

TECHNICAL ADVISORY COMMITTEE (TAC) SCHEDULED MEETING AGENDA PACKET

9:00 A.M., Thursday, June 20, 2019 Corpus Christi Regional Transportation Authority (CCRTA) Staples Street Center, 2nd Floor Boardroom 602 N. Staples St., Suite 210, Corpus Christi, Texas 78401

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ITEM #6B – 2020 – 2045 MTP DRAFT Development Working Schedule



TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING AGENDA

Thursday, June 20, 2019 9:00 a.m.

Location: Corpus Christi Regional Transportation Authority (CCRTA) 602 N. Staples Street, *Suite 210,* Corpus Christi, TX 78401

- 1. Call to Order, Roll Call, and Quorum Determination
- 2. Introduction of Visiting Agency Officials
- 3. Public Comments for Items not on the Agenda

Opportunity for public comments for items not on the Agenda and within the Committee's jurisdiction (except in matters related to pending litigation). Proceedings are recorded. We ask that remarks be limited to three minutes, that you identify yourself, and give your address. Please complete speaker sign-up card.

4. Approval of May 16, 2019 TAC Meeting Minutes

- 5. Discussion and Possible Action
 - A. 2020 2045 Metropolitan Transportation Plan (MTP) DRAFT Chapter 1: Introduction ⊠ (attachment) Action: Review, Discuss and Recommend
- 6. Review and Discussion
 - A. 2020 2045 MTP DRAFT Unconstrained Project List 🖂 (attachment)
 - B. 2020 2045 MTP DRAFT Development Working Schedule ≥ (attachment)
 - C. 2020 2045 MTP DRAFT Air Quality Conformity Chapter (handout)
- 7. Freight Topics
 - A. 2020 2045 MTP Freight Truck Parking map (handout)
 - Action: Information Only
- 8. Member Agency Project and Program Updates

9. Upcoming Meetings:

| Α. | Transportation Policy Committee: | Rescheduled Regular Meeting: | July 11, 2019 |
|----|----------------------------------|-----------------------------------|---------------|
| В. | Technical Advisory Committee: | MTP Workshop: Resource Allocation | TBD |

C. Technical Advisory Committee: Regular Meeting: July 18, 2019

10. TAC Member Comments

11. Adjourn

⊠ - Indicates attachment for the agenda item.

PUBLIC MEETING NOTIFICATION

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 (361) 884-0687 at least 48 hours in advance so that appropriate arrangements can be made.



MEETING LOCATION MAP

ATTACHMENT May 16, 2019 TAC Meeting Minutes

CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION (MPO) TECHNICAL ADVISORY COMMITTEE (TAC) MEETING MINUTES Thursday, May 16, 2019

1. Call to Order, Roll Call, and Quorum determination

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

TAC Members Present:

Brian DeLatte, P.E., City of Portland Jeff Pollack, AICP, Port of Corpus Christi Paula Sales-Evans, P.E., TxDOT-CRP Sarah Munoz, P.E., City of Corpus Christi Richard Bullock, Coastal Bend Council of Government

MPO Staff Present: Rob MacDonald, MPA, P.E.; Daniel Carrizales; Victor Mendieta; and Yoshiko Boulan

2. Introduction of visiting agency officials

Mr. MacDonald welcomed and introduced Ms. Georgi Jasenovec representing the FHWA Freight Operations and International Border – Texas Division.

3. Public Comments for Items not on the agenda

Mr. DeLatte asked for public comments for items not on the agenda; no public comments were offered.

4. Discussion and Possible Action

A. 2020 – 2045 Metropolitan Transportation Plan (MTP) Project Prioritization Methodology and Performance Measures.

Mr. MacDonald briefed TAC members on the memorandum outlining the MPO's project prioritization methodology based on the federally required performance measures and criteria. The memo briefly explains the summary, recommendation, proposed motion by the TAC, financial impact, and background information to facilitate the understanding and discussion of the topic. Mr. MacDonald also requested the TAC members provide their thoughts and comments on the format of the memo for future application. Mr. MacDonald explained that the objectives today were to discuss and receive the TAC recommendations on this new methodology and project ranking based on this methodology. However, due to the complexity of the topic, the MPO is planning to hold a workshop on May 23, 2019 for further discussion.

Mr. Mendieta explained the new methodology with three attachments; (1) TxDOT Project Criteria, Weights, and Descriptions, (2) 2019 Project Performance Measures, Weights, and Descriptions, and (3) 2020 – 2045 MTP Project Prioritization Table. The MPO performance measure list has been refined since its initial development in 2017. The MPO's weighting was developed by mirroring TxDOT's weighting to the MPO's performance measures where possible and adjusting the remaining weights to reflect the MPO's assessment of regional priorities. Based on the MPO's weighting system, the projects in the MTP are ranked as shown in the 2020 – 2045 MTP Project Prioritization Table.

Ms. Sales-Evans asked about the context of one of the Performance Measures, Stewardship. The description of Stewardship is "Number of population groups that the project runs through," this sentence could be considered as the project negatively impacts the underserved population groups. It is a concern to give points for the projects that negatively impact the community. The weighting should reflect both positive and negative impacts, and positively impacted projects should get points, but not negatively impacted ones.

Mr. Pollack suggested to align the performance measure language to that of TxDOT's or FHWA's; for example, "points of interest" to "primary destination" for semantic consistency. Mr. Mendieta stated that the language remained the same for the majority of the measures with only a few minor deviations.

Ms. Sales-Evans pointed out the MPO's Stewardship performance measure is unique, and does not have comparable performance measures within Decision Lens' "Effects on the Environment" criteria. Decision

Lens measures projects such as landscaping and historical preservation but does not capture Environmental Justice nor Title VI.

Mr. DeLatte inquired how other MPOs measure an equity and accessibility. Mr. MacDonald answered that based on the research and literature, and few examples he is familiar with, projects positively affect the community get positive points, while projects with no affect or negative affect get either zero point or negative points. Mr. MacDonald stated that the next MTP scoring system is expected to implement the positive and negative impacts with further refinement of the overall scoring methodology through workshops. Additionally, we expect to revisit the performance measures and establish a process to score quantitative measures, apply professional judgement as well as use other qualitative measures. Mr. MacDonald also stated that detailed project descriptions aligned with performance measures is necessary for effective scoring in the future MTP process.

Mr. Pollack asked what is the process proposed to measure the positive/negative data range, and if there is a specific criteria to correlate the numeric value to the range. The MPO historically used straight scoring with no normalization on data on various scales, and as long as an aggregated data is used, the scoring should be consistent. But in the new process, the positive/negative determination seems more subjective. Mr. MacDonald answered that using quantitative measures with available data provides the numeric value by counting the number of populations in the subject demographic area and collecting the numerical data of the impact on the underserved population groups with the project. For example, if the project is a public transportation project, then collecting data on how many people in the area are served by the new project is building a freeway and requires an acquisition of properties that disperse the residents of a community, it is scored as a negative impact. The number of the affected population is the numerical value applicable for the scale. Mr. Pollack suggested to conduct an exercise to establish an increment of subjectivity with the all performance measures in the scoring process. Mr. MacDonald replied that the new MTP updates will include the revisiting and refining of the scoring methodology.

