

Minutes
Of the
Transportation Advisory Committee
Lubbock Metropolitan Planning Organization
October 7, 2008

The meeting of the Transportation Advisory Committee of the Lubbock Metropolitan Planning Organization was held 1625 13th Street, Room 103, at 10:25 AM on October 7, 2008.

Required notices were given to the members of the Committee and the public. The following Transportation Advisory Committee members were present:

Bill McCay, Lubbock County
Ysidrio Gutierrez, Lubbock County
Marsha Reed, City of Lubbock
Randy Henson, City Of Lubbock
Steve Warren, TxDOT – Lubbock
Sharmon Owens, City of Lubbock
Steve Shatley, Texas Department of Public Safety
Thomas Esparza, Assistant Chief, LPD

Visitors/Staff: David Jones, Lubbock MPO
Tera Davis, Lubbock MPO
Darrell Westmoreland, Lubbock MPO
Clif Burnett, Editor, Lubbock County Register
Fred L. Krebs, West Texas Lubbock Railway
Jo Stone, Golden Gazette
Durwood Mayfield, Texas Bicycle Coalition
Warren Warner, LEDA
Todd Reno, Reese Technology Center

Call to Order.

Mr. McCay called the meeting to order at 2:08 p.m.

The Committee moved to the next item.

Acknowledgement of Quorum by Chairman.

Mr. McCay acknowledged a quorum of the Transportation Advisory Committee (TAC).

Approval of the July 1, 2008 minutes of the Transportation Advisory Committee.

Mr. McCay asked for any corrections to the July 1, 2008 minutes of the Transportation Advisory Committee. No corrections were made.

Steve Warren made motion to approve the July 1, 2008 minutes of the Transportation Advisory Committee. Randy Henson seconded and the motion passed unanimously.

The Committee moved to the next item.

Election of a Chairman and Vice Chairman.

Mr. McCay said that he was Vice Chair and with Mr. Hart's departure assumed the role of Chairmanship and would certainly be willing to serve in that role again. Mr. McCay said he enjoys working with this group and the Transportation Policy Committee as well. Mr. Henson said he would second the motion and recommend that Mr. McCay be elected by acclamation.

Bill McCay made motion to serve as Chairman of the Transportation Advisory Committee. Randy Henson seconded the motion and the motion passed unanimously.

Mr. McCay said that Ms. Reed jumped right into the TAC and has taken charge in her role and nominated Ms. Reed as Vice Chairman of the Transportation Advisory Committee. Mr. Warren said he would be pleased to second that motion.

Bill McCay made a motion for Marsha Reed to serve as Vice Chairman of the Transportation Advisory Committee. Steven Warren seconded and the motion passed unanimously.

The Committee moved to the next item.

Status of Outer Loop Feasibility Study.

Mr. Jones said that the agreements are written and have been delivered to the various stakeholders and are currently being reviewed. Mr. Jones said the agreements contemplate the Texas Department of Transportation doing the route study in house and reducing the scope of services by about \$182,000 to get the price down to fit into the budget. Mr. Jones said that is the basis on which we are proceeding with the approval of the Transportation Policy Committee. He said as soon as they are executed he would let the TAC know.

Mr. Warren said that drafts were sent to Ms. Reed and Mr. Olenik. Mr. Warren told Mr. McCay that he would like to get clarification from Ms. Jones on what was actually approved at the TPC meeting. Mr. Warren said that he knows what he has been told and knows what everyone probably believes but he is not really clear. He said he thought the TPC had agreed to add more MPO money. Ms. Davis said she went back and listened to the minutes and the original amount was agreed upon. Ms. Davis said she had the tape marked if Mr. Warren would like to come down and listen to it. Mr. Warren said he would get Ms. Jones' opinion on it. Mr. Warren said the agenda item implied adding the money and he never saw any wording to the different. He said as long as we are clear on it, it doesn't matter but it has an effect on how much money the City of Lubbock and Lubbock County will need to put up.

Mr. McCay said that Lubbock County went back and adjusted their budget up. Ms. Reed said the City of Lubbock did too. Mr. Warren said he will go either way with it but wants to make sure the parties that are putting money into it are in agreement and as long as you get that clear through the Chairman of the TPC it would be fine. Mr. McCay said he would double check. Mr. Warren said there is a chance that TxDOT might get a little additional consultant money this year. Mr. Warren said at this time he is unsure if it would happen or not so TxDOT might or might not be able to come to the table with some money. Mr. Warren said it might reduce the amount of money the City and County have to put in or might affect the reduction in the scope.

