

**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (MPO)
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING NOTES
Thursday, March 21, 2019**

1. Call to Order and Quorum determination

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

2. Roll Call by TAC Chair

Present: Brian DeLatte, P.E., City of Portland, Jeff Edmonds, P.E., City of Corpus Christi, Jeff Pollack, AICP, Port of Corpus Christi; Howard Gillespie, San Patricio County; Paula Sales-Evans, Texas Department of Transportation Corpus Christi District (TxDOT-CRP); Juan Pimental, P.E., Nueces County (9:02 a.m.)

Staff Present: Daniel Carrizales, Victor Mendieta, and Yoshiko Boulan

3. Introduction of visiting agency officials

Mr. DeLatte welcomed all in attendance.

4. Public Comments on Agenda Items

Mr. DeLatte asked for public comments on agenda items; no public comments were offered.

5. Presentation, Discussion and Possible Action

A. RTA Transit Projects Amendment to the FY 2019 – 2022 Transportation Improvement Program (TIP) and 2015-2040 Metropolitan Transportation Plan (MTP). Presenter: Christina Perez, DBE/EEO Compliance Officer.

Ms. Perez presented the proposed amendments to add one Preventive Maintenance project in each fiscal year from FY 2019 through FY 2022 with \$1,000,000 project cost per year. Preventive Maintenance is for maintaining the state of the art of all activities, supplies, materials, labor, services and associated costs required to preserve/extend the functionality and serviceability of the asset including maintenance of Administration, serving/inspecting/maintaining/repairing the revenue vehicles and servicing/fueling/inspecting the service vehicles. Preventive Maintenance is the operating expense that is eligible for capital projects.

Mr. DeLatte inquired as to the reason these projects were added to the TIP and MTP. Ms. Perez answered that the Preventive Maintenance is funded by FTA 5307 Formula Funds and must be included in the TIP and MTP to receive the funds.

Mr. Gillespie made a motion to recommend the proposed amendment, Mr. Pollack seconded; motion passed unanimously, and this recommendation will be submitted to the Transportation Policy Committee (TPC) on April 4, 2019.

6. Presentation and Discussion

A. The Texas Transportation Commission has asked for MPOs and Districts to provide additional input on their Categories 2, 4 (3c) and 12 projects.

Ms. Sales-Evans, TxDOT-CRP, briefs the Texas Transportation Commission's request to submit the Category 2 (Metro and Urban Area Corridor), 4(3c) (Connectivity and Congestion Corridor), and 12 (Strategic Priority) project information to the TxDOT Transportation Planning & Programming Division (TPP) by May 1, 2019. These projects were discussed and prioritized in November 2016, and the project prioritization process was discussed by the Transportation Policy Committee (TPC) in February 2017; these efforts made the further discussion on Cat 2 and 4(3c) projects unnecessary. Now these projects must be individually listed in the Unified Transportation Program (UTP) and approved by the Texas Transportation Commission based on the competitive prioritization with the criteria such as congestion reduction, safety, freight emphasis and so forth. TPP requested to submit these projects using either the local scoring methodology or Decision Lens – the project weighing system developed by TxDOT. TPP will list all projects and prioritize these projects with Decision Lens. Decision Lens is only applicable for the State Highway System however; Cat 2, 4 (3c)

and 12 projects are on the State Highway System and Decision Lens could be a useful tool to weigh these projects.

Four scenarios with varying criteria weights were presented for discussion. The default criteria weights are safety 31.42%, preservation 20.85%, congestion reduction 19.21%, enhance connectivity 13.45%, economic development (freight mobility) 9.82%, and environmental effect 5.21%. Using these weights, SH 286 (Crosstown Expressway) Extension, IH 37 Widening, SH 358 Ramp Reversal Phase II-B, SH 35 Upgrade, and US 181 Widening are ranked as top 5 priority projects. If the weights are controlled and 40% for congestion reduction and 30% each for safety and economic development, SH 286 Extension, IH 37 Widening, SH 35 Upgrade, SH 358 Ramp Reversal, and US 181 Widening are ranked as top 5 priority projects. Also, if equal value (30%) is used for safety, congestion reduction, and economic development and 10% for environmental effects, SH 286 Extension, IH 37 Widening, SH 35 Upgrade, SH 358 Ramp Reversal Phase II-B and II-C are ranked as top 5. If 75% value is used for congestion reduction and 25% for safety, SH 286 Extension, SH 35 Upgrade, SH 358 Ramp Reversal Phase II-B, US 181 Widening, SH 358 Ramp Reversal Phase II-C are ranked as top 5. If 40 % is used for congestion reduction, 30% is for safety and economic development, SH 286 Extension, IH 37 Widening, SH 35 Upgrade, SH 358 Ramp Reversal Phase II-B, US 181 Widening projects are ranked as top 5. By manipulating the value of the criteria, the priority ranking may change.

