TECHNICAL ADVISORY COMMITTEE (TAC) SCHEDULED MEETING AGENDA PACKET

9:00 A.M., Thursday, April 18, 2019
Corpus Christi Regional Transportation Authority (CCRTA)
Staples Street Center, 2nd Floor Boardroom
602 N. Staples St., Suite 210, Corpus Christi, Texas 78401

TABLE OF CONTENTS

TAC Meeting Agenda – April 18, 2019

ATTACHMENTS

March 21, 2019 - TAC Meeting Notes

ITEM #6A – Ms. Gretchen Arnold, Corpus Christi Air Quality Group Chair, presents updates to air quality, attainment status, and restoring funds for air quality programs.

ITEM #7A – Prioritizing Category 2 (Metro and Urban Area Corridor) Projects.

CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (MPO)

602 N. Staples Street Center, Suite 300, Corpus Christi, Texas 78401Telephone: (361) 884-0687

TECHNICAL ADVISORY COMMITTEE (TAC) MEETING AGENDA

9:00 a.m., Thursday, April 18, 2019
Corpus Christi Regional Transportation Authority (RTA)
602 N. Staples Street, 2nd Floor Boardroom, Corpus Christi, Texas 78401

- 1. Call to Order and Quorum determination
- 2. Introduction of new MPO Director
- 3. Roll Call
- 4. Introduction of visiting agency officials
- 5. Public Comments on Agenda Items

Opportunity for public comment on TAC agenda items within the Committee's jurisdiction (except in matters related to pending litigation) is available. Proceedings are recorded. We ask that remarks be limited to three minutes, that you identify yourself, and give your address.

6. Presentation

A. Ms. Gretchen Arnold, Corpus Christi Air Quality Group Chair, presents updates to air quality, attainment status, and restoring funds for air quality programs.

7. Discussion and Possible Action

A. Prioritizing Category 2 (Metro and Urban Area Corridor) Projects.

As discussed in March TAC meeting, Cat 2 projects need to be prioritized and submitted to Texas Department of Transportation (TxDOT) Transportation Planning & Programming (TPP) Division by May 1, 2019.

Staff is seeking an action by TAC to rank the total 7 Category 2 projects by an agreed-upon criteria and methodology.

8. Freight Topics

A. TxDOT awarded \$6.8M Advanced Transportation and Congestion Management Technology (ATCMTD) grant for the I-10 Corridor Coalition Truck Parking Availability System (tentative topic).

The coalition of California, Arizona, New Mexico, and Texas Departments of Transportation awarded \$6.8M ATCMTD grant. I-10 Western Connected Freight Corridor connects from Long Beach (CA) to Beaumont (TX). It goes through El Paso, San Antonio, Houston, and Beaumont in Texas. This system can be utilized between I-10 and IH 37 in the future.

