

**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (CORPUS CHRISTI MPO)
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING MINUTES
Thursday, September 21, 2023**

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

Chairperson Brian DeLatte called the meeting to order.

TAC Members Present:

Chairperson Brian DeLatte, P.E., City of Portland
Juan Pimentel, P.E., Nueces County
Tom Yardley, Commissioner, San Patricio County
Jeff Pollack, AICP, Port of Corpus Christi Authority
Dan McGinn, AICP, City of Corpus Christi
Paula Sales-Evans, P.E., TxDOT – Corpus Christi District (CRP)

MPO Staff Present: Robert MacDonald, P.E., Craig Casper, AICP, Daniel Carrizales, Victor Mendieta, and Karla Carvajal

2. Public Comments for Items not on the Agenda

None were made or offered.

3. Approval of the August 17, 2023, TAC Regular Meeting Minutes

Mr. McGinn made a motion to approve the August 17, 2023, TAC Regular Meeting Minutes.
Mr. Pollack seconded; the motion passed unanimously.

4. Discussion and Possible Action Items

A. FY 2023-2026 Transportation Improvement Program (TIP) Amendment 1

Amendment 1 to the FY 2023-2026 TIP was proposed by Mr. MacDonald to the Technical Advisory Committee 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.

In ongoing discussions about planning tools and processes necessary for a performance-based system, the Corpus Christi MPO 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 was 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.

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 approval by the TPC at their October 12, 2023 Regular Meeting.

TAC APPROVED MINUTES

Motion:

Mr. Pollack made a motion for TPC to approve the FY 2023-2026 TIP with Amendment 1.
Mr. Yardley seconded; the motion passed unanimously.

B. FY 2023 and FY 2024 Unified Planning Work Program (UPWP) Amendment 1

The Corpus Christi MPO staff requested that the 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 4A, the FY 2023-2026 Transportation Improvement Program (TIP) Amendment 1.

Recommendation:

The Corpus Christi MPO staff recommends that the TAC review, discuss, and receive public comments on Amendment 1 to the FY 2023 and FY 2024 Unified Planning Work Program, then recommend that the TPC approve the document at their October 12, 2023 Regular Meeting.

Motion:

Ms. Sales-Evans made a motion for TAC to approve the DRAFT FY 2023 and FY 2024 UPWP with Amendment 1.

Mr. Pollack seconded; the motion passed unanimously.

C. 2020 Corpus Christi MPO Adjusted Urban Area Boundary

The Corpus Christi MPO staff alerted TAC that the Corpus Christi MPO Transportation Policy Committee (TPC) needs to act on this item during their October meeting in order to meet the current TxDOT and FHWA schedules. The proposed changes to the DRAFT Adjusted Urban Area will follow the 9 factors listed in FHWA's Highway Functional Classification Criteria and Procedures, Section 6. Urban Boundaries with a focus on 4 key criteria. The Corpus Christi MPO team met with FHWA, TxDOT HQ, and TxDOT District staff on September 11th to discuss considerations and methodologies for establishing adjusted boundaries.

Discussion:

Mr. Pollack inquired about the whether the area north of the industrial canal will be included. Mr. Casper confirmed that the industrial property north of the canal will be included in the urban area.

Ms. Sales-Evans asked if the adjusted boundary would be including all the SH 35, SH 361, and Spur 202 interchange. Mr. Casper confirmed.

Ms. Sales-Evans commented that it does not make sense to exclude the SH 361 interchange. Mr. Casper responded that the discussions for this area were that there is active industrial and the other part is agriculturally undeveloped.

Mr. Pollack asked if MPO staff can speak as to why go through this exercise of adjusting the boundary and how often it happens. Mr. Casper confirmed that updating the urban area occurs every 10 years.

Mr. Pollack commented that if this is the last attempt to update the boundary for 10 years, then the fact that there's agriculture on the other side of SH 361 today may not be as relevant as what is expected to be there in 10 years. Mr. Casper responded that the guidance states that updating the boundary is based on what is currently existing.

