

FY 2025

ANNUAL PERFORMANCE AND EXPENDITURE REPORT (APER)

Corpus Christi MPO

TRANSPORTATION MANAGEMENT AREA (TMA) STATUS:

Transportation Management Area (TMA)

AIR QUALITY STATUS:

Attainment

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Contents

- INTRODUCTION 6**
- I. TASK 1 – ADMINISTRATION AND MANAGEMENT 7**
 - A. TASK SUMMARY 7
 - B. SUBTASKS 7
 - Subtask 1.1: Program Coordination and Direction 8
 - Work Performed and Status 8
 - Subtask 1.2: Unified Planning Work Program (UPWP) Maintenance and Development..... 8
 - Work Performed and Status 8
 - Subtask 1.3: Monthly Billing and Financial Management 9
 - Work Performed and Status 9
 - Subtask 1.4: Staff Training and Education 9
 - Work Performed and Status 9
 - Subtask 1.5: Local, State, and Federal Agency Collaboration Activities 10
 - Work Performed and Status 10
 - Subtask 1.6: Computer Maintenance and Website Management 13
 - Work Performed and Status 13
 - Subtask 1.7: Outreach and Public Involvement 14
 - Work Performed and Status 14
 - Subtask 1.8: Program Evaluation 17
 - Work Performed and Status 17
 - Subtask 1.9: Direct Expenses..... 18
 - Work Performed and Status 18
- II. TASK 2 - DATA DEVELOPMENT AND MAINTENANCE 19**
 - A. TASK SUMMARY 19
 - B. SUBTASKS 20
 - Subtask 2.1: MPO Geographic Information System (GIS) Database Management 20
 - Work Performed and Status 20
 - Subtask 2.2: Travel Demand and Corridor Model Development and Update 21
 - Work Performed and Status 21
 - Subtask 2.3: Growth Scenarios / Land-Use Model Acquisition and Calibration 22
 - Work Performed and Status 22
 - Subtask 2.4: Crash Data Acquisition and Crash Model Calibration 23

Work Performed and Status	23
Subtask 2.5: Infrastructure Condition Data Aggregation and Analyses Models	23
Work Performed and Status	23
Subtask 2.6: Community Impact Model Development and Implementation	24
Work Performed and Status	24
Subtask 2.7: Environmental Resource / Linkages Model Implementation	24
Work Performed and Status	24
Subtask 2.8: Resiliency Model Development and Implementation	25
Work Performed and Status	25
Subtask 2.9: Economic Analyses Model Development and Implementation	26
Work Performed and Status	26
III. TASK 3 – SHORT-RANGE PLANNING	27
A. TASK SUMMARY	27
B. SUBTASKS	27
Subtask 3.1: Transportation Improvement Program (TIP) Update	27
Work Performed and Status	27
Subtask 3.2: CMP / TSMO / ITS Architecture Plan	28
Work Performed and Status	28
Subtask 3.3: 2.5% Set-Aside for Increasing Safe and Accessible Transportation Options	30
Work Performed and Status	30
Subtask 3.4: Regional Multimodal Freight and Urban Goods Planning	31
Work Performed and Status	31
Subtask 3.5: Regional Demographics Planning	32
Work Performed and Status	32
Subtask 3.6: Economic Analyses of Projects and Portfolios	33
Work Performed and Status	33
Subtask 3.7: Infrastructure Lifecycle Analysis and Reporting	34
Work Performed and Status	34
Subtask 3.8: Crash Analyses and Regional Safety Planning	35
Work Performed and Status	35
Subtask 3.9: Region 20 Coordinated Transit Planning	36
Work Performed and Status	36
Subtask 3.10: Regional Resiliency and Climate Crisis Planning	37
Work Performed and Status	37

Subtask 3.11: Planning and Environmental Linkages	38
Work Performed and Status	38
IV. TASK 4 - METROPOLITAN TRANSPORTATION PLAN	39
A. TASK SUMMARY	39
B. SUBTASKS	39
Subtask 4.1: Refine Vision and Goals	39
Work Performed and Status	39
Subtask 4.2: Refine Performance Measures and Evaluation Criteria.....	40
Work Performed and Status	40
Subtask 4.3: Identify Needs and Deficiency Locations	41
Work Performed and Status	41
Subtask 4.4: Develop a Financial Plan of Reasonable Available Funding	41
Work Performed and Status	41
Subtask 4.5: Develop, Analyze, and Refine Scenarios for Analysis and Investment.....	42
Work Performed and Status	42
Subtask 4.6: Document Plan and Processes.....	43
Work Performed and Status	43
Subtask 4.7: Evaluate Impacts and Develop Mitigation	43
Work Performed and Status	43
Subtask 4.8: Planning and Programing Evaluation and Debrief.....	44
Work Performed and Status	44
Subtask 4.9: Process Documentation and Enhancement	44
Work Performed and Status	44
V. TASK 5 - SPECIAL STUDIES	45
A. TASK SUMMARY	45
B. SUBTASKS	45
Subtask 5.1: To Be Determined	45
Work Performed and Status	45
Subtask 5.2: To Be Determined	45
Work Performed and Status	45
VI. FUNDING SOURCE BUDGET TABLES	46

Tables

Table 1: FY 2025 TPF and 2.5% Safe and Accessible Set-Aside Funding Summary Table.....	46
Table 2: FY 2025 STBG Funds Summary Table	46
Table 3: FY 2025 FTA Section 5307 Funds Summary Table	47
Table 4: FY 2025 CMAQ Funds Summary Table.....	47
Table 5: FY 2025 Local Planning Funds Summary Table	48

INTRODUCTION

Federal regulations ([23 C.F.R. § 420.117](#)) require State DOTs to monitor activities of all subrecipients of Federal Highway Administration (FHWA) planning and research funds to ensure that work is being performed satisfactorily and schedules are being met. To comply with federal regulations, Texas Administrative Code ([43 TAC §16.52\(a\)\(5\)](#)) requires all Texas MPOs to annually prepare and submit to TxDOT an Annual Performance and Expenditure Report (APER).

The APER facilitates TxDOT oversight of each MPO's use of FHWA planning and research funds by tracking and updating progress and expenditures related to planning activities identified in the MPO's Unified Planning Work Program (UPWP), which identifies the MPO's budget and planning activities.

23 C.F.R. § 420.117 requires that APERS must include, at a minimum:

- Comparison of actual performance with established goals;
- Progress in meeting schedules;
- Status if expenditures in a format compatible with the work program, including a comparison of budgeted (approved) amounts and actual costs incurred;
- Cost overruns or underruns;
- Approved work program revisions.

I. TASK 1 – ADMINISTRATION AND MANAGEMENT

A. TASK SUMMARY

Task 1.0 is managing and administering the federal transportation planning requirements in and for the Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO). Included in this task are the direct expenses associated with the planning effort and products to be delivered within the UPWP.

Coordinate the transportation planning activities of the Corpus Christi MPO with TxDOT, FHWA, FTA and interested public agencies as part of the metropolitan transportation planning process. Maintain records of all activities needed for the comprehensive, coordinated, and continuing (3C) transportation planning process. Take actions to enhance the technical capacity of the planning process and ensure a proactive public involvement process that provides full public access to key decisions in developing both short- and long-range plans and programs.

Work elements in this activity are administrative, and management tasks associated with the function, coordination, and day-to-day activities of the Corpus Christi MPO. The development of department goals and policies; committee structures and staffing; interagency coordination and communication; and staffing of various transportation planning related efforts. Required duties included communicating with the public and committee members regarding meetings, preparation of meeting packets, attendance at meetings, coordination of projects/programs, and oversight of planning activities. Additionally, this task met the technical objectives of the organization regarding computer equipment and/or software packages. Direct expenses are listed in subtask 1.9.

Note on Task 1.0 expenditures

For Task 1.0, the MPO originally included \$600,000 of CRRSAA funds in the FY 2025 UPWP. The amount was 100% COVID relief funds and not TPF funds. Without the \$600,000 CRRSAA funds, the percent expended was 41.79%. Additionally, the UPWP funding for consultant contracts for FY 2025 was delayed due to consultant availability. That amount was approximately \$400,000. Without the \$400,000 being spent, the percentage expended of Task 1.0 was 76.57%. In FY 2025, the MPO had one staff vacancy for our Transportation Planner 1. With this position vacant, we had less expenditure than anticipated in Task 1.0.

B. SUBTASKS

Subtask 1.1 Program Coordination and Direction

Subtask 1.2 Unified Planning Work Program (UPWP) Maintenance and Development

Subtask 1.3 Monthly Billing and Financial Management

Subtask 1.4 Staff Training and Education

Subtask 1.5 Local, State, and Federal Agency Collaboration Activities

Subtask 1.6 Computer Maintenance and Website Management

Subtask 1.7 Outreach and Public Comment

Subtask 1.8 Program Evaluation

Subtask 1.9 Direct Expenses

Subtask 1.1: Program Coordination and Direction

Work Performed and Status

This subtask is the administration of the Corpus Christi MPO program. Corpus Christi MPO staff prepared and submitted required reports, certification, and administrative documentation to maintain continuity and credibility of the Corpus Christi MPO. Staff also prepared requests for proposals, as required, and solicited contractual services. We also assisted, participated and collaborated with local, state and federal agencies as needed.

Corpus Christi MPO staff performed and completed the following: Facilitation of the metropolitan transportation planning process for FY 2025, including compliance with all federal and state regulations, requirements, and certifications. These key processes involved the development and approval of the 2045 Metropolitan Transportation Plan Update (2045 MTP Update), FY 2025-2028 Transportation Improvement Program (TIP), and the FY 2025 and FY 2026 Unified Planning Work Program (UPWP) as well as the advanced groundwork for the development of the 2050 Metropolitan Transportation Plan (2050 MTP).

- Maintained current planning agreements and executed annual contracts and amendments for planning funds.
- Coordinated and consulted with Federal and State agencies on the development and implementation of all plans and programs.
- Participated in local transportation-related planning studies, activities, meetings, and workgroups.
- Monitored best practices for transportation planning by attending workshops, conferences, seminars, and webinars held by FHWA, TxDOT, Texas Transportation Institute (TTI), etc.
- Participated in industry associations such as Association of Metropolitan Planning Organizations (AMPO), Texas Association of MPOs (TEMPO), American Planning Association (APA), National Academies of Science Transportation Research Board (TRB), Institute of Transportation Engineers (ITE) and the American Society of Civil Engineers (ASCE).
- Conducted personnel evaluations, job description reviews, and a salary survey of TEMPO member's Directors.
- Administered meetings of the:
 - Monthly technical and policy meetings
 - Consultant meetings
 - Regional Traffic Safety Task Force
 - Small Area Forecast Task Force
 - Public engagement meetings
 - Active Transportation/Complete Streets/Micro-mobility Stakeholders Group meetings
- Monitored laws and ordinances (Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law) and addressed new requirements and emphasis areas.

Subtask 1.2: Unified Planning Work Program (UPWP) Maintenance and Development

Work Performed and Status

In this subtask, Corpus Christi MPO staff maintained and revised the current UPWP for fiscal years by developing and processing changes for any future amendments and developed the Annual Project Listing (APL) for the transportation projects that used federal aid in FY 2024 and FY 2025. Corpus

Christi MPO staff began development of the FY 2026 and FY 2027 Unified Planning Work Program under this subtask.

Corpus Christi MPO staff performed and completed the following:

- Reviewed and updated FY 2025 UPWP budget, tasks and activities.
- Coordinated with local agencies to consolidate transportation planning related efforts and activities that were/will be conducted during FY 2025.
- Prepared and submitted the FY 2024 Annual Performance and Expenditure Report (APER).
- Prepared draft sections of the APER for FY 2025.
- Reviewed projects for eventual inclusion in the Annual Project Listing (APL) for FY 2024 for the transportation projects that used federal funds in FY 2024.
- Developed the FY 2025 and FY 2026 UPWP with Amendment 1.

