



## **TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA**

**THURSDAY, August 17, 2023 - 9:00 A.M.**

**Location:** Corpus Christi Regional Transportation Authority (CCRTA) Building  
602 N. Staples Street, Room 210, Corpus Christi, TX 78401

### **1. CALL TO ORDER, ROLL CALL, AND QUORUM DETERMINATION**

### **2. PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA:**

Opportunity for public suggestions and comments for any items not on the Agenda and within the TAC's jurisdiction (except in matters related to pending litigation). Proceedings are recorded. To make a public suggestion or comment at the meeting, please fill out the printed comment card available at the meeting and submit it to Corpus Christi MPO staff 10 minutes before the meeting starts. We ask that remarks be limited to three minutes, that you identify yourself, and give your address. Those persons addressing the TAC through a translator are given twice the amount of time, or six (6) minutes to provide their comments. All Public Comments submitted shall be placed into the record of the meeting.

### **3. APPROVAL OF THE TAC JULY 20, 2023 REGULAR MEETING MINUTES**

### **4. DISCUSSION AND POSSIBLE ACTION ITEMS**

#### **A. Small Area Forecast Task Force Recommended Control Totals**

**Action:** Review, Discuss, Receive Public Comments and Possible Action

#### **B. FY 2023-2026 Transportation Improvement Program (TIP) Amendment 1**

**Action:** Review, Discuss, Receive Public Comments and Possible Action

#### **C. FY 2023 and FY 2024 Unified Planning Work Program (UPWP) Amendment 1**

**Action:** Review, Discuss, Receive Public Comments and Possible Action

### **5. INFORMATION ITEMS**

#### **A. 2050 MTP Updates**

**Action:** Review and Discuss

#### **B. 2020 Adjusted Urban Area Update**

**Action:** Review and Discuss

### **6. REGIONAL GRANT COORDINATION TOPIC**



#### **A. Corpus Christi MPO Regional Coordination Group for Federal Transportation Grants Update**

### **7. TAC MEMBER STATEMENTS ON LOCAL AGENCY ACTIVITIES OR ITEMS OF INTEREST**

### **8. UPCOMING MEETINGS/EVENTS**

A. Transportation Policy Committee:	Regular Meeting	September 7, 2023
B. Regional Traffic Safety Task Force:	Meeting	September 13, 2023
C. Technical Advisory Committee:	Regular Meeting/Workshop	September 21, 2023
D. Small Area Forecast Task Force:	Meeting	September 21, 2023

### **9. ADJOURN**

 - Indicates attachment(s) for the agenda item.  - Indicates a weblink for agenda item

Public suggestions and comments may be provided before the meeting by emailing [ccmpo@cctxmpo.us](mailto:ccmpo@cctxmpo.us), by regular mail, or by hand-delivery to the Corpus Christi MPO Office at 602 N. Staples St., Suite 300, Corpus Christi, TX 78401. Please limit written comments to 1,000 characters. Written comments should be provided at least 1 hour before the start of the TAC meeting.

All Corpus Christi MPO Committee meetings are public meetings and open to the public subject to the access policies of the building owner where the meeting is being held. Any persons with disabilities who plan to attend this meeting and who may need auxiliary aids or services are requested to contact the Corpus Christi MPO at (361) 884-0687 at least 48 hours in advance so that appropriate arrangements can be made.

### MEETING LOCATION MAP



**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (CORPUS CHRISTI MPO)**  
**TECHNICAL ADVISORY COMMITTEE (TAC) MEETING MINUTES**  
**Thursday, July 20, 2023**

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

Chairperson Brian DeLatte called the meeting to order at 9:00 A.M.

**TAC Members Present:**

Chairperson Brian DeLatte, P.E., City of Portland

Vice Chairperson Gordon Robinson, AICP, Corpus Christi Regional Transportation Authority (CCRTA)

Howard Gillespie, San Patricio County

Juan Pimentel, P.E., Nueces County

Jeff Pollack, AICP, Port of Corpus Christi Authority

Earnie De La Garza, P.E., City of Corpus Christi

Paula Sales-Evans, P.E., TxDOT – Corpus Christi District (CRP)

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

**2. Public Comments for Items not on the Agenda**

None were made or offered.

**3. Approval of the June 15, 2023, TAC Regular Meeting Minutes**

Mr. Gillespie made a motion to approve the June 15, 2023, TAC Regular Meeting Minutes. Ms. Sales-Evans seconded; the motion passed unanimously.

**4. Discussion and Possible Action Items**

**A. DRAFT Corpus Christi MPO 2023 Program for Addressing Discrimination (PAD) Approved by Resolution 23-07**

The DRAFT Corpus Christi MPO 2023 Program for Addressing Discrimination (PAD) was presented at the May TAC meeting for review and discussion before it was recommended to the TPC for releasing for a one month public comment period. The 2023 PAD is a document that combined four areas the Corpus Christi MPO is required to address in the transportation planning process: Limited English Proficiency (LEP), Title VI of Civil Rights, Environmental Justice (EJ), and Advanced Racial Equity (ARE). The 2023 PAD updates the 2021 PAD with 2017-2021 American Community Survey's 5-Year Estimates data and two Executive Orders (14009 and 14091) issued by President Biden. The proposed changes are indicated by track changes and there are no additional changes made to the previously distributed draft. The Corpus Christi MPO has not received any public comment as of July 20, 2023. Mr. Casper requested the TAC to recommend the TPC approve the DRAFT 2023 PAD by Resolution 23-07.

Ms. Sales-Evans asked if there is any map that identifies disadvantaged communities in the 2023 PAD, and how the Corpus Christi MPO would reach out to these communities. Mr. Casper showed the 2023 PAD Exhibits from Page 19 which shows the Areas of Disadvantaged Populations by the Census Block Group. For the outreach effort, the Corpus Christi MPO hired a consultant team with KCS Communications as a local sub-contractor and is currently working on the comprehensive Public Participation Plan for the 2050 Metropolitan Transportation Plan (MTP) that contains several sub-plans. They provided a list of potential community events and groups to collect a wide range of perspectives. Ms. Sales-Evans suggested identifying and brainstorming the needs and means to reach out to these disadvantaged communities.

Mr. Gillespie made a motion to recommend the TPC approval of the DRAFT Corpus Christi MPO 2023 Program for Addressing Discrimination. Mr. Pollack seconded; the motion passed unanimously.

**B. 2024 Unified Transportation Program (UTP) Final Project Selection Process for CATs 2 and 4**

The 2024 UTP is TxDOT's 10-year plan that programs the Category 2 and 4 projects in FY 2024 through FY 2033. The most recent 2024 UTP presentation in the June Texas Transportation Commission was attached. There is a new funding category, Category 10 Carbon Reduction Program (CR). As the Item 4B memo indicates, the Corpus Christi MPO is expecting Category 10 CR, Category 2, Category 4, Category 7, and

Category 9 funding which totals about \$383 million over the next ten years. A total of about \$16 million in 10CR funding is available for our region and this funding is more flexible, as shown in “Eligible Projects” in the Federal Highway Administration (FHWA) Fact Sheets.

Mr. Pollack asked if projects are independently prioritized specifically to the new 10CR funding or if the 2045 MTP project list would be revisited for using the 10CR fund for eligible projects.

Mr. MacDonald said that the Corpus Christi MPO is currently developing a project selection tool that evaluates and prioritizes transportation projects in all Categories of 2, 4, 7, 9, and 10CR based on federally required criteria.

Ms. Sales-Evans asked if the 2045 MTP projects are grandfathered in, or if these projects would also go through the project selection tool for evaluation and prioritization.

Mr. MacDonald said that all projects across the board need to be evaluated based on performance measures and other federal requirements. Over the next 18 months, these subplans for the 2050 MTP such as Regional Safety Action Plan, Complete Streets, and so forth will be developed, and transportation needs will be identified. A call-for-projects will be issued across the board, and projects will compete with each other including the projects in the 2045 MTP. There are restrictions on eligible projects by Categories, for example, Category 2 funds can only be used for State and National Highway Systems. These restricted funds are applied first to prioritize and select projects. Then, more flexible funds are applied to the remaining projects based on scoring.

Ms. Sales-Evans asked if the sponsoring agencies are required to fill out the application form for not only new projects but also the 2045 MTP Projects. Mr. MacDonald answered yes due to the new federal rules and regulations. Ms. Sales-Evans said that it would be a burden to these entities if the situation is like the form provided and should be submitted within two weeks.

Mr. MacDonald explained how this process works. The application form developed by a consultant team will be introduced and explained by the consultant team through a couple of workshops. During the development of tools, the consultant team goes through the 2045 MTP projects for validation purposes. The Corpus Christi MPO staff are aware that the local entities spend a lot of money on consultants for filling out these application forms.

Mr. Pollack suggested making the application form electronic and streamlined to the evaluation system. One of the challenges for project evaluation in this kind of evaluation system is the degree of subjective evaluation, thus, there should be a component that the sponsor entities can speak of the projects in their own words.

Mr. Casper informed the TAC about the ultimate end-product of this scoring tool. The tool will be user-friendly and even the general public can submit projects they think are needed. Ms. Sales-Evans inquired as to who identifies and evaluates the need of these projects submitted by the public. Mr. MacDonald answered that a project using federal funds requires a local match, so the sponsoring agency would evaluate the project and apply for the funding. All interested entities can utilize this tool and see how their projects score in each required criteria and improve their scores by adding more features such as safety. The performance-based project selection is a federal requirement and the Corpus Christi MPO complies with this requirement via this selection tool. All projects that all partner agencies are planning in their 5, 10, or 20-years plan should be collected over the next several months. Once developed, the selecting tool will be introduced and demonstrated step-by-step by the consultant.

Mr. DeLatte inquired how ordinary citizens can fill out these applications. The City of Portland spends a considerable amount on consultant services for the technical components such as cost-estimate, environmental analyses, and so forth. Mr. Casper explained that the tool would have the necessary data set to generate a cost estimate. This kind of tool is already in use in Arizona. Mr. DeLatte expressed his concern for other factors such as utility issues. Mr. MacDonald agreed estimating project cost is difficult and MPO staff was investigating how other Texas MPOs are doing this process. He repeated that the Corpus Christi MPO staff will collect all transportation projects from partner agencies. Once the selection tool is developed, the TAC and interested agencies will go through the application of this selection methodology.



Mr. Pollack commented that soliciting public input about their needs and priorities is important. But this should be carefully done because federally funded transportation projects take considerable time and coordination with the sponsoring entity is required. The public might feel their voice is not heard. Mr. MacDonald agreed that it takes considerable time to start a transportation project due to the required steps like environmental clearance, design, utility coordination, and so forth. The Corpus Christi MPO hires a consultant team to develop a comprehensive Public Participation Plan and their efforts will cover all subplans of the 2050 MTP. The public can participate and provide their input for these sub-plans. The Corpus Christi MPO staff informs the public of the transportation planning process that involves many steps to be cleared.

Mr. Pollack said there is no need to publish data for the local-level projects that are already identified and prioritized by local governments such as bond projects, Capital Improvement Plan, and so forth. Ms. Sales-Evans said that the public should know the average time a project takes, or the project is already in some plan, or the status of the project with one click. Mr. MacDonald informed the TAC that the Corpus Christi MPO staff is collecting project information and creating a project list of all entities that are significant to our region regardless of the funding source.

Mr. DeLatta expressed his concern about the possible uncertainty and confusion. Mr. Pollack commented that the Corpus Christi MPO solicits the public's needs, but does not identify nor prescribe intervention. It is a professional engineers' or planners' job. The Corpus Christi MPO communicates and listens to people's needs, and then transportation professionals such as engineers and planners translate needs into problem solutions. Mr. MacDonald assured the TAC that the whole process would be discussed over a couple of workshops, but the first step is identifying the needs. There are about 70 projects in the 2045 MTP. But the list should be updated with partner agencies' new plans that are already identified and prioritized by each agency. Then the public will be asked if there are any projects to be considered. The attached 2024 UTP Development PowerPoint was presented in June Texas Transportation Commission. There is a new funding category, 11 CO, for cost overruns with a total amount of \$800 million over the next ten years. There is the updated TXDOT-CRP District 2024 UTP Candidate Project List. The two tables are included in the list and show the carryover money for Category 2M and 4U, and the remaining balance of about \$20 million. The Corpus Christi MPO staff asks the TAC to discuss and recommend to the TPC as the final projects list for the 2024 UTP.

Ms. Sales-Evans commented that she thought the TPC approval is unnecessary unless it is formally assuring their support of these projects because the 2024 UTP is currently under the public comment period and the Texas Transportation Commission will adopt the 2024 UTP in their August meeting. Mr. MacDonald said that the Corpus Christi MPO staff has been presented this item for months and provided the opportunity to the partner entities to update the list. There were no proposed changes, thus this is the final confirmation. Ms. Sales-Evans said that historically UTP would not be revised once the public comment period starts, unless there is a major change that needs to be reflected. Minor adjustments will be made based on the project status, and these changes will be reflected in the next UTP. The next UTP process starts in September. She recommends adding the UTP schedule to the Corpus Christi MPO's planning schedule.

Mr. Gillespie made a motion to recommend approval of the 2024 UTP Project List as is to the Transportation Policy Committee (TPC). Ms. Sales-Evans seconded; the motion passed unanimously.

## **5. Information Items**

### **A. Small Area Forecast Control Totals and Disaggregation Methodology**

Mr. Casper briefed the TAC on the current status of the Small Area Forecast Control Totals. The population and employment forecasts are key factors to identify future transportation needs in the region. The Corpus Christi MPO staff is going to use a population to jobs ratios to develop the employment forecast. The Texas Demographer released their population forecast but not the employment forecast yet.

Mr. Casper provided the Aransas, San Patricio, and Nueces Counties' 1990-2022 Historic Population data combined with 2020-2050 three versions of Forecast Growth. The top two numbers shown on the table are from the State Demographer, and the bottom number is from a private demographic projection firm, Woods and Poole (attachment 1). As the graph and table show: (1) the State Demographer's population forecast is much lower than the previous forecast, (2) there are considerable differences between the State

Demographer's and Woods and Poole numbers. According to the State Demographer, the population growth in Texas is now caused by migration, not the birth rate over the death rate, and the State Demographer provided two scenarios for the migration forecast. Woods and Poole will update their numbers within two or three months. These numbers are presented to the Small Area Forecast Task Force in their next meeting. They will recommend the control totals to the TAC, and TAC will recommend it to the TPC. These population and employment numbers will be allocated to traffic analysis zones (TAZs) and multiple scenarios will be developed with a simulation software called UrbanSim.

Ms. Sales-Evans asked if the pandemic and its impact were taken into consideration. Mr. Casper explained the deaths by the pandemic have been taken into consideration. But there is also a noticeable drop in the birth rate (except for some African countries) concurrently occurring nationally and internationally and there is no longer a source of population growth. The State of Texas is the fastest growing state, but the population growth is concentrated in the area called the Texas Triangle, Dallas/Fort Worth – Austin – Houston, and other Texas counties are either stable or declining in population.

Ms. Sales-Evans asked if the outreach effort to some entities such as Independent School Districts who have their enrollment numbers and future school plans is made. Mr. MacDonald answered that these entities were invited to participate in the Small Area Forecast Task Force discussions. The Consultant team, Freese and Nichols will meet the Small Area Forecast Task Force next week and discuss these numbers.

#### **B. Regional Traffic Safety Task Force Recap from July 12, 2023**

Mr. MacDonald briefed on the July 12 Regional Traffic Safety Task Force meeting. The Task Force met on July 12, 2023. The Texas Department of Public Safety (DPS) reported on their wrong-way driver enforcement efforts. They are still stationed at strategic locations on a 24/7 basis. There was an interesting incident, two sober drivers went the wrong way to get on the Harbor Bridge during daylight but self-corrected and did not continue the wrong way. Each law enforcement agency has its own database, and the sharing of these databases is under discussion.

The State of Texas formed a Statewide TxDOT and MPO Traffic Task Force two years ago. The Task Force will be dissolved next month and each MPO was provided a DRAFT 2023 Safety Planning Report. The Corpus Christi MPO received the report about two weeks ago. The report will be reviewed, and comments/feedback will be submitted to Texas Transportation Institute (TTI) for finalization and inclusion in the Statewide Report. Each MPO will receive additional funding of \$50,000 annually for safety planning. The Corpus Christi MPO staff will report on this funding once more information becomes available.

