual targets that collectively will make progress toward national goals. FHWA and FTA are working collectively with State and Local agencies across the country to achieve the national goals established by MAP-21.

Regulatory Basis:

The national performance goals for the Federal surface transportation program as established in MAP-21 and outlined in 23 USC§150(b) are as follows:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The CCMPO and local transit providers should collaborate with TxDOT for the development of performance-based planning measures within the Transportation Management Area's (TMA) planning processes. Additionally, the MPO should consider the seven national goal areas outlined in MAP-21.

Review Team Observations:

Safety is the highest priority in the region and crashes are the single largest cause of non-recurring congestion in the Corpus Christi MPO region. Safety goals call for reducing both the number and rate of fatalities and serious injury crashes. To reduce non-recurring congestion, it is also necessary to reduce the number of Property Damage Only (PDO) crashes and the amount of time these crashes individually impact travel on the roads. Incident management is an essential component of congestion management. The general perception is that crash frequency increases with increasing congestion levels while injury severity decreases due to slower speeds. Generally, the most intense congestion occurs when crashes happen in locations that are congested on a recurring basis, (i.e. without a crash).

The CCMPO adopted TxDOT's targets concerning safety (PM1), pavement and bridge condition (PM2) and system performance (PM3). TxDOT updates the safety targets annually and the MPO adopted the FY 2021 safety targets on March 4, 2021. In addition, TxDOT established PM2 and PM3 targets in 2018 and the CCMPO adopted the State's PM2 and PM3 targets on November 1, 2018. TxDOT revised several of the PM2 and PM3 targets in October 2020, and MPO's were required to address the revised targets by March 29, 2021. However, the CCMPO has not yet addressed the revised PM2 and PM3 targets.

The MPO adopted Transit Asset Management (TAM) targets for the region on December 6, 2018. TAM targets are updated annually and the MPO adopted the updated the FY 2021 TAM targets on [10/01/2022]. TAM targets reflected in the MPO's 2045 MTP appear inconsistent with the TAM targets reflected in the MPO's FY 2021-2024 TIP. MPOs were required to adopt

Public Transportation Safety Program (PTASP) targets by July 20, 2021, however the CCMPO has not yet addressed the PTASP targets.

Compliant:

The Federal Review Team has concluded that the MPO's Performance-Based Planning and Programming (PBPP) is substantially compliant with 23 CFR 450.324, 23 CFR 450.326; 23 CFR 450.328; 23CFR 450.32 4(f) (11); 23 CFR 450.334. The CCMPO's 2045 MTP and FY 2021-2024 TIP address performance-based planning and programming; and the MPO has established a Memorandum of Understanding (MOU) between the MPO, TxDOT and the RTA, addressing PBPP requirements in accordance with 23 CFR 450.314(h).

Recommendation:

It is recommended that the MPO address the State's revised PM2 and PM3 targets; and the required PTASP targets. Additionally, the MPO should ensure consistency between the performance targets reflected in the MTP and TIP.

Congestion Management Process

Regulatory Basis: Congestion Management Process (CMP) applies to transportation management areas (TMAs) and is a systematic approach for managing congestion through a process that "provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C., and title 49 U.S.C. Chapter 53 through the use of travel demand reduction and operational management strategies." (23 CFR 450.320(a)).

Review Team Observations:

The transportation Policy Committee adopted the new Congestion Management Process on February 6, 2020. The Congestion Management Process aims to aid the region in managing traffic in the Corpus Christi region that is projected to grow by 146% by 2045. Corpus Christi has developed CMP Regional objectives that are designed to achieve the desired outcome.

