

**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (MPO)
TECHNICAL ADVISORY COMMITTEE NOTES (TAC) – June 16, 2016**

1. Call to Order and Quorum determination

Meeting called to order by Mr. Sullivan at 9:02 a.m.

Present: Nueces County: Glen Sullivan, P.E., Chair; City of Corpus Christi: Jeff Edmunds, P.E.; City of Portland: Bryan DeLatte, P.E.; Corpus Christi RTA: Gordon Robinson; Port of Corpus Christi Authority: Natasha Fudge, P.E.; Council of Governments: Richard Bullock.

MPO Staff: Jeffrey Pollack: Transportation Planning Director; Brigida Gonzalez: Assistant Transportation Planning Director; Daniel Carrizales: System Administrator; Vilma Jasso: Executive Secretary; Elena Buentello: Transportation Planner

2. Introduction of visiting agency officials

Chairman Sullivan welcomed all in attendance including Tom Niskala: City of Corpus Christi; Sam Saldivar: HDR Inc.; Leah Olivarri: Olivarri and Associates.

3. Presentation:

A. Regional Parkway Planning Environment Linkage (PEL) Study.

Mr. Jeffrey Pollack introduced Mr. Bob Leahy of HDR Inc. Mr. Pollack reminded the TAC of previous briefings on the Regional Parkway project. The Regional Parkway is a corridor that could create a second connection to North Padre Island, provide a connection to Rodd Field Rd. on the south side of Oso Creek, swing around through Nueces county, and ultimately connect to I-37 in San Patricio County via a new Nueces River Crossing.

Mr. Leahy stated that previous work on the Regional Parkway project included an Existing Conditions Technical Memorandum (2011) and the Regional Parkway Mobility Corridor Feasibility Study (2013). The feasibility study concluded that the project was achievable if constructed in seven segments of independent utility, but the study did not identify a specific path for the facilities in each segment.

Mr. Leahy stated that the feasibility study prioritized Segment A and Segment B. Segment A is from Park Rd. (PR 22) to a proposed Rodd Field Rd. extension, which is approximately 9.5 miles. Segment B is from a proposed Rodd Field Rd. extension to State Highway (SH) 286, which is approximately 6.2 miles.

Mr. Leahy explained that the Planning and Environmental Linkage (PEL) study, underway now for Segments A and B, is a step in the national and state defined environmental review process at the corridor level with the goal of informing the environmental review process thereby evaluating route alternatives, including a no-build option in each segment. The alternatives analysis is a two-step process: determining whether the alternatives meet the stated purpose and need of the project followed by more detailed screening on the basis of engineering criteria, potential environmental impacts and mobility issues regarding traffic. The second step will yield a preferred alignment. Mr. Leahy presented possible consequences of the no-build option that include the following: 4X time longer delay at Staples St. and South Padre Island Drive (SPID), 23% more traffic on SPID with 27% slower speeds, 104% more traffic on the JKF Causeway and a 2-3x longer delay at PR 22 and SH 361. Mr. Leahy stated that the Regional Parkway project would improve the Level of Service (LOS) for the region.

To date, the planning team has identified a universe of alternatives, which have been vetted with major stakeholders including public and business interest groups in the region participated in targeted interviews. Feedback from this outreach effort has been positive. Mr. Leahy encouraged members of the TAC to participate in the process as well.

Mr. Leahy stated the technical workgroup convened in early April 2016 and worked hands on with maps to identify opportunities to utilize public rights and public county roadways in the project area.

A proposed alignment for Segment A has been designated as a placeholder within MobilityCC, the Transportation Element of the City's Comprehensive Plan. The team undertook an exercise to refine Segment A based on geometric design criteria, which resulted in refined alternatives with 500-foot buffers.

Mr. Edmonds questioned whether a connection through the Flour Bluff area was feasible.

Mr. Leahy replied that the feasibility study conducted in 2013 evaluated connecting facilities in Flour Bluff. For various reasons, none of the proposed connections areas are immediately practical.

Mr. Pollack reiterated that none of the current alternatives preclude an extension through Flour Bluff at a future date should the land use change.

Mrs. Fudge took note of proposed alternatives crossing into Kleberg County and posed the question of whether there has been coordination with Kleberg County officials.

Mr. Pollack and Ms. Olivarri responded affirmatively stating that coordination meetings had taken place with the Kleberg County Judge and the Mayor of Kingsville with positive feedback.

Mr. Leahy presented a graphic of the proposed facility. Mr. Leahy commented that the proposed facility would be very different from SPID, likely at grade and multi-modal, lending itself to phased development as traffic and growth dictate.

Mr. Leahy stated next steps include continued stakeholder outreach, a completion of the alternatives analysis and development of a final report by the fall of 2016. With this report, the City will have the information necessary to amend the Urban Transportation Plan to reflect the preferred alternative alignments.

Mr. Pollack added that the PEL study expedites the National Environmental Policy Act process in case of future prioritization and funding for one of the segments. The Transportation Policy Committee (TPC) will receive an update on this project at their July meeting.

Mr. Robinson commented that a Laguna Madre alignment that is in proximity to existing utilities and reflects drainage considerations would be the most favorable. Additionally, Mr. Robinson stated that long-term maintenance should be taken into consideration.