The Consultant Team, Halff Associates, and their subcontractor DiExSys, participated and did presentations in the July 12 meeting. DiExSys presented three crash diagnoses, rural, urban and a corridor for traffic engineering analyses. The Corpus Christi MPO consultant team is planning to do crash diagnosis for at least 20 locations, provide 20 solutions, and propose programming \$50 million worth of safety projects.

The overall attendance and discussion were great and shared useful information among the participants.

#### **C. FY 2023 and FY 2024 Unified Planning Work Program (UPWP) – Update Other Regionally Significant Transportation-Related Planning Activities.**

Mr. Casper reminded the TAC of the upcoming FY 2024 UPWP updates and requested to provide any regionally significant transportation-related planning activities by the partner agencies. The list of activities in the FY 2023 and FY 2024 UPWP was provided as a reference.

Mr. MacDonald informed the TAC on the additional \$1.8 million COVID rescue funds (CRRSAA) has become available and must be obligated. The Corpus Christi MPO and TxDOT discussed and determined that the money would cover additional tasks for the \$2 million transportation planning tools project that is currently underway. The next step is to amend the Non-Construction Advanced Funding Agreement and subsequently, the FY 2023 and FY 2024 UPWP and FY 2023-2026 TIP.

#### **D. 2050 Metropolitan Transportation Plan (MTP) Update**

Mr. Casper updated the TAC on the 2050 MTP. The Corpus Christi MPO is expecting the first version of urban areas smoothing maps that will determine the MPO boundary with the Small Area Forecast recommendation. Then, functional classification is conducted as a part of the Congestion Management

Process. Mr. Casper provided four preliminary drafts of susceptible intersections, the 25 most congested locations, and the four identified most congested corridors, as handouts. These maps are still a work in progress and Mr. Casper asked if there are any questions to contact him.

**6. Regional Grant Coordination Topic**

**A. Corpus Christi MPO Regional Coordination Group for Federal Transportation Grants Update**

Mr. MacDonald informed the TAC of the federal grants. The Notice of Funding Opportunity is issued for the Reconnecting Communities and Neighborhoods (RCN) program. This program combines two grants, Reconnecting Communities and Neighborhood Access and Equity Grants. All NOFOs including Mega, INFRA, and RCN are attached.

The FY 2023 Low- or No-Emission Vehicles Program and FY 2023 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) selected projects were announced. No projects were awarded in the Corpus Christi region. The links to the awarded projects are in the Item 6A memo.

Mr. MacDonald asked the TAC to share their entities' interest in applying for these grants listed in FY 2023 Competitive Grant Summary Table.

Mr. Pollack commented that the Port of Corpus Christi's grant activities team has a rolling list of all their grant pursuits and results in tabular form and suggested he talk to the Director of Grant Management.

**7. Regional Freight Topic**

**A. List of Port of Corpus Christi Projects from the 2024-2025 Texas Port Mission Plan**

Mr. MacDonald provided the TAC with the 2024-2025 Texas Port Mission Plan as this month's freight topic. The Texas Port Mission Plan is a sub-plan of the Statewide Plan. The Port of Corpus Christi has three Capital Projects, totaling \$415.9 million. These projects' detailed information is also included. There are twelve projects listed in the Port Connectivity Report and one of these projects is the Nueces Bay Causeway Elevation, the estimated project cost is \$340 million.

Mr. Pollack explained that these Port Connectivity projects are on the rolling list and have been on the docket with TxDOT for several years. These are operationally beneficial, yet not burning priorities.

Mr. MacDonald briefed on the 2050 MTP Freight Chapter. The 2045 Freight Chapter will be updated with the most current information available in the 2050 Texas Delivers Plan.

**8. TAC Member Statements on Local Agency Activities or Items of Interest**

Ms. Sales-Evans informed the TAC of the Statewide Transportation Improvement Program (STIP) training held in Austin on July 19, 2023. TxDOT Corpus Christi District staff attended, but the Corpus Christi MPO Staff did not. She mentioned that there might be a one-on-one training session if a District requests it. If she gets any information, she will let the Corpus Christi MPO staff know. There is a strong emphasis on the possible August STIP revision for consistency with the 2024 UTP and FY 2023-2026 STIP.

Mr. Gordon informed the TAC that Mr. Derrick Majchszak has been selected for the Chief Executive Officer of the Corpus Christi Regional Transportation Authority (CCRTA) effective on July 1, 2023.

Ms. Sales-Evans requested that the 2050 MTP become a standing item on the TAC agenda. Mr. Casper agreed that this is valuable, given the schedule and number of ongoing items.

**9. Upcoming Meetings/Events:**

<b>A. Small Area Forecast Task Force:</b>	<b>Meeting</b>	<b>July 27, 2023</b>
<b>B. Transportation Policy Committee:</b>	<b>Regular Meeting</b>	<b>August 3, 2023</b>
<b>C. Technical Advisory Committee:</b>	<b>Regular Meeting</b>	<b>August 17, 2023</b>
<b>D. Regional Traffic Safety Task Force:</b>	<b>Meeting</b>	<b>September TBD, 2023</b>

**10. Adjourn**

The meeting was adjourned at 10:16 a.m.



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**Date:** August 10, 2023  
**To:** Technical Advisory Committee (TAC)  
**From:** Craig Casper, Senior Transportation Planner  
**Through:** Robert MacDonald, Transportation Planning Director  
**Subject:** Item 4A: DRAFT Corpus Christi MPO Small Area Forecast Control Total Adoption  
**Action:** Review, Discuss, Receive Public Comment and Possible Action

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### **Summary**

The Corpus Christi MPO staff is seeking a recommendation on Control Totals for Population and Jobs that will be inputs into the Small Area Forecast for Years 2020 through 2050. These estimates are vital components of transportation planning and a critical initial step in developing the 2050 Metropolitan Transportation Plan. Forecasting the amount, type and location of population and jobs for the time frame of the plan (Years 2025-2050) are used to identify locations, types and severity of transportation needs.

Attachment 1 has a graph showing the 1990-2022 Historic Population and the 2021 to 2050 Projected Population from the Texas State Demographic Center. It also contains a table with both the exact numbers for the 0.05 and the 0.1 migration Project Population numbers from 2023 to 2050. Attachment 2 is a dot-density map showing the 2020 population distributions in the region.

Attachment 3 shows historic employment data from the Quarterly Census of Employment and Wages (QCEW) along with forecast employment based on jobs to population ratios as recommended by the Texas State Demographic Center. Attachment 4 is a dot density map for employment based on 2021 Data Axle information.

Among discussion topics is that the forecast of year-to-year employment levels by county will not be completed by the Texas State Demographic Center in time for the Corpus Christi MPO to use for the 2050 MTP. Also, jobs to population ratios fluctuate significantly based on seasonality and this assumption needs to be incorporated into the Small Area Forecast processes.

### **Recommendation**

The Small Area Forecast Task Force unanimously recommended using the 0.05 version of the Texas State Demographic Center Forecast for the population and then use the Texas State Demographic Center Jobs to Population ratio for the employment control total. The MPO staff recommends the TAC recommend that the TPC approve the population and employment control totals for Nueces, San Patricio and Aransas counties, see Attachment 7. If the TAC recommends approval to the TPC, then the TPC will be asked for their approval at their September 7, 2023 Regular Meeting.

### **Proposed Motion**

Recommend Approval to the TPC of the Countywide Control totals of population and employment for Nueces, San Patricio and Aransas Counties

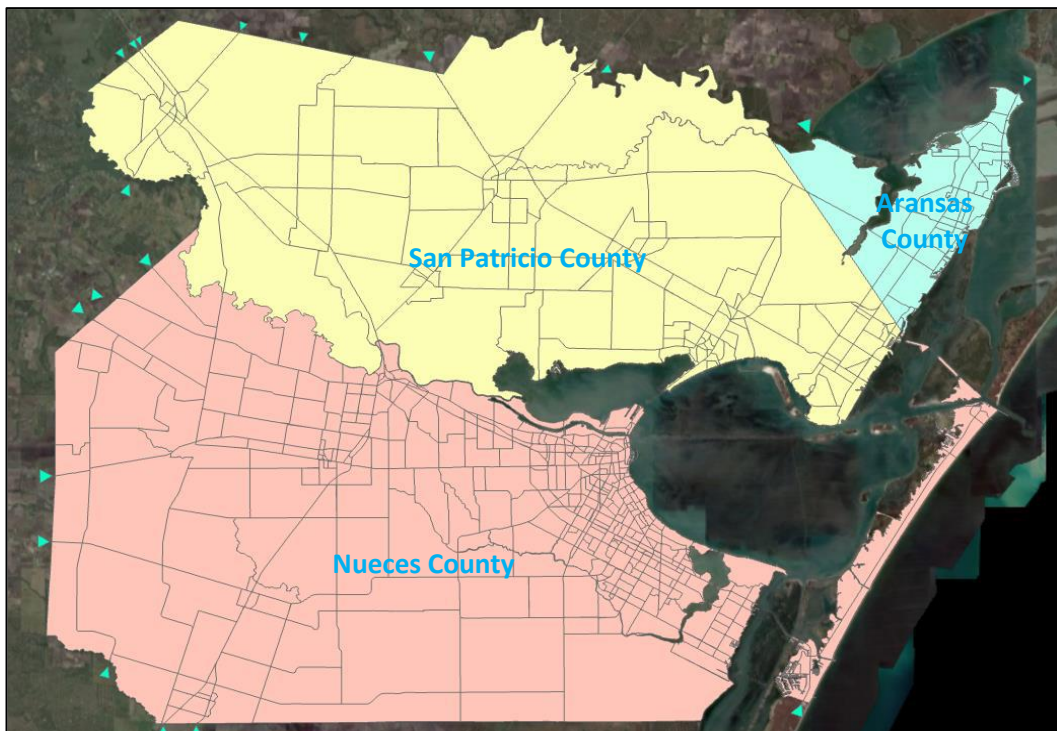


## **Background**

The Corpus Christi MPO prepares a socioeconomic forecast for each update of the Metropolitan Transportation Plan (MTP). Socioeconomic data are a vital component of Long-Range Transportation Planning and travel demand forecasting models. Development of a demographic forecast (i.e. the Small Area Forecast) is required by federal regulations to ensure that long-range Metropolitan Transportation Plans are based on *“the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity”* (23 CFR 450.324(e)). The 2020 population is shown as a density map in Attachment 2.

The total demand for transportation typically changes in proportion to changes in population, employment, and improved economic conditions. As an urban area expands, the numbers and lengths of individual trips increase, unless densities and mixed-use developments increase at an equal or greater rate. Expanding population, employment, and urban area size, along with improved economic conditions, result in an increased need for transportation facilities and services. These include freight, roadway, transit, bicycle, and pedestrian facilities, along with strategies intended to increase the efficient use of existing facilities. The Corpus Christi MPO uses macro-level forecasts from the Texas Demographic Center to create its future forecast, projecting where people might live and work so that transportation investments will address anticipated issues.

Under the direction of the State Demographer, the Texas Demographic Center’s Texas Population Projections Program collects information to produce the population projections for the State of Texas as required by state law (Chapter 468 of Texas Government Code). The Texas Population Projections Program produces projections for the entire state of Texas and each individual county in the state by age, sex, and race/ethnicity. These projections use assumptions about future events that may or may not occur. The current forecast, released October 24, 2022, consists of the projections of the resident population of the State for each year from 2020 through 2060. This accommodates the 2050 planning horizon of the upcoming 2050 Corpus Christi MPO’s Metropolitan Transportation Plan (2050 MTP) and satisfies the requirement of using the most recent information. One change from previous forecasts is providing two scenarios of migration to better fit differences between fast growing urban areas and slower growing or shrinking rural or urban areas. There are 438 small geographic areas known as Traffic Analysis Zones (TAZs) in Nueces County, 151 in San Patricio County and 46 in Aransas County. The following maps illustrate the TAZs and county boundaries.



To project future transportation needs and confirm that the 2050 MTP is consistent with anticipated growth patterns, the Corpus Christi MPO will create several scenarios that project the future location of both population and employment into the TAZs.

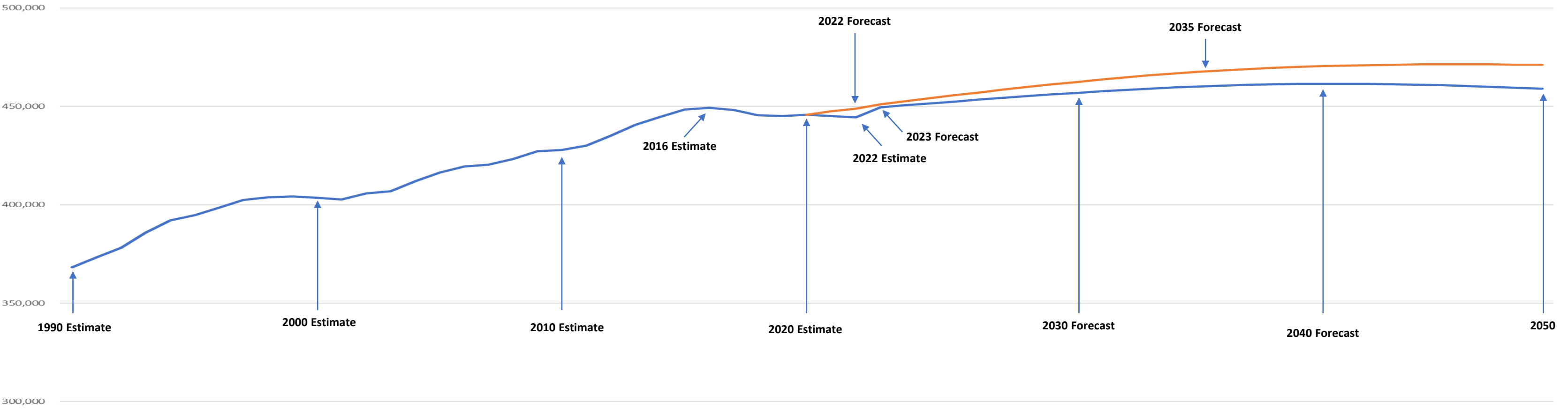
### **Disaggregation Methodology**

The Corpus Christi MPO will use a cloud software named UrbanSim to suballocate households and jobs around the Corpus Christi MPO region between 2020 and 2050. UrbanSim is a microsimulation land use model, designed to help MPOs, cities, counties, and other organizations analyze the potential outcomes of policies and investments on the development and character of cities and regions. The modeling methodology is designed to reflect the interdependencies in dynamic urban systems, focusing on the real estate market and the transportation system. It considers the effects of combinations of interventions on patterns of development, travel demand, and household and firm location. The staff at UrbanSim will leverage national data and open-source libraries developed in the Urban Data Science Toolkit to accelerate the model development and calibration. The scope of services for the UrbanSim effort and schedule is shown in Attachment 5.