Ms. Sales-Evans commented on the measure: "Project on a Hurricane Evacuation Route", specifically if it should be a "project on a Hurricane Evacuation Route" or a "project serves as a Hurricane Evacuation Route." Since the state of Texas has an official evacuation route, the current description may limit the potential projects. For example, the Regional Parkway would serve as a Hurricane Evacuation Route, however; it is not currently an official evacuation route designated by TxDOT. Mr. MacDonald asked Ms. Sales-Evans if there is any point difference between a project on or serving as a Hurricane Evacuation Route. Ms. Sales-Evans answered that she was not certain if there would be any point difference, but she thought using "serving" would open up more opportunities on certain projects to add operational value.

Her next comment was on the "Efficiency and Economic Competitiveness" measure. She asked if the MPO staff considered adding more value on projects that serve as economic generators. Planning Time Index, Travel Time Index, and Truck Travel Time Index cannot capture the value of economic development or something that provides economic benefits for the area. Mr. MacDonald agreed to add Ms. Sales-Evans' suggestion into the "Efficiency and Economic Competitiveness" Performance Measures in the next MTP scoring process. Mr. MacDonald stated that scoring should be based on the degree of economic impact, for example, serving residential areas only, or serving major employment centers, or the future hub of an airport. This projected future development would come from the local governments' and agencies' land-use plans or development plans and it should be addressed in the MTP project/program descriptions.

Ms. Sales-Evans suggested discussing each project's detailed description in a workshop environment, so the TAC members could collectively understand what the scope and intention of these projects are, and at the same time, individually define the project with different perspectives.

Mr. MacDonald agreed that identifying the purpose and need of each project that explains the reason why the entity is putting forward these projects, and collectively establishing the process to set the agreed-upon values for prioritizing projects as a regional discussion are imperative.

Mr. Pollack asked to identify what the deviated categories are, and how much the deviations are in the MPO's performance measures, in terms of the correlation with TxDOT's Decision Lens. Mr. Mendieta answered that safety is the most closely correlated category, while Decision Lens gives 31.40% of weight for safety, the MPO gives 30%, but other categories diverged due to the MPO's performance measures combining some Decision Lens criteria into one category, "System Reliability." Ms. Sales-Evans pointed out the MPO's performance measures gives 40% on system reliability, 30% on safety, and another 30% on multimodal and stewardship, while Decision Lens gives more than 60% on system reliability, 30% on safety, and less than 10% on environmental effect.

Ms. Sales-Evans stated that the funding categories are an important factor to consider in the project selection process if the project fulfills the purpose of the funding category. While Category 2, Metro and Urban Area Corridor Projects and Category 4, Statewide Connectivity Corridor Projects put emphasis on congestion reduction and system connectivity components, Category 7, Metropolitan Mobility and Rehabilitation and Category 9, Transportation Alternatives are allowed to focus on regional priorities such as multi-modal projects and stewardship. Thus, it is difficult to measure the value of each project in terms of funding categories with a fixed set of criteria. Mr. MacDonald agreed that it is the difficulty of project scoring that requires prioritizing a list of diverse projects by not only a set of different criteria, but also quantitative/qualitative measures and professional judgement. Unlike Congestion Mitigation and Air Quality (CMAQ) projects that allow for a separate project selection process, MTP projects need to be scored using all the criteria. Mr. MacDonald mentioned two options: (1) after the prioritization, review the eligibility of the project for a particular funding category, (2) prioritize projects based on the eligibility for certain funding categories. However, his interpretation of the Federal requirements is that all projects, regardless the potential funding categories, must be prioritized by the performance measures and other considerations in a competitive setting. Mr. MacDonald also pointed out that the project selection involves the funding eligibility. For example, a bicycle project may be given lower total points from the scoring system than a project that reduces congestion. However, the bicycle project is eligible for the Category 9, Transportation Alternative funding, while the congestion-relief project is not eligible. The bicycle project can therefore be funded earlier in the MTP years as an eligible project for Category 9 since it would be a highly ranked project for this particular funding source. One of the main goals of the prioritization process is to match the highest ranked projects with available funding.

Ms. Sales-Evans suggested that it is necessary to review the current MTP project list, remove the projects that are already under construction from the list, and revisiting the application of the anticipated funding categories. For example, the SH 358 Ramp Reversal project is identified with Category 7 funding, but considering SH 358 is a major State Highway, Category 2 and Category 4 are more suitable funding for this project. Since Category 7 funding is currently tied to the Harbor Bridge Voluntary Relocation Program and the uncertainty of the available Category 7 funding requires reexamining eligible funding sources for each project.

Mr. MacDonald stated that the MPO will provide a new MTP project list that removes projects under construction and includes estimated funding amounts. Based on available funding categories, each project is matched with anticipated dollars until the particular funds are exhausted. The process continues until all available funds are applied to the prioritized list of projects.

Ms. Sales-Evans asked what are those projects categorized as "not ranked" in 2020 – 2045 MTP Project Prioritization Table. Mr. Mendieta explained these projects were not scored due to various reasons such as the project limit is not specified or the facilities do not yet exist. She suggested to identify the projects that are approved or committed, either as Category 9 funding projects or as a feasibility study, separate from the prioritization list. Mr. MacDonald suggested to categorize these projects as "funded."

Mr. DeLatte inquired if the TAC recommendation is to approve the MPO's Performance Measures with weights and descriptions, but not necessarily the 2020 - 2045 MTP Project Prioritization Table. Mr. MacDonald explained that the 2020 - 2045 MTP needs to be submitted to TxDOT in December 2019 and should be ready within 6 months. Due to the tight MTP schedule, the MPO is working toward the TPC approval on both the methodology and project rankings in June. The MPO was planning a workshop on

May 23, 2019 for further discussion on this topic. If the TAC agrees to recommend the methodology with changes from TAC members' comments and input, the ranking table can be discussed in the workshop.

Ms. Munoz stated that it is problematic to submit the current ranking table to the TPC and the public, since some project ranking and scores seem to be inconsistent. Mr. Pollack agreed and pointed out the FM 624 project in the 2020 – 2045 MTP Project Prioritization Table is ranked 78 in the previous MTP Rank, but it is ranked 6 in 2019 Rank and this considerable change may confuse the public and it should be addressed.

Mr. DeLatte clarified today's discussion and suggested two options: (1) take an action to recommend the methodology that reflects TAC members' input and (2) discuss the project ranking in the workshop setting and take action at the regular June TAC meeting.

