

Cover page: The Corpus Christi MPO emphasizes community involvement in all activities and maintains public involvement procedures, i.e. the Public Participation Program (PPP), to address public participation and consultation requirements. In addition, the Corpus Christi MPO uses a Program for Addressing Discrimination (PAD) to ensure connections with all the diverse communities in our region.

## **CHAPTER 1 – INTRODUCTION**

In accordance with 49 U.S.C. 5303 (i), the Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) is required to develop a fiscally constrained Metropolitan Transportation Plan (MTP) that identifies a multi-modal transportation system including pedestrian, bicycle, public transit, motor vehicles, and so forth in relation to the regions' economic, social, environmental, transportation needs and goals for a minimum 20 years planning period with the State (Texas Department of Transportation – TxDOT) and the public transportation operator (Corpus Christi Regional Transportation Authority – CCRTA) in the Corpus Christi MPO metropolitan planning area (Exhibit 1-1).

The MTP must be the foundation of the region's strategies and actions that address seven national goals (23 U.S.C. §150):

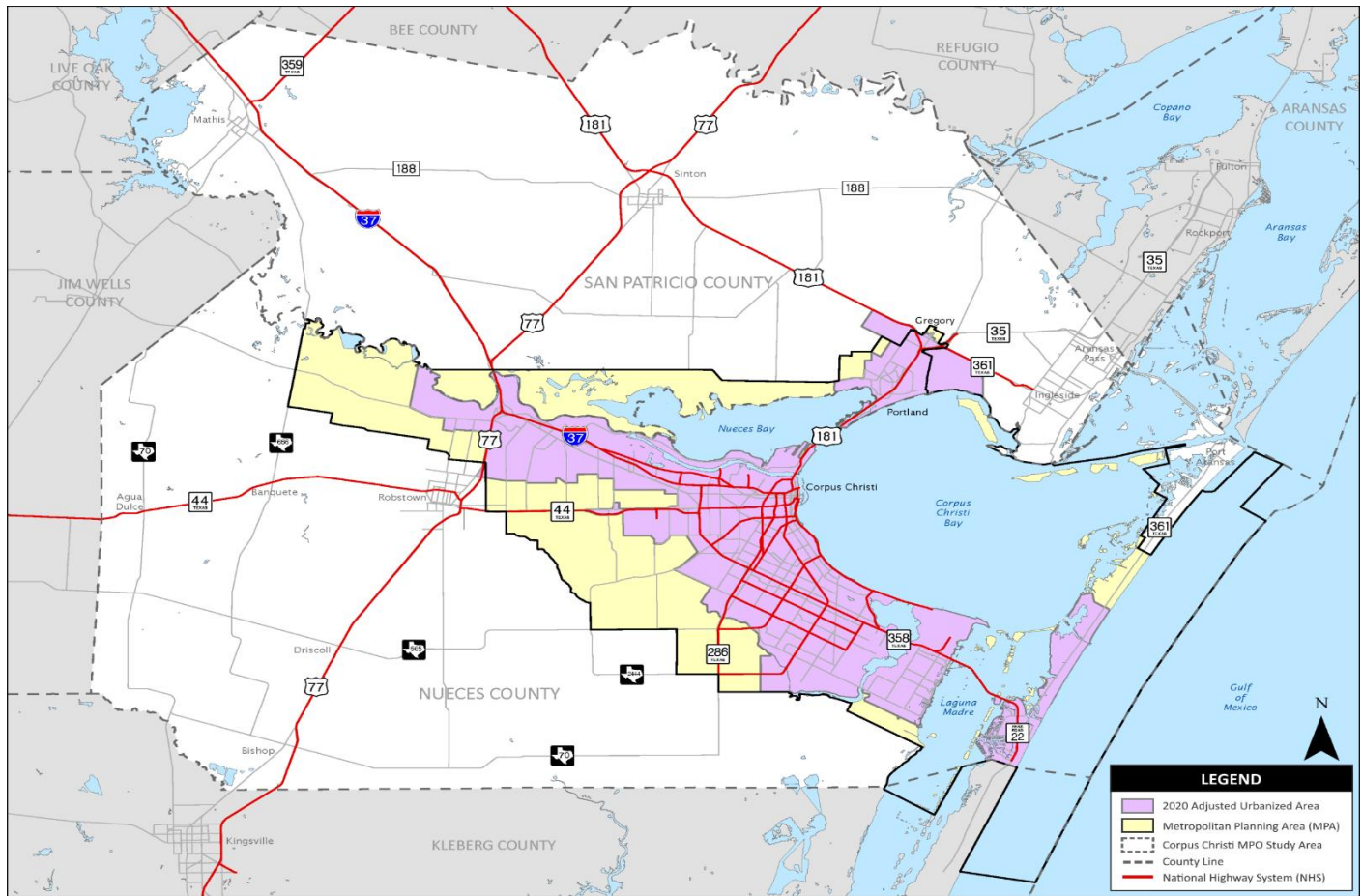
- (1) Safety
- (2) Infrastructure Condition
- (3) Congestion Reduction
- (4) System Reliability
- (5) Freight Movement and Economic Vitality
- (6) Environmental Sustainability
- (7) Reduced Project Delays