Subtask 1.3: Monthly Billing and Financial Management

Work Performed and Status

Prepared budgets, maintained financial records, equipment inventory and ensured monies are spent appropriately. Processed timesheets, billing and invoicing, budgeting and management of transportation planning funds; the cost of operating the Corpus Christi MPO, office lease, furniture, equipment lease/rental. An Annual Performance and Expenditure Report (APER) will be prepared at the end of each fiscal year (FY 2025 and FY 2026) in accordance with TxDOT policy and procedures for tasks that utilized FHWA and FTA planning funds. The Corpus Christi MPO did not seek state recommendation/federal approval for any expenditure exceeding \$25,000.

Corpus Christi MPO staff performed and completed the following:

- Prepared and monitored annual operating budgets.
- Submitted monthly billings to TxDOT for reimbursement in coordination with the MPO's Fiscal Agent – Nueces County.
- Performed general administrative functions such as purchasing, account payable, account receivable, filing, etc.
- Monitored UPWP task hours and submitted the timesheets through our Fiscal Agent.
- Prepared and submitted the Annual Single Audit Statement to TxDOT.

Subtask 1.4: Staff Training and Education

Work Performed and Status

Subtask 1.4 is the Corpus Christi MPO staff professional development and training program. Transportation planning funds allowed the Corpus Christi MPO staff to travel and attend transportation planning and professional development conferences, workshops, and training. The Corpus Christi MPO organized training sessions for new members of the Transportation Policy Committee, the Technical Advisory Committee, and any subcommittee members, and to local governments and participating agencies. For out of state travel, the Corpus Christi MPO sought prior TxDOT approval as appropriate.

Corpus Christi MPO staff participated in various training and education events provided by state and national committees through conferences, seminars, workshops, workgroups, and webinars. Corpus Christi MPO staff participated in-person and virtually in training and education provided by, but not limited to, the following associations:

- American Association of State Highway and Transportation Officials (AASHTO)
- American Planning Association (APA)
- American Public Transportation Association (APTA)
- American Society of Civil Engineers (ASCE)
- Association of Metropolitan Planning Organizations (AMPO)
- Federal Emergency Management Agency (FEMA)
- Federal Highway Administration (FHWA)
- First Street Foundation
- Harte Research Institute (HRI)
- Institute of Transportation Engineers (ITE)
- National Highway Institute (NHI)
- National Highway Traffic Safety Administration (NHTSA)
- National Institute for Transportation and Communities (NITC)
- National Oceanic and Atmospheric Administration (NOAA)
- National Operations Center of Excellence (Noce)
- National Safety Council (NSC)
- PTV User Group Meeting
- RITIS User Group
- Safe Streets for All (SS4A)
- Road to Zero Coalition (RTZ)
- Software Suppliers
 - DiExSys
 - ESRI
 - INRIX
 - PTV
- Texas A&M Transportation Institute (TTI)
- Texas Association of Metropolitan Planning Organizations (TEMPO)
- Texas Division of the American Planning Association (APATX)
- Texas Demographic Center (TDC)
- Texas Department of Transportation (TxDOT)
- Texas General Land Office (TXGLO)
- Texas Innovation Alliance
- Texas Pedestrian Safety Coalition
- Texas Transportation Institute (TTI)
- Texas Technology Task Force
- Transportation for America (T4A)
- Transportation Research Board (TRB)
- US Department of Transportation

Subtask 1.5: Local, State, and Federal Agency Collaboration Activities

Work Performed and Status

Coordinating transportation planning and investments with other planning and investments is a key requirement of the IIJA and FAST Act. The Corpus Christi MPO undertook efforts to address the harmonization of housing, transportation, and economic development interventions using a process

that provides for effective integration, based on a cooperatively developed and implemented set of strategies for new and existing transportation facilities. This also addressed coordination between transportation planning and community and conservation planning processes. These efforts benefited the region by incorporating social, economic, community, and environmental opportunities into transportation decisions earlier in the planning process and identifying strategies to reduce negative impacts during planning, design, construction, and operations. Determining negative impacts earlier in the transportation planning process promoted more efficient decision making and minimized duplication of effort, promotes stewardship, and reduced delays in project implementation. In FY 2025, the Corpus Christi MPO staff strove to develop closer partnerships with development and resource agencies and stakeholders to identify key issues (related to both the natural and built environs), identify mitigation strategies for transportation impacts and build partnerships with aimed at environmental stewardship.

Subtask 1.5 is also the implementation of Public Participation Plan policies 1.2 and 1.3, which state:

Policy 1.2 – Consultation with Agencies and Officials: The Corpus Christi MPO shall make a good faith effort to consult with agencies responsible for other planning activities that are affected by transportation as well officials responsible for other planning activities. This shall include Federal, state and local agencies responsible for land use management, natural resources, conservation, and historic preservation, emergency response, tourism, natural disaster risk reduction, environmental protection and other environmental issues. To accomplish this, the MPO shall maintain up to date contact information for the following:

- U.S. Coast Guard
- Homeland Security
- National Parks Service (Department of Interior)
- U.S. Fish and Wildlife Service
- U.S. Environmental Protection Agency
- U.S. Geological Survey
- Bureau of Indian Affairs
- Bureau of Land Management
- Forest Service (US Department of Agriculture)
- National Marine Fisheries
- Coastal Resilience in the Texas Coastal Bend
- Texas Parks and Wildlife
- Texas Historical Commission
- Texas General Land Office
- Texas Commission on Environmental Quality
- Local Emergency Planning Committee (Corpus Christi)
- Corpus Christi Convention & Visitors Bureau

Policy 1.3 – Coordination with Agencies and Officials: The Corpus Christi MPO shall make a good faith effort to coordinate its metropolitan transportation planning process with other planning activities affected by transportation including:

- Statewide transportation planning, public involvement, and consultation activities.

- Any other planning activities affected by transportation.

Consult with officials responsible for other types of planning activities that are affected by transportation in the area (including State and local planned growth, economic development, environmental protection, airport operations, and freight movements) or to coordinate its planning process, to the maximum extent practicable, with such planning activities. The consultation shall involve, as appropriate — (i) comparison of transportation plans with State conservation plans or maps, if available; or (ii) comparison of transportation plans to inventories of natural or historic resources, if available. It also includes providing support to both the Transportation Policy Committee and the Technical Advisory Committee, attending mission-related meetings, along with by-law/policy development and implementation. The Corpus Christi MPO maintains active engagement with CCRTA Operations and Planning departments and leadership. The Corpus Christi MPO remains committed to supporting the Regional Public Transportation Coordination Plan, from the Transportation Coordination Network of the Coastal Bend (TCN) managed by the Coastal Bend Council of Governments (CBCOG).

Corpus Christi MPO staff performed and completed the following:

- Provided data, maps, reports, and guidance to the regional planning partners on various topics related to the Corpus Christi MPO activities, specifically the existing and proposed legislation and issues relevant to the regional transportation planning.
- MPO staff scheduled and coordinated the monthly federal 3C virtual meeting with FHWA, FTA, CCRTA (transit operator) TxDOT District and TPP.
- Worked with San Patricio County and participating cities for the San Patricio 21st Century Industrial Growth Plan as a contributing agency.
- Worked with the TxDOT- Corpus Christi District on efforts related to roadway projects in various stages of development as well as planning efforts to prioritize projects with various funding categories.
- Participated in member agency planning activities including Harbor Bridge Project CAB, Corpus Christi CCIA Master Plan, CCRTA Board of Directors Meetings and Budget Workshops, and Nueces County CIP plans.
- Joined the discussions with the City of Corpus Christi for their planning efforts for various corridors, land-use Area Development plans, and the Infrastructure Committee for the updated Roadway Master Plan in 2025.
- We participated in other local discussions with planners for smaller developments and projects that may impact the regional planning.
- Participated as a member of the TxDOT Freight Advisory Committee representing all Texas MPOs.
- Participated as a member of the Statewide Multimodal Transit Plan developing the first ever Statewide Transit Plan.
- Supported and participated in the Coastal Bend Air Quality Partnership meetings.
- Participated as a member of the AMPO Technical Committee. The Technical Committee addresses the technical needs of MPOs nationwide through sub-committees and research programs.
- Participated as member of the Management Technical Advisory Group (MTAG) in Coastal Resilience: Living with Sea Level Rise in the Texas Coastal Bend funded by NOAA and Texas GLO.

- Participated as a member of the Panel supervising NCHRP 08-159: How to Assess and Address Equity of Access to Essential Goods and Services. This research is developing a guide on how to advance equity in accessibility during transportation planning and programming.
- Participated as a member of the Panel supervising NCHRP 08-161: Cultivating Accountability Through Meaningful Public Engagement. This effort is developing a manual with practical strategies, processes, methods, and procedures for understanding and establishing meaningful public engagement during transportation decision-making with an emphasis on the engagement of vulnerable communities during transportation planning and programming.
- Participated as a member of the Panel supervising NCHRP 23-32: Transportation Asset Risk and Resilience. The objective is to provide a science-based technical manual describing how to assess risk and resilience during transportation planning, design, construction, operation, and maintenance decisions.

Subtask 1.6: Computer Maintenance and Website Management

Work Performed and Status

This subtask supports the efficient operation of the Corpus Christi MPO office computer equipment and software and updates of the Corpus Christi MPO website. We acquired supplies, services, software, and equipment to support the Corpus Christi MPO operations. Equipment purchases over \$5,000 per unit (including the cost of any modifications, attachments, accessories, or auxiliary apparatus necessary to make it usable for the purpose for which it is acquired) required prior State and Federal approval.

The system administrator ensured the working order of all computers and supporting systems. Funding is allocated and/or service contracts are in operation for the maintenance and upgrade of all automated information processing equipment and software purchased. Staff continued updating the Corpus Christi MPO equipment; audio/video equipment, server computers, computer hardware and software, to include license maintenance of state of practice platforms like ESRI, PTV, and VZS. Staff remained up to date with the latest trends in technology. A description of computer hardware and software purchases in excess of \$5,000 will be submitted to TxDOT for approval prior to acquisition. Maintenance of the LAN System required various annual licensing agreements for proprietary software, GIS server support, and web hosting expenses. Website information was updated as information became available, and agendas and committee packets were published to the website monthly.

Corpus Christi MPO staff performed and completed the following:

- Updated the website for the Corpus Christi MPO to comply with HTML5 and CSS3 and conforms to the World Wide Web Consortium (W3C) guidelines: WCAG 2.0 (Website Content Accessibility Guidelines) and ATAG 2.0 (Authoring Tool Accessibility Guidelines). The World Wide Web Consortium is an international community that includes a full-time staff, industry experts, and several member organizations. These groups work together to develop standards for the World Wide Web. The MPO site was tested quarterly for accessibility compliance through online W3C validators. Additionally, the MPO continuously tests performance on various desktop and mobile devices using current popular Web browsers.

- Pertaining to S.B. No. 1237, Section 1. Subchapter D, Chapter 472, Transportation Code, Section 472.036 – Internet and Broadcast and Archive of Open Meetings, the Corpus Christi MPO continued to broadcast over the internet live video of the Transportation Policy Committee’s open meetings and made available on the Corpus Christi MPO website links to archive video with audio of each open meeting.
- Reviewed other MPO websites for best practices, developed plan for incorporating these into the website, especially in relation to the 2045 MTP Update and the advanced planning for the upcoming 2050 MTP development processes.
- Incorporated Social Pinpoint Virtual Public Involvement surveys into the Corpus Christi MPO website.
- We continued to evaluate the accessibility of MPO planning products as well as provide for the timely delivery of information about opportunities to engage in ongoing planning activities. The corpuschristi-mpo.org website sees over 1,300 visits per month and averages more than 550 downloaded items.

Subtask 1.7: Outreach and Public Involvement

Work Performed and Status

Subtask 1.7 is the implementation of the Public Participation Plan as adopted on July 1, 2021. The federal rules for metropolitan transportation planning (23 CFR 450.316) require MPOs to develop and use a documented Public Participation Plan that defines the processes that the Corpus Christi MPO will use to provide any interested or potentially impacted citizens, public agencies, representatives of public transportation, freight shippers, private providers of transportation, users of public transportation, users of pedestrian walkways and bicycle transportation facilities, the disabled, and all other interested parties, with reasonable opportunities to participate in the metropolitan transportation planning and programming processes. The Corpus Christi MPO adopted policies in the Public Participation Plan (PPP) stating:

- The Corpus Christi MPO shall actively engage the public in the transportation planning process according to State and Federal law and the policies outlined in the adopted PPP.
- The Corpus Christi MPO shall keep the public informed of ongoing transportation-related activities on a continuous basis.
- The Corpus Christi MPO shall encourage the involvement of all area citizens in the transportation planning process.
- The Corpus Christi MPO shall strive to continuously improve public participation.
- The Corpus Christi MPO shall ensure that no person, 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.

