



TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA

TAC MEETING WILL BE CONVENED VIRTUALLY

Thursday, March 18, 2021 - 9:00 a.m.

Due to the evolving COVID-19 situation and in consideration of the health and welfare of the community, this meeting will be held remotely via Microsoft TEAMS. The public is invited to participate in this TAC meeting virtually. To do so, please send an email request to ccmpo@cctxmpo.us, a TEAMS INVITE will be sent to your email address the morning of the meeting. See Virtual Meeting Instructions on page 2 of this agenda.

1. Call to Order, Roll Call, and Quorum Determination

2. Public Comments for Items not on the Agenda:

Opportunity for public comments for any items on OR not on the Agenda and within the TAC's jurisdiction (except in matters related to pending litigation).

Public Comments may also be provided in writing, limited to 1,000 characters, by emailing ccmpo@cctxmpo.us or by regular mail or hand-delivery to the Corpus Christi MPO offices at 602 N. Staples St., Suite 300, Corpus Christi, TX 78401, and MUST be submitted no later than 5 minutes after the start of a meeting in order to be provided for consideration and review at the meeting. All Public Comments submitted shall be placed into the record of the meeting.

THESE WRITTEN COMMENTS SHALL SERVE AS THE REQUIRED PUBLIC TESTIMONY PURSUANT TO TEXAS GOVERNMENT CODE 551.007 AND SHALL CONSTITUTE PUBLIC TESTIMONY FOR ANY OTHER PURPOSES UNDER LAW.

3. APPROVAL OF THE FEBRUARY 25, 2021 TAC RESCHEDULED REGULAR MEETING MINUTES ☒

4. DISCUSSION AND POSSIBLE ACTION ITEM

A. FY 2021-2024 Transportation Improvement Program (TIP) Amendment 2 ☒

Action: Review, Discuss and Recommend Approval to the Transportation Policy Committee

5. INFORMATION ONLY ITEM

A. TAC Member Updates to their FY 2021-2024 TIP Projects in Tables 13a and 13b ☒

B. Consultant Contract Information ☒

C. US Census Urban Area Definition ☒

6. REGIONAL FREIGHT TOPIC

A. Federal Highway Administration (FHWA) Freight Analysis Framework (FAF 5) public release.

https://ops.fhwa.dot.gov/freight/freight_analysis/faf/


B. Talking Freight Seminar: Trending Research in Freight Transportation Planning and Logistics, March 17, 2021, 12:00 – 1:30 p.m. CST.: https://ops.fhwa.dot.gov/freight/fpd/talking_freight/index.htm

7. Member Agency Statements for Items of Community Interest: Upcoming events, holidays, or acknowledgements.

8. Upcoming Meetings:

A. Transportation Policy Committee:	Regular Meeting:	April 1, 2021
B. Technical Advisory Committee:	Regular Meeting:	April 15, 2021

9. Adjourn

 - Indicates attachment(s) for the agenda item.

VIRTUAL MEETING INSTRUCTIONS

If you have been invited to the Corpus Christi MPO TAC Microsoft TEAMS meeting and don't have a TEAMS or Office 365 account, you can join easily join as a Guest. Here is how:

1. Check your email for the TEAMS Meeting invite and click the Join Microsoft TEAMS Meeting link.
2. Open TEAMS on the web or download the program.
3. Enter your name and choose your audio and video settings.
4. Click the Join Now button to be admitted into the meeting.

**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (MPO)
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING MINUTES
Thursday, February 25, 2021**

1. Call to Order, Roll Call, and Quorum Determination

Mr. Brian DeLatte called the meeting to order at 9:02 A.M.

TAC Members Present Virtually:

Brian DeLatte, P.E., City of Portland
Gordon Robinson, AICP, Corpus Christi Regional Transportation Authority (CCRTA)
Paula Sales-Evans, P.E., TxDOT – Corpus Christi District (CRP)
Howard Gillespie, San Patricio County
Sara Munoz, P.E., City of Corpus Christi
Emily Martinez, Coastal Bend Council of Government

Ms. Genevieve Bales, Federal Highway Administration, Texas Division
Ms. Sara Garza, TxDOT, Transportation Planning and Programming (TPP) Division
Mr. Victor Vourcos, TxDOT, CRP

Ms. Christina Perez, CCRTA
Mr. Alejandro Agustin, CCRTA

MPO Staff Present: Robert MacDonald, P.E.; Craig Casper, AICP; Daniel Carrizales; Victor Mendieta; and Yoshiko Boulan

2. Public Comments for Items not on the Agenda

None were offered.

3. APPROVAL OF THE JANUARY 21, 2021 TAC REGULAR MEETING MINUTES

Ms. Munoz made a motion to approve the January 21, 2021, TAC Meeting Minutes. Mr. Gillespie seconded; motion passed unanimously.

4. DISCUSSION AND POSSIBLE ACTION

A. FY 2021-2024 Transportation Improvement Program (TIP) Amendment 1

This item was discussed in January's TAC meeting and the TAC recommended the TPC to release for the 30-day comment while finalizing suggested or proposed changes by TAC members before TPC March approval. Mr. MacDonald went through all changes made in the proposed FY 2021-2024 TIP Amendment 1:

1. MPO-001 and MPO-006: Fiscal year updates
2. MPO-065: Moved from Roll Forward with Prior Funding Project List (Table 13b) to Fiscally Constrained Project List (Table 13a)
3. MPO-008 and MPO-030: Moved from Table 13a to Table 13b
4. MPO-013: Removed from Table 13b (duplicate)
5. MPO-005, MPO-016, MPO-017, and MPO-018: Rescheduled and placed in the 10-year plan
6. TxDOT-002: Removed, this project location is the outside of the Corpus Christi MPO boundary
7. MPO-003 and MPO-004: TxDOT Corpus Christi District suggested to remove but the Corpus Christi MPO wanted to keep these projects included in FY 2021-2024 TIP
8. Insert the TxDOT eSTIP project list
9. Insert the TxDOT Grouping Chart
10. Revise the funding table 1 (page 16) with TxDOT 2021 UTP funding numbers
11. MPO-011, MPO-012, MPO-013, MPO-014, MPO-065: Group TASA/CAT 9 projects as MPO-066

Mr. MacDonald informed the TAC that the Corpus Christi MPO worked with the TxDOT TPP Division and updated the FY 2021-2024 TIP Financial Summary Table with the most current TxDOT Financial System information that was distributed to the TAC members for review.

He explained that the TASA/CAT 9 Grouped Project (\$2,407,959) was included in the table in the authorized funding column in FY 2021 for illustrative purposes. Grouped projects are included in the State-wide grouped project table, for avoiding double count in the State-wide grouped project programmed amount total; the \$2,407,959 is only shown in the authorized funding column.

Ms. Sales-Evans expressed her concern about the Harbor Bridge Voluntary Relocation Program being included in the eSTIP project list. The Harbor Bridge Voluntary Relocation Program is an on-going project since either 2016 or 2017 and the Port of Corpus Christi provided \$20 million as local contribution and the Corpus Christi MPO provided another \$20 million from Category 7 fund. The eSTIP table "Authorized Funding by Category/Share" shows \$17.3 million as CAT 7 and \$40 million as local contribution. Ms. Sales-Evans thought this number is misleading and may be confusing. She suggested to treat the project as a grouped project or create a new CSJ number if this project must be included in FY 2021-2024 TIP as an individual project. However, she is also concerned that creating a new CSJ number for an on-going project may be problematic.

Mr. MacDonald explained that the Corpus Christi MPO would like to keep this project individually in the FY 2021-2024 TIP because of the high interest in the community and by local leaders. The numbers in the table are in eSTIP format were given by the TxDOT-TPP staff, however; the Corpus Christi MPO's project list (table 13b) shows the \$40 million as (1) \$20 million from the Port of Corpus Christi as local contribution and (2) \$20 million from Cat 7 as prior funding for clarification.

Ms. Bales stated that she would ask the FHWA Finance Division if it is conceivable to create a new CSJ number for this project. She also mentioned that the grouped TASA/CAT 9 project's \$2,407,959 needs some explanatory notes in the FY 2021-2024 TIP Financial Summary Table for clarification.

Ms. Sales-Evans asked how these details that need further discussion would be presented to the Transportation Policy Committee (TPC) for approval on March 4th meeting.

Mr. MacDonald said that the Corpus Christi MPO would work with TxDOT and FHWA and discuss how the Harbor Bridge Voluntary Relocation Program and TASA/CAT 9 Grouped Project should be treated, present it with notes and verbally explain to the TPC in March, then if necessary, bring it back to the TPC in April with FY 2021-2024 TIP Amendment 2.

Ms. Sales-Evans made a motion to recommend the TPC to approve the proposed amendments to the FY 2021-2024 TIP with the recommended changes. Mr. Gillespie seconded; motion passed unanimously.

Mr. MacDonald thanked the TAC for their recommendation.

B. FY 2021-2024 Transportation Improvement Program (TIP) Amendment 2

Mr. Agustin, CCRTA, provided the information of requested FY 2021-2024 TIP Amendments on transit projects. These amendments are based on the Federal Transit Administration (FTA)'s funding requirements:

1. Bus Support/Equipment and Facilities/Miscellaneous Shop & Garage Equipment (CCRTA-042) in FY 2021: Total project cost change from \$45,000 to \$90,000 (FTA 5339 funding).
2. Bus Stop Amenities (CCRTA-051) in FY 2022: Total project cost change from \$462,645 to \$940,000 (FTA 5339 funding).
3. Mobile Bus Lift (CCRTA-046) in FY 2021: Change the funding source from FTA 5307 to FTA 5339.
4. Bus Support/Equipment & Facilities/Hardware/Software: New project added in FY 2021, total project cost \$1,034,923, FTA 5307 funding.
5. Park and Ride Land: New project added in FY 2021, total project cost \$1,100,000, FTA 5307 funding.
6. Park and Ride Land: New project added in FY 2023, total project cost \$900,000, FTA 5307 funding.

CCRTA requested the TAC to recommend the TPC for release the proposed Amendment 2 to the FY 2021-2024 TIP for the 30-day public comment period.

Mr. Gordon made a motion to recommend the TPC to release the proposed Amendment 2 to the FY 2021-2024 TIP for the 30-day public comment period. Mr. Gillespie seconded; motion passed unanimously.

C. 2021 Safety Performance Measures (PM) 1 Targets

Mr. Casper explained that the Safety Performance Measures (PM) 1 Targets are a federal requirement that all MPOs need to establish annually. The Corpus Christi MPO's Safety Performance Measures Targets are based on the five-year rolling averages on five areas from 2015 to 2019 and it supports TxDOT's Safety Targets.

The new targets in 2045 are:

1. Number of Fatal Crashes: 3
2. Rate of Fatal Crashes: 0.13
3. Number of Serious Injury Crashes: 10
4. Rate of Serious Injury Crashes: 0.28
5. Number of Non-motorized Fatal and Seriously Injury Crashes: 3

The Corpus Christi MPO admits the difficulties and challenges in reducing the number of crashes from the current number, 39 in 2019, to 3 in 2045. The targets are aligned with TxDOT's Vision Zero goal that is also the City of Corpus Christi's and the Corpus Christi MPO will actively work with the local entities to tackle the safety issues.

Mr. Casper shared an interesting finding regarding crash fatality presented in the Transportation Research Board (TRB) annual meeting. The population of Australia and the State of Texas are almost same; however, the fatality rate in Australia was 1/3 of Texas'. The primary cause of this drastic difference is the speed limit. Also, traffic enforcement and high fines in Australia lead to behavioral changes in drivers and as a result, reduce the fatality rate.

Ms. Sales-Evans inquired if the Number of Serious Injury Crashes in 2017 is correct. Mr. Casper checked the data and informed the TAC the number is 111 instead of 11 and would be corrected.

Ms. Sales-Evans made a motion to recommend 2021 Safety Performance Measure (PM) 1 targets and resolution with the correction to TPC. Mr. Gillespie seconded; motion passed unanimously.

5. INFORMATION ONLY ITEM

A. TAC Member Updates to their FY 2021-2024 TIP Projects in Tables 13a and 13b

Mr. Brian informed that there would be a US 181 projects pre-construction meeting next week.

Mr. MacDonald stated that the project updates are necessary to keep the Corpus Christi MPO on top of it as well as keep the public informed, and he asked the TAC members to inform the Corpus Christi MPO if there is any change on the project status the TAC meeting.

B. Draft After Action Report (AAR) for the 2045 Metropolitan Transportation Plan (MTP), FY 2021-2024 TIP and Congestion Management Process (CMP)

Mr. Casper provided a brief on the Draft AAR for the 2045 MTP, FY 2021-2024 TIP, and CMP. The AAR survey was conducted last year, and the Draft AAR survey results shows how well the Corpus Christi MPO performed on developing federally required documents. The result is utilized for the 2050 MTP, FY 2023-2026 TIP, and CMP development.

Areas receiving high scores are:

- Link the MTP, TIP, and CMP elements in the transportation planning and these document development
- Efficient electronic dissemination of information by using website/e-mail
- National, State, and regional PM connections

Areas receiving lower scores are:

- Public involvement efforts
- Data collection and analysis
- Collaboration with other agencies

Mr. Casper requested the TAC members to read and review the AAR and provide their feedback or comments. Based on the survey results, the Corpus Christi MPO will work on areas identified as need improvements.

The Public Participation Plan (PPP) will be updated for more vigorous public participation and submitted to the TAC in April or May. A Request for Qualification (RFQ) or Request for Proposal (RFP) to hire a consultant to do the technical data collection/analysis will be issued. Also, the Corpus Christi MPO will have discussions, meetings, workshops, and so forth to facilitate the collaboration in the transportation planning.

6. REGIONAL FREIGHT TOPIC

A. Texas Freight Advisory Committee Planning Studies Update

The TAC serves as a Freight Advisory Committee and various freight topics are discussed every month.

Mr. MacDonald provided the Texas Freight Advisory Committee presentation held in November 2020. There are a couple important TxDOT Freight Studies completed in late 2020 or will be completed in early 2021 (slide#4). The Corpus Christi MPO will keep attention to these state-wide freight studies/plans and share the information.

7. Member Agency Statements for Items of Community Interest: Upcoming events, holidays, or acknowledgements

None offered.

8. Upcoming Meetings:

A. Transportation Policy Committee:	Regular Meeting:	March 4, 2021
B. Technical Advisory Committee:	Regular Meeting:	March 18, 2021

9. Adjourn

The meeting adjourned at 10:12 A.M.



CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY

602 N. Staples, Corpus Christi, Texas 78401 | p. 361-289-2712 | f. 361-903-3578 | www.ccrta.org

Date: March 11, 2021
To: Technical Advisory Committee (TAC)
From: Alejandro Agustin, Budget Analyst
Subject: FY 2021-2024 Transportation Improvement Program (TIP)
Amendment #2 - Inclusion of Additional Transit Projects
Action: **Review, Discuss, and Approve TIP Amendments**

Summary

The Corpus Christi Regional Transportation Authority (CCRTA) requests the Corpus Christi MPO include additional funds for two existing FY 2021-2024 TIP project, change funding source for one existing FY2021-2024 project and add a total of 3 additional projects to the existing FY 2021-2024 TIP, and as identified in the tables below. Attachment #1 illustrates the proposed new/modified projects in **“red” font**.

Amending FY 2021 Projects:

Program Year	Project Name/Description	Funding	Currently Approved Total Project Cost	Amended Total Project Cost	MPO Project Number
2021	Bus Support/Equipment and Facilities/Miscellaneous Shop & Garage Equipment	5339	\$45,000	\$90,000	CCRTA-042

Amending FY 2022 Projects:

Program Year	Project Name/Description	Funding	Currently Approved Total Project Cost	Amended Total Project Cost	MPO Project Number
2022	Bus Stop Amenities	5339	\$862,645	\$940,000	CCRTA-051

Amending Funding Source FY 2021 Projects:

Program Year	Project Name/Description	Current Funding	Currently Approved Total Project Cost	Amended Funding	MPO Project Number
2021	Mobile Bus Lift	5307	\$45,000	5339	CCRTA-046

Addition of 1 Project in FY 2021:

Program Year	Project Name/Description	Funding	Total Project Cost
2021	Bus Support/Equipment & Facilities/Hardware/Software	5307	\$1,034,923

Addition of 1 Project in FY 2022:

Program Year	Project Name/Description	Funding	Total Project Cost
2022	Park and Ride - Land	5307	\$1,100,000

Addition of 1 Project in FY 2023:

Program Year	Project Name/Description	Funding	Total Project Cost
2023	Park and Ride - Land	5307	\$900,000

CCRTA is adding these additional projects to TIP FY 2021-2024, due to the requirements set forth by the Federal Transit Administration (FTA). Adding these additional projects will allow CCRTA to apply for yearly formula funds granted the CCRTA.