Mr. McCay asked if there were additional money, would it expand the scope of what they were looking at. Mr. Warren stated that was something that could be discussed with all of the parties. Mr. Warren said that it might put the north and east side of Lubbock back into the scope of the study. He said at this time there is no money. Mr. McCay asked when Mr. Warren might know more. Mr. Warren said that it could be by the end of the month after the Commission meeting. Ms. Reed said they have reviewed their agreement and thought she had sent an email to Mr. Warren saying the City was ready to get together on this. Mr. Warren said he has not heard

anything from Mr. Olenik. Mr. McCay said Mr. Olenik is on vacation this week. Mr. Warren said it would probably be good to call a joint meeting of Mr. Jones, Ms. Reed and whomever Lubbock County wants to send to work out the numbers. Mr. Warren said hopefully by then he would have an answer on whether TxDOT can actually put money into the study. Ms. Reed said there would be one agreement as the City of Lubbock and the Lubbock Metropolitan Planning Organization had agreed on how to handle the financial aspect.

Ms. Reed said we need to move forward to try and get the agreements done. Ms. Reed said with the holidays coming up the City would start getting a compressed Council schedule. She said she didn't know about the County. Mr. McCay said the agreement might have been sent to legal and he would talk to Ms. Beni Hemmeline to see if they are under review. Mr. McCay said Lubbock County would try to have them reviewed at the next Commissioner's Court meeting. Mr. McCay thanked Mr. Henson for keeping the project moving.

Reports

- A. TxDOT
- B. Cities and County
- C. Citibus
- D. Director's

TxDOT

Mr. Warren said not much has changed. TxDOT still has no money. Mr. Warren said the Commission has authorized to go ahead and issue another billion and one half dollars in Proposition 14 bonds and some of that money would be directed towards specific projects to get them ready for letting with Proposition 12 money. Mr. Warren said they have submitted all the information they have on Phase 4 of the Marsha Sharp Freeway. Mr. Warren said it has good political backing. Mr. Warren said he thinks they would be seeing, after the October Commission meeting, some consultant and right-of-way dollars directed towards getting that project ready to go with letting and hopefully when Prop 12 gets enacted this spring, they would see some construction funds. Mr. Warren said that at this time Phase 4 is still officially unfunded. Mr. Warren said it is on the radar and he has talked to the Assistant Executive Director twice about the project and given him more information so Mr. Warren knows he has it on his list of projects to be considered.

Mr. Warren said his understanding on the Proposition 14 issue is that the Commission will be directing those funds to specific projects. Mr. Warren said that hopefully Phase 4 would be priority and the goal is to have it ready to let about this time next year. Mr. Warren said that Phase 2 is on track to be finished around the end of the year or early spring. Mr. Warren said that he heard this morning that the frontage roads should be open from one end to the other sometime after Thanksgiving. Mr. Warren said this includes Phase 3B which is the 34th and Slide intersection. Mr. Warren said a big part of the main lanes are already open.

Mr. Warren said that Spur 327 is coming along fine. He said that the Northwest Passage is still under development. He said they are having some discussions right now about the 4th Street Bridge. Mr. Warren said they still have a target date of next fall for letting of Slide Road through the North Loop and rebuilding 4th Street. Mr. Henson asked if the main bridge had to be complete before they would start on 4th Street. Mr. Warren said the direction they are going right now is to shut the Loop down completely and do it all at once and put traffic on the frontage roads. Mr. Warren said it would go much quicker. He said they had some contractors come in and give them some input on the construction process and they overwhelmingly supported doing it all without any traffic on the main lanes. Mr. Warren said they are trying to get that project ready earlier in case there is a windfall of some sort but the target date is for letting this time next year.

Mr. McCay asked if the next potential project would be the Slaton Road/Southeast Loop. Mr. Warren said it is still out there on what they call the "let's dance" list. Mr. Warren said that is a list of projects put together when they were told, "what could you have ready if money was no object". Mr. Warren said he doesn't see that happening for fifteen plus years, as the money is just not there. Mr. Warren said Phase 5 would probably become the next top priority to get the freeway finished to Wolfforth. Mr. Warren said the project is still on the long-range plan and is in the Metropolitan Transportation Plan and is a valid project, there is just no funding.