This subtask supports refining and implementing the Public Participation Plan, including the day-to-day responses to the public (via email and/or phone), monitor social media, conduct of community outreach and public meetings/hearings as needed with emphasis on Environmental Justice populations.

The Corpus Christi MPO will:

- monitor, evaluate and implement Title VI Civil Rights/Environmental Justice compliance, guidance and requirements for plans and programs;
- continue to collect and analyze data related to minority or low-income populations and the effect of the transportation programs and system on those populations;
- identify ways to mitigate impacts of the system and programs on the identified populations;
- expand the database of citizens and businesses in low income or minority areas to facilitate effective outreach to those populations.

General information about the Corpus Christi MPO activities and events were posted publicly as part of the Public Participation Process and provided the opportunity for all stakeholders to provide comments. The Public Participation Plan is designed to facilitate participation by a range of community members, especially at-risk and traditionally under-served groups including minorities, low-income populations, seniors and individuals with disabilities. Implementation of the tactics outlined in the plan provided an array of opportunities for meaningful public involvement and ensure compliance with all applicable federal regulations. Outreach efforts were undertaken as necessary in support of transportation planning activities as they occur.

Engage Diverse Stakeholders by “Going To Them” and Integrating All Voices into the

Decision-Making Process: The Corpus Christi MPO identified events with other agencies and organizations as possible opportunities for outreach. The intent is to do outreach at existing events and meetings, and to engage those audiences during the course of their regularly scheduled meetings and events.

Engage Local Officials: In 2025 the Corpus Christi MPO held sub-regional meetings for local elected officials and municipal staff with the purpose of informing them about the Corpus Christi MPO’s role in the region and their communities’ role within the Corpus Christi MPO and solicited input on the region’s transportation needs and long-range plan. Staff held ongoing one-on-one meetings with newly elected officials and provided opportunities for all elected officials to engage with Corpus Christi MPO decision-making.

Engage Vulnerable Populations: The public involvement processes used to develop the transportation plan and investment programs included a process for “seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low income and minority households, who may face challenges accessing employment and other services.” USC 450.318.

Understand Residents’ Priorities Through Public Opinion Research: Gathering qualitative and quantitative information on the public’s priorities involved ranking different goals or outcomes to help support making tradeoffs and prioritizing investments. The Corpus Christi MPO solicited public opinion via an electronic survey. The Corpus Christi MPO continued to gather data on public opinion using thorough outreach efforts such as the update to the Metropolitan Transportation Plan, as well as through general outreach such as surveys.

Inform the Public Through Collateral, E-Dashboard, Website, Media and Social Media: As the Corpus Christi MPO gathers increasing amounts of data and expands our analysis capabilities, we worked to provide this wealth of information to the public in an interactive way. Having readily

accessible information about performance can not only help drive performance-based planning but can also strengthen outreach to stakeholders and other agencies. By enhancing the website, users can efficiently access Corpus Christi MPO materials, including meeting agendas, reports and studies. Staff continued to engage with the media on the progress of the regional priorities and other transportation issues impacting transportation. The Corpus Christi MPO developed and maintains a data dashboard which provides members with transportation data specific to their municipalities and the region.

Use Visualizations: Visualizations helped translate data into more easily understood graphics and images and more effectively communicated information. Visualizations are highly useful in a performance-based planning process to communicate performance information, particularly for complex, spatially relevant transportation data. The intent of visualization in public engagement is to help the public understand the context, to add insight to problem solving and to communicate with the public. It is used to communicate performance measures, trends and impacts of strategies to the transportation system. Visualization also can help communicate the complex nature of trade-offs between investing in various types of transportation projects and programs.

Corpus Christi MPO staff performed and completed the following:

- Developed an amendment to the Corpus Christi MPO 2045 MTP Update with Amendment 1 that was adopted in early FY 2026.
- Developed and amended the Corpus Christi MPO FY 2025-2028 TIP with Amendment 2.
- Reviewed and began updating the Corpus Christi MPO Public Participation Plan (PPP) with more detailed strategies, methods, and procedures to involve the general public.
- Developed the 2025 PPP that was adopted in early FY 2026.
- Researched and analyzed the new requirements on Public Involvement by the federal transportation law IIJA/BIL, Executive Orders, FHWA/FTA guidance and discussed how to implement these new requirements in transportation planning.
- Maintained and updated the Corpus Christi MPO's contact database to expedite outreach efforts.
- Published Public Notices in publications of regional circulation, as appropriate for public meetings related to the amendment of 2045 MTP Update, the FY 2025 – 2028 TIP amendment, and FY 2025 and FY 2026 UPWP Amendment.
- Delivered public presentations in various community forums about the MPO planning process and specific ongoing strategic planning initiatives, specifically the CCRTA Board and Committees, City of Portland, City of Corpus Christi, Nueces County, and San Patricio County. Additionally presented the Corpus Christi MPO activities to local business groups such as Chambers of Commerce and Economic Development Corporations and the South Texas Military Task Force.
- Conducted media interviews for the Corpus Christi MPO's role and responsibility for the regional transportation planning.
- Documentation of all public involvement activities and efforts was conducted in FY 2025.
- Provided Public access—in person and via live broadcast—to meetings of the Corpus Christi MPO's TPC.
- Attended Webinars/Workgroups/Training

Subtask 1.8: Program Evaluation

Work Performed and Status

The Corpus Christi MPO will review and evaluate the work accomplished during the previous fiscal year under this subtask. This effort will provide analysis for lessons learned, best practices and recommendations for future planning, training, and process development. As improvement actions are identified and addressed, it is important that any relevant plans, policies, and procedures are updated accordingly.

After adoption of the 2045 MTP Update, the Corpus Christi MPO staff will develop an After-Action Report to identify strengths of planning and programming processes that should be maintained and built upon, as well as identifying potential areas for improvement. This may include developing / reviewing processes of the Transportation Improvement Program, Metropolitan Transportation Plan and other planning products; develop and use questionnaires, online surveys, and other participation techniques; and provide bilingual materials and translations, as appropriate, to ensure the Corpus Christi MPO's plans, programs and activities comply with Title VI/EJ guidance and requirements, collecting and analyzing data related to minority, low income, limited English proficiency and other populations vulnerable to potential disproportional adverse impacts from the planned transportation system and transportation projects. Implementing the Limited English Proficiency Plan and updating that plan as needed. For each major step in the MTP and TIP processes answers to the following questions will be sought:

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

Corpus Christi MPO staff performed and completed the following:

- Continued implementation and refinement of performance metrics to inform project prioritization and assess the functionality of the regional mobility system overall.
- Transportation Policy Committee (TPC) Action Items
 - TxDOT 2025 UTP Category 2 and 4U Project Nomination
 - In 2025, we adopted Safety (PM1), Pavement and Bridge Condition (PM2), and System Performance and Freight (PM3) Performance Measures and Targets

- Adoption of Transit Asset Management (TAM) Plan and Public Transportation Agency Safety Plan (PTASP) Performance Measures and Targets
- Small Area Forecast Task Force Recommended Population and Employment Control Totals for the 2045 MTP Update
- FY 2025-2028 Transportation Improvement Program (TIP) with Amendment 2
- FY 2025 and FY 2026 Unified Planning Work Program (UPWP) with Amendment 1
- Developed the 2045 MTP Update with Amendment 1 for approval in early FY 2026
- Developed the 2025 Program for Addressing Discrimination (PAD) for approval in early FY 2026
- Developed the update to Public Participation Plan (PPP) for approval in FY 2026
- TPC Discussion Items
 - Corpus Christi MPO Regional Coordination Group for Federal Transportation Grants
 - Began development of 2050 Metropolitan Transportation Plan
 - TxDOT 2025 Unified Transportation Program updates
 - Continued work on development of the update to Corpus Christi MPO Congestion Management Process, for approval in FY 2026
 - Small Area Forecast Task Force Briefings
 - Regional Traffic Safety Task Force Briefings
 - TxDOT 2025 Transportation Alternatives (TA) Statewide Call for Projects
 - Corpus Christi MPO Regional Resiliency Plan Phase 1 Briefing
 - Continued development of Corpus Christi MPO Functional Classification of Roads Overview

Subtask 1.9: Direct Expenses

Work Performed and Status

Direct Expenses are products and services directly related to the operation of the Corpus Christi MPO to deliver the UPWP tasks. Typically, these products and services are paid for directly through purchase orders and contracts, leases, and agreements. These generally include office rent, fiscal agent services, consultant contracts, external demographic and planning datasets and supporting information, communications costs for leases and equipment, office supplies and equipment purchases or leases, conference expenses, travel costs, paper, computer equipment, IT system components, software and the associated maintenance fees.

Corpus Christi MPO staff performed and completed the following:

Developed, reviewed and approved documents related to procuring these products and services.

Note on Task 1.0 expenditures

For Task 1.0, the MPO originally included \$600,000 of CRRSAA funds in the FY 2025 UPWP. The amount was 100% COVID relief funds and not TPF funds. Without the \$600,000 CRRSAA funds, the percent expended was 41.79%. Additionally, the UPWP funding for consultant contracts for FY 2025 was delayed due to consultant availability. That amount was approximately \$400,000. Without the \$400,000 being spent, the percentage expended of Task 1.0 was 76.57%. In FY 2025, the MPO had one staff vacancy for our Transportation Planner 1. With this position vacant, we had less expenditure than anticipated in Task 1.0.

II. TASK 2 - DATA DEVELOPMENT AND MAINTENANCE

A. TASK SUMMARY

The Corpus Christi MPO used a systematic data collection process sufficient to meet the multitude of federal performance-based planning and programming requirements. The Corpus Christi MPO team updated information describing existing and forecast transportation conditions and other related social, economic, and ecological conditions to support analyses and comparing performance against adopted goals and objectives. The data must support the future analyses at a level that allows comparison between individual investments and identification of tradeoffs within investments. There must be sufficient detail on investments to compare their relative effectiveness and identify tradeoffs between investments across the spectrum of goals.

The Corpus Christi MPO found data gathering synergies among agencies to magnify individual effort effectiveness and maximize regional efficiency. The Corpus Christi MPO collaborated with local agencies to assess existing land use and develop future land use scenarios along CMP Corridors.

Travel-related data and models are building blocks of a performance-based planning and programming process. The data and models provided analytical capability to objectively analyze different projects or policies and create consistent and useful information to aid decision-making. During Fiscal Years 2025 and 2026, the emphasis on data collection and improvements to the regional modeling system and implementation of other performance target related models continued.

The Corpus Christi MPO collected data primarily using collaborative partnerships with member agencies, including local governments, TxDOT, CCRTA, and other partner agencies. When data must be directly acquired, the Corpus Christi MPO used a 3-tier system to economize collection efforts: Corridors of Concern, Corridors of Note, and Areas of Interest. Gathering socio-economic data, traffic count data, travel speed data, accident surveillance and analysis, infrastructure condition data, and non-motorized and transit usage data provided the information upon which all other planning and programming activities will draw. The metropolitan planning process involved extensive use of various forms of data including population, income, household size, employment, car ownership, street configuration, street capacity, traffic counts, bicycle counts, and land use. Collecting data on traffic performance conditions, roadway conditions, and system users are vital components of efficient and effective performance-based processes. Data helps leaders make informed investment decisions regarding investments into roadway maintenance and expansion priorities and can even feed into other technologies to provide real-time feedback and help maximize operational performance. Data can also keep travelers informed and safe. Examples of data used every day in transportation planning include cellular and Bluetooth data, which can record travel times, travel paths, travel speed and direction, and provide information about trip origin/destination. Inductive loop detection, video vehicle detection, and Bluetooth detection can provide accurate counts of vehicles and bicycles using a facility. These technologies can also assist signal timing, alerting signals when users are approaching or at an intersection. More recently, communities have begun investing in fiber-optic networks to help connect the data driven components of the transportation network.