Attachments

1. CCRTA Project Listing
2. Public Notice #21-2.

Additionally, the Corpus Christi MPO staff is adding the following technical clarifications to FY 2021-2024 TIP Amendment 2. Attachments include:

3. Revised FY 2021-2024 TIP Tables 13a and 13b to include the Transit Projects in the CCRTA memo and table attachment 1. (**Attachment 3** to TAC Agenda Item 4A)
4. Revised TxDOT FY 2021-2024 STIP Project Summary page for MPO-008 The Harbor Bridge Voluntary Relocation Program. (**Attachment 4** to TAC Agenda Item 4A)
5. The TxDOT/FHWA approved Revised Definition Chart for Grouped Projects from February 23, 2021. (**Attachment 5** to TAC Agenda Item 4A)
6. TxDOT STIP Approval Timetable, Revised March 2021 (**Attachment 6**)

These attachments have been integrated into the complete FY 2021-2024 TIP document with Amendment 2. Also, the TIP Appendix for Transit projects has been updated using information from the revised FY 2021-2024 TIP Table 13a.

Link to the revised, complete FY 2021-2024 TIP Amendment 2 document is [HERE](#).

CCRTA Project Updates for FY 2021-2024 TIP Amendment 2

TIP FY	MPO PROJECT NUMBER	PROJECT DESCRIPTION	FTA FUNDING CATEGORY	FTA APPORTION MENT YEAR	A	B	C	D	E	AMENDMENT DATE	AMENDMENT ACTION	REMARKS	FTA FUNDS	OTHER SOURCES	TOTAL PROJ COST
2021	CCRTA-036	Bus Stop Amenities	5307	2020	Y								\$678,702	\$169,675	\$848,377
2021	CCRTA-037	Bus Stop Improvements	5307	2020	Y								\$800,000	\$200,000	\$1,000,000
2021	CCRTA-046	Mobile Bus Lift	5339	2020	Y								\$36,000	\$9,000	\$45,000
2021	CCRTA-047	5310 Sub-recipient	5310	2020	Y								\$320,000	\$80,000	\$400,000
2021	CCRTA-048	Preventive Maintenance	5307	2020		Y							\$800,000	\$200,000	\$1,000,000
2021	CCRTA-044	Bus Stop Amenities	5307	2020	Y								\$690,160	\$172,540	\$862,700
2021	CCRTA-045	Bus Stop Improvements	5307	2020	Y								\$800,000	\$200,000	\$1,000,000
2021	CCRTA-038	Support/Relief Vehicles	5307	2020	Y								\$169,600	\$42,400	\$212,000
2021	CCRTA-039	Rolling Stock	5307	2020	Y								\$6,263,650	\$1,105,350	\$7,369,000
2021	CCRTA-040	Bus Support/Equipment & Facilities/Hardware/Software	5307	2020	Y								\$164,000	\$41,000	\$205,000
2021	CCRTA-041	Engine Overhaul Program	5307	2020	Y								\$508,640	\$127,160	\$635,800
2021	CCRTA-042	Bus Support/Equipment and Facilities/Miscellaneous Shop & Garage Equipment	5339	2020	Y								\$72,000	\$18,000	\$90,000
2021	CCRTA-043	Bus Support/Equipment & Facilities/Hardware/Software	5339	2020	Y								\$968,000	\$242,000	\$1,210,000
2021		Bus Support/Equipment & Facilities/Hardware/Software	5307	2020	Y								\$827,938	\$206,985	\$1,034,923
FY 2021 Total													\$13,098,690	\$2,814,110	\$15,912,800
2022	CCRTA-049	5310 Sub-recipient	5310	2021	Y								\$320,000	\$80,000	\$400,000
2022	CCRTA-050	Westside Station near DMC West Campus	5307	2021	Y								\$4,080,000	\$1,020,000	\$5,100,000
2022	CCRTA-051	Bus Stop Amenities	5339	2021	Y								\$752,000	\$188,000	\$940,000
2022	CCRTA-052	Preventive Maintenance	5307	2021		Y							\$800,000	\$200,000	\$1,000,000
2022	CCRTA-053	Rolling Stock	5307	2021	Y								\$5,592,405	\$986,895	\$6,579,300
2022	CCRTA-054	Support/Relief Vehicles	5307	2021	Y								\$275,600	\$68,900	\$344,500
2022	CCRTA-055	Bus Stop Improvements	5307	2021	Y								\$400,000	\$100,000	\$500,000
2022	CCRTA-056	Bus Support/Equipment & Facilities/Hardware/Software	5307	2021	Y								\$872,000	\$218,000	\$1,090,000
2022		Park and Ride - Land	5307	2021	Y								\$880,000	\$220,000	\$1,100,000
FY 2022 Total													\$13,972,005	\$3,081,795	\$17,053,800
2023	CCRTA-057	Rolling Stock (All variety of rolling stock)	5307	2022	Y								\$7,261,975	\$1,281,525	\$8,543,500
2023	CCRTA-058	Support/Relief Vechicles	5307	2022	Y								\$245,680	\$61,420	\$307,100
2023	CCRTA-059	Bus Stop Improvements	5307	2022	Y								\$400,000	\$100,000	\$500,000
2023	CCRTA-060	Preventive Maintenance	5307	2022	Y								\$800,000	\$200,000	\$1,000,000
2023	CCRTA-061	Bus Stop Amenities	5339	2022	Y								\$789,600	\$197,400	\$987,000
2023	CCRTA-062	Bus Support/Equipment & Facilities/Miescllaneous Shop and Garage Equipment	5339	2022	Y								\$43,200	\$10,800	\$54,000
2023	CCRTA-063	Section 5310 Sub-Recipients	5310	2022	Y								\$320,000	\$80,000	\$400,000
2023		Park and Ride - Land	5307	2022	Y								\$720,000	\$180,000	\$900,000
FY 2023 Total													\$10,580,455	\$2,111,145	\$12,691,600
2024	CCRTA-064	Rolling Stock	5307	2023	Y								\$5,613,054	\$1,103,061	\$6,716,115
2024	CCRTA-065	Support/Relief Vehicles	5307	2023	Y								\$245,680	\$61,420	\$307,100
2024	CCRTA-066	Bus Stop Improvement	5307	2023	Y								\$400,000	\$100,000	\$500,000
2024	CCRTA-067	Preventive Maintenance	5307	2023	Y								\$800,000	\$200,000	\$1,000,000
2024	CCRTA-068	Bus Stop Amenities	5339	2023	Y								\$789,600	\$197,400	\$987,000
2024	CCRTA-069	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	5339	2023	Y								\$43,200	\$10,800	\$54,000
2024	CCRTA-070	Section 5310 Sub-recipients	5310	2023	Y								\$320,000	\$80,000	\$400,000
FY 2024 Total													\$8,211,534	\$1,752,681	\$9,964,215
FY 2021-2024 Total													\$45,862,684	\$9,759,731	\$55,622,415



PUBLIC NOTICE #21-2

February 28, 2021

The **Corpus Christi Metropolitan Planning Organization (MPO)** hereby seeks public input on transit projects on behalf of the Corpus Christi Regional Transportation Authority (CCRTA) for purposes of amending the **FY 2021-2024 Transportation Improvement Program (TIP) as Amendment 2.**

TIP FY	MPO PROJECT NUMBER	PROJECT DESCRIPTION	FTA FUNDING CATEGORY	FTA APPORTIONMENT YEAR	FTA FUNDS	OTHER SOURCES	TOTAL PROJECT COST
2021	CCRTA-045	Mobile Bus Lift	5339	2020	\$35,000	\$9,000	\$45,000
2021	CCRTA-042	Bus Support/Equipment and Facilities/Miscellaneous Shop & Garage Equipment	5339	2020	\$72,000	\$18,000	\$90,000
2021		Bus Support/Equipment & Facilities/Hardware/Software	5307	2020	\$827,938	\$206,985	\$1,034,923
2022	CCRTA-051	Bus Stop Amenities	5339	2021	\$752,000	\$188,000	\$940,000
2022		Park and Ride – Land	5307	2021	\$880,000	\$220,000	\$1,100,000
2023		Park and Ride – Land	5307	2022	\$720,000	\$180,000	\$900,000

Public input by telephone or in written form is invited through April 1, 2021. Public comment may be offered in person during the following meetings:

Thursday, February 25, 2021 - 9:00 AM

MPO Technical Advisory Committee Meeting
Corpus Christi Regional Transportation Authority
602 N. Staples Street, 2nd Floor Board Room
Corpus Christi, TX 78401

Thursday, March 4, 2021* - 2:00 PM

MPO Transportation Policy Committee Meeting
Corpus Christi City Hall – Council Chambers
1201 Leopard Street, Corpus Christi, TX 78401

Thursday, March 18, 2021 - 9:00 AM

MPO Technical Advisory Committee Meeting
Corpus Christi Regional Transportation Authority
602 N. Staples Street, 2nd Floor Board Room
Corpus Christi, TX 78401

Thursday, April 1, 2021* - 2:00 PM

MPO Transportation Policy Committee Meeting
Corpus Christi City Hall – Council Chambers
1201 Leopard Street, Corpus Christi, TX 78401

Discussion with possible action to amend the **FY 2021-2024 Transportation Improvement Program (TIP)** based on public input may take place at the **April 1, 2021** meeting of the Transportation Policy Committee (TPC).

(*Date subject to change; notice of TPC meeting is posted on the MPO website: http://www.corpuschristi-mpo.org/03_tpc_agenda.html).



CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY

The **Corpus Christi Regional Transportation Authority (CCRTA)** hereby gives notice that coordination actions with the Corpus Christi Metropolitan Planning Organization (MPO) have occurred to assure that the procedures established in the MPO's public participation plan, including public notice and times established for public review and comment on the TIP, satisfy the Requirement of public participation in the development of the program of projects and grant application requirements of the Federal Transit Administration (FTA) Urbanized Area Formula Program, Section 5307; and other formula funds. The public participation requirements of 49 U.S.C. Section 5307 (b) (1) through (b) (7) (as amended by MAP-21) are integrated into the MPO's adopted "Public Participation Plan".

The CCRTA therefore is a participant with the MPO in the TIP process noticed on February 28, 2021.

DRAFT FY 2021-2024 TIP Amendment 2
Fiscally Constrained Project List (Revised Tables 13a and 13b)

Table 13a. FY 2021-2024 TIP Fiscally Constrained Project List

TIP Fiscal Year	CSJ	Project ID	Project Name	Project Phase	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$, millions)	CAT2	CAT4	CAT7	CAT9	CAT12	Local/Other	Prior Funding	Total Project Cost (\$, millions)
2024	0617-01-177	MPO-001	SH 358 (SPID) Ramp Reversal	NEPA, ROW, Design, or Construction	Ramp reversal Phase II-B	Nile Drive	Staples Street	TxDOT-CRP	On	2	\$35.00	\$35.00							\$45.43
2021	0074-06-241	MPO-002	I-37	NEPA, ROW, Design, or Construction	Widen freeway by constructing additional 2 travel lanes northbound and 1 additional travel lane southbound	Redbird Lane (Overpass)	Nueces River	TxDOT-CRP	On	2 / 4U / 12	\$60.00	\$12.00	\$15.00			\$33.00			\$77.88
2021	0101-04-120	MPO-003	US 181	NEPA, ROW, Design, or Construction	Widen freeway by constructing 1 additional travel lane in each direction	North of FM 3296 (Buddy Ganem Drive)	FM 2986 (Wildcat Drive)	TxDOT-CRP	On	2 / 4U	\$14.00	\$2.00	\$12.00						\$18.17
2021	0101-04-114	MPO-004	US 181 Ramp Reversals	NEPA, ROW, Design, or Construction	Reverse entrance and exit ramps in Northbound direction	FM 3296 (Buddy Ganem Drive)	FM 2986 (Wildcat Drive)	TxDOT-CRP	On	2	\$4.00	\$4.00							\$5.19
2023	1209-01-030	MPO-006	FM 893 (Moore Avenue)	NEPA, ROW, Design, or Construction	Upgrade from 2-lane roadway to 5-lane urban roadway by constructing additional 2 lanes and CLTL	CR 3685 (Stark Road)	0.2 miles West of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	\$7.00	\$7.00							\$9.09
2024	0916-35-195	MPO-007	Harbor Bridge Hike and Bike - Connectivity	NEPA, ROW, Design	Construct pedestrian and bike facilities	On various city streets from Coles High School	Williams Memorial Park	City of Corpus Christi	Off	7	\$1.42			\$1.42					\$1.84
2024	0916-35-196	MPO-009	Harbor Bridge Park Improvements	NEPA, ROW, Design	Park mitigation for Harbor Bridge	At various city parks including	Ben Garza, TC Ayers, and new location	City of Corpus Christi	Off	7	\$4.80			\$1.30			\$3.50		\$6.23
2021	N/A	MPO-066	Various TASA Projects	NEPA, ROW, Design, or Construction	Projects by various entities throughout the Corpus Christi MPO region eligible for the TASA program funded with CAT 9 and matching funds.	At various locations	N/A	Various	Off	9	\$2.41				\$2.41				\$2.41
2021	N/A	CCRTA-036	FY21 Bus Stop amenities	Transit Maintenance/Operations	Bus Stop amenities	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.85						\$0.85		\$0.85
2021	N/A	CCRTA-037	FY21 Bus Stop Improvements	Transit Maintenance/Operations	Bus Stop Improvements	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.00						\$1.00		\$1.00
2021	N/A	CCRTA-038	FY21 Support/Relief Vehicles	Capital	Support/Relief Vehicles	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.21						\$0.21		\$0.21
2021	N/A	CCRTA-039	FY21 Rolling Stock (All variety of rolling stock)	Capital	Rolling Stock (All variety of rolling stock)	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$7.37						\$7.37		\$7.37
2021	N/A	CCRTA-040	FY21 Bus Support Equipment and Facilities/Hardware/Software	Transit Maintenance/Operations	Bus Support Equipment and Facilities/Hardware/Software	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.21						\$0.21		\$0.21
2021	N/A	CCRTA-041	FY21 Engine Overhaul Program	Transit Maintenance/Operations	Engine Overhaul Program	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.64						\$0.64		\$0.64
2021	N/A	CCRTA-042	FY21 Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	Transit Maintenance/Operations	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	N/A	N/A	Corpus Christi RTA	Off	FTA-5339	\$0.09						\$0.09		\$0.09
2021	N/A	CCRTA-043	FY21 Bus Support Equipment and Facilities/Hardware/Software	Transit Maintenance/Operations	Bus Support Equipment and Facilities/Hardware/Software	N/A	N/A	Corpus Christi RTA	Off	FTA-5339	\$1.21						\$1.21		\$1.21
2021	N/A	CCRTA-044	FY21 Bus Stop Amenities	Transit Maintenance/Operations	Bus Stop Amenities	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.86						\$0.86		\$0.86
2021	N/A	CCRTA-045	FY21 Bus Stop Improvements	Transit Maintenance/Operations	Bus Stop Improvements	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.00						\$1.00		\$1.00
2021	N/A	CCRTA-046	FY21 Mobile Bus Lift	Transit Maintenance/Operations	Mobile Bus Lift	N/A	N/A	Corpus Christi RTA	Off	FTA-5339	\$0.05						\$0.05		\$0.05
2021	N/A	CCRTA-047	FY21 5310 Sub-recipient	Transit Maintenance/Operations	5310 Sub-recipient	N/A	N/A	Corpus Christi RTA	Off	FTA-5310	\$0.40						\$0.40		\$0.40
2021	N/A	CCRTA-048	FY21 Preventive Maintenance	Transit Maintenance/Operations	Preventive Maintenance	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.00						\$1.00		\$1.00
2021	N/A	CCRTA-071	FY21 Bus Support/Equipment & Facilities/Hardware/Software	Transit Maintenance/Operations	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.03								\$1.03
2022	N/A	CCRTA-049	FY22 5310 Sub-recipient	Transit Maintenance/Operations	5310 Sub-recipient	N/A	N/A	Corpus Christi RTA	Off	FTA-5310	\$0.40						\$0.40		\$0.40
2022	N/A	CCRTA-050	FY22 Westside Station near DMC West Campus	Capital	Westside Station near DMC West Campus	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$5.10						\$5.10		\$5.10
2022	N/A	CCRTA-051	FY22 Bus Stop Amenities	Transit Maintenance/Operations	Bus Stop Amenities	N/A	N/A	Corpus Christi RTA	Off	FTA-5339	\$0.94						\$0.94		\$0.94
2022	N/A	CCRTA-052	FY22 Preventive Maintenance	Transit Maintenance/Operations	Preventive Maintenance	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.00						\$1.00		\$1.00
2022	N/A	CCRTA-053	FY22 Rolling Stock (All variety of rolling stock)	Capital	Rolling Stock (All variety of rolling stock)	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.00						\$1.00		\$1.00
2022	N/A	CCRTA-054	FY22 Support/Relief Vehicles	Capital	Support/Relief Vehicles	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.34						\$0.34		\$0.34
2022	N/A	CCRTA-055	FY22 Bus Stop Improvements	Transit Maintenance/Operations	Bus Stop Improvements	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.50						\$0.50		\$0.50

DRAFT FY 2021-2024 TIP Amendment 2
Fiscally Constrained Project List (Revised Tables 13a and 13b)