9. Member Agency Project Update (Project Tracker)

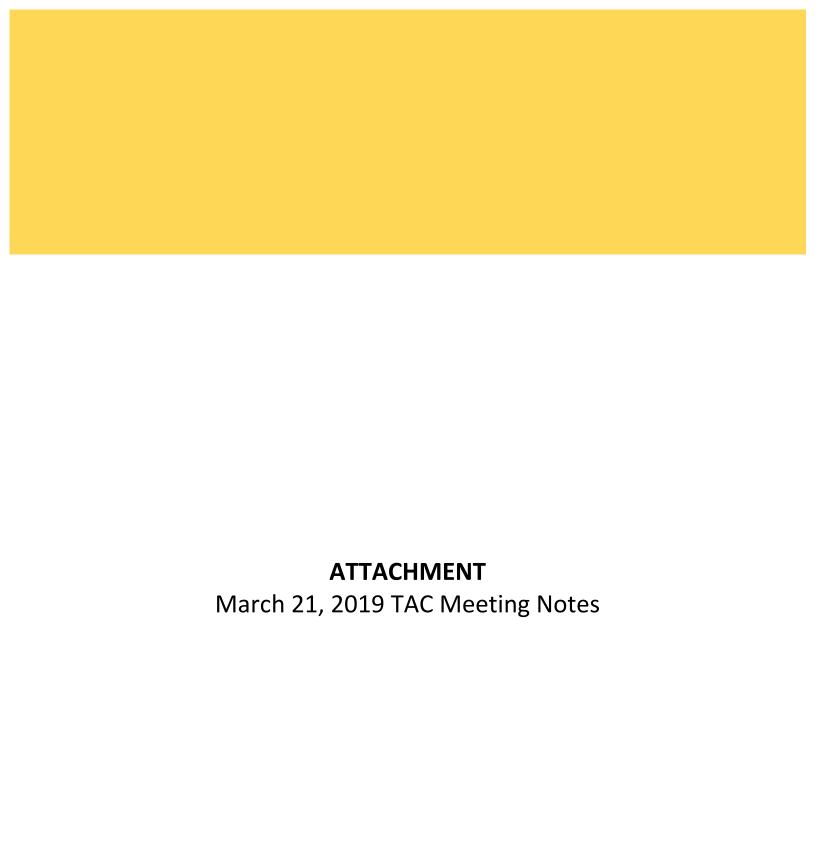
10. Staff Briefing

- A. Association of Metropolitan Planning Organization (AMPO)'s <u>National Framework for Regional</u> Vehicle Connectivity and Automation Planning webinar: April 25, 2019 1:00 2:30 p.m.
- B. Transportation Policy Committee Meeting: May 2, 2019
- C. Next Technical Advisory Committee Meeting: May 16, 2019
- 11. TAC Committee Members' Comments and Concerns
- 12. Adjourn

All MPO Committee meetings are public meetings and open to the public. Any persons with disabilities who plan to attend this meeting and who may need auxiliary aids or services are requested to contact the MPO at 884-0687 at least 48 hours in advance so that appropriate arrangements can be made.

If you would like us to explain this information, or you would like it in Spanish, please call us at (361) 884-0687 or contact us by email at ccmpo@cctxmpo.us. We are located at 602 N. Staples Street, Suite 300, Corpus Christi, TX 78401. Copies available upon request.

InformaciónenEspañol: Si usteddeseaestainformaciónenEspañol o sideseaexplicaciónsobre el contenido, por favor llamenos al teléfono (361) 884-0687 o comuníquese con nosotrosmediantecorreoelectrónico a ccmpo@cctxmpo.us. Nuestrasoficinasestanubicadasen el 602 N. Staples Street, Suite 300, Corpus Christi, TX 78401. Copias se proveeran a petición.



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.

ATTACHMENT ITEM #6A
Ms. Gretchen Arnold, Corpus Christi Air Quality Group Chair, presents updates to air quality, attainment status, and restoring funds for air quality programs

CORPUS CHRISTI AIR QUALITY UPDATE

Gretchen Arnold; Chair, Corpus Christi Air Quality Group

Corpus Christi Metropolitan Planning Organization Technical Advisory Committee Meeting – April 18, 2019

AIR QUALITY UPDATE

- Corpus Christi Air Quality Group
 - · Corpus Christi and Criteria Pollutants
 - Ozone Update / Attainment Status
 - Funding of Local Air Programs Status
 - Current Challenges and Efforts

CORPUS CHRISTI AIR QUALITY GROUP

- Voluntary group established in 1995 to address threat of non-attainment of ozone standards
- Group includes representatives from City of Corpus Christi, Nueces County, San Patricio County, Corpus Christi and San Patricio Regional Economic Development Corporations, United Corpus Christi Chamber of Commerce, Port Industries, Port of Corpus Christi, TxDOT, RTA, MPO, Kingsville and Corpus Christi A&M, military, media, environmental consultants, and community members.
- The broad stakeholder representation within the Group works collaboratively to design and deliver effective strategies to maintain National Ambient Air Quality Standards (NAAQS) for regulated air pollutants that are suitable for the Corpus Christi area.