### **Attachments:**

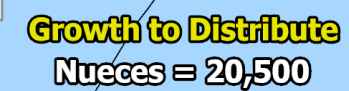
1. Historic and Projected Population Table
2. Dot Density Map of 2020 Population
3. Historic and Projected Employment Table
4. Dot Density Map of 2021 Data Axle Employment Locations
5. UrbanSim Scope and Schedule
6. Small Area Task Force Roster
7. Population and Employment Control Totals

2020 – 2050 Small Area Forecasting  
Historic Population Data and Forecast Population Growth



County	TDC	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Aransas	.05	23,830	24,394	24,693	23,807	23,749	23,698	23,644	23,566	23,509	23,423	23,353	23,261	23,177	23,085	22,985	22,875	22,787	22,684	22,572	22,458	22,330	22,212	22,110	21,981	21,861	21,753	21,631	21,512	21,403	21,307	21,201
	.10	23,830	23,982	24,070	24,120	24,178	24,231	24,286	24,319	24,360	24,391	24,415	24,442	24,459	24,446	24,453	24,458	24,437	24,411	24,378	24,337	24,299	24,253	24,200	24,142	24,093	24,032	23,968	23,892	23,825	23,765	23,708
San Patricio	.05	68,755	69,122	69,282	69,590	69,876	70,136	70,427	70,697	70,978	71,230	71,476	71,727	71,982	72,229	72,442	72,673	72,890	73,108	73,316	73,510	73,658	73,833	73,978	74,116	74,250	74,357	74,445	74,529	74,585	74,638	74,669
	.10	68,755	69,092	69,413	69,759	70,082	70,400	70,727	71,048	71,380	71,661	71,973	72,284	72,573	72,868	73,130	73,391	73,641	73,897	74,145	74,357	74,569	74,771	74,953	75,131	75,272	75,402	75,524	75,619	75,715	75,769	75,816
Nueces	.05	353,178	351,484	350,472	357,156	358,322	359,466	360,551	361,642	362,693	363,699	364,690	365,623	366,503	367,343	368,110	368,796	369,460	369,981	370,450	370,824	371,130	371,358	371,529	371,671	371,752	371,797	371,796	371,754	371,693	371,584	371,485
	.10	353,178	354,369	355,255	356,066	356,842	357,612	358,342	359,083	359,785	360,483	361,162	361,853	362,467	363,060	363,606	364,086	364,473	364,812	365,053	365,220	365,303	365,312	365,264	365,179	365,020	364,795	364,552	364,248	363,899	363,484	363,055
3-County Total	.05	445,763	445,000	444,447	449,463	450,467	451,446	452,413	453,346	454,272	455,136	455,991	456,841	457,626	458,374	459,033	459,634	460,150	460,604	460,941	461,188	461,291	461,357	461,352	461,276	461,131	460,905	460,628	460,289	459,887	459,429	458,925
	.10	445,763	447,443	448,738	451,035	452,582	454,097	455,564	457,009	458,433	459,751	461,078	462,349	463,535	464,657	465,693	466,645	467,538	468,289	468,973	469,518	469,998	470,382	470,682	470,944	471,117	471,231	471,288	471,265	471,233	471,118	471,009

Source: US Census and Texas Demographic Center Population Projections Program Vintage 2022



**San Patricio = 6,000**

0



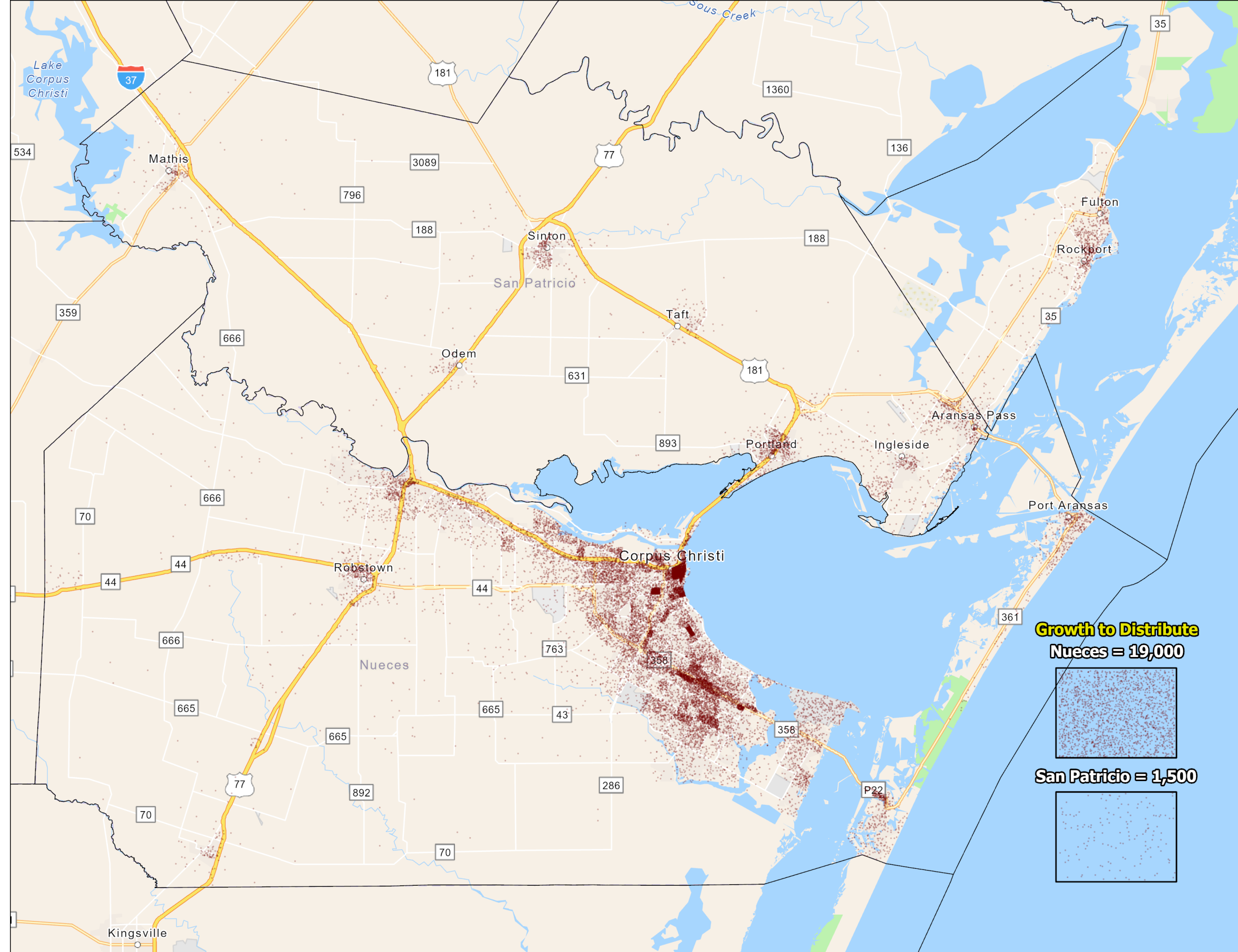
# 2020 – 2050 Small Area Forecasting

## Historic Employment Data and Forecast Employment Growth



County	TDC	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Aransas	.05	5,952	5,937	5,925	5,911	5,892	5,877	5,856	5,838	5,815	5,794	5,771	5,746	5,719	5,697	5,671	5,643	5,615	5,583	5,553	5,528	5,495	5,465	5,438	5,408	5,378	5,351	5,327	5,300
	.10	6,030	6,045	6,058	6,072	6,080	6,090	6,098	6,104	6,111	6,115	6,112	6,113	6,115	6,109	6,103	6,095	6,084	6,075	6,063	6,050	6,036	6,023	6,008	5,992	5,973	5,956	5,941	5,927
San Patricio	.05	20,181	20,264	20,339	20,424	20,502	20,584	20,657	20,728	20,801	20,875	20,946	21,008	21,075	21,138	21,201	21,262	21,318	21,361	21,412	21,454	21,494	21,533	21,564	21,589	21,613	21,630	21,645	21,654
	.10	20,230	20,324	20,416	20,511	20,604	20,700	20,782	20,872	20,962	21,046	21,132	21,208	21,283	21,356	21,430	21,502	21,564	21,625	21,684	21,736	21,788	21,829	21,867	21,902	21,930	21,957	21,973	21,987
Nueces	.05	164,292	164,828	165,354	165,853	166,355	166,839	167,302	167,757	168,187	168,591	168,978	169,331	169,646	169,952	170,191	170,407	170,579	170,720	170,825	170,903	170,969	171,006	171,027	171,026	171,007	170,979	170,929	170,883
	.10	163,790	164,147	164,502	164,837	165,178	165,501	165,822	166,135	166,452	166,735	167,008	167,259	167,480	167,658	167,814	167,924	168,001	168,039	168,044	168,021	167,982	167,909	167,806	167,694	167,554	167,394	167,203	167,005
3-County Total	.05	190,425	191,029	191,618	192,188	192,749	193,300	193,815	194,323	194,803	195,260	195,695	196,085	196,440	196,787	197,063	197,312	197,512	197,664	197,790	197,885	197,958	198,004	198,029	198,023	197,998	197,960	197,901	197,837
	.10	190,050	190,516	190,976	191,420	191,862	192,291	192,702	193,111	193,525	193,896	194,252	194,580	194,878	195,123	195,347	195,521	195,649	195,739	195,791	195,807	195,806	195,761	195,681	195,588	195,457	195,307	195,117	194,919

Source: Quarterly Census Employment and Wages (QCEW) and Calculations based on Jobs to Population Ratio as suggested by Texas Demographic Center



1 Dot = 10 People



Source: Data Axle 2021

## **EXHIBIT A**

### **SCOPE OF WORK AND SCHEDULE FOR DEDICATED MODELER SUPPORT**

UrbanSim, Inc. (“UrbanSim”) will perform the following services for Corpus Christi Metropolitan Planning Organization (CCMPO) to set up the model for CCMPO, calibrate it, provide an interface to the CCMPO travel model, and develop a baseline forecast reflecting CCMPO feedback.

#### **TASK 1: LAND-USE MODEL SETUP**

A calibrated and validated land-use model system will be prepared by UrbanSim for the MPO area, running at a parcel level of detail, in a cloud platform with easy-to-use interface for scenario building, running, and evaluation. The platform will enable the forecast of future years’ demographics at the TAZ level, being this the minimum zonal data resolution required for travel demand and emissions modeling. To achieve task 1, the following subtasks will be developed:

##### **Subtask 1a) Research national database for MPO information**

UrbanSim will leverage national data acquired to accelerate the land-use model development of the MPO area, enabling its rapid completion at the highest quality standards, and at parcel level of detail.

UrbanSim will make use of open-source libraries developed in the Urban Data Science Toolkit, using an updated parcel version of the model system.

##### **Subtask 1b) Calibration and validation of base year 2020**

UrbanSim will develop a fully calibrated and validated parcel-level land-use model of base year 2020 for the MPO region, to enable simulating the evolution in real estate development and disaggregate location of households and jobs over time. Such land-use model will integrate a set of configurable modules within the UrbanSim cloud platform and a graphical user interface (GUI) to enable users to efficiently conduct analyses of different scenarios.

The data inputs and outputs for operating the UrbanSim model are shown in **table 1**. Once the database is compiled, the model equations must be estimated using local data, and the full model system must be calibrated. A final step before actual use of the model is a validation process that tests the operation of the model over time and makes adjustments to the dynamic components of the model.

- **Deliverables under task 1:**
  - ✓ Kick-off meeting with MPO staff,
  - ✓ Calibrated and validated 2020 UrbanSIM land-use model for the MPO region, and

**Table 1.** Data Inputs and Outputs of UrbanSim software

UrbanSim Inputs	<ul style="list-style-type: none"> <li>• Employment data, usually in the form of geocoded business establishments, but alternatively from zonal employment by sector</li> <li>• Household data, merged from multiple census sources</li> <li>• Parcel database, with acreage, land use, housing units, non-residential square footage, year built, land value, improvement value, city and county</li> <li>• City and County General Plans and zoning</li> <li>• Environmental features such as wetlands, floodways, steep slopes, or other sensitive or regulated lands</li> <li>• Traffic Analysis Zones</li> <li>• GIS Overlays for any other planning boundaries</li> <li>• Travel Model outputs</li> <li>• Development Costs</li> </ul>
UrbanSim Outputs summarized by Parcel, Census Block, Traffic Analysis Zone, and Municipality	<ul style="list-style-type: none"> <li>• Households by income, age, size, and presence of children</li> <li>• Employment by industry and land use type</li> <li>• Acreage by land use</li> <li>• Dwelling units by type</li> <li>• Square feet of nonresidential space by type</li> <li>• Real estate prices and rents</li> </ul>
Travel Model Outputs (Zone-to-Zone) Used in UrbanSim	<ul style="list-style-type: none"> <li>• Travel time by mode by time of day by purpose</li> <li>• Trips by mode by time of day by purpose</li> <li>• Composite utility of travel using all modes by purpose</li> <li>• Generalized costs (time + time equivalent of tolls) by purpose</li> </ul>

## **TASK 2: SCENARIO MODELING/EVALUATION**

The UrbanSim software is designed to simulate and evaluate the potential effects of multiple scenarios. The term scenario is used in the context of UrbanSim in a very specific way: a scenario is a combination of input data and assumptions to the model system, including macroeconomic assumptions regarding the growth of population and employment in the study area, the configuration of the transportation system assumed to be in place in specific future years, and general plans of local jurisdictions that will regulate the types of development allowed at each location. To achieve task 3, the following subtasks will be developed:

### **Subtask 2a) Develop Baseline scenario**

UrbanSim will be provided by the MPO access to municipal land use plans and zoning to accelerate the development of a baseline scenario. UrbanSim will generate a baseline simulation



for a target horizon of 2050, and will review the results with the MPO. Based on feedback from the MPO, up to three iterations will be made to improve the baseline forecast to address feedback.

#### **Subtask 2b) Setup and coding of alternative scenarios**

Depending on CCMPO interests, 3 or 4 alternative conceptual scenarios of land use policies and transportation infrastructure proposed by UrbanSim Inc in consultation with CCMPO will be coded using the UrbanSim Services and Software.

UrbanSim will do the coding of two of the scenarios, showcasing all procedures to the group of trained staff. The remaining scenarios will be coded by MPO staff under guidance and supervision of UrbanSim.

UrbanSim will proceed to run two scenarios. The trained MPO staff will proceed to run the rest of the scenarios under the supervision and guidance of UrbanSim. The setup for all scenarios should be programmed to have the runs model yearly conditions up to 2050.

UrbanSim will proceed to summarize demographic output at the TAZ level for years 2030, 2040 and 2050, for two of the scenarios. The output of these two scenarios will be used by UrbanSim to prepare density maps for review and comparison. Under the supervision of UrbanSim, MPO staff will do the same for the rest of the scenarios.

#### **Subtask 2b) Develop interface with the MPO's Travel Demand Model**

UrbanSim will implement effective interfaces between the land-use models in the UrbanSim Cloud Platform with the Travel Demand Model (TDM) used by MPO.

The land-use model is interfaced with a metropolitan travel model system to deal with the interactions of land-use and transportation. Access to opportunities, such as employment or shopping, are measured by the travel time or cost of accessing these opportunities via all available modes of travel.

Accessibility is the glue that connects land use and transportation. UrbanSim software coupled with MPO travel models, provide a powerful combination to support informed transportation planning, enabling multi-modal accessibility to inform household and firm location choices, rents and prices, and real estate development – all of which in turn influence multi-modal demand for travel within the region.

#### **Subtask 2c) Training of local personnel and preparation of user guide**

UrbanSim will train MPO staff, in consultation with local governments, in the use of UrbanSim Services and Software. Once the training is completed, the group should be able to code different scenarios and run them.

## **SCHEDULE AND BUDGET**

Schedule is from the time of contract execution.