TIP Fiscal Year	CSJ	Project ID	Project Name	Project Phase	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$, millions)	CAT2	CAT4	CAT7	CAT9	CAT12	Local/Other	Prior Funding	Total Project Cost (\$, millions)
2022	N/A	CCRTA-056	FY22 Bus Support Equipment and Facilities/Hardware/Software	Transit Maintenance/Operations	Bus Support Equipment and Facilities/Hardware/Software	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.09						\$1.09		\$1.09
2022	N/A	CCETA-072	FY22 Park and Ride - Land	Capital	Land Acquisition	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.10						\$1.10		\$1.10
2023	N/A	CCRTA-057	FY23 Rolling Stock (All variety of rolling stock)	Capital	Rolling Stock (All variety of rolling stock)	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$8.54						\$8.54		\$8.54
2023	N/A	CCRTA-058	FY23 Support/Relief Vehicles	Transit Maintenance/Operations	Support/Relief Vehicles	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.31						\$0.31		\$0.31
2023	N/A	CCRTA-059	FY23 Bus Stop Improvements	Transit Maintenance/Operations	Bus Stop Improvements	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.50						\$0.50		\$0.50
2023	N/A	CCRTA-060	FY23 Preventive Maintenance	Transit Maintenance/Operations	Preventive Maintenance	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.00						\$1.00		\$1.00
2023	N/A	CCRTA-061	FY23 Bus Stop amenities	Transit Maintenance/Operations	Bus Stop amenities	N/A	N/A	Corpus Christi RTA	Off	FTA-5339	\$0.99						\$0.99		\$0.99
2023	N/A	CCRTA-062	FY23 Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	Transit Maintenance/Operations	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	N/A	N/A	Corpus Christi RTA	Off	FTA-5339	\$0.05						\$0.05		\$0.05
2023	N/A	CCRTA-063	FY23 Section 5310 Sub-recipients	Transit Maintenance/Operations	Section 5310 Sub-recipients	N/A	N/A	Corpus Christi RTA	Off	FTA-5310	\$0.40						\$0.40		\$0.40
2023	N/A	CCRTA-073	FY23 Park and Ride - Land	Capital	Land Acquisition	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.90						\$0.90		\$0.90
2024	N/A	CCRTA-064	FY24 (est. by MPO) Rolling Stock (All variety of rolling stock)	Capital	Rolling Stock (All variety of rolling stock)	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$6.72						\$6.72		\$6.72
2024	N/A	CCRTA-065	FY24 (est. by MPO) Support/Relief Vehicles	Capital	Support/Relief Vehicles	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.31						\$0.31		\$0.31
2024	N/A	CCRTA-066	FY24 (est. by MPO) Bus Stop Improvements	Transit Maintenance/Operations	Bus Stop Improvements	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.50						\$0.50		\$0.50
2024	N/A	CCRTA-067	FY24 (est. by MPO) Preventive Maintenance	Transit Maintenance/Operations	Preventive Maintenance	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.00						\$1.00		\$1.00
2024	N/A	CCRTA-068	FY24 (est. by MPO staff) Bus Stop amenities	Transit Maintenance/Operations	Bus Stop amenities	N/A	N/A	Corpus Christi RTA	Off	FTA-5339	\$0.99						\$0.99		\$0.99
2024	N/A	CCRTA-069	FY24 (est. by MPO staff) Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	Transit Maintenance/Operations	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	N/A	N/A	Corpus Christi RTA	Off	FTA-5339	\$0.05						\$0.05		\$0.05
2024	N/A	CCRTA-070	FY24 (est. by MPO staff) Section 5310 Sub-recipients	Transit Maintenance/Operations	Section 5310 Sub-recipients	N/A	N/A	Corpus Christi RTA	Off	FTA-5310	\$0.40						\$0.40		\$0.40

Table 13b. FY 2021-2024 TIP Roll Forward with Prior Funding Project List

TIP Fiscal Year	CSJ	Project ID	Project Name	Project Phase	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$, millions)	CAT2	CAT4	CAT7	CAT9	CAT12	Local/Other	Prior Funding	Total Project Cost (\$, millions)
2021	0101-06-095	TxDOT-001	Harbor Bridge	Design, or Construction	Construct New Bridge, Approaches, Interchanges, and Highway Improvement	North Beach Ave	Morgan Ave@Crosstown Expwy	TxDOT-CRP	On	2M, 6, 7, 12	\$807.80	\$12.60		\$19.20		\$485.00			\$807.80
2021	0101-06-111	MPO-008	US 181 Harbor Bridge Voluntary Relocation Program	NEPA, ROW, Design, or Construction	US 181 Harbor Bridge Voluntary Relocation Mitigation Program	N/A	N/A	MPO	Off	7 / Local / ROW	\$57.30			\$17.30			\$20.00	\$20.00	\$57.30
2024	N/A	MPO-030	Future Category 9 Projects	NEPA, ROW, Design, or Construction	Projects selected through competitive process	N/A	N/A	TBD	On/Off	9	\$2.39				\$2.39				\$2.39

2021-2024 STIP				07/2020 (Current) Revision: Pending Review					
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOY COST	
CORPUS CHRISTI	CORPUS CHRISTI	NUECES	0101-06-111	2021	VA	R	CORPUS CHRISTI	\$17,300,000	
LIMITS FROM: N/A				PROJECT SPONSOR: MPO					
LIMITS TO: N/A				REVISION DATE: 07/2020					
PROJECT: US 181 Harbor Bridge Voluntary Relocation Mitigation Program				MPO PROJ NUM: MPO-008					
DESCR:				FUNDING CAT(S): 7					
REMARKS P7: Relocation is not construction, \$57,300,000 for ROW; \$17,300,000 is for ROW in the current FY.				PROJECT HISTORY: Project originally authorized under 2019-2022 STIP. \$40m [\$20m (Local)/ \$20 (STBG)]					
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG: \$	0	COST OF APPROVED PHASES \$17,300,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH: \$	\$57,300,000		7	\$ 17,300,000	\$ 0	\$ 0	\$ 40,000,000	\$ 0	\$17,300,000
CONST COST: \$			TOTAL	\$ 17,300,000	\$ 0	\$ 0	\$ 40,000,000	\$ 0	\$17,300,000
CONST ENG: \$	0								
CONTING: \$	0								
INDIRECT: \$	0								
BOND FIN: \$	0								
POT CHG ORD: \$	0								
TOTAL COST: \$	57,300,000								



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION
819 TAYLOR STREET, RM 14A02 300 EAST 8TH STREET, RM 826
FORT WORTH, TEXAS 76102 AUSTIN, TEXAS 78701

February 23, 2021

REFER TO: HPP-TX

Grouped Project Definitions

Ms. Jessica Butler, Director,
Transportation Planning and Program
Development
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701

Dear Ms. Butler:

In consultation with TPWD and TxDOT, the Federal Transit Agency and Federal Highway Administration have agreed to revise the group project definitions and notes as identified in the attached table. The revision is in accordance with 23 CFR 450.218 G) and applicable classifications under 23 CFR 771.117 (c) and (d) and/or 40 CFR part 93. This revision is effective immediately. For your reference, enclosed is a complete table of approved grouped project categories definitions and notes. If you have any questions, please contact me at 512-536-5940 or Jose Campos at 512 536 5932.

Sincerely yours,

Michael T. Leary

Michael T. Leary,
Director, Planning and Program Development
Federal Highway Administration

Enclosures

Cc:

Trey Cooksey, TPWD
Peggy Thurin, TxDOT TPP
Karen Burkhard, TxDOT-PTN
Donald R. Koski, FTA-Region 6
Marisabel Ramthun, TxDOT-Design
Bonnie Sherman, TxDOT-PTN
FHWA-HA-TX, HAM-TX

Exempt Projects

Safety

Railroad/highway crossing.
Projects that correct, improve, or eliminate a hazardous location or feature.
Safer non-Federal-aid system roads.
Shoulder improvements.
Increasing sight distance.
Highway Safety Improvement Program implementation.
Traffic control devices and operating assistance other than signalization projects.
Railroad/highway crossing warning devices.
Guardrails, median barriers, crash cushions .
Pavement resurfacing and/or rehabilitation.
Pavement marking.
Emergency relief(23 U.S.C. 125).
Fencing.
Skid treatments .
Safety roadside rest areas.
Adding medi ans.
Truck climbing lanes outside the urbanized area.
Lighting improvements.
Widening narrow pavements or reconstructing bridges (no additional travel lanes).
Emergency truck pullovers.

Mass Transit

Operating assistance to transit agencies.
Purchase of support vehicles.
Rehabilitation of transit vehicles¹ .
Purchase of office, shop, and operating equipment for existing facilities.
Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).
Construction or renovation of power, signal, and communications systems.
Construction of small passenger shelters and information kiosks.
Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildin gs, storage and maintenance facilities, stations, terminals, and ancillary structures).
Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.
Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet¹ .
Construction of new bus or rail storage /maintenance facilities categorically excluded in 23 CFR part 771.

Air Quality

Continuation of ride -sharing and van-pooling promotion activities at current levels.
Bicycle and pedestrian facilities.

Other

Specific activities which do not involve or lead directly to construction, such as:

- Planning and technical studies.
- Grants for training and research programs.
- Planning activities conducted pursuant to titles 23 and 49 U.S.C.
- Federal-aid systems revisions.

Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
Noise attenuation.
Emergency or hardship advance land acquisitions (23 CFR 710.503).
Acquisition of scenic easements.
Plantings, landscaping, etc.
Sign removal.
Directional and informational signs.
Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).
Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.

Note: ¹ In PM₁₀ and PM_{2.5} nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

Grouped Project List Revisions

Category / Note	Language changed <u>added</u> deleted
Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, <u>passing</u> , non-added capacity) or drainage improvements associated with rehabilitation <u>[See Note 3]</u> .
Bicycle and Pedestrian	Construction or rehabilitation <u>Projects including</u> bicycle and pedestrian lanes, paths and facilities <u>(e.g., sidewalks, shared usepaths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.). Safe Routes to School non-infrastructure related activities (e.g. enforcement, tools, and education programs).</u>
Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, <u>preventative maintenance of transit vehicles and facilities</u> , acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally, includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet [See Note 4].
Recreational Trails Program	<u>Off-Highway Vehicle (OHV), Equestrian, Recreational Water/Paddling Trails and related facilities; Recreational Trails related education and safety programs.</u>
Note 1	<u>Projects eligible for grouping include associated project phases (Preliminary Engineering, Right-Of-Way and Construction).</u>
Note 12	Projects funded with Transportation Alternatives Program (TAP), Transportation Enhancement, and Congestion Mitigation Air Quality funding require a Federal eligibility determination, and are not approved to be grouped.
Note 3	<u>Passing lanes include "SUPER 2" lanes consistent with TxDOT's Roadway Design Manual.</u>
Note 4	Note 4: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.
Note 5:	Projects funded as part of the Recreational Trails Program (RTP) and Transportation Alternatives (TA) Program consistent with the grouped project category definitions may be grouped. RTP or TA funded projects that are not consistent with the grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). <u>Road diet projects may not be grouped.</u>

Table 1

GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP

Revised February 23, 2021

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, passing, non-added capacity) or drainage improvements associated with rehabilitation [See Note 3].
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.

Table 1

GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP
Revised February 23, 2021

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Projects including bicycle and pedestrian lanes, paths and facilities (e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.). Safe Routes to School non-infrastructure related activities (e.g. enforcement, tools, and education programs).
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, preventative maintenance of transit vehicles and facilities. acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet [See Note 4].
5000-00-919	Recreational Trails Program	Off-Highway Vehicle (OHV), Equestrian, Recreational Water/Paddling Trails and related facilities; Recreational Trails related education and safety programs.

Note 1: Projects eligible for grouping include associated project phases (Preliminary Engineering, Right-Of-Way and Construction).

Note 2: Projects funded with Congestion Mitigation Air Quality funding require a Federal eligibility determination, and are not approved to be grouped.

GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP
Revised February 23, 2021

Note 3: Passing lanes include "SUPER 2" lanes consistent with TxDOT's Roadway Design Manual.

Note 4: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.

Note 5: Projects funded as part of the Recreational Trails Program (RTP) and Transportation Alternatives (TA) Program consistent with the grouped project category definitions may be grouped. RTP or TA funded projects that are not consistent with the grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Road diet projects may not be grouped.

2021 – 2024 STIP TIMETABLE (UPDATED March 2021)

TPP Post 21-24 STIP, begins public comment period	February 26, 2021
Public Hearing Held	March 18, 2021
STIP public comment period ends	March 29, 2021
2021-2024 STIP goes to the Commission for approval.....	April 29, 2021
First Day FHWA / FTA can approve the 2021-2024 STIP.....	*April 30, 2021
Or, once FHWA / FTA receives TxDOT letter of approval	
STIP public comment period ends	March 29, 2021
Next Potential Revision	*August 2021
*This will only be if the initial 21-24 gets approved and amicable time is allotted.	

DRAFT FY 2021-2024 TIP Amendment 2

Fiscally Constrained Project List (Revised Tables 13a and 13b)

Table 13a. FY 2021-2024 TIP Fiscally Constrained Project List

TIP Fiscal Year	CSJ	Project ID	Project Name	Project Phase	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$, millions)	CAT2	CAT4	CAT7	CAT9	CAT12	Local/Other	Prior Funding	Total Project Cost (\$, millions)
2024	0617-01-177	MPO-001	SH 358 (SPID) Ramp Reversal	NEPA, ROW, Design, or Construction	Ramp reversal Phase II-B	Nile Drive	Staples Street	TxDOT-CRP	On	2	\$35.00	\$35.00							\$45.43
2021	0074-06-241	MPO-002	I-37	NEPA, ROW, Design, or Construction	Widen freeway by constructing additional 2 travel lanes northbound and 1 additional travel lane southbound	Redbird Lane (Overpass)	Nueces River	TxDOT-CRP	On	2 / 4U / 12	\$60.00	\$12.00	\$15.00			\$33.00			\$77.88
2021	0101-04-120	MPO-003	US 181	NEPA, ROW, Design, or Construction	Widen freeway by constructing 1 additional travel lane in each direction	North of FM 3296 (Buddy Ganem Drive)	FM 2986 (Wildcat Drive)	TxDOT-CRP	On	2 / 4U	\$14.00	\$2.00	\$12.00						\$18.17
2021	0101-04-114	MPO-004	US 181 Ramp Reversals	NEPA, ROW, Design, or Construction	Reverse entrance and exit ramps in Northbound direction	FM 3296 (Buddy Ganem Drive)	FM 2986 (Wildcat Drive)	TxDOT-CRP	On	2	\$4.00	\$4.00							\$5.19
2023	1209-01-030	MPO-006	FM 893 (Moore Avenue)	NEPA, ROW, Design, or Construction	Upgrade from 2-lane roadway to 5-lane urban roadway by constructing additional 2 lanes and CLTL	CR 3685 (Stark Road)	0.2 miles West of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	\$7.00	\$7.00							\$9.09
2024	0916-35-195	MPO-007	Harbor Bridge Hike and Bike - Connectivity	NEPA, ROW, Design	Construct pedestrian and bike facilities	On various city streets from Coles High School	Williams Memorial Park	City of Corpus Christi	Off	7	\$1.42			\$1.42					\$1.84
2024	0916-35-196	MPO-009	Harbor Bridge Park Improvements	NEPA, ROW, Design	Park mitigation for Harbor Bridge	At various city parks including	Ben Garza, TC Ayers, and new location	City of Corpus Christi	Off	7	\$4.80			\$1.30			\$3.50		\$6.23
2021	N/A	MPO-066	Various TASA Projects	NEPA, ROW, Design, or Construction	Projects by various entities throughout the Corpus Christi MPO region eligible for the TASA program funded with CAT 9 and matching funds.	At various locations	N/A	Various	Off	9	\$2.41				\$2.41				\$2.41
2021	N/A	CCRTA-036	FY21 Bus Stop amenities	Transit Maintenance/Operations	Bus Stop amenities	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.85						\$0.85		\$0.85
2021	N/A	CCRTA-037	FY21 Bus Stop Improvements	Transit Maintenance/Operations	Bus Stop Improvements	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.00						\$1.00		\$1.00
2021	N/A	CCRTA-038	FY21 Support/Relief Vehicles	Capital	Support/Relief Vehicles	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.21						\$0.21		\$0.21
2021	N/A	CCRTA-039	FY21 Rolling Stock (All variety of rolling stock)	Capital	Rolling Stock (All variety of rolling stock)	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$7.37						\$7.37		\$7.37
2021	N/A	CCRTA-040	FY21 Bus Support Equipment and Facilities/Hardware/Software	Transit Maintenance/Operations	Bus Support Equipment and Facilities/Hardware/Software	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.21						\$0.21		\$0.21
2021	N/A	CCRTA-041	FY21 Engine Overhaul Program	Transit Maintenance/Operations	Engine Overhaul Program	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.64						\$0.64		\$0.64
2021	N/A	CCRTA-042	FY21 Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	Transit Maintenance/Operations	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	N/A	N/A	Corpus Christi RTA	Off	FTA-5339	\$0.09						\$0.09		\$0.09
2021	N/A	CCRTA-043	FY21 Bus Support Equipment and Facilities/Hardware/Software	Transit Maintenance/Operations	Bus Support Equipment and Facilities/Hardware/Software	N/A	N/A	Corpus Christi RTA	Off	FTA-5339	\$1.21						\$1.21		\$1.21
2021	N/A	CCRTA-044	FY21 Bus Stop Amenities	Transit Maintenance/Operations	Bus Stop Amenities	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.86						\$0.86		\$0.86
2021	N/A	CCRTA-045	FY21 Bus Stop Improvements	Transit Maintenance/Operations	Bus Stop Improvements	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.00						\$1.00		\$1.00
2021	N/A	CCRTA-046	FY21 Mobile Bus Lift	Transit Maintenance/Operations	Mobile Bus Lift	N/A	N/A	Corpus Christi RTA	Off	FTA-5339	\$0.05						\$0.05		\$0.05
2021	N/A	CCRTA-047	FY21 5310 Sub-recipient	Transit Maintenance/Operations	5310 Sub-recipient	N/A	N/A	Corpus Christi RTA	Off	FTA-5310	\$0.40						\$0.40		\$0.40
2021	N/A	CCRTA-048	FY21 Preventive Maintenance	Transit Maintenance/Operations	Preventive Maintenance	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.00						\$1.00		\$1.00
2021	N/A	CCRTA-071	FY21 Bus Support/Equipment & Facilities/Hardware/Software	Transit Maintenance/Operations	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.03								\$1.03
2022	N/A	CCRTA-049	FY22 5310 Sub-recipient	Transit Maintenance/Operations	5310 Sub-recipient	N/A	N/A	Corpus Christi RTA	Off	FTA-5310	\$0.40						\$0.40		\$0.40
2022	N/A	CCRTA-050	FY22 Westside Station near DMC West Campus	Capital	Westside Station near DMC West Campus	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$5.10						\$5.10		\$5.10
2022	N/A	CCRTA-051	FY22 Bus Stop Amenities	Transit Maintenance/Operations	Bus Stop Amenities	N/A	N/A	Corpus Christi RTA	Off	FTA-5339	\$0.94						\$0.94		\$0.94
2022	N/A	CCRTA-052	FY22 Preventive Maintenance	Transit Maintenance/Operations	Preventive Maintenance	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.00						\$1.00		\$1.00
2022	N/A	CCRTA-053	FY22 Rolling Stock (All variety of rolling stock)	Capital	Rolling Stock (All variety of rolling stock)	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.00						\$1.00		\$1.00
2022	N/A	CCRTA-054	FY22 Support/Relief Vehicles	Capital	Support/Relief Vehicles	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.34						\$0.34		\$0.34
2022	N/A	CCRTA-055	FY22 Bus Stop Improvements	Transit Maintenance/Operations	Bus Stop Improvements	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.50						\$0.50		\$0.50

