

**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (MPO)
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING AGENDA
Thursday, April 20, 2017**

1. Call to Order and Quorum determination

Mr. Sullivan called the meeting to order at 9:00 a.m.

2. Introduction of visiting agency officials

Mr. Sullivan welcomed all in attendance.

3. Discussion and Possible Action:

A. Draft FY 2018 Unified Planning Work Program (UPWP)

Mr. Pollack reminded the TAC that the UPWP describes transportation planning priorities and related activities that the MPO and partner entities will perform during the fiscal year, and identifies who will perform the work, the schedule for completing it, and the expected products. The process for developing the UPWP includes addressing federally mandated planning factors as well as prioritizing planning emphasis areas identified yearly by the Federal Highway Administration and Federal Transit Administration.

Mr. Pollack pointed out that the FY 2018 UPWP includes a budget line item to update the regional Travel Speed and Delay Study (last performed in 2010) to inform several of the MPO's key performance metrics. He commented that the UPWP is relatively consistent from year to year because 80% or more of the MPO's annual planning budget is devoted to supporting staff. Mr. Pollack also informed TAC that a few administrative edits of the document were still forthcoming as a result of feedback received during the Federal Certification Review.

Mr. Krams made a motion for TAC to recommend that the Transportation Policy Committee (TPC) approve the submittal of the Draft FY 2018 UPWP to TxDOT pending administrative edits. Brian Delatte seconded. Motion passed unanimously.

4. Discussion Only:

A. 10-Year Plan

As a continuation of collaborative discussions about planning targets for the MPO's 10-year Plan, as required by Texas HB-20, staff shared preliminary results of project scoring using the performance metrics defined in the newly updated Congestion Management Process.

Mr. Pollack reviewed the MPO's projected 10-year allocations by category, reminding the TAC that all of the estimated \$183M in Category 2 and half of the estimated \$71.3M in Category 4(3c) had been programmed by way of a semi-quantitative, collaborative prioritization process late in calendar year 2016. Mr. Pollack explained that MPO and District staff have set a planning target of \$30M in Category 7 in the out years of the 10-year planning window on the basis of an assumed 50% participation rate in the Harbor Bridge Voluntary Relocation Program, to which MPO Category 7 funds are committed. The development of the draft 10-year Plan will focus on this target.

The preliminary scoring data allows comparison of all projects in the Metropolitan Transportation Plan (MTP) in several different ways:

- Overall score (per an aggregation of all performance metric scores)
- Overall score without the data for the eight metrics in the "Crashes" Performance Measurement Topic, as these metrics have the widest data ranges
- Each of the four Goal Areas, including scores for each of the Performance Measurement Topics in each Goal Area

Mr. Pollack explained that staff had only adjusted the natural data range for one metric: the ratio of roadway design capacity to Average Daily Traffic (ADT) volume, for which most scores are decimal values less than 1.0. Given the utility of this metric in assessing congestion, staff multiplied all values by 100 to yield a score that would have a meaningful influence on the overall

project performance score. Likewise, for all metrics with a binary (yes/no) response, staff assigned a value of 25 to the 'yes' response in order to ensure that these metrics have a meaningful, but not disproportionate, impact on overall score; 25 is equivalent to 25% of the average overall project score without crash data included.

Mr. DeLatte posed the question of weighting metrics related to fatality and serious injury more heavily than metrics related to crashes. Mr. Pollack responded that this is exactly the kind of flexibility and customization that is possible within this performance measurement framework. Mr. Pollack also pointed out that of all the Goal Areas (four) identified in the CMP, *Safety* is inherently the most heavily weighted because it includes the most individual metrics and thus is the most influential (in terms of numeric proportion).

Dr. Chong inquired about staff's plans to identify metrics for comparing proposed greenfield projects, like Regional Parkway, to projects on existing facilities for which data relating to the performance under existing conditions is available. Mr. Bullock suggested that the MPO might use data from the existing facilities that will be relieved by the creation of the new capacity. Mr. Pollack responded that in the case of the Regional Parkway, such an approach would not capture the full spectrum of benefits from construction of the new facility. Mr. Vourcus stated that the District relies on feasibility studies and PEL studies—both of which have been performed for the Regional Parkway—to establish a data basis for quantifying the relative benefit of a proposed new (greenfield) facility.

Members of the TAC requested a legend or notes page to accompany the scoring sheets; Mr. Pollack indicated that staff would create one for the next TAC discussion.

Mr. Pollack asked the TAC to digest the preliminary data at their leisure and come prepared to establish project priorities for the Category 7 freeboard at the May TAC meeting.

5. Staff Briefing:

A. August amendments for FY 2017-2020 Transportation Improvement Program

The MPO will be submitting amendments to the FY 2017-2020 TIP and 2015-2040 MTP as part of the August amendment cycle. Any entity involved in this process must be ready to furnish project details by June to allow action by TPC in July.

B. Transportation Alternatives Program (TAP) Project Implementation

The City of Corpus Christi must have funds obligated for its FY 2016 TAP projects (Schanen Hike & Bike and Hector P. Garcia Park Hike & Bike) by June in order to ensure preservation of those funds.

C. HAZMAT Origin/Destination Data Collection

Port of Corpus Christi Authority staff continue to explore options for establishing non-disclosure agreements with industry partners and soliciting freight origins/destinations data directly. The upcoming (June) Optimization Committee meeting may provide the next opportunity to do so.

D. Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Public Listening Session (11:00 a.m. to 12:30 p.m. at the Corpus Christi City Hall Council Chambers)

FHWA and FTA will host a Public Listening Session (11:00 a.m. to 12:30 p.m. at the Corpus Christi City Hall Council Chambers) following adjournment of the TAC.

E. Memorandum of Understanding (MOU) for Member Agencies

Staff plan to revisit the MOUs with MPO member agencies later in the fiscal year, as they have not been updated in about ten years.

F. State Planning Agreement – Expires September 30, 2017

Staff are awaiting an updated Planning Agreement from TxDOT for delivery to the TAC and TPC.

G. Transportation Policy Committee Meeting – May 4, 2017

6. Future Agenda Items

7. Public Comments on Agenda Items:

Opportunity for public comment on any Agenda Item or any subject within the Committee's jurisdiction (except a matter related to pending litigation) is provided at the conclusion of the meeting, or as specified by the Chairperson of the TAC. Proceedings are recorded. We ask that remarks be brief (limited to three minutes), that you identify yourself, and give your address.

8. Adjourn.