The Corpus Christi MPO committed to monitoring performance of the transportation system at both the regional scale and corridor scale and using our findings to inform and prioritize both investments and implementation of policies that impact transportation. This work task is needed to monitor area travel characteristics and factors affecting travel such as socioeconomic, community and land use data, transportation system data, natural, physical, and human environmental concerns and issues in the Corpus Christi Metropolitan Area.

Task 2.0 maintained and expanded the transportation, socioeconomic, environmental, and land-use data and encompassed the development of models to forecast future conditions. The data supported statistical analyses for a wide variety of performance-based planning activities.

B. SUBTASKS

Subtask 2.1 MPO Geographic Information System (GIS) Database Management

Subtask 2.2 Travel Demand and Corridor Model Development and Update

Subtask 2.3 Growth Scenarios / Land-Use Model Acquisition and Calibration

Subtask 2.4 Crash Data Acquisition and Crash Model Update

Subtask 2.5 Infrastructure Condition Data Aggregation and Analysis Models

Subtask 2.6 Community Impact Model Development and Implementation

Subtask 2.7 Environmental Resource / Linkages Model Implementation

Subtask 2.8 Resiliency Model Development and Implementation

Subtask 2.9 Economic Analyses Model Development and Implementation

Subtask 2.1: MPO Geographic Information System (GIS) Database Management

Work Performed and Status

This subtask allowed staff to manage and update the GIS database as part of the Corpus Christi MPO's continuous planning process. Data for state and national performance measures are collected and updated annually. Data for regional performance measures (i.e. measures used to evaluate the performance of the metropolitan transportation system overall) was collected and updated annually. Project scale performance measures (i.e. those used to prioritize capital investments on individual corridor segments) are updated at a minimum of every two years to inform project selection in conjunction with updates to the TIP, or as needed to guide regional decision-making. There were efficiencies from coordinating this data collection. The Corpus Christi MPO needed to use financial resources to acquire data directly.

Examples included the hiring of firms to collect data and conduct surveys as occurred in the past. This was especially effective when done in conjunction with the 2020 US Census. It required the acquisition through TxDOT or the MPO purchase of regionally specific data from one or more of the "Big Data" compiler agencies.

A brief list of these sources* included:

- Texas Crash Record Information System (CRIS)
- Statewide Traffic Analysis Reporting System
- <https://tti.tamu.edu/>
- <https://www.cattlab.umd.edu/>

- <https://www.streetlightdata.com/>
- <https://www.replica.com/>
- <http://inrix.com/>
- <https://mysidewalk.com/>
- <http://www.ihsglobalinsight.com/ProductsServices/ProductDetail838.htm>

**Listing these companies in no way, shape, or form, suggest that the Corpus Christi MPO advocates or endorses their work. This is for information purposes only.*

The Corpus Christi MPO acquired, aggregated, reviewed, and formatted data in a geospatial format to inform internal planning processes and the activities of the broader planning community. Analyses of the 2020 Census demographic and land use data was performed for the geographic distribution and aggregation. The Corpus Christi MPO coordinated with local and state agencies to develop trend data on changes in land use through the analysis and review of existing demographic data.

Corpus Christi MPO staff performed and completed the following:

- Disseminated data to inform regional planning efforts.
- We provided technical support to partners to facilitate effective use of the data generated by the updated Corpus Christi MPO models (i.e. Travel Demand Model).
- Maintained the GIS databases that incorporate the most current data available from various sources, including, U.S. Census American Community Survey data, Texas Demographic Center, Crash Records Information System, etc.
- Developed and maintained the Corpus Christi MPO developed web mapping applications and story maps relating to various Corpus Christi MPO planning documents and datasets.
- Coordinated with consultants (PTV and WRA) on the development of the PTV 2021-2050 daily and time-of-day travel demand models. The daily model was delivered in FY 2025, the time-of-day model is expected in FY 2026.
- Coordinated with TxDOT, FHWA, FTA, and CCRTA on the process to develop the new Corpus Christi MPO planning area boundary. New boundary expected to be approved and adopted in FY 2026.
- Coordinated with consultant on the development of the CMP network.
- Coordinated with consultant on the functional classification update of roadways within the MPO boundary.
- Provided technical support to consultants during the development of various plans and tools, including the MTP, TIP, CMP, Resiliency, Active Transportation Plan, etc.
- Developed an enhanced GIS database that supported the review of projects within the MTP, TIP, and CMP to assist in prioritizing projects.

Subtask 2.2: Travel Demand and Corridor Model Development and Update

Work Performed and Status

Corpus Christi MPO staff coordinated with a consultant to update the regional Travel Demand Model and enhance the multi-resolution model to assist with Congestion Management Process enhancements and Transportation System Management Operations that improve efficient traffic flows. A consulting firm may aid development of forecasting processes. Traffic counts, and data from other agencies, will be coded into various models to aid analyses of conditions, deficiencies and solutions. Implementation

of the Travel Demand Model enhancements may include activities, higher resolution time-of-day, intersection control, tours, land use, and transit and pedestrian information.

Corpus Christi MPO staff performed and completed the following:

- Continued refinement of the regional Travel Demand Model in Visum that includes Time of Day, enhanced assignment, tours instead of trips, along with and updated TAZs and enhanced the network for use in a multi-resolution environment.
- Initiated a regional meso-level traffic model for traffic analyses at both the corridor level and at individual signalized/unsignalized intersections. This work will continue into FY 2026.
- Emphasis was on identifying problematic traffic flows including consideration of operations, design, and roadway characteristics.
- Identified and evaluated impedances, centroids, external points, screen lines, and other factors that required alterations in the regional model.
- Calibration to both travel volumes and travel speeds was instituted.
- Intersection geometries and signal timings were coded into the model.
- Participated in PTV User Group Meeting
- Participated in RITIS User group
- Participated in AMPO Emerging Technologies Working Group
- Participated in AMPO Data Working Group
- Viewed Census Bureau and Texas State Office of Demography briefings

Subtask 2.3: Growth Scenarios / Land-Use Model Acquisition and Calibration

Work Performed and Status

Reviewed local land use files, property information, employment information and U.S. Census databases, Texas State Demographic Office information and update databases as needed. Developed regionally approved population, income, household, and employment data from appropriate sources for the Corpus Christi MPO's planning and forecasting processes.

The socioeconomic database was compiled and maintained using local land use files, property information, employment information and U.S. Census materials such as American Community Survey (ACS), Woods and Poole forecasts, and other information as required.

Corpus Christi MPO staff performed and completed the following:

- Collected and compared socio-economic data from various sources including Woods and Poole, the Texas State Demography Center, the Texas Water Development Board, and other local entity studies.
- Reviewed population forecasts produced by the Texas Demographic Center, the Texas Water Development Board, and received approval from the Transportation Policy Board on which to use to develop the Small Area Forecast.
- Developed and implemented methodology to suballocate population and employment forecast data.
- Reviewed estimates of actual population change, including declines.
- Researched components of population change and ongoing changes in fertility and population composition in the region.

Subtask 2.4: Crash Data Acquisition and Crash Model Calibration

Work Performed and Status

Unlike other performance measures applicable only to the National Highway System (NHS), the safety performance measures apply to all public roads. The Traffic Engineering Accident Analysis System (TEAAS) is a tool to analyze accidents that occur on roads throughout the state of Texas. This database is maintained by the Traffic Engineering and Safety Systems Branch of TxDOT. The Corpus Christi MPO staff acquired and refined crash data and supporting information such as traffic volumes and turning movement counts. This data was inputted into the Vision Zero Suite software model, with consultant help, to create a locally calibrated crash analysis model that highlights unusual locations. Activities also included participation in multi-disciplinary safety initiatives at the local, regional, or state level.

Corpus Christi MPO staff performed and completed the following:

- Received training on Vision Zero Suite (VZS) software for Crash Data Analysis through the consultant DiExSys.
- Obtained, "cleaned", and incorporated the improved data into VZS software, the 2022-2024 (half year 2024) crash data from TxDOT.
- Continued updating the Corpus Christi MPO's Crash Data Dashboard with TxDOT's CRIS database.
- Conducted Regional Safety Task Force meetings.
- Continued analyzing corridors and intersection locations for anomalous crash occurrences.
- Began crash analysis with updated crash data, through High Street Consulting and DiExSys, for inclusion in the development of the Regional Safe System Plan (RSSP). This is scheduled for completion in FY 2026.

Subtask 2.5: Infrastructure Condition Data Aggregation and Analyses Models

Work Performed and Status

The Corpus Christi MPO staff will acquire updated infrastructure condition data from local and state sources and, possibly with consulting help, enter the data into a calibrated regional Highway Economic Requirements System (HERS) model that uses engineering concepts to identify deficiencies and apply economic principles to determine the outcome of different investment strategies.

HERS can estimate future pavement conditions for specific investment levels, it can also evaluate the impacts of alternative types of investment strategies, develop scenarios for the best use of a limited amount of funds, and determine what the total cost is to completely repair and maintain all roads in the region in 5, 10, and 25 year increments.

Corpus Christi MPO staff performed and completed the following:

- Acquired and harmonized available pavement condition data from local and state agencies.
- Used consultants to develop FHWA's Highway Economic Resource System (HERS) pavement management model based on both TxDOT sample data and overall data acquired by local governments.
- Coordinated with local government technical staff to review local roadway and bridge maintenance policies and procedures.

- Reviewed types of interventions and cost escalations.
- Reviewed national data on how climate and extreme weather can impact maintenance needs.
- Coordinated with TxDOT to acquire bridge condition data.
- Discussed process to obtain culvert information and a method of estimating maintenance needs.

Subtask 2.6: Community Impact Model Development and Implementation

Work Performed and Status

The Corpus Christi MPO developed a process to quantify distribution of needs and benefits using a census based zonal system. A consulting firm was hired to aid development of forecasting tools or processes. This effort identified if there are disparities toward vulnerable populations using a three-step process:

1. Established the baseline distribution of amenities and exposures to hazards within and among communities and geographies.
2. Analyzed the forecast outcomes from projects for the different groups and compare the distribution of impacts to the identified needs of the disadvantaged groups.
3. Identified how proposed projects may improve or worsen the situation for the disadvantaged or vulnerable people compared to the most benefited populations.

While it is difficult to specify what exactly the vulnerable populations will desire until the outreach with them is complete, the data will likely be developed based on the national transportation goals:

- Crash analyses for representative intersections,
- Congestion analyses of representative intersections,
- Pavement and bridge conditions,
- Walk and Bike accessibility score analyses,
- DANA tool analysis from USDOT,
- Extreme weather vulnerability,
- Spatial distributions of trip-ends into the zones, by time of day.
- The analysis may also include an analysis of noise levels.

Corpus Christi MPO staff performed and completed the following:

Continued coordination with consultant to develop a framework process and the tool that quantifies distributional equity will be complete in FY 2026.

Subtask 2.7: Environmental Resource / Linkages Model Implementation

Work Performed and Status

The federal requirement to incorporate mitigation into regional transportation plans requires a continuous, cooperative and comprehensive process that responds to local, state, federal, and non-profit agency needs and priorities. This requires that the Corpus Christi MPO collaboratively consider the goals of these agencies early in the transportation planning process, and use the information, analysis, and products to inform the project selection process. The MPO will acquire the data, create a tool, or develop a process to overlay the locations of critical social, cultural, or ecological attributes such as streams, wetlands, rare plant habitats, and historic sites, along with maps of potential

transportation projects. A consulting firm was hired through the CRRSAA grant to aid development of forecasting tools or processes. This effort will increase opportunities for collaboration that did not easily exist in the past. By sharing information with partner agencies and stakeholders early in the planning process, transparency that creates conditions for more efficient and effective approaches to both projects and mitigation can be identified. This subtask will result in the data and process necessary to identify both the types of potential environmental mitigation activities that may have the greatest potential to restore and maintain the environmental functions affected by the projects included in the MTP and where the areas to carry out these activities are located.