Dedicated Modeler Support over first 3 months: 144 hours, \$36,000

- Months 1-2: data loaded, model calibration completed.
- Month 3: baseline forecast generated and refined with local input

Dedicated Modeler Support for Months 4-6: 144 hours, \$36,000

- Months 4-6: creation and refinement of alternative scenarios
- Assistance with the operation of the model and platform, support for consultant use

**Optional** – not needed if Freese and Nichols do not get involved in running the model:

Freese and Nichols User Account to run additional simulations:

- \$1,500 per user per month (only needed during period actively running scenarios)

# Small Area Task Force Roster

Entity	Name	Title	E-mail address	Remarks
City of Portland	Brian DeLatte	Deputy City Manager	<a href="mailto:brian.delatte@portlandtx.gov">brian.delatte@portlandtx.gov</a>	TAC member
Corpus Christi Regional Transportation Authority	Gordon Robinson	Director of Planning	<a href="mailto:grobinson@ccrta.org">grobinson@ccrta.org</a>	TAC member
City of Corpus Christi Planning Department	Dan McGinn	Director	<a href="mailto:DanielMc@cctexas.com">DanielMc@cctexas.com</a>	TAC member
Nueces County Public Works	Juan Pimentel	Director/County Engineer	<a href="mailto:juan.pimentel@nuecesco.com">juan.pimentel@nuecesco.com</a>	TAC member
Port of Corpus Christi	Jeff Pollack	Chief Strategy & Sustainability Officer	<a href="mailto:jpollack@pocca.com">jpollack@pocca.com</a>	TAC member
San Patricio County	Howard Gillespie	Commissioner Percinct 4	<a href="mailto:hgillespie@sanpatriciocountytexas.gov">hgillespie@sanpatriciocountytexas.gov</a>	TAC member
Texas Department of Transportation Corpus Christi	Paula Sales-Evans	Director of Transportation Planning & Development	<a href="mailto:paula.salesevans@txdot.gov">paula.salesevans@txdot.gov</a>	TAC member
Texas Department of Transportation Corpus Christi	Amanda Longoria	Transportation Planner	<a href="mailto:amanda.longoria@txdot.gov">amanda.longoria@txdot.gov</a>	TAC proxy
Coastal Bend Council of Government	Emily Martinez	Director of Economic Development	<a href="mailto:emily@coastalbendcog.org">emily@coastalbendcog.org</a>	Accepted 2/6/2023
CCISD	Dr. Roland Hernandez	Superintendent	<a href="mailto:Roland.Hernandez@ccisd.us">Roland.Hernandez@ccisd.us</a>	Accepted 1/10/2023
CCISD	Sulema Daniel	Senior Executive Administrative Assistant	<a href="mailto:sulema.daniel@ccisd.us">sulema.daniel@ccisd.us</a>	Copy her when send email to Dr. Hernandez
City of Corpus Christi Development Services	Al Raymond	Director	<a href="mailto:AlRaymond@cctexas.com">AlRaymond@cctexas.com</a>	
City of Corpus Christi Planning Department	Keren Costanzo	Economic Development Manager	<a href="mailto:kerenc@cctexas.com">kerenc@cctexas.com</a>	Accepted 1/18/2023
City of Corpus Christi Water Utilities	Michael Murphy	Chief Operating Officer	<a href="mailto:michaelmur@cctexas.com">michaelmur@cctexas.com</a>	Accepted 1/25/2023
City of Portland Development Services	Sarah Munoz	Director	<a href="mailto:sarah.munoz@portlandtx.gov">sarah.munoz@portlandtx.gov</a>	Accepted 1/27/2023
City of Portland Public Works	Dr. Kenneth Banks	Director	<a href="mailto:kenneth.banks@portlandtx.gov">kenneth.banks@portlandtx.gov</a>	Accepted 1/13/2023
City of Robstown Improvement Development Corp.	Beatriz Charo	Executive Director	<a href="mailto:bcharo@cityofrobstown.com">bcharo@cityofrobstown.com</a>	Accepted 1/10/23
Coastal Bend Industry Association	Bob Paulison	Executive Director	<a href="mailto:bobpaulison@gmail.com">bobpaulison@gmail.com</a>	Accepted 1/13/2023
Corpus Christi Convention and Visitors Bureau	Brett Oetting	President & CEO	<a href="mailto:brett@visitcorpuschristi.com">brett@visitcorpuschristi.com</a>	Accepted 1/24/2023
Corpus Christi Convention and Visitors Bureau	Meredith Darden	Vice President of Strategy	<a href="mailto:meredith@visitcorpuschristi.com">meredith@visitcorpuschristi.com</a>	
Corpus Christi Hispanic Chamber of Commerce	Hope Rangel	Liaison of Hispanic Business Affairs	<a href="mailto:hope@unitedcorpuschristi.org">hope@unitedcorpuschristi.org</a>	Accepted 1/12/2023
Del Mar Center of Economic Development	Ann Fierova	Director	<a href="mailto:afierova@delmar.edu">afierova@delmar.edu</a>	Accepted 2/2/2023
Gregory-Portland ISD	Dr. Michelle Cavazos	Superintendent		Accepted 1/11/2023
Gregory-Portland ISD	Amy Malone	Executive Assistant for Superintendent	<a href="mailto:amalone@g-pisd.org">amalone@g-pisd.org</a>	Copy her when send email to Dr. Cavazos
Harte Research Institute Socio-Economic Group	Dr. Jim Lee	TAMU-CC Regents Professor of Economics	<a href="mailto:jim.lee@tamucc.edu">jim.lee@tamucc.edu</a>	Accepted 1/11/2023
Ingleside ISD Board of Trustees				
City of Ingleside Development Corp.	Teresa Flores	President	<a href="mailto:t_flores1976@yahoo.com">t_flores1976@yahoo.com</a>	Accepted 1/18/2023
San Patricio County	Desiree' L. Voth	Government Affairs	<a href="mailto:dvoth@sanpatriciocountytexas.gov">dvoth@sanpatriciocountytexas.gov</a>	Accepted 1/20/2023
San Patricio Economic Development Corporation	Adam Gawarecki	President & CEO	<a href="mailto:adam@sanpatricioedc.com">adam@sanpatricioedc.com</a>	Accepted 1/27/2023
TAMU-CC Administration	Joseph Miller	Director of Research Engagement	<a href="mailto:joseph.miller@tamucc.edu">joseph.miller@tamucc.edu</a>	Accepted 1/27/2023
United Corpus Christi Chamber of Commerce	Kresten Cook	Executive Director, South Texas Military Task Force	<a href="mailto:kresten@unitedcorpuschristi.org">kresten@unitedcorpuschristi.org</a>	Accepted 1/10/2023
United Corpus Christi Chamber of Commerce	Ginny Gunderson Cross	Vice President, Government & Community Relations	<a href="mailto:ginny@unitedcorpuschristi.org">ginny@unitedcorpuschristi.org</a>	Accepted by email 1/6/2023
United Corpus Christi Chamber of Commerce	Al Arreola Jr.	President & CEO	<a href="mailto:al@unitedcorpuschristi.org">al@unitedcorpuschristi.org</a>	Accepted by phone call 1/9/23
Coastal Bend Home Builders Association	Ben Molina	Director of Government Affaris	<a href="mailto:ben@coastalbendhba.org">ben@coastalbendhba.org</a>	Accepted by e-mail 5/11/2023
City of Corpus Christi Neighborhood Services	Jennifer Buxton	Assistant Director	<a href="mailto:jenniferb9@cctexas.com">jenniferb9@cctexas.com</a>	
City of Corpus Christi Public Works	Gabriel Hinojosa	Interim Director	<a href="mailto:GabrielH@cctexas.com">GabrielH@cctexas.com</a>	
City of Corpus Christi Downtown Management	Kristen Acock	Placemaking Manager	<a href="mailto:kristen@cctexasdmd.com">kristen@cctexasdmd.com</a>	
City of Corpus Christi Downtown Management	Alyssa Mason	Executive Director	<a href="mailto:alyssa@cctexasdmd.com">alyssa@cctexasdmd.com</a>	
City of Corpus Christi Development Services	Dru Penland		<a href="mailto:DruP@cctexas.com">DruP@cctexas.com</a>	
City of Corpus Christi Development Services	Bria Whitmire		<a href="mailto:briaw@cctexas.com">briaw@cctexas.com</a>	
Corpus Christi ISD	John Dibala	Construction Project Manager	<a href="mailto:John.Dibala@ccisd.us">John.Dibala@ccisd.us</a>	
City of Corpus Christi Development Services	Nina Nixon-Mendez	Assistant Director	<a href="mailto:NinaM@cctexas.com">NinaM@cctexas.com</a>	
City of Corpus Christi Economic Development	Randy Almaguer	Director	<a href="mailto:randya@cctexas.com">randya@cctexas.com</a>	
City of Corpus Christi Gas Department	Bill Mahaffey	Director of Gas Operations		
City of Corpus Christi Neighborhood Services	Tracey K. Cantu	Assistant Director	<a href="mailto:traceyc@cctexas.com">traceyc@cctexas.com</a>	
City of Corpus Christi Planning Department	Annika G. Yankee	Planning Manager	<a href="mailto:AnnikaG@cctexas.com">AnnikaG@cctexas.com</a>	

## Small Area Task Force Roster

Entity	Name	Title	E-mail address	Remarks
City of Corpus Christi Public Works	Renee Couture	Interim Assistant Director	<a href="mailto:ReneeC@cctexas.com">ReneeC@cctexas.com</a>	
City of Corpus Christi Utilities Department	Neiman Young	Assistant City Manager	<a href="mailto:neimany@cctexas.com">neimany@cctexas.com</a>	
City of Corpus Christi Utilities Department	Reba George	Assistant Director of Support Services	<a href="mailto:RebaG@cctexas.com">RebaG@cctexas.com</a>	
City of Ingleside Development Corporation	Rene Contreras	President		
City of Portland Utility Department	Joe Lopez Jr.	Utilities Superintendent	<a href="mailto:joe.lopez@portlandtx.gov">joe.lopez@portlandtx.gov</a>	
City of Robstown Improvement Development Corp.	Balde Torres	President		
City of Robstown Improvement Development Corp.	John Marez	County Commissioner		
City of Robstown Improvement Development Corp.	Gilbert Gomez	Mayor		
City of Sinton	John Doria	Maintenance		
City of Sinton	John D. Hobson	City Manager		
Coastal Bend Center for Independent Living	Marisa Telgi-Masur	Executive Director		
Coastal Bend Home Builders Association	Bart Braselton	Executive Director		
Corpus Christi Association of Realtors	Triston Crossland	CEO		
Corpus Christi Black Chamber of Commrce	Coretta Graham	ESQ	<a href="mailto:cctxblackchamberoc@gmail.com">cctxblackchamberoc@gmail.com</a>	
Corpus Christi Downtown Management District	Jenny Bodwell	Economic Development Manager	<a href="mailto:jenny@cctexasdmd.com">jenny@cctexasdmd.com</a>	
Corpus Christi International Airport	Kevin Smith	Director	<a href="mailto:kevins4@cctexas.com">kevins4@cctexas.com</a>	
Corpus Christi Regional Economic Development Corp.	Brittany Sotelo	Vice President	<a href="mailto:bsotelo@ccredc.com">bsotelo@ccredc.com</a>	
Corpus Christi Regional Economic Development Corp.	Mike Culbertson	Interim CEO	<a href="mailto:mculbertson@ccredc.com">mculbertson@ccredc.com</a>	
Corpus Christi Regional Economic Development Corp.	Sarah Tindall	Vice President	<a href="mailto:saraht@ccredc.com">saraht@ccredc.com</a>	
Corpus Christi Regional Economic Development Corp.	Pamela Lago	Information Manager	<a href="mailto:plago@ccredc.com">plago@ccredc.com</a>	
Flour Bluff ISD	Kristen Bily	Executive Director of Communication		
Harte Research Institute Socio-Economic Group	Dr. Katya Wowk	HRI Chair for Community Resilience & Director of Texas One Gulf	<a href="mailto:katya.wowk@tamucc.edu">katya.wowk@tamucc.edu</a>	
London ISD	Noemi Avila			
Port of Corpus Christi	Nelda Olivo	Director of Government Affaris		
Portland Chamber of Commerce	Tammie Shelton	President & CEO	<a href="mailto:director@portlandtx.org">director@portlandtx.org</a>	
San Patricio Economic Development Corporation	Becky Gallagher	Director of Administration	<a href="mailto:beckym@sanpatricioedc.com">beckym@sanpatricioedc.com</a>	
West Oso ISD	Diane Jackson			



## Population and Employment Control Totals

Population		
County	Texas Demographic Center .05	Control Total
Nueces	371,485	<b>371,500</b>
San Patricio	74,669	<b>75,000</b>
Aransas	21,201	<b>22,500</b>
Total	467,355	<b>469,000</b>

Employment			
County	Jobs to Population Ratio	Texas Demographic Center .05	Control Total
Nueces	0.46	170,883	<b>171,000</b>
San Patricio	0.29	21,654	<b>22,000</b>
Aransas	0.25	5,300	<b>5,500</b>
Total	1.0	197,837	<b>198,500</b>



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**Date:** August 10, 2023  
**To:** Technical Advisory Committee (TAC)  
**From:** Robert MacDonald, Transportation Planning Director  
**Subject:** Item 4B: FY 2023-2026 Transportation Improvement Program (TIP) Amendment 1  
**Action:** Review, Discuss, Receive Public Comment, and Possible Action

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### **Summary**

Amendment 1 to the FY 2023-2026 TIP is proposed to the Technical Advisory Committee (TAC) for review, discussion, and possible action. Public Notice #23-3 related to the DRAFT FY 2023-2026 TIP Amendment 1 is provided as Attachment 1. This item is a companion agenda item to the FY 2023 and FY 2024 Unified Planning Work Program (UPWP) Amendment 1. That document is Item 4C on your TAC Agenda.

In our on-going discussions about planning tools and processes necessary for a performance-based system, the Corpus Christi MPO team was approved for an initial \$2,000,000 in federal funding from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA). These funds are intended to fully fund planning projects, data acquisition and tools either required by regulation, suggested in guidance, or were asked for during the 2045 MTP After-Action Report. These specific CRRSAA funds do not require a local match because they are COVID-related relief funds designated to the Corpus Christi MPO. The specific deliverables are identified in the executed TxDOT NCAFA (Non-Construction Advanced Funding Agreement) for the initial \$2,000,000. The NCAFA is provided as Attachment 4 through a weblink. The revised NCAFA is in review by TxDOT to add the additional \$1,179,828 for the enhanced scopes of services and data collection activities in the original NCAFA. The new total of CRRSAA funds is \$3,179,828. Most of the changes are to add public outreach activities to the Tasks in the NCAFA and increase some data collection activities. For this FY 2023-2026 TIP Amendment, the key action is to show the total funds for the TIP Project as well as document the expenditure in the DRAFT FY 2023 and FY 2024 UPWP. The Amended NCAFA will proceed on a parallel approval process. The total CRRSAA funds of \$3,179,828 have been obligated through TxDOT and FHWA.

### **Changes to the FY 2023-2026 TIP with Amendment 1**

- Title Page: Add proposed approval dates and text for Amendment 1
- Page 13: Edited the following paragraph to change tense:
  - *Corpus Christi MPO staff has also led collaborative proposals in response to multiple FHWA solicitations related to resilience and adaptation. The Corpus Christi MPO was successfully awarded a grant from the FHWA Resilience and Durability to Extreme Weather Pilot Program. The project addressed Laguna Shores Road which runs along the western shoreline of the Laguna Madre between SH 358 & Barney M. Davis Energy Center.*
- Page 37: Updated Project MPO-067 MPO Planning Tools and Studies to \$3,179,828
- Page 39: Revised STIP Table for the MPO Planning Tools and Studies project to reflect the new total funding of \$3,179,828
- Page 43: Updated Table 17 TxDOT TIP Highway Financial Summary – Year of Expenditure Cost to reflect the additional \$1,179,828 of CRRSAA funds
- Page 60, Appendix B: Revised the FY 2023-2026 TIP Fiscally Constrained Highway Project List (For Illustration Purposes) – June 2, 2022 table to illustrate the change to the CRRSAA funds
- Pages 76-77: Revised the TPC and TAC membership lists to current individuals.

**Prior Actions for FY 2023-2026 TIP**

- May 12, 2022: TPC approved the Corpus Christi MPO FY 2023-2026 TIP
- November 18, 2022 FHWA/FTA Approval of the FY 2023-2026 TIP

**Recommendation**

The Corpus Christi MPO staff recommends that the TAC review, comment and receive public comments on the DRAFT FY 2023-2026 TIP with Amendment 1, then recommend the TPC release the document for a one-month public comment period.

**Proposed Motion**

Move to recommend the TPC release the DRAFT FY 2023-2023 TIP with Amendment 1 for a one-month public comment period.

**Financial Impact**

None. The CRRSAA funds are 100 percent federal dollars and do not require a local match nor a match from TxDOT funds.