DRAFT FY 2021-2024 TIP Amendment 2

Fiscally Constrained Project List (Revised Tables 13a and 13b)

TIP Fiscal Year	CSJ	Project ID	Project Name	Project Phase	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$, millions)	CAT2	CAT4	CAT7	CAT9	CAT12	Local/Other	Prior Funding	Total Project Cost (\$, millions)
2022	N/A	CCRTA-056	FY22 Bus Support Equipment and Facilities/Hardware/Software	Transit Maintenance/Operations	Bus Support Equipment and Facilities/Hardware/Software	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.09						\$1.09		\$1.09
2022	N/A	CCETA-072	FY22 Park and Ride - Land	Capital	Land Acquisition	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.10						\$1.10		\$1.10
2023	N/A	CCRTA-057	FY23 Rolling Stock (All variety of rolling stock)	Capital	Rolling Stock (All variety of rolling stock)	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$8.54						\$8.54		\$8.54
2023	N/A	CCRTA-058	FY23 Support/Relief Vehicles	Transit Maintenance/Operations	Support/Relief Vehicles	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.31						\$0.31		\$0.31
2023	N/A	CCRTA-059	FY23 Bus Stop Improvements	Transit Maintenance/Operations	Bus Stop Improvements	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.50						\$0.50		\$0.50
2023	N/A	CCRTA-060	FY23 Preventive Maintenance	Transit Maintenance/Operations	Preventive Maintenance	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.00						\$1.00		\$1.00
2023	N/A	CCRTA-061	FY23 Bus Stop amenities	Transit Maintenance/Operations	Bus Stop amenities	N/A	N/A	Corpus Christi RTA	Off	FTA-5339	\$0.99						\$0.99		\$0.99
2023	N/A	CCRTA-062	FY23 Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	Transit Maintenance/Operations	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	N/A	N/A	Corpus Christi RTA	Off	FTA-5339	\$0.05						\$0.05		\$0.05
2023	N/A	CCRTA-063	FY23 Section 5310 Sub-recipients	Transit Maintenance/Operations	Section 5310 Sub-recipients	N/A	N/A	Corpus Christi RTA	Off	FTA-5310	\$0.40						\$0.40		\$0.40
2023	N/A	CCRTA-073	FY23 Park and Ride - Land	Capital	Land Acquisition	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.90						\$0.90		\$0.90
2024	N/A	CCRTA-064	FY24 (est. by MPO) Rolling Stock (All variety of rolling stock)	Capital	Rolling Stock (All variety of rolling stock)	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$6.72						\$6.72		\$6.72
2024	N/A	CCRTA-065	FY24 (est. by MPO) Support/Relief Vehicles	Capital	Support/Relief Vehicles	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.31						\$0.31		\$0.31
2024	N/A	CCRTA-066	FY24 (est. by MPO) Bus Stop Improvements	Transit Maintenance/Operations	Bus Stop Improvements	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$0.50						\$0.50		\$0.50
2024	N/A	CCRTA-067	FY24 (est. by MPO) Preventive Maintenance	Transit Maintenance/Operations	Preventive Maintenance	N/A	N/A	Corpus Christi RTA	Off	FTA-5307	\$1.00						\$1.00		\$1.00
2024	N/A	CCRTA-068	FY24 (est. by MPO staff) Bus Stop amenities	Transit Maintenance/Operations	Bus Stop amenities	N/A	N/A	Corpus Christi RTA	Off	FTA-5339	\$0.99						\$0.99		\$0.99
2024	N/A	CCRTA-069	FY24 (est. by MPO staff) Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	Transit Maintenance/Operations	Bus Support/Equipment and Facilities/Miscellaneous Shop and Garage Equipment	N/A	N/A	Corpus Christi RTA	Off	FTA-5339	\$0.05						\$0.05		\$0.05
2024	N/A	CCRTA-070	FY24 (est. by MPO staff) Section 5310 Sub-recipients	Transit Maintenance/Operations	Section 5310 Sub-recipients	N/A	N/A	Corpus Christi RTA	Off	FTA-5310	\$0.40						\$0.40		\$0.40

Table 13b. FY 2021-2024 TIP Roll Forward with Prior Funding Project List

TIP Fiscal Year	CSJ	Project ID	Project Name	Project Phase	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$, millions)	CAT2	CAT4	CAT7	CAT9	CAT12	Local/Other	Prior Funding	Total Project Cost (\$, millions)
2021	0101-06-095	TxDOT-001	Harbor Bridge	Design, or Construction	Construct New Bridge, Approaches, Interchanges, and Highway Improvement	North Beach Ave	Morgan Ave@Crosstown Expway	TxDOT-CRP	On	2M, 6, 7, 12	\$807.80	\$12.60		\$19.20		\$485.00			\$807.80
2021	0101-06-111	MPO-008	US 181 Harbor Bridge Voluntary Relocation Program	NEPA, ROW, Design, or Construction	US 181 Harbor Bridge Voluntary Relocation Mitigation Program	N/A	N/A	MPO	Off	7 / Local / ROW	\$57.30			\$17.30			\$20.00	\$20.00	\$57.30
2024	N/A	MPO-030	Future Category 9 Projects	NEPA, ROW, Design, or Construction	Projects selected through competitive process	N/A	N/A	TBD	On/Off	9	\$2.39				\$2.39				\$2.39



Date: March 11, 2021
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5B: Consultant Contract information
Action: Review and Discuss the Contract and Process

Summary

The FAST Act, along with its predecessor, Moving Ahead for Progress in the 21st Century Act (MAP-21), established new requirements for performance management to ensure the most efficient investment of Federal Transportation Funds. These laws require MPOs, transit agencies and State Departments of Transportation to invest their federal resources in projects that best achieve individual targets and collectively make progress toward achieving the national goals. As a starting point, state DOT's and MPOs must establish a benchmark, estimate the benefit from projects and policies, and then measure the actual outcome. Monitoring these performance measures assists MPOs and DOTs in setting goals, adjusting priorities, allocating resources, and developing policy. After completing the After Action Report it is clear that the staff of the Corpus Christi MPO requires additional resources to adequately perform the federal requirements. The team has determined that the best method of doing this is supplementing staff with consultants.

In November, the Corpus Christi MPO released a Request for Qualifications for one or more Consultant teams to provide support to the MPO transportation planning activities described in the current FY 2021-FY 2022 Unified Planning Work Program (UPWP). The RFP is still available on our website. Over the next several years Consultants will assist the Corpus Christi MPO staff on a task order basis in a variety of technical, graphical, public involvement and document review activities. The Consultant(s) shall assist the Corpus Christi MPO staff by providing additional resources to accomplish assignments authorized by the Corpus Christi MPO. The following criteria were used to evaluate the submissions:

- Masterful knowledge of census, ACS, CTPP, along with state and private transportation data sources
- Prowess in acquiring, cleaning, and harmonizing local data with other data sources
- Ingenuity in technical forecasting and blending use of the analysis tools
- Aptitude with depicting data and interpreting analyses for the public and officials
- Unrivalled success with both electronic and in-person outreach and communication
- Superlative background in the Metropolitan Planning Organization planning cycle
- Outstanding understanding of performance-based planning

The scope of services may cover the full range of transportation planning and programming activities required by Federal, State, Regional and local processes for multimodal transportation planning and project development. These activities include, but are not limited to: MPO area analysis, strategic

planning, land use forecasting, crash analyses and intervention effectiveness identification, systems planning, corridor planning, resiliency/vulnerability planning, transportation project life-cycle planning, economic and feasibility analysis, scenario planning, environmental impact and mitigation analysis, public participation, surveys, marketing, financial and risk forecasting, traffic and travel modeling, operations planning, mapping, and project and program evaluation.

Three teams were selected. In alphabetical order, these teams lead firms are: Freese and Nichols, Halff Associates, and High Street. It is desired that these firms are under contract after the April TPC meeting so that activities can begin immediately.

Attachments

1. Draft Contract Language

CONSULTANT SERVICES CONTRACT

STATE OF TEXAS

CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION

IN NUECES AND SAN PATRICIO COUNTIES

THIS CONTRACT FOR PROFESSIONAL SERVICES is made, effective the date of the last party's execution herein below, by and between the Corpus Christi Metropolitan Planning Organization, whose offices are located at 602 N. Staples Street, Suite 300, Corpus Christi, Texas 78401, hereinafter called "Corpus Christi MPO" and hereinafter called "Consultant" for the purpose of contracting for professional services.

FIRM NAME

FIRM ADDRESS

WITNESSETH

WHEREAS, Government Code, Chapter 2254, Subchapter A, "Professional Services Procurement Act" provides for the procurement of professional transportation planning services; and;

WHEREAS, the Corpus Christi MPO desires to contract consulting services that may cover the full range of transportation planning and programming activities required by applicable Federal, State, Regional and local processes for multimodal transportation planning and project development. These activities include, but are not limited to: MPO area analysis, strategic planning, land use forecasting, crash analyses and intervention effectiveness identification, systems planning, corridor planning, resiliency/vulnerability planning, transportation project life-cycle planning, economic and feasibility analysis, scenario planning, environmental impact and mitigation analysis, public participation, surveys, marketing, financial and risk forecasting, traffic and travel modeling, operations planning, mapping, and project and program evaluation. Familiarity with the following or an equivalent may be required in the performance of the contracted tasks: HERS-ST, Tredis, MOVES, HAZUS, OpenNSPECT, TNM/SoundPLAN, CommunityViz, Vision-Zero Suite, Activity-based travel modeling in Transcad or equivalent software, Vistro or equivalent traffic impact analysis software, Metroquest or equivalent survey and outreach system, UrbanSim or equivalent socio-economic distribution software. Some specific examples of work potentially needed are outlined in the Unified Planning Work Program (UPWP) adopted by the Corpus Christi MPO Transportation Policy Committee. Many of these tasks are required by Federal law including Moving Ahead for Progress in the 21st Century (MAP-21) and the Fixing Americas Surface Transportation (FAST) Act and any subsequent Federal laws. The Corpus Christi MPO adopted Unified Planning Work Program is found in Attachment A. The Funds for this Planning Services Contract are primarily from the Corpus Christi MPO Transportation Planning Funds.

NOW, THEREFORE, the Corpus Christi MPO and the Consultant, in consideration of the mutual covenants and agreements herein contained, do hereby mutually agree as follows:

AGREEMENT

- A. Contract Documents. The Contract Documents consist of this Contract, including the attached exhibits (which are hereby incorporated into and made a part of this Contract), any fully executed Work Authorizations; any fully executed Supplemental Work Authorizations and all fully executed Contract Amendments (as defined herein in Article 10) which are subsequently issued. These form the entire contract, and all are as fully a part of this Contract as if attached to this Contract or repeated herein.
- B. Project Documents. In addition to any other pertinent and necessary Project documents, the following documents shall be used in the development of the Tasks:
 - 1) TxDOT 2011 Texas Manual of Uniform Traffic Control Devices for streets and Highways, including latest revisions
 - 2) Texas Department of Transportation's Standard Specifications for Construction of Highways, Streets, and Bridges, 2014 (English units)
 - 3) National Environmental Policy Act (NEPA)
 - 4) Texas Accessibility Standards (TAS) of the Architectural Barriers Act, Article 9102, Texas Civil Statutes, Effective April 4, 1994, including latest revisions
 - 5) Americans with Disabilities Act (ADA) Regulations
 - 6) U.S. Army Corps Regulations
 - 7) LOCAL Design Criteria & Project Development Manuals, latest edition
 - 8) TxDOT Bridge Design Manual - LRFD, latest edition
 - 9) TxDOT Geotechnical Manual, latest edition
 - 10) International Building Code, current edition as updated

ARTICLE 1
SCOPE OF SERVICES TO BE PROVIDED BY THE CORPUS CHRISTI MPO

The Corpus Christi MPO will furnish items and perform those services for fulfillment of the contract as identified in Attachment A – Services To Be Provided By The Corpus Christi MPO, attached hereto and made a part thereof this contract.

ARTICLE 2
SCOPE OF SERVICES TO BE PROVIDED BY CONSULTANT

The Consultant shall perform those consulting services for the fulfillment of the contract as identified in Attachment B – Services To Be Provided By The Consultant, attached hereto and made a part thereof this contract.

The Consultant shall prepare a schedule of work for each Task, included in Attachment C – Work Schedule, attached hereto and made a part thereof this contract. The work schedule shall contain a complete schedule such that the Consultant's Scope of Services under this contract can be accomplished within the specified time and contract cost. Attachment C – Work Schedule shall identify the task, the total maximum dollar amount payable for each task, and time allotted to complete the job by date or working days. Attachment D – Fee Schedule shall identify the hourly rates for each job title, total number of hours for each job title, and the maximum dollar amount payable for each job title.

Unless specifically excluded in Attachment B – Services To Be Provided By The Consultant, it shall be the Consultant's responsibility to prepare, submit, or arrange for any and all permits, approvals, or inspections required for the work.

ARTICLE 3
CONTRACT PERIOD

After execution of this contract, the Consultant shall not proceed with the work until authorized in writing by the Corpus Christi MPO to proceed, as provided in Article 5 – Work Authorizations. This contract shall terminate at the close of business on September 30, 2023, unless extended by supplement agreement duly executed by the Consultant and the Corpus Christi MPO prior to the date of termination, as provided in Article 10 – Supplemental Agreements, or otherwise terminated, as provided in Article 19 – Termination. Any work performed or cost incurred after the date of termination shall be ineligible for reimbursement.

ARTICLE 4
COMPENSATION AND METHOD OF PAYMENT

The maximum amount payable under this Contract, without modification, is Two Hundred Thousand and no/100's Dollars (\$200,000.00) (the "Compensation Cap"), provided that any amounts paid or payable shall be solely pursuant to a validly issued Work Authorization or any Supplemental Work Authorization related thereto. In no event may the aggregate amount of compensation authorized under Work Authorizations and Supplemental Work Authorizations exceed the Compensation Cap. The Compensation Cap shall be revised equitably only by written Contract Amendments executed by both parties in the event of a change in the overall scope of the Consultant Services set forth in Article 10 – Supplemental Agreements, as authorized by Corpus Christi MPO.

