



TRANSPORTATION POLICY COMMITTEE (TPC) REGULAR MEETING AGENDA

2:00 P.M., Thursday, January 5, 2023

Corpus Christi City Hall Council Chambers, 1201 Leopard Street, Corpus Christi, TX 78401

1. **CALL TO ORDER AND QUORUM DETERMINATION**

2. **ELECTION OF OFFICERS FOR THE TRANSPORTATION POLICY COMMITTEE** ☒

The Corpus Christi MPO Bylaws and Operating Procedures (Chapter III) indicate that the Transportation Policy Committee (TPC) shall elect a Chairperson and a Vice Chairperson from among its voting members during the first meeting of each calendar year. Such election shall be by a majority vote of that voting membership.

3. **PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA:**

Opportunity for public comments for any items not on the Agenda and within the TPC'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 TPC 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.

4. **APPROVAL OF THE DECEMBER 1, 2022 TPC REGULAR MEETING MINUTES** ☒

5. **ACTION ITEMS FOR REVIEW, DISCUSSION AND POSSIBLE ACTION**

A. **2023 Performance Measures and Targets** ☒

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

6. **INFORMATION ITEMS FOR REVIEW, DISCUSSION AND COMMENTS**

A. **Harbor Bridge Project Update** ☒

Action: Review, Discuss and Comment

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

Action: Review, Discuss and Comment

C. **Census Urban Area Update** ☒

Action: Review, Discuss and Comment

7. **Member Agency Statements for Items of Community Interest**

8. **UPCOMING MEETINGS:**

A. **Technical Advisory Committee Regular Meeting and Workshop:**

January 19, 2023

B. **Transportation Policy Committee Regular Meeting:**

February 2, 2023

9. **Adjourn**

☒ - Indicates attachment(s) for the agenda item.

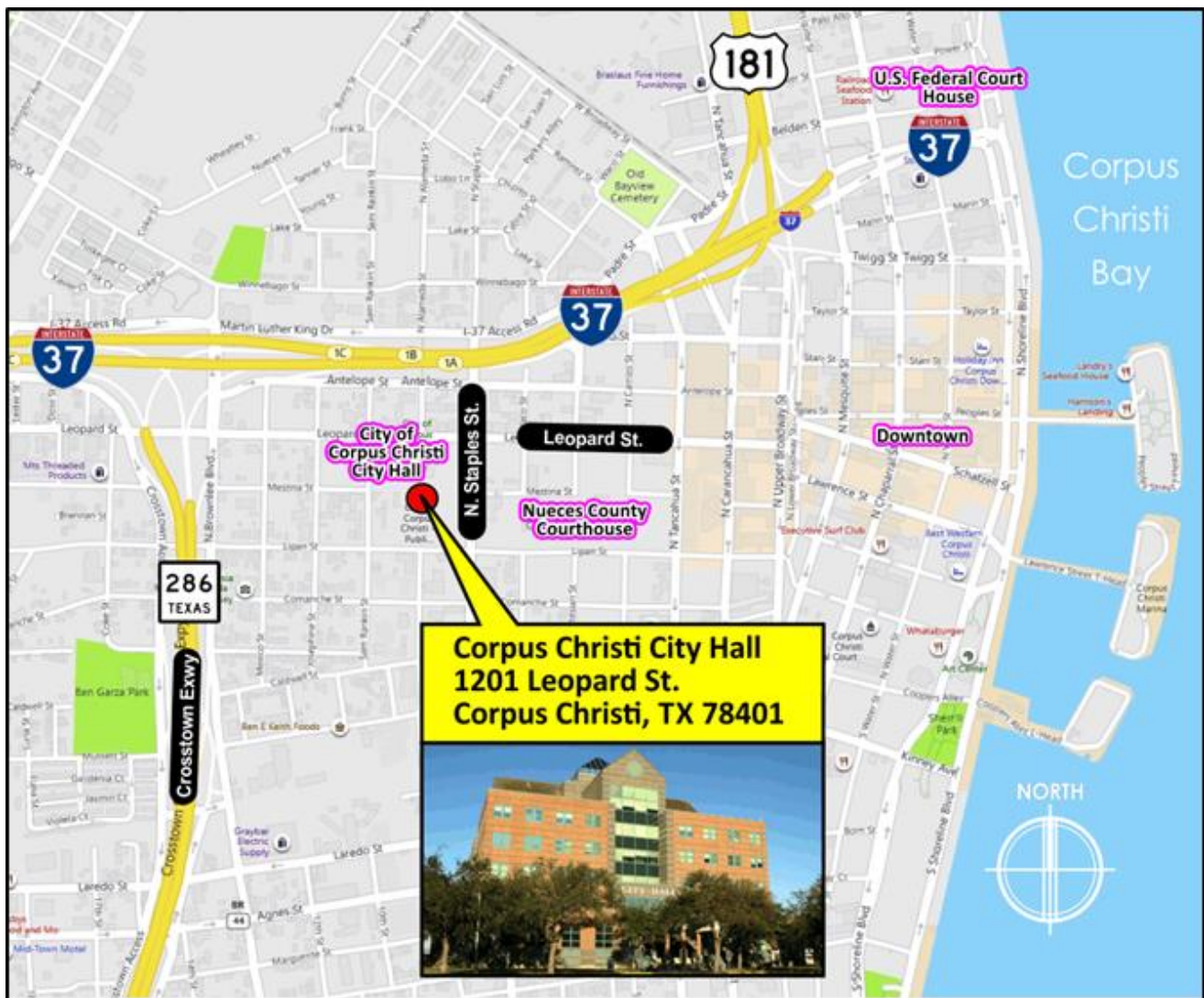
This Transportation Policy Committee meeting will be available to watch online through [LiveStream](#).



Public suggestions and comments may be provided before the meeting by emailing [ccmpo@cctxmpo.us](mailto:ccmpto@cctxmpo.us), by regular mail or hand-delivery to the Corpus Christi MPO offices 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 TPC meeting.

All MPO Committee meetings are public meetings and open to the public subject to the COVID-19 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 MPO at (361) 884-0687 at least 48 hours in advance so that appropriate arrangements can be made.

MEETING LOCATION MAP



Bylaws & Operation Procedures of the Corpus Christi Metropolitan Planning Organization
(Chapter III: Bylaws and Operating Procedures of the Transportation Policy Committee (TPC) excerpt)

Organization

1. The Transportation Policy Committee shall elect a Chairperson and a Vice Chairperson from among its voting members. Such election shall be by a majority of that voting membership.
2. Elections shall take place on the first meeting of the calendar year.
3. An officer may succeed with no limitation to number of terms, except that such term will not continue in the event an officer becomes ineligible for membership on the Transportation Policy Committee.
4. The term of office shall be one year, from January to January or until such time new officers are elected.
5. The Chairperson or Vice Chairperson may be removed from office by a vote of the majority of all voting members of the Transportation Policy Committee.

Duties of the Chairperson

1. The Chairperson shall preside at all meetings of the Transportation Policy Committee. During the absence of the Chairperson, the Vice Chairperson shall preside over meetings and shall exercise all the duties of the Chairperson.
2. The Chairperson shall authenticate, by signature, all resolutions adopted by the Transportation Policy Committee.
3. The Chairperson shall serve as chief policy advocate for the Transportation Policy Committee.
4. The Chairperson shall represent the committee at hearings, conferences, and other events as required or designate another member of the Committee, Chairperson of the Technical Advisory Committee, or the Transportation Planning Director to represent the Chairperson.

**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION POLICY COMMITTEE (TPC) REGULAR MEETING MINUTES**

December 1, 2022

1. CALL TO ORDER AND QUORUM DETERMINATION

TPC Chair Judge Krebs called the meeting to order at 2:00 p.m.

TPC Members Present:

Judge David Krebs, San Patricio County
Mr. Charles Zahn, Jr. Port of Corpus Christi Authority
Judge Barbara Canales, Nueces County
Mayor Paulette M. Guajardo, City of Corpus Christi
Mayor Cathy Skurow, City of Portland
Mr. Dan Leyendecker, Corpus Christi Regional Transportation Authority
Mr. Valente Olivarez Jr., P.E., TxDOT Corpus Christi District

Ms. Mary Esther-Guerra, Nueces County Assistant Attorney

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

2. PUBLIC COMMENTS FOR ITEMS NOT IN AGENDA

None were offered or received.