**Attachments:**

1. Public Notice #23-3
2. Excerpt of DRAFT FY 2023-2026 TIP Amendment 1 for CRRSAA (STIP Table and Table 15a)
3. DRAFT FY 2023-2026 TIP with Amendment 1 [\[WEBLINK\]](#)
4. Executed NCAFA for MPO Planning Tools and Studies [\[WEBLINK\]](#)



## **PUBLIC NOTICE #23-03**

**September 7, 2023**

The **Corpus Christi Metropolitan Planning Organization** (Corpus Christi MPO) is seeking public input and comments on the:

- **FY 2023 and FY 2024 Unified Planning Work Program (UPWP) Amendment 1**, and
- **FY 2023 – 2026 Transportation Improvement Program (TIP) Amendment 1**

The UPWP serves as the scope of work for the Corpus Christi MPO and documents transportation-related planning activities conducted in the Corpus Christi MPO Planning Area. The FY 2023 – 2026 TIP identifies how the region plans to invest in the transportation system during the Fiscal Years 2023 through 2026. In accordance with the Corpus Christi MPO Public Participation Plan, the MPO is seeking to inform those who are interested in or affected by transportation decisions with opportunities to provide input on the FY 2023 and FY 2024 UPWP Amendment 1 and FY 2023 – 2026 TIP Amendment 1.

The **DRAFT FY 2023 and FY 2024 UPWP Amendment 1 and FY 2023 – 2026 TIP Amendment 1** are being released to the public on September 7, 2023 and public input is invited through October 12, 2023 at the following public meetings:

Public Comments may be provided in writing, limited to 1,000 characters, by emailing [ccmpo@cctxmpo.us](mailto: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 at least 1 hour before the start of a meeting in order to be provided for consideration and review at the meeting. To make a public comment at the meeting, please fill out the comment card and submit it to Corpus Christi MPO staff 10 minutes before the meeting starts. All Public Comments submitted shall be placed into the record of the meeting.

**September 7, 2023, 2:00 p.m.\***  
MPO Transportation Policy Committee  
Corpus Christi City Hall – 6<sup>th</sup> Floor Executive  
Conference Room  
1201 Leopard Street, Corpus Christi, TX 78401

**September 21, 2023, 9:00 a.m.\***  
MPO Technical Advisory Committee  
Corpus Christi Regional Transportation Authority  
602 N. Staples Street, 2nd Floor Board Room  
Corpus Christi, TX 78401

**October 12, 2023, 2:00 p.m.\***  
MPO Transportation Policy Committee  
Corpus Christi City Hall – 6<sup>th</sup> Floor Executive  
Conference Room  
1201 Leopard Street, Corpus Christi, TX 78401

*\*Meeting location and time subject to change, check MPO website for final location.*

[www.corpuschristi-mpo.org](http://www.corpuschristi-mpo.org)

All Corpus Christi MPO Committee meetings are public meetings and open to all. Any person with disabilities who plan to attend this meeting and who may need auxiliary aids or services are requested to contact the Corpus Christi MPO at (361) 884-0687 at least 48 hours in advance so that appropriate arrangements can be made.

FISCAL YEARS 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) **Table 15a. FY 2023-2026 TIP Fiscally Constrained Highway Project List (For Illustration Purposes) – June 2, 2022**

TIP Fiscal Year	CSJ	MTP ID	Project Name	Description	From Limit	To Limit	Sponsor	TxDOT System	Funding Category	Construction Cost (\$, millions)	CAT2	CAT4	CAT7	CAT9	Local/Other	Prior Funding	Total Project Cost (\$, millions)
2023	1209-01-030	MPO-006	FM 893 (Moore Avenue)	Upgrade the roadway from two 12-ft travel lanes with 3-ft shoulders to a five lane section with curb and gutter including two 12-ft travel lanes in each direction, a 14-ft continuous center turn lane, and pedestrian facilities on either side of the roadway. Pedestrian facilities would include a 10-ft shared use path on the north side of the roadway and sections of 5-ft sidewalk connected to sections of 10-ft shared use path on the south side of the roadway.	CR 3685 (Stark Road)	0.2 miles West of CR 79 (Gum Hollow)	TxDOT-CRP	On	2	\$7.90	\$7.90						\$10.26
2023	0916-35-195	MPO-007	Harbor Bridge Hike and Bike - Connectivity	Construct pedestrian and bike facilities	On various city streets from Coles High School	Williams Memorial Park	City of Corpus Christi	Off	7	\$1.20			\$1.20				\$1.56
2023	0916-35-196	MPO-009	Harbor Bridge Park Improvements	Park mitigation for Harbor Bridge. +\$3.5 million local funding from Bond 2014. Former Washington Elementary School site, TC Ayers Park, Ben Garza Park, Dr. HJ Williams Memorial Park (Hill Crest Park). Construct hike and bike trail connections, and develop park to appropriate level of service based on community input.	At various city parks including	Ben Garza, TC Ayers, Hill Crest Park, and new location	City of Corpus Christi	Off	7	\$4.80			\$1.30		\$3.50		\$4.80
2023	0916-00-255	MPO-067	MPO Planning Tools and Studies	Implement enhanced tools and data analysis for use in short-range programming and long-range planning.  Models: Travel Demand, Resiliency, Socio-Economic Allocation, Pavement Management, etc...  Plans/Programs: Regional Safety, Regional Active Transportation, Resiliency, Regional Complete Streets, Congestion Management Program.	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	MPO	On	7	<del>\$3.182.00</del>			<del>\$3.182.00</del>				<del>\$3.182.60</del>
2023	0916-00-256	MPO-068	Regional Traffic Operations Improvements and Safety Countermeasures	Traffic operations improvements and safety countermeasures including but not limited to the following:  1. Crash reduction on all public roads by targeting locations identified as most statistically anomalous by Vision Zero Suite.  2. Construct the prioritized list of countermeasures that best optimize resources and have the greatest impact on improving safety.  3. Implement TSMO strategies on Regionally Significant Corridors without adding capacity.	Corpus Christi MPO Planning Area	Corpus Christi MPO Planning Area	Various	On	7	\$4.14			\$4.14				\$5.37
2023	5000-00-916	MPO-069	FY 2022 - FY 2025 STBG-SA/ CAT 9 Awarded Projects	STBG-SA (CAT 9) Awarded Project in May 2022 by the TPC.	Various	Various	City of Portland City of Corpus Christi	Off	9	\$5.86				\$5.86			\$7.03
2024	0617-01-177	MPO-001	SH 358 (SPID) Ramp Reversal	Ramp reversal Phase II-B. Reconstruct eastbound entrance and exit ramps. Widen and construct new auxiliary lanes. Improve lighting and reconstruct existing merge lane. Construct new sidewalks to improve safety and access for bicyclists and pedestrians.	Nile Drive	Staples Street	TxDOT-CRP	On	2	\$39.96	\$39.96						\$51.86
2024	0326-01-056	MPO-005	SH 286 (Crosstown)	The proposed project would improve SH 286 within the project limits from a two-lane undivided highway to a controlled access four-lane freeway with two 12-foot main lanes in each direction, the main lanes having four-foot inside shoulders and 10-foot outside shoulders, two 12-foot frontage road lanes in each direction with a 12-foot outside shoulder, entrance and exit ramps, and five-foot sidewalks outside the frontage road shoulders. The proposed improvements would include grade separations at CR 20A, CR 22, and FM 2444.	FM 43 (Weber Road)	South of FM 2444 (Staples Street)	TxDOT-CRP	On	2	\$41.58	\$41.58						\$53.97
2025	0989-02-057	MPO-033	FM 624 (Northwest Boulevard)	Construct additional two travel lanes to upgrade existing four lane rural roadway to an urban six lane boulevard with raised median.	CR 69	FM 73	TxDOT-CRP	On	2 / 4U / 7	\$21.28	\$9.28	\$10.00	\$2.00				\$25.54
2026	0916-35-252	MPO-024	Yorktown Boulevard	Construct 2 additional travel lanes with turn lanes. Elevate and widen bridge.	Rodd Field Road	Laguna Shores Road	City of Corpus Christi	Off	7	\$39.41			\$39.41				\$47.29





# Statewide Transportation Improvement Program

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## Corpus Christi MPO

Highway Projects

MONDAY, AUGUST 07, 2023  
15:42:38 PM

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
CORPUS CHRISTI MPO - HIGHWAY PROJECTS  
FY 2023

PAGE: 3 OF 3

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
CORPUS CHRISTI	CORPUS CHRISTI	NUECES	0916-00-255	2023	VARIOUS	E	VARIOUS	\$ 3,179,828	
LIMITS FROM VARIOUS LOCATIONS IN CORPUS CHRISTI MPO				PROJECT SPONSOR CORPUS CHRISTI MPO					
LIMITS TO VARIOUS LOCATIONS IN CORPUS CHRISTI MPO				REVISION DATE 10/2022					
PROJECT CORPUS CHRISTI MPO PLANNING TOOLS AND STUDIES PER NCAFA#00003987				MPO PROJ NUM MPO-067					
DESCR				FUNDING CAT(S) 7_CRRSAA					
REMARKS NCAFA and Notice of Proceed are attached.				PROJECT HISTORY					
P7									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	3,179,828	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL MATCH	LC	TOTAL
ROW PURCH \$	0		7_CRRSAA	\$ 3,179,828	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,179,828
CONSTR \$	0		TOTAL	\$ 3,179,828	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,179,828
CONST ENG \$	0								
CONTING \$	0								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	3,179,828								

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER



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**Date:** August 10, 2023  
**To:** Technical Advisory Committee (TAC)  
**From:** Robert MacDonald, Transportation Planning Director  
**Subject:** Item 4C: FY 2023 and FY 2024 Unified Planning Work Program (UPWP) Amendment 1  
**Action:** Review, Discuss, Receive Public Comment and Possible Action

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### **Summary**

The Corpus Christi MPO staff requests that the Technical Advisory Committee (TAC) review, discuss, and receive public comment on the DRAFT Amendment 1 to the FY 2023 and FY 2024 Unified Planning Work Program (UPWP). This Amendment increases the 100% federal funds as part of the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) to \$3,179,828 for the MPO Planning Tools and Studies project. There have been no public comments received to date. This item is a companion document to Item 4B, the FY 2023-2026 Transportation Improvement Program (TIP) Amendment 1.

As approved in the original UPWP and TIP Amendments that budgeted the \$2.0 million CRRSAA funds, there continues to be a need to address outdated planning tools and information that are needed to deliver better methods and processes for our MPO's member governments. Fortunately, the current and this additional funding source provides a unique opportunity for the Corpus Christi MPO to acquire the necessary capabilities, tools and upgraded data for use in our programs. With the 2020 Census data coming available, the access to big data resources, new analytic tools, traffic counts, traffic and socioeconomic forecasting model capabilities, crash analysis methodologies and corridor congestion analysis tools, the time is right for this once in a decade opportunity to enhance the capabilities of the Corpus Christi MPO.

The following table (Exhibit 9) from the UPWP Amendment 1 document identifies the revised funding levels with the 100% Federal CRRSAA. These funds are treated as the Category (CAT 7) funds in the TxDOT systems. The Corpus Christi MPO has completed the initial NCAFA with TxDOT for \$2,000,000 and the additional \$1,179,828 is the subject of this FY 2023 and FY 2024 UPWP Amendment 1 and the FY 2023-2026 TIP Amendment 1 on this month's TAC agenda. The amended NCAFA is in the review process with TxDOT. <sup>1</sup>TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

UPWP Task	Description	2-Year TPF <sup>1</sup> Federal Funds	2-Year FTA 5307 Funds	State Funds	Other Funds CRRSAA	Total Funds
1.0	Administration-Management	\$1,599,633	\$0	\$0	\$ 3,179,828	<b>\$4,779,461</b>
2.0	Model and Data Development and Analyses	\$253,100	\$0	\$0	\$ 0	<b>\$253,100</b>

3.0	Short Range Planning	\$332,000	\$0	\$0	\$ 0	<b>\$332,000</b>
4.0	Metropolitan Transportation Planning	\$289,100	\$0	\$0	\$ 0	<b>\$289,100</b>
5.0	Special Studies	\$0	\$0	\$0	\$0	<b>\$0</b>
<b>TOTAL</b>		<b>\$2,473,833</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,179,828</b>	<b>\$5,653,661</b>

### **Fiscal Impacts**

As we have identified the needs for the Corpus Christi MPO staff and consultant teams to deliver the products and programs we believe are critical to our future capabilities with the CRRSAA funding that is now available. Typically, funding beyond the usual allocation of planning funds that are a combination of federal PL-112 planning funds from the Federal Highway Administration and FTA 5303 planning funds from the Federal Transit Administration is difficult to acquire. In MPOs that are classified as Transportation Management Areas (TMAs) these additional funds commonly come from the Surface Transportation Block Grant (STBG) allocation. The Corpus Christi MPO currently has \$3,179,828 in CRRSAA funds available that are 100% federal funds.

The Corpus Christi MPO staff is proposing to use the total \$3,179,828 in 100% Federal CRRSAA funds to fund data acquisitions and consultant services that can develop and implement tools that will enhance the regional performance-based planning and programming process.

### **Additional Changes**

Other changes in the FY 2023 and FY 2024 UPWP include:

- Cover Page: Change proposed approval dates and added federal disclaimer language
- Changed page-footers to indicate Amendment 1
- Page 2: updated Financial Summary Section
- Pages 4, 17 and 26: Updated funding tables for Task 1.0 and the companion 1.9k Subtask
- Page 52: Updated Exhibit 9. Corpus Christi MPO 2-Year Funding Summary for FY 2023 and FY 2024
- Page 53: Updated Exhibit 10. Corpus Christi MPO FY 2023 & FY 2024 Revenue Sources
- Appendix A: Updated TAC and TPC members in the Appendices

### **Recommendation**

The Corpus Christi MPO staff recommends that the Technical Advisory Committee review, discuss and receive public comments on Amendment 1 to the FY 2023 and FY 2024 Unified Planning Work Program, then recommend the TPC release the document for a one-month public comment period.

### **Proposed Motion**

Move to recommend that the TPC release the DRAFT FY 2023 and FY 2024 UPWP for a one-month public comment period.

### **Attachments**

1. Public Notice #23-3 for the FY 2023 and FY 2024 UPWP Amendment 1
2. DRAFT FY 2023 and FY 2024 UPWP Amendment 1 [\[WEBLINK\]](#)



## **PUBLIC NOTICE #23-03**

**September 7, 2023**

The **Corpus Christi Metropolitan Planning Organization** (Corpus Christi MPO) is seeking public input and comments on the:

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- **FY 2023 – 2026 Transportation Improvement Program (TIP) Amendment 1**

The UPWP serves as the scope of work for the Corpus Christi MPO and documents transportation-related planning activities conducted in the Corpus Christi MPO Planning Area. The FY 2023 – 2026 TIP identifies how the region plans to invest in the transportation system during the Fiscal Years 2023 through 2026. In accordance with the Corpus Christi MPO Public Participation Plan, the MPO is seeking to inform those who are interested in or affected by transportation decisions with opportunities to provide input on the FY 2023 and FY 2024 UPWP Amendment 1 and FY 2023 – 2026 TIP Amendment 1.

The **DRAFT FY 2023 and FY 2024 UPWP Amendment 1 and FY 2023 – 2026 TIP Amendment 1** are being released to the public on September 7, 2023 and public input is invited through October 12, 2023 at the following public meetings:

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**Date:** August 10, 2023  
**To:** Technical Advisory Committee (TAC)  
**From:** Craig Casper, Senior Transportation Planner  
**Through:** Robert MacDonald, Transportation Planning Director  
**Subject:** Item 5A: 2050 Metropolitan Transportation Plan (MTP) Update  
**Action:** Review, Discuss and Comment

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### **Summary**

The [Corpus Christi MPO Metropolitan Transportation Plan](#) (MTP) must be adopted no later than February 6, 2025. The MTP will include the goals, objectives and performance metrics that are used to analyze, score, and select projects that receive federal funds. Although the 2025-2050 MTP is itself a single stand-alone document, it encompasses other plans, programs, and processes that are also necessary. These other efforts are synergistic amongst each other and interdependent with the 2025-2050 MTP. This month we will look more in-depth at:

- The [Congestion Management Process](#)
- [Functional Classification of Roadways](#)
- [System Preservation](#)
- [Resiliency Planning](#)

### **Recommendation**

N/A.

### **Proposed Action**

N/A.