The Compensation Cap is based upon all labor and non-labor costs estimated to be required in the performance of the Professional Services provided for under this Contract. Should the actual costs of all labor and non-labor costs rendered under this Contract be less than the above stated Compensation Cap, then Consultant shall receive compensation for only actual fees and costs of the Professional Services actually rendered and incurred, which may be less than the above stated Compensation Cap. All payments will be made in accordance with the hourly rates for each job title established in Attachment D – Fee Schedule.

The Consultant shall prepare and submit to the Corpus Christi MPO, no more frequently than once per month, an invoice and a progress report stating the percent completion of the work accomplished during the billing period. Such progress report shall provide a summary of the work accomplished during the billing period for each Work Authorization task with an estimated percentage of completion for the task. The format for such monthly progress reports and invoices must be in a format acceptable to the Corpus Christi MPO and agreeable to the MPO's fiscal agent-Nueces County. Invoices requesting reimbursement for costs and expenditures related to the Tasks (reimbursables) must be accompanied by copies of the provider's invoice. The copies of the provider's invoice must evidence the actual costs billed to Consultant without mark-up. Satisfactory progress of Professional Services shall be an absolute condition of payment.

Payments to Consultant shall be made while Professional Services are in progress. Payments shall be made by the Corpus Christi MPO through its fiscal agent Nueces County based upon Professional Services actually provided and performed. The Corpus Christi MPO shall make a good faith effort to direct payment through the fiscal agent of Nueces County to pay the amount which is due and payable within thirty (30) days of the Corpus Christi MPO's receipt. The Corpus Christi MPO reserves the right to withhold payment pending verification of satisfactory work. The Corpus Christi MPO shall document to Consultant the issues related to disputed invoices within ten (10) calendar days of receipt of such invoice. This policy does not apply in the event:

There is a bona fide dispute between Corpus Christi MPO and Consultant concerning the supplies, materials, or equipment delivered or the services performed that causes the payment to be late; or

- A. The terms of a federal contract, grant, regulation, or statute prevent Corpus Christi MPO from making a timely payment with federal funds; or
- B. There is a bona fide dispute between Consultant and a subcontractor / subconsultant or between a subcontractor/subconsultant and its supplier concerning supplies, materials, or equipment delivered or the Professional Services performed which causes the payment to be late; or
- C. The invoice is not submitted to the Corpus Christi MPO in strict accordance with instructions, if any, on the purchase order, or this Contract or other such contractual agreement.

The Consultant has the responsibility to submit proof to the Corpus Christi MPO, adequate and sufficient in its determination, that tasks of an applicable Work Authorization or any Supplemental Work Authorization related thereto were conducted. The certified statements shall show the total amount paid to the date of submission and shall show the amount due and payable as of the date of the current statement. Final payment does not relieve Consultant of the responsibility of correcting any errors and/or omissions resulting from his/her/its negligence.

The Consultant shall not proceed with any task of the Professional Services until Consultant is thoroughly briefed on the scope of the Task and instructed, in writing by the Corpus Christi MPO,

to proceed with the applicable Professional Services. Consultant is not required to perform any work for which a Work Authorization or a Supplemental Work Authorization related thereto has not been issued and signed by both parties. The Corpus Christi MPO is not responsible for work performed or costs incurred by Consultant related to any task for which a Work Authorization or a Supplemental Work Authorization related thereto has not been issued and signed by both parties, during periods when work is suspended, or subsequent to the contract completion date.

ARTICLE 5 WORK AUTHORIZATIONS

The Corpus Christi MPO will prepare and issue Work Authorizations, in substantially in the same form identified and attached hereto as Attachment E and entitled "Work Authorization No.", to authorize the Consultant to perform one or more Professional Services tasks. Each Work Authorization will include a description of the work to be performed, a description of the tasks and milestones, a work schedule for the tasks, definite review times by Corpus Christi MPO and the Consultant of all Professional Services and a fee amount agreed upon by the Corpus Christi MPO and Consultant. The executed Work Authorizations shall become part of this Contract. The amount payable for a work authorization shall be supported by the estimated cost of each work task as described in the work authorization. The work authorization will not waive the Corpus Christi MPO's or Consultant's responsibilities and obligations established in this contract. The work authorization will be issued by the Corpus Christi MPO Transportation Planning Director.

Upon satisfactory completion of the work authorization, the Consultant shall submit to the Corpus Christi MPO for review and acceptance the deliverables as specified in the executed work authorization.

Work included in a work authorization shall not begin until the Corpus Christi MPO and the Consultant have signed the work authorization. All work must be completed on or before the date specified in the Work Authorization. The Consultant shall promptly notify the Corpus Christi MPO of any event which will affect completion of the Work Authorization, although such notification shall not relieve the Consultant from costs or liabilities resulting from delays in completion of the Work Authorization. Should the review times or Consultant Services take longer than shown on the Work Authorization, through no fault of Consultant, Consultant may submit a timely written request for additional time, which shall be subject to the approval of the Corpus Christi MPO. Any changes in a Work Authorization shall be enacted by a written Supplemental Work Authorization before additional costs may be incurred. Any Supplemental Work Authorization must be executed by both parties within the period specified in the Work Authorization.

ARTICLE 6 PROGRESS

The Consultant shall, from time to time during the progress of the work, confer with the Corpus Christi MPO. The Consultant shall prepare and present such information as may be pertinent and necessary, or as may be requested by the Corpus Christi MPO, in order to evaluate features of the work. Upon request by the Corpus Christi MPO, the Consultant shall make presentations to the Corpus Christi MPO Transportation Policy Committee or the Technical Advisory Committee.

At the request of the Corpus Christi MPO or the Consultant, conferences shall be held electronically or at the Consultant's office, the Corpus Christi MPO's office, or at other locations designated by the Corpus Christi MPO. These conferences shall also include an evaluation of the Consultant's services and work when requested by the Corpus Christi MPO.

Should the Corpus Christi MPO determine that the progress in production of the work does not satisfy the work schedule, the Corpus Christi MPO will review the work schedule with the Consultant to determine corrective action if needed.

The Consultant shall promptly advise the Corpus Christi MPO in writing of events which have a significant impact upon the progress of work, including:

- 1) problems, delays, or adverse conditions which will materially affect the ability to attain contract objectives, prevent the meeting of time schedules and goals, or preclude the attainment of project work units by established time periods; this disclosure will be accompanied by a statement of the action taken, or contemplated, and any Corpus Christi MPO assistance needed to resolve the situation; and
- 2) favorable developments or events which would enable meeting the work schedule goals sooner than anticipated.

ARTICLE 7 SUSPENSION

The Corpus Christi MPO may suspend the work, but not terminate the contract, by giving written notice a minimum of thirty (30) calendar days prior to the date of suspension. The thirty (30) day notice may be waived if approved in writing by both parties.

The work will be reinstated and resumed in full force and effect within sixty (60) calendar days of receipt of written notice from the Corpus Christi MPO to resume the work. The sixty (60) day notice may be waived if approved in writing by both parties.

If the Corpus Christi MPO suspends the work, the contract period, as determined in Article 3 – Contract Period, is not affected and the contract will terminate on the date specified unless the contract is amended as provided in Article 10 – Supplemental Agreements.

ARTICLE 8 ADDITIONAL WORK

If the Consultant determines that any work it has been directed to perform is beyond the scope of this agreement and constitutes extra work, it shall promptly notify the Corpus Christi MPO in writing. In the event the Corpus Christi MPO determines that such work constitutes extra work and exceeds the maximum amount payable, the Corpus Christi MPO shall so advise the Consultant and a supplemental agreement may be executed, as provided in Article 10 – Supplemental Agreements.

The Consultant shall not perform any additional work or incur any additional costs prior to the execution, by both parties, of a supplemental agreement. The Corpus Christi MPO shall not be responsible for actions by the Consultant or any costs incurred by the Consultant relating to additional work not directly associated with the performance of the work authorized in this contract or as amended.

ARTICLE 9 CHANGES IN WORK

If the Corpus Christi MPO finds it necessary to request changes to previously satisfactorily completed work or parts thereof which involve changes to the original scope of services or character of work under the contract, the Consultant shall make such revisions if requested and

as directed by the Corpus Christi MPO. This will be considered additional work and paid for as specified under Article 8 – Additional Work.

The Consultant shall make such revisions to the work to correct errors appearing therein, when required to do so by the Corpus Christi MPO. No additional compensation will be paid for the correction of errors.

ARTICLE 10 SUPPLEMENTAL AGREEMENTS

The terms of this contract may be modified by supplemental agreement if the Corpus Christi MPO determines that there has been a significant change in the scope, complexity, or character of the services to be performed, or the duration of the work. Additional compensation, if appropriate, shall be identified as provided in Article 4 – Compensation and Method of Payment.

Any supplement agreement must be executed by both parties within the contract period specified in Article 3 – Contract Period.

No claim for extra work done or materials furnished shall be made by the Consultant until full execution of the supplemental agreement and authorization to proceed is issued by the Corpus Christi MPO. The Corpus Christi MPO reserves the right to withhold payment pending verification of satisfactory work performed.

ARTICLE 11 PUBLIC INFORMATION ACT

All data, basic sketches, charts, calculations, plans, specifications, and other documents created or collected under the terms of this contract are the exclusive property of the Corpus Christi MPO and shall be furnished to the Corpus Christi MPO upon request. All documents prepared by the Consultant and all documents furnished to the Consultant by the Corpus Christi MPO shall be delivered to the Corpus Christi MPO upon completion or termination of this contract. The Consultant, at its own expense, may retain copies of such documents or any other data which it has furnished the Corpus Christi MPO under this contract. Release of information will be in accordance with the Texas Public Information Act.

The Corpus Christi MPO shall not assign, delegate, sublicense, pledge or otherwise transfer any permission granted herein to another party without the prior written consent of Consultant. However, the Corpus Christi MPO shall be permitted to authorize the contractor, subcontractors and material or equipment suppliers to reproduce applicable portions of the Consultant Work Products appropriate to and for use in the execution of the Work. Submission or distribution of Consultant Work Products to meet official regulatory requirements or for similar purposes in connection with the Project is permitted.

ARTICLE 12 PERSONNEL, EQUIPMENT AND MATERIAL

The Consultant shall furnish and maintain, at its own expense, office space for the performance of all services, and adequate and sufficient personnel and equipment to perform the services as

required. All employees of the Consultant shall have such knowledge and experience as will enable them to perform the duties assigned to them.

The Corpus Christi MPO may instruct the Consultant to remove any employee from association with the work authorized in this contract if, in the sole opinion of the Corpus Christi MPO, the work of the employee does not comply with the terms of this contract or if the conduct of the employee is detrimental to the work.

The Consultant certifies that it presently has adequate qualified personnel in its employment for performance of the services required under this contract. The Consultant may not change the project manager without prior consent of the Corpus Christi MPO.

ARTICLE 13 SUBCONTRACTING

The Consultant shall not assign, subcontract or transfer any portion of the work under this contract without prior written approval of the Corpus Christi MPO. All subcontracts shall include the provisions required in this contract and shall be approved as to form, in writing, by the Corpus Christi MPO prior to work being performed under the subcontract.

ARTICLE 14 EVALUATION OF WORK

The Corpus Christi MPO and its authorized representatives shall have the right at all reasonable times to review or otherwise evaluate the work performed or being performed hereunder and the premises in which it is being performed. If a review or evaluation is being made on the premises of the Consultant or a subcontractor, the Consultant shall provide and require its subcontractor to provide all reasonable facilities and assistance for the safety and convenience of the Corpus Christi MPO representatives in the performance of their duties. If funds by other agencies or entities are to be used for payment of the services under this contract, the Consultant's services and work may be subject to periodic review and approval by other agencies or entities, including city, county, state, and/or federal agencies.

ARTICLE 15 SUBMISSION OF REPORTS

All applicable study reports shall be submitted in preliminary form for review by the Corpus Christi MPO before a final report is issued. The Corpus Christi MPO's comments on the Consultant's preliminary report shall be addressed in the final report.

ARTICLE 16 SUBMISSION OF PLANS AND DOCUMENTS

Unless otherwise directed, preliminary plans and any supporting documentation shall be submitted electronically.

ARTICLE 17 COMPUTER DOCUMENTS AND INFORMATION EXCHANGE

All computer files must be compatible with the Corpus Christi MPO's computer systems without conversion or modifications and must print consistent with any reproducible documents submitted.

All documents and graphics media provided by the Consultant shall be delivered to the Corpus Christi MPO. Final payment for the work associated with this contract will not be made until the files furnished by the Consultant have been demonstrated to be usable in the required formats.

ARTICLE 18 VIOLATION OF CONTRACT TERMS / BREACH OF CONTRACT

Violation of the contract terms or material breach of contract by the Consultant shall be grounds for termination of the contract and any increased cost arising from the Consultant's default, material breach of contract, or violation of contract terms shall be paid by the Consultant. This agreement shall not be considered as specifying the exclusive remedy for any default, but all remedies existing at law and in equity may be availed of by either party and shall be cumulative.

ARTICLE 19 TERMINATION

This contract shall terminate at the close of business on September 30, 2023 unless extended as provided in Article 10 – Supplemental Agreements.

This contract may be terminated before the stated termination date by any of the following conditions:

1. By mutual agreement and consent, in writing, of both parties;
2. By the Corpus Christi MPO, by notice in writing to the Consultant as a consequence of failure by the Consultant to perform the services set forth herein in a satisfactory manner;
3. By either party, upon the failure of the other party to fulfill its obligations as set forth herein;
4. By the Corpus Christi MPO, for reasons of its own and not subject to the mutual consent of the Consultant upon not less than thirty (30) calendar days written notice to the Consultant; and
5. By written notice from the Corpus Christi MPO upon satisfactory completion of all services and obligations described herein.

Should the Corpus Christi MPO terminate this contract as herein provided, no fees other than fees due and payable at the time of termination shall thereafter be paid to the Consultant. In determining the value of the work performed by the Consultant prior to termination the Corpus Christi MPO shall be the sole judge. Compensation for work at termination will be based on a percentage of the work completed at that time. Should the Corpus Christi MPO terminate this contract under Item 4 of the above paragraph, the amount charged during the thirty (30) calendar day notice period shall not exceed the amount charged during the preceding thirty (30) calendar days.

If the Consultant defaults in the performance of this contract or if the Corpus Christi MPO terminates this contract for fault on the part of the Consultant, the Corpus Christi MPO will give consideration to the actual costs incurred by the Consultant in performing the work to the date of default, the amount of work which was satisfactorily completed to the date of default, the value of the work which is usable to the Corpus Christi MPO, the cost to the Corpus Christi MPO of employing another firm to complete the work required and the time required to do so, and other

factors which affect the value to the Corpus Christi MPO of the work performed at the time of default.

The termination of this contract and payment of an amount in settlement as prescribed above shall extinguish all rights, duties, and obligations of the Corpus Christi MPO and the Consultant under this contract except the obligations set forth in Articles 11, 14, 19, 20, 21 and 23 of this contract. If the termination of this contract is due to the failure of the Consultant to fulfill its contract obligations, the Corpus Christi MPO may take over the project and prosecute the work to completion. In such case, the Consultant shall be liable to the Corpus Christi MPO for any additional cost occasioned to the Corpus Christi MPO.

ARTICLE 20 COMPLIANCE WITH LAWS

The Consultant shall comply with applicable Federal, State, and local laws, statutes, codes, ordinances, and regulations, and the executive orders and decrees of applicable court, or administrative bodies or tribunals, in such manner affecting the performance of this contract, including, without limitation, worker's compensation laws, minimum salary and wage statutes and regulations, and licensing laws and regulations. When required, the Consultant shall furnish the Corpus Christi MPO with satisfactory proof of its compliance.

ARTICLE 21 INDEMNIFICATION

THE CONSULTANT SHALL SAVE HARMLESS THE CORPUS CHRISTI MPO AND ITS OFFICERS AND EMPLOYEES FROM CLAIMS AND LIABILITY DUE TO ACTIVITIES OF THE CONSULTANT, ITS AGENTS, OR EMPLOYEES PERFORMED UNDER THIS CONTRACT TO THE EXTENT ARISING FROM THE ERROR, OMISSION, OR NEGLIGENT ACT OF THE CONSULTANT OR OF ANY PERSON EMPLOYED BY THE CONSULTANT AND IS LEGALLY LIABLE. THE CONSULTANT SHALL ALSO SAVE HARMLESS THE CORPUS CHRISTI MPO FROM EXPENSE, INCLUDING, BUT NOT LIMITED TO, REIMBURSEMENT OF REASONABLE ATTORNEY FEES WHICH MAY BE INCURRED BY THE CORPUS CHRISTI MPO IN LITIGATION, CLAIM OR LIABILITIES WHICH MAY BE IMPOSED ON THE CORPUS CHRISTI MPO AS A RESULT OF SUCH ERROR, OMISSION, OR NEGLIGENT ACT BY THE CONSULTANT, ITS AGENTS, OR EMPLOYEES.

ARTICLE 22 CONSULTANT'S RESPONSIBILITY

The Consultant shall be responsible for the accuracy of its work and shall promptly make necessary revisions or corrections resulting from its errors, omissions, or negligent acts without compensation.