3. APPROVAL OF THE NOVEMBER 3, 2022 TPC REGULAR MEETING MINUTES

Mr. Leyendecker made a motion to approve the November 3, 2022, TPC Meeting Minutes. Mr. Zahn seconded; the motion passed unanimously.

4. PRESENTATION

Dr. Helen You, Associate Director, Texas State Demographic Center presented the Statewide Demographic Trends, Issues, and 2050 Forecast.

The Texas Demographic Center housed at the University of Texas at San Antonio (UTSA) produces population estimates and projections and other demographic information for the State of Texas. Dr. You, the Associate Director of the Texas Demographic Center and project manager for the forecasts, presented *the Population Trends and Projections: Texas and the Corpus Christi MPO Area* based on the numbers just published in November.

The population changes in the United States and selected states between 2010 Census and 2020 Census shows that Texas (15.9%) and Utah (18.4%) grew at double the national average (7.4%) and Texas' 4 million was the largest numeric change. However, beginning in 2020 the growth rate in Texas slowed from a 1.6% annual rate to a 1.06% annual rate. Between 2020 and 2021 approximately 79% of the total growth in the United States happened in Texas, due primarily to people moving to Texas. However, 87% of population growth in Texas occurred within the triangle between San Antonio, Houston and Dallas-Ft Worth, east of the I-35 Corridor. In contrast, between 2010 and 2020 over half (143) of the 257 counties in Texas decreased in population.

Nueces County increased by approximately 13,000 in population and San Patricio County has increased by approximately 4,000 in population between the 2010 Census and the 2020 Census. The data shows a gradual population increase in Nueces County from 2000, 2010 and 2020. Hispanics are the majority race group in Nueces County. San Patricio County shows a population decrease between 2000 to 2010 but an increase between 2010 to 2020. Hispanics exceed 50% of the total population in 2010 and 2020 in San Patricio County.

Population change has three components: Natural Increase (births minus deaths), Net (incoming minus outgoing) International Migration, and Net Domestic Migration. Statewide, the proportion of population growth from 2010 to 2020 were Natural Increase 48.1%, International Migration 20.8%, and Domestic

Migration 31.1%. However, between 2020 and 2021, Natural Increase and International Migration both declined to near zero, as the pandemic negatively impacted the population growth. Also, Nueces County lost population between 2020 and 2021 due to domestic migration, while San Patricio County gained population due to Domestic Migration. In Texas, more than half of counties had net out Domestic Migration, while some counties gained considerable population from incoming Domestic Migration. Nueces County lost population primarily to San Patricio County and San Antonio, while San Patricio County lost population to the large Texas cities in the Triangle and to other states.

The birth rate for Texas began to decline in 2008, and the contrast between Generational Population Pyramids in Texas between 2010 and 2020 clearly exhibits the trend. The younger generations, specifically Generation Alpha (2013-) population, shrinks after 2015.

Texas Demographic Center (TDC) projects the population using the deaths, net migrants, and births, with the migration rate being the most unpredictable factor among these three. Because domestic migration is the most volatile factor, the TDC created two different scenarios for the new forecasts; continuing the same domestic migration rate as between 2010 and 2020 and decreasing to half of the 2010-2020 domestic rate. The birth rate is projected to stop declining for both scenarios.

The current (November 2022) Projected 30-year Population change between 2020 and 2050 for Nueces County is increasing from 353,178 to 363,055. While for San Patricio County it is increasing from 68,755 to 75,816. The two-county total growth over 30 years is from 421,933 to 438,871. The reason for the difference from the previous forecast is that the 2010-2020 data indicates that both counties lost a considerable number due to Domestic Migration after 2013, while the Natural Increase and International Migration are either decreasing or plateauing.

This demographic information can be found at <https://demographics.texas.gov/>

Judge Canales inquired if a comparison can be made with other coastal counties such as Galveston and Brazoria so that Nueces County can analyze the differences and possible causes of these growing counties and Nueces County. Dr. You answered that the TDC website has a clickable map of counties to show the population changes. Judge Canales also asked if these population decreases can be translated into an economic impact. Dr. You replied that she saw a news article related to the topic and that she would look at the correlation between population increase/decrease and its economic impact.

Mr. Leyendecker inquired if the Generational Population Pyramids that show the migration by these age cohorts in the region are available so that the region can analyze the future workforce. Dr. You said that it is not available at present. However, since UTSA has the age cohort migration data, it possible to generate the Pyramids.

Mayor Skurow inquired about how International Migration was determined. Dr. You answered that the number is based on the American Community Survey and Department of Homeland Security information. The US Census would have the household counts, but there is a possibility that some illegal immigrants were not included in the International Migration number.

TPC members thanked Dr. You for the informative presentation.

5. ACTION ITEMS FOR REVIEW, DISCUSS AND POSSIBLE ACTION

A. TxDOT 2024 Unified Transportation Program (UTP) Category 2 and 4U Project Nomination

Mr. MacDonald briefed the Transportation Policy Committee (TPC) that the Corpus Christi MPO and TxDOT Corpus Christi District (TxDOT-CRP) jointly nominate Category 2 and 4U projects for TxDOT's 10-year Transportation Program called the Unified Transportation Program (UTP). The current 2024 UTP development schedule is attached as a reference. Each TxDOT District submits their initial nominated projects to TxDOT Headquarters in Austin by December 2, 2022.

This is an annual process wherein the Corpus Christi MPO and TxDOT-CRP select the nominated projects, and TxDOT-CRP submits these projects to TxDOT Headquarters after the approval by the TPC for the UTP that is eventually approved by the Texas Transportation Commission in August.

The projects submitted for 2023 UTP are provided as Attachment 4 and the nominated projects for 2024 UTP are provided as Attachment 5. The listed projects are the same, but some of the projects' updated construction estimates have drastically increased from the 2023 UTP to 2024 UTP due to inflation. The TAC discussed and recommended keeping all projects and submitting the 2024 UTP list with new estimated project costs to the TxDOT Headquarters and revising this list as the actual funding levels become available.

Mayor Guajardo commented on one of the nominated projects, FM 624 (Northwest Blvd, CSJ# 0989-02-057), and noted that the City of Corpus Christi would propose to include bicycle and pedestrian infrastructure required by the City of Corpus Christi's adopted corridor plan and requested the project scope be modified.

Mr. MacDonald replied that the scope of any project in this list can be discussed between sponsor agencies, thus the FM 624 project scope can be modified based on the discussion between the City of Corpus Christi and TxDOT-CRP. Today's action is to submit the list of nominated projects to TxDOT Headquarters by the initial deadline, December 2, 2022. There will be a few more chances to discuss these projects again in the 2024 UTP process.

Mayor Skurow inquired that if the scope of the project is changed, the funding category is also changed. Mr. MacDonald answered that it is possible in the Corpus Christi MPO's project selection process.

Mr. Olivarez, Jr. assured the TPC members that these projects are the most current placeholders for the next 10-year period and there are opportunities to make changes in the scope and cost until it is finalized.

Mr. Zahn made a motion to approve submitting the TxDOT-CRP District 2024 UTP Candidate Project List to TxDOT Headquarters. Mr. Leyendecker seconded; the motion passed unanimously.

B. Corpus Christi MPO Small Area Forecast Task Force

Mr. Casper explained to the TPC the reason and purpose for creating the Corpus Christi MPO Small Area Forecast Task Force.

Developing a demographic forecast for a Metropolitan Transportation Plan (MTP) is a federal requirement for ensuring that the plan is based on the latest available estimates for population, land use, travel, employment, congestion, and economic activity. The proposed Small Area Forecast Task Force will develop the process to create future development scenarios for the transportation needs of the region.

The Corpus Christi MPO staff listed the potential members for the Corpus Christi MPO Small Area Forecast Task Force in the Item 5B memo such as TAC members, City and County Departments, Regional Economic Development Corporations, Chambers of Commerce, Independent School Districts (ISDs), Higher Education Institutions, and so forth.

The TAC recommended creating the Small Area Forecast Task Force and agreed to the initial list of members including the TAC members at their November meeting. The Corpus Christi MPO staff requested that the TPC approve the creation of the Small Area Forecast Task Force.

Mr. Zahn made a motion to approve the creation of the Small Area Forecast Task Force. Mayor Guajardo seconded; the motion passed unanimously.