Ms. Sales-Evans requested an overall 2020 – 2045 MTP time-schedule with milestones to meet the deadline, thus the TAC members can grasp and set up the necessary workshops accordingly. The MPO will provide the MTP schedule before the next TAC meeting.

Mr. Pollack made a motion to recommend the revised 2019 MPO Project Performance Measures, Weights, and Descriptions with TAC members' input, and finalize the project ranking with further discussion in a workshop before June TAC meeting. Ms. Munoz seconded; motion passed unanimously.

Mr. MacDonald thanked TAC members for the in-depth discussion. The MPO will provide the draft minutes for TAC members' review to ensure the minutes captures their input and discussion correctly. The suggested changes for the evaluation criteria are shown below.

| Performance Measures | Original Text | Revised Text |
|--|--|--|
| Safety Hurricane Evacuation Route (HER) | Is the project <u>on</u> a HER? | Is the project <u>on or serving</u> as a HER? |
| Stewardship Equity/Accessibility (Title VI/Environmental | Number of <u>Impacted</u> Title VI/Environmental Justice population groups | Number of Title VI/Environmental Justice population groups <u>that the project affects</u> |
| Justice) | Number of population groups that the project <u>runs through</u> | Number of population groups that the project <u>affects</u> |
| Stewardship Equity/Accessibility | Direct access to <u>major point of</u> <u>interest</u> | Direct access to <u>destinations</u> |
| (Destinations) | Number of major points of interest that the project has direct access to. There are eight major points of interest: Schools, <u>Food Resources</u> , Medical Resources, Civic Institutions, Low Income Housing, Place of Worship, Recreation/Tourism, Retail | <u>Destinations</u> that the project has direct access to: Schools, <u>Groceries</u> , Medical Resources, Civic Institutions, Low Income Housing, Place of Worship, Recreation/Tourism and Retail |

5. Freight Topics

A. The U. S. Department of Transportation (DOT) announced a \$900 Million Infrastructure Grant availability.

Mr. MacDonald informed the TAC members that the USDOT announced a \$900M grant funding opportunity identified as the Better Utilizing Investments to Leverage Development (BUILD). The application deadline is July 15, 2019. Mr. Pollack stated that the Port of Corpus Christi Authority is planning to apply for this grant.

Mr. MacDonald informed the TAC that the freight section in the current 2015-2040 MTP will be discussed at the June TAC meeting.

6. Member Agency Project Updates

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

Mr. MacDonald requested the TAC members use this agenda time to share the member agencies' current and future projects updates.

7. Upcoming Meetings:

A. TAC MTP Project Selection Workshop: May 23, 2019

This workshop will be rescheduled for a later date. The MPO staff will propose several potential dates and ask TAC members' availability before setting the date.

B. TPC Regular Meeting: June 6, 2019

C. TAC Regular Meeting: June 20, 2019

8. TAC Member Comments

None offered.

9. Adjourn

The meeting adjourned at 10:07a.m.

ATTACHMENT ITEM #5A

2020 – 2045 Metropolitan Transportation Plan (MTP) DRAFT Chapter 1: Introduction



| Date: | June 14, 2019 |
|----------|---|
| То: | Technical Advisory Committee (TAC) |
| From: | Robert MacDonald, Transportation Planning Director |
| Subject: | Item 5A: 2020 – 2045 Metropolitan Transportation Plan (MTP) DRAFT |
| | Chapter 1: INTRODUCTION |
| Action: | Review, Discuss and Recommend to the TPC |

<u>Summary</u>

The development of the Corpus Christi MPO's 2020 – 2045 Metropolitan Transportation Plan is well underway. We are expecting adoption of the 2020 – 2045 MTP at the December Transportation Policy Committee (TPC) meeting. To achieve that schedule (see agenda item 6B) we are providing chapters of the draft document and appendices over the next months for your review, comment and recommendation to the TPC. We believe this incremental review process will help manage the volume of material for review by the TAC, TPC and the public.

Previous TAC Actions for the 2020 – 2045 MTP

- The TAC has reviewed and commented on prior MTPs.
- This is the first chapter of the new 2020 2045 MTP being developed for the Corpus Christi MPO.
- TAC recommended approval to the TPC of the <u>2020 2045 MTP Project Prioritization</u> <u>Methodology and Performance Measures</u> at the May 16, 2019 TAC meeting. The TPC approved this item at their June 6, 2019 Regular Meeting.

Recommendation

The TAC has the following options to consider:

- Recommend approval of Chapter 1: INTRODUCTION of the DRAFT 2020 2045 MTP to the TPC as presented;
- Modify Chapter 1: INTRODUCTION of the DRAFT 2020 2045 MTP and recommend approval to the TPC, or
- Table the recommendation for Chapter 1: INTRODUCTION and return the item to the MPO staff for further analysis and modifications.

The MPO staff recommends that the TAC approve Chapter 1: INTRODUCTION of the DRAFT 2020 – 2045 MTP to the TPC as presented.

Proposed Motion

Move to recommend approval of Chapter 1: INTRODUCTION for the DRAFT 2020 – 2045 MTP to the TPC.

Financial Impact

None for this particular item.

Background

Chapter 1: INTRODUCTION of the DRAFT 2020 – 2045 MTP presents the plan overview and federal requirements for development of the Corpus Christi MPO's long-range transportation plan. The chapter provides details on the organization of the 2020 – 2045 MTP, an overview of the MPO and region for which the plan is being developed and illustrates the structure of the MPO and decision-making process for approval of the 2020 – 2045 MTP.

During the June 6 Regular TPC meeting, the draft document was distributed for the TPC members review and comment regarding the new layout, content and graphics. The TPC members requested modification to the MPO boundary map to incorporate the surrounding communities in the MPO Study Area. The revised map is now included in the attached version of Chapter 1: INTRODUCTION.

Attachment

2020 – 2045 MTP Chapter 1: INTRODUCTION.



CHAPTER 1 INTRODUCTION

The 2020-2045 Metropolitan Transportation Plan is the foundation for transportation planning in our region and helps decision makers understand the social, economic, and environmental impacts of transportation and land-use decisions. This chapter outlines the goals and scope of the 2020-2045 Metropolitan Transportation Plan.

Agenda Item #5A

DRAFT



METROPOLITAN PLANNING ORGANIZATION

the federally-designated metropolitan planning organization for the Corpus Christi area, the Corpus Christi Metropolitan Planning Organization (Corpus Christi MPO) is responsible for developing and maintaining a long-range regional transportation plan and the supporting short-range implementation program for the Corpus Christi Metropolitan Planning Area. The Corpus Christi MPO metropolitan planning area is shown in Figure 1-1.

Long-range transportation plans are required to comply with federal and state laws for regional and statewide planning, in order for the region to be eligible for federal transportation funding.

All transportation projects that could significantly alter transportation or air quality within the metropolitan planning area, no matter what the source of funding, must be included in the plan.

The primary purpose of the plan is to develop a strategy for the best use of public funds in meeting community goals.

