

CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE NOTES (TAC) – February 18, 2016

1. CALL TO ORDER AND QUORUM DETERMINATION

Meeting called to order by Mr. Sullivan at 9:00 a.m.

Present: Nueces County: Glen Sullivan, P.E., Chair; City of Corpus Christi: Dr. Raymond Chong, P.E.; City of Portland: Jamie Pyle, P.E.; Corpus Christi RTA: Gordon Robinson; Port of Corpus Christi Authority: David Krams, P.E.; TxDOT- CC: Paula Sales-Evans, P.E.

2. INTRODUCTION OF VISITING AGENCY OFFICIALS

Chairman Sullivan welcomed all in attendance.

3. DISCUSSION ONLY:

A. FY 2017-2020 Transportation Improvement Plan (TIP) Update/2015-2040 Metropolitan Transportation Plan (MTP) amendment.

Mr. Pollack explained that over the next few months, MPO staff will be undertaking the requisite two-year update of our fiscally constrained, four-year plan, the Transportation Improvement Program (TIP) for FY 2017-2020. Given that much of the MPO's Category 7 funding through FY 2019 (and potentially beyond) is committed to construction of the Harbor Bridge, this TIP update affords a unique opportunity to take a big picture approach to longer-term project identification and prioritization. Mr. Pollack stated that staff have been taking a critical look at our long-range Metropolitan Transportation Plan (MTP) as part of an effort to prioritize projects for future TIP updates or for supplemental funding (e.g. Proposition 1 and Proposition 7).

Based on communication with the local sponsor identified for each project in the MTP, staff have been updating the scope and Year of Expenditure (YOE) cost estimates for all projects on the MTP and are categorizing all projects according to five federal priority areas:

1. Safety
2. Congestion
3. Connectivity
4. Freight
5. Energy

In an effort to uphold federal mandate, staff have also identified performance measures that may be useful in prioritizing the projects in each category as part of an effort to be able to demonstrate a data basis for our prioritization process to satisfy requirements of the new federal funding bill (FAST Act).

Mr. Pollack guided TAC members through the exhibits in their packet, including an illustration of the updated format for the MTP as well as the preliminary funding outlook for Categories 2, 7, and 9 funds. This outlook is based on estimates published earlier this year by TxDOT as part of the public process for the update of the Unified Transportation Plan, which will be complete later this month.

Dr. Chong questioned the difference between Prop 1 and Prop 7.

Ms. Evans stated that both Prop 1 and Prop 7 were voter-approved. Oil and gas tax revenue fund Prop 1. Original funding projections anticipated \$6 million annually, but due to the deterioration of market conditions, the funding projection is approximately half of the anticipated amount and will in all likelihood decrease further beyond 2018 with the anticipated downward trajectory of the energy sector. Future revenue growth from the state's existing general sales and use tax and motor vehicle sales and rental taxes fund Prop 7. TxDOT is currently awaiting guidance from the legislature regarding Prop 7.

Mr. Pollack reminded the TAC that projects must be on the state system to be eligible for Prop 1 funding.

Mr. Robinson questioned the relative significance of the Category 7 negative balance listed for FY 2017 on the FY 2017-2020 Transportation Improvement Program Summary of Select Funding Sources.

Mr. Pollack explained that this projected negative carryover from FY2017 was well within the 25% limit defined by TxDOT. He also pointed out the transition to projected positive Category 7 carryover for each subsequent year (beginning in 2018).

Ms. Evans inquired as to how the performance measure “annual severe crashes per mile” (which is identified on the Safety sub-sheet of the MTP project list) will be calculated.

Mr. Pollack explained that in the case of each of the proposed performance measures, staff will follow the best available guidance from the state and federal level.

Ms. Gonzalez informed the TAC that staff may seek assistance from member agencies with data collection and/or acquisition.

Ms. Evans stated that it may be useful to include level of service as a performance measure for projects that are primarily considered Congestion-related in order to align those measures with the ongoing analyses at the state-level.

Mr. Sullivan asked if the MPO staff would be handling the data collection and calculations for the performance each of the suggested performance measures.

Mr. Pollack replied that staff would lead this task but may look to member agencies for assistance with data collection/acquisition with the hope that the data needs related to the performance measures might ultimately help guide targeted data collection by the member agencies.

Mr. Sullivan pointed out that the Safety Improvement Index data overlaps or includes some of the other proposed Safety performance measures.