Mr. Warren said he would be attending a town hall meeting Abilene. Mr. Warren said it is similar to the meeting that several people attended in Amarillo. It is a meeting to allow the public to give input on what they want to see TxDOT doing in the next decade. Mr. Warren said he would let the TAC know what comes out of that.

Cities and Counties

City of Lubbock

Ms. Reed said that Erskine is under construction on the widening of Erskine and the construction of Slide Road. She said they are mainly working east of Quaker trying to get the drainage systems put in place. Ms. Reed said as far as the other Northwest Passage project, the design of Slide Road between 4th and the Loop, is on target for the plans to be delivered in January. She said they are having some discussions over the Rip Griffin building. She was hopeful they could be under construction even as early as March.

Ms. Reed said as far as the Gateway projects are concerned the right-of-way project with Hugo Reed and associates for all fourteen miles of the thoroughfares would be on the next Council agenda. Ms. Reed said they would also have the three engineering contracts. She said the first one would be Quaker Avenue from 98th Street to FM 1585 and 114th Street from Quaker Avenue to Slide Road. She said that would be one project and they are recommending Parkhill, Smith and Cooper to design that project. The second one is Indiana from 103rd Street to FM 1585, which is desperately needed, and they are going to recommend Kimley Horn and Associates out of Irving for that project. Ms. Reed said the third one is 98th Street from Frankford to Milwaukee and Frankford from 98th Street to 114th Street and they are recommending that go to Parkhill, Smith and Cooper as well. Ms. Reed said they will have all of these on the October 23, 2008 City Council Agenda.

Ms. Reed said they are looking at one-year design time frames on the big projects. Ms. Reed said if the Council can find the construction money hopefully they would be under construction on those in the next year or so. Mr. McCay verified they are getting close to letting the bid on the design which would take about one year, and then construction would begin in a year and a half. Ms. Reed said provided the construction funds are available. She said they are interviewing tomorrow on the other set of Gateway projects for engineering and design. She said one of those is Milwaukee from wherever they stop, 100th Street or so, out to FM 1585. Ms. Reed said they are also looking at the LEDA project, which is the North Ash project. She said they are not interviewing on that project as the LEDA representative is out of town. She said the City is also moving ahead with their 34th and University construction.

City of Wolfforth

Ms. Pittman was not able to attend the meeting. No report.

Lubbock County

Mr. McCay said that Lubbock County has a lot of dirt moving. He said twenty miles of dirt and caliche road have been washed out. He said they have lost a lot of pavement. Mr. McCay said

they are still recovering. He said this had an impact on seal coat as well but they are still charging ahead.

Citibus

Ms. Harvey was unable to attend the meeting. No report.

Director's Report

Status of the Trust Fund

Mr. Jones said that most of the TAC has been following the issue and he can tell the Committee today that on September 15, 2008, the President did sign an emergency appropriations bill that transferred 8.017 billion dollars out of the general fund into the highway trust fund in order to keep it solvent through September 30, 2009. Mr. Jones said at that time it expires on its own terms.

Mr. Jones said the measure that the President signed merely restores the eight billion dollars into the trust fund that was borrowed out about ten years ago that has not been paid back until now. Mr. Jones said even though they "repaid" the debt, there were still some objections to the President signing the bill because a lot of Representatives were saying they didn't like the trust fund bankrolling earmarks. Mr. Jones said Secretary Peters had already put the mechanism in place to ration payments to the States to pay them only partial payments in case the fund did run out of money.

Rescissions

Mr. Jones said he was going out of order on his bullet points and would go to rescissions to show the irony of that eight billion dollar trust fund payment. Mr. Jones said we also have another round of rescissions that are coming this fiscal year. He said they have already been approved but have not yet been implemented. He said the law has been passed and it is coming. Mr. Jones said in the agenda packet he attached a handout that he received at one of the last TEMPO quarterly meeting. Mr. Jones said the TAC might find it interesting. He said it shows that the estimated nationwide contribution to the FY 09 rescission is going to be in the neighborhood of eight billion dollars. Mr. Jones said there is a lot of concern about what this rescission is going to do and what is really unnerving is to compare the two previous rescissions to the current one to see that previously the States had a little bit of input as to where the rescissions were going to come from. Under the current rescission the States will not have that luxury. Mr. Jones said FHWA would pick and choose which programs they would take money from. Mr. Jones said the rest of the handout shows what those programs are.