The regional transportation plan provides the foundation for all other aspects of transportation decision-making by establishing the vision and goals for regional transportation, evaluating the system as a whole, and then identifying strategies for implementation. It also presents an opportunity for decision makers to understand the broader social, economic, and environmental impacts of transportation and land-use decisions.

The region's previous transportation plan, the 2015-2040 Metropolitan Transportation Plan (MTP) and its air-quality conformity analysis, were adopted in December 2014. This 2020-2045 MTP updates that plan and addresses all of the performance-based planning requirements of Fixing America's Surface Transportation (FAST) Act. The plan examines current regional conditions, takes into account updated socioeconomic projections and changing growth patterns, and describes the financial resources available through current law and how well those resources will meet transportation system needs in the Corpus Christi region through 2045. The form and functions of the multimodal regional transportation system are described, the Corpus Christi region's approach to coordinating planning concerns is presented, and the proposed fiscally-constrained multimodal system is listed. Environmental-impact mitigation and monitoring is defined, and projects that illustrate how the region

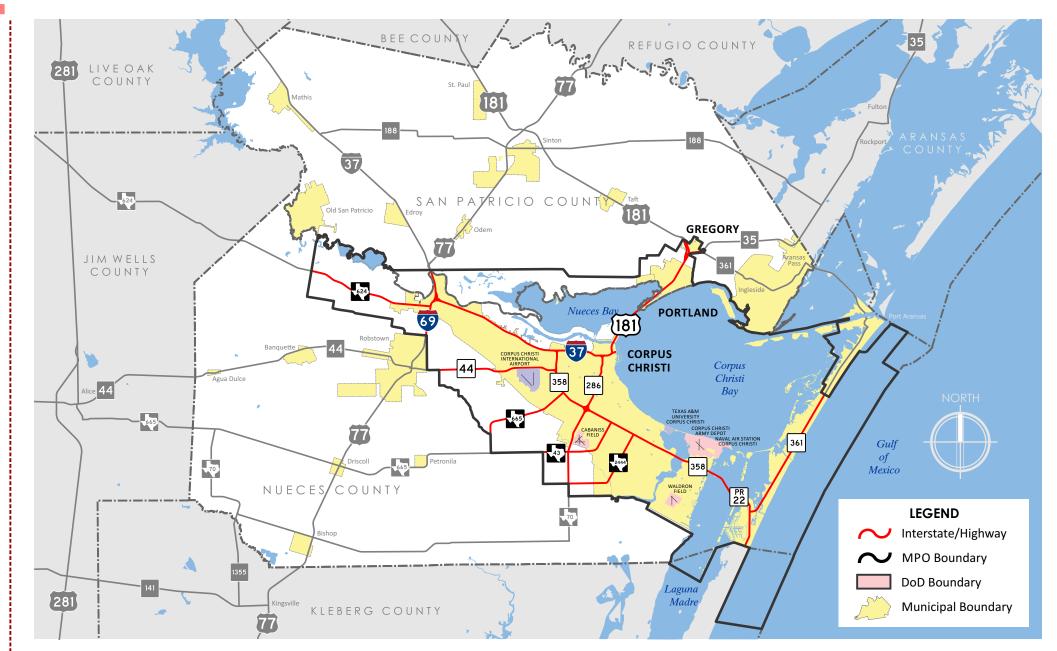


Figure 1-1. Corpus Christi MPO Metropolitan Planning Area

would tackle unmet needs if more funding were available are listed. In its entirety, the plan meets the requirements for its composition and preparation process, and demonstrates conformity with applicable laws and regulations.

FEDERAL LEGISLATION

All federal transportation legislation passed by Congress since 1991 emphasizes:

- Efficient use and preservation of existing transportation infrastructure
- Synergistic relationships between transportation modes
- Inclusion of private citizens and stakeholders in planning
- The need for plans to be financially constrained, which means that projects and can only be included in the plan if specific funding is reasonably available to pay for them.

Long-range transportation plans must extend at least 20 years beyond their end date (24+ years at adoption) and use the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The transportation plan must be reviewed and updated every four years, and the Metropolitan Planning Organization must demonstrate that transportation activities are consistent with air-quality goals.

Transportation planning within metropolitan areas is defined by three major pieces of federal legislation:

- 2. The Clean Air Act Amendments of 1990
- 3. The Civil Rights Act of 1964

1-2

1. Fixing America's Surface Transportation (FAST) Act (FAST Act, the current enactment of federal transportation legislation)

The FAST Act, signed into law by President Obama in December 2015, incorporates performance goals, measures, and targets into the process of identifying necessary transportation improvements and selecting projects. The long-range plan must describe the performance measures and targets used in assessing system performance and progress in achieving them.

CLEAR AIR ACT AMENDMENT

The FAST Act is linked to the Clean Air Act Amendments, which recast transportation planning to ensure that it will help, not hinder, the region in meeting federal air-quality standards. It encourages reduced auto emissions and fewer trips by single-occupant vehicles, and it promotes the use of alternative transportation modes, including transit and bicycles, as a viable part of the transportation system. Making receipt of all federal funding dependent on a region's ability to meet airquality standards reinforces the link between transportation planning and federal air-quality standards.

CIVIL RIGHTS ACT

Requirements within the FAST Act are similarly linked to the 1964 Civil Rights Act, which states that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." The Civil Rights Act bars intentional discrimination, as well as disparate impact discrimination (i.e., a neutral policy or practice that has a disparate impact on protected groups.)

Funding recipients must follow these fundamental environmental justice principles:

- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations
- Ensure the full and fair participation by all potentially-affected communities in the transportation decision-making process
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

PURPOSE AND SCOPE

The objective of regional long-range transportation planning is to provide a strategic framework for the development, operation, and management of the transportation system within the larger context of an MPO's economic, social, mobility, and environmental goals. Planning conducted within this framework must be flexible to adapt to changing economic and technological conditions and forward-thinking enough to maximize return on investment, all while minimizing negative impacts.

Transportation planning is a process of balancing goals to improve the quality of life for the region's citizens. This process is coordinated among federal, state, and local governments and private transportation providers to continuously anticipate and

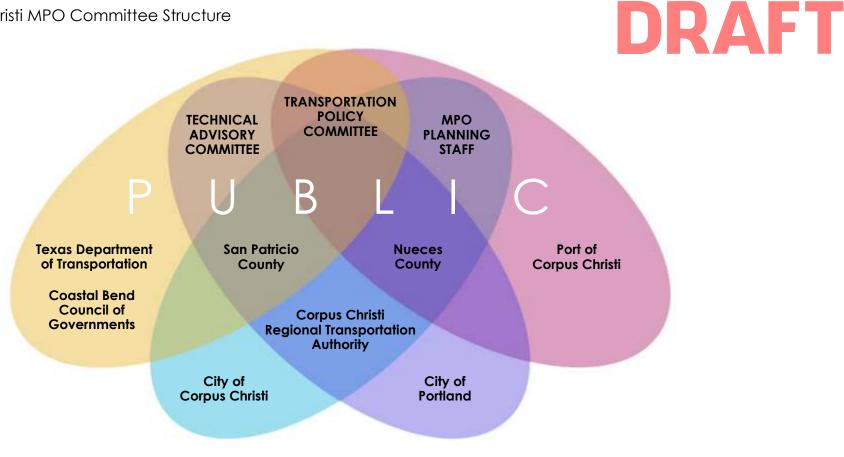
respond to the comprehensive transportation needs of people and goods moving throughout the region, fostering economic activity, and enabling access to and from areas outside the region. The plan documents this process and presents the system improvements for all modes of transportation for the Corpus Christi metropolitan planning area through 2045.