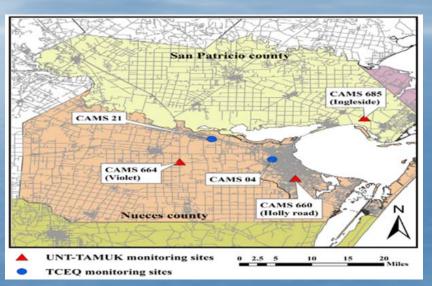
REGULATED (CRITERIA) AIR POLLUTANTS

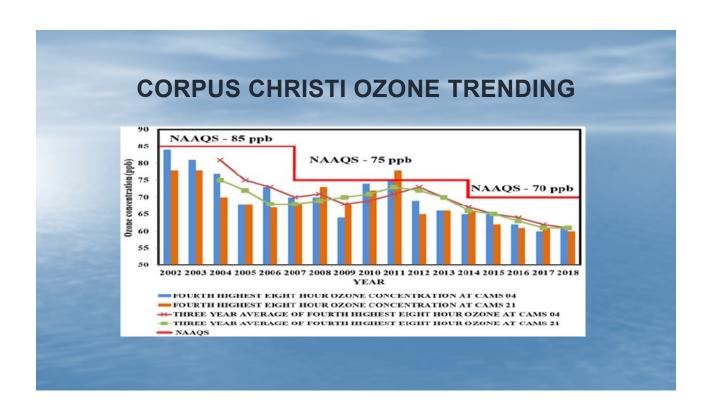
- Ozone
- Benzene
- Particulate Matter
- Sulfur Dioxide
- Carbon Monoxide
- Lead
- Nitrogen Oxide

OZONE

- Ozone is the only regulated ambient air pollutant that Corpus Christi is at risk for violating NAAQS
 - Continued attainment of NAAQS for ozone is the primary focus of Corpus Christi Air Quality Group efforts
 - The allowable threshold for NAAQS for ozone has been lowered three times since the inception of the Corpus Christi Air Quality Group.
 - The current NAAQS for ozone is 70 parts per billion (ppb). Each regulatory
 monitor may not exceed 70 ppb for ozone when the 4th high 8 hour average of
 ozone during a year and averaged with the past two years of 4th high measured
 levels of ozone does not exceed 70 ppb.

CORPUS CHRISTI REGULATORY AND RESEARCH MONITORS FOR OZONE





CORPUS CHRISTI ATTAINMENT STATUS OF NAAQS FOR OZONE

Monitor	Three year average for year-end 2018	4rth high in 2017	4rth high in 2018	4rth high in 2019
CAMS 4 902 Airport Blvd.	61 ppb	60 ppb	61 ppb	44 ppb
CAMS 21 Tuloso 9860 La Branch	61 ppb	61 ppb	60 ppb	39 ppb

- The current regulatory average for ozone at both regulatory monitors (year-end 2018) is 61 ppb; well within attainment of NAAQS for ozone
- In order for Corpus Christi to continue in attainment of the 70 ppb ozone standard at the end of year 2019, both CAMS 4 and CAMS 21 must experience a 4th high ozone levels of less than 88 ppb in 2019

IMPACT ON MPO WHEN COMMUNITY NO LONGER ATTAINS NAAQS FOR OZONE

- Possible loss of Federal Highway funding for various projects
- Increased congestion mitigation burden
- Increased burdens and demands for SIP requirements

FUNDING STATUS FOR AIR EMISSION REDUCTION AND PLANNING PROGRAMS

- In June, 2017 Governor Abbott vetoed legislative funding for all air quality programming in ozone near-non attainment communities in Texas including Corpus Christi
- The amount of funding Corpus Christi should have received was \$400,000 for a biennium. This funding was the only funding Corpus Christi receives for programs that work to research and reduce ozone causing emissions; research monitors operated and reported on by Texas A&M University Kingsville and vehicle emissions testing and repairs provided by Texas A&M University Corpus Christi. Both programs relied on the vetoed funding to exist.
- The MPO, City of Corpus Christi, Nueces County, San Patricio County and Port of Corpus Christi all passed resolutions to reinstate funding for air quality programs.

FUNDING STATUS FOR AIR EMISSION REDUCTION AND PLANNING PROGRAMS

- Port Industries provided interim funding for the research monitors with Texas A&M
 University Kingsville and the Port of Corpus Christi provided interim funding for the
 vehicle emissions testing and repairs with Texas A&M University Corpus Christi.
 Interim funding for the research monitors has been depleted and the monitor
 operations have ceased.
- Legislators Herrero, Hunter and Hinojosa have been briefed and each one is supportive of working to get the funding reinstated in the current session. Tammy Embrey with the City of Corpus Christi is working the issue through the current session.
- Currently there is language in both the House and Senate to reinstate the funding, although the House language is unfavorable as it will only fund emissions inventories.