Corpus Christi MPO staff performed and completed the following:

- With the Consultant teams, acquired plans and began the process to understand the desired outcomes of the plans from these agencies and how they impact or are impacted by transportation. Specific activities were the Community Impact Tool development project, Resiliency Plan-Phase 1 efforts and TxDOT projects of Regional Parkway and SH 361 that were conducting the NEPA process.
- Integrated the consultant and staff processes listed above to acquire the data, and to create a tool, or develop a process to overlay the locations of critical social, cultural, or ecological attributes such as streams, wetlands, rare plant habitats, and historic sites, along with maps of potential transportation projects.
- Deliverables for this effort have been saved as resources and possible appendices as part of the 2045 MTP Update and the early development of portions of the 2050 MTP.
- Managed the consultant contract and billing with TxDOT and our Fiscal Agent.
- Coordinated discussions with the consultant team and the MPO's TAC and TPC through regular meetings and workshops.

Subtask 2.8: Resiliency Model Development and Implementation

Work Performed and Status

The Corpus Christi MPO developed a tool and process to identify transportation system vulnerabilities to extreme weather events and climate change impacts. This effort utilized the USDOT RDR tool and possibly others, to determine which infrastructure investments may best help increase resilience to extreme weather events and other disasters, especially those resulting from the increasing effects of climate change. A consulting firm was hired to aid development of forecasting tools or processes.

Corpus Christi MPO staff performed and completed the following:

- Coordinated with consultant on the development and acquisition of the completed product of the Corpus Christi MPO Regional Resiliency Improvement Plan Phase 1.
- Managed the consultant contract and billing with TxDOT and our Fiscal Agent.
- Coordinated discussions with the consultant team and the MPO's TAC and TPC through regular meetings and workshops.

Subtask 2.9: Economic Analyses Model Development and Implementation

Work Performed and Status

The Corpus Christi MPO continued to develop and refine the TREDIS tool and process to allow development of both benefit-cost analysis (BCA) and Net Present Value (NPV) to help ensure that the transportation funding is devoted to projects that are an efficient and effective investment for the region.

- BCA is a systematic process for identifying, quantifying, and comparing expected benefits and costs of a potential infrastructure project. The intent of benefit-cost analysis is to examine whether the proposed project is justified given its expected benefits; simply comparing one capital investment project to another does not indicate whether either project would be cost-beneficial in its own right.
- NPV is perhaps the most straightforward BCA measure. All benefits and costs over an alternative's life cycle are discounted to the present, and the costs are subtracted from the benefits to yield a NPV. If benefits exceed costs, the NPV is positive, and the project may be considered to be economically justified.

The goal of a well-produced BCA is to provide an objective assessment of a project that carefully considers and measures the outcomes that are expected to result from the investment in the project and quantifies their value. Each analysis needs to include a well-defined baseline to measure the incremental benefits and costs of a proposed project against. A baseline is sometimes referred to as the "no-build" or "maintenance only" alternative. A baseline defines the world without the proposed project. As the status quo, the baseline should incorporate factors—including future changes in traffic volumes and ongoing routine maintenance—that are not brought on by the project itself and would occur even in its absence.

Corpus Christi MPO staff performed and completed the following:

- Acquired future land use and suitability information
- Developed location of all newly constructed residential units in the MSA.
- Evaluated data from Data Axle, Moody's, and Implan.
- Provided updates to regional economic development plans
- Coordinated with consultant (EBP) on the development and implementation of TREDIS.
- The primary effort and deliverables of the localized TREDIS tool have been postponed into FY 2026.

III. TASK 3 – SHORT-RANGE PLANNING

A. TASK SUMMARY

The process of building, operating, maintaining, and reconstructing the region's surface transportation system is complex and demands ongoing metropolitan planning efforts. The activities described in this task depend upon collaborative and coordinated information and decision-making processes among state and local government agencies, transportation providers, and the users of the regional system. The cooperation among all these stakeholders simplifies and harmonizes metropolitan transportation planning efforts and leads to greater mobility and accessibility benefits.

In addition to maintaining a TIP that outlines a four-year schedule of transportation improvements for the study area and reflects the planning priorities of federal legislation, the Corpus Christi MPO carried out various planning studies to assess the need for other projects that have not yet been identified in the MTP or TIP. Such studies functioned to guide capital investments and project prioritization by municipalities and other entities in the MPO area.

B. SUBTASKS

- Subtask 3.1 Transportation Improvement Program (TIP) Update
- Subtask 3.2 CMP / TSMO / ITS Coordination Plan
- Subtask 3.3 2.5% Set-Aside for Increasing Safe and Accessible Transportation Options
- Subtask 3.4 Regional Multimodal Freight and Urban Goods Planning
- Subtask 3.5 Regional Demographics Planning
- Subtask 3.6 Economic Analyses of Projects and Portfolios
- Subtask 3.7 Infrastructure Lifecycle Analysis and Reporting
- Subtask 3.8 Crash Analyses and Regional Safety Planning
- Subtask 3.9 Region 20 Coordinated Transit Planning
- Subtask 3.10 Regional Resiliency and Climate Crisis Planning
- Subtask 3.11 Planning and Environmental Linkages

Subtask 3.1: *Transportation Improvement Program (TIP) Update*

Work Performed and Status

One of the primary responsibilities of the MPO is the development and maintenance of the Transportation Improvement Program (TIP). The TIP includes all transportation projects within the Corpus Christi Metropolitan Planning Area for which federal and/or state funds will be used, as well as all projects that have regional significance and are funded using local or private funds. The Corpus Christi MPO staff maintained and amended the FY 2025-2028 TIP as needed to reflect changes in area priorities, scope, accessibility, and funding for roadways and transit projects. A cooperative interagency input process is part of the public involvement component of this task.

Future project applications will provide, in an easily understood manner and with sufficient detail, the design concept and scope descriptions of all existing and proposed transportation facilities to permit develop cost estimates for major transportation investments for which analyses are not complete. The

application shall identify study corridors and subareas and may stipulate either a set of assumptions (assumed alternatives) concerning the proposed improvements or a no-build condition pending the completion of a corridor or subarea level analysis under Sec. 450.318 Sufficient descriptive material (i.e., type of work, termini, length, etc.) to identify the project or phase.

An important and challenging effort is refining the decision support system to reflect adopted regional priorities and aid allocating funds to those projects and programs. The Corpus Christi MPO will also monitor the delivery of capital projects to support on-time and on-budget construction. Another focus is on developing priority projects to the level that allows the Corpus Christi Metropolitan area to compete nationally for discretionary funds.

This task will also produce the required system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the adopted performance targets including progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports; and an analysis of how the preferred investment scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets.

Corpus Christi MPO staff performed and completed the following:

- Refined the decision support system to reflect adopted regional priorities and aid in allocating funds to those projects and programs.
- Monitored the delivery of capital projects to support on-time and on-budget construction.
- Coordinated with member governments on the development of priority projects to the level that allows the Corpus Christi Metropolitan area to compete nationally for discretionary funds.
- Continued coordination with consultants on development of a TIP project selection tool for Performance-Based Planning & Programming.
- Identified and documented roadway projects constructed by local governments and agencies to gain an understanding of the projects and determine if the nonfederal project should be amended into the existing current TIP or wait for inclusion in the TIP.
- The primary effort and deliverables of the TIP project selection tool were postponed into FY 2026.

Subtask 3.2: CMP / TSMO / ITS Architecture Plan

Work Performed and Status

Increasing traffic congestion is an issue in the region. Faced with growing travel demand and limited resources, the approved IIJA/BIL mandated that MPOs address travel demand and capacity constraints through alternatives to new highway capacity. The Corpus Christi MPO continued to utilize the Congestion Management Process to develop strategies to improve the operation of the existing system without increasing the physical lane miles on the roads. Although major capital investments may be necessary to meet the forecast travel demand, operational management strategies can postpone the need for major capital investments until funding sources can be identified. The results are a more efficient and effective transportation system, increased mobility and leveraging of resources. The Corpus Christi MPO began updating the Regional ITS Architecture and Deployment Plan and developing a regional Transportation System Management and Operations Plan.

The Corpus Christi MPO continued updating the previous CMP aimed at reducing highway congestion and the economic and environmental costs associated with that congestion, including transportation emissions. The program optimized existing highway capacity and usage of highway and transit systems. After completion of the updated travel models, each Corridor of Concern shall be evaluated for short, medium and long-range planning horizons based on capacity and operations as compared to expected demand. Corridors of Note will be evaluated as appropriate.

Performance was measured using appropriate goals and performance metrics. The process resulted in a list of roadway segments that have deficiencies when evaluated using adopted metrics for both existing conditions and forecast future conditions, based on updated forecasts from models. A portfolio of projects to address the identified deficiencies will be developed by evaluating the reciprocal impact of individual projects on adjacent corridors. The effort will include evaluating recurring and non-recurring congestion as part of the overall evaluation of the regional transportation network. The Corpus Christi MPO staff will work with cognizant agencies to identify cost effective interventions, based on the adopted Congestion Management Program, to address these “deficiencies”.

The CMP is a systematic process that provides information on transportation system performance and deployment and operation of integrated congestion management strategies to alleviate congestion and enhance the safety and mobility of people and goods in the Corpus Christi Metropolitan Area. Modern roadway operations are driven primarily through advancements in technology, though proper planning and physical projects may play a role as well.

The Intelligent Transportation System (ITS) architecture plan will identify technologies to improve mobility, increase safety, and reduce delays. ITS improves the existing roadway system’s operations in a cost-effective manner.

Adopting and supporting innovative technologies and business practices may lead to great improvements in safety, transportation choices, and regional quality of life for our visitors and the local economy. Though there is a great deal of speculation and uncertainty of the potential impacts these technologies will have, MPOs need to determine how best to address the challenges and opportunities presented to them by Automated / Connected / Electric / Shared-Use (ACES) Vehicles. There is a substantial level of interest in ACES vehicles and the potential impacts of these technologies on the transportation system. There is also a great deal of speculation and uncertainty of the potential impacts from these technologies. ACES may lead to great changes in safety, transportation choices, and quality of life. The Corpus Christi MPO supports innovative technologies and business practices to address the challenges and opportunities presented by ACES vehicles. The Corpus Christi MPO will increasingly incorporate emerging technologies into the metropolitan planning process. Activities in FY 2025 and FY 2026 will plan for the arrival of these vehicles, focusing on the implications of automated vehicles on travel demand, land-use, and congestion. Planning tools, including travel forecasting models, will need to account for these emerging technologies in the system. Automated vehicles are also being discussed in the context of freight, transit, and people mover/shuttle systems.

Corpus Christi MPO staff performed and completed the following:

- Coordinated with TxDOT CRP District about ITS Architecture and TSMO plans for the region.
- Discussed the internal process for efforts to occur after completion of the travel demand models in that each Regionally Significant Corridor from the adopted CMP for short, medium,

and long-range planning horizons based on capacity and operations as compared to expected demand.

- Received training on using INRIX and RITIS tools.
- Coordinated and provided feedback on the Corpus Christi District ITS Architecture Plan.
- Development of the draft Regional ITS plan is ongoing and some of the staff funds for this task were rolled over into FY 2026.

Subtask 3.3: 2.5% Set-Aside for Increasing Safe and Accessible Transportation Options

Work Performed and Status

An ongoing challenge facing planners and public officials is prioritizing safety improvements and speed management on the arterials that are also essential to creating complete travel networks for those without access to single-occupancy vehicles. Emerging micro-mobility modes, such as electric scooters, electric bikes, and powered skateboards look like they might become a measurable share of the urban transportation system. The transportation planners and decision-makers in the Corpus Christi MPO are trying to understand the impacts of micro-mobility and how to incorporate it into existing transportation systems.

Complete Streets standards and policies have led to the development of an up-to-date Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street. Standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.

The Corpus Christi MPO will plan, develop, and fund projects that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The purpose is to provide an effective and safe transportation network for travelers of all ages and abilities. This includes conducting a vulnerability assessment of the infrastructure in local communities that supports active transportation, including bicycling, walking, and personal mobility devices, with a particular focus on areas in local communities that lack sufficient active transportation infrastructure routes to public transportation.

The Corpus Christi MPO strives to reflect non-vehicular and micro-mobility modes of transportation in its transportation planning. This subtask will build on the work previously conducted to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles. The Corpus Christi MPO will develop a "Complete Streets policy" that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. This policy will complement a micromobility plan that creates a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails:

- Identify a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street;

- Create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and child-care services, or other community activity centers;
- Integrate active transportation facilities with public transportation services or improve access to public transportation;
- Create multiuse active transportation infrastructure facilities, including bikeways or pedestrian and bicycle trails, that make connections within or between communities;
- Increase public transportation ridership; and to improve the safety of bicyclists and pedestrians.

