



CORPUS CHRISTI REGIONAL
TRANSPORTATION AUTHORITY

GOVERNMENTAL RELATIONS SUBCOMMITTEE MEETING NOTICE

**Tuesday, July 6, 2010
RTA Board Room
5658 Bear Lane
Corpus Christi, Texas
11:30a.m.**

1. State Government Relations Grant Consulting Attachment 1
2. Federal Government Relations Grant Consulting Attachment 2
3. Adjournment

The Governmental Relations Subcommittee may elect to go into executive session at any time during the meeting in order to discuss matters listed on the agenda, when authorized by the provisions of the Open Meetings Act, Chapter 551 of the Texas Government Code.

In the event the Governmental Relations Subcommittee elects to go into executive session regarding an agenda item, the section or sections of the Open Meetings Act authorizing the executive session will be publicly announced by the presiding officer.

In compliance with the Americans Disability Act, individuals with disabilities who plan to attend this meeting and who may need auxiliary aids or services are requested to contact the Assistant Secretary to the Board at 903-3561 at least 48 hours in advance so that appropriate arrangements can be made.

Chair: John Longoria

Members: Angie Flores Granado, Gloria Perez, Connie Scott, John Valls, Judy Telge, Crystal Lyons

On **Friday, July 2, 2010** this Notice was posted by **Beth Vidaurri** at the Nueces County Courthouse, 901 Leopard, Corpus Christi, Texas and the RTA Administrative Offices, 5658 Bear Lane, Corpus Christi, Texas.

**REGIONAL TRANSPORTATION AUTHORITY
GOVERNMENTAL RELATIONS SUBCOMMITTEE DOCUMENT**

DATE: July 6, 2010

SUBJECT: State Government Relations Grant Consulting

Background

On February 3, 2010 the Board approved entering into an agreement with Baker Botts L.L.P. and Booth, Ahrens, & Werkentin P.C. for State Government Relations Grant Consulting. The term of the agreement was effective February 3, 2010 and will end on February 2, 2012.

The general scope of work includes assisting the RTA in seeking funding from the State Government; identifying other potential state funding sources and programs for projects identified by the RTA; reviewing and identifying those issues that may affect the agency and regularly inform the RTA on these matters; monitoring and reporting on actions taken by TxDOT Commission and the Public Transit Advisory Committee; and drafting support letters to State Senators and Representatives.

Mr. Tristan Castaneda, Jr., Manager, Legislative and Government Relations and Mr. Wil Galloway, Attorney at Law, will be at the meeting to provide an update on their activities.

**REGIONAL TRANSPORTATION AUTHORITY
GOVERNMENTAL RELATIONS SUBCOMMITTEE DOCUMENT**

DATE: July 6, 2010

SUBJECT: Federal Government Relations Grant Consulting

Background

On February 3, 2010 the Board approved entering into an agreement with Van Scoyoc Associates for Federal Government Relations Grant Consulting. The term of the agreement began on February 3, 2010 and ends on February 2, 2012. The general scope of work is to provide the RTA assistance in seeking funding opportunities from the Federal Government, in communicating with Federal Departments and Agencies, and coordinating visits with Federal Officials.

Below are the priority list and detailed project descriptions for the FY 2010 Annual Appropriations Requests approved by the Board on February 3, 2010. Mr. Steve Palmer will be present at the meeting to provide an update.

Project	Funding Source	Amount
(1) Customer Service Center	FTA LCI Grant, Section 5309	\$2,476,071
(2) Bus Stop Shelters and Amenities	FTA Section 5309, Discretionary	\$742,500
(3) Park and Ride Expansion	FTA Section 5309, Discretionary	\$ 800,000
Rail Feasibility Study	FTA Section 5309, Discretionary	\$250,000
Waterborne Transportation	FHWA, Discretionary	\$ 1,600,000
Parking Garage/ Transit Center	FTA Section 5309, Discretionary	\$ 8,500,000
Solar Energy Project	EPA	\$ 3,500,000
Alternative Fuel	FTA Section 5309, Discretionary	\$ 2,500,000

Customer Service Center

RTA proposes to integrate Customer Programs staff at one location. The location will be a hub for customer information and education. This includes Customer Service, Eligibility and Training, and Outreach. There will be four supplemental staff for eligibility and training, MOT, and two to three COTA's and students. Several additional functions will be housed at this location including: Program Information; System Information; Lost and Found; Pass Sales outlet; Primary for CAF; ADA Paratransit Eligibility Assessment site; Call Center; Hub for travel training activity; and Community Programs.



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The location will need the following amenities: 1) lobby area for general purpose; 2) restroom to accommodate public – multiple restrooms; 3) restroom to accommodate staff; 4) front service counter to accommodate three Information Aides; 5) photo booth or area; 6) office space for four permanent staff; 7) three additional offices for private interview for eligibility and training; 8) conference room – doing dual duty as secondary lobby for ADA Eligibility as well as meeting space; 9) FACTS testing area; 10) file/copy room; 11) secure storage room; 12) lunch room/kitchen area/break area; 13) accessible facility located near a transit dense environment such as Staples Street Station; and 14) adequate parking.