The CCMPO using an 8-step process to refine the regional congestion management process. Step 1: Develop Regional Objectives, Step 2: Define the Congestion Network, Step 3: Develop Multimodal Performance Measures, Step 4: Collect Data/Monitor System Performance, Step 5: Analyze Congestion Problems and Needs, Step 6: Identify and Assess Strategies, Step 7: Program and Implement Strategies, Step 8: Evaluate Strategy Effectiveness. The CCMPO defines the Congestion Network through components such as: roads, transit routes, and freight routes. Development of Multimodal Performance measures, collection of data, analyzing congestion problems/needs are all steps in refining the regional congestion management process.

The Corpus Christi MPO uses the national's goals and Performance measures to develop regional Goals as part of the 25- year Metropolitan Transportation Plan framework. The Corpus Christi MPO Goals for the 2045 MTP are: 1) Significantly reduce traffic fatalities and serious injuries on all public roads. 2) Manage regional transportation assets into a state of good repair. 3) Reduce congestion on Regionally Significant Corridors (RSC). 4) Efficiently invest in and operate the surface transportation system. 5) Improve regional freight transportation facility performance. 6)

Use transportation investments to improve the regional economy. 7) Protect and enhance communities, the natural environment, and historic and cultural resources. 8) Provide an equitable transportation system for all, regardless of age, ability, race, ethnicity, or income.

The CCMPO uses roadway expansion increases capacity in the short term, this strategy induces Single Occupant Vehicle (SOV) travel demand for the treated corridor in the long-term and therefore should not be considered as a stand-alone solution. Longer term congestion-management strategies include reducing transportation demand, often referred to as transportation demand management (TDM) and improving the overall efficacy of the existing system through improvements to operational management and implementation of Intelligent Transportation Systems (ITS).

The following subsections highlight several potential strategies for reducing congestion in the region.

The regional strategies are categorized into six Tiers, ranked generally by efficacy of mitigating congestion: Tier 1: Directly impacting congestion by reducing or removing the need for trips. Tier 2: Increasing the availability and access to non-motorized modes and transit. Tier 3: Auto-oriented TDM strategies that limit SOV trips during peak travel times. Tier 4: Strategies that improve roadway operations without expansion, including managing access and ITS. Tier 5: Reducing crashes and the impact of work zones. Tier 6: Capacity expansion strategies that increase capacity by adding lanes to the roadway.

Corpus Christi uses data analyses and systematic reporting as part of their MTP project selection process through congestion condition and trends systemwide collected data, The analysis contains informative graphics, pictograms, maps, and tables to provide key efforts in upgrading Corpus Christi MPO's regional corridor modelling capabilities.

Compliant:

The Federal Review Team has assessed the Corpus Christi MPO's Congestion Management Process and found it compliant with the regulations outlined in 23 CFR 450.320(a).

Commendation

The Federal Review Team was impressed with the regions Tier approach to categorize the efficacy of mitigating congestion. The program(s) exercise best practices and on-going efforts of the MPO to gather data and effectively use to improve the congestion in the Corpus Christi region.

Public Involvement/Title VI Requirements

Regulatory Basis:

The requirements for public involvement are set forth primarily in 23 CFR 450.316(a)(1)(2)(3) and (b) which addresses elements of the metropolitan planning process. Public involvement also is addressed specifically in connection with the MTP in 450.322(g)(1)(2), (i), and (j) and with the TIP in 450.324(b); participation and consultation requirements, which pertain to the MTP and the TIP, also are included in 450.322 (f)(7) and (g)(1)(2), (i), and (j) and in 450.324(b). Examples of the requirements related to the planning process generally are summarized as follows:

- Development and use of a documented participation plan providing for reasonable opportunities to be involved in the metropolitan planning process.
- Adequate public notice of public participation activities and time for public review and comment at key decision points.
- Timely public notice and reasonable access to information about transportation issues and processes.
- Visualization techniques to describe MTPs and TIPs.

It has been the long-standing policy of U.S. DOT to actively ensure nondiscrimination under Title VI of the Civil Rights Act of 1964. The planning regulations [23 CFR 450.334(a)(3)] require FHWA and FTA to certify that “the planning process . . . is being carried out in accordance with all applicable requirements of . . . Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21.”