CORPUS CHRISTI AIR QUALITY GROUP CHALLENGES AND EFFORTS

- Growing Industry
- Increasing VMT
- Loss of Funding

Growing Industry

Working with EDCs to establish required offset emissions

Increasing VMT

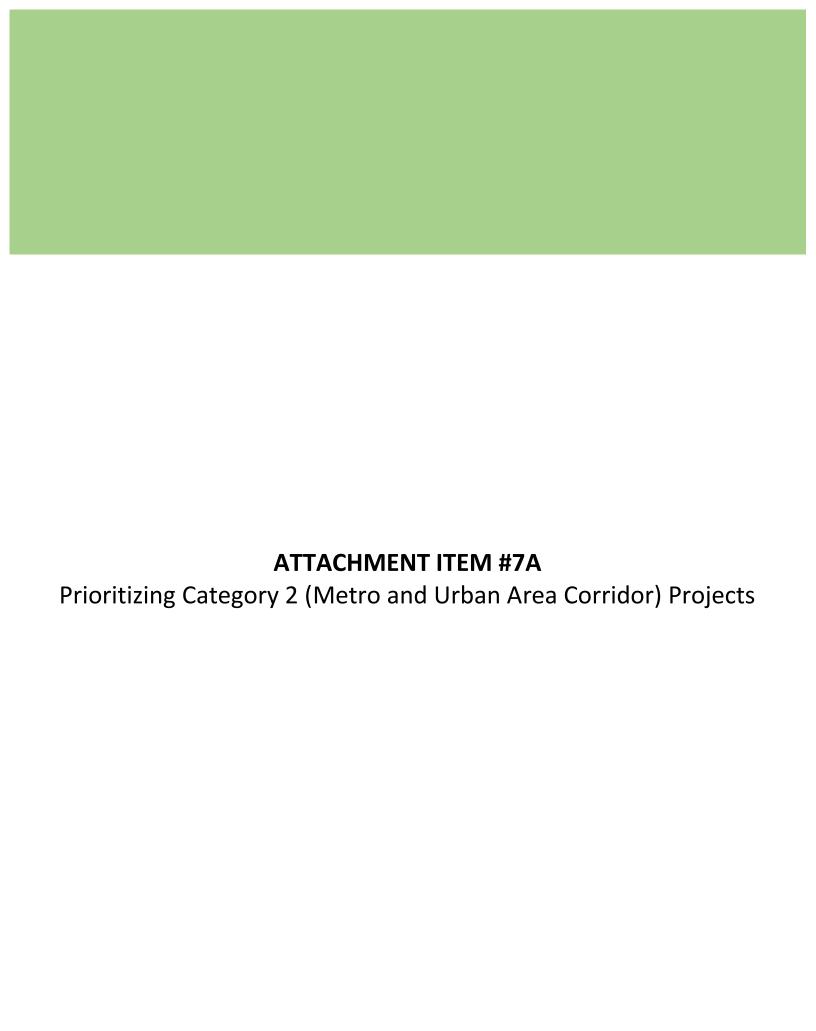
- MPO alternative transportation planning and infrastructure
- Unified Development Code input for community growth patterns and infill

Loss of Funding

- · Continue work with legislators
- Continue pressing for TERP funding and searching for other funding sources

MPO IMPORTANT GROUP PARTICIPANT AND STAKEHOLDER

- Funding for Corpus Christi Air Quality Group Chair
- Mobility planning
- Congestion mitigation plans