Mr. Jones said the last letter in the handout is a letter from AMPO, which is the National MPO organization, to FHWA challenging their authority to rescind PL money. Mr. Jones explained that this is the money the MPO operates with. Mr. Jones said that the FHWA has already said we have the authority and were going to do it.

Mr. Jones said the other interesting part of the handout is the first section at the top, which will help you to understand the terms that are being used in the various news articles that you see and hear. He said it defines authorization as setting the upper limits on the amount of funds that are put into the various programs, for example SAFETEA-LU is the current transportation authorization. Apportionment is the distribution of the authorization by statutory formula into the various programs. For example, our planning funds receive a 1.25% takedown from the authorization. These apportionments can be carried over for four years. The year it is apportioned, plus three more after that.

The next step is for Congress to pass an appropriations act which adds even more specificity to the original apportionment. At this point the programs can proceed. The appropriations act

enabled budget authority sometimes called obligation authority or contract authority. Budget authority is the total amount of funds that may be obligated in a year except for any earmarks that may have been approved.

Finally, the rescission is legislation enacted by Congress that cancels the availability of the budget authority before it expires on its own terms. Rescissions usually target unused balances of the previously authorized budget authority. He said now that FHWA has full discretion to pick and choose what they want, people are worried that they are going to do some damage.

2030 Committee

Mr. Jones said that a couple of weeks ago Randy Hopmann, Mayor Martin, Michael Reeves, Mr. Mayfield and he went to Amarillo and made a presentation to the 2030 Committee about what they thought Texas needed in the next decade or so as far as transportation improvements. Mr. Jones said his general take on the presenters at the meeting were that most of them challenged TxDOT to keep their house in order. Mr. Jones said most of them challenged Congress to keep the trust fund intact. They all said that we need to have more revenue in the fund and pay attention to maintenance. Mr. Jones said he did not know how many speakers said TxDOT needs to pay attention to maintenance. He said he thinks the Commissioners got the message.

Mr. Jones said another thing that came up in many of the presentations was that we need to do something for rural Texas. He said the rural parts of the State are just as important to the movement of goods and people as the urban metro areas are. They also talked about there being strength in regionalism and almost every speaker spoke of needing to enhance rail service for both passengers and the movement of goods across the State. They were concerned about safety, mobility and connectivity. Mr. Jones said the biggest fear expressed was a fear that the metro areas, by virtue of them being so congested, would take up the entire budget. Mr. Jones said time will tell and it will be hard to compete with the metro areas as far as congestion is concerned.

Freight Initiative

Mr. Jones said in the last TEMPO meeting there was a three-hour presentation where they heard from BNSF, DFW Airport, FHWA – Texas Division, Southern California Council of Governments, the Mid-America Regional Council and others about how important intermodal rail is. The general consensus throughout the presentation was that freight movements would at least double by the year 2035. Mr. Jones said there is not a single more important logistical feature that drives our economy than the movement of goods and services and rail is doing more than their fair share. He said that rail is probably the most economical right now of any process out there. Rail executives claim they can move one ton of freight with one gallon of fuel and challenged any other mode to do that. Mr. Gutierrez asked if they were talking about more volume on the same rails or more rails. Mr. Jones said it was both. He said the rail that we have needs to carry more freight and we need to have more routes.

Mr. Henson told Mr. Jones if he had any input in the future, the former users of rail that he has talked to said they have virtually abandoned rail because they can't get the schedules in on time. Mr. Jones suggested congestion. Mr. Henson said there is not enough cars and a lot of the small companies can't deliver on time and the big companies are bound by union rules. Mr. Henson said everything south of 50th Street and Avenue A have told him in bits and pieces that they just quit delivering on rail and have gone to trucks. Mr. Henson said someone needs to inject that there is a lot of talk and no "do". Mr. Henson said there is still a lot of rail movement because you see it on the main lines.