Corpus Christi MPO staff performed and completed the following:

- Continued updating the regional Sidewalk Inventory
- Continued updating the regional ADA Ramp Inventory
- Continued updating the regional Crosswalk Inventory
- Acquired and reviewed the ADA Transition Plans in the region.
- Participated in AMPO Active Transportation Working Group
- Attended TxDOT's virtual Bicycle and Pedestrian Advisory Committee (BPAC)
- Coordinated with consultant on development of the Active Transportation Stakeholders Group on the development of the Active Transportation and Micro-mobility Plan
- Coordinated with consultant on development of Regional Complete Streets Policy
- Final Active Transportation and Micro-Mobility Plan was approved on December 5, 2024
- Final Regional Complete Streets Policy was approved on December 5, 2024
- Spent funds for this subtask 3.3 was \$21,779.49. This expenditure exceeded the minimum expenditure for this required subtask of \$20,900
- Began developing the framework for making future updates/amendments to the Active Transportation and Micro-mobility Plan and the Regional Complete Streets Policy

Subtask 3.4: Regional Multimodal Freight and Urban Goods Planning

Work Performed and Status

Safe and efficient multi-modal freight mobility is a cornerstone of the regional economy. Expanding rail capacity, enhancing truck safety, and bolstering the nexus between modes are Corpus Christi MPO priorities. The Corpus Christi MPO worked with TxDOT, the Port of Corpus Christi and other significant freight stakeholders to update the designation of national freight network routes in the region. The Corpus Christi MPO continued to collaborate with regional emergency management partners to explore strategies for mitigating risk associated with freight operations in the face of industrial growth.

Freight facilities and services are strongly linked to regional economic competitiveness and quality of life and, from a transportation perspective, freight shipments continue to grow steadily across all modes. Planning for freight is also an effective means of addressing safety, security, environmental, and air quality issues. An objective of the freight program is to initiate and sustain meaningful outreach to the local freight community and to build awareness and expertise among planners and the general public. One specific area of study will be the coordination with the railroads serving the MPO region to ensure the local governments are connected with the rail planning processes. The Technical

Advisory Committee (TAC) also served as the Corpus Christi MPO's Freight Advisory Committee will be the focal point of this effort.

Corpus Christi MPO staff performed and completed the following:

- Collaborated with regional emergency management partners to explore strategies for mitigating risk associated with freight operations in the face of industrial growth.
- Participated as a TxDOT TxFAC committee member representing TEMPO in the statewide planning efforts for the TxDOT 2050 Freight Mobility Plan.
- Participated in the statewide Port Authority Advisory Committee planning efforts that fed into the 2050 Freight Mobility Plan.
- Reviewed the 2045 MTP Update freight chapter and began developing the framework to update and solicit feedback on the chapter for inclusion in the 2050 MTP.

Subtask 3.5: Regional Demographics Planning

Work Performed and Status

A balanced transportation system is one achieved when the benefits and burdens created by projects, policies, and plans are shared so that no groups are unduly burdened by a lack of access to adequate transportation nor by the negative impacts resulting from proximity to transportation infrastructure. Key considerations to achieving a safe, efficient and effective transportation system are:

1. Incorporating regional demographics into planning and programming of transportation interventions.
2. Determining disparities in the distribution of transportation benefits such as access to jobs, goods and services and opportunities for physical activity, healthy food, and health care. The availability of these benefits also varies greatly depending on whether a traveler has access to a car or is reliant on public transit.
3. Examining disparities in exposure to transportation burdens, such as exposure to noise, air pollution or the risk of collision. The Corpus Christi MPO will conduct hotspot analyses for noise and possibly air quality to see if disadvantaged or at-risk populations receive disproportionate impacts.
4. Balancing the distribution of benefits and burdens within the region and among the different populations.

In addition to race, ethnicity, and income-related disparities, transportation analyses must also look for disparate impacts among other groups, such as transit-dependent and elderly populations. The Corpus Christi MPO addressed discrimination by identifying those areas that contain higher than average concentrations of disadvantaged or underserved populations and analyzing investments for disparity for disadvantaged or underserved groups by comparing the estimated positive and negative impacts against other populations. The definition of Disparity is the amount of separation between a group identified as in need and the group identified as the most favored group. This is done using specific measures and expressed in terms of a rate, proportion, mean, or some other quantitative measure. Although it is recognized that much of the detailed evaluation of discrimination will occur at the project level (which is the responsibility of the project sponsor) rather than during regional transportation planning or programming, the Corpus Christi MPO used a variety of techniques to

identify discrimination earlier in project development so that positive corrective actions can be taken and serve as a building block for subsequent interventions. To certify compliance with Title VI, the Corpus Christi MPO:

- a. Evaluated and improved the public involvement processes to eliminate participation barriers and engage disadvantaged populations in transportation decision-making.
- b. Identified the residential and employment locations and transportation needs of disadvantaged communities.
- c. Determined if the needs of the disadvantaged communities are addressed and that the benefits and burdens of transportation investments are fairly distributed.
- d. Performed analyses that ensure that the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) comply with federal discrimination laws and regulations.

Corpus Christi MPO staff performed and completed the following:

- Maintained an up-to-date Program for Addressing Discrimination (PAD) document which is inclusive of the Title VI policy document and procedures. The next iteration of the PAD is due in FY 2026.
- Coordinated with consultant to develop a Community Impact Assessment Model tool, with final deliverable in FY 2026.

Subtask 3.6: Economic Analyses of Projects and Portfolios

Work Performed and Status

The Corpus Christi MPO staff worked with consultants to develop appropriate econometric model(s) to complete analyses of potential economic impacts/benefits of both individual projects and portfolios of projects in the region. Planning and promoting economic development is important in developing and sustaining a strong and vibrant community. It is important for the Corpus Christi MPO to collaborate with agencies throughout the region to encourage economic growth, be responsive to the needs of the business community, and work to strengthen the region's position in attracting and retaining businesses. However, those efforts must be undertaken within the context of sustaining what the region already enjoys – a tight-knit community with a rich history and vibrant culture.

Investment decisions are typically based on analyses of benefit-cost analysis (BCA), and/or return-on-investment (ROI), to appraise economic viability. Increasingly BCA or ROI are complemented by multicriteria analysis (MCA) to capture the multiple dimensions that affect decision-making – social, economic, environmental, and financial. For projects evaluated and financed by federal agencies, TxDOT, or the Corpus Christi MPO, guidelines are available for economic analysis of investment projects.

Corpus Christi MPO staff performed and completed the following:

- Developed a scope of services and corresponding budget for a consultant to create a localized TREDIS tool to provide econometric assessment of transportation projects and quantify the incremental benefits and costs (BCA) and Net Present Value (NPV) of the various proposed

projects to help ensure that federal funding is devoted to projects that are an efficient and effective investment in the region.

- Discussed as part of the 2050 MTP development process a myriad of Performance Metric data – including seven congestion-specific metrics per the MPO’s performance-based planning framework, as defined in the CMP.
- Assessed possible revisions to the current CMP with enhancements added as new information and exhibits were updated as part of the continuous CMP efforts.

Subtask 3.7: Infrastructure Lifecycle Analysis and Reporting

Work Performed and Status

Traditionally, in an effort to construct the greatest number of new projects within limited capital budgets, high importance was placed on construction costs, with little attention given to future maintenance or operations costs. As infrastructure ages it is apparent that improving long-term decision-making requires planners and policymakers to think more strategically about how to operate and maintain the transportation network and manage related assets. Shifting the focus of funding toward system preservation requires greater use of analysis that looks at both upfront and long-term costs while considering the viability of future budgets and better management of vital infrastructure. Life-cycle Cost Analysis (LCCA) calculates up-front development, capital and financing costs, discounted operating and maintenance costs, and end-of-life costs associated with a specific asset or project. LCCA can also factor in uncertainty, risk, and other elements including environmental considerations. When performed correctly, LCCA enables a more accurate and less biased comparison of differing life cycle costs between transportation projects and alternatives.

The need to maximize the benefits of limited funding and stabilize budgets is particularly acute for the preservation of infrastructure. TxDOT and local agencies are grappling with the fact that many critical bridges, roadways, and drainage networks need substantial repair or replacement. Maintenance, upgrades, and replacements are a growing need, and with limited resources it is even more important that decisionmakers prudently plan and spend current and future budgets. When the cost of a project is estimated only for design and construction, the long-term costs associated with maintenance, operation, and the reconstruction of a project are often overlooked. Similarly, comparing project design alternatives by their initial costs can lead to shortsighted decisions. Without careful examination of the full life cycle costs, investment decisions today could cost an agency even more in years ahead. Something as simple as a bridge replacement provides the opportunity to construct an asset, sometimes with higher upfront costs, in a way that reduces the needs for future revenues dedicated to that asset, often referred to as “sustaining capital.” A poor choice today can be amplified in future decades as the inflexible and long-life nature of infrastructure can create unaffordable requirements in the future.

This subtask utilized FHWA’s HERS model developed in Task 2.5 and other studies to begin approximating the lifecycle burden of the transportation infrastructure in the region. This will produce a description of the condition of the assets and the costs of operations and maintenance activities. Performance deficiencies will be identified, and lifecycle cost analysis can suggest potential investment strategies for local entities to undertake. In combination with financial planning, this can encourage

conversations about long-term goals, issues, opportunities, and revenue needs. Examples of questions that HERS will answer are:

- How will a reduction (or increase) of x percent in maintenance investment levels affect the condition of the roadway system over the next 5, 10, or 25 years?
- What level of future investment is required in a roadway system to ensure that average pavement condition is maintained?
- What level of investment is required to make all economically beneficial improvements on the system (e.g., those projects where benefits exceed costs)?
- What are reasonable performance targets given forecast funding, policy, and customer satisfaction objectives?

Corpus Christi MPO staff performed and completed the following:

- Coordinated with consultant to customize FHWA HERS investment forecast tool, including incorporation of local vehicle operating costs and revisions to pavement condition data using locally acquired data.
- Acquired the customized HERS investment forecast tool.

Subtask 3.8: Crash Analyses and Regional Safety Planning

Work Performed and Status

This subtask comprised the yearly analysis of the rolling 5-year data for crashes on all public roads in the region and will help inform local planning and programming efforts to improve transportation safety and achieve/exceed the region's roadway safety targets. Safety on the transportation system is a national, state, regional and local priority. Data collection, analysis, training, education, and enforcement are key aspects of improving transportation system safety. The Corpus Christi MPO used available data, performed intense data analysis, and collaborated with stakeholders to improve safety on the region's roads. Locations and types of crashes to focus on were determined by the data, as well as characteristics such as the types of facilities and roadway conditions (e.g. wet weather, lighting). The FY 2025 and FY 2026 UPWP allowed the Corpus Christi MPO staff to update data that will identify locations that are susceptible to improvement, along with projects and policies to reduce injuries and fatalities and speed up incident clearance times.

A regional study of fatal and serious injury crash locations was undertaken. This includes differentiating crash data for vulnerable road users, including bicyclists and pedestrians from other road users. A quantitative analysis of fatalities and serious injuries included before/after studies evaluating locations that had received safety projects in previous years. The Corpus Christi MPO continued to utilize the Regional Traffic Safety Task Force to explore strategies to receive feedback on identified issues. This group will help inform local planning and programming efforts to improve transportation safety and achieve/exceed the region's roadway safety.

FHWA encourages the MPOs to consider Traffic Incident Management (TIM) activities as part of their UPWPs. TIM directly supports multiple planning factors related to safety, mobility freight movement, air quality and transportation system reliability. TIM addresses the non-recurring congestion which causes delay that impacts all travelers, including just in time freight haulers. TIM also improves safety

by reducing the likelihood of a secondary crash and responders being struck. Furthermore, TIM impacts the economy by reducing delay that impacts consumers, and results in wasted fuel.