### **Background**

#### **Congestion Management Process (CMP)**

The CMP is intended to maximize benefits from capital investments by guiding the selection of which projects receive funding in the TIP. As federally required, any project proposed for federal funding in the TIP that adds general-purpose lanes must first try demand and operational management to satisfy the need for additional capacity; unless the project addresses an established bottleneck or is a safety improvement. Per [23 CFR §450.322](#) a CMP is required to include the following:

- Regional goals to reduce vehicle miles traveled during peak commuting hours and improve transportation connections between areas with high job concentration and areas with high concentrations of low-income households;
- A list of existing public transportation services, employer-based commuter programs, and other existing transportation services that support access to jobs in the region; and
- A list of proposed projects and programs to reduce congestion and increase job access opportunities.
- Methods to monitor and evaluate the performance of the multimodal transportation system, identify the underlying causes of recurring and non-recurring congestion, identify and evaluate alternative

strategies, provide information supporting the implementation of actions, and evaluate the effectiveness of implemented actions;

- The regional definition of congestion management with objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods;
- A description of the coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute in determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented strategies;
- Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems based on the established performance measures;
- Identification of an implementation schedule, responsibilities, and possible funding sources for each strategy (or combination of strategies) proposed; and
- Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures. The results of this evaluation shall be provided to decision-makers and the public to provide guidance on selecting effective strategies for future implementation.

### **Functional Classification of Roadways (TxDOT SOP)**

TxDOT has standard operation procedures that provide the guidance necessary to the Corpus Christi MPOs consulting team to make informed planning decisions relating to the Functional Classification (FC) of the roadway system in Texas. The basic premise is that there are two primary roadway functions: Access and Mobility. All roadways trade-off better performance in one of these functions with worse performance in the other.

The three components of the functional classification system are: arterials, collectors, and local streets. These functional classifications (FC 1 = Interstate, FC 2 = Other Freeways and Expressways, FC 3 = Other Principal Arterial, FC 4 = Minor Arterial, FC 5 = Major Collector, FC 6 = Minor Collector, and FC 7 = Local) define the role each roadway plays in serving local communities, long-distance travel, and freight needs by connecting people and goods. In addition, the functional classification defines the role of roadway characteristics such as speed, capacity, and existing and future land use development, as well as determining the eligibility for funding under the Federal-aid program.

### **System Preservation**

In order to maximize the life and effectiveness of transportation systems, careful management is required. Pavement and bridge management extends the life of roads and bridges. System preservation was repeatedly identified as a priority investment area throughout public and stakeholder outreach efforts and the FAST Act places clear emphasis on the need to first maintain and preserve existing assets before adding new capacity. Road and bridge infrastructure deteriorate at known predictable rates, taking into account materials, craftsmanship, weather conditions, traffic type and volume, along with several other factors. The Corpus Christi MPO has contracted with a consultant to utilize FHWA's software [HERS](#) to define funding levels needed to maintain existing conditions in the next 25 years.

### **Resiliency Planning**

Some coastal transportation infrastructure is highly exposed to extreme events and that exposure will increase as sea levels rise. Many of the adaptations needed for future sea levels are the same engineering approaches needed for improving infrastructure resilience today. Resiliency planning for roadways is especially important in a [coastal environments](#). Planning, building, operating, and maintaining highways in the coastal environment is especially challenging. Roads near the coast are influenced by coastal tides and waves and occasionally by significant storms. The Corpus Christi MPO has contracted with a consultant to conduct a multi-phase approach to developing this plan. The MPO staff is also working closely with the Coastal Bend Resiliency Partnership.

Previously discussed items are:

- The [Small Area Forecast](#)
- The [Non-motorized Plan](#)
- the [Project Scoring Tool](#)
- The [Active Transportation plan](#)
- A Regional [Complete Streets policy](#)

**Attachment:**

1. Schedule and scope of the Resiliency and CMP Notice To Proceed



METROPOLITAN PLANNING ORGANIZATION

July 07, 2023

602 N. Staples St., Suite 300  
Corpus Christi, TX 78401

Telephone: 361.884.0687  
Email: ccmpo@cctxmpo.us  
www.corpuschristi-mpo.org

**TRANSPORTATION  
POLICY COMMITTEE**

**Hon. David R. Krebs - Chair**  
San Patricio County Judge

**Charles W. Zahn, Jr. - Vice Chair**  
Port of Corpus Christi  
Commission Chairman

**Hon. Paulette Guajardo**  
City of Corpus Christi Mayor

**Hon. Cathy Skurow**  
City of Portland Mayor

**Hon. Connie Scott**  
Nueces County Judge

**Dan Leyendecker**  
Corpus Christi Regional  
Transportation Authority  
Board Chairman

**Valente Olivarez, Jr., P.E.**  
Texas Department of  
Transportation - Corpus Christi  
District Engineer

**Work Authorization 2023.9A**

**Corpus Christi Resiliency Study Phase 1A**

**Notice to Proceed: July 7, 2023**

**Description of Services:** The Corpus Christi Resiliency Study Phase 1A will determine the transportation infrastructure assets to evaluate as part of the Regional Resiliency Plan. This effort will be coordinated with other agencies, such as FEMA, the Department of Defense, the Corps of Engineers, Texas Division of Emergency Management, and local governments' Emergency Management Leadership. The relevant natural and human-caused hazards will be defined, along with establishing a "Criticality Framework" that at least considers economic cost and social equity. This effort will be coordinated among the Corpus Christi MPO and its planning partners to identify the vulnerable transportation assets for each relevant hazard. The detailed scope and schedule are attached.

**Deliverables:** Consultant will provide professional services and deliver:

- Project initiation and coordination teleconference
- Monthly progress reports and invoices specific to this Work Authorization
- Assessment of FHWA's VAST tool to aid identification of vulnerable assets
- Report identifying the vulnerable transportation assets by type and a summary from any conducted interviews
- Technical Memo documenting the resource review and selection of hazards
- Up to four possible future climate scenarios will be generated using CMIP 2.1
- Technical Memo identifying evaluation criteria to determine the criticality of each asset type and potential consequences of it failing
- Spatial criticality/hazard data set conflated with Corpus Christi's Asset Inventory for identified asset types
- Scoring Spreadsheet to prioritize assets conflated to the spatial criticality/hazard data set
- Presentation materials for the Corpus Christi MPO TPC and TAC

**The attached Work Authorization 2023.9A ends on September 30, 2024 unless extended in writing. The work shall not exceed \$60,000 unless preapproved in writing.**

Respectfully,

Robert MacDonald, MPA, P.E.  
Transportation Planning Director



## Corpus Christi MPO Regional Resiliency Improvement Plan Phase 1

### Work Authorization 2023.09 Draft Scope of Work

#### Task 1. Project Management

The management of this task will begin with a project kickoff meeting which will be focused on setting the initiative off on a path for success and continual guidance, oversight, and coordination by the High Street Project Manager throughout the engagement. Specific elements of the project management task include:

- **Work Authorization 2023.09 Kickoff Meeting:** Our team's Project Manager (PM), Alice Beattie, and other key staff will prepare for and conduct a kick-off meeting with Corpus Christi MPO staff to confirm project objectives, schedule, and key milestones. The High Street team will additionally take advantage of this time with CCMPO staff to define resiliency scenario parameters including: i) initial asset types to evaluate, ii) potential climate scenarios, iii) brainstormed infrastructure criticality factors, and iv) natural hazards to be considered. Agreement on software platforms/conceptual design of the eventual resiliency analysis tool and external coordination needs will further be covered at the kick-off.
- **Monthly Progress Reports and Invoices:** High Street will prepare and submit an invoice consolidating all work performed by our team each month. We will include a written progress report outlining actual work accomplished during the month and estimated work schedules to be accomplished in the following month. We will also document any challenges encountered and recommended solutions.
- **Project Progress Meetings:** These touchpoint meetings will provide the chance to communicate and coordinate with Corpus Christi MPO regarding project objectives and task timelines. Meetings will generally be conducted virtually. The timing and frequency of the project progress meetings will be discussed during the project kickoff, though monthly meetings are anticipated.

#### Task 1 Deliverables

- Task order kick-off meeting agenda, presentation material, meeting notes
- Revised project schedule including key milestones, deliverables, and study oversight committee review
- Monthly progress reports, invoices, and billings
- Project progress meeting agendas and notes

#### Task 2. Identify Vulnerable Transportation Asset Types

A first step in the technical analysis will be to identify the vulnerable transportation asset types evaluated for resiliency. To arrive at this list, the High Street team will:

- 1) identify asset types capable of being evaluated with publicly available resiliency tools,
- 2) review those asset types identified in prior state/regional studies, and
- 3) conduct interviews with Corpus Christi MPO staff and its planning partners on vulnerable transportation asset types to include in the resiliency analysis.



One of the most prominent publicly available resiliency tools – which can be used in this effort – is the U.S. DOT Vulnerability Assessment Scoring Tool (VAST). Asset types covered in VAST are (1) rail, (2) ports and waterways, (3) airports and heliports, (4) oil and gas pipelines, (5) bridges, and (6) roads and highways. The High Street team will assess the viability of using the VAST spreadsheet-based tool with available Corpus Christi MPO data to identify which of these asset types can be readily included in a regional resiliency study.

The High Street team will further review regional resiliency publications (see Appendix A for examples) to assess which transportation asset types were included. For instance, the Gulf Coast Resiliency Study included roads, bridges, airports, ports, rail, and transit asset types. TxDOT is further actively working to identify an inventory of vulnerable transportation assets. Should this effort be completed and shared with Corpus Christi MPO prior to this task completion, we will incorporate their findings into Corpus Christi MPO's inventory of vulnerable transportation assets.

To ensure alignment of the Corpus Christi MPO Resiliency Plan with the goals, objectives, data sources, and methodologies with planning partners, the High Street team may conduct desk-based research, individual interviews, or facilitated sessions to gather information and data relevant. This task will include conducting research and coordinating with Corpus Christi MPO and its planning partners to define the overall “network” of asset types for which the resiliency analysis will be conducted.

A technical memorandum will be prepared to recommend vulnerable transportation asset types for inclusion in the eventual Corpus Christi MPO Resiliency Plan. This memorandum will include an assessment of using VAST, review of relevant publication asset types, and summarize findings from any conducted interviews.

### **Task 2 Deliverables**

- Technical Memo documenting the resource review, and definition of the assets

### **Task 3: Determine Relevant Natural and Human Caused Threats**

Once a set of vulnerable transportation asset types has been established, the High Street team will conduct research and coordinate with Corpus Christi MPO and its planning partners to identify hazards for inclusion in the resiliency analysis. The team may conduct desk-based research, individual interviews, or facilitated sessions to gather information and data.

Possible hazards will be gleaned from a blend of publications and tools extending beyond Corpus Christi MPO and its planning partners. For instance, the <https://geored.org/> site contains data on five stressors: i) temperature change, ii) precipitation change, iii) sea level rise, iv) storm surge, and v) wind. Additional climate hazard data can be gathered from an assortment of sources such as FEMA, the U.S. Department of Defense, the US Corps of Engineers, TxDOT Resiliency Group, the Texas Division of Emergency Management and the local government's emergency management leadership. Publications will be reviewed for possible hazards that can be included in the Corpus Christi MPO Resiliency Plan. It is anticipated that such hazards may include coastal flooding, inland flooding, storm surge, windstorm, sea level rise, drought, extreme heat, lightning, coastal erosion, dam and levee failure, land subsidence, expansive soils, and wildfire.

With this working list of hazards, the High Street team will then facilitate meetings with Corpus Christi MPO and planning partner staff to define hazards for assessing transportation system vulnerability. This effort will likely require an iterative process where we identify the hazard and then explore whether adequate spatial data resources exist for various infrastructure assets to support the analysis.

### **Task 3 Deliverables**

- Technical Memo documenting the resource review and selection of hazards

### **Task 4: Develop Future Climate Scenarios Using Coupled Model Intercomparison Project (CMIP) Climate Data Processing Tool**

To gauge the likelihood and consequences of future hazardous events, the High Street team will work with Corpus Christi MPO technical advisors [with CMIP log-ins] to implement the most recent version of USDOT Coupled Model Intercomparison Project (CMIP) Climate Data Processing Tool (currently version 2.1) for the Corpus Christi MPO area. This effort will take Localized Constructed Analogs (LOCA) downscaled CMIP5 data and process the information to be harmonious with the scenarios developed during the socio-economic forecast effort and the outputs will also roll into the HERS infrastructure maintenance Work Authorization.

Up to four possible future climate scenarios will be generated with data then used to assess the risk exposure of assets to different hazards.

### **Task 4 Deliverables**

- Projected annual average and annual extreme temperatures and annual average and ‘heavy’ precipitation values, largest 3-day precipitation event, etc. for up to four climate scenarios

### **Task 5. Establish Infrastructure Criticality Framework**

With a ‘network’ of asset types, listing of hazards, and future climate scenario data used to quantify each hazard’s risk, the High Street team will shift its focus to identifying evaluation criteria reflective of the criticality of each asset type. This will involve reviewing regional criticality data and facilitating Corpus Christi MPO and stakeholder feedback.

When practical and to streamline the development of a first draft set of criteria, the High Street team will rely on regionally processed criticality data. Sites such as <https://geored.org/> will be used to gather criticality data pertaining to hazard impacts and social vulnerability. If additional GeoRED data viewing tools and capabilities for evaluating economic development and environmental resiliency (building on the Texas Coastal Resiliency Master Plan) become available before task completion, we will include this data in this effort. The High Street team will review the data layers to identify potential criticality criteria that can be quantified for the region.

Additional indicators of criticality will be gathered by collaborating with Corpus Christi MPO and planning partner staff to answer the question “How impactful would it be if an at-risk segment fails?” To the extent possible, this will entail developing an approach for assessing the economic cost of a failure by exploring the impacts of a closure with respect to delays, detours, productivity, freight flows, etc. This element may also look at issues such as whether a segment is part of an evacuation route and social equity considerations, such as the magnitude of the potential impact on historically underserved populations and the implications for creating accessibility barriers for key services such as health care.



High Street staff will present these options at a facilitated session to better gauge what criteria to consider. Criteria with sufficient sponsorship will then be evaluated for inclusion based on the ability to identify pertinent evaluation data.

As part of the criticality framework development effort, the High Street team will work with Corpus Christi MPO to determine whether its application will be tied to a limited number of at-risk segments (e.g., only those with high vulnerability and probability scores), or is applied more universally to most or all system segments.

#### **Task 5 Deliverables**

- Technical Memo documenting criticality evaluation criteria

#### **Task 6. Develop Prioritized Inventory of Vulnerable Transportation Assets**

This final task will be used to develop a prioritized list of vulnerable transportation assets based on their criticality and hazard exposure - both today and in the future. The High Street team will spatially join collected data to score a segmented inventory of each transportation asset type. Segments will be defined collaboratively with Corpus Christi staff based on the desired level of disaggregation and the level of aggregation of the underlying data.

A spatial data frame that contains criticality/hazard data conflated to each asset will be delivered to Corpus Christi MPO, along with all source data sets. In addition, the High Street team will prepare a spreadsheet that allows Corpus Christi to modify priority weights for each criticality/hazard criterion and see the resulting scores. It is envisioned that a second phase effort can be completed to validate this list of scores, prepare any desired validation tools, and be used to launch a project-level analysis focused on risk mitigating criteria.

#### **Task 6 Deliverables**

- Spatial criticality/hazard data set conflated with Corpus Christi's Asset Inventory for identified asset types
- Scoring Spreadsheet to prioritize assets conflated to the spatial criticality/hazard data set

#### **Budget**

Our proposed budget is provided below.