Review Team Observations:

The Corpus Christi MPO adopted their Public Participation Plan (PPP) on July 1, 2021, which undergoes periodic evaluation, most recent in beginning July 1, 2021, and ending September 30, 2025. The Public Participation Plan (PPP) provides the Corpus Christi MPO policies and principles that guide its communications and coordination with the public. The minimum length of public comment period is 45 calendar days whenever a PPP is developed or amended. The PPP identifies the outreach and involvement activities for the 2050 Metropolitan Transportation Planning process and updates to the 2021-2024 Transportation Improvement Program process beginning July 1, 2021, and ending September 30, 2025. Engaging the public has gotten increasingly difficult for the Corpus Christi MPO. Across many of their public involvement efforts, low levels of participation can be traced to a lack of awareness about the importance of participation, as well as an increase in interests and obligations that compete for people’s time.

The Corpus Christi’s has exercised policies to better serve the regions communities. One example is their Community Vision also known as PLAN CC was adopted to create policy and strategic framework for the entire city. The planning process was guided by an overall vision that embodies the unique character, culture, and heritage of Corpus Christi. The plan sets goals, policies, strategies, and implementation actions, all designed to make the vision a reality for our future. The plan framework will guide more detailed area plans and specific plans. Throughout the Plan CC process, members of the Corpus Christi community contributed to discussions that defined our goals and values; learned about the opportunities and challenges we face; and weighed in on choices for the city’s future, including an analysis of their costs and benefits.

The Corpus Christi MPO’s efforts to engage in the public includes the day-to-day responses to the publics (via email and/or phone), monitoring social media, conducting community outreach and public meetings/hearings as needed with emphasis on at-risk populations.

Corpus Christi MPO attributes COVID-19 to its expansion of outreach techniques to engages with the public. Virtual conferences, public meetings, and taskforce gatherings are offered.

Compliant:

The Federal Review Team evaluated the Corpus Christi MPO's Public Involvement and Title VI requirements and confirmed compliance with 23 CFR 450.316(a)(1)(2)(3) and (b).

Title VI of Civil Rights Act of 1964

As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related Title VI statutes, the Corpus Christi MPO ensures that no person shall, on the grounds of race, religion, color, national origin, sex, 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.

Regulatory Basis:

All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements. The Civil Rights Restoration Act of 1987 extended this to all programs within an agency that receives federal assistance regardless of the funding source for individual programs.

The Corpus Christi MPO has established procedures under which complaints alleging discrimination in their provisions, services, or activities can be made by the public. These complaint procedures also apply to agencies who receives federal financial assistance from or through Corpus Christi MPO

The Corpus Christi MPO has adopted Department of Justice's guidance that requires recipients and subrecipients to take steps to ensure meaningful access to their programs and activities. While designed to be a flexible and fact-dependent standard, the starting point includes an individualized assessment that balances the following four factors: 1. Demography: number and/or proportion of persons served and languages spoken in service area. 2. Frequency: rate of contact with service or program. 3. Importance: nature and importance of program/service to people's lives. 4. Resources: available resources, including language assistance services.

Language assistance will be made available to persons within the Metropolitan Planning Area (MPA) boundary as the need arises.

The Title VI contact identified under the Title VI Procedures and Forms should be consistent with the Title VI contact identified in the Title VI Discrimination Complaint Form and include this person's name, email, and phone number.

Compliant:

The Federal Review Team finds Corpus Christi's Public Involvement/Title VI Requirements to comply with 23 CFR 450.316.

Recommendation

MPO needs to clarify the Title VI contact identified on the MPO's website and the Title VI Complaint Form.

Commendation

PAD – Program for Addressing Discrimination – Good overall document in combining Civil Rights-related areas.