Mr. Bullock asked whether individual route selection would influence the alignment of the other five segments of the corridor. Mr. Leahy responded that while each of the segments would operate independently, the alignment of any existing segments of the corridor would be one of many factors used in identifying a preferred alignment of future segments.

B. Google Transit Trip Planner and CCRTA Transit Plan 20/20.

Mr. Robinson, Director of Planning for the CCRTA (RTA), introduced the Google Trip Planner tool that now includes a transit mode for the RTA's service area. Mr. Robinson demonstrated how to enter a proposed a trip from using the tool.

Mr. Sullivan asked how often transit updates are shared with the Google Trip Planner. Mr. Robinson replied that Google receives automatic updates of any changes in the RTA system.

Mr. Robinson provided an overview of Transit Plan 20/20 and stated as the Coastal Bend continues to grow and travel patterns change, demand for transit is evolving as well. As a result, the Corpus Christi Regional Transportation Authority is beginning a comprehensive evaluation of its entire transit system.

Mr. Robinson stated that the key objectives of this planning effort include analyzing ridership for each route, trip, and bus stop, reviewing existing RTA practices and policies, gathering input from existing riders, potential customers, employers, schools, and community organizations; and determining how a transit system could better meet the needs of the Coastal Bend residents. These findings will result in a strategic plan to optimize and grow transit service over the next five years.

The plan kicked off in July 2015. Mr. Robinson stated that riders have provided feedback, and in the spring of this year, organizational reviews were conducted and service standards were reviewed. As a result, the consultant team has developed refined service alternative options.

Proposed service alternatives include faster and more frequent service, expanded Southside service, a new downtown shuttle, increased service to Del Mar College, a new seasonal Beach Shuttle and weekend service improvements.

Next steps include continued outreach followed by completion of a Draft and Final Report.

Mr. Pollack thanked Mr. Robinson for the presentation and stated his commitment to enhance the degree to which RTA projects are reflected in the MPO's planning practice and documents.

4. Discussion:

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

Mr. Pollack informed the TAC that TPC had voted unanimously to approve submittal of the FY 2017-2020 TIP update, and he offered to answer any lingering questions regarding this process.

Ms. Gonzalez offered a suggestion to Mr. Robinson regarding opportunities of including transit as part of the TIP submittal.

5. TAC Members' Comments and Concerns

Mr. Sullivan congratulated the RTA on their new facility.

6. Staff Briefing:

A. FHWA Applied Research Pilot for Protection of Transportation Infrastructure

Mr. Pollack informed the TAC that MPO staff had partnered with two faculty members at TAMUCC as well as with the Coastal Bend Bays and Estuaries Program and the City of Corpus Christi to submit an application for FHWA funds to evaluate the feasibility of using living shoreline techniques to protect a portion Laguna Shores Rd. Awards will be announced later in June. Mr. Pollack commented that this project would be a fantastic, collaborative opportunity to pilot the inclusion of coastal resiliency considerations in the planning of transportation infrastructure projects.

B. FTA/APTA Performance-Based Planning and Programming Roundtable

Mr. Pollack explained that staff had been invited to share their experience in early adoption of performance based planning at an FTA/APTA round table. Mr. Pollack asked Ms. Gonzales, who had been the MPO's delegate to the event, to speak about her experience. Ms. Gonzales indicated that the event has been a great opportunity for peer-to-peer exchange.

C. Strategic Plan for Active Mobility, Phase 1 & Phase 2 update

Mr. Pollack reported that implementation of Phase 1 of the Strategic Plan for Active Mobility is going very well, including recent unanimous action by City of Corpus Christi City Council to adopt the plan as part of the City's Urban Transportation Plan. Mr.

Pollack stated that staff had begun scoping Phase 2 and expected significant completion by the end of the calendar year.

D. Hazardous Materials Emergency Preparedness (HEMP) grant

Mr. Pollack informed the TAC that Texas Transportation Institute (TTI) staff had been collecting data in the area over the last several weeks and were on schedule to wrap up the Non-radioactive Hazardous Material (NRHM) Commodity Flows Study by the end of the fiscal year. Mr. Pollack reminded the TAC that the findings from this work would indicate definitively whether a formal routing process for NRHM is merited for our region.

E. Transportation Policy Committee meeting and MPO open house – July 14, 2016

Mr. Pollack informed TAC members that the next meeting of the TPC would be on July 14th. Based on TPC preference, meetings will be held at 2:00 p.m. rather than 1:30 p.m. henceforth. Meetings will continue to be held at City Hall due to live broadcast requirements. Immediately following the TPC meeting on July 14, the MPO will have an Open House from 3:00 p.m. to 5:00 p.m. at the new office location at Staples Street Center. Mr. Pollack invited all present to attend.

7. Future Agenda Items.

There were no comments.

8. Public Comments on Agenda Items.

Ms. Carrie Robertson-Meyer, President of the North Beach Community Association (NBCA), expressed concern about the working design for the connection between the Harbor Bridge and North Beach. Ms. Robertson-Meyer and the NBCA have met with local elected officials and have developed an alternative plan for traffic movement of the Bridge that they believe is in accordance with existing City and MPO. She asked for the TAC's assistance and support on this issue.

9. Adjourn.

The meeting adjourned at 10:18 a.m.