<b>Task</b>	<b>Budget</b>
1) Project Management	\$13,550
2) Identify Vulnerable Transportation Asset Types	\$6,380
3) Determine Relevant Natural and Human Caused Threats	\$6,150
4) Develop Future Climate Scenarios Using CMIP Climate Data Processing Tool	\$6,720
5) Establish Infrastructure Criticality Framework	\$15,600
6) Develop Prioritized Inventory of Vulnerable Transportation Assets	\$11,600
<b>TOTAL</b>	<b>\$60,000</b>

Schedule

Task	Sep '23	Oct	Nov	Dec	Jan ' 24	Feb
1) Project Management						
2) Identify Vulnerable Transportation Asset Types						
3) Determine Relevant Natural and Human Caused Threats						
4) Develop Future Climate Scenarios Using CMIP Climate Data Processing Tool						
5) Establish Infrastructure Criticality Framework						
6) Develop Prioritized Inventory of Vulnerable Transportation Assets						

## Appendix A: Preliminary List of Related Plans and Studies to Include in Resource Review

TEMPO Resilience Working Group Meeting Resources <https://www.texasmpo.org/resiliency-working-group/>

Coastal Bend COG Regional Resilience Partnership – Geospatial Resilient Economic Development Platform (HRI)

FEMA RAPT Tool – At Census Tract level

<https://fema.maps.arcgis.com/apps/Cascade/index.html?appid=1f788c5b5a044034b6ca7f3b2ff55597>

Coastal Resiliency Master Plan 2019 <https://www.glo.texas.gov/coast/coastal-management/coastal-resiliency/index.html>

Region 3 Coastal Resiliency Master Plan Tier 1 projects

<https://glo.maps.arcgis.com/apps/MapTour/index.html?appid=a422ced4d5dd407295c5e41ce2717424>

Region 3 Data Viewer <https://gomaportal.tamucc.edu/crmp/region3/>

2023 Texas Coastal Resiliency Master Plan

[https://www.swg.usace.army.mil/Portals/26/J\\_Oyer%20TCRMP%202021%20USACE%20Forum.pdf](https://www.swg.usace.army.mil/Portals/26/J_Oyer%20TCRMP%202021%20USACE%20Forum.pdf)

Modeling Sea Level Rise and Storm Surge Impacts for Texas Coastal Resiliency Planning (AECOM/HRI)

[https://cdn.ymaws.com/www.tfma.org/resource/resmgr/2022\\_annual\\_meeting/presentations/track\\_1/1\\_2-modeling\\_sea\\_level\\_rise\\_a.pdf](https://cdn.ymaws.com/www.tfma.org/resource/resmgr/2022_annual_meeting/presentations/track_1/1_2-modeling_sea_level_rise_a.pdf)

Texas Coastal Resiliency Master Plan (TAMU-CC, HRI) <https://www.harte.org/project/texas-coastal-resiliency-master-plan>

Geospatial Framework and Analysis for Coastal Resilience, South Texas Coastal Bend (TAMU-CC, HRI)

<https://www.harte.org/project/geospatial-framework-and-analysis-coastal-resilience-south-texas-coastal-bend>

Living with Sea Level Rise in the Texas Coastal Bend (TAMU-CC, HRI)

<https://www.harte.org/project/living-sea-level-rise-texas-coastal-bend>

Developing the Texas Coastal Resiliency Plan through Data Analysis, Modeling and elicitation

<https://www.beg.utexas.edu/presnetation/developing-the-texas-coastal-resiliency-master-plan-through-data-analysis-modeling-and-expert-elicitation>

Living with Sea Level Rise in the Texas Coastal Bend (NCCOS)

<https://coastalscience.noaa.gov/project/living-with-sea-level-rise-in-the-texas-coastal-bend/>

Regional Resilience Partnership (RRP) – CBCOG and HRI <https://coastalbendcog.org/regional-resilience-partnership>

TAMU-CC CREST Center for Geospatial and Environmental Informatics, Modeling, and Simulation

<https://www.caller.com/story/news/education/2022/05/12/a-m-corpus-christi-research-coastal-resiliency-stem-diversity/9719875002/>



TxDOT Transportation Resilience Planning <https://www.texasmpo.org/wp-content/uploads/2021/05/Mostafavi-TAMU-TTI-research-TX-Resiliency-Working-Group-March-30-2021.pdf>

Developing a Resilient Texas Transportation System  
<https://www.lamar.edu/files/documents/resilience-recovery/grant/recovery-and-resiliency/transportation-water-ways/developing-a-resilient-texas-transportation-system-prozzi.pdf>

Coastal Texas Protection And Restoration Feasibility Study

[TxDOT Transportation Resilience Planning Scorecard and Best Practice](#)



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**Date:** August 10, 2023  
**To:** Technical Advisory Committee (TAC)  
**From:** Craig Casper, Senior Transportation Planner  
**Through:** Robert MacDonald, Transportation Planning Director  
**Subject:** Item 5B: 2020 Adjusted Urban Area Update  
**Action:** Review and Discuss Issues and Opportunities

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### **Summary**

As mentioned in the February 2023 memo, the Census Bureau released the map of Census Urban Areas on January 12<sup>th</sup> 2023. Attachment 1 depicts the new Census Designated Corpus Christi Census Urban Area, along with both the Robstown Census Urban Area and the Aransas Pass--Port Aransas--Ingleside Census Urban Area. Attachment 2 depicts the DRAFT Adjusted (smoothed) Urban Area that TxDOT has proposed. We have until October 2023 to propose changes to the DRAFT Adjusted Urban Area using the 9 factors listed in FHWA's *Highway Functional Classification Criteria and Procedures, Section 6. Urban Boundaries*. The Adjusted Urban Area must expand, not contract, the Census Designated Urban Area. ***Please note that both of these are different from the Metropolitan Planning Area boundary, which will be updated to incorporate the Urbanizing Area at a later date.***

### **Background**

Participants in the process are TxDOT, the Corpus Christi MPO team, local governments, and the Corpus Christi Regional Transit Agency. If TxDOT is unable to gain consensus on the Adjusted Urban Area boundaries, the 2020 Census Urban Area boundary will take effect.

When adjusting the urban area boundary participants should use the following 9 factors from FHWA's *Highway Functional Classification Criteria and Procedures, Section 6. Urban Boundaries*:

- a. The adjusted urban area boundary will be one, single contiguous area.
- b. The adjusted urban area boundary should include terminals (e.g. airports, seaports) and their access roads, if such terminals lie within a reasonable distance of the urban area.
- c. The adjusted urban area boundary is adjusted to encompass all large traffic generators that are within a reasonable distance from the urban area (e.g., fringe area public parks, large places of assembly, large industrial plants, etc.).
- d. The adjusted urban area boundary should consider transit service routes (e.g., bus route, passenger rail line) in the placement of a boundary location.
- e. The adjusted urban area boundary should be defined so that its physical location is easy to discern in the field. Whenever possible it should follow physical features (e.g., rivers, streams, irrigation canals, transmission lines, railroads, streets or highways).
- f. All ramps and interchanges should be either included or excluded from the adjusted urban area boundary and interchanges should not be divided by the boundary.
- g. For coastal areas, the generally accepted coastal boundaries most commonly used for spatial analysis or map-making should be used.

- h. It is important to recognize that the adjusted urban area boundary is a significant factor in developing the functional classification of a road in an urban/rural context.
- i. The adjusted urban area boundary should be designed to eliminate or minimize a roadway's snaking in and out of the boundary. In these cases, as the boundary is adjusted, it needs to be clearly defined that the road is either in or out.

**The following definitions are provided for the discussion:**

**Census Urban Area:** The area defined by the Census as Urban based on density of residential units.

**Adjusted Urban Area:** The area smoothed by local entities and TxDOT to create a single, contiguous boundary. It is approved by FHWA and is based on the 9 factors and must include all of the Census Urban Area.

**Urbanizing Area:** The area that is currently rural according to the Census, but the Corpus Christi TPC adopted Small Area Forecast says will reach urban density. This often overlaps with the areas that are added during the Adjusted Urban Area process.

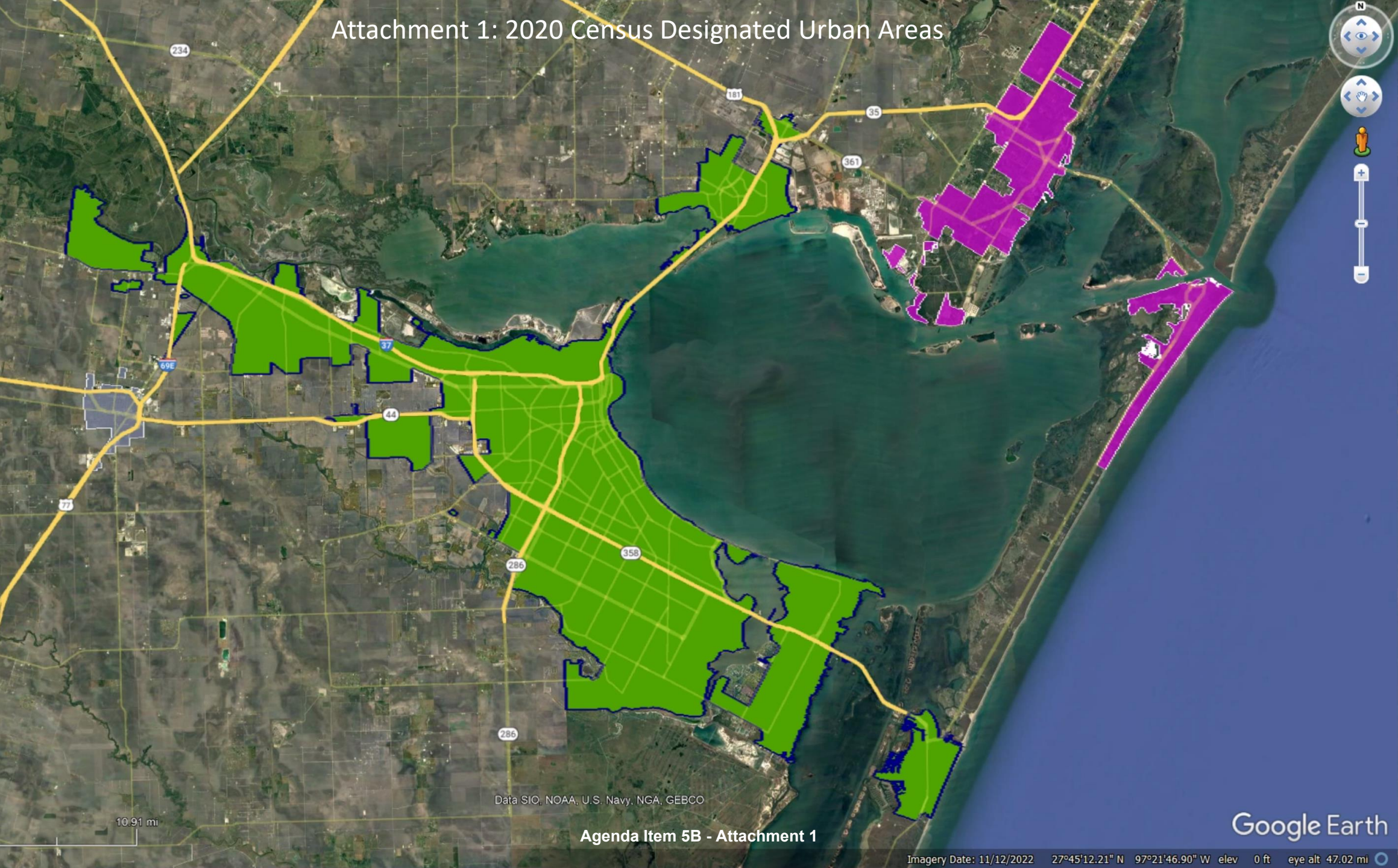
**Metropolitan Planning Boundary:** The area that the Transportation Policy Committee is responsible for conducting the 3C Planning Process for. This must be approved by the Governor.

**Attachments:**

1. Map of the 2020 Designated Urban Areas
2. Map of the DRAFT TxDOT proposed 2020 Adjusted Urban Areas



# Attachment 1: 2020 Census Designated Urban Areas



Data SIO, NOAA, U.S. Navy, NGA, GEBCO

10.91 mi

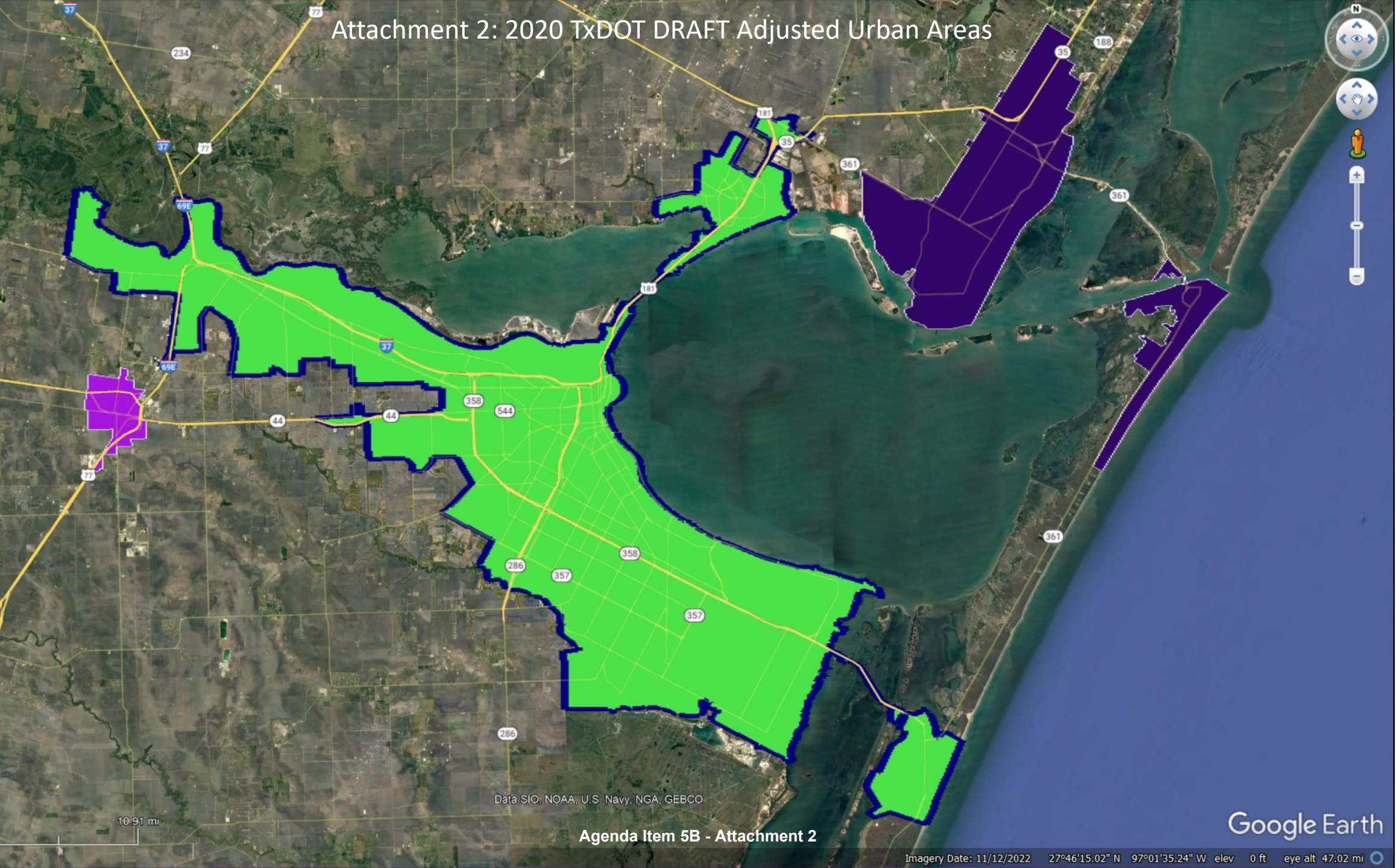
Agenda Item 5B - Attachment 1

Google Earth

Imagery Date: 11/12/2022 27°45'12.21" N 97°21'46.90" W elev 0 ft eye alt 47.02 mi



# Attachment 2: 2020 TxDOT DRAFT Adjusted Urban Areas



Data SIO, NOAA, U.S. Navy, NGA, GEBCO

Agenda Item 5B - Attachment 2

Google Earth

Imagery Date: 11/12/2022 27°46'15.02" N 97°01'35.24" W elev 0 ft eye alt 47.02 mi



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**Date:** August 10, 2023  
**To:** Technical Advisory Committee (TAC)  
**From:** Craig Casper, Senior Transportation Planner  
**Through:** Robert MacDonald, Transportation Planning Director  
**Subject:** Item 6A: Corpus Christi MPO Regional Coordination Group for Federal Transportation Grants Update  
**Action:** Review and Discuss Grant Proposals and Coordination

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### **Summary**

The Corpus Christi MPO staff continues to present information to serve as the focus for the Regional Coordination Group, which is the monthly TAC meeting. We also provide monthly updates to the TPC. The TAC members and Corpus Christi MPO staff invite other local agency staff to provide information on transportation project and program grant submittal proposals. We encourage all those to attend the TAC meeting to provide their input to the specific federal transportation grants being proposed and identified for future submittals over the remaining four years of these transportation grants. The Corpus Christi MPO staff will inform the TPC and TAC of available grant opportunities whenever these become available and ask for their comments and directions as part of the regional coordination efforts.