**ARTICLE 23
CONSULTANT'S SEAL**

Not Applicable

**ARTICLE 24
RETENTION, AVAILABILITY OF RECORDS AND AUDIT REQUIREMENTS**

The Consultant shall maintain all books, documents, papers, accounting records, and other evidence pertaining to cost incurred and shall make such materials available at its office during the contract period and for six (6) years from the date of final payment under this contract or until pending litigation has been completely and fully resolved, whichever occurs last. The Corpus Christi MPO or any of its duly authorized representatives shall have access during normal business hours to any and all books, documents, papers, and records of the Consultant which are directly pertinent to this contract for the purpose of making audits, examinations, excerpts, transcriptions, and for checking the amount of work performed by the Consultant.

**ARTICLE 25
INSURANCE**

The Consultant shall obtain and maintain insurance in the limits of liability for each of the types of insurance coverage identified as follows:

1. Workers' Compensation, endorsed with a waiver of subrogation in favor of the Corpus Christi MPO in the amount of the statutory obligations imposed under the Texas Workers' Compensation Law ("Statutory Texas").
2. Commercial General Liability, endorsed with the Corpus Christi MPO as an additional insured and endorsed with a waiver of subrogation in favor of the Corpus Christi MPO, in limits of liability not less than one million dollars (\$1,000,000) combined single limit each occurrence and in the aggregate for bodily injury and property damage.
3. Texas Business Automobile Policy, endorsed with the Corpus Christi MPO as an additional insured and endorsed with a waiver of subrogation in favor of the Corpus Christi MPO, in limits of liability not less than two hundred fifty thousand dollars (\$250,000) each person for bodily injury, five hundred thousand dollars (\$500,000) each occurrence for bodily injury, and one hundred thousand dollars (\$100,000) each occurrence for property damage.
4. Professional Liability in limits of one million dollars (\$1,000,000) each claim and in the aggregate.

The work shall not be commenced by Consultant until after policy, or policies evidencing the insurance coverage herein required, or certificates of such insurance, providing that the insurer shall give the Corpus Christi MPO thirty (30) days written notice prior to cancellation, material revision or intention not to renew, have been submitted to the Corpus Christi MPO. In the event the Insurer refuses to provide the Corpus Christi MPO with notice as detailed, the Consultant agrees to provide notice in writing immediately, and shall suspend all work until insurance is restored and proof, in a form acceptable to the Corpus Christi MPO, is provided.

The Consultant, at his/her expense, shall purchase and maintain in force at all times during the term of this Contract the insurance with limits not less than indicated above. The Consultant will be considered in breach of contract should the Consultant fail to maintain the required insurance coverage during the contract period of this contract. The termination of this contract resulting

from failure to maintain the required insurance will be carried out in accordance with Article 19-Termination.

ARTICLE 26 SUCCESSORS AND ASSIGNS

The Consultant and the Corpus Christi MPO do hereby bind themselves, their successors, executors, administrators, and assigns to each other party of this agreement and to the successors, executors, administrators, and assigns of such other party in respect to all covenants of this contract.

The Consultant shall not assign, subcontract, or transfer its interest in this contract without the prior written consent of the Corpus Christi MPO.

ARTICLE 27 SEVERABILITY

In the event any one or more of the provisions contained in this contract, for any reason, shall be held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect any other provision thereof and; this contract shall be construed as if such invalid, illegal, or unenforceable provision had never been contained herein.

ARTICLE 28 CONTRIBUTIONS

It is expressly understood by the Corpus Christi MPO and the Consultant, that from the award date of the contract to one year after termination or expiration of contract term, it is prohibited for any Corpus Christi MPO official or employee thereof, to receive gifts described by Civil Service Rules, and/or campaign or political contributions regardless of amount from the Consultant or principal owners of said Consulting firm. A Corpus Christi MPO Official is defined as those individuals described as Corpus Christi MPO and precinct officers in Subchapter B of Chapter 152 of the Local Government Code. The Consultant is furthermore prohibited from making political campaign or personal contributions to candidates employed by or serving on the committees of the Corpus Christi MPO from the date of award of contract to one year after termination or expiration of contract term. It is also prohibited for the Consultant to contribute to employee associations or for the benefit of groups of employees.

ARTICLE 29 NOTICES

All notices to either party by the other, required under this contract, shall be personally delivered or mailed to such party at the following respective address:

CORPUS CHRISTI MPO

602 N. Staples Street

Suite 300

Corpus Christi, TX 78401

CONSULTANT

**ARTICLE 30
SIGNATORY WARRANTY**

The undersigned signatory for the Consultant hereby represents and warrants that the signatory is an officer of the organization for which he or she has executed this contract on behalf of the firm.

IN WITNESS WHEREOF, the Corpus Christi MPO and the Consultant have executed these presents in duplicate.

CORPUS CHRISTI MPO

CONSULTANT

By: _____
Robert MacDonald MPA, PE

By: _____

Title: Transportation Planning Director

Title: Vice President _____

Date: _____

Date: _____

List of Attachments

Attachment A – Services To Be Provided By The Corpus Christi MPO

Attachment B – Services To Be Provided By The Consultant

Attachment C – Work Schedule

Attachment D – Fee Schedule

Attachment E – Work Authorization

Attachment F – Certificate of Insurance

Attachment G – Consultant proposal and required forms from the December 21, 2020 submittal to the Corpus Christi MPO



Date: March 11, 2021
To: Technical Advisory Committee (TAC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5C: US Census Urban Area Definition
Action: Review and Discuss

Summary

The Census Bureau's urban-rural classification is fundamentally a delineation of geographical areas, identifying both individual urban areas and the rural areas of the nation. The Census Bureau's urban areas represent densely developed territory, and encompass residential, commercial, and other non-residential urban land uses. The Census Bureau delineates urban areas after each decennial census by applying specified criteria to decennial census and other data measures assists MPOs and DOTs in setting goals, adjusting priorities, allocating resources, and developing policy.

On February 19, 2021, The Department of Commerce, Bureau of the Census released proposed changes to how Urban areas are delineated. The proposal differs from past processes in ways that may substantially alter the delineation of the Corpus Christi Urban Area. Some specific changes relevant to the Corpus Christi MPO are:

- The Census Bureau proposes adopting a housing unit density threshold of 385 housing units per square mile as the primary criterion for determining whether a census block qualifies for inclusion in an urban area, replacing the traditional use of population and population density. The 385 housing units (occupied **or vacant**) per square mile density threshold utilized in the delineation of urban areas is consistent with the 1,000 persons per square mile density used in the past.
- The Census Bureau proposes that an area will qualify as urban if it contains at least 4,000 housing units or has a population of at least 10,000. The proposed increase in the minimum population responds to calls for the Census Bureau to increase its minimum threshold for defining urban areas from the 2,500-person minimum established in 1910. The proposed 10,000-person minimum threshold aligns with thresholds used by other federal agencies to distinguish between urban and rural areas as well as with the Office of Management and Budget's minimum threshold for urban areas that form the cores of micropolitan statistical areas.
- The Census Bureau proposes to cease distinguishing different types of urban areas. In adopting this proposal, the Census Bureau would identify urban areas of 4,000 or more housing units or 10,000 or more persons without distinguishing types of urban areas. The 50,000-person threshold that has been used to distinguish between urbanized areas and smaller urban areas (whether urban places outside urbanized areas or urban clusters) no longer has the same

meaning as when it was adopted in 1950 and, therefore, should no longer be used to distinguish types of urban areas.

- The Census Bureau proposes reducing the maximum jump distance to 1.5 miles, returning to the maximum distance employed in urban area delineation from the 1950 Census through the 1990 Census. Data users, analysts, and some urban geographers expressed concern that the 2.5 miles maximum jump distance adopted for the 2000 Census was too generous in some situations and resulted in overextension of urban area territory.
- The Census Bureau proposes to no longer include within an urban area the low-density territory intervening between the main body of the urban area and the outlying qualifying territory that is the destination of a hop or a jump or exempted territory that has been separated from the urban area core by water or wetlands. This will result in noncontiguous urban areas.
- Consistent with concerns about over-bounding of urban areas and with the decision to no longer include the low-density hop and jump corridors within urban areas, we propose to cease including low-density territory within indentations that are formed during the delineation process when densely developed, qualifying territory surrounds low-density territory on three sides.

Attachments

1. Federal Register Notice
2. The AMPO presentation from the Census staff is found here:
<https://register.gotowebinar.com/recording/5952178023051364368>
3. Map of 2010 Urban Areas
4. Map of 2016 Impervious Surface used to aid Urban designation.

SUMMARY: Notice is hereby given, pursuant to the provisions of the rules and regulations of the U.S. Commission on Civil Rights (Commission) and the Federal Advisory Committee Act that the Illinois Advisory Committee (Committee) will hold a meeting via the online platform WebEx on Tuesday, March 9, 2021 at 12:00 p.m. Central Time. The purpose of the meeting is for the Committee to start preparing for their upcoming WebEx briefing on Education and Civil Rights concerns in the state.

DATES: The meeting will be held on:

- Tuesday, March 9, 2021, at 12:00 p.m. Central Time. Web link: <https://civilrights.webex.com/civilrights/j.php?MTID=md4d564c28cf610f9e94e7291a3d9bf0d>. Join by phone: 800-360-9505 USA Toll Free. Access code: 199 496 5009.

FOR FURTHER INFORMATION CONTACT: David Barreras, Designated Federal Officer, at dbarreras@usccr.gov or (202) 499-4066.

SUPPLEMENTARY INFORMATION: Members of the public may listen to this discussion through the above call-in number. An open comment period will be provided to allow members of the public to make a statement as time allows. Callers can expect to incur regular charges for calls they initiate over wireless lines, according to their wireless plan. The Commission will not refund any incurred charges. Individual who is deaf, deafblind and hard of hearing may also follow the proceedings by first calling the Federal Relay Service at 1-800-877-8339 and providing the Service with the conference call number and conference ID number.

Members of the public are entitled to submit written comments; the comments must be received in the regional office within 30 days following the meeting. Written comments may be emailed to David Barreras at dbarreras@usccr.gov.

Records generated from this meeting may be inspected and reproduced at the Regional Programs Unit Office, as they become available, both before and after the meeting. Records of the meeting will be available via <https://www.faca.database.gov/FACA/FACAPublicViewCommitteeDetails?id=a10t0000001gzlZAAQ> under the Commission on Civil Rights, Illinois Advisory Committee link. Persons interested in the work of this Committee are directed to the Commission's website, <http://www.usccr.gov>, or may contact the Regional Programs Unit at the above email or street address.

Agenda

- I. Welcome & Roll Call
- II. Chair's comments
- III. Discussion: Education Project
- IV. Next Steps
- V. Public Comment
- VI. Adjournment

Dated: February 12, 2021.

David Mussatt,

Supervisory Chief, Regional Programs Unit.

[FR Doc. 2021-03346 Filed 2-18-21; 8:45 am]

BILLING CODE P

DEPARTMENT OF COMMERCE

Bureau of the Census

[Docket Number 210212-0021]

Urban Areas for the 2020 Census—Proposed Criteria

AGENCY: Bureau of the Census, Department of Commerce.

ACTION: Notice of proposed program and request for comments.

SUMMARY: This notice provides the Bureau of the Census' (hereafter, Census Bureau's) proposed criteria for defining urban areas based on the results of the 2020 Decennial Census. It also provides a description of the changes from the final criteria used for the 2010 Census. The Census Bureau is requesting public comment on these proposed criteria. The Census Bureau delineates urban areas after each decennial census by applying specified criteria to decennial census and other data. Since the 1950 Census, the Census Bureau has reviewed and revised these criteria, as necessary, for each decennial census in order to improve the classification of urban areas by taking advantage of newly available data and advancements in geographic information processing technology.

DATES: Written comments must be submitted on or before May 20, 2021.

ADDRESSES: Please direct all written comments on this proposed program via email at geo.urban@census.gov to Vincent Osier, Geographic Standards, Criteria, and Quality Branch, Geography Division, U.S. Census Bureau. Please note that paper comments cannot be reviewed due to limited building access caused by the COVID-19 pandemic. Phone: 301-763-1128.

FOR FURTHER INFORMATION CONTACT: Requests for additional information on this proposed program should be directed to Vincent Osier, Geographic Standards, Criteria, and Quality Branch, Geography Division, U.S. Census Bureau, via email at geo.urban@census.gov. Phone: 301-763-1128.

SUPPLEMENTARY INFORMATION: The Census Bureau's urban area classification is fundamentally a delineation of geographical areas, identifying individual urban areas as well as the rural portion of the nation. The Census Bureau's urban areas represent densely developed territory, and encompass residential, commercial, and other non-residential urban land uses. The boundaries of the urban areas have been defined primarily by using measures based on population counts and residential population density, and also by using measures based on criteria that account for non-residential urban land uses, such as commercial, industrial, transportation, and open space that are part of the urban landscape. Since the 1950 Census, when the Census Bureau first defined densely settled urbanized areas of 50,000 or more people, the urban area delineation process has addressed non-residential urban land uses through criteria designed to account for commercial enclaves, special land uses such as airports, and densely developed noncontiguous territory.

In delineating urban areas, the Census Bureau does not take into account or attempt to meet the requirements of any nonstatistical uses of these areas or their associated data. Nonetheless, the Census Bureau recognizes that some federal and state agencies use the Census Bureau's urban area classification for nonstatistical uses such as allocating program funds, setting program standards, and implementing aspects of their programs. The agencies that use the classification and data for such nonstatistical uses should be aware that the changes to the urban area criteria also might affect the implementation of their programs. In addition, the Census Bureau is not responsible for the use of its urban area classification in nonstatistical programs. If a federal, tribal, state, or local agency uses the urban area classification for nonstatistical purposes, it is that agency's responsibility to ensure that the classification is appropriate for such use.

(1) History

Over the course of a century defining urban areas, the Census Bureau has introduced conceptual and methodological changes to ensure that the urban area classification keeps pace with changes in settlement patterns and with changes in theoretical and practical approaches to interpreting and understanding the definition of urban areas. Prior to the 1950 Census, the Census Bureau primarily defined "urban" as any population, housing,

and territory located within incorporated places with a population of 2,500 or more. That definition was easy and straightforward to implement, requiring no need to calculate population density; to understand and account for actual settlement patterns on the ground in relation to boundaries of administrative units; or to consider densely settled populations existing outside incorporated municipalities. For much of the first half of the twentieth century, that definition was adequate for defining “urban” and “rural” in the United States, but by 1950 it became clear that it was incomplete.

Increasing suburbanization, particularly outside the boundaries of large incorporated places led the Census Bureau to adopt the urbanized area concept for the 1950 Census. At that time, the Census Bureau formally recognized that densely settled communities outside the boundaries of large incorporated municipalities were just as “urban” as the densely settled population inside those boundaries. Outside of urbanized areas of 50,000 or more people, the Census Bureau continued to recognize urban places with at least 2,500 and less than 50,000 persons. This basic conceptual approach to identifying urban areas remained in effect through the 1990 Census, albeit with some changes to criteria and delineation methods.

The Census Bureau adopted six substantial changes to its urban area criteria for the 2000 Census:

- Defining urban clusters using the same criteria as urbanized areas.
- Disregarding incorporated place and census designated place (CDP) boundaries when defining urbanized areas and urban clusters.
- Adoption of 500 persons per square mile (ppsm) as the minimum density criterion for recognizing some types of urban territory.
- An increase in the maximum jump distance for linking densely developed territory separated from the main body of the urban area by intervening low density territory from 1.5 to 2.5 miles. This recognized the prospect that larger clusters of non-residential urban uses might offset contiguity of densely settled territory.
- Introduction of the hop concept to provide an objective basis for recognizing that nonresidential urban uses, such as small commercial areas or parks, create small gaps between densely settled residential territories, but are part of the pattern of urbanization.
- Adoption of a zero-based approach to defining urban areas.

For the 2010 Census, the Census Bureau adopted moderate changes and enhancements to the criteria to improve upon the classification of urban and rural areas while continuing to meet the objective of a uniform application of criteria nationwide. These changes were:

- Use of census tracts as analysis units in the initial phase of delineation.
- Use of land use/land cover data from the National Land Cover Database (NLCD) to identify qualifying areas of non-residential urban land uses.
- Qualification of airports for inclusion in urban areas.
- Elimination of the designation of central places within urban areas.¹
- Requirement for minimum population residing outside institutional group quarters.
- Splitting large urban agglomerations.

The conceptual and criteria changes adopted for both the 2000 and 2010 Censuses, as well as the history of the Census Bureau’s urban area classification, are discussed in more detail in the document “A Century of Delineating a Changing Landscape: The Census Bureau’s Urban and Rural Classification, 1910 to 2010,” available at https://www2.census.gov/geo/pdfs/reference/ua/Century_of_Defining_Urban.pdf.