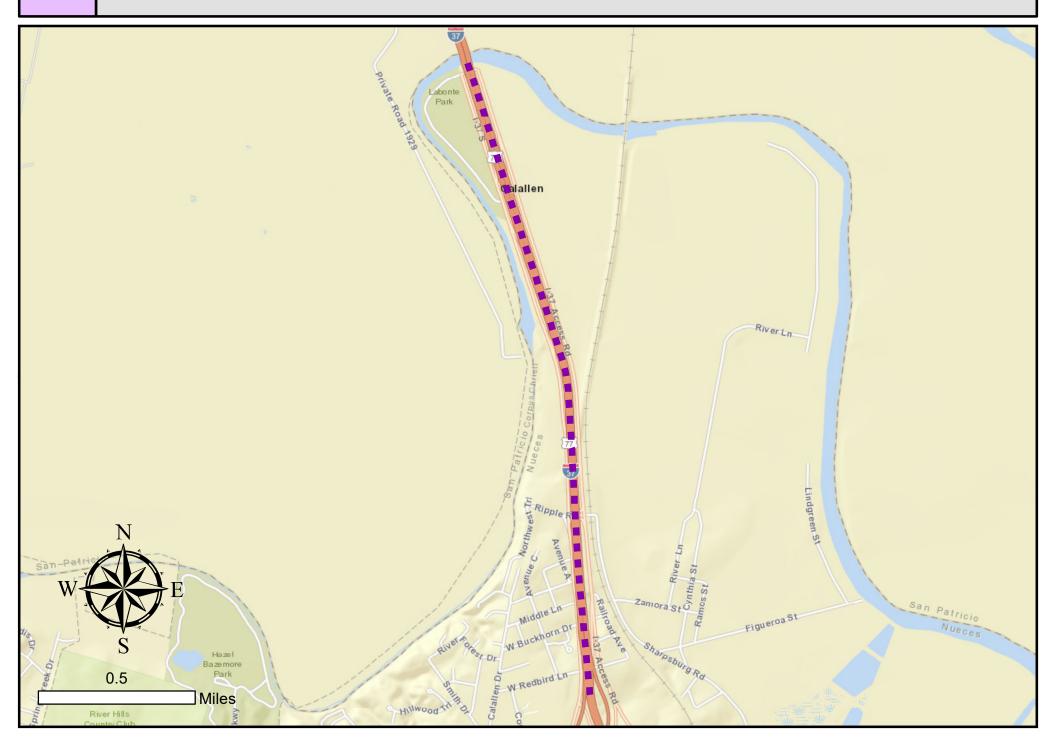


TEXAS DEPARTMENT OF TRANSPORTATION

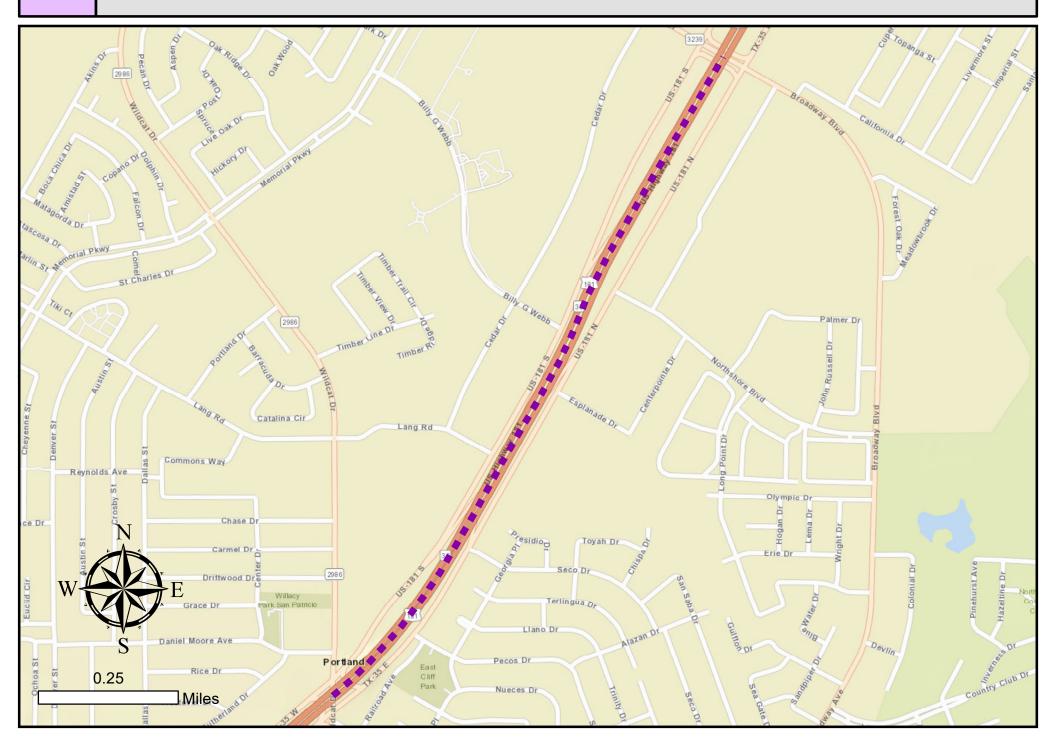
TAC Mer	mber Indiv	idual Rank	ing (1 high	est ranking	- 7 lowes	t ranking)	Average	e Ranking											
City of Portland	City of Corpus Christi	San Patricio County	Nueces County	Port of Corpus Christi	RTA	ТхDОТ	Total Value	Average Ranking	CAT 2 Rankings	CSJ	CCSJ (Project Grouping)	Highway	Let FY	Limits From	Limits To	Description	Est. Cost	Map ID	
							0	0.0		0074-06-241		IH 37	2020	REDBIRD LN. (OVERPASS)	NUECES RIVER_(CB)	WIDEN FREEWAY BY CONSTRUCTING ADDITIONAL 2 TRAVEL LANES NB & 1 ADDITIONAL TRAVEL LANE SB	\$42,000,000	1	
							0	0 0	0.0		0101-04-114	0101-04-114	US 181	2020	FM 3239 (BUDDY GANEM DR.)	FM 2986 (WILDCAT DR.)	REVERSE ENTRANCE AND EXIT RAMPS IN NORTHBOUND DIRECTION	\$ 4,000,000	2
							O	0.0		0101-04-120	0101-04-114	US 181	2020	FM3239 (BUDDY GANEM DR.)	FM2986 (WILDCAT DR.)	WIDEN FREEWAY BY CONSTRUCTING 1 ADDITIONAL TRAVEL LANE IN EACH DIRECTION	\$ 6,000,000	2	