C. Resolution to Enter into a Non-Construction AFA with TxDOT for \$2.0 million of STBG Program Funds

Mr. MacDonald explained to the TPC the status of the \$2.0 million STBG Funds the Corpus Christi MPO would receive for planning efforts. This STBG Fund is a COVID relief fund and is 100% federal, not requiring any local match. The Corpus Christi MPO staff has been working with TxDOT to receive these funds by submitting the required documents. Attachment 2 listed the expected work to be done by consultant teams with this funding, and Attachment 3 is the actual Attachment to the Non-Construction

Advanced Funding Agreement (NCAFA) between the Corpus Christi MPO and TxDOT that provides more details on the proposed scopes of services.

The Resolution 23-02 2022 NC-AFA DELEGATION OF AUTHORITY authorizes the Corpus Christi MPO Transportation Planning Director to enter into a NC-AFA and related agreements with TxDOT. Mr. MacDonald requested the TPC's approval of Resolution 23-02.

Mr. Leyendecker made a motion to approve Resolution 23-02 2022 NC-AFA DELEGATION OF AUTHORITY. Mayor Skurow seconded; the motion passed unanimously.

6. INFORMATION ITEMS FOR REVIEW, DISCUSSION AND COMMENT

A. Harbor Bridge Project Update

TxDOT Corpus Christi District Engineer, Mr. Olivarez, Jr., provided the monthly Harbor Bridge Project update.

Some of the issues related the Delta Frame identified by International Bridge Technologies (IBT) are attributed to the foundation. These issues are resolved, and the work would be resumed around mid-December.

B. Corpus Christi MPO Regional Coordination Group for Federal Transportation Grants

Mr. MacDonald briefed the TPC about the current status of the Corpus Christi MPO Regional Coordination Group for Federal Transportation Grants. There were no new Notice of Funding Opportunity (NOFO) or announcements of awarded grants. The Corpus Christi MPO staff will keep maintaining the regional dialogue and coordination efforts and inform the TAC and TPC if new opportunities become available, or grants are awarded to this region. Mr. MacDonald requested the TPC to inform the MPO staff if any entity is proposing to submit grant applications.

7. MEMBER AGENCY STATEMENTS FOR ITEMS OF COMMUNITY INTEREST

None were offered.

8. UPCOMING MEETINGS

- | | |
|--|--------------------------|
| A. Technical Advisory Committee Regular Meeting and Workshop: | December 15, 2022 |
| B. Transportation Policy Committee Regular Meeting | January 5, 2023 |
| C. Regional Traffic Safety Task Force Virtual Meeting: | January 5, 2023 |
| D. Technical Advisory Committee Regular Meeting and Workshop: | January 19, 2023 |

9. ADJOURN: The meeting adjourned at 3:04 p.m.



Date: December 29, 2022
To: Transportation Policy Committee (TPC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 5A: Safety Performance Measures and Targets (PM1)
Action: Review, Discuss, Receive Public Comments and Possible Action
 (Approve the Release a One Month Public Comment Period)

Summary

Federal Regulations direct MPOs and state Departments of Transportation to establish both performance measures to track, and targets to work towards for the national performance measures for Safety (PM1). MPOs are not evaluated directly on achieving the targets, therefore we have two options when setting targets for each measure:

- 1) Establish our own Corpus Christi MPO numerical targets for each of the performance measures, or
- 2) formally agree to support the TxDOT targets

The Corpus Christi MPO has previously adopted resolutions supporting TxDOT’s adopted Safety Targets (PM1). In May of 2019, the Texas Transportation Commission (TTC) adopted Minute Order 115481, directing TxDOT to work toward the goal of reducing the number of deaths on Texas roadways by half by year 2035 and to zero by the year 2050. TxDOT modified its performance measures and target calculations accordingly. The proposed Resolution 23-03 stating that the Corpus Christi MPO continues to formally support the TxDOT’s targets for PM1 is attached.

The Safety Performance Measures (PM1) include the following targets that were adopted as part of the TxDOT 2023 Highway Safety Plan:

TxDOT Established Safety (PM1) Performance Measures and Targets						
Performance Measure	2019*	2020*	2021*	2022**	2023**	2023***
Number of Fatalities	3,619	3,874	4,486	3,272	3,159	3,682
Rate of Fatalities per 100 million VMT	1.26	1.49	1.70	1.25	1.20	1.38
Number of Serious Injuries	15,858	14,659	19,434	17,539	17,819	17,062
Rate of Serious Injuries per 100 million VMT	5.50	5.63	7.35	6.70	6.77	6.39
Number of Non-Motorized Fatalities and Serious Injuries	2,291	2,206	2,628	2,321	2,340	2,357

*Actual Data, **Target Data, ***Target as a 5-Year Average

Target Source: Texas FY 2023 Highway Safety Plan (HSP) page 44

As of December 26th, in 2022, there have been 3,810 fatal crashes in Texas, killing 4,219 people. There have also been 2,520 Non-motorized fatalities or injuries in Texas. In the context of the Corpus Christi MPO, the following data are shown for illustration purposes. As discussed in several TAC and TPC meetings, it is more relevant for our planning partners to identify where a crash occurs and to analyze these locations than it is to identify the total number of fatalities and serious injuries within the MPO region. Identifying where crashes occur and developing plans and strategies for locations with anomalous occurrences will inherently reduce total fatalities and serious injuries. The table below shows the proportionally relevant performance measures and safety targets the Corpus Christi MPO region.

Corpus Christi MPO Proportionally Relevant Safety Measures and Targets (For Illustration Purposes Only)						
Performance Measure	2019*	2020*	2021**	2022**	2023**	2023***
Number of Fatal Crashes	39	32	31	30	29	32
State Rate of Fatal Crashes per 100 million VMT	1.26	1.49	1.70	1.25	1.20	1.38
Number of Serious Injury Crashes	106	123	119	115	111	115
State Rate of Serious Injury Crashes per 100 million VMT	5.50	5.63	7.35	6.70	6.77	6.39
Number of Non-Motorized Fatal and Serious Injury Crashes	26	38	37	35	34	34

*Actual Data, **Target Data, ***Target as 5-Year Average

Sources: Crash Records Information System (C.R.I.S.), TxDOT Multi-Year Roadway Data Tables (08/16/21)

For the past several years the Corpus Christi MPO has supported the TxDOT safety performance measures and targets adopted by TxDOT. By supporting the TxDOT safety targets, the Corpus Christi MPO agrees to plan and program projects which contribute to achieving the TxDOT state targets and to report regional performance.

Recommendation

The MPO staff recommends that the TPC review and receive public comments on the DRAFT Resolution 23-03 and PM1 information and release for a one-month public comment period. The attached Resolution 23-03 which reports the regions performance and lists the performance measures and targets for Safety (PM1).

Proposed Motion

Move to release the DRAFT Resolution 23-03 supporting the Texas Department of Transportation (TxDOT) Safety (PM1) performance measures and targets as presented for a one-month public comment period.

Attachments:

1. FY 2023 STRATEGIC HIGHWAY SAFETY PLAN (SHSP) PERFORMANCE TARGETS
2. DRAFT Resolution 23-03: 2023 Adoption of Safety Performance Measures and Targets (PM1).

FY2023 STRATEGIC HIGHWAY SAFETY PLAN (SHSP) PERFORMANCE TARGETS

Performance Measures and Target Setting – The Texas Transportation Commission (TTC) adopted Minute Order 115481 in May of 2019, directing the Texas Department of Transportation (TxDOT) to work toward the goal of reducing the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050. TxDOT has modified its performance measures and target calculations accordingly.

Performance Targets:

Target: Total number of traffic fatalities

2023 Target: To decrease the expected rise of fatalities to not more than a five-year average of 3,682 fatalities in 2023. The 2023 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2019	3,619
2020	3,874
2021	4,486
2022	3,272
2023	3,159
2023 Target expressed as 5-year average	3,682

As noted in the table above, the calendar year target for 2023 would be 3,159 fatalities.

Target: Total number of serious injuries

2023 Target: To decrease the expected rise of serious injuries to not more than a five-year average of 17,062 serious injuries in 2023. The 2023 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2019	15,858
2020	14,659
2021	19,434
2022	17,539
2023	17,819
2023 Target expressed as 5-year average	17,062

As noted in the table above, the calendar year target for 2023 would be 17,062 serious injuries.

