



CHAPTER 1

INTRODUCTION

The 2025-2050 Metropolitan Transportation Plan is the foundation for transportation planning in our region and helps decision makers understand the social, economic, and environmental impacts of transportation and land-use decisions. This chapter outlines the goals and scope of the 2025-2050 Metropolitan Transportation Plan.



METROPOLITAN PLANNING ORGANIZATION

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).

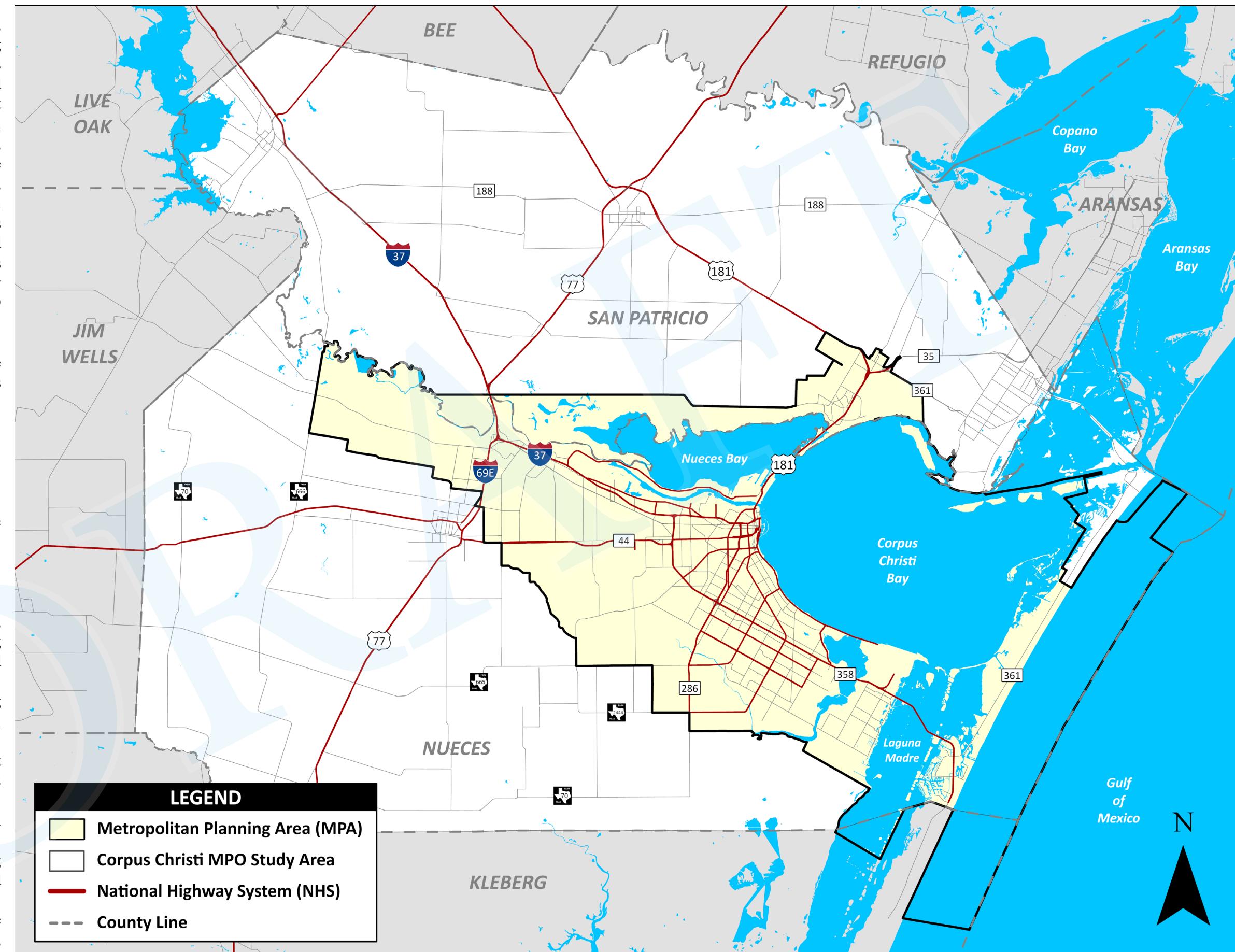
The MTP must be the foundation of the region's strategies and actions that address seven national goals (23 U.S.C. §150):

- 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. **Economic Vitality:** Supporting the area's economy, global competitiveness, productivity.
2. **Safety:** Improving the transport system for all users (motorized & non-motorized).
3. **Security:** Enhancing security for all users.
4. **Accessibility & Mobility:** Increasing access and movement for people and freight.
5. **Environment:** Protecting the environment, conserving energy,

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



- improving quality of life, aligning with growth.
- 6. **System Integration:** Connecting various modes (across and between) for people and goods.
- 7. **System Management:** Promoting efficient operation and management of the system.
- 8. **System Preservation:** Emphasizing maintenance of existing infrastructure.
- 9. **Resiliency & Reliability:** Making the system robust against disruptions (like stormwater impacts).
- 10. **Travel & Tourism:** Supporting travel and tourism.
- 11. **Public Involvement:** Ensuring early, continuous, and reasonable public participation.

Throughout the 2050 MTP, the Corpus Christi MPO addressed 11 required factors in detail by providing the analysis, strategies, and proposed activities.

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 on 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, 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;
- 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 Infrastructure Formula Program (NEVI).

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

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.

The Clean Air Act section 176(c) 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.

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.

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.

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 Coastal Bend 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 Metropolitan Transportation Plan (MTP). The 2050 MTP is composed of three volumes:

1. 2050 MTP Executive Summary
2. 2050 MTP containing 13 Chapters
3. 2050 MTP Appendices (which provide supporting documentation)

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

