

**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION**  
**TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING MINUTES**  
**THURSDAY, AUGUST 15, 2024**

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

TAC Chairperson Brian DeLatte called the meeting to order at 9:02 am

TAC Members Present:

Brian DeLatte, P.E., City of Portland, Chairperson  
Jeff Pollack, AICP, Port of Corpus Christi, Vice Chairperson  
Juan Pimentel, P.E., Nueces County  
Liann Alfaro, Corpus Christi Regional Transportation Authority (CCRTA)  
Dan McGinn, AICP, City of Corpus Christi  
Paula Sales-Evans, P.E., TxDOT – Corpus Christi District (CRP)  
Mary Afuso, Coastal Bend Council of Governments

MPO Staff Present: Rob MacDonald, P.E., Daniel Carrizales, Victor Mendieta, and Karla Carvajal, MBA

**2. NON AGENDA ITEMS PUBLIC COMMENTS:**

None were offered or made.

**3. APPROVAL OF THE TAC JULY 18, 2024 REGULAR MEETING MINUTES**

Ms. Sales-Evans made a motion to approve the July 18 regular meeting minutes. Mr. Pollack seconded; the motion passed unanimously.

**4. DISCUSSION AND POSSIBLE ACTION ITEMS**

**A. DRAFT 2020-2045 Metropolitan Transportation Plan (2045 MTP) with Amendment 2**

Mr. MacDonald presented the item.

The Corpus Christi MPO staff developed the DRAFT 2020-2045 Metropolitan Transportation Plan (2045 MTP) with Amendment 2 for review by the Technical Advisory Committee (TAC). Amendment 2 is necessary to address inconsistencies between the fiscally constrained project list included in the 2045 MTP with Amendment 1 and the FY 2025-2028 TIP. The proposed DRAFT 2045 MTP with Amendment 2 Fiscally Constrained Project List includes changes made after approval of the 2045 MTP Amendment 1 and unless otherwise noted, all of the projects had adjustments to either project names, descriptions, project limits, cost estimates, or funding sources.

**Discussion:**

Mr. McGinn mentioned the Yorktown Boulevard project specifically, indicating that while a portion of it is already built, the rest could potentially be added back in.

Mr. MacDonald confirmed that during the review of projects for the 2050 MTP over the next six months, there would be an opportunity to recommend approval of the long-range plan and add back projects like Yorktown Boulevard.

Ms. Sales-Evans pointed out that while the current update resolves most issues, there might still be some exceptions that require further amendments before the new 2050 MTP is approved.

Mr. MacDonald agreed, highlighting that project details and funding often change, which is why the amendment process exists.

Ms. Sales-Evans inquired whether, given the tight schedule for the new 2050 MTP, there would be a preliminary workshop to review the previous MTP's projects and discuss any additional needs that may not have been previously addressed.

**TAC APPROVED MINUTES**

Mr. MacDonald stated that next month's meeting will include a workshop to discuss the timeline and necessary approvals for the long-range plan, which must be adopted by February 6, 2025, to avoid non-compliance and potential loss of federal funding.

**Motion:**

Ms. Sales-Evans made a motion to recommend the TPC approve the DRAFT 2045 Metropolitan Transportation Plan with Amendment 2 through Resolution 24-04.

Mr. McGinn seconded; the motion passed unanimously.

**B. DRAFT Regional Safety Action Plan (RSAP)**

Mr. MacDonald presented the item.

After a 2-year process, the Corpus Christi MPO staff is requesting the TAC review and recommend that the Transportation Policy Committee (TPC) approve the DRAFT Regional Safety Action Plan (RSAP). This RSAP meets the requirements described in the Safe Streets For All (SS4A) requirements document and will allow entities in the region to pursue federal grant funding for road safety projects.

**Discussion:**

Ms. Sales-Evans inquired about the potential costs associated with the plan, specifically asking if the consultant provided an overall dollar amount for implementing the safety improvements across the identified locations. She wanted to know whether the total cost was significant enough to justify applying for grants or if it should be considered as a use for the Category 7 placeholder funding.

Mr. MacDonald responded that the consultant has provided cost estimates for the safety countermeasures based on recent construction cost data from TxDOT and the City of Corpus Christi projects. He mentioned that the initial cost estimate for implementing the first 21 projects was approximately \$22.5 million, with an additional \$10-15 million for the next 11 projects. He emphasized that these estimates were general and based on similar projects in Texas. Mr. MacDonald noted that costs could vary based on the countermeasures chosen by TxDOT or local governments, with some projects being simple relatively inexpensive improvements like re-timing of traffic signals. He added that future updates to the RSAP will include cost estimates for additional locations, which will be shared with local governments for potential federal funding opportunities.