FY2023 STRATEGIC HIGHWAY SAFETY PLAN (SHSP) PERFORMANCE TARGETS

Target: Fatalities per 100 million vehicle miles traveled

2023 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five-year average of 1.38 fatalities per 100 MVMT in 2023. The 2023 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2019	1.26
2020	1.49
2021	1.70
2022	1.25
2023	1.20
2023 Target expressed as 5-year average	1.38

As noted in the table above, the calendar year target for 2023 would be 1.20 fatalities per 100 MVMT.

Target: Serious Injuries per 100 million vehicle miles traveled

2023 Target: To decrease the serious injuries per 100 MVMT to not more than a five-year average of 6.39 serious injuries per 100 MVMT in 2023. The 2023 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2019	5.50
2020	5.63
2021	7.35
2022	6.70
2023	6.77
2023 Target expressed as 5-year average	6.39

As noted in the table above, the calendar year target for 2023 would be 6.77 serious injuries per 100 MVMT.

FY2023 STRATEGIC HIGHWAY SAFETY PLAN (SHSP) PERFORMANCE TARGETS

Target: Total number of non-motorized fatalities and serious injuries

2023 Target: To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,357 non-motorized fatalities and serious injuries in 2023. The 2023 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data
2019	2,291
2020	2,206
2021	2,628
2022	2,321
2023	2,340
2023 Target expressed as 5-year average	2,357

As noted in the table above, the calendar year target for 2023 would be 2,340 non-motorized fatalities and serious injuries.



CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (MPO)

DRAFT RESOLUTION 23-03

2023 ADOPTION OF SAFETY (PM1) PERFORMANCE MEASURES AND TARGETS

WHEREAS, the Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) was established to identify and support the implementation of regionally significant transportation projects to address future mobility needs; and

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) requires the Texas Department of Transportation (TxDOT) to establish Safety (PM1) targets based on five year rolling averages for the following measures:

- Safety (PM1)
 - Number of Fatalities,
 - Rate of Fatalities per 100 million Vehicles Miles Traveled (VMT),
 - Number of Serious Injuries,
 - Rate of Serious Injuries per 100 million VMT,
 - Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries; and

WHEREAS, the IIJA also requires each MPO to either support the PM1 targets established by the state DOT (TxDOT) or adopt a separate set of targets no later than 180 days after TxDOT adoption;

NOW, THEREFORE, BE IT RESOLVED that the Corpus Christi MPO Transportation Policy Committee hereby supports the TxDOT PM1 targets for the performance measures and adopts these within this Resolution; and

BE IT FURTHER RESOLVED that the Corpus Christi MPO Transportation Policy Committee will plan and program projects that contribute to the accomplishment of the Safety (PM1) Targets:

TxDOT Established Safety (PM1) Performance Measures and Targets						
Performance Measure	2019*	2020*	2021*	2022**	2023**	2023***
Number of Fatalities	3,619	3,874	4,486	3,272	3,159	3,682
Rate of Fatalities per 100 million VMT	1.26	1.49	1.70	1.25	1.20	1.38
Number of Serious Injuries	15,858	14,659	19,434	17,539	17,819	17,062
Rate of Serious Injuries per 100 million VMT	5.50	5.63	7.35	6.70	6.77	6.39
Number of Non-Motorized Fatalities and Serious Injuries	2,291	2,206	2,628	2,321	2,340	2,357

*Actual Data, **Target Data, ***Target as a 5-Year Average
 Source: Texas FY 2023 Highway Safety Plan (HSP)

That it is hereby officially found and determined that the meeting at which this resolution is passed is open to the public and that public notice of the time, place, and purpose of said meeting was given as required by law.

That all public participation requirements identified within the Corpus Christi MPO Public Participation Plan related to this action by the Transportation Policy Committee were met and completed.

ADOPTED AND PASSED this the 2nd day of February 2023.

The Honorable David R. Krebs, TPC Chair
Corpus Christi Metropolitan Planning Organization
County Judge, San Patricio County

David R. Krebs

Print Name

ATTEST:

Robert F. MacDonald, MPA, P.E.
Transportation Planning Director
Corpus Christi Metropolitan Planning Organization



Date: December 29, 2022
To: Transportation Policy Committee (TPC)
From: Robert MacDonald, Transportation Planning Director
Subject: Item 6A: New Harbor Bridge Update
Action: Information Only

Summary

This continuing agenda item provides TxDOT and others an opportunity to provide updated information about the New Harbor Bridge. As material is provided by TxDOT, we will distribute it as part of this agenda item.

The Corpus Christi MPO approved the New Harbor Bridge Project funding through its typical processes in the development of the previous and current Transportation Improvement Programs (TIPs) and the Metropolitan Transportation Plans (MTPs) that identify the New Harbor Bridge Project. Subsequently, the Texas Transportation Commission approved the New Harbor Bridge Project through its process including the TxDOT Unified Transportation Program (UTP) and budget/financial approvals.

We anticipate that any actions needed by TxDOT in the future for the New Harbor Bridge Project will be performed by the Corpus Christi MPO through its staff, TAC and TPC, specifically with amendments to the TIP and MTP documents.

Attachment

None



Date: December 29, 2022
To: Transportation Policy Committee (TPC)
From: Robert MacDonald, Transportation Planning Director
Subject: Item 6B: Corpus Christi MPO Regional Coordination Group for Federal Transportation Grants Update
Action: Review and Discuss Grant Proposals and Processes

Summary

To better coordinate federal discretionary grant submittals offered through the 23 categories of the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) for our region, the Corpus Christi MPO staff continues to present an agenda item at Regular TAC meetings to serve as the core of this new Regional Coordination Group. The TAC members and Corpus Christi MPO staff invites other local staff members of the agencies related to transportation in our region to attend the TAC meeting to provide their input to the specific federal transportation grants being proposed and identified for future submittals over the estimated five years of these transportation grants. The Corpus Christi MPO staff will inform the TPC of available grant opportunities whenever these become available and ask for their comments and directions as part of the regional coordination efforts. This month the FY 2023 RAISE Grants are noted, (see the link in Attachments 1 and document in Attachment 2.

On December 14, 2022, the Department of Transportation announced the Notice of Funding Opportunity for \$1.5 billion in grant funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program for FY 2023. The RAISE grant will be distributed in rural and urban areas with 50% each, and at least \$15 million will be awarded to projects located in Areas of Persistent Poverty or Historically Disadvantaged Communities. The application deadline is February 28, 2023.

Members and Discussion Topics

The TAC members represent the Corpus Christi MPO's local governments and agencies and now serves 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.

The current focus areas of the discussions are to continue to:

- Identify opportunities and recommend actions for leveraging and coordinating regional resources from various disciplines to maximize the successful application and award of grants for transportation projects and programs,
- Recommend action for cooperation by local government and agency staff in the development of the Regional Transportation Projects or Programs to be submitted to the federal or state processes,
- Promote the implementation of priority projects and programs already identified in the regional Corpus Christi MPO's 25-year, 2020-2045 Metropolitan Transportation Plan (2045 MTP),

- Share information on regional transportation project and program submissions to the federal and state processes,
- Report the results of the various project and program submittals to the state and federal selection processes. The attached Summary Table identifies the awards in Texas and in our Region. See the Summary Table of Regional IIJA Grant Submittals, Deadlines and Awards in attachment 3.

Background

The Port of Corpus Christi and the City of Corpus Christi applied for projects through the RAISE Grant Program in FY 2022 (see Attachment 3).

Recommendation

None. This is an information item for the TPC to direct the Regional Coordination Group for Federal Grants and the Corpus Christi MPO staff to discuss if regional coordination is needed for FY 2023 RAISE Grant.

Proposed Motion

None. This is an information item for discussion, comment, and direction.

Attachments:

1. 2023 RAISE Grant Notice of Funding Opportunity [🔗](https://www.transportation.gov/RAISEgrants/raise-application-faqs)
<https://www.transportation.gov/RAISEgrants/raise-application-faqs>
2. 2023 RAISE Grant Information
3. Summary Table of Regional IIJA Grant Submittals, Deadlines, and Awards
4. FHWA and USDOT Grant Programs from the IIJA/BIL
 - a. [Bipartisan Infrastructure Law Grant Programs](#) [🔗](#)
 - b. [Competitive Grant Programs](#) [🔗](#)



\$1.5 Billion Available through the 2023 RAISE Grant Program, Now Accepting Applications!