(2) Proposed Changes for the 2020 Urban Areas

Adoption of a Housing Unit Density Threshold for Qualification of Census Blocks

The Census Bureau proposes adopting a housing unit density threshold of 385 housing units per square mile as the primary criterion for determining whether a census block qualifies for inclusion in an urban area, replacing the use of population density. The 385 housing units (occupied or vacant) per square mile density threshold utilized in the delineation of urban areas is consistent with the 1,000 persons per square mile density used in the past, based on the 2019 American Community Survey (ACS) 1-year data average of an estimated 2.6 persons per household for the United States. Housing unit density provides a more direct measure of the densely developed landscape than population density. The use of housing unit density will allow

¹ The central place concept was not necessary for urban area delineation and the resulting list of qualified central places largely duplicated the list of principal cities identified by the Metropolitan and Micropolitan Statistical Area standards. There was no conceptual reason to continue identifying two slightly different lists of cities and other places that were central to their respective regions.

the Census Bureau to more accurately account for areas with substantial concentrations of housing that are considered part of the urban landscape, but have smaller than average persons per housing unit or seasonal populations or both. This change also will provide the ability to update the extent of urban areas between censuses, based on housing unit information in the Census Bureau’s Master Address File. Intercensal updates of urban areas have not been possible to date, due to the lack of population counts at the census block-level between decennial censuses. As a result, although the Census Bureau presented estimated populations for urban areas based on the ACS, these data were produced using boundaries defined based on data from the previous decennial census and did not keep pace with changes to the extent of urbanization. In addition, the Census Bureau’s decision to adopt differential privacy methodology as a means for protecting the privacy of individual responses to the decennial census has been accompanied by the decision that published census block-level populations should be variant—that is, the published population count for any given census block will vary from the enumerated population count in order to protect individuals from reidentification. This will affect the calculation of population density at the census block-level. Housing unit counts, however, are invariant and will reflect the number of housing units enumerated in each block, and thus are a more consistent measure.

Qualify Urban Areas Based on a Minimum Threshold of 4,000 Housing Units or 10,000 Persons Instead of a Minimum Threshold of 2,500 Persons

The Census Bureau proposes that an area will qualify as urban if it contains at least 4,000 housing units or has a population of at least 10,000. The proposed increase in the minimum population responds to calls for the Census Bureau to increase its minimum threshold for defining urban areas from the 2,500-person minimum established in 1910. The proposed 10,000-person minimum threshold aligns with thresholds used by other federal agencies to distinguish between urban and rural areas as well as with the Office of Management and Budget’s minimum threshold for urban areas that form the cores of micropolitan statistical areas. The proposal to adopt a housing unit threshold is consistent with our proposed shift to housing unit density and is proposed for the same reasons: It provides a more direct measure of settlement and the built environment

and bases qualification on a measure that is not subject to variance resulting from the Census Bureau's disclosure avoidance methodology. The proposed 4,000-housing unit threshold approximates the 10,000-person threshold based on the national average of 2.6 persons per household. We are proposing use of either threshold for qualification of an area as urban, based on the recognition that some areas have average persons per household sizes larger than the national average of 2.6, or may contain a substantial number of persons living in group quarters (or both), and, as a result, may have populations of 10,000 or more, but less than 4,000 housing units.

Cease Distinguishing Different Types of Urban Areas

The Census Bureau proposes to cease distinguishing different types of urban areas. In adopting this proposal, the Census Bureau would identify urban areas of 4,000 or more housing units or 10,000 or more persons without distinguishing types of urban areas. The 50,000-person threshold that has been used to distinguish between urbanized areas and smaller urban areas (whether urban places outside urbanized areas or urban clusters) no longer has the same meaning as when it was adopted in 1950 and, therefore, should no longer be used to distinguish types of urban areas. Further, the threshold is, to some extent, arbitrary; that is, as far as the Census Bureau has been able to determine from scholarship, there is no reason to assume that an urban area of just over 50,000 persons is fundamentally different in terms of economic and social functions and services than an area with just under 50,000 persons. Lastly, federal agencies apply a range of thresholds to various urban-rural classifications. These thresholds can be applied to the published data by the individual agencies to meet their own objectives.

Maximum Distances of Jumps

Jumps (and the shorter distance hops) recognize that urban development is not always a continuous and contiguous process across the landscape, and facilitate inclusion of noncontiguous densely developed territory that is considered part of the nearby urban area. (For more information about the history and evolution of the jump and hop concepts, see "A Century of Delineating a Changing Landscape: The Census Bureau's Urban and Rural Classification, 1910 to 2010," available at https://www2.census.gov/geo/pdfs/reference/ua/Century_of_Defining_Urban.pdf.) The Census Bureau

proposes reducing the maximum jump distance to 1.5 miles, returning to the maximum distance employed in urban area delineation from the 1950 Census through the 1990 Census. Data users, analysts, and some urban geographers expressed concern that the 2.5 mile maximum jump distance adopted for the 2000 Census was too generous in some situations and resulted in overextension of urban area territory. The Census Bureau proposed reverting to 1.5 miles in the proposed criteria for the 2010 Census, but responses from commenters were inconclusive and, as a result, no change was made. We continue to be concerned about the possible overextension of urban area territory in some situations as a result of the 2.5 mile maximum jump distance. The impervious surface criteria adopted in 2010 accounted for non-residential urban land uses, many of which also were in mind when we extended the jump distance for the 2000 Census. Thus, the two criteria serve largely the same purpose, but are applied separately, and when taken together, they can result in overextension of urban territory.

No Longer Include the Low Density Hop or Jump "Corridor" in the Urban Area

The Census Bureau proposes to no longer include within an urban area the low density territory intervening between the main body of the urban area and the outlying qualifying territory that is the destination of a hop or a jump or exempted territory that has been separated from the urban area core by water or wetlands. This will result in noncontiguous urban areas. Review of 2010 Census urban areas indicates that, due to their often irregular and relatively large geographic extent, including the corridor blocks sometimes resulted in the inclusion of population, housing, and territory that is otherwise of a rural nature and contains land uses that are not consistent with those found in the densely developed blocks on either end of the hop or jump corridor. We note that the 1950 Census criteria for defining urbanized areas, while permitting jumps of up to 1.5 miles across low density intervening territory, did not call for inclusion of the low density jump corridor in the urban area. This change in criteria will result in a more accurate depiction of the patterns of urban development.

No Longer Include Low-Density Territory Located Within Indentations Formed During the Urban Area Delineation Process

Consistent with concerns about overbounding of urban areas and with

the decision to no longer include the low-density hop and jump corridors within urban areas, we propose to cease including low-density territory within indentations that are formed during the delineation process when densely developed, qualifying territory surrounds low-density territory on three sides. Previous urban area criteria provided for the inclusion of indentations, when specified conditions were met, to (1) account for potential non-residential urban land uses that may be located within the indentation, (2) account for the potential for higher density development in the near future, and (3) produce smoother, less complicated boundaries for mapping purposes. Review of land uses within indentations formed during the 2010 urban area delineation has indicated that much of the territory remains less developed and less urban in character. Given that the impervious surface criteria are sufficient for identifying non-residential urban land uses and that modern computerized mapping and visualization methods provide the ability for users to view boundaries at various scales or "zoom levels," thus reducing the need for smoother boundaries, we no longer see a need to close off indentations when delineating urban areas.

Splitting of Large Agglomerations of Densely Settled Territory

The automated process utilized by the Census Bureau results in the delineation of large agglomerations of continuously developed territory. While there is value in the identification of large agglomerations, some are too large and extensive to be of use for most analyses involving urban areas. Examples of large agglomerations of continuously developed territory exist throughout the United States and Puerto Rico, some encompassing only a pair of urban areas; others encompassing three or more urban areas extending across multiple states.

The question of when and how to merge adjacent urban areas or split large agglomerations has existed since the delineation of urban areas for the 1960 Census. Past criteria relied upon metropolitan statistical area or primary metropolitan statistical area definitions to determine whether to merge adjacent urban areas or, as was the case in the 2010 Census criteria, split agglomerations based on the previous decade's urbanized areas. Neither of these approaches relied upon objective measures consistent with the same time frame as the measures used in the delineation process. In other words, agglomerations were delineated based

on data either from or contemporary with the decennial census, but were split based on the results of the previous decade's data and delineation.

For the 2020 Census, the Census Bureau proposes using worker flow data (*i.e.*, commuting flows) from the Longitudinal Employer-Household Dynamics (LEHD) Program to identify whether the agglomeration represents a single functionally integrated region or whether commuting patterns indicate the presence of distinct urban areas within the larger agglomeration. The LEHD worker flow data would be used in two stages. The first stage is an analysis of adjacent 2010 Census urban areas, based on aggregate commuter flows into and out of each urban area. Adjacent 2010 Census urban areas will be merged if 50 percent or more of the workers in the smaller urban area are working in the larger urban area and 50 percent or more of the jobs in the smaller urban area are filled by workers residing in the larger urban area. If not merged, urban areas are selected for further analysis and split boundary adjustment. The second stage is identification of where to split large agglomerations, based on patterns observed by performing "community" detection on the LEHD worker flow data. "Community" boundaries resulting from application of the Leiden Algorithm² to the worker flow data will be used to adjust 2010 Census urban area split boundaries for the final 2020 Census urban areas. Application of this criterion could shift territory from one 2010 urban area to a different 2020 urban area. The resulting splits will reflect contemporaneous commuting patterns, which in turn, serve as proxy measures for other kinds of economic and social interactions within urban areas.

(3) Proposed Urban Area Criteria for the 2020 Census

The proposed criteria outlined herein apply to the United States,³ Puerto Rico, and the Island Areas of American Samoa, the Commonwealth of the Northern Mariana Islands, Guam, and the U.S. Virgin Islands. The Census Bureau proposes the following criteria and characteristics for use in identifying the areas that will qualify for designation as urban areas for use in

tabulating data from the 2020 Census, the American Community Survey (ACS), the Puerto Rico Community Survey, and potentially other Census Bureau censuses and surveys.

A. 2020 Census Urban Area Definitions

For the 2020 Census, an urban area will comprise a densely developed core of census blocks⁴ that meet minimum housing unit density requirements, along with adjacent territory containing non-residential urban land uses as well as other lower density territory included to link outlying densely settled territory with the densely settled core. To qualify as an urban area, the territory identified according to the proposed criteria must encompass at least 4,000 housing units or at least 10,000 persons. The term "rural" encompasses all population, housing, and territory not included within an urban area.

As a result of the urban area delineation process, an incorporated place or census designated place (CDP) may be partly inside and partly outside an urban area. Any census geographic areas, with the exception of census blocks, may be partly within and partly outside an urban area.

All proposed criteria based on land area, housing unit density, and population, reflect the information contained in the Census Bureau's Master Address File/Topologically Integrated Geographic Encoding and Referencing (MAF/TIGER) Database (MTDB) at the time of the initial delineation. All calculations of housing unit density include only land; the areas of water contained within census blocks are not used in density calculations. Housing unit, population, and worker flow data used in the urban area delineation process will be those published by the Census Bureau for all public and official uses.

B. Proposed Urban Area Delineation Criteria

The Census Bureau proposes to define urban areas primarily on the basis of housing unit density measured at the census block level of geography. The 385 housing units per square mile density threshold utilized in the delineation of urban areas is consistent with the 1,000 persons per square mile density used in the past, based on the 2019 ACS 1-year data average of an

estimated 2.6 persons per household for the United States.

1. Identification of Initial Urban Area Cores

The Census Bureau proposes to begin the delineation process by identifying and aggregating contiguous census blocks each having a housing unit density of at least 385 housing units per square mile. This aggregation of continuous census blocks would be known as the "initial urban area core." The initial urban area core must encompass at least 385 housing units (consistent with the requirement for at least 1,000 people in the 2010 criteria).

After the initial urban area core is identified, additional census blocks would be included if it is adjacent to other qualifying territory and if it meets any of the following criteria:

a. It has a housing unit density of at least 385 housing units per square mile.

b. At least one-third of the census block consists of territory with a level of imperviousness of at least twenty percent,⁵ and is compact in nature as defined by a shape index. A census block is considered compact when the shape index is at least 0.185 using the following formula: $I = 4\pi A/P^2$ where I is the shape index, A is the area of the entity, and P is the perimeter of the entity.

c. At least one-third of the census block consists of territory with a level of imperviousness of at least twenty percent, and at least forty percent of its boundary is contiguous with qualifying territory.

The Census Bureau would apply proposed criteria 1.a, 1.b, and 1.c above until there are no blocks to add to the urban area. Any "holes" or remaining nonqualifying territory completely contained within an initial urban area core that is less than five square miles in area will qualify as urban via the criteria for inclusion of enclaves, as set forth below in the III. B. 5., subheading entitled, "5. Inclusion of Enclaves."

2. Inclusion of Group Quarters

Census blocks containing institutional and non-institutional group quarters that are adjacent to census blocks qualifying based on the criteria outlined in step 1 above ("1. Identification of Initial Urban Area Cores") will be included in the urban area. This criterion accounts for the fact that group quarters, such as college dormitories, are not considered housing units by the

² Thomas, I., A. Adam, and A. Verhetsel. Migration and commuting interactions fields: A new geography with community detection algorithm? 2017. *Belgeo*. [Online], 4. <http://journals.openedition.org/belgeo/20507>. Traag V.A., L. Waltman and N.J. van Eck. From Louvain to Leiden: Guaranteeing well-connected communities. 2019. *Scientific Reports*. 9:5233.

³ For Census Bureau purposes, the United States includes the 50 States and the District of Columbia.

⁴ A census block is the smallest geographic area for which the Census Bureau tabulates data and is an area normally bounded by visible features, such as streets, rivers or streams, shorelines, and railroads, and by nonvisible features, such as the boundary of an incorporated place, minor civil division, county, or other 2020 Census tabulation entity.

⁵ The Census Bureau has found in testing the NLCD that territory with an impervious percent less than twenty percent results in the inclusion of road and structure edges, and not the actual roads or buildings themselves.

Census Bureau, but generally are part of the urban landscape.

3. Inclusion of Noncontiguous Territory via Hops and Jumps

Noncontiguous territory that meets the proposed housing density criteria specified in section B.1.a and b above, but is separated from an initial urban area core of 385 housing units or more, may be added via a hop along a road connection of no more than 0.5 miles. Multiple hops may be made along a single road connection, thus accounting for the nature of contemporary urban development, which often encompasses alternating patterns of residential and non-residential uses.

After adding territory to an initial urban area core via hop connections, the Census Bureau will identify all urban area cores that have a housing unit count of 577 or more (consistent with the requirement for at least 1,500 people in the 2010 criteria) and add other qualifying territory via a jump connection.⁶ Jumps are used to connect densely settled noncontiguous territory separated from the urban area core by territory with low housing unit density measuring greater than 0.5 and no more than 1.5 road miles across. This process recognizes the existence of larger areas of non-residential uses or other territory with low housing unit density that do not provide a substantial barrier to interaction between outlying territory with high housing unit density and the urban area core. Because it is possible that any given densely developed area could qualify for inclusion in multiple cores via a jump connection, the identification of jumps in an automated process starts with the initial urban area core that has the largest total population and continues in descending order based on the total population of each initial urban area core. Only one jump is permitted along any given road connection. This limitation, which has been in place since the inception of the urban area delineation process for the 1950 Census, prevents the artificial extension of urban areas over large distances that result in the inclusion of communities that are not commonly perceived as connected to the particular initial urban area core. Exempted territory is not taken into account when measuring road distances across hop and jump corridors. In the case of both hops and jumps, the intervening, low

density block or blocks are not included in the urban area.

4. Inclusion of Noncontiguous Territory Separated by Exempted Territory

The Census Bureau proposes to identify and exempt territory in which residential development is substantially constrained or not possible due to either topographical or land use conditions.⁷ Such exempted territory offsets urban development due to particular land use, land cover, or topographic conditions. For the 2020 Census, the Census Bureau proposes the following to be exempted territory:

- Bodies of water; and
- Wetlands (belonging to one of eight wetlands class definitions⁸)

Noncontiguous qualifying territory would be added to a core via a hop or jump when separated by exempted territory, provided that it meets the following criteria:

- a. The road connection across the exempted territory (located on both sides of the road) is no greater than five miles, and
- b. The total length of the road connection between the initial urban area core and the noncontiguous territory, including the exempt distance and non-exempt hop or jump distances, is also no greater than five miles.

The intervening, low density block or blocks of water or wetlands are not included in the urban area.

5. Inclusion of Enclaves

The Census Bureau will add enclaves (that is, nonqualifying area completely surrounded by area already qualified for inclusion as urban) within the urban area, provided that they are surrounded only by land area that qualified for inclusion in the urban area based on housing unit density criteria, and at least one of the following conditions is met:

- a. The area of the enclave must be less than five square miles.
- b. All area of the enclave is surrounded by territory that qualified for inclusion in the initial urban area core and is more than a straight-line distance of 1.5 miles from a land block that is not part of the urban area.

⁷ The land cover and land use types used to define exempted territory are limited to only those that are included in or can be derived from the Census Bureau's MTDB or the MRLC's most recent version of the NLCD nationally, consistently, and with some reasonable level of accuracy.