With regard to these eleven national goals, the MTP needs to consider the following factors by using a performance-based approach (23 CFR §450.306):

- 1) Emphasize the preservation of the existing transportation system.
- 2) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- 3) Enhance travel and tourism.
- 4) Improve transportation system resiliency and reliability.
- 5) Increase accessibility and mobility of people and freight.
- 6) Increase the safety of the transportation system for motorized and non-motorized users.
- 7) Increase the security of the transportation system for motorized and non-motorized users.
- 8) Promote efficient system management and operation.
- 9) Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- 10) Reduce (or mitigate) the stormwater impacts of surface transportation.
- 11) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

Throughout the 2045 MTP UPDATE, the Corpus Christi MPO addressed 11 required factors in detail by providing the analysis, strategies, and proposed activities.

**Exhibit 1-1. Map of Corpus Christi MPO Metropolitan Planning Area**



**FEDERAL LEGISLATION**

As a recipient of federal funding, the Corpus Christi MPO is required to comply with Federal Laws and Provisions, specifically the Surface Transportation Legislation that establishes multiple transportation programs and activities, the Clean Air Act of 1977 and its amendments, and the Civil Rights Act of 1964.

**INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)/BIPARTISAN INFRASTRUCTURE LAW (BIL)**

The Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) was signed into law by President Biden in November 2021 and replaced the expired Surface Transportation Bill, Fixing America's Surface Transportation (FAST) Act. This law is considered the largest and most comprehensive infrastructure bill in American history, and it encompasses all departments - not only Department of Transportation (US DOT) but also Department of Interior, Energy, Commerce, Agriculture, Labor, Environmental Protection Agency (EPA), and Office of Personnel Management (OPM) and so forth - to address the nation's needs and goals.

The IIJA/BIL provides the US DOT \$350 billion in highway programs over 5 years, adds more than a dozen new highway programs such as rehabilitating bridges, reducing carbon emissions, increasing system resilience, removing barriers to connecting communities, and improving mobility and accessibility to economic opportunities, and more funding opportunities for MPOs, local entities, and Tribes.

Noticeable changes under IIJA/BIL are:

- 1) Fiscal Flexibility - More fiscal flexibility is given beyond the first four years in the MTP;
- 2) Representation - Consideration for the equitable and proportional of the population representation;
- 3) Coordination - Ensuring the consistency of data used in the planning process;
- 4) Additional Planning Factor - Adding "housing" as a planning factor and representatives of affordable housing organizations should be given a reasonable opportunity on transportation plans;

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- 5) Complete Streets - At least 2.5% of Planning Fund (PL Fund) needs to be used for Complete Streets;
- 6) Housing Coordination Plan - MPOs in TMA are required to develop a housing coordination process/plan;
- 7) Public Involvement via SNS - Social media and web-based public participation tools;
- 8) Resiliency Improvement Plan - Develop a Resiliency Improvement Plan under PROTECT program;
- 9) New Programs – Carbon Reduction Program (CRP), Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program, Bridge Formula Program, National Electric Vehicle Infrastructure Formula Program (NEVI).

### **CLEAN AIR ACT (42 U.S.C 7506(c)) of 1977 and CLEAN AIR ACT AMENDMENTS of 1990**

The Clean Air Act section 176© requires that highway and transit projects are consistent with air quality goals established by a state air quality implementation plan (SIP) in order to receive federal funding. Transportation activities cannot be the cause of new air quality issues such as worsening the existing air condition or delaying the timely attainment of the national ambient air quality standards. The Clean Air Act was amended in 1990 and the transportation conformity regulations were first issued in 1993, and both have been amended several times. The Federal Highway Administration (FHWA) published its guidance on Transportation Conformity in 2017.