The U.S. Department of Transportation has published a Notice of Funding Opportunity (NOFO) for \$1.5 billion in grant funding through the Rebuilding American Infrastructure with Sustainability and Equity ([RAISE](#)) discretionary grant program for 2023. The program helps communities around the country carry out projects with significant local or regional impact. RAISE discretionary grants help project sponsors at the State and local levels, including municipalities, Tribal governments, counties, and others complete critical freight and passenger transportation infrastructure projects.

Half of the FY23 RAISE funding will go to projects in rural areas and half of the funding will go to projects in urban areas. At least \$15 million in funding is guaranteed to go towards projects located in [Areas of Persistent Poverty or Historically Disadvantaged Communities](#), and projects located in these areas will be eligible for up to 100 percent federal cost share, as directed by Congress in the [Bipartisan Infrastructure Law](#). As was the case last year, the Department is encouraging applicants to consider how their projects can address climate change, ensure racial equity, and remove barriers to opportunity.

For the FY 2023 RAISE Discretionary Grants, the U.S. Department of Transportation (USDOT) is offering a series of webinars that delve into various aspects of the RAISE application process. These webinars will be recorded and are a great resource for prospective RAISE applicants, as the webinars come from the funding source and share the guidance of USDOT.

- These webinars will be announced in the coming weeks, please periodically check this [webpage](#).
- If interested, you can view the RAISE FY22 Webinar Series [here](#).
- There is also a FY23 RAISE Application FAQs webpage [here](#).

The NOFO is available [here](#) and you can learn how to apply [here](#). The deadline for applications is 11:59 PM EST on February 28, 2023.

The Rural Opportunities to Use Transportation for Economic Success ([ROUTES](#)) Initiative aims to address disparities in rural transportation infrastructure by disseminating resources on its [website](#) and providing technical assistance. If you want to learn more about ROUTES, or how it can help your community, you can reach the ROUTES team at rural@dot.gov.

Summary Table of Regional IJA Grant Submittals, Deadlines, and Awards

Program Name	Category	Application Deadline	Regional Applications	Awarded Projects in Texas	URL
Accelerated Implementation and Deployment of Advanced Digital Construction Management Systems (Set-Aside)	Roads, Bridges and Major Projects		N/A		
Accelerated Implementation and Deployment of Pavement Technologies (Set-Aside)	Roads, Bridges and Major Projects		N/A		
Advanced Transportation Technologies & Innovative Mobility	Roads, Bridges and Major Projects	11/18/2022	N/A		
Airport Infrastructure Grants	Airports and FAA Facilities		N/A		
Airport Terminal Program	Airports and FAA Facilities	10/24/2022	N/A		
All Station Accessibility Program	Public Transportation	10/7/2022	N/A		
America's Marine Highway Program Grants	Ports and Waterways	6/17/2022	N/A	Houston Port Authority: Houston Gateway & Gulf Container On-Barge Central Node (\$180,000), Chambers County Texas Improvement District #1 (\$3,000,000)	https://www.maritime.dot.gov/grants-finances/marine-highways/grants
Bridge Investment Program	Roads, Bridges and Major Projects	9/8/2022	N/A	City of Waco Primrose Creek Bridges Planning (\$800,000)	https://www.fhwa.dot.gov/bridge/bip/planninggrants2022/FY_2022_BIP_Planning_Grant_Award_Fact_Sheets.pdf
Bus and Bus Facilities Competitive Grants	Public Transportation		N/A		
Bus and Bus Facilities Formula Grants	Public Transportation		N/A		
Capital Investment Grants	Public Transportation		N/A		
Carbon Reduction Program	Resilience		N/A		
Charging & Fueling Infrastructure Grants (Corridor Charging)	Electric Vehicles, Buses and Ferries		N/A		
Charging & Fueling Infrastructure Grants (Community Charging)	Electric Vehicles, Buses and Ferries		N/A		
Commercial Driver's License Implementation Program	Safety		N/A		
Commercial Motor Vehicle Enforcement Training	Safety		N/A		
Commercial Motor Vehicle Operators Grant Program	Safety		N/A		
Congestion Relief Program	Roads, Bridges and Major Projects		N/A		
Consolidated Rail Infrastructure & Safety Improvement Program	Safety/Rail Infrastructure	12/1/2022	N/A		
Construction of Ferry Boats and Ferry Terminal Facilities	Ports and Waterways		N/A		
Crash Data	Safety		N/A		
Disadvantaged Business Enterprise	Roads, Bridges and Major Projects		N/A		
Electric or Low-Emitting Ferry Program	Electric Vehicles, Buses and Ferries	9/6/2022	N/A		
Emergency Preparedness Grants	Resilience		N/A		

Summary Table of Regional IJA Grant Submittals, Deadlines, and Awards

Program Name	Category	Application Deadline	Regional Applications	Awarded Projects in Texas	URL
Enhanced Mobility of Seniors and Individuals with Disabilities	Public Transportation		N/A		
Federal Lands Access Program	Roads, Bridges and Major Projects		N/A		
Federal Lands Transportation Program	Roads, Bridges and Major Projects		N/A		
Federal Lands Transportation Program (Finding for U.S. Fish and Wildlife)	Roads, Bridges and Major Projects		N/A		
Federal Lands Transportation Program (Finding for U.S. Forest)	Roads, Bridges and Major Projects		N/A		
Federal-State Partnership for Intercity Passenger Rail Grants	Passenger and Freight Rail		N/A		
Growing State Apportionments	Other		N/A		
Growing States and High-Density States Formula	Other		N/A		
High Priority Activities Program	Safety		N/A		
High-Visibility Enforcement	Safety		N/A		
Highway Research & Development Program	Roads, Bridges and Major Projects		N/A		
Highway Safety Improvement Program	Safety		N/A		
Highway Safety Programs	Safety		N/A		
Intelligent Transportation Systems Program	Roads, Bridges and Major Projects		N/A		
Local and Regional Project Assistance Grants (RAISE)	Roads, Bridges and Major Projects		N/A		
Low or No Emission (Bus) Grants (includes \$374M Bus & Bus Facilities Competitive Grant Set-aside)	Electric Vehicles, Buses and Ferries	5/31/2022	Corpus Christi Regional Transportation Authority	City of Lubbock Citibus (\$39,600,000), Harris County METRO (\$21,586,913), CapMETRO (\$20,000,000), City of El Paso Mass Transit Dept., Sun Metro (\$8,876,712), City of Laredo and Laredo Transit Management (\$7,430,385)	https://www.transit.dot.gov/funding/grants/fy22-fta-bus-and-low-and-no-emission-grant-awards#:~:text=FTA's%20FY22%20Low%2D%20and%20No,in%20bus%20fleets%20and%20facilities.
Low or No Emission Vehicle Component Assessment Program	Electric Vehicles, Buses and Ferries		N/A		
Metropolitan Planning	Roads, Bridges and Major Projects		N/A		
Metropolitan Transportation Program	Public Transportation		N/A		
Motor Carrier Safety Assistance Program	Safety		N/A		
National Culvert Removal, Replacement & Restoration Grant	Roads, Bridges and Major Projects	2/6/2023	N/A		
National Electric Vehicle Infrastructure Formula Program (NEVI)	Electric Vehicles, Buses and Ferries		N/A		
National Highway Freight Program	Roads, Bridges and Major Projects		N/A		
National Highway Performance Program	Roads, Bridges and Major Projects		N/A		
National Infrastructure Project Assistance (MEGA)	Roads, Bridges and Major Projects		N/A		