Additional Information:

- This project shall seek USGBC LEED Silver certification and be the first LEED governmental building in Corpus Christi.
- This project creates opportunities for partnerships amongst the various local governmental entities including but not limited to RTA, the City of Corpus Christi, and County governments.
- This project will revitalize the downtown area, create jobs, and stimulate economic development.

Funding Source: FTA Section 5309, Bus and Bus Facilities Livability Initiative Program (The Livability Bus Program makes funds available to public transit providers to finance capital projects to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities)

Amount of Request: \$2,476,071

Bus Stop Shelters and Amenities

The purchase of bus stop shelters and amenities are part of the RTA's continuing program to upgrade and improve our bus stops. The procurement will replace some damaged and obsolete units and add units to the service area to meet the needs of the RTA's customers. The RTA provides an estimated two hundred shelters and over 350 trash receptacles in the service area for its riders.



RTA proposes to purchase (75) seventy-five new shelters at a cost of \$742,500. The majority of the new shelters will replace existing shelters based on the stops with the highest ridership. Some of the shelters

will be placed in new service areas and remaining shelters will be distributed throughout the service area. Shelter installation will adhere to Title VI guidelines.

Funding Source: FTA Section 5309, Discretionary

Amount of Request: \$742,500

Park and Ride Expansion

Generally, park-and-ride lots are not part of TODs because they reduce the potential for the more intensive land uses that encourage a greater diversity and activity of uses. However, they can work successfully in a number of special circumstances.



In Outlying Areas

Park-and-ride facilities can be built at transit locations where regional automobile and transit accessibility is good but the potential for TOD is poor. For example, locations where the neighboring developable area is restricted by busy highways, power lines or other constraints are more suitable for park-and-ride lots.

Across from a Transit Station

Occasionally, surface park-and-ride lots may be appropriate on one side of a transit station or stop when that side is cut off from the other by an arterial street, highway, tracks or other barrier. This configuration creates a one-sided TOD, requiring safe and convenient pedestrian connections and crosswalks from the park-and-ride lots. The distance from the park-and-ride to the transit station should be walkable, and the large expense of parking would not detract from retail and civic uses or residential neighborhoods within the TOD.

As Structured Parking

Where park-and-rides are inevitable within pedestrian-oriented districts, parking space can be built as a structured and/or underground facility. Above-ground parking structures fronting on pedestrian-oriented streets can create a pedestrian-friendly environment by providing leasable ground-floor space for retail or other uses.

As an Interim Use

Surface park-and-ride lots can also constitute an interim use, banking land where higher-intensity uses are ultimately expected. As the TOD is developed at a higher density, the park-and-ride lot could be moved outside the TOD and the parking lot infilled with buildings. Alternately, the lot could be replaced with a structured or underground parking.

RTA currently has three Park-and-Rides -- Calallen, Bishop, and Gregory. This proposal incorporates the renovation of all three existing facilities and the addition of two new Park-and-Ride locations -- Southside and Flour Bluff. This project will

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improve RTA's connections with outlining communities within RTA's service area to our transportation network and be hubs for transit service across the Coastal Bend.

Funding Source: FTA Section 5309, Discretionary
Amount of Request: \$ 800,000

Rail Feasibility Study

This study is intended to contribute to a public dialogue on light rail in Nueces County. The information created will provide a factual foundation for discussions about whether to pursue the future development of a light rail line in the County and whether the regional priorities for RTA's service expansion would be satisfied with the addition of light rail. For the legitimacy of the study process and the broad acceptance of its findings, the technical planning work must be integrated with a community engagement program that reaches out to both inform and involve the public.



The feasibility study would examine the opportunities for light rail; evaluate possible alignments and station locations, rail and bus operating scenarios, ridership, capital costs, operating costs and revenues, potentially significant social, economic and environmental impacts, and financial requirements.

Funding Source: FTA Section 5309, Discretionary
Amount of Request: \$250,000

Waterborne Transportation Services

The Ferry Boat Discretionary program (FBD) was created by Section 1064 of the Intermodal Surface Transportation Efficiency Act of 1991.

The Omnibus Appropriations Act of 2009 (P.L. 111-8) appropriated funds with obligation limitation and a list of designated projects. Considering this, there remains funding available for a solicitation for new projects for FY 2009. The candidate projects, including designated projects, must meet the eligibility criteria for the FBD program, and will be evaluated on the selection criteria established for the FBD program. The application for new projects must be submitted by our State Transportation Department for projects that are ready to advance within the next 12 months.



RTA seeks to purchase/ build two new vessels to provide expanded waterborne transportation services.

Funding Source: FHWA, Discretionary
Amount of Request: \$ 1,600,000

Parking Garage/ Transit Center

The paradigm for Smart Growth downtown is ***Transit Oriented Development (TOD)***.