Corpus Christi MPO staff performed and completed the following:

- Continued to hold meetings of the MPO's Regional Traffic Safety Task Force that is comprised of multi-agencies for collaborative efforts to address safety issues in the region and Safety Performance Measures (PM1).
- Continued to "clean" the CRIS data to better locate crashes on the system by severity.
- Developed Safety Performance Functions
- Adopted the Regional Safety Action Plan in October 2024 through efforts with the Regional Traffic Safety Task Force, TAC, TPC and the public process.
- Participated in the Statewide Traffic Safety Task Force discussions.
- Analyzed signalized intersections within the MPO Planning Area.
- Reexamined and updated the High Injury Network (HIN).
- Continued coordination with consultant team to conduct traffic crash data analysis using DiExSys Vision Zero Suite software to identify the safety issues in the region.

Subtask 3.9: Region 20 Coordinated Transit Planning

Work Performed and Status

The goal of condition planning is untangling the separate systems and encouraging agencies and programs to complement each other and work towards an accessible, easy to use system. Multiple local, state, and federal programs from the United States Departments of: Agriculture, Education, Health and Human Services, Veterans Affairs fund or support transportation services for their clients. Many of these "human service transportation" funding programs are independent from the transportation funding and services provided by the U.S. Department of Transportation - Federal Transit Administration (FTA). Because of the variety of different missions, agency rules, federal regulations, and bureaucratic processes, human service and public transportation programs are not always mutually supportive or coordinated. The lack of coordination results in duplication of some systems and programs and overly complex, expensive, and difficult to understand rules for use.

As a practice, mobility management emphasizes the coordination of transportation services to enhance the mobility and special needs of seniors and individuals with disabilities, older adults, and others with barriers to transportation. As stipulated in Federal Transit Administration (FTA) Circular 9070.1G the current Coordinated Public Transit - Human Services Transportation Plan (CPTHSTP) must identify the transportation needs of individuals with disabilities, seniors and people with low incomes; provide strategies for meeting those local needs; and prioritize transportation services and projects for funding and implementation. This plan serves two primary purposes: guide the programming process for FTA Section 5310 funding and provide guidance to enhanced mobility providers on how to best advance the mobility independence of older adults, individuals with disabilities, low-income populations and veterans within the Corpus Christi Urban Area. This effort will emphasize coordination among all the key players including public transit providers, private operators, and volunteer driver programs. It will also include the customers, staff, and stakeholders from human services and health care agencies.

The Corpus Christi MPO worked with the Coastal Bend Council of Governments (CBCOG) in Region 20 to help ensure that decisions for use of the FTA 5310 funds designated for use in the Corpus Christi

Urban Area result in more balanced distribution of services, facilities and resources in the Corpus Christi Urban Area

Corpus Christi MPO staff performed and completed the following:

- Coordinated with the Coastal Bend COG in Region 20 to more fully incorporate mobility management into planning processes to help ensure that decisions on funding transportation projects achieve the regional goals for specialized transit services.
- Fulfilled requirements related to the 5310 Program: Enhanced Mobility of Seniors and Individuals with Disabilities, including participating in a regional rating and ranking committee for the program.

Subtask 3.10: Regional Resiliency and Climate Crisis Planning

Work Performed and Status

The goal of this effort is to work towards more disaster-resistant and resilient communities. The Corpus Christi Metropolitan Planning 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 residents. 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 participated more fully in other agencies' Resiliency Planning and Evacuation activities. The focus of resiliency planning is to reduce future losses within the Metropolitan Planning 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 project loss-reduction opportunities using the USDOT RDR tool for benefit-cost analysis.

The Resiliency Plan will identify and prioritize resurfacing, restoration, rehabilitation, reconstruction, replacement, improvement, or realignment projects that have the absorptive and adaptive capacity to ensure that the surface transportation system can quickly recover and continue to serve critical local, regional, and national needs. This includes designating evacuation routes and strategies to access hospitals and other medical or emergency service facilities, major employers, critical manufacturing centers, ports and intermodal facilities, utilities, and Federal facilities. Identified projects should include the incorporation of manmade mitigation measures that strengthen systems and natural infrastructure that protects and enhances transportation assets while improving ecosystem conditions, including culverts that ensure adequate flows in rivers and estuarine systems.

Corpus Christi MPO staff performed and completed the following:

- Coordinated with consultant and the MPO TAC members to determine the transportation infrastructure assets that will be evaluated as part of the Regional Resiliency Plan.
- Coordinated with consultant to localize the FHWA Resilience and Disaster Recovery (RDR) Tool Suite that will enable the Corpus Christi MPO to assess transportation resilience return on investment (ROI) for specific transportation assets over a range of potential future conditions and hazard scenarios.

- Coordinated with consultant to determine the relevant natural and human-caused hazards, along with establishing a "Criticality Framework" that considered economic cost and social equity. This effort was coordinated among the Corpus Christi MPO and its planning partners to identify the vulnerable transportation assets for each relevant hazard.

Subtask 3.11: Planning and Environmental Linkages

Work Performed and Status

The Corpus Christi MPO aspires to being as deliberate in identifying environmental impacts and developing coordinated and collaborative mitigation activities as we are in identifying transportation needs and developing transportation projects. With this in mind, the Corpus Christi MPO collaborated with local governments, non-profit organizations, and state and federal resource and regulatory agencies to mitigate adverse impacts of transportation policies and projects. The Corpus Christi MPO is exploring use of TxDOT's ECOS tool, along with utilizing FHWA's Programmatic Mitigation Planning Guidebook - Improving Environmental Outcomes and Transportation Project Delivery Collaboration for assessing impacts of future transportation projects to environmental, cultural, or historic resources. The guidebook identifies the steps agencies should consider, in coordination with the appropriate resource and regulatory agencies, to develop and implement the mitigation for Metropolitan Transportation Plans. Identifying as many environmental concerns as possible will occur early in the transportation planning and project development process to help efficiently and effectively Avoid, Minimize, Mitigate, Enhance and Remediate impacts

Corpus Christi MPO staff performed and completed the following:

- Collaborated with local governments, non-profit organizations, and state and federal resource and regulatory agencies to mitigate adverse impacts of transportation policies and projects.
- Received TxDOT training ENV211.

IV. TASK 4 - METROPOLITAN TRANSPORTATION PLAN

A. TASK SUMMARY

Task 4.0 reflects efforts in support of developing and maintaining the 25-year Metropolitan Transportation Plan (MTP). Key activities for FY 2025 and FY 2026 are listed below. Planning activities for the 2050 MTP will continue during this UPWP time period. Development of the 2050 MTP has several subcomponents inherent in an update, including but not limited to:

- Demographic Forecasts/Small Area Forecast
- Congestion Management Process
- Financial Plan development with current estimates
- Regional ITS Plan
- Regional Freight Plan
- Transit Plan (in coordination with CCRTA)
- Specialized Transit Plan (in coordination with Coastal Bend COG and CCRTA)
- Regional Nonmotorized Plan
- Regionally Significant Corridors Studies
- Transportation System Reporting and Needs Identification Studies

The Corpus Christi MPO performed preparatory and early long-range and regional transportation planning activities to support developing, maintaining and implementing the metropolitan transportation plan; and participate in local and statewide transportation planning and coordination efforts.

B. SUBTASKS

Subtask 4.1 Refine Vision and Goals

Subtask 4.2 Refine Performance Measures and Evaluation Criteria

Subtask 4.3 Identify Needs and Deficiency Locations

Subtask 4.4 Develop a Financial Plan of Reasonable Available Funding

Subtask 4.5 Develop, Analyze, and Refine Scenarios for Analysis and Investment

Subtask 4.6 Document Plan and Processes

Subtask 4.7 Evaluate Impacts and Develop Mitigation

Subtask 4.8 Planning and Programming Process Evaluation and Debrief

Subtask 4.9 Process Documentation and Enhancement

Subtask 4.1: Refine Vision and Goals

Work Performed and Status

While most transportation plans involve the public and stakeholders in defining a vision, a performance-based plan requires clear agreed-upon goals and objectives, since the strategic direction of goals and objectives are used to define performance measures. Consequently, it is critical for public

involvement and stakeholder engagement to have a forum for rationally discussing priorities and trade-offs. These discussions will lead to developing and selecting achievable targets and in defining desired outcomes. In a performance-based plan, the public and stakeholders are involved in not just providing general concepts, but clearly defining or prioritizing goals and specific objectives, which leads to performance measures and achievable targets that are used in assessing plan options and/or selecting investments.

The Corpus Christi MPO staff brought together stakeholders with in-depth knowledge of transportation and community related goal areas to refine the goals and objectives in the MTP. The goals and objectives of other agency plans will inform the development of the goals and objectives of the transportation plan. The process of developing the transportation plan encourages decision-makers and the public to explore goals and objectives from different plans, identify potential conflicts and commonalities, and create a prioritization system.

Corpus Christi MPO staff performed and completed the following:

- Collected and reviewed related plans of member governments.
- Provided previously adopted Vision, Goals and Objectives to the TAC for review and revise.
- Refined and adopted working vision, goals, and objectives for use in the development of the 2045 MTP Update and the 2050 MTP.

Subtask 4.2: Refine Performance Measures and Evaluation Criteria

Work Performed and Status

Selecting performance measures in a performance-based plan is often thought of as a “data-driven” process. The public and stakeholders play a critical role in defining performance measures. It is important to work with the public and stakeholders to clearly define what is important and meaningful to them. Engaging participants helps define what is meant by different objectives and what metric is most appropriate. Goals associated with mobility, accessibility, and quality of life manifest themselves in different ways, and stakeholders have different views of what different terms mean. Working with stakeholders to define how to measure performance helps to clarify what is most critical to the public and guides the analysis of strategies in the plan. The materials produced will actively and continuously strive to use plain language and to ensure that measures used in the plan are understood by the stakeholder community.

The Corpus Christi MPO staff reported the specific criteria and analysis procedures that will compare portfolios and scenarios comprised of distinct projects and policies for progress toward achieving the regional, state, and national performance goals.

Corpus Christi MPO staff performed and completed the following:

- Reviewed performance measures available from private data suppliers such as Inrix and Replica. Potential measures were examined to determine if they are best at a regional level, corridor level, or individual project level.
- Reviewed performance measures available from Texas Transportation Institute COMPAT Tool. These measures were examined to determine if they are best at a regional level, corridor level, or individual project level.

- Refined and adopted working performance measures for use in the development of the 2045 MTP Update, the update to the CMP, and the 2050 MTP.

Subtask 4.3: Identify Needs and Deficiency Locations

Work Performed and Status

Used the performance goals and measured conditions to identify specific corridors, roads and areas which are deficient in one or more ways. This dataset is the basis for problems and opportunities that can be addressed by “projects or policies”. Using the adopted goals, metrics and baseline conditions; the Corpus Christi MPO TPC will establish list of needs for at least: pavement condition, bridge condition, crashes, and congestion.

Corpus Christi MPO staff identified the location of transportation deficiencies where both the current and future system experience safety issues, unacceptable roadway conditions, operational problems, lack of interconnectivity, congestion, or other issues.

Corpus Christi MPO staff performed and completed the following:

- Maintained an up-to-date fiscally constrained 10-Year Plan (2025 UTP) for the period of FY 2025-2034.
- Identified opportunities to partner and leverage public resources for projects.
- Collected planned projects from state and local agencies as an analog for existing and future needs.

Subtask 4.4: Develop a Financial Plan of Reasonable Available Funding

Work Performed and Status

Transportation systems are challenged to accommodate many competing needs, and fiscal constraint is vital to prioritizing resources to address those needs. Fiscal constraint also helps clarify what is possible with existing funding sources and can inform debate about a need for new funding. Providing realistic funding and revenue forecasts from the outset supports decision-maker, stakeholders, and public trust by providing understanding of the limits of funding to support implementation of strategies.

The Corpus Christi MPO staff will, in cooperation with CCRTA, local municipalities and counties, and TxDOT, develop this financial plan. This effort will require forecasting reasonably foreseeable revenue resources using realistic and collaboratively developed assumptions about existing funding sources, potential funding sources, alternative financing strategies, and inflation rate. It will provide forecasts in both future year and current year dollar values.

