

**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (MPO)
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING NOTES
Thursday, May 18, 2017**

1. Call to Order and Quorum determination

Mr. Sullivan called the meeting to order at 9:01 a.m.

Present: Glen Sullivan, Nueces County; Brian DeLatte, City of Portland; Gordon Robinson, Corpus Christi RTA; Richard Bullock, Coastal Bend COG; Howard Gillespie, San Patricio County; Raymond Chong, City of Corpus Christi; Brett Flint, Port of Corpus Christi Authority

Staff present: Jeff Pollack, Brigida Gonzalez, Daniel Carrizales, Victor Mendieta and Elena Buentello

2. Introduction of visiting agency officials

Mr. Sullivan welcomed all in attendance.

3. Discussion Only:

A. 10-Year Plan

The TAC continued collaborative discussions about planning targets for the MPO's 10-year Plan, as required by Texas HB-20. Mr. Pollack explained that while no definitive deadline for delivery of the 10-year plan had been established, completion of this process was necessary to inform the upcoming August amendment of the FY2015-2040 Metropolitan Transportation Plan.

Staff shared preliminary results of project scoring using the performance metrics defined in the newly updated Congestion Management Process. Mr. Pollack explained that staff was seeking concurrence on the programming of the approximately \$39M in Category 7 -Metropolitan Mobility and Rehabilitation (Cat 7) funds (based on the March 2017 state Unified Transportation Plan) for years five through ten of the ten-year planning window. He reminded the TAC that the other half of the MPO's total anticipated Cat 7 allocation was committed to various aspects of the Harbor Bridge project, including construction, mitigation, and the voluntary relocation program.

Mr. Pollack stated that the collaborative scoring and prioritization process that TAC undertook late in calendar year 2016 necessitated further discussion about Category 2 - Metropolitan and Urban Corridor Projects (Cat 2) or Category 4 - Mobility Corridors, Connectivity Corridors and Strategic Corridors (Cat 4(3c)) at this time.

Mr. Pollack explained that based on prior TAC discussion and the results of the preliminary performance metric results, staff suggested programming the following with the anticipated available Cat 7 funds:

1. Three segments of Yorktown Boulevard (Rodd Field to Flour Bluff Dr., including widening of the "Mud Bridge")
2. NEPA process (as two separate projects) for segments A and B of the Regional Parkway Mobility Corridor
3. Intelligent Transportation System improvements at various locations to upgrade infrastructure in anticipation of connected and automated vehicle technology

Dr. Chong invited input from Jerry Shoemaker Program Manager Engineering Department with the City of Corpus, who commented that the City was still reviewing project scopes and YOE estimates and would provide input to MPO staff as soon as possible. Mr. Shoemaker also explained that the City has completed a feasibility study for the expansion of Laguna Shores Rd. The study yielded a lower cost estimate and the City is likely to proceed with reconstruction from Caribbean Dr. to SPID using bond funds. Laguna Shores Rd. from Caribbean Dr. to the southern terminus is a potential project for bond funding beyond 2018.

Ms. Sales-Evans questioned whether the second phase of the Holly Rd. project should be programmed with Cat 7 funds in the out years of the ten-year window given the need to break the project into phases and complete an environmental re-evaluation.

Dr. Chong requested input from Sarah Munoz, Senior Traffic Engineer with the City of Corpus Christi. Ms. Munoz stated that the City preferred to use the current Cat 7 allocation (\$6.7M) to complete phase 1 of the project (target letting in FY 18). Ms. Munoz indicated that the City plans to complete the ultimate section as a second phase, likely just beyond the current 10-year planning window (2017-2026), and thus the City is not requesting that additional Cat 7 funds be programmed for Holly Rd. at this time.

Brian DeLatte requested clarification on eligibility for TxDOT Cat 7 and other funding categories.

Mr. Pollack explained that Cat 7 is at MPO's discretion for off-use local projects and represents best ability to fund projects such as Holly Road. Ms. Evans added that Cat 7 funds surface transportation, metropolitan mobility and rehabilitation.

Mr. Pollack stated that even though many of the priority projects along the US 181 corridor in eastern San Patricio County had been programmed for Cat 2 and Cat 4(3c) funds, he wanted to ensure that neither the City of Portland nor the Port felt that there were other priority needs for consideration for Cat 7 funding. Mr. DeLatte and Mr. Flint indicated that they were comfortable with the allocation as discussed.