Mr. Pollack requested to know what the implications of being in or out of the urban area boundary. Mr. Casper stated it is the eligibility of funding. The MPO can distribute urban funds which go into the urban area. Outside of the urban area is by definition rural and so rural funds are not the purview to

the MPO. Mr. MacDonald commented that funding outside of the urbanized area would go through TxDOT.

Mr. Pollack inquired if there is an increase in funds if the urbanized area becomes larger. Mr. Casper responded that the funds stay the same. He further elaborated that some of the categories of funding are based on mileage; so as the urban area expands and the mileage goes up, so then does the share of funding become bigger based on the change in mileage.

Ms. Sales-Evans commented about taking a closer look at the SH 44 interchange when developing the boundary.

Ms. Sales-Evans inquired that because the adjusted urban area does not include the power plant area that means anything associated with a new location for Regional Parkway is not going to be available for MPO funds. Mr. Casper confirmed that unless it connects to Yorktown Boulevard, it would be outside of the MPO.

Mr. Pollack asked about the logic to not extend the boundary further east towards Ingleside from Gregory. Mr. Casper informed Mr. Pollack that the boundary was extended to be flush with the adjusted Aransas Pass-Port Aransas-Ingleside urban area as shown on the next slide in the presentation.

Ms. Sales-Evans asked what the downside is for not including all of the area north of SH 44 up to the adjusted urban area and continuing west toward Robstown. Mr. Casper stated that FHWA staff did not want to include very large areas into the adjusted urban area. Guidance dictates corrections are supposed to be small to smooth out the boundary.

Mr. DeLatte inquired about the frequency of this boundary being updated and the process to do so. Mr. DeLatte's concern was towards upcoming projects that may not fall within the urban area. Mr. Casper responded that there is a process that goes through TxDOT and FHWA, similar to the process for adjusting functional classification of roadways. Mr. Casper noted that the MPO boundary will be adjusted once the urban area is adjusted and that even though a project may not fall within the urban area, it may still fall within the MPO boundary which qualifies for urban funding.

Recommendation:

The Corpus Christi MPO staff recommends the TAC consider the MPO staff proposed adjustments to the Urban Area Boundary following the presentation of the information related to the 9 factors listed in FHWA's Highway Functional Classification Criteria and Procedures, Section 6. Urban Boundaries with a focus on 4 key criteria. After the discussions, the TAC is asked to make a recommendation for approval to the TPC.

Motion:

Ms. Sales-Evans made a motion for TAC to approve the MPO recommended 2020 Census Corpus Christi Adjusted Urban Area Boundary.

Mr. McGinn seconded; the motion passed unanimously.

5. Information Items

A. Corpus Christi MPO Regional Household Travel Survey

TxDOT and the Corpus Christi MPO are conducting a Household Travel Survey in the two-county region. A consultant team is leading the effort under contract with TxDOT. The Household Travel Survey provides essential information on behavior characteristics that are used to develop travel demand models and in the overall transportation planning process. Those members of the public agreeing to participate are assigned a one-day travel period and asked to track all trips for each member of the household during that period. Participants use a smartphone app, website or other methods to record where, when, how, and why they travel. The information is anonymized and used to calibrate the regional travel demand model. Results from the survey are expected to be

available in the next MTP planning cycle for the 2055 MTP. The surveys gather information to provide an in-depth understanding of travel behavior in the region, including for individuals within households and regional establishments, their travel activities, demographics and other factors that affect travel and that these feed into the travel demand model so that it can identify transportation needs within the region.

B. Regional Traffic Safety Task Force Recap from September 13, 2023

MPO Staff updated TAC on topics discussed during the previous Regional Traffic Safety Task Force meeting.

