

**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (MPO)
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING NOTES
RESCHEDULED Tuesday, February 13, 2018**

1. Call to Order and Quorum determination

Mr. Sullivan called the meeting to order at 9:00 a.m.

Present: Glen Sullivan, P.E., Nueces County; Gordon Robinson, Corpus Christi RTA, Brian DeLatte, P.E., City of Portland, Howard Gillespie, San Patricio County; Dr. Raymond Chong, P.E., City of Corpus Christi, David Krams, P.E., Port Corpus Christi; Paula Sales-Evans, P.E., TxDOT- Corpus Christi District; Richard Bullock, Coastal Bend Council of Governments

Staff Present: Jeff Pollack, Daniel Carrizales, Victor Mendieta and Elena Buentello

2. Introduction of visiting agency officials

Mr. Sullivan welcomed all in attendance.

3. Discussion and Possible Action

A. February 2018 Amendment to the 2015-2040 Metropolitan Transportation Plan (MTP)

Mr. Pollack explained that the proposed amendment to the 2015-2040 MTP, which is part of TxDOT's February Revision to the State Transportation Improvements Program (STIP), includes the addition of the FY 2019 and FY 2020 Transportation Alternatives (TA) Set-Aside Program projects and a change in the programmed year (from FY 2018 to FY 2019) of the City of Corpus Christi's Region-wide Bike Boulevards Wayfinding Initiative. Public notice for the proposed amendment was posted on February 4th.

Mr. Pollack explained that there is not a corresponding amendment of the MPO's FY 2017-2020 Transportation Improvements Program (TIP) because the addition of these projects will be rolled into the FY 2019-2022 TIP update later this spring. Mr. Pollack stated that this would likely be the last substantive amendment of the 2015-2040 MTP until it is updated in FY 2019.

Ms. Sales-Evans inquired as to whether a change in the programmed funding source for a given project, such as the feasibility study for an upgrade to the PR 22/SH 361 intersection, would be considered a formal or an administrative amendment.

Mr. Pollack stated that he assumed it would be an administrative amendment because the scope, cost, and year of the project would remain unchanged.

Victor Vourcos, Advance Project Development Engineer for TxDOT-CRP, commented that the project reference by Ms. Sales-Evans is a grouped project and does not have an individual CSJ; as long as the project retains a grouped CSJ, a change in the funding source would be administrative.

Dr. Chong made a motion that TAC recommend that the Transportation Policy Committee (TPC) approve the proposed February 2018 amendment to the 2015-2040 Metropolitan Transportation Plan.

Mr. Gillespie seconded. Motion passed unanimously.

4. Staff Briefing

A. FY 2019-2022 Transportation Improvement Program (TIP) Update

Mr. Pollack informed the TAC that staff were working on the FY 2019-2022 update to the TIP and would be bringing it before the TAC for possible action in March.

B. Public Participation Plan (PPP) Update & Public Notice

Mr. Pollack informed the TAC that, per Fixing America's Surface Transportation (FAST) Act requirements, the TIP update triggers a corresponding update to the MPO's Public Participation Plan; the public notice for this update, which is 45 days (as opposed to the 30 days typical of most MPO plans), will begin on February 18th. Staff will bring the proposed PPP update before the TAC for possible action in March.

C. Metropolitan Planning MOU

Mr. Pollack reported that MPO staff had visited with TxDOT-CRP staff and RTA staff about the May 27th deadline for establishing a Metropolitan Planning Process & Performance Based Planning & Programming MOU, per the requirements of the FAST Act. Staff from the three organizations have collaborated on a working draft document and have defined a path forward for finalizing the required attachments and executing the agreement at the April 5th meeting of the TPC. As such, staff will present the MOU to the TAC for possible action in March.

Dr. Chong asked whether any substantive changes would result from the creation of the MOU.

Mr. Pollack responded that the MOU is really about codifying the coordination and data sharing that already occurs between the organizations. He stated that the requirement for the MOU is likely a sign of things to come in terms of increased integration between the Federal Transit Administration (FTA) and the Federal Highways Administration (FHWA) and an expectation for enhanced coordination at the local level among entities that are funded by these agencies.

D. Transportation Policy Committee Meeting – March 1, 2018

Mr. Pollack reminded the TAC of the upcoming March TPC meeting.

5. Future Agenda Items

There were none.

6. Public Comments on Agenda Items

There were none.

7. Adjourn

The meeting adjourned at 9:22 a.m.