This type of development typically surrounds a transit station with relatively high-density, mixed-use development followed by progressively lower densities spreading outward from the center. TOD's are typically defined as a minimum $\frac{1}{4}$ to a maximum $\frac{1}{2}$ mile radius from a transit stop or a five or ten minute walk respectively. Structured parking can establish measurements similar to those of TOD's, generating its own radii based on the distance



from parking to a retail destination or housing. Transit stations combined with structured parking can create powerful, binding generators of high quality urban density. Even without the presence of transit, downtown parking can create significant adjacent density.

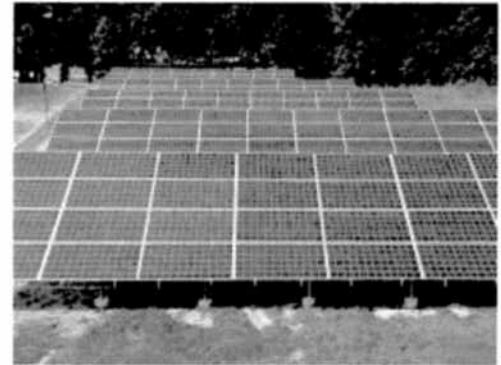
Parking demand in downtown environments is lower than typical suburban conditions, for which most current parking standards are based. Three reasons exist for this. First, the presence of transit in these environments reduces typical parking demand ratios based on the density of the downtown and the degree of transit service available. Second, downtown travelers also exhibit multi-purpose travel behavior where they park once and then walk to various destinations during their stay. This affects the parking demand of secondary purpose destinations such as restaurants and retail stores that serve persons that are in downtown for another primary purpose, such as work, a visit to a professional office or a residence. And third, shared parking is an emerging best practice that allows a significant reduction of parking supply through a complementary mix of uses. When different uses have parking peaks at different times of the day or week, the same spaces can be used to satisfy more than one use.

The recent announcement of a massive redevelopment plan for the south side of the Corpus Christi ship channel which would include the transformation of the waterfront area north of Interstate 37, with shopping centers, restaurants, a boardwalk, a beach, an amphitheater, a hotel and loft apartments could prove to be the ideal site for a TOD project that would include a parking structure/ transit center.

Funding Source: FTA Section 5309, Discretionary
Amount of Request: \$ 8,500,000

Solar Energy Project

The Corpus Christi Regional Transportation Authority (RTA) is proposing undertaking an energy efficiency and renewable power project with the installation of the first solar panel system at a transit facility in South Texas. It will be the largest solar panel installation within the Coastal Bend region.



The 2,400 individual solar panels at RTA's Administration and Operations complex – RTA's project could generate 500 kilowatts of renewable, emission-free power. Along with other energy-efficient improvements, the project is expected to cut the facility's annual energy bill by 25%. RTA will reduce its purchase of utility power, which is anticipated to reduce carbon emissions by more than 479 metric tons.

Funding Source: FTA Section 5309, Discretionary
Amount of Request: \$ 3,500,000

Alternative Fuel

Over half of all oil used in the United States is imported, and in recent years our dependence on foreign oil has been growing. The transportation sector is the largest consumer of petroleum, with over two thirds of all oil used in the United States being refined into gasoline or diesel fuel to power our cars and trucks. The high consumption of gasoline and diesel fuel presents two critical challenges. First, dependence on foreign oil leaves the U.S. vulnerable to supply disruptions and price fluctuations that occur outside of our control. Second, combustion of gasoline and diesel fuel produces air pollutants that compromise air quality. Gasoline and diesel fuel also produce large quantities of greenhouse gas (GHG).



Alternative fuels such as compressed natural gas (CNG), liquefied natural gas (LNG), hydrogen, and propane offer choices that strengthen our energy security, improve our air quality, and reduce GHG emissions. These alternative fuels are derived primarily from gas production in the U.S. and Canada. North American gas is typically produced from separate fields not linked to petroleum production. Compared to overseas oil and gas supplies, these North American gas fields offer a relatively stable energy supply with reduced vulnerability to world oil market fluctuations. CNG, LNG, hydrogen, and propane burn cleanly and produce fewer pollutants compared to gasoline or diesel fuel.

Natural gas, a fossil fuel comprised mostly of methane, is one of the cleanest burning alternative fuels. It can be used in the form of compressed natural gas (CNG) or liquefied natural gas (LNG) to fuel cars and trucks.

The interest in natural gas as an alternative transportation fuel stems mainly from its clean-burning qualities, its domestic resource base, and its commercial availability.

RTA is seeking funding for the design and construction of a CNG fueling station and retrofitting of the maintenance facility to facilitate the anticipated conversion of RTA's fleet from diesel powered vehicles to natural gas.

Funding Source: FTA Section 5309, Discretionary
Amount of Request: \$ 2,500,000

On the July 7, 2010 Board of Directors' agenda the following are being presented for Board approval:

2010 GRANT APPLICATIONS TO FTA

Project Description	Local Match	Grant Request
Clean Fuels	\$354,038	\$3,186,342
State of Good Repair		
a) 5 CNG Buses	\$215,750	\$1,941,750
b) Maintenance Facility Parking Lot	\$192,828	\$771,313
c) Contractor Building Improvements	\$38,951	\$155,802
THUD/TIGGER II	\$2,000,000	\$8,000,000