The financial plan shall compare the estimated revenue from existing and proposed funding sources that can reasonably be expected to be available for transportation uses, and the estimated costs of constructing, maintaining and operating the total (existing plus planned) transportation system over the period of the plan. The estimated revenue by existing revenue source (local, State, and Federal and private) available for transportation projects shall be determined and any shortfalls identified. Proposed new revenues and/or revenue sources to cover shortfalls shall be identified, including strategies for ensuring their availability for proposed investments. Existing and proposed revenues

shall cover all forecasted capital, operating, and maintenance costs. All cost and revenue projections shall be based on the data reflecting the existing situation and historical trends.

The effort will include a methodology for identifying costs of individual capital projects and on-going maintenance and operations programs, along with acknowledging restrictions and requirements associated with each funding source. Revenue forecasts, life-cycle costs, and inflationary assumptions for projects and programs will be developed for immediate (existing + committed), short-term (next 2025-2028 TIP) midterm (UTP years 2035) and long-term (2050) investments. Financial information and estimates of risk of shortfalls compared against the lifecycle expenses of the transportation system will be available in one-year increments through year 2035 and five-year increments through year 2050.

Corpus Christi MPO staff will create an easily understood document that summarizes available revenues and likely costs of construction, operations, and maintenance of projects and programs, taking into account inflation and year of expenditure. This task establishes the revenue basis for fiscal constraint of both the MTP as well as the funding sources for the TIP. Using the same revenue projections for the long-range plan and the TIP ensures financial consistency between the plan and program.

Corpus Christi MPO staff performed and completed the following:

- Updated the Financial Plan of the FY 2025-2028 TIP, 2025 UTP, 2025 UTP and 2045 MTP Update to reflect updated revenue forecasts from TxDOT (UTP), CCRTA (5-year revenue and expenditure budget), the City of Corpus Christi 10-year CIP Program revenue estimates, as well as the City of Portland's 5-year CIP revenue estimates.

Subtask 4.5: Develop, Analyze, and Refine Scenarios for Analysis and Investment

Work Performed and Status

Scenario planning helps decision-makers prepare for an unknown future by providing a framework for comparing and contrasting various forces. The FHWA Scenario Planning Guidebook provides assistance on using scenario planning. As part of scenario planning, stakeholders shape alternative descriptions or scenarios of what the future could look like. These alternative scenarios are then assessed using transportation models, sketch planning tools, or other quantitative methods to estimate the differences between the alternative visions of the future on performance measures or indicators of desired outcomes.

Corpus Christi MPO staff performed and completed the following:

- Obtained population and jobs forecasts from the Texas Demographic Center as well as Woods and Poole.
- Mapped locations of new residential units.
- Tracked approval of local development plans in the cities and counties that would contribute to the "business-as-usual" scenario for transportation infrastructure.
- Participated in the City of Corpus Christi Roadway Master Plan development effort that documented future transportation improvements to roadway infrastructure over a 10-year time-period based on anticipated growth.

- Coordinated with regional leaders and local economic groups to adopt unified data and methodologies for existing and future population for households and employment by type.
- Due to delays in tool development and corresponding short term planning efforts, some of this effort was postponed into FY 2026.

Subtask 4.6: Document Plan and Processes

Work Performed and Status

Transparency promotes accountability by providing the public with information about what the Corpus Christi MPO is doing. Corpus Christi MPO will inventory information currently available for download and foster the public's use of this information to increase public knowledge and promote public scrutiny of processes. The Corpus Christi MPO will increase agency accountability and responsiveness; improve public knowledge of the agency and its operations and respond to need and demand as identified through public consultation.

Corpus Christi MPO staff performed and completed the following:

- Created Social Pinpoint project pages for the MTP, Active Transportation Plan, Regional Safety Action Plan, Regional Safe System Plan, and transportation opinion surveys.
- Created regional updates to the DRAFT 2050 MTP freight chapter using the adopted 2050 Statewide Freight Mobility Plan.
- Collected partner agency transportation plans and documents as appendices for the 2045 MTP Update as well as updated documents for use in the 2050 MTP development in FY 2026.
- Due to delays in tool development and corresponding short term planning efforts, some of this 2050 MTP development process was postponed into FY 2026.

Subtask 4.7: Evaluate Impacts and Develop Mitigation

Work Performed and Status

Transportation planning requires examining the complex interactions among social, economic, environmental, and political factors and identifying tradeoffs, especially when different stakeholder groups have conflicting interests. The Corpus Christi MPO MTP is required to be consistent with local land-use development, historic preservation, and environmental protection plans in the region. The Corpus Christi MPO uses an 8-step collaborative mitigation planning. A consistent desire of the Corpus Christi MPO is to add value to other agencies' planning and mitigation efforts and reinforce their individual effectiveness. One crucial example is the Texas Parks and Wildlife Department's (TPWD) Texas Conservation Action Plan (TCAP) Gulf Coast Prairies and Marshes Ecoregion Handbook. This document includes a list of concerns and potential actions that could yield mutual benefit.

The Corpus Christi MPO staff will support regional planning to address mitigation of environmental, historic preservation, stormwater and air quality impacts of transportation in alignment of environmentally related performance measures.

Corpus Christi MPO staff performed and completed the following:

- MPO staff reviewed partner agency plans and documents related to project development to mitigate the impacts from transportation or developments in the region.

- Due to delays in tool development and corresponding short term planning efforts, some of this effort was postponed into FY 2026

Subtask 4.8: Planning and Programing Evaluation and Debrief

Work Performed and Status

This effort will provide analysis for lessons learned, best practices and recommendations for future planning, training, and process development. As improvement actions are identified and addressed, it is important that any relevant plans, policies, and procedures are updated accordingly.

Corpus Christi MPO staff will develop an internal After-Action Report to identify strengths of planning and programming processes that should be maintained and built upon, as well as identifying potential areas of improvement. For each step in the MTP and TIP processes the following questions will be answered.

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

Corpus Christi MPO staff performed and completed the following:

- Review of the TIP, MTP, UPWP, CMP, PPP and PAD development processes to learn from the experiences of staff, member governments and the public to incorporate ideas to improve the deliverables in FY 2026.

Subtask 4.9: Process Documentation and Enhancement

Work Performed and Status

MPO staff will review efforts in support of regional transportation planning to address mitigation of storm water impacts and air quality impacts of transportation in alignment of environmentally related performance measures.

Corpus Christi MPO staff performed and completed the following:

- Due to delays in tool development and corresponding short term planning efforts, some of this effort was postponed into FY 2026.

V. TASK 5 - SPECIAL STUDIES

A. TASK SUMMARY

Task 5 was envisioned to encompass any special projects undertaken by the Corpus Christi MPO. No special studies were undertaken in FY 2025. Many of the special studies and projects were funded through the separate CRRSAA program.

B. SUBTASKS

Subtask 5.1 To Be Determined

Subtask 5.2 To Be Determined

Subtask 5.1: *To Be Determined*

Work Performed and Status

No projects were developed for this subtask in FY 2025.

Subtask 5.2: *To Be Determined*

Work Performed and Status

No projects were developed for this subtask in FY 2025.

VI. FUNDING SOURCE BUDGET TABLES

Table 1: FY 2025 TPF¹ and 2.5% Safe and Accessible Set-Aside Funding Summary Table

UPWP Task	Amount Budgeted	Amount Expended	Balance	% Expended
TPF (excluding 2.5% Safe and Accessible Set-Aside Funds)				
1.0	\$1,480,661.00	\$368,058.97	\$1,112,602.03	24.86%*
2.0	\$85,900.00	\$78,409.12	\$7,490.88	91.28%
3.0	\$126,500.00	\$101,701.33	\$24,798.67	80.40%
4.0	\$219,000.00	\$251,128.74	\$(32,128.74)	114.67%
5.0	\$0	\$0	\$0	0%
Total	\$1,912,061.00	\$799,298.16	\$1,112,762.84	41.80%*
2.5% Safe and Accessible Set-Aside Funds				
1.0	\$0	\$0	\$0	0%
2.0	\$3,000.00	\$3,000.00	\$0	100.00%
3.0	\$20,900.00	\$18,779.49	\$2,120.51	89.85%**
4.0	\$0	\$0	\$0	0%
5.0	\$0	\$0	\$0	0%
Total	\$23,900.00	\$21,779.49	\$2,120.51	91.13%
Combined TPF and 2.5% Safe and Accessible Set-Aside Funds				
1.0	\$1,480,661.00	\$368,058.97	\$1,112,602.03	24.86%*
2.0	\$88,900.00	\$81,409.12	\$7,490.88	91.57%
3.0	\$147,400.00	\$120,480.82	\$26,919.18	81.74%
4.0	\$219,000.00	\$251,128.74	\$(32,128.74)	114.67%
5.0	\$0	\$0	\$0	0%
Total	\$1,935,961.00	\$821,077.65	\$1,114,883.35	42.41%*

* For Task 1.0, the MPO originally included \$600,000 of CRRSAA funds in the FY 2025 UPWP. The amount was 100% COVID relief funds and not TPF funds. Without the \$600,000 CRRSAA funds, the percent expended was 41.79%. Additionally, the UPWP funding for consultant contracts for FY 2025 was delayed due to consultant availability. That amount was approximately \$400,000. Without the \$400,000 being spent, the percentage expended of Task 1.0 was 76.57%. In FY 2025, the MPO had one staff vacancy for our Transportation Planner 1. With this position vacant, we had less expenditure than anticipated in Task 1.0.

¹ TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

** For the 2.5% Safe and Accessible Set-Aside Funds, the MPO allocated all of Subtask 3.3 for these activities as well as a small amount of Subtask 2.4. The combination of the \$18,779.49 expenditure for Subtask 3.3 and the \$3,000 of Subtask 2.4 equaled \$21,779.49 that exceeded the minimum amount of the 2.5% set-aside amount of \$20,900.

Table 2: FY 2025 STBG Funds Summary Table

UPWP Task	Amount Budgeted	Amount Expended	Balance	% Expended
1.0	\$0	\$0	\$0	0%
2.0	\$0	\$0	\$0	0%
3.0	\$0	\$0	\$0	0%
4.0	\$0	\$0	\$0	0%
5.0	\$0	\$0	\$0	0%
Total	\$0	\$0	\$0	0%

* If necessary, provide an explanation for any variance in expenditures that exceeds 125% or is less than 75% of the budgeted amount.

Table 3: FY 2025 FTA Section 5307 Funds Summary Table

UPWP Task	Amount Budgeted	Amount Expended	Balance1	% Expended
1.0	\$0	\$0	\$0	0%
2.0	\$0	\$0	\$0	0%
3.0	\$0	\$0	\$0	0%
4.0	\$0	\$0	\$0	0%
5.0	\$0	\$0	\$0	0%
Total	\$0	\$0	\$0	0%

* If necessary, provide an explanation for any variance in expenditures that exceeds 125% or is less than 75% of the budgeted amount.

Table 4: FY 2025 CMAQ Funds Summary Table

UPWP Task	Amount Budgeted	Amount Expended	Balance	% Expended
1.0	\$0	\$0	\$0	0%
2.0	\$0	\$0	\$0	0%
3.0	\$0	\$0	\$0	0%
4.0	\$0	\$0	\$0	0%
5.0	\$0	\$0	\$0	0%
Total	\$0	\$0	\$0	0%

* If necessary, provide an explanation for any variance in expenditures that exceeds 125% or is less than 75% of the budgeted amount.

Table 5: FY 2025 Local Planning Funds Summary Table

UPWP Task	Amount Budgeted	Amount Expended	Balance	% Expended
1.0	\$0	\$0	\$0	0%
2.0	\$0	\$0	\$0	0%
3.0	\$0	\$0	\$0	0%
4.0	\$0	\$0	\$0	0%
5.0	\$0	\$0	\$0	0%
Total	\$0	\$0	\$0	0%

* If necessary, provide an explanation for any variance in expenditures that exceeds 125% or is less than 75% of the budgeted amount.

APPENDIX A

Amendment Summary

Corpus Christi MPO

FY 2025 (and 2026) UPWP Amendment Summary

Policy Board Action DATE	Federal Approval DATE (Pending if not approved)	UPWP Amendment Resolution Number	UPWP Page #(s)	UPWP Amendment Summary
08/07/2025	Pending	N/A	pg. 2-3	Amend FY 2026 funds to Task 3.3 from \$21,000 to \$78,000. Total federal funding levels remained the same, the changes are reallocations of funds between some of the Subtasks.