Dr. Chong inquired as to the performance measure Land Use Balance is calculated.

Ms. Evans informed the TAC that at the state level, there is consideration for whether or not a project fills a gap in the network, and thus staff may wish to include a performance measure related to this.

Mr. Krams stated reiterated the benefit of streamlining the performance measure data collection process to emphasize currently available data.

Mr. Sullivan suggested that for a given project in the table, staff might include performance measure from the secondary and tertiary project type categories as a means of validating the project categorization itself.

Mr. Sullivan also stated his appreciation for why the MPOs are beginning to use a data-centric system to develop project priorities. Mr. Sullivan stated that such an approach negates any potential contention.

Ms. Evans asked if there was a plan or process for tracking changes in performance over time after an MPO funded project was complete.

Mr. Pollack stated that establishing a baseline data basis, as proposed here, was the first step in any such long-term monitoring of project performance.

Ms. Evans pointed out that in other regions, MPO projects are based on demonstrable demand. Those standards may provide a challenge to our area in that new construction projects may be proactive and necessary but the selected performance measures may not necessarily demonstrate that need (in terms of demonstrable capacity problems on existing corridors). The means by which selected projects are framed and presented is thus an important part of providing sufficient justification for project selection.

4. PRESENTATION: STRATEGIC PLAN FOR ACTIVE MOBILITY - PHASE 1: BICYCLE MOBILITY PLAN.

Mr. Pollack provided a brief overview of the recently completed Bicycle Mobility Plan, which is phase I of a 2-part Strategic Plan for Active Mobility. The plan is available through the project website: www.CoastalBendInMotion.org.

Mr. McGinn, Interim Director of Development Services, stated that, per a directive from City Council, the City of Corpus Christi is in the process of determining the path forward for adoption into the City's planning framework.

Mr. Robinson asked how the City of Corpus Christi intends to address roadway projects that are planned, in design, or underway on streets that fall within the new Bicycle Mobility Network.

Mr. Pollack responded that the City's Engineering Department has displayed great commitment and leadership in ensuring that the MPO's prescription is reflected in project design.

Mr. Robinson stated that this has been a great effort and that the RTA looks forward to collaborating with the MPO and ensuring that future RTA projects reflect the plan's recommendations.

Mr. Pollack expressed appreciation to the RTA's support for the project, including direct support for the consulting team that was dedicated to public engagement.

5. FY 2017 TRANSPORTATION ALTERNATIVES PROGRAM (TAP).

Mr. Pollack reminded the committee that the FY 2017 TAP Call for Projects closed at 5:00 p.m., CST, on January 29, 2016. Project submittals can be viewed on-line at: http://www.corpuschristi-mpo.org/05_projects_tap.html. The public comment period, which opened on February 1st, will close March 2nd.

6. TAC MEMBERS' COMMENTS AND CONCERNS.

There were no comments.

7. STAFF BRIEFING:

A. US 181 Ramp Reversals south of Buddy Ganem Dr.

Mr. Pollack stated that the US 181 ramp reversal project (south of Buddy Ganem Dr.) remains a priority for the MPO, and staff continues to work with the District to identify possible funding. Mr. Pollack pointed out that staff intends to program this project for the first available Category 7 funds (projected for 2020) as a placeholder (as depicted in the TIP update summary table included in the agenda packet). However, Mr. Pollack emphasized that staff consider this project strong fodder for available Prop 1 or Prop 7 funds as early as 2018 if no other funding sources have been identified before that time.

B. Regional Parkway PEL

Mr. Pollack informed the TAC that the consulting team continues to make progress on Regional Parkway PEL project. The team has visited with key stakeholders and will begin generating alignment alternatives over the next four to six weeks; Mr. Pollack stated that a more detailed update will be scheduled for the TAC later in the spring.

C. Transportation Policy Committee (TPC) meeting – March 3, 2016.

Mr. Pollack informed the TAC that the next scheduled TPC meeting is March 3, 2016.

8. FUTURE AGENDA ITEMS.

Mr. Sullivan informed the Committee that TxDOT is considering a relief route to permit traffic from SH44 to avoid the Robstown traffic signals. This relief route could potentially connect to the Regional Parkway.

Ms. Evans added that the consideration for a relief route is a preliminary study effort that will start in approximately one year.

9. PUBLIC COMMENTS ON AGENDA ITEMS:

There were no public comments.

10. ADJOURN.

The meeting adjourned at 10:24 a.m.