

**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (MPO)
TECHNICAL ADVISORY COMMITTEE (TAC) NOTES – JANUARY 19, 2017**

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: Dr. Raymond Chong, P.E.; City of Portland: Brian DeLatte, P.E.; Corpus Christi RTA: Gordon Robinson, PMP; Port of Corpus Christi Authority: David Krams, P.E.; San Patricio County Commissioner Fred Nardini; TxDOT – Corpus Christi District: Paula Sales-Evans, 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; Victor Mendieta: GIS Manager

2. Introduction of visiting agency officials

Chairman Sullivan welcomed all in attendance.

3. Discussion and Action:

A. Discussion and action to elect officers for the Technical Advisory Committee

The MPO Bylaws and Operation Procedures require the TAC to elect a Chairperson and a Vice Chairperson from among its voting members. Such election shall be by a majority of that membership. Further, the bylaws state that such elections shall take place during the first meeting of the calendar year.

Dr. Chong made a motion to re-elect Mr. Sullivan as Chairperson. Ms. Sales-Evans seconded the motion. Commissioner Nardini made a motion to elect Mr. DeLatte as Vice-Chairperson and Dr. Chong seconded the motion. Both motions passed unanimously.

Mr. DeLatte informed the Committee that the Rotary Club of Portland is planning a dinner honoring Commissioner Nardini at the North Shore Country Club on February 23rd.

Mr. Sullivan thanked everyone for their confidence in him in serving as the MPO TAC Chairman.

4. Presentation:

A. Coastal Bend Center for Independent Living (CBCIL) MobilityNow! Project

Ms. Judy Telge, Coastal Bend Center for Independent Living and Ms. Valerie Lefler, President & Chief Executive Officer, Integrated Global Dimensions, LLC-Liberty (IGD-Liberty) updated the TAC on MobilityNow! Project – On-demand Mobility Planning and Demonstration for Rural Coastal Bend. CBCIL has partnered with IGD-Liberty to implement a real-time, mobile app providing Uber-like service to complement public transit by providing gap-filling transportation to individuals in rural areas of the Coastal Bend. With funding from the Texas Department of Transportation, MobilityNow! will conduct a first year planning phase, followed by a one-year demonstration phase. CBCIL and IGD-Liberty seek to build partnerships with local entities to enhance the overall level of transportation options offered to residents of the Coastal Bend.

5. Discussion Only:

A. TxDOT FY 2017 Unified Transportation Plan (UTP) Briefing to MPOs

A WebEx teleconference was held on January 18th with TxDOT administration and MPOs to discuss upcoming changes to the FY 2017 UTP process and timeline. A follow up meeting will be held with TxDOT Districts and MPOs at the 12th Annual TxDOT Transportation Forum (Austin) in early February.

Mr. Pollack informed the TAC that the January 18th WebEx teleconference hosted by Lauren Garduno, P.E., Director of Project Planning and Development, identified the availability of

approximately \$70B in transportation funding in 12 funding categories for Texas over the next ten years. Approximately \$10B of those funds are in Category 12, which is dedicated to Strategic Priority Projects of statewide significance related to nine priority criteria and is allocated at the discretion of the Texas Transportation Commission. Mr. Pollack stated that if TAC members concur, MPO and District staff will use the output of the TAC's intensive Category 2 project prioritization process from late in 2016 as a starting point in identifying potential candidates for Category 12. Mr. Pollack stated that several of the projects in our region align with the stated Category 12 priorities, and staff is working in earnest to ensure that the MPO is well positioned to capitalize on supplemental funding.

Ms. Sales-Evans summarized the funding categories as follows: Category 7 addresses local transportation needs; Category 2 involves needs that are more regional; and Category 12 funds projects of statewide significance. When looking at some of the metrics regarding hurricane evacuation, it is a statewide safety issue.

Dr. Chong and Mr. Krams raised questions regarding the timeline and the list regarding the Unified Transportation Plan (UTP).