Summary Table of Regional IJA Grant Submittals, Deadlines, and Awards

Program Name	Category	Application Deadline	Regional Applications	Awarded Projects in Texas	URL
National Priority Safety Programs	Safety		N/A		
Nationally Significant Federal Lands and Tribal Projects	Roads, Bridges and Major Projects	10/24/2022	N/A		
Nationally Significant Freight & Highway Projects (INFRA)	Roads, Bridges and Major Projects	5/23/2022	N/A	Anzalduas Bridge Expansion Project - McAllen (\$25,000,000)	https://www.transportation.gov/sites/dot.gov/files/2022-09/INFRA%202022%20Fact%20Sheets%20%281%29.pdf
Nationally Significant Freight & Highway Projects State Incentives Pilot Program Set-aside	Roads, Bridges and Major Projects		N/A		
Natural Gas Distribution Infrastructure Safety and Modernization Grants	Safety	8/8/2022	N/A		
On-the-Job Training Program	Roads, Bridges and Major Projects		N/A		
Pilot Program for Enhanced Mobility	Public Transportation		N/A		
Pilot Program for Transit Oriented Development	Public Transportation	7/25/2022	N/A		
Port Infrastructure Development Program Grants	Ports and Waterways	5/16/2022	N/A	Container on Barge Infrastructure Project (\$26M) Beaumont, Dock Repair and Renovation (\$3.9M) Harlingen, Port of Palacios Energy & Resilience Improvement (\$9.6M), Matagorda	https://cms.marad.dot.gov/sites/marad.dot.gov/files/2022-10/FY%202022%20Port%20Infrastructure%20Development%20Grant%20Awards.pdf
Prioritization Process Pilot Program	Other		N/A		
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) - Formula	Resilience		N/A		
Public Transportation Technical Assistance and Workforce Development	Public Transportation		N/A		
Rail Vehicle Replacement Grants	Public Transportation		N/A		
Railroad Crossing Elimination Grants	Safety	10/4/2022	N/A		
Rebuilding American Infrastructure with Sustainability & Equity (RAISE)	Roads, Bridges and Major Projects	2/28/2023			https://www.transportation.gov/sites/dot.gov/files/2022-12/FY%202023%20RAISE%20NOFO%2012.14.2022.pdf
Reconnecting Communities Pilot Program	Roads, Bridges and Major Projects	10/13/2022	City of Corpus Christi - Lead Port of Corpus Christi - Partner		
Reduction of Truck Emissions at Port Facilities	Ports and Waterways		N/A		
Research, Development, Demonstration and Deployment Projects (less Set-aside)	Public Transportation		N/A		
Safe Streets and Roads for All	Safety	9/15/2022	N/A		
Safety-Related Activities (Set-aside)	Safety		N/A		
State of Good Repair Grants	Public Transportation		N/A		

Summary Table of Regional IJA Grant Submittals, Deadlines, and Awards

Program Name	Category	Application Deadline	Regional Applications	Awarded Projects in Texas	URL
Statewide Transportation Planning	Public Transportation		N/A		
Strategic Innovation for Revenue Collection	N/A		N/A		
Strengthening Mobility and Revolutyionizing Transportation (SMART) Grants	Public Transportation	11/18/2022	N/A		
Surface Transportation Block Grant Program	Roads, Bridges and Major Projects		N/A		
Technical Assistance and Workforce Development Grants	Other		N/A		
Technology & Innovation Deployment Program	Other		N/A		
Thriving Communities	Other	11/22/2022	N/A		
Training & Education	Other		N/A		
Transit Cooperative Research Program	Public Transportation		N/A		
Urbanized Area Formula Grants	Public Transportation		N/A		
Urbanized Area Passenger Ferry Program	Public Transportation		N/A		
Wildlife Crossing Pilog Program	Safety		N/A		
FY 2021 Small Community Air Service Development Program (Non-IJA/BIL)	Airports	3/15/2022	Corpus Christi International Airport	Corpus Christi (\$750,000), Laredo (\$250,000), McAllen (\$750,000)	https://www.transportation.gov/sites/dot.gov/files/2022-08/DOT-OST-2022-0003-0163_Order.2022-8-5.FY21SCASDP.pdf



Date: December 29, 2022
To: Transportation Policy Committee (TPC)
From: Craig Casper, Senior Transportation Planner
Through: Robert MacDonald, Transportation Planning Director
Subject: Item 6C: Census Urban Area Update
Action: Review and Discuss Issues and Opportunities

Summary

The Federal Highway Administration (FHWA) requires a review of MPO Planning Areas (MPA) after each decennial US Census. It is within the Corpus Christi MPA (approved by the Texas Governor) and Adjusted Urban Area (approved by the FHWA Division Administrator) that membership of the Corpus Christi Transportation Policy Committee (TPC) is comprised. The TPC has jurisdiction for the 3C Planning Process within the adjusted MPA. The Census Bureau determines boundaries for Urban Areas (that are the basis for determining the MPA) solely for the purpose of tabulating and presenting Census Bureau statistical data. USDOT uses the census definition as the starting point for implementing and determining levels and eligibility for a variety of transportation funding programs. The procedures for adjusting MPA boundaries are accessible from FHWA's Highway Functional Classification Concepts, Criteria and Procedures webpage. It is important to note that federal funding levels are allocated based on the Census Urban Area population, not based upon the MPA boundary population.

The original schedule for providing the 2020 Urban Areas was March of 2022. This date has evolved several times and is currently the end of this (2022) calendar year. If this is achieved, then a handout of the new Urban Area will be provided at the meeting.

Background

The Census Bureau's urban-rural classification has formally differentiated and delineated the urban areas and rural areas of the nation since 1910. The designated urban/rural areas assist state federal agencies in allocating resources, setting goals, adjusting priorities, and developing policy. The Census Bureau's Urban Areas comprise densely developed territory, and encompass residential, commercial, Industrial and other non-residential urban land uses. Previously, the Census Bureau criteria delineated urban areas after each decennial census by applying population density thresholds. On February 19, 2021, the Department of Commerce, Bureau of the Census changed how Urban Areas are delineated. They now use housing units (both occupied and unoccupied) rather than population density to determine what area is "Urban" at 2 densities: Urban Core = 425 housing units per square mile, and Adjacent Areas = 200 housing units per square mile. These densities will also play a role in the upcoming 2023 AASHTO Policy on Geometric Design of Highways and Streets, 8th Edition. This update to the roadway design manual presents an approach to provide transportation facilities that meet various user needs based upon the context that the facility is passing through.

As discussed in the current Public Participation Program, there are opportunities for the TPC as the MPO:

Metropolitan Planning Area Boundary Update – Growth in population and expansion of developed areas identified in the 2020 Census will lead to adjustment of the Census Designated Urban Area and may lead to adjusting the Corpus Christi Metropolitan Planning (MPO) Boundary. It is within the Corpus Christi MPO boundary (approved by the Texas Governor) that the TPC will use performance to competitively select projects for the federal transportation funds allocated to the Corpus Christi MPO. By federal requirement, the boundaries of a metropolitan planning area (MPA) shall be determined by agreement between the MPO Transportation Policy Committee and the Governor of Texas. The MPA boundary shall encompass the entire designated urbanized area (provided by the Bureau of the Census) plus the contiguous area forecast by the Corpus Christi MPO using the adopted control totals, to achieve urban density by 2050. Adjacent areas not within this Metropolitan Planning Area are part of the rural, state-wide performance area for funds distributed by TxDOT. The total population within the Census Urban Area is part of the criteria used to determine the levels of federal funding in the Corpus Christi MPO. A task force of stakeholders in the region will be convened to help with this technical process. There is not opportunity for general public participation, although the information will be provided on the website.

As part of the TPC considerations for possible future MPO Boundary actions, we are providing the specific federal regulations, 23 CFR § 450.312 Metropolitan Planning Area boundaries. These are:

- 2) *The MPA boundaries may be further expanded to encompass the entire metropolitan statistical area or combined statistical area, as defined by the Office of Management and Budget (see attachments 2 and 3).*
 - c) *An MPA boundary may encompass more than one urbanized area.*
 - d) *MPA boundaries may be established to coincide with the geography of regional economic development and growth forecasting areas.*
 - i) *The MPO (in cooperation with the State and public transportation operator(s)) shall review the MPA boundaries after each Census to determine if existing MPA boundaries meet the minimum statutory requirements for new and updated urbanized area(s) and shall adjust them as necessary. As appropriate, additional adjustments should be made to reflect the most comprehensive boundary to foster an effective planning process that ensures connectivity between modes, improves access to modal systems, and promotes efficient overall transportation investment strategies.*
 - j) *Following MPA boundary approval by the MPO and the Governor, the MPA boundary descriptions shall be provided for informational purposes to the FHWA and the FTA. The MPA boundary descriptions shall be submitted either as a geo-spatial database or described in sufficient detail to enable the boundaries to be accurately delineated on a map.*

Additionally, as presented last month, the new 2050 population forecasts from the Texas Demography Office show a notably slower growth rate to year 2050. This forecast will be part of the future discussions by the MPO's Small Area Forecast Task Force, TAC, staff and the TPC.