							0	0.0		0180-10-082		SH 361	2026	AT SH35 INTERCHANGE	.6 MI SE ON SH 361	UPGRADE/ADD DIRECT CONNECTORS	\$ 40,000,000	3	
							0	0.0		0326-01-056		SH 286	2021	FM 43	SOUTH OF FM 2444	CONSTRUCT PHASE I FREEWAY EXTENSION BY UPGRADING EXISTING 2- LN RDWY TO 4-LN DIVIDED HIGHWAY	\$ 21,500,000	4	
							0	0.0		0617-01-177		SH 358	2021	NILE DRIVE	STAPLES STREET	RAMP REVERSAL PHASE II-B	\$ 35,000,000	5	
							0	0.0		0617-02-073		PR 22	2025	AQUARIUS ST.	WHITECAP BLVD.	CORRIDOR UPGRADE FOR PEDESTRIAN AND ACCESS MANAGEMENT IMPROVEMENTS WITHOUT ADDING CAPACITY	\$ 16,000,000	6	
							0	0.0		1209-01-030		FM 893	2020	CR 3685 (STARK RD)	.2 MI W OF CR 79 (GUM HOLLOW)	UPGRADE TO 5-LANE URBAN ROADWAY BY CONSTRUCTING ADDTNL 2 LANES AND CLTL	\$ 7,000,000	7	

TxDOT TPP has requested for MPOs and Districts to provide additional input on their Categories 2M, 4U, and 12 projects for the Transportation Commission.

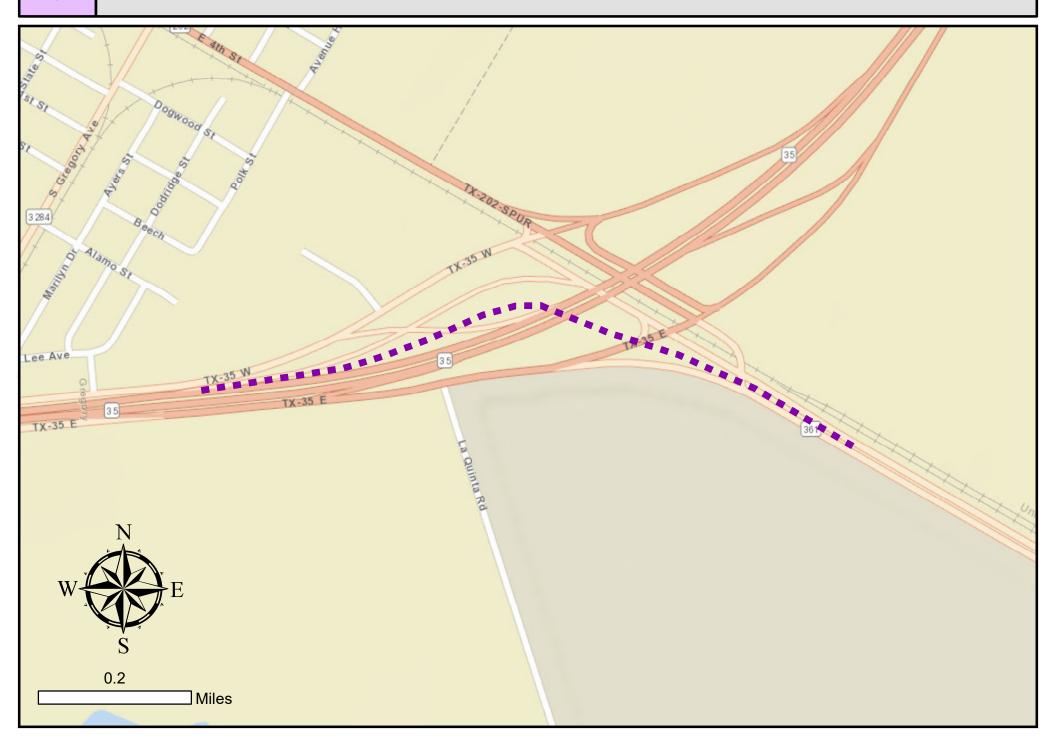
IH 37: From Redbird Ln. (Overpass) to Nueces River (CB)



