

**CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION POLICY COMMITTEE (TPC) MINUTES**

April 6, 2017

1. Call to Order and Quorum determination

The honorable Judge Terry Simpson called the meeting to order at 2:00 p.m. at the City of Corpus Christi Council Chambers.

Present: Judge Terry Simpson, Chairperson; Mayor Pro Tem Lucy Rubio, City of Corpus Christi; Mayor David Krebs, City of Portland; Chris Caron, P.E., TxDOT-Corpus Christi District; Charles Zahn, Port of Corpus Christi Authority.

Staff Present: Jeff Pollack, Brigida Gonzalez, Vilma Jasso, Victor Mendieta and Elena Buentello.

2. Introduction of visiting agency officials

Judge Simpson welcomed all in attendance.

3. Approval of the March 2, 2017 TPC Meeting Minutes

Judge Simpson called for approval of the minutes of the regular TPC meeting of March 2, 2017. Mayor Krebs made a motion to approve; Mr. Caron seconded. Motion passed unanimously.

4. Presentation:

A. US 181 Harbor Bridge Project Update

Lorette Williams, Public Information Coordinator, along with Justin Guevara, Design Build Contractor for Cable Stay Bridge and Approaches, both with Flatiron/Dragados of the Harbor Bridge Replacement Project, presented a project update including overviews of various post-construction, directional traffic patterns with free flowing looped ramps.

Judge Simpson expressed safety concerns and inquired as to the proposed speed limit for the looped ramps. Mr. Guevara replied that the ramps have mandated speed limits regulated by TxDOT.

5. Discussion and Possible Action:

A. Congestion Management Process (CMP)

Mr. Pollack informed the TPC that the CMP is, per federal definition, a systematic process that provides safe and effective integrated management and operation of the multimodal transportation system. He stated that a CMP is required in metropolitan areas with population exceeding 200,000, known as Transportation Management Areas (TMAs). He explained that:

- The CMP is not intended to be a standalone process but rather serves as an organizing framework for all transportation planning activities in a given metro area. In so much as 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 CMP.
- MPO staff introduced the process for updating the CMP to the Technical Advisory Committee (TAC) in January, and TAC members' input over the past three months informed continued refinement of the CMP narrative and Performance-based Planning Approach.
- The performance metrics defined in the CMP will be used to score and compare projects in the Metropolitan Transportation Plan (MTP) as well as to evaluate the functionality of the metropolitan transportation system as required by federal and state legislation.

Mr. Zahn made a motion to approve the updated CMP. Mayor Pro-Tem Rubio seconded. Motion passed unanimously.

6. Discussion Only

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

Mr. Pollack informed the TPC that staff has drafted the FY 2018 UPWP, which is the MPO's shortest-term planning document (one year) and doubles as the operating budget for the organization. He explained that state and federal guidance to date suggests level funding from FY 2017. Mr. Pollack directed TPC members to the document summary page and highlighted the projected carryover of unexpended funds from FY 2017, which will allow the MPO to undertake a Travel Speed and Delay Study in FY 2018. Such studies are typically repeated every five years or so, and the last one completed for the MPO planning area was in 2010. MPO staff will request TPC approval of the draft UPWP in May.

B. FY 2017 Prop 1 Project Update

Mr. Pollack reminded the TPC that the original impetus for prioritization of the overpass at Kay Baily Hutchison Rd. (KBH) for FY 2016 and FY 2017 Proposition 1 funds was based on anticipated traffic impacts of the Port of Corpus Christi Authority's (Port) plans for a container terminal and competitive rail service at La Quinta Trade Gateway. Uncertainty about the ultimate alignment of KBH because of changing development along the industrial corridor prevented TxDOT from moving forward with design on a timeframe that would have allowed letting in FY 2017. As such, last November, TPC took action in the form of a directive to the MPO to send formal request to the TxDOT District-CRP that the aggregated FY 2016/2017 Prop 1 funds be available in FY 2018.

Mr. Pollack stated that in the interim, changes in the Port's strategic vision—namely the abandonment of the container facility and associated rail project at the La Quinta Terminal—may reduce the potential for traffic impacts along US 181 that were the original impetus for the overpass project.

Mr. Pollack indicated that the intent of the discussion was to update the TPC and initiate a dialogue about the potential opportunity to consider alternative projects for Prop 1 funds. He stated that staff plans to bring this item back before TPC in May for possible action pending any recommendation by the TAC, which is a time frame that would still allow for alternative utilization of the Prop 1 funds in FY 2018.

7. Staff Briefing:

A. Transportation Alternatives Program (TAP): Project Updates/Status

Mr. Pollack informed the TPC that at the last meeting of the TAC, members provided updates on FY 2016 and FY 2017 TAP projects and MPO and District staff outlined required critical path milestones to ensure that no funds are surrendered. Mr. Pollack highlighted the need for the City of Corpus Christi's FY 2016 and FY 2017 projects to go to contract in early summer, and he stated that partners at the City understand the required time frame and are working in earnest to uphold it.

B. Non-radioactive hazardous materials commodity flow - Data collection effort

Mr. Pollack informed the TPC that Port staff are in the process of identifying the best mechanism for soliciting hazardous material freight origins and destinations data from industry partners in order to answer critical questions about the merits of a hazardous materials routing process.

C. MPO 10-year Plan

Mr. Pollack reminded the TPC that, per Texas House Bill 20 passed by the 84th Texas Legislature, the MPO is required to generate a 10-year Plan that represents the first ten years of our 25-year long range plan. Staff have begun working with the TAC to identify priority projects to be programmed in the out years of the 10-year plan. To inform this process, staff is in the midst of preliminary scoring of all MTP projects per the performance metrics that are part of the CMP that was approved. Mr. Pollack stated that staff will bring the TPC the 10-year Plan for discussion and possible action over the next few months.

D. Transportation Policy Committee meeting – May 4, 2017

Mr. Pollack reminded the TPC of the May 4th upcoming meeting.

8. TPC Members' Comments and Concerns

There were none.

9. Future Agenda Items

There were none.

10. Public Comments on Agenda Items

There were none.

11. Adjourn.

There being no further business, Judge Simpson adjourned the meeting at 2:40 p.m.