Attachments:

1. Map of 2010 Census Designated Urban Areas
2. Map of the 2-County Corpus Christi Metropolitan Statistical Area
3. Map of the 7-County Corpus Christi Kingsville Alice Rockport Combined Statistical Area
4. December 2022 statement from the US Census on the 2022 Urban Area Delineations

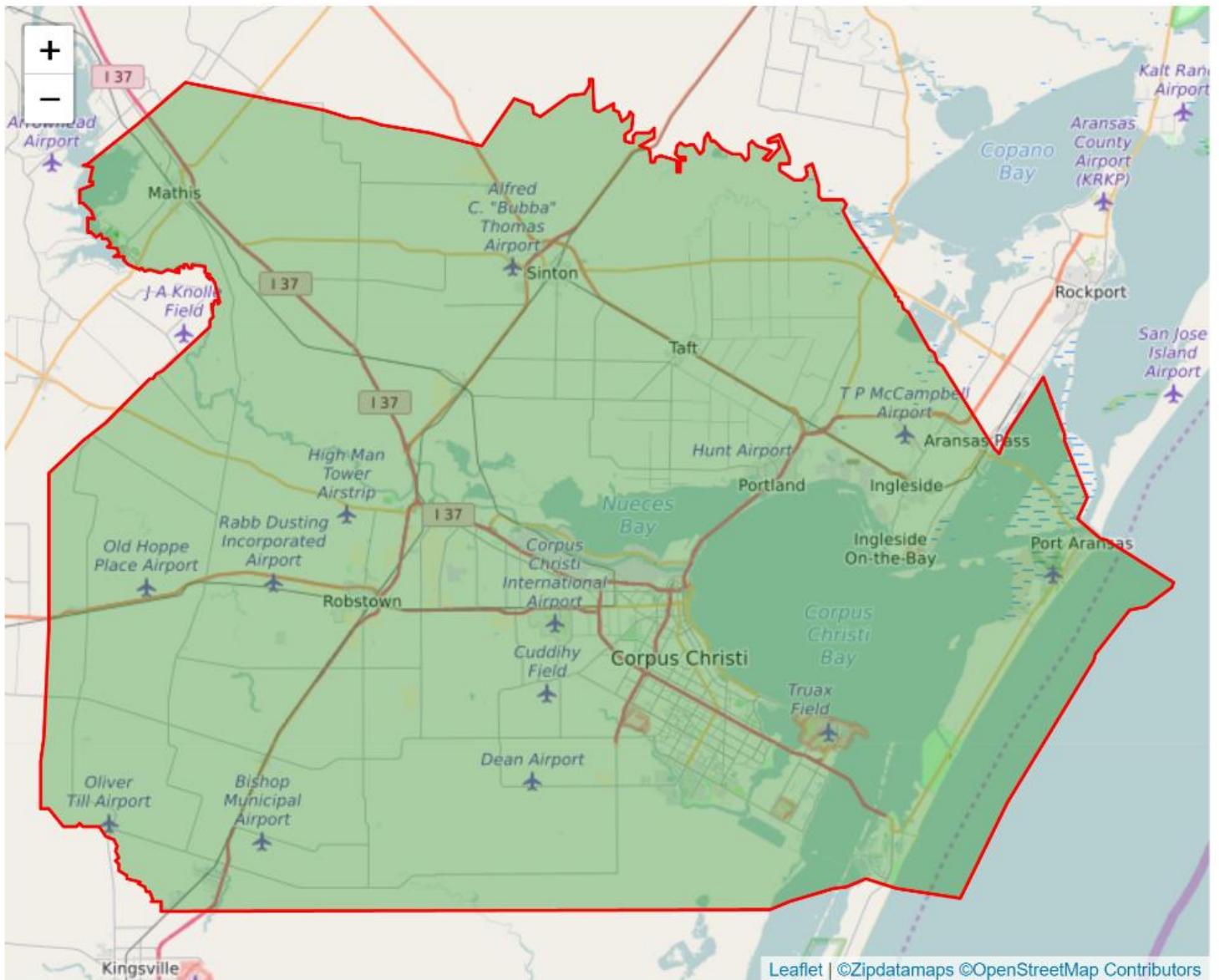


Agenda Item 6C - Attachment 1

Map of the 2010 Census Designated Urban Areas

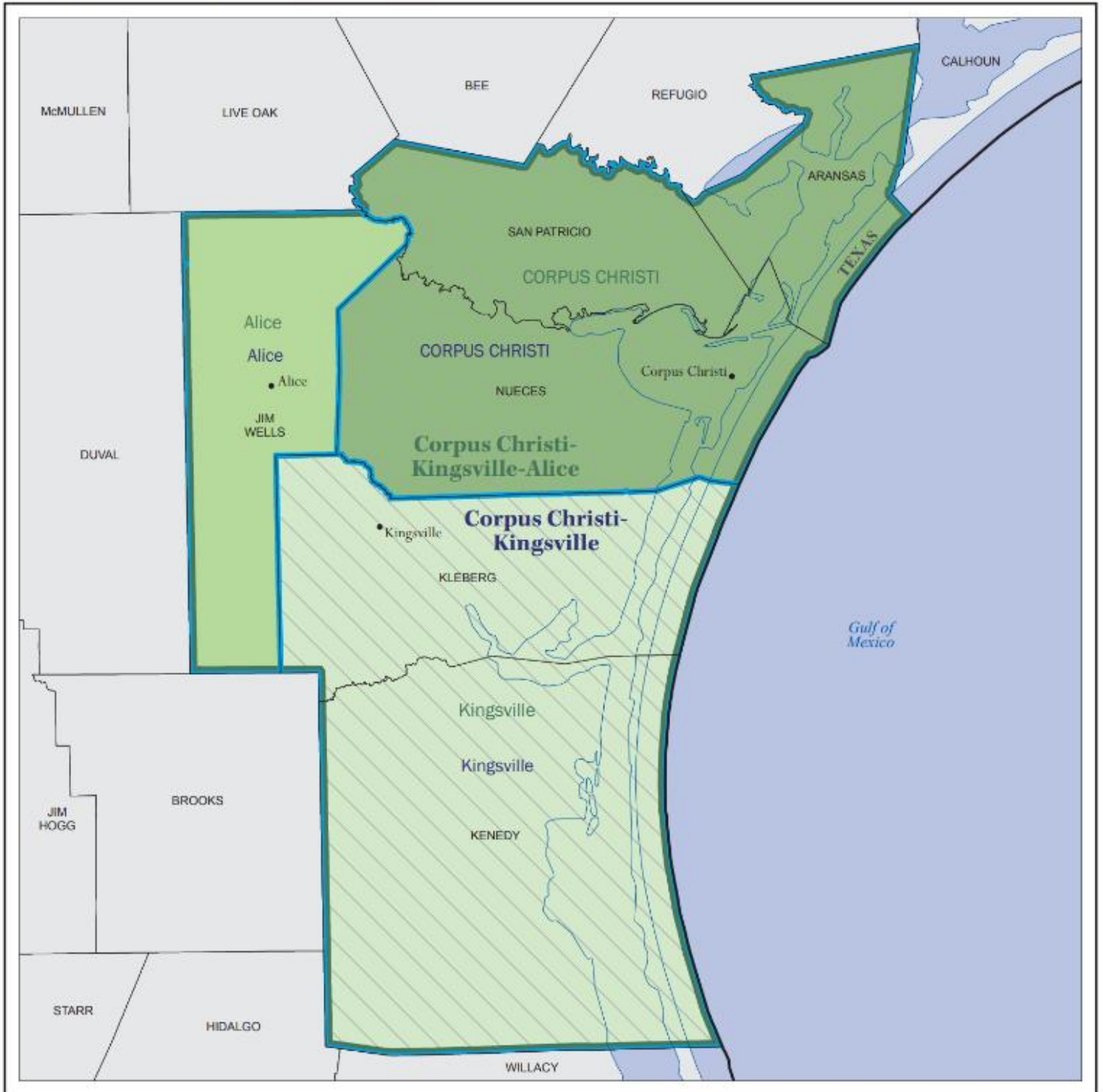
Map of the 2-County Corpus Christi Metropolitan Statistical Area

MSA Corpus Christi, TX Boundary Map



Map of the 7-County Corpus Christi Kingsville Alice Rockport Combined Statistical Area

Corpus Christi-Kingsville-Alice, TX Combined Statistical Area



December 2022 Statement from the US Census on the 2022 Urban Area Delineations

Redefining Urban Areas following the 2020 Census

December 22, 2022

Written by: Michael Ratcliffe, U.S. Census Bureau Geography Division

“Urban” and “rural” are terms that bring to mind specific kinds of landscapes—densely developed areas in the case of urban, and small towns, farms and open spaces in the case of rural. While we can all think of specific areas in each category, it’s important to have a consistent measure to define these areas in order to produce meaningful data.