B. 2015-2040 Metropolitan Transportation Plan (MTP) and FY 2017-2020 Transportation Improvement Program (TIP) Amendments

Staff provided TAC members with an updated version of the MTP table reflecting all changes to project limits, descriptions, and YOE cost estimates, per FHWA requests during the MPO's Federal Certification Review in April. Mr. Pollack stated that staff will seek action from the TAC in June in the form of a recommendation to Transportation Policy Committee (TPC) for approval of the proposed amendments. He requested that TAC members review the proposed amendments, which are the culmination of input by the TAC since the last MTP amendment (June 2016), and reach out to staff with any questions or feedback.

He also noted that the final list of amendments will include the programming of anticipated Cat 7 freeboard per input received during the discussion of item 3A.

Mr. Pollack explained that the inclusion of a separate Needs List table reflects staff's effort—per FHWA requirement—to demonstrate fiscal reasonableness for all projects on the MTP and to create a separate list of projects for which funding may not be available in the 25-year long-range planning window.

C. Metropolitan Transportation Planning Contract

The Metropolitan Transportation Planning Contract is used to identify the responsibilities of both the state (TxDOT) and the MPO to carry out transportation planning in the metropolitan area. It also identifies the eligible expenditures by the MPO along with the conditions for compensation. Mr. Pollack stated that TxDOT would likely provide the draft planning contract in July, and thus discussion of this item by the TAC will be deferred.

D. FY 2019-2020 Transportation Alternatives Grants Process

The Transportation Alternatives (TA) program provides funding opportunities to expand transportation choices with a focus on non-traditional transportation projects. Available funding for FY 2019 and FY 2020 is 580K per year. Mr. Pollack explained that staff is seeking concurrence from the TAC on the use of the previously approved implementation process for the upcoming two-year TA call for projects.

Mr. DeLatte pointed out that the available points in the scoring criteria did not total 100. Mr. Pollack responded the criteria and weighted points has not changed since the last call for projects (in 2016 for FY 2017 and FY 2018). Mr. Pollack reiterated that the current scoring process reflects previous TAC guidance and approval.

All members indicated that support for maintain the current selection criteria and weighting for the upcoming TA call for projects.

4. Discussion and Possible Action:

After several months of dialogue and evaluation by the TAC, all members of the TPC agreed in June of 2015 that the US 181 overpass at La Quinta Road (now Kay Baily Hutchison Road (KBH)) was the priority for the MPO's Prop 1 funds for FY 2016 and FY 2017. Mr. Pollack explained that changes in the Port's strategic vision—namely the decision not to pursue a container facility and associated rail project at the La Quinta Terminal—may change overall traffic patterns along US 181 such that alternative operational improvements may be more timely than the grade separation (overpass) project.

Mr. Sales-Evans informed the TAC that area funding has allowed for inclusion of a US 181/Sunset Rd. ramp overpass project (FY 2018); ramp reversals between Gregory and Portland; and the construction of auxiliary lanes to address needs including frontage roads and turn lanes. She stated that there will also be consideration of a U-turn at Buddy Ganem and that all of the improvements address congestion need in the area.

Mrs. Sale-Evans emphasized that revision of the scope of the Prop 1 project is time sensitive in order to obligate funds in FY 2018 and avoid a lapse of funds.

Brian DeLatte made a motion to approve the updated scope for the Prop 1 project. Mr. Robinson seconded and the motion passed unanimously.

5. Presentation:

A. Corpus Christi Regional Transportation Authority (CCRTA) Transit Plan 20/20

The CCRTA provided an overview of Transit Plan 20/20, a comprehensive analysis of its entire bus system.

6. Staff Updates:

A. Fastlane

Mr. Pollack noted that staff still intended to present an opportunity to identify one or more project candidates for a collaborative regional FASTLANE or other such grant submittal but had opted to delay the discussion until later in the summer because of uncertainty about program funding.

B. Quarterly TxDOT Rural Project Update

Mr. Pollack stated that staff was mindful of the TAC's request for periodic updates from the District about projects outside of the MPO boundary; the first such update will be in July.

C. Federal Certification Review Follow Up

Mr. Pollack reported that the MPO's Federal Certification Review (FCR) had gone well overall, with particular praise for the MPO's work in active mobility planning and the ongoing preparation for the Travel Demand Model update. He reiterated that many of the proposed amendments to the MTP reflect staff's proactive effort to address FHWA requirements as communicated during the FCR.

D. Transportation Policy Committee Meeting – June 1, 2017

Mr. Pollack reminded the TAC of the upcoming June TPC meeting.

7. Future Agenda Items:

There was none.

8. Public Comments on Agenda Items:

There was none.

9. Adjourn.