Ms. Sales-Evans stated that a mid-year update to the UTP was supposed to happen at the February Texas Transportation Commission meeting. The revision has been delayed until the Commission meeting in March to allow further assessment of the impact of proposed project in terms of target criteria (e.g. safety, mobility).

Mr. Bullock raised a question about \$10B in Category 12.

Mr. Pollack stated that this lump sum will be distributed based on need and justification, not formula allocation.

Ms. Sales-Evans stated that there would be a follow-up meeting with districts and MPOs at the Transportation Forum. Legislative staff briefings will be held to talk about UTP projects on February 8-10. The final project list is due on February 10th and the deadline for posting exhibits for the UTP is February 20th.

B. Congestion Management Process (CMP).

The CMP, as defined by federal regulation, is a systematic process that provides safe and effective integrated management and operation of the multimodal transportation system. A CMP is required in metropolitan areas with population exceeding 200,000, known as Transportation Management Areas (TMAs). The CMP serves as an organizing framework for all transportation planning activities in a given metro area.

Mr. Pollack referred TAC members to the memo in their packets and explained that this discussion is intended to serve as an introduction to staff's plan for updating the CMP.

Mr. Pollack explained that the CMP is not intended to be a stand-alone process but rather serves as an organizing framework for all transportation planning activities in a given metro area. He stated that congestion is a function of inefficiency in the transportation network, all of the activities undertaken by an MPO to enhance transportation efficiency—from travel demand management to capital infrastructure projects—fall under the Congestion Management Program.

Mr. Pollack asked TAC members for initial input on the Goal Areas for transportation planning activities within the MPO boundaries as captured in the agenda memo. Mr. Pollack defined a sequence of steps to be fulfilled as part of the CMP update, as summarized in the agenda memo. He explained that the performance metrics defined in the CMP will be used to score and compare projects in the MPO's long-range plan (the MTP) as well as to evaluate the functionality of the regional (i.e. within the MPO study area) transportation system overall, as required by federal and state legislation.

Ms. Sales-Evans raised the question as to whether congestion should be identified explicitly as a Goal Area or Performance Measurement Topic. Mr. Pollack responded that congestion can be considered as a symptom of inefficiency and staff has identified metrics to quantify the causes

of congestion directly. He also stated that the topic of congestion is addressed explicitly in the contextual narrative portion of the CMP document, which staff intends to bring forth to the TAC in the next few months.

Mr. DeLatte asked if freight should be identified as a stand-alone Goal Area. Mr. Krams stated that the important issue was that freight is included at some level in the project prioritization process. Mr. Pollack responded that there were several freight-specific metrics included under the Efficiency and Economic Competitiveness Performance Measure Topic.

Mr. Robinson raised the question as to whether transit should be explicitly listed in the Goal Areas. He also suggested several transit-specific metrics for consideration. Mr. Pollack responded that the working suite of metrics did indeed include several metrics that are transit-specific and were gleaned directly from FTA and thus are intended to correspond directly to the performance data that RTA is already capturing and reporting.

Ms. Sales-Evans suggested that given TxDOT's emphasis on the Decision Lens tool, the suite of metrics used by the MPO, to prioritize projects, should dovetail with the metrics in the Decision Lens tool to ensure that high priority regional projects will score well when evaluated at the state level. Mr. Pollack stated that staff had discussed the importance of comparing the Decision Lens metrics with those under consideration at the MPO.

Ms. Sales-Evans suggested the discussion of the CMP be continued after the publication of the public notice for the March UTP amendment in case any of the language or guidance proved applicable.

C. Non-radioactive Hazardous Materials Commodity Flow data collection effort.

Mr. Pollack reminded TAC members that MPO staff worked with the Local Emergency Planning Committee (LEPC) to secure a grant from the Division of Emergency Management in 2015 to support hazardous material commodity flows data collection, which has been underway for the past year. Mr. Pollack reminded the TAC that this work was ultimately intended to inform a decision as to whether a routing process for hazardous material was merited for the region.