Mr. Jones said rail is a new frontier. Mr. Krebs, who is the general manager of West Texas and Lubbock Railroad, said that there are a couple of issues with rail at this time. He said what Mr. Jones said is correct. He said there is congestion on the main line and there are needs for other

routes. He said there are some under utilized portions as well and he said that what is under utilized is the short lines. He said that short lines do get around a lot of the union "malarkey" and they do a fairly decent job. He said the problem that short lines run into is they are taking over the stuff that the BNSF and the UP and all the trunk lines have sloughed off. He said that prior to sloughing them off they had to have a reason so they quit maintaining them, giving them service and quit doing a lot of things that were necessary. Mr. Krebs said he is not talking bad about BNSF or UP because they are all businesses and you have to make money and what they looked at were the routes that were making money and made a conscious decision. Mr. Krebs said this is where the problems lies...you have to catch up. He said unfortunately some of the short lines had to catch up more than others and he stated that the short lines that he is running, there are actually two with one that runs out of Monahans to New Mexico, are way behind. Mr. Krebs said you add that to the problem that you have a finite amount of revenue, finite amount of areas where you can keep cars, and it makes it very difficult. He said it is not impossible. He said one thing that DOT's have talked about is if there is something they can do for short lines and a lot of states have been doing that. He said California is at the forefront along with Illinois and Wisconsin.

Mr. Krebs said that he is not asking for free money but sometimes you have to look at it and ask what the return is on the dollar versus a truck tearing up your highway. He said other states have looked at it and found that it was better to put some money in rail and take trucks off the highways.

Mr. Henson said that we build all the roads and railroads don't get much. Mr. Krebs agreed but said on the other hand the railroads have done some stuff over the years that you have to look at. He said they were regulated and griped about that so they became deregulated and then they got all this money and now they want money to fix up the tracks. He said for the short line side of it, they are the local guy and even though BNSF is local and they have well known customers, when it comes right down to it, the short line is the guy that can get in, do the business quickly and can support the local industry. He said they can put in tracks cheaper and the trunk line doesn't have to mess with it and gets them more time to handle the traffic. He said that Texas is kind of behind on looking at it. He said they have done some very good things but as far as funds available that you can tap into, they are not a real good at it.

Mr. McCay asked Mr. Krebs to help him understand short line. Mr. Krebs said there are three types of railroads in the U.S. There are Class 1's and they are nicknamed the "trunk line". To be a Class 1 railroad you must gross \$250 million dollars or more. He said there is a Class 2, which is called a "regional railroad". He said that a Class 2 is between \$250 and \$25 million. There is the Class 3, or "short line" and that is a railroad that generally grosses under \$25 million. He said he thinks there are about six Class 1's and ten or twelve of the mid-range Class 2's and about 550 short lines throughout America. He said many of the short lines are one million dollar a year companies or less. He said when you take over twenty-five miles of track and your gross is a million or less, it makes it very difficult.

Mr. Krebs said when you take over 263 miles of track and you have to "catch up" it makes it difficult. He said you also have the Federal Railroad Administration (FRA) involved who regulates the safety side of it. Mr. Krebs said railroads are not regulated as far as the commercial side but are regulated on the safety side so the standard must be kept up. He said it is a rough road to hoe. Mr. Krebs said his railroads are Class 3. He said they actually just bought the line from Plainview up to Dimmit from BNSF. He said the one in New Mexico is a separate railroad. He said they have taken a lot of burden off the trunk lines which has allowed them to run their intermodal and unit train. He said they take unit trains off BNSF to the ethanol plant.

Mr. Krebs said a good example is if there are 180 cars on a train they are taking out and they are all "jumbo covered hoppers" which can hold 286,000 pounds per car, with 62,000 pounds being car and leaving approximately 220,000 pounds in the car. He said that in itself is about five trucks and multiplied by 180 cars you are talking about significant traffic off the road.

Mr. Jones said that all of this is to say that there is a lot of interest on the hill and in all states about rail due to a number of things, including the gasoline issue recently. Mr. Jones said one of the features of the current transportation bill was the freight/rail issue and the MPO's are all charged with maintaining an initiative regarding freight rail. Mr. Jones said at the TEMPO meeting it was pointed out that there wasn't a lot the MPO's or DOT's could do for rail and so our role is mainly to facilitate and do what we are doing right now. He said the more we know the more we are able to react and help. He said he intends to go back to the TPC and ask them what they want us to do with the freight/rail initiative. He said the MPO started the initiative prior to him coming on board and it has waned. Mr. Jones said we probably would kick that off again and see if we can't stir up some interest.