The Corpus Christi MPO, is the federally-designated MPO for the Corpus Christi metropolitan area and derives its authority from Title 23, United States Code 134. Formed in May 1972, under Texas laws regarding regional planning and intergovernmental contracting, the Corpus Christi MPO is not a unit of local government, but an organization of local governments and agencies whose purpose is to identify regional problems and opportunities, develop solutions, and make recommendations on region-wide strategies. The Corpus Christi MPO's Transportation Policy Committee consists of elected officials and appointed members from the local participating cities, counties, Council of Governments, the Regional Transit Agency, the Port Authority, and the State DOT, governs the Corpus Christi MPO.

This plan:

- Describes the multimodal transportation system components designed to facilitate mobility of people and goods throughout the region
- Identifies how the transportation system, as recommended herein, assures maintenance of the National Ambient Air Quality Standards and meets the mobility needs of persons with disabilities

Figure 1-2. Corpus Christi MPO Committee Structure



2020-2045 Metropolitan Transportation Plan

The FAST Act requires that the MPO planning process be continuing, cooperative and comprehensive. The Corpus Christi MPO's governing board, committee structure, and public outreach programs support cooperation. Chapter # in this document, Planning Process and Public Participation, discusses the public process in depth. The Corpus Christi MPO's committee structure allows opportunities for stakeholder agencies to be involved in regional transportation planning. The Corpus Christi MPO's committee meetings are open to the public and each agenda sets aside time for public comment on any matter, and for public comment on each item before any action is taken. Figure 1-2 illustrates the Corpus Christi MPO committee structure.

DOCUMENT ORGANIZATION

three volumes:

- 2020-2045 MTP Appendices (which provide supporting documentation)

Agenda Item #5A

chapter 1. introduction

• Is fiscally-constrained, meaning it includes only fully funded projects • Identifies all funding—federal, state, local, and private—that is reasonably anticipated to be available during the period 2020 to 2045 Uses year-of-expenditure value for both project costs and revenues

This plan is an update to the previously adopted long-range plan, the 2015-2040 Metropolitan Transportation Plan (MTP). The 2020-2045 MTP is composed of

- 2020-2045 MTP Executive Summary
- 2020-2045 MTP containing # chapters

ATTACHMENT ITEM #6A

2020 – 2045 MTP DRAFT Unconstrained Project List



| Date: | June 14, 2019 |
|----------|---|
| То: | Technical Advisory Committee (TAC) |
| From: | Robert MacDonald, Transportation Planning Director |
| Subject: | Item 6A: 2020 – 2045 Metropolitan Transportation Plan (MTP) DRAFT Unconstrained Project List |
| Action: | Review and Discuss |

Summary

Development of the 2020 - 2045 MTP involves member governments and agencies working with the MPO staff to identify the project and programs that will be planned over the 2020 - 2045 time period. The initial list of projects and programs are those that are submitted by the local governments and agencies of the Corpus Christi MPO. In the last few months most of the projects have been submitted to the MPO for inclusion of the 2020 - 2045 MTP Unconstrained Project List.

During the June 12, 2019 TAC Workshop, the TAC members requested an opportunity to provide additional projects that were not currently on the 2020 – 2045 MTP DRAFT Unconstrained Project List. The TAC members and MPO staff present at the workshop agreed to distribute an email to all of the TAC members to request all transportation projects be submitted to the MPO by the Close-of-Business (COB) on July 1, 2019. Once received, the revised list of projects will be compiled by the MPO staff and subsequently delivered to the TAC members at their Regular Meeting in July.

Previous TAC Actions for the 2020 – 2045 MTP

- TAC recommended approval to the TPC of the <u>2020 2045 MTP Project Prioritization</u> <u>Methodology and Performance Measures</u> at the May 16, 2019 TAC meeting. The TPC approved this item at their June 6, 2019 Regular Meeting.
- The TAC will consider action at their June 20, 2019 regular meeting on the first chapter of the new 2020 2045 MTP being developed for the Corpus Christi MPO.

Recommendation

This agenda item is for review and discussion only.

Proposed Motion

None. This is an item for Review and Discussion only.

Financial Impact

The projects and programs submitted to the MPO will include the total costs to be incorporated into the 2020 – 2045 MTP Unconstrained Project List. The total cost for all projects and programs will represent the unconstrained transportation need, in dollars for the 2020 - 2045 MTP. Future allocations of funding will determine the Fiscally Constrained Project List of the 2020 - 2045 MTP.

Attachment

Draft 2020 – 2045 Metropolitan Transportation Plan (MTP) Unconstrained Project List.