After each decennial census, the U.S. Census Bureau redefines both areas, providing an important baseline for analyzing the distribution and characteristics of urban and rural populations and economic activity. We periodically review the criteria defining urban and rural areas to make sure the distinctions continue to be relevant for analysis, planning and decision making. We do this by publishing Federal Register Notices – first to [gather feedback](#) and then to notify the public of the [changes in criteria](#).

In this post, we discuss several key changes to the urban area criteria we have made by incorporating learnings from analysis of 2010 Census urban areas, changes in settlement patterns, and discussions with users of our urban and rural classification. Following the 2010 Census, the Census Bureau defined two types of urban areas:

- Urbanized areas with a population of 50,000 or more.
- Urban clusters with at least 2,500 but fewer than 50,000 people.

Both areas were defined based on population density measured at the census tract and block levels. We used two population density thresholds in the delineation process: 1,000 people per square mile when delineating the initial urban core and then 500 people per square mile to finish out the delineation as we moved outward through suburban territory to the edge of the urban area.

In 2010, nearly 81% of the U.S. population was urban and approximately 19% was rural. When using the same definitions from 2010, the 2016-2020 American Community Survey (ACS) 5-year estimates show the same percentages at the national level.

Table 1. Population in Urban and Rural Areas, 2010 Census and 2016-2020 ACS.

	2010 Census Population	2010 Percent	2020 ACS 5-year Estimates Population *	2020 Percent
National Total	308,745,538	100.0	326,569,308	100.00
Total Urban	249,253,271	80.7	263,366,402	80.7
Urbanized Area	219,922,123	71.2	233,777,857	71.6
Urban Cluster	29,331,148	9.5	29,588,545	9.1
Total Rural	59,492,267	19.3	63,202,906	19.3

Sources: 2010 Census; 2016-2020 ACS 5-year data.

2020 Census Urban Area Criteria

After the 2020 Census, there are three key changes to the Census Bureau’s urban area concept and criteria:

- We increased the minimum population threshold to qualify as urban from 2,500 to 5,000, and we added an alternative: instead of qualifying based on population size, areas can now qualify based on a minimum housing unit threshold.
- We now use housing unit density instead of population density.
- We no longer distinguish between different types of urban areas.

The first two changes reflect a general shift by the Census Bureau toward using housing units to measure urbanization and identify qualifying urban areas. Each of these criteria changes is described more below.

Minimum Population Threshold or Housing Unit Qualification

With the new criteria, to qualify as urban, an area must encompass at least 5,000 people or at least 2,000 housing units. The minimum number of people is an increase from the former threshold of 2,500 people, which had been used since 1910. We chose 2,000 housing units as the alternative threshold because it's consistent with the 5,000 people threshold. Specifically, if you multiple 2,000 by 2.5 (the nationwide average of people per housing unit) it also equals 5,000. This “either/or” approach has two benefits:

- Areas, such as seasonal communities or second-home communities, that are densely developed but have a lower population on Census Day (April 1) can qualify as urban based on the number of housing units.
- Areas that have higher than average people per housing unit ratios can qualify based on population.

Although the federal government does not have a standard definition of urban or rural, the Census Bureau’s classification often provides a baseline set of areas. Previously, other federal agencies applied higher population thresholds that aligned with their specific program needs. The Census Bureau’s previous threshold of 2,500 people was the lowest in use and, over the years, data users and analysts have questioned the continued validity of the 2,500-person threshold and asked if the Census Bureau would consider an increase.

If we apply the new population threshold criteria to the same 2016-2020 ACS 5-year estimates used in Table 1 above, this change would mean approximately 1,000 areas would shift from urban to rural status. These areas contain an estimated 3.5 million people. Using the new criteria, there will be about a 1 percentage point change – a slight decrease in the urban population and a slight increase in the rural population. Table 2 applies the new minimum thresholds to the 2010 Census and 2016-2020 ACS 5-year estimates populations.

Table 2. Population in Urban and Rural Areas, 2010 Census and 2016-2020 ACS, Applying 2020 Thresholds.

	2010 Census Population	2010 Percent	2016-2020 ACS 5-year Estimates Population*	2020 Percent
Total	308,745,538	100.0	326,569,308	100.00
Urban	245,658,565	79.6	259,850,930	79.6
Rural	63,086,973	20.4	66,718,378	20.4

Source: 2010 Census; 2016-2020 ACS 5-year data.

Housing Unit Density Instead of Population Density

The second change is that we’re defining urban areas based on housing unit density measured at the census block level, instead of population density. Housing density provides a more direct measure of the densely developed landscape. The number of individuals in housing units can change over time, but the presence of housing on the landscape remains more stable. Three density thresholds are used in the delineation process:

- 425 housing units per square mile define the initial urban core.
- Then 200 units per square mile fill in the remainder of the urban area, which is similar to the 2000 and 2010 censuses.
- 1,275 housing units per square mile ensures each qualifying urban area contains at least one high density nucleus.

The use of housing unit density also provides the ability to update urban areas between censuses. This is especially important in faster growing areas of the nation. Population counts at the census block level are available only from the once-a-decade census, so when population density at the block level is the primary measure of urbanization, we are limited to delineating urban areas only once every 10 years. We can use data in our Master Address File, a continuously updated, nationwide file of addresses with associated status codes and geographic information, to update urbanization on a more frequent basis when housing unit density is used as the primary urbanization measure. We haven’t made specific plans to do so, but we now have the ability.

No Longer Distinguishing Between Urbanized Areas and Urban Clusters

The third change was our decision to cease distinguishing between different types of urban areas based on size of population above or below 50,000 people. We no longer label areas as either urbanized areas or urban clusters. All areas, regardless of population size, are simply called “urban areas.”

When we consider economic data for urban areas on either side of the 50,000-person threshold – areas of 49,000 to 51,000 – we see similarities in terms of economic activity (Table 3). Looking at numbers of firms and retail sales, the 50,000-person threshold does not appear to be a significant divide. For example, as shown in Table 3 below, the Danville, VA., area had higher retail sales in 2012 than two of the three areas above 50,000—New Bern, NC, and Pascagoula, MS. Also, in terms of per capita retail sales, Roswell, NM, with a population just below 50,000, did not differ much from New Bern, which had a population just over 50,000 in 2020. This suggests that when analyzing urban areas, we should also consider the market region surrounding the area; that is,

the economic reach of the urban area into the surrounding rural area and not limit our attention only to the urban area.

We will continue to publish population counts for urban areas. It will still be possible for data users and agencies to identify and distinguish areas based on various sizes of population. As we have stated previously, we are committed to working with stakeholders and agencies to promote understanding of our classification.

Table 3. Economic Data for Urban Areas with Populations Between 49,000 and 51,000

Urban Area	2010 Census Population	Number of Firms	Population to Firm Ratio	Retail Sales	Per Capita Retail Sales
New Bern, N.C.	50,503	3,994	12.6	\$880,434,000	\$17,433
Grand Island, Neb.	50,400	4,366	11.6	\$1,198,923,000	\$23,769
Pascagoula, Miss.	50,428	4,083	12.4	\$851,756,000	\$16,891
Roswell, N.M.	49,727	3,317	15.0	\$863,103,000	\$17,357
Danville, Va.	49,344	3,314	14.9	\$985,919,000	\$19,980

Source: 2010 Census; 2012 Survey of Business Owners; 2012 Economic Census

The Census Bureau will announce urban areas based on the 2020 Census by the end of the year. Go to [Urban and Rural](#) for more information on this topic. To learn about the history of the Census Bureau’s urban-rural classification, go to “[A Century of Delineating a Changing Landscape.](#)”

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