US 181 Ramp Reversals: From FM 3296 (Buddy Ganem) to FM 2986 (Wildcat Dr)



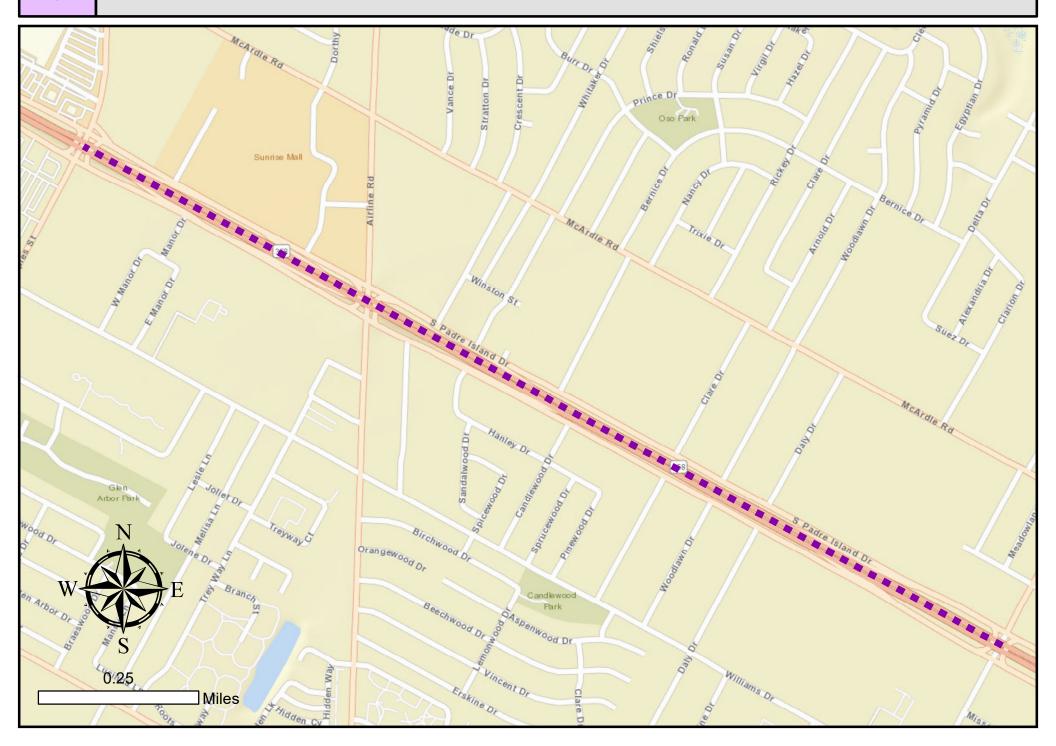
SH 361: From SH 35 interchange to .6 mi SE on SH 361



SH 286 (Crosstown): From FM 43 (Weber Rd) to S of FM 2444



SH 358 (SPID) Ramp Reversal: From Nile to Staples



PR 22: From Aquarius to Whitecap