Bicycle/Pedestrian Planning

Regulatory Basis:

Accommodating Bicycle and Pedestrian Travel: A Recommended Approach is a policy statement adopted by the United States Department of Transportation. USDOT encourages public agencies, professional associations, advocacy groups, and others to adopt this approach as a way of committing themselves to integrating bicycling and walking into the transportation mainstream. The Design Guidance incorporates three key principles:

- a. a policy statement that bicycling and walking facilities will be incorporated into all transportation projects unless exceptional circumstances exist.
- b. an approach to achieving this policy that has already worked in State and local agencies; and
- c. a series of action items that a public agency, professional association, or advocacy group can take to achieve the overriding goal of improving conditions for bicycling and walking.

The Policy Statement was issued by the U.S. Department of Transportation in response to Section 1202 (b) of the Transportation Equity Act for the 21st Century (TEA-21) with the input and assistance of public agencies, professional associations, and advocacy groups.

Review Team Observations:

The Corpus Christi MPO has developed a Master Plan that documents the existing condition of the pedestrian-transit infrastructure within a radius of one-half mile of transit stops in the Sports, Entertainment, and Arts (SEA) District, Downtown, and North Beach study areas. The purpose of the Master Plan is to address a growing need for increased transit access in the city. The Master Plan also recommends infrastructure improvements and estimates the associated costs and benefits generated by the repair and installation of sidewalks, curbs, driveways, crosswalks, bike lanes, landscaping, pedestrian-level lighting, and Americans with Disabilities Act (ADA) compliant ramps. The pedestrian and transit improvements proposed in the Master Plan will enhance the City's walkability, increase access to public transit, and improve air quality by changing single-occupancy vehicle trips to transit trips.

Corpus Christi Strategic Plan for Active Mobility identifies four main objectives: 1. Provide bicycle facilities that are appropriate to street classification 2. enhance connectivity between community activity center 3. Promote health and wellness through bicycling 4. Enhance safety for bicyclists. Corpus Christi uses Network Developments to perform a Community Hotspot Analysis through GIS. Some of the primary destinations are places that shape their daily travel. School, Low-income Housing, Transit, Food Markets, Recreation and Tourism, and Parks are all areas of study.

Bicycle Mobility Network Prescription based on feedback gathered from the community through interviews, focus groups, and on-line tools, the planning team prioritized a low-stress rider experience and maximal separation between cyclists and cars by using off-road trail segments on stormwater easements wherever possible.

Compliant:

The Federal Review Team has determined that the Bicycle and Pedestrian Planning initiated by Corpus Christi's Metropolitan Planning Organization (MPO) adheres to the standards outlined in § 450.324 (b) and § 450.326 (e).

Freight Planning

Regulatory Basis:

The FAST Act specifically calls for the need to address freight movement as part of the transportation planning process (Reference: 23 U.S.C. Section 134 and 23 CFR 450.306). It is in the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas, while minimizing transportation related fuel consumption and air pollution through metropolitan and Statewide transportation planning processes identified in this chapter; and encourage the continued improvement and evolution of the metropolitan and Statewide transportation planning processes by MPOs, State departments of transportation, and public transit operators as guided by the planning factors identified in subsection (h) and section 135(d).

Review Team Observations:

The MPO has been proactive in integrating freight considerations into its planning process and was commended for its continued efforts in demonstrating a strong collaboration with the freight community in the planning area. In the FY 2021-2022 UPWP freight is identified under “Freight Planning” as one of the components to enhance the integration and connectivity of the transportation system, across and between modes. Some examples of Corpus Christi best freight planning efforts are: 1. Evaluation of strategies for enhancing freight efficiency and minimizing risk on the Harbor Bridge Replacement Project. 2. Hosting FHWA and Center for Transportation Excellence (CTE) teleconference workshops and webinars related to freight issues, transportation technology, and safety for member agencies and interested public. 3. Continued collaboration with regional partners to collect freight origin/destination data to augment the existing Hazardous Material Commodity Flow data set to inform whether to voluntarily undertake a routing process for non-radioactive hazardous materials (NRHM)

In January 2017, USDOT published the System Performance/Freight Performance Measures Final Rule to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS). The rule, which is referred to as the PM3 rule, requires the Corpus Christi MPO to set targets for the following performance measures.