⁸ For the MRLC's 2016 NLCD, wetlands are identified as belonging to one of eight wetlands class definitions including woody, palustrine forested, palustrine scrub/shrub, estuarine forested, estuarine scrub/shrub, emergent herbaceous, palustrine emergent (persistent), or estuarine emergent.

Additional enclaves will be identified and included within the urban area if:

- a. The area of the enclave is less than five square miles,
- b. The enclave is surrounded by both land that qualified for inclusion in the urban area and water, and
- c. The length of the line of adjacency with the water is less than the length of the line of adjacency with the land.

6. Inclusion of Airports

After all territory has been added to the urban area core via hop and jump connections, and enclaves, the Census Bureau will then add whole census blocks that approximate the territory of airports, provided at least one of the blocks that represent the airport is within a distance of 0.5 miles of the edge of qualifying urban territory. An airport qualifies for inclusion if it is currently functional and one of the following criteria (per the Federal Aviation Administration's (FAA) Air Carrier Activity Information System⁹) applies:

- a. It is a qualified cargo airport.
- b. It has an annual passenger enplanement of at least 2,500 in any year between 2011 and 2019.

7. Additional Nonresidential Urban Territory

The Census Bureau will identify additional nonresidential urban-related territory that is noncontiguous, yet near the urban area. The Census Bureau recognizes the existence of large commercial and/or industrial land uses that are separated from an urban area by a relatively thin "green buffer," small amount of undeveloped territory, and/or a narrow census block required for tabulation (such as a water feature, offset boundary, road median, or area between a road and rail feature). The Census Bureau will review all groups of census blocks whose members qualify as urban via the impervious surface criteria set forth in Section 1.b, have a total area of at least 0.15 square miles,¹⁰ and are within 0.25 miles of an urban area. A final review of these census blocks and surrounding territory¹¹ will

⁹ The annual passenger boarding data only includes primary, non-primary commercial service, and general aviation enplanements as defined and reported by the FAA Air Carrier Activity Information System.

¹⁰ The Census Bureau found in testing that individual (or groups of) census blocks with a high degree of impervious surface land cover with an area less than 0.15 square miles tend to be more associated with road infrastructure features such as cloverleaf overpasses and multilane highways.

¹¹ Additional census blocks within eighty feet of the initial groups also qualifying as impervious, but failing the shape index, are also identified for review.

⁶ All initial urban area cores with less than 4,000 housing units or 10,000 persons are not selected to continue the delineation as separate urban areas; however, these cores still are eligible for inclusion in an urban area using subsequent proposed criteria and procedures.

determine whether to include this territory in an urban area.

8. Splitting Large Agglomerations and Merging Individual Urban Areas

Population growth and redistribution coupled with the automated urban area delineation methodology that will be used for the 2020 Census may result in large agglomerations of continuously developed territory that may encompass territory defined as separate urban areas for the 2010 Census. If such results occur, the Census Bureau will apply split and merge criteria.

For the 2020 Census, the Census Bureau proposes using worker flow data (*i.e.*, commuting flows) from the Longitudinal Employer-Household Dynamics (LEHD) Program to identify whether the agglomeration represents a single functionally integrated region or whether commuting patterns indicate the presence of distinct urban areas within the larger agglomeration. An agglomeration that encompasses two or more 2010 Census urban areas will be a candidate for splitting into smaller urban areas. This condition will trigger application of the following splitting criteria:

a. Each pair of 2010 Census urban areas will be analyzed to determine whether to split or to remain merged. The 2010 urban area with the smaller population will be analyzed in relation to the 2010 urban area with the larger population.

b. The 2010 Census urban area with the smaller population will remain in the agglomeration if at least 50 percent of its resident workers are employed within the larger 2010 Census urban area and at least 50 percent of the jobs in the smaller urban area are filled by workers residing within the larger 2010 Census urban area. If either of these conditions are not met, the smaller urban area will be split from the agglomeration and categorized based on the worker flow data.

c. The 2010 Census urban areas are organized into four categories:

1. Worker flows are 50 percent or more to or from another 2010 Census urban area, but not in both directions;

2. Worker flows are less than 50 percent internal, but also less than 50 percent with any other single 2010 Census urban area;

3. Adjacent 2010 Census urban areas that are in categories 1 or 2;

4. Worker flows are 50 percent or more internal to the 2010 Census urban area.

d. Community detection is performed on the LEHD worker flow data using the Leiden Algorithm to identify commuter-based communities. The resulting

communities are used to adjust the 2010 Census urban area split boundaries based on thresholds set to each of the four categories. However, for all categories, at least 50 percent of the worker flow must be internal to all resulting urban areas. The boundary between two urban areas may also be modified to avoid splitting an incorporated place, CDP, or minor civil division (MCD) between two urban areas at the time of delineation.

e. Upon running the community detection algorithm, the resulting communities are used to adjust the 2010 Census urban area split boundaries, and to identify the potential boundary between the resulting 2020 urban areas, starting with urban areas in the first category (below) and progressing to the fourth category (below).

- Category 1. For the smaller of each urban area pair, adjacent communities (identified by the Leiden Algorithm) are added from the larger urban area until the internal worker flow of the smaller urban area is greater than 50 percent. Communities can only be added to the smaller urban area until the total housing unit count increases by less than 50 percent.

- Category 2. For the smaller of each urban area pair, adjacent communities (identified by the Leiden Algorithm) are added from the larger urban area until the internal worker flow is greater than 50 percent.

- Category 3. If there is greater than 10 percent worker flow between adjacent urban areas in categories 1 and 2, then they will be combined as one urban area and the criteria of the lowest category will be applied.

- Category 4. Split boundaries will be adjusted to their nearest community boundary.

9. Assigning Urban Area Titles

A clear, unambiguous title based on commonly recognized place names helps provide context for data users and ensures that the general location and setting of the urban area can be clearly identified and understood. The title of an urban area identifies the place(s) that is (are) the most populated within the urban area. All population requirements for places and MCDs apply to the portion of the entity's population that is within the specific urban area being named. The Census Bureau proposes the following criteria to determine the title of an urban area:

a. The most populous incorporated place within the urban area that has a population of 10,000 or more will be listed first in the urban area title.

b. If there is no incorporated place with a population of 10,000 or more, the

urban area title will include the name of the most populous incorporated place or CDP within the urban area that has at least 2,500 people.

c. Up to two additional places, in descending order of population size, may be included in the title of an urban area, provided that the place meets one of the following criteria:

a. The place has 250,000 or more people.

b. The place has at least 2,500 people, and that population is at least two-thirds of the urban area population of the most populous place in the urban area.

If the urban area does not contain a place of at least 2,500 people, the Census Bureau will consider the name of the incorporated place, CDP, or MCD with the largest total population in the urban area, or a local name recognized for the area by the United States Geological Survey's (USGS) Geographic Names Information System (GNIS), with preference given to names also recognized by the United States Postal Service (USPS). The urban area title will include the USPS abbreviation of the name of each state or statistically equivalent entity in which the urban area is located or extends. The order of the state abbreviations is the same as the order of the related place names in the urban area title.¹²

If a single place or MCD qualifies as the title of more than one urban area, the largest urban area will use the name of the place or MCD. The smaller urban area will have a title consisting of the place or MCD name and the direction (North, South, East, or West) of the smaller urban area as it relates geographically to the larger urban area with the same place or MCD name.

If any title of an urban area duplicates the title of another urban area within the same state, or uses the name of an incorporated place, CDP, or MCD that is duplicated within a state, the name of the county that has most of the population of the largest place or MCD is appended, in parentheses, after the duplicate place or MCD name for each urban area. If there is no incorporated place, CDP, or MCD name in the urban area title, the name of the county having the largest total population residing in the urban area will be appended to the title.

¹² In situations where an urban area is only associated with one place name but is located in more than one state, the order of the state abbreviations will begin with the state within which the place is located and continue in descending order of population of each state's share of the population of the urban area.

C. Definitions of Key Terms

Census Block: A geographic area bounded by visible and/or invisible features shown on a map prepared by the Census Bureau. A census block is the smallest geographic entity for which the Census Bureau tabulates decennial census data.

Census Designated Place (CDP): A statistical geographic entity encompassing a concentration of population, housing, and commercial structures that is clearly identifiable by a single name, but is not within an incorporated place. CDPs are the statistical counterparts of incorporated places for distinct unincorporated communities.

Census Tract: A small, relatively permanent statistical geographic subdivision of a county or county equivalent defined for the tabulation and publication of Census Bureau data. The primary goal of the census tract program is to provide a set of nationally consistent small, statistical geographic units, with stable boundaries that facilitate analysis of data across time.

Contiguous: Refers to two or more areas sharing common boundaries.

Core Based Statistical Area (CBSA): A statistical geographic entity defined by the U.S. Office of Management and Budget, consisting of the county or counties or equivalent entities associated with at least one core of at least 10,000 population, plus adjacent counties having a high degree of social and economic integration with the core as measured through commuting ties with the counties containing the core. Metropolitan and micropolitan statistical areas are the two types of core based statistical areas.

Enclave: An area with population or housing unit density lower than the minimum for qualification that is completely surrounded by area already qualified for inclusion as urban.

Exempted Territory: Pre-existing land cover that offsets the pattern of urban development.

Group Quarters (GQs): A place where people live or stay, in a group living arrangement that is owned or managed by an entity or organization providing housing and/or services for the residents. These services may include custodial or medical care, as well as other types of assistance, and residency is commonly restricted to those receiving these services. This is not a typical household-type living arrangement. People living in GQs are usually not related to each other. GQs include such facilities as college residence halls, residential treatment centers, skilled nursing facilities, group

homes, military barracks, correctional facilities, and workers' dormitories.

Impervious Surface: Paved, man-made surfaces, such as roads, parking lots, and rooftops.

Indentation: Areas that are partially enveloped by, and likely to be affected by and integrated with, an already qualified urban territory.

Incorporated Place: A type of governmental unit, incorporated under state law as a city, town (except in New England, New York, and Wisconsin), borough (except in Alaska and New York), or village, generally to provide specific governmental services for a concentration of people within legally prescribed boundaries.

Metropolitan Statistical Area: A core based statistical area associated with at least one urban area that has a population of at least 50,000. The metropolitan statistical area comprises the central county or counties or equivalent entities containing the core, plus adjacent outlying counties having a high degree of social and economic integration with the central county or counties as measured through commuting.

Micropolitan Statistical Area: A core based statistical area associated with at least one urban area that has a population of at least 10,000, but less than 50,000. The micropolitan statistical area comprises the central county or counties or equivalent entities containing the core, plus adjacent outlying counties having a high degree of social and economic integration with the central county or counties as measured through commuting.

Minor Civil Division (MCD): The primary governmental or administrative division of a county or equivalent entity in 29 states and the Island Areas having legal boundaries, names, and descriptions. MCDs represent many different types of legal entities with a wide variety of characteristics, powers, and functions depending on the state and type of MCD. In some states, some or all of the incorporated places also constitute MCDs.

New England City and Town Area (NECTA): A statistical geographic entity that is delineated by the U.S. Office of Management and Budget based on county subdivisions—usually cities and towns. NECTAs are defined using the same criteria as county-based CBSAs, and, similar to CBSAs, NECTAs are categorized as metropolitan or micropolitan.

Noncontiguous: Two or more areas that do not share common boundaries, such that the areas are separated by intervening territory.

Rural: Territory not defined as urban.

Topologically Integrated Geographic Encoding and Referencing (TIGER): Database developed by the Census Bureau to support its mapping needs for the decennial census and other Census Bureau programs. The topological structure of the TIGER database defines the location and relationship of boundaries, streets, rivers, railroads, and other features to each other and to the numerous geographic areas for which the Census Bureau tabulates data from its censuses and surveys.

Urban: Generally, densely developed territory, encompassing residential, commercial, and other non-residential urban land uses within which social and economic interactions occur.

Urban Area Core: Continuous area qualified as urban prior to the application of the hop and jump criteria.

Urban Cluster: A statistical geographic entity consisting of a densely settled core created from census tracts or blocks and contiguous qualifying territory that together have at least 2,500 persons but fewer than 50,000 persons.

Urbanized Area: A statistical geographic entity consisting of a densely settled core created from census tracts or blocks and adjacent densely settled territory that together have a minimum population of 50,000 people.

Ron S. Jarmin, Acting Director, Bureau of the Census, approved the publication of this Notice in the **Federal Register**.

Authority: Title 13, U.S.C., Chapter V.

Dated: February 16, 2021.

Sheleen Dumas,

Department PRA Clearance Officer, Office of the Chief Information Officer, Commerce Department.

[FR Doc. 2021-03412 Filed 2-18-21; 8:45 am]

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DEPARTMENT OF COMMERCE

Foreign-Trade Zones Board

[B-62-2020]

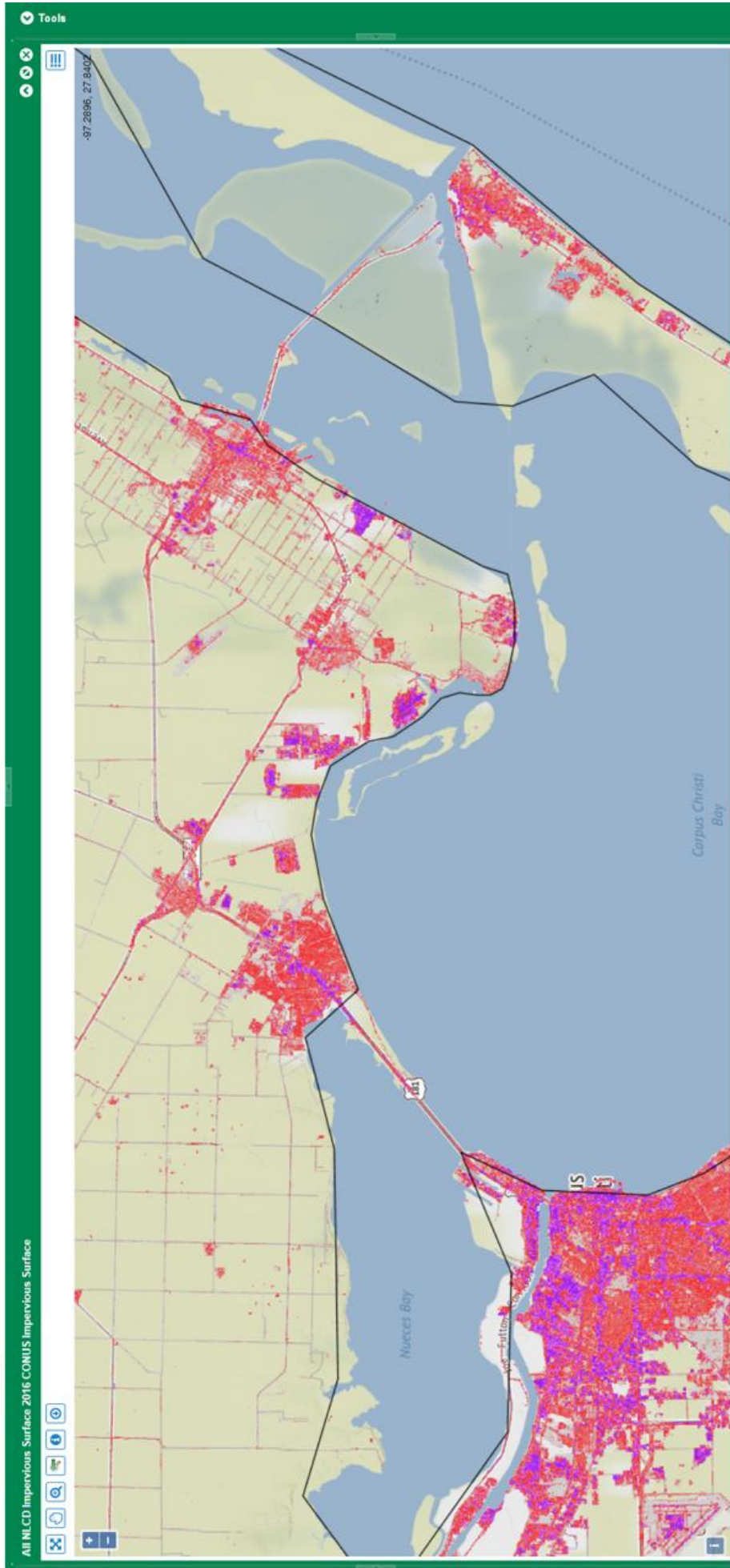
Foreign-Trade Zone (FTZ) 266—Dane County, Wisconsin; Authorization of Production Activity; Coating Place, Inc. (Pharmaceuticals); Verona, Wisconsin

On October 16, 2020, Coating Place, Inc. submitted a notification of proposed production activity to the FTZ Board for its facility within FTZ 266, in Verona, Wisconsin.

The notification was processed in accordance with the regulations of the FTZ Board (15 CFR part 400), including notice in the **Federal Register** inviting public comment (85 FR 67709, October 26, 2020). On February 16, 2021, the



Map of the 2010 Urban Areas



Map of 2016 Impervious Surface used to aid Urban Designation