Discussion:

Ms. Sales-Evans commented that there were some concerns about the advanced notification for the Task Force meetings and express that getting these meetings on people's calendar earlier is for the better to eliminate last minute rushed information or confusion.

Mr. MacDonald responded that the MPO staff will provide at least a week of lead time prior to the meeting dates.

C. Corpus Christi MPO Small Area Forecast Growth Areas/Approved Developments

The Corpus Christi MPO staff requested information on the location of subdivisions in the region that are currently in active development. Developments that have full utilities available and are actively selling houses at this time. This information is important as it shows areas that will develop more immediately.

Discussion:

Ms. Sales-Evans inquired how far out does the city wind up with the plats that are outside the city limits?

Mr. McGinn responded with the request that for specific areas/zones to be looked at, to send a request by email to him for more detailed information.

D. Corpus Christi MPO Regional Resiliency Plan Phase 1

The Corpus Christi MPO staff provided an update on the DRAFT Critical Infrastructure Assets and DRAFT Hazards Identification information which comprise Phase 1A of the Regional Resiliency Plan. These data were developed through literature search and reviewing partner agency data sources. A discussion of these items will be conducted. Phase 1 is identifying what the critical infrastructure is and what the threats are. Phase 2 will be identifying the ramifications and prioritization of ramifications of disasters and what the potential costs of that disaster are versus the costs to harden the infrastructure for prevention. MPO staff has a draft report on the infrastructure.

Discussion:

Mr. Pollack asked if MPO staff is looking for feedback from TAC before the finalized report. Mr. Casper confirmed yes.

Mr. Pollack encouraged MPO staff to reach out to modelers, particularly those at the Harte Institute. Mr. Casper noted that the MPO staff are participating in the Harte Institute Study and indicated that the MPO will have better data than any MPO in the country.

E. Corpus Christi MPO Functional Classification of Roads

The Corpus Christi MPO staff updated TAC that they are working with a consultant to update the federal functional classification of roads. FHWA's document Highway Functional Classification: Concepts, Criteria and Procedures, 2013 Edition, describes the procedures and processes for assigning functional classifications to roadways and adjusting urban area boundaries. The Federal-aid system has matured significantly. A significant proportion of new functional classification

designations occur from improvements and modifications to existing roads and corridors, rather than from designations on new roadways and corridors.

Discussion:

Ms. Sales-Evans commented that there a number of roadways that are identified as part of the National Highway System and proceeded to inquire about where in the process is the MPO at to start looking at the functional classification review. Ms. Sales-Evans further asked that when reviewing corridors whether it still makes sense for them to be managed by the National Highway System versus other.

Mr. Casper responded that the National Highway System should be the first three functional classifications: interstates, freeways, and other principal arterials. Mr. Casper further elaborated that if a corridor is not one of those classifications, the corridor will not be a National Highway System route.

Mr. MacDonald noted that the TxDOT Standard Operation Procedure (SOP) for functionally classifying roads was given to TAC members. The SOP acts as background information for TAC members so when MPO staff has a consultant lead TAC members through the process, there will be no surprises and all criteria will be met.

6. Regional Grant Coordination Topic

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

The Corpus Christi MPO staff presented information to serve as the focus for the Regional Coordination Group, which is the monthly TAC meeting. Corpus Christi MPO staff invited other local agency staff to provide information on transportation projects and program grant submittal proposals. They encouraged all those to attend the TAC meeting to provide their input on 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 TAC of available grant opportunities whenever these become available and ask for their comments and directions as part of the regional coordination efforts.

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

None were offered.

8. Upcoming Meetings/Events

A. Transportation Policy Committee:	Regular Meeting	October 12, 2023
B. Technical Advisory Committee:	Regular Meeting	October 19, 2023
C. Small Area Forecast Task Force:	Meeting	October 19, 2023
D. Regional Traffic Safety Task Force:	Meeting	November TBD, 2023

9. Adjourn

The meeting was adjourned at 10:25 a.m.