| ID | Status | Project Name | Description | From Limit | To Limit | Sponsor | Funding Category | Total Project Cost (M) | Funding |
|----|--------------------------------|---|---|---|---|---------------------------|---------------------------|------------------------------|---------|
| 1 | Proposed Deletion | Dr. Hector P Garcia Park Hike and Bike Trail | Construct Hike and Bike Trail | Greenwood Drive | N/A | City of Corpus Christi | Cat 9 | \$0.39 | |
| 2 | Proposed Deletion | Dr. Hector P Garcia Park Hike and Bike Trail: Phase II | Construct and design Hike and Bike Trail | Trojan Drive | Horne Road | City of Corpus Christi | Cat 9 | \$0.70 | |
| 3 | | Flour Bluff Drive | Upgrade to 5-lane urban roadway by constructing additional 2-lanes and CLTL | South of Don Patricio Road | Yorktown Boulevard | City of Corpus Christi | Cat 7 | \$16.92 | |
| 4 | | Harbor Bridge Hike and Bike - Connectivity | Construct pedestrian and bike facilities | On various city streets from Coles High School | Williams Memorial Park | City of Corpus Christi | Cat 7 | \$1.42 | |
| 5 | Keep But Will Not Be Scored | Harbor Bridge Park Improvements | Park mitigation for Harbor Bridge | At various city parks including | Ben Garza, TC Ayers, and new location | City of Corpus Christi | Cat 7 / Other (Cat 3L) | \$5.68 | |
| 6 | | Holly Road | Construct Phase I to include CLTL, shoulders, cycle track; no added capacity | SH 286 (Crosstown) | Greenwood Drive | City of Corpus Christi | Cat 2 | \$7.93 | |
| 7 | | Holly Road | Upgrade 5-lane urban roadway by constructing additional 2 lanes and CLTL | Rodd Field Road (SH 357) | Paul Jones Avenue | City of Corpus Christi | Cat 7 | \$9.47 | |
| 8 | | Holly Road Railroad Trestle | Rehabilitate Railroad Trestle to establish bike and pedestrian bridge connections | East end of Oso wetland preserve | West shore of Flour Bluff Drive | City of Corpus Christi | Cat 7 | \$2.50 | |
| 9 | | Holly Road Travel Lanes | Construct Phase II by adding 2 additional travel lanes | SH 286 | Greenwood Drive | City of Corpus Christi | Cat 7 / Other (Cat 3L) | \$4.73 | |
| 10 | Keep But Will Not Be Scored | Intelligent Transportation Systems | Integrated Corridor Management - ITS improvements | Various Locations possible including | IH 37, SH 358, US 181, SH 286, PR 22, SH 361 | City of Corpus Christi | Cat 7 | \$11.84 | |
| 11 | | North Staples Extension | Extend North Staples Street by constructing 2-lane roadway with bicycle and pedestrian facilities on new location | West Broadway Street | North Tancahua Street | City of Corpus Christi | Cat 2 | \$9.47 | |
| 12 | Proposed Deletion | Pedestrian and Bike | Pedestrian and bike facility improvements | At Various Locations on Brewster Street | N/A | City of Corpus Christi | Cat 7 | \$1.42 | |
| 13 | Pending | Regional Parkway | NEW Location: Construct 4-lane roadway (Segments A and B) | PR 22 | SH 286 (Crosstown) | City of Corpus Christi | Cat 7 | \$42.61 | |
| 14 | Pending | Regional Parkway | NEW Location: Construct 4-lane roadway (Segments C through G) | SH 286 (Crosstown) | I-37 | City of Corpus Christi | Cat 7 | \$348.99 | |
| 15 | Keep But Will Not Be Scored | Regional Parkway | NEPA Process for new location 4-lane roadway (Segments A and B) | PR 22 | SH 286 (Crosstown) | City of Corpus Christi | Cat 7 | \$3.78 | |
| 16 | Keep But Will Not Be Scored | Regional Parkway | NEPA Process for new location 4-lane roadway (Segments C through G) | SH 286 (Crosstown) | I-37 | City of Corpus Christi | Cat 7 | \$9.45 | |
| 17 | Proposed Deletion | Region-wide Bike Boulevard Wayfinding Initiative | Designation of bicycle boulevards with pavement markings and signage | Various Locations in Corpus Christi and Portland | N/A | City of Corpus Christi | Cat 9 | \$0.62 | |
| 18 | | Rodd Field Road Extension | Construct 4-lane roadway with raised medians on new location | Yorktown Boulevard | Future Regional Parkway (South of Oso Creek) | City of Corpus Christi | Cat 7 | \$23.67 | |
| 19 | Proposed Deletion | Safe Shelter and Crossing Program | Hawk signal at Ocean Drive and Del Mar Boulevard | On Ocean Drive | At Del Mar Boulevard | City of Corpus Christi | Cat 9 | \$0.19 | |
| 20 | Proposed Deletion | Schanen Ditch Hike and Bike Trail | Construct Hike and Bike Trail | Saratoga Boulevard (SH 357) | Killarmet Drive | City of Corpus Christi | Cat 9 | \$0.75 | |

| ID | Status | Project Name | Description | From Limit | To Limit | Sponsor | Funding Category | Total Project Cost (M) | Funding |
|----|--------------------------------|--|---|--|---|---------------------------|-----------------------------|------------------------------|---------|
| 21 | Proposed Deletion | Schanen Ditch Hike and Bike Trail: Phase IV | Construct and design Hike and Bike Trail | Killarmet Drive | Holly Road | City of Corpus Christi | Cat 9 | \$0.39 | |
| 22 | Pending | SH 358 (SPID) | Upgrade ITS infrastructure | SH 286 (Crosstown) | I-37 | City of Corpus Christi | Cat 7 | \$11.84 | |
| 23 | Кеер | SS 544 (Agnes Street / Laredo Street) | Operational improvements without adding capacity | SH 286 (Crosstown) | Coopers Alley | City of Corpus Christi | Cat 7 | \$6.51 | |
| 24 | Proposed Deletion | Strategic Integration Travel Demand Model (TDM) Feasibility Study | Strategic Integration TDM incorporating land use and public transit mode split | Various Locations in Corpus Christi | N/A | City of Corpus Christi | Cat 7 | \$0.54 | |
| 25 | | Timon Boulevard / Surfside Boulevard | Rehabilitate without additional capacity, construct bicycle facilities | Beach Avenue | Burleson Street | City of Corpus Christi | TBD | TBD | |
| 26 | | Williams Drive | Construct 4-lane roadway with TWTL and drainage on new location | Rodd Field Road (SH 357) | Ennis Joslin Road (Spur 3) | City of Corpus Christi | Cat 7 | \$8.00 | |
| 27 | Pending | Yorktown Boulevard | Construct 2 additional travel lanes with turn lanes. Elevate and widen bridge. | Rodd Field Road (SH 357) | Laguna Shores Road | City of Corpus Christi | Cat 7 | \$39.41 | |
| 28 | | Akins Drive | Construct 2 additional travel lanes | Lang Road | Wildcat Drive (FM 2986) | City of Portland | Cat 7 | \$7.10 | |
| 29 | Proposed Deletion | Akins Drive Pedestrian and Bike Facility | Construct Hike and Bike Trail | Lang Road | Wildcat Drive (FM 2986) | City of Portland | Cat 9 | \$0.51 | |
| 30 | | CR 72 | Construct 2 additional travel lanes (CTWLTL) | FM 2986 (Wildcat Drive) | CR 2032 | City of Portland | Cat 7 | \$5.92 | |
| 31 | Proposed Deletion | Memorial Parkway Hike and Bike: Phase | Construct Hike and Bike Trail | FM 2986 (Wildcat Drive) | Billy G. Webb Drive | City of Portland | Cat 9 | \$0.40 | |
| 32 | Proposed Deletion | Portland Bicycle Lanes | Construct one way cycle track and buffered bicycle lanes | At Various Locations in Portland | N/A | City of Portland | Cat 9 | \$0.41 | |
| 33 | Keep But Will Not Be Scored | US 181 Harbor Bridge Voluntary Relocation Program | US 181 Harbor Bridge Voluntary Relocation Mitigation Program | N/A | N/A | MPO | Cat 7 / Other (3L & ROW) | \$10.70 | |
| 34 | | Joe Fulton International Trade Corridor (JFITC) Realignment | Corridor improvements | 0.5 miles west of Navigation Boulevard | 0.5 miles east of Navigation Boulevard | Port of Corpus Christi | Cat 7 | \$5.00 | |
| 35 | | Kay Bailey Hutchison Road Extension | Construct 2-lane roadway on new location | US 181 | FM 2986 (Wildcat Drive) | Port of Corpus Christi | Cat 7 | \$5.92 | |
| 36 | | Oso Pedestrian Connection | Construct pedestrian and bicycle bridge across Oso to Millenium Campus | Momentum Campus at Ennis Joslin Road | TAMUCC Campus | TAMUCC | Cat 7 | \$5.00 | |
| 37 | Pending | FM 43 (Weber Road) | Install signalized traffic signal and left turn lane | At intersection of FM 43 and CR 33 | | TBD | TBD | TBD | |
| 38 | Pending | FM 624 (Northwest Boulevard) | Install signalized traffic signal | At intersection of FM 624 and River Trail Drive | | TBD | TBD | TBD | |
| 39 | | FM 2292 (Rand Morgan Road) | Rehabilitate and widen to add CLTL | Leopard Street | I-37 | TxDOT-CRP | Cat 7 | \$4.00 | |
| 40 | Proposed Deletion | FM 2986 (Wildcat Drive) | Upgrade from 2-lane roadway to 5-lane urban roadway by constructing additional 2-lanes and CLTL | US 181 | FM 3239 (Buddy Ganem Drive) | TxDOT-CRP | Cat 2 / Other (Cat 1) | \$15.98 | |
| 41 | Кеер | FM 43 (Weber Road) | Upgrade to 5-lane roadway by constructing additional 2 lanes and CLTL | SH 286 (Crosstown) | FM 665 (Old Brownsville Road) | TxDOT-CRP | Cat 2 / 7 | \$40.00 | |