Although the Corpus Christi MPO's Transportation Management Area is currently an air quality attainment area, the Corpus Christi MPO is working closely with the Coastal Bend Air Quality Partnership to monitor and maintain the air quality in the region.

### **TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 and EXECUTIVE ORDERS**

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs receiving federal financial assistance. In 1994, President Clinton signed the Executive Order 12898: Federal Action to Address Environmental Justice in Minority and Low-Income Populations. This Executive Order requires the identification and address of the disproportionately high and adverse human health or environmental effects on minority and low-income populations. In 2000, President Clinton signed additional Executive Orders: Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency (LEP) and Executive Order 13175: Consultation and Coordination with Indian Tribal Governments. EO 13166 requires the examination and identification of the needs for the federally funded programs and services to people who speak English as a second language, and EO 13175 requires to consult with Indian tribal governments when considering policies that would impact tribes. In 2021, President Biden signed Executive Order 13985: Advancing Racial Equity and Support for Underserved Communities Through the Federal Government. This Executive Order has two principles:

- 1) Pursue a comprehensive approach to advancing equity for all, including people of color and others who have been historically underserved, marginalized, and adversely affected by persistent poverty and inequality
- 2) Require Federal Agencies to assess its programs and policies to determine if systematic barriers exist that prevent or limit opportunities and benefits for people of color and other under-served population

US DOT issued a statement to establish the following in March 2021:

- 1) Proactively ensure nondiscrimination in all of its federally conducted programs, activities, and services;
- 2) Commitment to promoting equitable delivery of government benefits and opportunities, including advancing meaningful engagement with all communities and ensuring that government contracting and procurement opportunities are available on an equal basis to all eligible providers of good and services;
- 3) Work with recipients of Federal funding to enforce Title VI of the Civil Rights Act of 1964, and its implementing regulations ;
- 4) Commitment to ensuring full and equitable access to programs, activities, and services for persons with Limited English Proficiency (LEP);
- 5) Commitment to make achieving environmental justice (EJ) part of the mission by developing programs, policies, and activities to address the disproportionately high and adverse human health, environmental, climate-related, and other cumulative impacts on disadvantaged communities;
- 6) Incorporate EJ and equity principles into all transportation planning and decision-making processes and project development and promote these goals through public outreach efforts.

The US DOT issued its Equity Action Plan Summary pursuant to EO 13985 which provided new strategies to advance equity in Transportation:

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- 1) Empower communities to engage in transportation decision-making more effectively - Public involvement in transportation projects is often treated as a one-size fits-all compliance exercise. Traditional methods of public involvement like meetings, print, and radio can be inconvenient, challenging, or impossible for some communities to engage with meaningfully. DOT will issue guidance on meaningful public involvement and reinvestigate the Department's enforcement of the Civil Rights Act, including emphasizing proactive agency review of the potential discriminatory impact of grantees' proposed activities before awarding federal funds—as opposed to waiting until a project is delivered to enforce civil rights protections—and empowering community voices in transportation decision-making.
- 2) Target interventions to increase investment in underserved communities - Underserved communities often lack the resources and expertise needed to successfully navigate the complex federal grantmaking environment. Community-based organizations often have limited capacity to advocate on behalf of their communities successfully. The Department will launch a national assistance center to provide direct, hands-on support with local impact in areas of planning, project development, grant applications, and project delivery. The Department will also relaunch an Advisory Committee on Transportation Equity to provide independent advice on equity programs. These actions will help ensure that transportation investments and benefits support underserved and overburdened communities.
- 3) Expand transportation access for underserved communities - Lower-income people spend a much larger share of their income on transportation than other people. The transportation cost burden experienced by people is influenced by numerous factors, including living in “transit deserts” created by infrastructure and land use policies that favor car-ownership over multimodal options. The Department will develop a method for measuring the transportation cost burden on communities and incorporate that measure into decision-making processes. This measure will be a critical tool to address barriers to accessing affordable transportation options that have consequences on economic mobility and help bring measurable transportation benefits to disadvantaged communities.
- 4) Build wealth in underserved communities by empowering small disadvantaged businesses - Federal law, policies, and programs can present inadvertent barriers to opportunities for small disadvantaged businesses. Priorities to reduce contract awards have led to contract consolidation, and requirements and resource constraints create incentives for agencies to purchase from large, established businesses. By providing technical assistance to small disadvantaged businesses, the Department will help increase their understanding of how to navigate the Department's contracting process, gain awareness of upcoming contract opportunities, and enhance their core competencies and skills—enabling them to compete for DOT contracting opportunities more effectively and build wealth.