Compliant

The Federal Review Team agrees that the regional of Corpus Christi’s Freight Planning comply with 23 U.S.C. Section 134 and 23 CFR 450.306.

Resiliency Planning

Review Team Observations:

The Corpus Christi Metropolitan Study Area is susceptible to a wide range of natural hazards, including floods, hurricanes and tropical storms, drought, extreme heat, lightning, coastal erosion, hailstorms, tornados, dam and levee failure, land subsidence, expansive soils, and wildfire. These life-threatening hazards can destroy property, disrupt the economy, and lower the overall quality of life for residence. The impact of hazards can be lessened in terms of their effect on people and property through effective hazard mitigation action planning and implementation.

The MPO will participate more fully in Resiliency Planning and Evacuation activities. The focus of resiliency planning is to reduce future losses within the Study Area by identifying mitigation strategies based on a detailed hazard risk analysis, including both an assessment of regional hazards and vulnerability. The mitigation strategies will identify potential loss-reduction opportunities. The goal of this effort is to work towards more disaster-resistant and resilient communities.

One of Corpus Christi's goals to support the natural systems is through supporting ecotourism to encourage and fund preservation of the natural environment and wildlife habitat. Other ways the MPO is supporting efforts to attract more tourism is by provides economic development opportunities by creating entrepreneurial start-ups, technology spin-offs, and increasing skilled workforce. Another strategy the MPO chooses to exercise is promoting the natural amenities of the area including the beaches along Mustang and Padre Islands.

Compliant:

The Federal Review Team confirms that Corpus Christi's resiliency planning complies with 23 CFR 450.324 (g).

VII. Conclusion and Federal Action

This review and its conclusions are the result of not only the desk audit, the on-site visit, and interviews, but also the cumulative result of routine interaction with the CCMPO and its planning partners in quarterly meetings, work product reviews and input from planning partners. FHWA and FTA are required to jointly determine that the metropolitan transportation planning process in the Corpus Christi MPO area meets or substantially meets Federal requirements. The process can be: (1) jointly certified; (2) jointly certified subject to certain specified corrective actions; or (3) have only certain programs jointly certified and others subject to corrective action. If the process is not certified, the Secretary may withhold up to 20 percent of the funds attributable to the metropolitan planning area of the MPO for projects funded under title 23 U.S.C. and title 49 U.S.C. Chapter 53 in addition to corrective actions and funding restrictions.

Overall TMA Certification Finding

Upon review and evaluation of the materials presented during this certification review, the Federal Review Team has determined that the transportation planning process for the CCMPO substantially meets the requirements of 23 CFR 450.334(b)(1). Based on the results of the certification review, FHWA and FTA jointly certify the transportation planning process under 23 CFR 450 and Title 23 USC 135.

Summary of findings from Current Review (FY 2021) and Special Note to the MPO on the overall certification review findings:

The following section of this report presents a summary of the findings from the virtual on-site TMA certification review, which was conducted via Microsoft Teams in October 2021. Table 5 provides an overview of the commendations issued by the Federal Review Team, while Table 6 contains a concise outline of the recommendations made. It is important to note that, due to the timing of this report's release, some recommendations may have already been resolved or may no longer require action. The Federal Highway Administration (FHWA) and Federal Transit

Administration (FTA) is issuing this report for informational purposes only; thus, no immediate action is required from the Metropolitan Planning Organization (MPO). Any necessary recommendations will be identified during the next certification review scheduled for 2025.