| ID | Status | Project Name | Description | From Limit | To Limit | Sponsor | Funding Category | Total Project Cost (M) | Funding |
|----|------------------------|-----------------------------------|--|--|--|-----------|---------------------------------------|------------------------------|---------|
| 42 | Condense with ID 43 | FM 624 (Northwest Boulevard) | Install raised medians | River Hills Drive | East Riverview Street | TxDOT-CRP | Cat 7 | \$4.50 | |
| 43 | Condense with ID 42 | FM 624 (Northwest Boulevard) | Upgrade from 4-lane roadway to 6-lane roadway | CR 69 | FM 73 | TxDOT-CRP | TBD | TBD | |
| 44 | | FM 665 (Old Brownsville Road) | Upgrade to 5-lane roadway by constructing additional 2 lanes and CLTL | SH 358 (SPID) | SH 357 (Saratoga Boulevard) | TxDOT-CRP | Cat 7 | \$17.75 | |
| 45 | | FM 893 (Moore Avenue) | Upgrade from 2-lane roadway to 5-lane urban roadway by constructing additional 2 lanes and CLTL | CR 3685 (Stark Road) | 0.2 miles West of CR 79 (Gum Hollow) | TxDOT-CRP | Cat 2 / Other (Cat 1) | \$8.28 | |
| 46 | Кеер | I-37 | Widen freeway by constructing additional 2 travel lanes northbound and 1 additional travel lane southbound | Redbird Lane (Overpass) | Nueces River | TxDOT-CRP | Cat2 / Cat4(3c) / Other (Cat12) | \$60.00 | |
| 47 | Кеер | I-37 | Construct ramp improvements | FM 1694 | I-69 Interchange | TxDOT-CRP | Cat 2 / 4 | \$70.00 | |
| 48 | Кеер | PR 22 | Feasibility study: intersection upgrade | At SH 361/PR 22 intersection | Zahn Road | TxDOT-CRP | Cat 7 | \$1.78 | |
| 49 | | PR 22 | Corridor upgrade for pedestrian and access management improvements without adding capacity | Aquarius Street | Whitecap Boulevard | TxDOT-CRP | Cat 2 | \$18.94 | |
| 50 | | PR 22 | Intersection upgrade/ flyover | At SH 361/PR 22 intersection | Zahn Road | TxDOT-CRP | Cat 7 | \$53.26 | |
| 51 | Proposed Deletion | Roadway Operation and Maintenance | Upgrade/install traffic signals and add right turn lane at Islander Way | On Spur 3 (Ennis Joslin Road) from SH 358 | Sand Dollar Boulevard | TxDOT-CRP | Cat 7 | \$1.22 | |
| 52 | Кеер | SH 286 (Crosstown) | Extend 4-lane divided freeway by constructing mainlanes, overpasses, and frontage roads | FM 43 (Weber Road) | South of FM 2444 (Staples Street) | TxDOT-CRP | Cat 2 | \$40.00 | |
| 53 | Кеер | SH 286 (Crosstown) | Construct 1 additional northbound travel lane | SH 358 (SPID) | SS 544 (Agnes Street / Laredo Street) | TxDOT-CRP | Cat 2 | \$59.18 | |
| 54 | Deleted | SH 286 (Crosstown) Extension | Upgrade to 4-lane divided freeway by constructing mainlanes and interchanges | FM 43 (Weber Road) | FM 2444 | TxDOT-CRP | Cat 2 | \$35.51 | |
| 55 | | SH 357 (Saratoga Boulevard) | Construct 2 additional lanes with CLTL | FM 665 (Old Brownsville Road) | Calle Cuernavaca | TxDOT-CRP | Cat 7 | \$14.20 | |
| 56 | Кеер | SH 358 (SPID) Ramp Reversal | Ramp reversal Phase II-B | Nile Drive | Staples Street | TxDOT-CRP | Cat 2 | \$50.00 | |
| 57 | Кеер | SH 358 (SPID) Ramp Reversal | Ramp Reversal Phase II-C (Braided ramps) | Airline Road | Everhart Road | TxDOT-CRP | Cat 2/4/7 | \$41.42 | |
| 58 | Proposed Deletion | SH 358 (SPID) Ramp Reversal | Ramp reversal Phase II-A - south side only | Nile Drive | Ayers Street | TxDOT-CRP | Cat 2 | \$50.54 | |
| 59 | Кеер | SH 361 | Upgrade/add direct connectors | At SH 35 interchange | 0.6 miles Southeast on SH 361 | TxDOT-CRP | Cat 2 / 4 | \$71.01 | |
| 60 | | SH 361 | Construct additional 2 lanes for 4-lane divided section | Access Road 1 in Port Aransas | PR 22 | TxDOT-CRP | Cat 4 (3C) | \$125.00 | |
| 61 | Proposed Deletion | SH 44 (Agnes Street) | Upgrade from 4-lane divided highway to 4-ln freeway w/frontage Roads by constructing 4 mainlanes, interchanges, and frontage roads | West of FM 3386 (Mckinzie Road) | East of FM 1694 | TxDOT-CRP | Cat 2 / Cat 4(3c) / Other (Cat 12) | \$21.89 | |
| 62 | Кеер | US 181 | Widen freeway by constructing 1 additional travel lane in each direction | North of FM 3296 (Buddy Ganem Drive) | FM 2986 (Wildcat Drive) | TxDOT-CRP | Cat 2 / 4U | \$14.00 | |