As a recipient of Federal funds, the Corpus Christi MPO is required to advance equity by complying with these Federal policies and requirements, and the analysis, strategies, and proposed activities that are described in Chapter 2 Corpus Christi MPO Public Outreach and 2021 Corpus Christi Public Participation Plan (PPP) and 2023 Corpus Christi MPO Program for Addressing Discrimination (PAD) are included in this 2045 MTP UPDATE as Appendix A and B. The Corpus Christi MPO

### **PURPOSE AND SCOPE**

The objective of regional long-range transportation planning is to provide a performance-based framework for the development, operation, and management of the transportation system within the larger context of an MPO's economic, social, mobility, and environmental goals. Planning conducted within this framework must be flexible to adapt to changing economic and technological conditions and forward-thinking enough to maximize return on investment, all while minimizing negative impacts.

Transportation planning is a process of balancing goals to improve the quality of life for the region's citizens. This process is coordinated among federal, state, and local governments and private transportation providers to continuously anticipate and respond to the comprehensive transportation needs of people and goods moving throughout the region, fostering economic activity, and enabling access to and from areas outside the region. The plan documents this process and presents the system improvements for all modes of transportation for the Corpus Christi metropolitan planning area through 2045.

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The Corpus Christi MPO is the federally-designated MPO for the Corpus Christi metropolitan area and derives its authority from FCR 23 U.S.C 134. Formed in May 1972, under Texas laws regarding regional planning and intergovernmental contracting, the Corpus Christi MPO is not a unit of local government but an organization of local governments and agencies whose purpose is to identify regional problems and opportunities, develop solutions, and make recommendations on region-wide strategies. The Corpus Christi MPO's Transportation Policy Committee consists of elected officials and appointed members from the local participating cities, counties, the Regional Transit Agency, the Port Authority, and the State DOT, governs the Corpus Christi MPO with a non-voting member from the Council of Governments.

This MTP:

- 1) Describes the multimodal transportation system components designed to facilitate mobility of people and goods throughout the region;
- 2) Identifies how the transportation system, as recommended herein, assures maintenance of the National Ambient Air Quality Standards, and meets the mobility needs of persons with disabilities;
- 3) Is fiscally-constrained, meaning it includes only fully funded projects;
- 4) Includes a list of illustrative projects that would be funded if additional sources of revenue are identified;
- 5) Identifies all funding—federal, state, local, and private—that is reasonably anticipated to be available during the period 2025 to 2050;
- 6) Uses year-of-expenditure value for both project costs and revenues.

Federal Planning Law (49 U.S.C. 5303) requires that the MPO planning process be continuing, cooperative and comprehensive (3C) Process. The Corpus Christi MPO's governing board, committee structure, and public outreach programs support cooperation. Chapter 2 in this document, Planning Process and Public Participation, discusses the public process in depth. The Corpus Christi MPO's committee structure allows opportunities for stakeholder agencies to be involved in regional transportation planning. The Corpus Christi MPO's committee meetings are open to the public and each agenda sets aside time for public comment on any matter, and for public comment on each item before any action is taken. Exhibit 1-2 illustrates the Corpus Christi MPO committee structure.

### DOCUMENT ORGANIZATION

This plan is an update to the previously adopted 2020-2045 Metropolitan Transportation Plan (MTP). The 2045 MTP UPDATE is composed of three volumes:

1. 2045 MTP UPDATE Executive Summary
2. 2045 MTP UPDATE containing 13 Chapters
3. 2045 MTP UPDATE Appendices (which provide supporting documentation)

### Exhibit 1-2. Illustration of Corpus Christi MPO Committee Structure

#### Legend:

- |                                    |                              |
|------------------------------------|------------------------------|
| * Corpus Christi MPO:              | ** Elected Officials         |
| Regional Traffic Safety Task Force | Tribes/Nations               |
| Small Area Forecast Task Force     | Business/Economic            |
| Active Transportation Plan Group   | Civic Groups/Community Clubs |
|                                    | Schools/College/University   |
|                                    | Transportation Partners      |
|                                    | Private Groups               |
|                                    | News Media                   |
|                                    | Home Owners Association      |
|                                    | Senior Centers               |
|                                    | Public Libraries             |