Mr. Warren said that in relation to that, TxDOT heard this week that they have finalized the final report on the West Texas Freight Study that was being done. He said they would like to have this presented at the TPC meeting but it doesn't sound like it would be ready for the October meeting as Mr. Hopmann wants to have an internal meeting with the three TxDOT Districts to go through it before it is taken to the public. Mr. Warren said it ought to answer some of the freight/rail questions and it will be interesting to see what the final report will say. Mr. Warren said they would probably be ready for the November TPC meeting. He said the MPO might want to have another joint meeting of the TPC and the TAC. Mr. Warren said there was no need to worry about it on the October agenda.

TxDOT Data Transparency of Use by Stakeholder

Mr. Jones said that at the TEMPO meeting one of the District Engineers, Mary Meyland, who is the District Engineer for the Tyler District talked for over an hour about some initiatives in TxDOT with regard to the transparency issue. Ms. Meyland said Mr. Saenz was extremely interested in trying to change TxDOT's image and the Administration is working hard. He said their initiative is wrapped around trying to improve their search engine on the Internet and simplify that. He said they are working to improve clarity with regard to their project information and things they disseminate around the state. Mr. Jones said their data file is over thirty years old and they are still cranking numbers in and getting bad data out. He said they are trying to do something with that to make it more efficient and generally try to improve their accountability. Mr. Jones said they are going to validate project data before they publish it and be a little more user friendly. Mr. Jones said it would be interesting to see how well it progresses and what transpires.

Mr. Warren said the initial rollout to the public was supposed to have occurred October 1st but he wasn't sure if it did or not. Mr. Warren stated it was called the "Windshield Survey". He said the Districts have been tasked with updating all the information and unfortunately for all of us they have decided to stick with the old mainframe format to use it to drive the Internet based search engine. Mr. Warren said they would not be getting away from the old mainframe yet.

Mr. Warren said the issue was two fold in his opinion. He said the public needs to know and needs a way to check on what projects will be worked on and when and where the status is. Mr. Warren told Mr. Jones that when he finds out if it has been unveiled he would send the link to Mr. Jones and he can send it out to the TPC and TAC. He said right now it is not as user friendly as they would have hoped. He said you go in and it pulls up the entire West Texas region and you have to scroll down through every project in every District until you get to the one you want. He said the only way to know if it is the one you want is to click on it as it is listed by the control section job number. He said they are still working on it.

Mr. Warren said the bigger transparency issue that the Legislature has with TxDOT is more top level. He said that they are still working on it and hopefully someday you will be able to go to a map of Texas and click on the road you want to see and see if there are any projects scheduled for it.

AMPO Policy Position

Mr. Jones said he wanted to bring this to the attention of the TAC as it deals with how AMPO is going to approach Congress on the new transportation bill and since we can't lobby the point he is making is if there is a policy that AMPO talks about that interests you and you think we need to pursue it further, it would be incumbent then, on this group, to develop a position statement and approach the TPC with it. It would then be the TPC's determination if they want to carry it further. Mr. Jones thought it was interesting what our national organization felt the next highway bill should be.

Mr. Jones said the thrust of AMPO's influence on Congress is contained in their approved policy document for 2009 and this is their plan of attack. Mr. Jones said the document contains five problems statements, or challenges, and sets the stage on how they want to approach the new transportation plan.

In order to meet the challenges, AMPO feels like the new bill should focus on four federal priorities. These priorities are improving the international and interstate commerce, improving mobility and reducing congestion, achieving energy dependence by 2050 and rebuilding America's transportation infrastructure. Mr. Jones said in order to meet those federal priorities the recommended policies are to create a national program for freight mobility and transparent borders, to improve movement through all points of entry, to improve capacity and efficiency of rail and highway systems on intermodal freight corridors and to address metro congestion. They also think we need to create a new metropolitan mobility program and to reinvent metropolitan institutions to effectively improve mobility. He said the notion of reinventing metropolitan institutions is the notion to redo the MPOs. Mr. Jones said they are talking about setting the threshold for new MPOs at 100,000 population. There would also be a new threshold for one million plus population. He said there are about fifty MPOs around the country that have over one million people.

Mr. Jones said they also want to achieve energy independence by 2050 and rebuild a smarter America. He said as you read the document the rebuild America strategy is a notion about indexing the gas tax and there was some discussion in the meeting about a one dollar increase on the gas tax in Texas would yield about \$112 million dollars in total annual revenue to Texas. Mr. Jones said this is AMPO's policy position. Mr. Jones said if the TAC sees something they are interested in to bring it back to the Committee.