Table 5- Commendations from Current FY 2021 TMA Certification Review

Review Area	Commendation
Congestion Management Process	In conclusion the Federal Review Team was very impressed with the regions six Tier program to categorize the efficacy of mitigating congestion. The six programs exercise best practices and on-going efforts of the MPO to gather data and effectively use to improve the congestion in the Corpus Christi region.
MPO Boundaries, Agreements, Role, and Responsibilities	The Local Elected Officials expressed that the Corpus Christi MPO staff are very interactive with the Policy Board. The CCMPO Staff provides several training opportunities such as On-board orientation to their newest members. The Elected officials and agency representatives continue to offer very positive and supportive comments on the impacts of the MPO regarding its image and interagency communication efforts.
Unified Planning Work Program (UPWP)	Corpus Christi has hired three consultant firms to perform tasks listed in the UPWP. As part of the consultant hiring process CCMPO requires a request of qualification to be fill out and submitted by each consultant following an interview process that involve members of the policy board. After selected the consultant must submit contracts that includes dollar amount and scheduling deadlines for monitoring of completion. The consultant contracts are uploaded on the MPO's website to keep the public informed.
Title VI of Civil Rights Act of 1964	PAD – Program for Addressing Discrimination – Good overall document in combining Civil Rights-related areas.

Table 6- Recommendations from Current FY 2021 TMA Certification Review

Review Area	page	Recommendation
Performance Based Planning and Programming	16	It is recommended that the MPO address the State's revised PM2 and PM3 targets; and the required PTASP targets. Additionally, the MPO should ensure consistency between the performance targets reflected in the MTP and TIP.
Title VI of Civil Rights Act of 1964	19	To clarify the Title VI contact identified on the MPO's website and the Title VI Complaint Form.

VIII. Appendices

Appendix A- Federal Review Team and Participants

Federal Review Team

Jamik Alexander
Federal Highway Administration
300 East 8th Street, Suite 826
Austin, TX 78701
(512) 536-5936
jamik.alexander@dot.gov

FHWA – Texas Division (Lead)

Tony Ogboli
Federal Transit Administration
819 Taylor Street, Room
Fort Worth, TX 76102
(817) 978-0565
tony.ogboli@dot.gov

FTA – Region VI (Lead)

Michael T. Leary

FHWA – Texas Division

Jose Campos

FHWA – Texas Division

Valente Olivarez Jr.

TxDOT Corpus Christi District

Paula Sales-Evans

TxDOT Corpus Christi District

Sara Garza

TxDOT Transportation Planning and
Programming

Peggy Thurin

TxDOT Transportation Planning and
Programming

Janie Temple

TxDOT Transportation Planning and
Programming

Karen Burkhard

TxDOT PTN

Gordon Robinson

Corpus Christi Transit

Jeff Pollack

Corpus Christi MPO (CCMPO)

Bridget Gonzales

Corpus Christi MPO (CCMPO)

Appendix B- Certification Review Agenda

**U.S. DEPARTMENT OF TRANSPORTATION
Corpus Christi Metropolitan Organization
Planning Certification Review
Final Agenda
October 26 – October 28, 2021
(Virtual via MS Teams)**

Tuesday October 26, 2021	
1: 00 pm	1. Welcome Introductions
	2. Outline and Schedule of Events Presentations
1:30 pm	3. MPO Organization/Boundary (MPO Presentation Boundaries/Agreements) <ul style="list-style-type: none">a. Staff changesb. Anticipated changes (e.g., TPC membership or metropolitan planning area) based upon 2020 Census.c. TPC Representation (e.g., City of Gregory) (Bylaws Threshold)d. Sub-Committees
2:15 pm	4. MPO Agreements, Roles, and Responsibilities <ul style="list-style-type: none">a. Status and updates to MPO agreements<ul style="list-style-type: none">i. MPO Bylaws & Operation Procedures AMEND March 16, 2017ii. MPO, TxDOT, Transit Agencies Memorandum of Understanding (Performance-Based Planning and Programming – PBPP)
2:45 pm	Break
2:55 pm	5. Unified Planning Work Program (UPWP) (MPO Presentation) <ul style="list-style-type: none">a. UPWP Developmentb. UPWP Amendmentsc. Planning Emphasis Aread. APER
3:45 pm	Questions for Federal Review Team
4:00 pm	Adjourn