Ms. Sales-Evans expressed concern that the current approach focuses too much on specific solutions for certain locations. She suggested that the plan should take a broader view to ensure that improvements meet the overall needs of the entire area, not just isolated problems.

Mr. Pollack agreed with Ms. Sales-Evans, cautioning that focusing on solutions before fully understanding the problem could lead to overlooking important issues.

Mr. MacDonald explained that the RSAP was developed by first identifying locations with higher-than-average accident rates using a screening methodology. The consultant team analyzed specific segments of roadways and intersections to determine where improvements were needed, rather than starting with predetermined countermeasures. For example, they identified intersections with a high number of accidents, analyzed the types of accidents occurring, and then recommended proven countermeasures to address those issues. For instance, if a location had many "T-bone" accidents, they would suggest installing a protected left turn lane as a solution.

Ms. Sales-Evans acknowledged the process but pointed out that there was a section in the document suggesting that the approach began by choosing an effective countermeasure first and then finding suitable locations to apply it. She felt that this wording was confusing and needed clarification.

Mr. MacDonald agreed and clarified that while the specific paragraph might suggest a focus on specific countermeasures, the actual process involved identifying problem areas first and then

selecting the most appropriate solutions based on the data. Each location was analyzed individually to determine the best countermeasure, rather than applying a one-size-fits-all approach.

Mr. McGinn asked whether delaying the Safety Action Plan by a month to allow additional review from the Public Works team would cause any issues, as he hadn't yet received feedback from them.

Mr. MacDonald responded that while the Public Works team has not provided feedback yet, the RSAP is an amendable document that can be updated as needed. However, he cautioned against delaying its adoption too long, as having an approved RSAP is crucial for eligibility in federal grant applications, such as the federal Safe Streets and Roads for All (SS4A) program. Missing the adoption deadline could prevent local governments and TxDOT from applying for significant federal funding opportunities. He emphasized that while amendments to the plan can be made later, it's important to adopt the plan promptly to meet grant deadlines and ensure eligibility for federal funds.

Mr. McGinn then asked if any minor changes could be made before the TPC approval, to which Mr. MacDonald confirmed that changes could be made before and even after TPC approval. He noted that the MPO is committed to making necessary adjustments to ensure local governments and TxDOT can access federal grants, emphasizing that plans like the TIP and MTP are adaptable to meet federal requirements.

**Motion:**

Mr. McGinn made a motion to recommend the TPC approve the DRAFT Regional Safety Action Plan (RSAP).

Mr. Pimentel seconded; the motion passed unanimously.

**C. DRAFT CMP Regionally Significant Corridors Network**

Mr. MacDonald presented the item.

The Corpus Christi MPO staff is asking the TAC to approve the DRAFT CMP Regionally Significant Corridor Network for use in continuing development of the CMP. This is not the final approval of the DRAFT CMP Regionally Significant Corridor Network. The MPO staff is also asking TAC if they have additional routes to propose for the DRAFT CMP Regionally Significant Corridor Network and if so to provide a rationale for the proposed additions. The CMP eventually identifies regionally significant corridors, determines what is acceptable and unacceptable congestion, and then uses objectives and performance measures to identify congestion hotspots, and a toolbox of possible policies or projects to reduce congestion at those locations. This toolbox of policies and projects is customized to each individual corridor and the surrounding community context.

**Discussion:**

Mr. DeLatte wanted to clarify that the current approval is for a draft, not the final version, and questioned whether there would be a third approval required for the final CMP.

Mr. MacDonald explained that the current approval is only for the regionally significant network, which is the first step in the CMP process. The network is a draft and can be modified as the CMP progresses, based on further analysis and documentation.

Ms. Sales-Evans raised concerns about the map used in the draft, specifically noting that certain segments, like State Highway 286 and State Highway 35 in Gregory, were either incorrectly displayed or missing. She also suggested that State Highway 361 on Mustang Island should be considered for inclusion in the regionally significant network due to its economic importance and potential congestion, especially during tourist season.

Mr. MacDonald acknowledged these points, agreeing to revisit the inclusion of these corridors as part of the CMP. He noted that while State Highway 361 isn't currently congested, future analysis could prove otherwise, and that the network is flexible enough to incorporate changes as needed.

Mr. McGinn and Ms. Sales-Evans also discussed the importance of certain roads in Flour Bluff and the industrial area around Upriver Road, suggesting that these should be considered in the CMP. Mr. MacDonald agreed, emphasizing that the network is a starting point and that strategies to relieve congestion will be developed as the plan progresses.