He stated that the findings from the study identified a gap in origin/destination data for HazMat material and suggested supplemental data collection; on (9/1/2016), the TPC offered concurrence to MPO staff's collaborative pursuit of supplemental grant funds from TCEQ to support this additional data collection.

In January of 2017, the LEPC was informed that the grant application was not successful. Mr. Pollack defined several potential courses of action regarding how to proceed, and he stated that the critical challenge was acquiring freight origin/destination data from industry partners. He stated that if the entities in the MPO could identify a strategy for attaining these data through existing channels, then it would not be necessary to fund another comprehensive data collection effort by a third party. Mr. Pollack explained that, ideally, industry partners would complete the survey questionnaire created by Dr. Bierling of TTI during the commodity flows study. Mr. Pollack explained that industrial entities already provided these data—although not at the desired resolution—every four years to the USDOT; attaining the 2016 dataset would be an acceptable alternative if industry partners were unwilling to complete the questionnaire.

Mr. Krams indicated that he would visit with decision makers at the Port as to whether the Port might be able to assist in soliciting the data contributions. Mr. Krams stated that existing non-disclosure agreements between the Port and the various industrial entities in the region might serve as a good template for establishing similar agreements under which freight origin/destination data might be shared.

6. Staff Briefing:

A. Regional Parkway Mobility Corridor Planning and Environmental Linkage (PEL) Study

Mr. Pollack informed the TAC that the draft final report from the PEL study has been completed and is available for download through the MPO website: http://www.corpuschristi-mpo.org/04_studies_rpmcfs.html. Presentations to key decision makers, including the MPO

TAC, TPC, City of Corpus Christi Transportation Advisory Commission, and Corpus Christi City Council, have been scheduled over the next six weeks.

B. Transportation for America Bicycle Mobility Plan Case Study

Mr. Pollack reported that the MPO's Bicycle Mobility Plan had been selected by the national non-profit Transportation for America to be featured as a case study in a comprehensive guidance document about bicycle mobility planning. Mr. Pollack explained that he had already participated in a lengthy phone interview and would be delivering a presentation via a Transportation for America WebEx to a national audience later this year.

C. 12th Annual Texas Transportation Forum – February 5-7, Austin, TX

Mr. Pollack informed TAC that the 12th Annual Texas Transportation Forum is in Austin on February 5-7. The quarterly meeting of the Texas Association of MPOs (TEMPO) will also be held on the afternoon of February 7th.

D. TX Freight Mobility Plan Update at the Congressman Solomon P. Ortiz International Center, Kleberg Room on February 2 from 8:30 a.m. – 11:30 a.m.

Registration Link: <https://www.surveymonkey.com/r/CDWQWRG>

Mr. Pollack informed the TAC of the upcoming TX Freight Mobility Plan Update; he encouraged TAC members to register via the Web link provided.

E. Presentation on opportunities to fund safety Improvements at rural rail crossings by TxDOT – March 16

Mr. Pollack reminded TAC members that they had expressed interest in a presentation by TxDOT about opportunities to fund safety improvements at rural rail crossings; this item is tentatively slated for the March 16 TAC meeting.

F. Reminder for FY 2017 Local Fund Contributions

Mr. Pollack thanked those MPO member entities that have already delivered their FY 2017 local fund contributions and kindly requested assistance from those whose entities had not yet done so.

G. Transportation Policy Committee Meeting (TPC) – February 2

Mr. Pollack stated the next meeting of the MPO TPC will be on February 2nd.

7. Future Agenda Items.

Ms. Sales-Evans requested an update from the TEMPO meeting at the February TAC Meeting.

Mr. Robinson expressed an interest in giving an update at the March or April TAC Meeting regarding RTA's TAP project.

Mr. Pollack suggested that the discussion could be expanded to include the TAP awards from FY 2015 through FY 2017.

8. Public Comments on Agenda Items.

Commissioner Nardini stated that it has been a pleasure to work with everyone on the Committee and he really appreciated the spirit of collaboration in the MPO.

9. Adjourn.

The meeting adjourned at 10:57 a.m.