Wednesday October 27, 2021	
9:00 am	6. Overview of Agenda Topics
9:15 am	7. Metropolitan Transportation Plan (MTP) Development (MPO Presentation MTP/TIP) <ul style="list-style-type: none"> a. Addressing Performance Based Planning and Programming b. Project Selection c. Transportation Safety (Complete Streets) d. Fiscal Constraint e. Travel Demand Model (Current Model/Update)
10:00 am	8. Transportation Improvement Program (TIP) Development <ul style="list-style-type: none"> a. Updates b. Project Selection c. Listing of Projects (Grouped) d. Financial Planning
10:45 am	9. Performance Based Planning and Programming (PBPP) <ul style="list-style-type: none"> a. Safety Targets b. Performance Measures Resolution (MPO Regional numbers, Support State targets, MPO identified local values) c. Mid-Performance Period Target Revisions d. Anticipated Goals for Performance years 2022-2026
11:15 am	10. Congestion Management Process (CMP) (MPO Presentation) <ul style="list-style-type: none"> a. CMP Update – 2021 b. Integration of CMP into transportation planning process (MTP/TIP/PBPP) c. Development demographics/data d. Intelligent Transportation Systems (ITS) <ul style="list-style-type: none"> • Last update ITS
12:00 pm	Lunch

Wednesday October 27, 2021	
1:00 pm	11. Public Outreach (MPO Presentation) <ul style="list-style-type: none"> a. Public Participation Plan Update – 2021 b. Community Vision – Plan CC c. Title VI
2:00 pm	12. Bicycle and Pedestrian Planning (MPO Presentation) <ul style="list-style-type: none"> a. Active Mobility b. Pedestrian – Transit Access Master Plan
2:30 pm	13. Transportation Planning Factors <ul style="list-style-type: none"> a. Tourism b. Resiliency (Grant for Coast) c. Safety and Security <ul style="list-style-type: none"> i. MPO Safety Related Policies/Planning d. Emerging Technologies
3:00 pm	14. Freight Planning (MPO Presentation)
3:45 pm	15. Questions for Review Team
4:00 pm	Adjourn

Thursday October 28, 2021	
8: 00 am	16. Internal Federal Review Team Discussion
9: 00 am	17. Federal Review Team Closeout discussion of initial observations with MPO and other stakeholders
10:15 am	18. Local Elected Official Interviews (30 mins each) <ul style="list-style-type: none"> a. Interview #1 b. Interview #2 c. Interview #3

Appendix C Public Listening Session Summary

A public listening session was held from 5:30PM to 6:30PM on Thursday 28, 2021. Representatives from CCMPO and Federal Review Team were in attendance. This public meeting was conducted as part of the certification review to assess the compliance with Federal regulations pertaining to the transportation planning process directed by the Corpus Christi Metropolitan Planning Organization (CCMPO), the Texas Department of Transportation (TxDOT), the Corpus Christi Regional Transportation Authority and Transportation Coordinating Network transit providers, and other local units of government in the MPO area. The public listening session was held virtual via Microsoft Teams and call in.

There were no public comments received during the public listening sessions due to the lack of attendance.

Participants were allowed 30 days to provide any additional written or verbal comments to Jamik Alexander or Tony Ogboli.

Interviews with Locally Elected Officials

The review team also conducted interviews with local elected officials on the CCMPO's Policy Board. Comments provided were complimentary of the CCMPO staff and its efforts concerning public outreach and collaboration with other agencies. The need for additional funding for the region was also expressed.

FHWA and FTA thank the CCMPO for organizing the public listening session and interviews.

Local Elected Officials:

Mayor Cathy Skurow

Judge David Krebs

Mr. Eddie Martinez