The detailed criteria, its section, metric, and definition are provided in the agenda packet under ITEM #6A. Knowing these criteria will help to raise the project value for prioritization. For example, environmental effect criteria are specifically defined, and landscape enhancement type projects are not given any additional value in the Decision Lens.

Ms. Sales-Evans suggested to rank the Cat 2 projects by the following ways; go back and go through the projects list prioritized in November 2016 or add new projects and reprioritize the projects.

Mr. DeLatte inquired how the percentage for each criterion was determined. Ms. Sales-Evans answered that the percentage was collaboratively determined by voting from the District Engineers and Administrations, and possibly the MPOs a couple years ago, and TPP has been using this percentage for programming-purposes. Ms. Sales-Evans mentioned that the priority needs may be regionally different but if using the same criteria and methodology, it is easier to explain and justify the ranking and its reasoning.

Mr. Edmonds verified that the percentage is determined by the experts' polling results; Ms. Sales-Evans wanted to verify with the TPP about this inquiry. Mr. Edmonds further questioned even if the default percentage is determined by experts in TxDOT, the criteria weighing is up to the local decision. Ms. Sales-Evans replied yes and TPP is not expecting the MPO to use the exact percentage set as a default, but they want to know what methodology is used for the prioritization.

Mr. DeLatte inquired if this is an effort by TxDOT to centralize or standardize the prioritizing process. Ms. Sales-Evans answered that this is for the State portfolio to show the usage of funding through Decision Lens but also want to see the direct input from the MPOs. That is why the MPOs are encouraged to use their own criteria to prioritize the projects for the comparison between local prioritization and Decision Lens.

Mr. Pollack stated that the Decision Lens was still under the development stage in 2016 and it would be used to validate the project priority to meet the minimum State threshold in the future. Mr. Pollack expressed his interest to see the result of comparison between the regional ranking and the Decision Lens'; and predicted the outputs should be closely matched.

Ms. Sales-Evans stated that these Cat 2 projects must be prioritized and submitted to TPP by May 1, 2019 with the approval of TPC and only 1 TPC meeting between now and the deadline.

Mr. Pollack suggested that the current Cat2 projects ranking be consistent with the new reprioritization due to the degree of importance of these projects. Ms. Sales-Evans agreed and stated that the IH 37 project is seeking the discretionally funding to raise the north-bound and south-bound bridges. Also, US 181 projects have two CSJ numbers; one for the ramp reversal and one for the widening freeway, but these projects can be combined and ranked as one because both projects go to one contract.

Mr. DeLatte inquired whether the project programming is based on not only the priority ranking but also funding availability and other factors. Ms. Sales-Evans agreed that other factors such as environmental requirements, right-of-way acquisition, utility adjustment and so forth affect the bid date.

The TAC members agreed that they will inform the respective Policy Board members about the reprioritization requirement and its methodology and discuss and take an action in April TAC meeting.

7. Freight Topics

A. TxDOT's Texas Freight Studies Survey

Mr. Carrizales informed TAC members that TxDOT is looking for the feedback on the Texas truck parking and freight infrastructure design studies. The Survey is open until March 31, 2019.

8. Member Agency Project Update (Project Tracker)

Mr. Mendieta provided the most current project list to TAC members and requested updates if the project status has changed.

9. Staff Briefing

A. MPO Director recruitment status

Mr. Carrizales informed the TAC that Mr. Robert MacDonald has been hired as the new Transportation Planning Director and his on-board date is April 15, 2019.

B. Metropolitan Transportation Plan (MTP) Update

Mr. Carrizales informed TAC members the findings regarding the possibility to switch the MTP from the current 25-year plan to 20-year plan. The findings were as follows; the statutory requirement is 20-years or more planning horizon; all MPOs in Texas are doing 25 or more years MTP; the current 25-year MTP is aligned with TxDOT's long-range Texas Transportation Plan (25-years); there is no need to get an approval to switch the plan from 25-year to 20-year; and the current Travel Demand Model (TDM) is developed with a 2045 forecast. Based on these findings, the MPO staff recommend moving forward with the current 25-year MTP.

C. Transportation Policy Committee Meeting: April 4, 2019

The next TPC meeting is scheduled for April 4, 2019.

D. Technical Advisory Committee Meeting: April 18, 2019

The next TAC meeting is scheduled for April 18, 2019.

10. TAC Committee Member's Comments and Concern

None.

11. Adjourn

The meeting adjourned at 9:51 a.m.