TEMPO Policy Position

Mr. Jones said this position is similar to AMPO's Policy Position. He included a handout in the packet. He explained that TEMPO is the Texas organization of MPOs. He said it is still in draft form and they are trying to get it ready for the 81st Texas Legislature, which convenes in January. Mr. Gutierrez said the first thing is to stop diverting money. Mr. Jones said the second listing is talking about stopping diverting money out of Fund 6, which basically builds things. Mr. Jones said there is a lot of diversion out of Fund 6. He said that last year there was about a billion dollars siphoned off and \$600,000 went to DPS.

Mr. Jones said TEMPO is saying they would actively pursue legislation that would support discontinuing diversion; provide funding for Prop 12, reallocate highway user revenues from the general revenue fund to the Texas Mobility Fund. Mr. Jones said the Texas Mobility Fund is a revolving fund created by the Commission that provides a method of financing for highway projects. He said it allows TxDOT to issue bonds that are secured by future revenues.

Mr. Jones said the next initiative, authorizing metro regions to enact local option taxes for roadway and transit projects, was originally targeted for the Metroplex but the more people looked at it, the more interested they became in it and now they have added stuff like vehicle registration fees, local option gas taxes and Vehicle Miles Traveled (VMT) fees. Mr. Jones asked Mr. Warren

if he knew much about the Oregon experiment using VMT fees. Mr. Warren said he has not heard the results of it. He said the concept is that you don't pay per gallon, you pay per mile traveled. Mr. Warren said in his opinion it would never get past the environmentalists. Mr. Warren questioned where the incentive would be to have a high mileage vehicle if you are paying for every mile you drive rather than every gallon of gas you use. Mr. Warren said the other thing is the logistics of how to collect the tax. He said it is easy to collect a gas tax as it is charged per gallon at the pump. Mr. Warren didn't expect to see it implemented.

Mr. Jones said the other things they were talking about in this umbrella of local options were property taxes, driver license fees, new resident fees, local vehicle sales tax and local option sales tax on gasoline. Mr. Warren said the Gateway program is an example of that. He stated it is not a tax but a fee. Mr. Gutierrez questioned if it was something that was going to be coming up in the legislature. Mr. Jones said this is a draft proposal from the Texas MPO organization and all it is saying is if someone sponsors a bill that addresses that issue they are likely to support it.

Mr. Jones said the next one, to revise provisions of Senate Bill 792 is targeted for the Metroplex. He said it addresses light rail and the way they value their projects there and includes toll facilities. The next one is to capitalize the rail relocation improvement fund. It was a constitutional amendment in 2005 and has never been funded so they are looking for money to put in it. The next one was to maintain or increase current funding for the low-income vehicle repair assistance, retrofit and accelerated retirement program and the emission reduction plan. Mr. Jones said that is a program that is targeted for non-attainment areas. He said when you buy a new car in a non-attainment area, they pull off a nominal fee and stick it into a fund and then low-income folks in that non-attainment area can use that fund to help them repair their cars to reduce emissions. The next one Mr. Jones spoke about was to strengthen regulations related to emissions inspections and again is targeted for non-attainment areas is not an issue in Lubbock.

Mr. Jones said there is a section to support and a section to monitor and you can read through it and draw your own conclusions. Mr. Jones said because TEMPO rules say we can't lobby if there is something there that really interests you and you think we need to make a statement about, then bring it back to the TAC and we will develop a position statement and advance it to the TPC and go from there.

Mr. McCay said he would recommend we have a chance to visit with a State Representative or Senator to put a bug in their ear about some of these issues and how critical they are and would appreciate their support in considering some of these issues.

Mr. Jones introduced the guests and new members. Mr. Jones introduced Ms. Jo Stone and Mr. Fred Krebs. He also introduced Mr. Warren Warner, Executive Director of the Foreign Trade Zone 260, as a new TAC member and Mr. Durwood Mayfield with the Bicycle Coalition and Todd Reno with Reese Technology Center. Mr. Jones introduced Ms. Sharmon Owens who is the Interim Department Head at Traffic Engineering and by virtue of that is on the board. He also introduced Assistant Chief Thomas Esparza who is a new voting TAC member.

Meeting Adjourned.

Mr. McCay adjourned the meeting at 3:15 p.m.