| | Status | Project Name | Description | From Limit | To Limit | Sponsor | Funding Category | Total Project Cost (M) | Funding |
|----|----------------------|---------------------------------|--|-----------------------------|-----------------------------|-----------|--|------------------------------|---------|
| 63 | Proposed Deletion | 1115 181 | Construct Grade Separation over Sunset Road by building 4-lane divided mainlanes at existing at-grade intersection | at SH 35 intersection | N/A | TxDOT-CRP | Cat 4(3c) / Other (Cat 12 & Cat 1) | \$43.20 | |
| 64 | Proposed Deletion | US 181 Operational Improvements | Construct auxilary lanes and ramp reversals to existing 4-lane freeway | Sunset Road | FM 3239 (Buddy Ganem Drive) | TxDOT-CRP | Other (Prop 1) | \$12.90 | |
| 65 | Кеер | US 181 Ramp Reversals | Reverse entrance and exit ramps in Northbound direction | FM 3296 (Buddy Ganem Drive) | FM 2986 (Wildcat Drive) | TxDOT-CRP | Cat 2 | \$4.73 | |

ATTACHMENT ITEM #6B

2020 – 2045 MTP DRAFT Development Working Schedule



| Date: | June 14, 2019 |
|----------|---|
| То: | Technical Advisory Committee (TAC) |
| From: | Robert MacDonald, Transportation Planning Director |
| Subject: | Item 6B: 2020 – 2045 Metropolitan Transportation Plan (MTP) DRAFT Development Working Schedule |
| Action: | Information Only |

Summary

The Corpus Christi MPO's 2020 – 2045 MTP is required to be submitted to the Federal Highway Administration (FHWA) through the Texas Department of Transportation (TxDOT) to maintain eligibility for federal transportation funds for the region. The current deadline for submission of the 2020-2045 MTP is December 2019.

The Corpus Christi MPO staff created the 2020 – 2045 MTP draft development working schedule to illustrate the timing for the various decisions necessary for the overall approval of the MTP. The working schedule is a guide to the approval process and may change slightly throughout the process. Changes to data, policy input, technical analysis and public comments may require additional time for the component pieces of the 2020 – 2045 MTP to be completed and approved through the TAC and TPC. We continue to communicate with FHWA on the development process and the required deadlines to ensure a timely completion of the MTP.

Prior TAC Actions

None for this MTP schedule.

Recommendation

None. Discussion only related to the 2020 – 2045 MTP DRAFT development working schedule.

Proposed Motion

None. This is an Information Only Item.

Financial Impact

None at this time.

Background

During the May 16th TAC meeting, TAC members requested the MPO staff provide the 2020 – 2045 MTP development working schedule. The deadline for the approval of the 2020-2045 MTP was set by FHWA as December 2019.

Attachment

2020 – 2045 MTP DRAFT Development Working Schedule.

2020-2045 MTP DRAFT Development Working Schedule

| May 13, 2019 | Created file folders for new chapters of the MTP |
|--------------|--|
| | |
| May 16, 2019 | TAC recommends Project Prioritization Methodology and Performance Measures |
| | |
| | TPC Regular Meeting |
| | TPC approves Project Prioritization Methodology and Performance Measures |
| June 6, 2019 | TPC receives list of MTP projects |
| | TPC receives draft MTP schedule |
| | TPC receives draft MTP Chapter 1 - Introduction |

| | TAC Workshop at 11am to 1pm. |
|----------------|--|
| June 12, 2019 | Review 2020-2045 MTP Unconstrained Project List. |
| Julie 12, 2019 | Review concept of all transportation projects in the MTP and TIP. |
| | Action - local entities to submit all MTP projects by COB on July 1 2019 |

| | TAC Regular Meeting |
|---------------|--|
| | TAC recommends MTP Introduction chapter for approval. |
| June 20, 2019 | TAC reviews and comments on MTP Air Quality Conformity chapter |
| | TAC reviews and comments on draft MTP unconstrained project list |
| | TAC reviews and comments on MTP Development Working Schedule |

| July 11, 2019 | TPC Rescheduled Regular Meeting |
|---------------|---------------------------------|
| | MTP Chapter(s) Review |

| July 13, 2019 | Nueces County Health Fair |
|---------------|---------------------------|
| | |

| July 18, 2019 | TAC Workshop and Regular Meeting |
|---------------|--|
| | MTP Chapter(s) Review |
| | Action - develop draft project ranking using MPO's criteria to take to June 20 TAC meeting |

August 1, 2019 MTP Chapter(s) Review

| August 15, 2019 | TAC Regular Meeting |
|-----------------|-----------------------|
| | MTP Chapter(s) Review |

| | MTP Public Meeting #1 |
|--------------------|--------------------------------------|
| August 20-22, 2019 | Introduction to the MTP Process |
| | Tentative project lists for 25 years |
| | |
| | TPC Regular Meeting |
| 1 . | |

| | TPC Regular Meeting |
|-------------------|----------------------------|
| September 5, 2019 | Public meeting for the MTP |
| | MTP Chapter(s) Review |

2020-2045 MTP DRAFT Development Working Schedule

| September 19, 2019 | TAC Regular Meeting |
|--------------------|-----------------------------|
| | Public meeting for the MTP |
| | Recommend MTP Chapter 5 CMP |

| | TPC Regular Meeting |
|-----------------|----------------------------|
| October 3, 2019 | Public meeting for the MTP |
| | Approve MTP Chapter 5 CMP |

| October 17, 2019 | TAC Regular Meeting |
|------------------|----------------------------|
| | Public meeting for the MTP |
| | Recommend full MTP draft |

| | MTP Public Meeting #2 |
|---------------------|--------------------------------------|
| October 22-24, 2019 | Review of major planning assumptions |
| | Review of draft MTP document |

| November 7, 2019 | TPC Regular Meeting |
|------------------|----------------------------|
| | Public meeting for the MTP |

| November 12-14, 2019 | MTP Public Meeting #3 |
|----------------------|---------------------------------------|
| | Review and comment draft MTP document |

| | TAC Regular Meeting |
|--|-------------------------------|
| | Recommend final 2020-2045 MTP |
| | Recommend final CMP |

| December 5, 2019 | TPC Regular Meeting |
|------------------|----------------------------------|
| | Final public hearing for the MTP |
| | Approve final 2020-2045 MTP |
| | Approve final CMP |

December 19, 2019 TAC Regular Meeting

- January XX, 2020 TPC Regular Meeting
- January 16, 2020 TAC Regular Meeting
- February 6, 2020 TPC Regular Meeting

February 20, 2020 TAC Regular Meeting