**Motion:**

Ms. Sales-Evans made a motion to recommend the TPC approve the DRAFT CMP Regionally Significant Corridors Network as a working base for use in the continuing development of the CMP, subject to minor graphical corrections and the additions of SH 361 (PR 22 to MPO boundary), Yorktown Boulevard (Rodd Field Road to Flour Bluff Drive), and Flour Bluff Drive (Yorktown Boulevard to SH 358).

Mr. Pollack seconded; the motion passed unanimously.

**5. INFORMATION ITEMS**

**A. Corpus Christi MPO Planning Area Boundary Update**

Mr. MacDonald presented the item.

As discussed last month, there are 5 general options to refine or eliminate during consideration of the changes to the Corpus Christi MPO Planning Area Boundary. Each of these will have varying degrees of impact on the membership and voting structure of the MPO Transportation Policy Committee (TPC). It appears that, assuming all eligible entities choose to participate on the TPC, in all 5 options the Corpus Christi MPO will need to be redesignated.

**Discussion:**

Mr. Pollack expressed the need to limit the options presented to the TPC, advising against including options that no one favors, such as the Combined Statistical Area (CSA). Mr. Pollack asked Mr. MacDonald for staff preferences. Mr. MacDonald suggested focusing on expanding into two counties, potentially including Aransas County, as this aligns with the need for a long-range plan that considers all necessary analyses and avoids unnecessary conflict over small area forecasts.

Mr. Pollack highlighted his concerns about expanding to the two counties, as it could lead to distributing MPO funds to rural areas, potentially at the expense of critical urban projects. He emphasized maintaining a boundary tightly aligned with the urbanized area to avoid diluting resources.

Ms. Sales-Evans agreed and added that expanding into rural areas could take money away from other important projects, like upgrades on US 77, and might make the MPO responsible for funding these projects without additional funding. She also questioned how other MPOs manage similar situations and suggested there might be a minimum level of local government involvement needed.

Mr. DeLatte noted that cities like Gregory are represented by counties and shared concerns about the unintended consequences of expanding boundaries, particularly regarding the loss of rural funding streams. Mr. MacDonald agreed that it's important to figure out the potential losses for counties joining the MPO.

Mr. Pollack proposed eliminating certain options of the boundary changes, as they might lead to unnecessary complications. He suggested that focusing on a tight boundary would make the forecasting process more manageable.

Ms. Sales-Evans emphasized the importance of carefully communicating the implications of boundary changes to avoid misunderstandings. She suggested providing clear information to potentially affected entities to help them make informed decisions.

Mr. MacDonald suggested that the process could benefit from a joint workshop of the TPC and the TAC. However, he emphasized that the TPC needed to see all options so they can agree to eliminate certain options as suggested by TAC.

**B. 2050 MTP Timeline Review**

Mr. MacDonald presented the item.

**Discussion:**

Ms. Sales-Evans asked if FHWA also needed to approve this plan by February 6<sup>th</sup>. Mr. MacDonald responded that FHWA does not approve the MTP but they do look for projects in the plan to be consistent with the 10-year plans and 4-year TIPs to make sure that projects letting are in the plan.

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

Ms. Sales-Evans highlighted the need for the MPO to pass a resolution to upgrade the functional classification of a specific roadway segment for SH 286. This is necessary for the SH 286 Crosstown Extension project to move forward, ensuring consistency across plans and documents. She suggested adding this resolution to the TPC’s September agenda, noting that while some draft information could be shared with the TAC, it might not need their full vetting.

Mr. MacDonald explained that the functional classification update is needed for the entire MPO, but this specific request concerns two corridors on the SH 286 Crosstown Extension Project. He outlined the necessary steps, including Federal Highway approval, and suggested working with the TxDOT district to finalize the application package. Once complete, they can draft a resolution, share it with TAC, and then present it to the Policy Committee.

**7. UPCOMING MEETINGS/EVENTS**

<b>A. Regional Traffic Safety Task Force:</b>		<b>August 14, 2024</b>
<b>B. Technical Advisory Committee:</b>	<b>Regular Meeting/Workshop</b>	<b>August 15, 2024</b>
<b>C. Transportation Policy Committee:</b>	<b>Regular Meeting</b>	<b>September 5, 2024</b>
<b>D. 2050 MTP Public Meetings:</b>		<b>September TBD, 2024</b>
<b>E. Small Area Forecast Task Force:</b>		<b>September 18, 2024</b>
<b>F. Technical Advisory Committee:</b>	<b>Regular Meeting/Workshop</b>	<b>September 19, 2024</b>

**8. ADJOURN**

The meeting was adjourned at 10:35 a.m.