The Notices of Funding Opportunity (NOFO) for the **Pilot Program for Transit-Oriented Development (TOD)** was issued on August 7, 2023 and the **Strengthening Mobility and Revolutionizing Transportation (SMART)** was issued on August 8, 2023. These NOFOs are provided as Attachment 2 and 3. The deadline for TOD and SMART is October 10, 2023. The most recent **Corpus Christi MPO FY 2023 Competitive Grant Summary Table** is provided as Attachment 1.

### **Federal Grant Results**

The most recent award of federal funds was through Federal Transit Administration's **Emergency Relief Program** Funding. Corpus Christi Regional Transportation Authority was awarded \$11,744 (attachment 4).

### **Members and Discussion Topics**

The TAC members represent the Corpus Christi MPO's local governments and agencies and continue to serve as the Regional Coordination Group for Federal Transportation Grants. Other targeted participants would be local government and agency staff members with expertise in the specific transportation grant or in coordination activities between local entities. Additional staff from private sector partners, industry, and non-profit organizations involved in transportation project and program development may also be invited for specific grant discussions.

### **Attachments**

1. Corpus Christi MPO FY 2023 Competitive Grant Summary Table
2. Notice of Funding Opportunity for the Pilot Program for Transit-Oriented Development (TOD)
3. Notice of Funding Opportunity for the Strengthening Mobility and Revolutionizing Transportation (SMART)
4. FTA Emergency Relief Program Funding: 2023 Selected Projects



## Corpus Christi MPO FY 2023 Competitive Grant Summary Table

<https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>

Program	Description	Eligible Entity	2023 Deadline
<b>Transportation Safety, Equity, Resilience &amp; Other</b>			
<a href="#"><u>Rebuilding American Infrastructure with Sustainability and Equity (RAISE)</u></a>	Provides grants for surface transportation infrastructure projects that will have a significant local or regional impact (aka Local and Regional Project Assistance).	State, MPO, Local Government	2/28/2023
<a href="#"><u>Nationally Significant Multimodal Freight and Highway Projects (INFRA)</u></a>	<b>Provides grants for multimodal freight and highway projects of national or regional significance.</b>	<b>State, MPO, Local Government, FLMA</b>	<b>8/21/2023</b>
<a href="#"><u>National Infrastructure Project Assistance (Mega)</u></a>	<b>Supports large, complex projects that are difficult to fund by other means and likely to generate national/regional economic, mobility, or safety benefits.</b>	<b>State, MPO, Local Government, Political Subdivision</b>	<b>8/21/2023</b>
<a href="#"><u>Bridge Investment Program</u></a>	Provides grants for projects to improve the condition of bridges and culverts and the safety, efficiency, and reliability of the movement of people and freight over bridges.	State, MPO, Local Government, FLMA	Summer 2023 (TBA)
Natural Gas Distribution Infrastructure Safety and Modernization Program	Repair, rehabilitate, or replace the natural gas distribution pipeline systems	Local Governments or Community Owned Utility	7/24/2023
<a href="#"><u>Safe Streets and Roads for All</u></a>	Provides grants to support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives).	MPO, Local Government	7/10/2023
Thriving Communities	Ensure disadvantaged communities adversely and/or disproportionately affected by environmental, climate, and human health policy outcomes have the technical tools and organizational capacity to comprehensively plan for and deliver quality infrastructure projects and community development projects.	State, Local, MPO, Transit	TBA

## Corpus Christi MPO FY 2023 Competitive Grant Summary Table

Program	Description	Eligible Entity	2023 Deadline
<a href="#"><u>Reconnecting Communities and Neighborhoods (RCN) Program Capital Construction</u></a>	Provides grants for projects focused on reducing environmental harm and improving access in disadvantaged communities.	State, MPO, Local Government	9/28/2023
<a href="#"><u>Reconnecting Communities and Neighborhoods Pilot (RCN) Program Community Planning</u></a>	Provides grants for planning activities to support future construction projects and allow for innovative community planning to address localized transportation challenges.	State, MPO, Local Government	9/28/2023
<a href="#"><u>Reconnecting Communities Pilot (RCP) Program Regional Partnerships Challenge</u></a>	To incentivize stronger partnerships between local governments, MPO, State DOT and non-profit, private, and community partners to tackle persistent equitable access and mobility challenges, as well as greenhouse gas emissions reductions.	State, MPO, Local Government, Private, Non-profit	9/28/2023
<a href="#"><u>Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program</u></a>	Provides grants to Tribes and Federal land management agencies to complete projects that will provide substantial benefits to their communities or parklands.	State, Local Governments, Tribes	9/6/2023
<b>Transportation Safety, Equity, Resilience &amp; Other</b>			
<a href="#"><u>Advanced Transportation Technologies and Innovative Mobility Deployment</u></a>	Provides grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.	State, MPO, Local Government	
<a href="#"><u>Strengthening Mobility and Revolutionizing Transportation (SMART)</u></a>	Projects utilizing innovative technology to Improve Transportation Efficiently and Safety	State, MPO, Local Government, Public Transit	10/10/2023
<a href="#"><u>Accelerated Innovation Deployment (AID) Demonstration Program</u></a>	Provides grants to support the pilot/demonstration of innovations on projects, in areas such as planning, financing, operations, pavements, structures, materials, environment, and construction.	State, FLMA, *MPO & Local Government through State	

## Corpus Christi MPO FY 2023 Competitive Grant Summary Table

Program	Description	Eligible Entity	2023 Deadline
<u>Charging and Fueling Infrastructure Grants Program (Community Charging)</u>	Provides grants for projects to develop electric vehicle charging and hydrogen, propane, and natural gas fueling infrastructure access along alternative fuel corridors throughout the country, including in rural areas, low- and moderate-income neighborhoods, and communities with a low ratio of private parking spaces to households or a high ratio of multiunit dwellings to single family homes.	State, MPO, Local Government, FLMA	6/13/2023
Charging and Fueling Infrastructure Grants Program (Corridor Charging)	Deploys publicly accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated Alternative Fuel Corridors.	State, MPO, Local Government, FLMA	6/13/2023
<u>Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Discretionary Grants</u>	<b>Provides grants for activities that enable communities to address vulnerabilities to current and future weather events, natural disasters, and changing conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities.</b>	<b>State, MPO, Local Government, *FLMA with State</b>	<b>8/18/2023</b>
<b>Transit &amp; Intercity Rail</b>			
<u>Transit-Oriented Development Planning</u>	<b>Integrating land use and transportation Planning in new fixed guideway and core capacity transit project corridors</b>	<b>FTA Grantees</b>	<b>10/10/2023</b>
Railroad Crossing Elimination Program	Railway Grade Separation		Summer 2023 (TBA)
<u>Areas of Persistent Poverty Program</u>	Increase transit access for the underserved communities	Recipients and subrecipients 5307, 5310, and 5311	3/10/2023
<u>FEMA Transit Security Grant</u>	Promote sustainable, risk-based efforts to protect critical transportation infrastructure and the traveling public	Public transit based on the ridership, transit systems	5/18/2023
<u>Low/No Emission Bus Program</u>	Support the transition to the clean and efficient transit vehicles	Public Transit	4/13/2023
Capital Investment Grants (CIG)	Fixed guideway investments, rapid rail, commuter rail, light rail, streetcars, bus rapid transit, ferries	State and Local Government	

## Corpus Christi MPO FY 2023 Competitive Grant Summary Table

Program	Description	Eligible Entity	2023 Deadline
<u>Bus and Bus Facilities Competitive Grants</u>	Bus and Bus Facility Procurements	Public Transit	4/13/2023
<b>Port &amp; Freight</b>			
<u>Port Infrastructure Development</u>	Port Safety, Reliability, Efficiency		4/28/2023
<u>America's Marine Highway Program</u>	Marine Highway development and expansion		4/28/2023
<u>Reduction of Truck Emissions at Port Facilities</u>	Port Emissions Reduction		7/26/2023
<b>Climate, Energy, &amp; Environment</b>			
Building Resilient Infrastructure and Communities Program	Hazard mitigation projects		
Flood Mitigation Assistance	Reduce/Eliminate the risk of repetitive flood damage to buildings insured by the national flood insurance program		
Regional Clean Hydrogen Hubs	Development of minimum 4 regional clean hydrogen hubs to improve hydrogen production, processing, delivery, storage, and end use		
<b>Aviation</b>			
Airport Improvement Program Discretionary Grant	Airport Capital Improvements and Rehabilitation Programs		7/14/2023
Airport Terminals Program	Terminal Development Projects that address the aging air infrastructure at large, medium, and small hub airports	State, Local Government, Transit Agency	

# Notice of Funding Opportunity for the Pilot Program for Transit-Oriented Development (TOD)

**Date Posted:** August 8, 2023

**Date Closed:** October 10, 2023

**Opportunity ID:** FTA-2023-011-TPE-TODP

**Grant Program:** [Pilot Program for Transit-Oriented Development Planning – Section 20005\(b\)](#)

**Details: 08/08/2023.** Notice of Funding Opportunity (NOFO): Solicitation of Project Proposals for the Pilot Program for Transit-Oriented Development (TOD) Planning. The Federal Transit Administration (FTA) announces the availability of \$13,460,978 to support comprehensive or site-specific planning associated with new fixed guideway and core capacity improvement projects. The full announcement is posted on Grants.gov as opportunity FTA-2023-011-TPE-TODP. Proposals must be submitted electronically through the Grants.gov website by **11:59 p.m. Eastern Daylight Time on 10/10/2023.**

**Summary:** The [Pilot Program for TOD Planning](#) provides funding to communities to integrate land use and transportation planning in new fixed guideway and core capacity transit project corridors. As required by statute, any comprehensive or site-specific planning funded through the pilot program must examine ways to improve economic development and ridership potential, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations. The statute also requires that the planning work be associated with a new fixed guideway or core capacity transit project as defined in federal transit statute (49 USC 5309(a); also see the NOFO for specific definitions).

Consistent with statutory direction, FTA is seeking comprehensive or site-specific planning projects for a transit capital project corridor. To ensure that planning work reflects the needs and aspirations of the local community and results in concrete, specific deliverables and outcomes, FTA requires that transit project sponsors partner with entities with land use planning authority in the project corridor.

**Eligible Applicants:** Applicants and eventual grant recipients under this program must be FTA grantees as of the publication date of the NOFO. A proposer must either be the project sponsor of an eligible transit capital project as defined above or an entity with land use planning authority in an eligible transit capital project corridor. Evidence of a partnership between these two types of entities will be required unless the applicant has both responsibilities. Please refer to the NOFO for additional details.

Only one application per transit capital project corridor may be submitted to FTA. Multiple applications submitted for a single transit capital project corridor indicates to FTA that partnerships are not in place and FTA will reject all of the applications.

**Link and Instructions for attaching the supplemental form to the SF-424:** All applicants must complete the Pilot Program for TOD Planning [supplemental form](#) and attach it to their submission in Grants.gov. Applicants should refer to section D of the NOFO for further information on the required application contents.

**Webinar:** On August 17th, FTA will host a webinar for this funding opportunity. The webinar will provide an overview of the program and describe eligible applicants and projects. Interested parties are encouraged to register for this event [FY23 Pilot Program for TOD Planning NOFO Webinar](#). FTA is committed to providing equal access to this session for all participants. If you need alternative formats, options, or services, please email [april.mcleanmccoy@dot.gov](mailto:april.mcleanmccoy@dot.gov)

**Due Date:** Proposals must be submitted electronically by **11:59 p.m. Eastern Daylight Time on 10/10/2023.** Applicants must first register at <https://www.grants.gov/> prior to submitting the application

**For Further Information Contact:** For more information contact [April McLean-McCoy](#), FTA Office of Planning and Environment at (202) 366-7429.



DOT-SMART-FY23-01  
 SMART Grants Notice of Funding  
 Department of Transportation  
 69A345 Office of the Under Secretary for Policy

## Notice of Funding Opportunity for the Strengthening Mobility and Revolutionizing Transportation (SMART)

### GENERAL INFORMATION

Document Type:	Grants Notice
Funding Opportunity Number:	DOT-SMART-FY23-01
Funding Opportunity Title:	SMART Grants Notice of Funding
Opportunity Category:	Discretionary
Opportunity Category Explanation:	
Funding Instrument Type:	Grant
Category of Funding Activity:	Transportation
Category Explanation:	
Expected Number of Awards:	30
CFDA Number(s):	20.941 -- Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program
Cost Sharing or Matching Requirement:	No

Version:	Synopsis 2
Posted Date:	Aug 08, 2023
Last Updated Date:	Aug 08, 2023
Original Closing Date for Applications:	Oct 10, 2023
Current Closing Date for Applications:	Oct 10, 2023
Archive Date:	Nov 09, 2023
Estimated Total Program Funding:	
Award Ceiling:	\$2,000,000
Award Floor:	\$250,000

### ELIGIBILITY

Eligible Applicants:	Others (see text field entitled "Additional Information on Eligibility" for clarification)
Additional Information on Eligibility:	Eligible applicants for the SMART Grants Program include: a State; a political subdivision of a State; a federally recognized Tribal government; a public transit agency or authority; a public toll authority; a metropolitan planning organization; or a group of two or more eligible entities listed applying through a single lead applicant (Group Application)

### ADDITIONAL INFORMATION

Agency Name:	69A345 Office of the Under Secretary for Policy
Description:	<p>The purpose of this notice is to solicit applications for Strengthening Mobility and Revolutionizing Transportation (SMART) Stage 1 Planning and Prototyping grants. Funds for the fiscal year (FY) 2023 SMART Grants Program are to be awarded on a competitive basis to conduct demonstration projects focused on advanced smart city or community technologies and systems to improve transportation efficiency and safety.</p> <p>Applications must be submitted via Valid Eval, an online submission proposal system used by USDOT, at <a href="https://usg.valideval.com/teams/USDOT_SMART_2023/signup">https://usg.valideval.com/teams/USDOT_SMART_2023/signup</a>. USDOT will not accept or review application materials submitted via Grants.gov.</p>
Link to Additional Information:	USDOT SMART Program Website
Grantor Contact Information:	<p>If you have difficulty accessing the full announcement electronically, please contact:</p> <p>Roxanne Ledesma          Grantor          Phone 202-774-8003          email</p>





## FTA Emergency Relief Program Funding: 2023 Selected Projects

State/Territory	Recipient	Funding Amount
CA	Los Angeles County Metropolitan Transportation Authority	\$1,200,000
FL	Collier County Board of County Commissioners	\$125,690
FL	Florida Department of Transportation	\$3,983,518
FL	Lee County Transit	\$8,464,227
FL	Sarasota County	\$217,909
KY	Kentucky Transportation Cabinet	\$3,892,200
LA	New Orleans Regional Transit Authority	\$222,081
MO	Bi-State Development Agency of the Missouri-Illinois Metropolitan District	\$27,675,000
NY	New York Metropolitan Transportation Authority (MTA)	\$25,000,000
PR	Hormigueros, Municipality of	\$396,000
PR	Ponce, Municipality of	\$154,937
PR	Puerto Rico Highway and Transportation Authority - Las Marias	\$312,419
PR	Puerto Rico Highway and Transportation Authority - Tren Urbano	\$30,063,000
TX	Capital Metropolitan Transportation Authority	\$300,931
TX	Concho Valley Transit District	\$215,895
TX	Corpus Christi Regional Transportation Authority	\$11,744
TX	North Central Texas Council of Governments	\$90,000

**Total Funds: \$102,325,551**

Last updated: Monday, July 31, 2023  
U.S. DEPARTMENT OF TRANSPORTATION

**Federal Transit Administration**  
1200 NEW JERSEY AVENUE, SE  
WASHINGTON, DC 20590  
202-366-4043