

**Minutes Of The  
Transportation Advisory Committee  
Lubbock Metropolitan Planning Organization  
January 5, 2010**

The meeting of the Transportation Advisory Committee of the Lubbock Metropolitan Planning Organization was held 916 Main, 2<sup>nd</sup> Floor Conference Room, at 2:00 PM on December 1, 2009. 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  
Marsha Reed, City of Lubbock  
Mark Heinrich, Lubbock County  
Steve Warren, TxDOT – Lubbock  
Sharmon Owens, City of Lubbock  
Lonny Kane, Citibus  
Darrell Newsom, City of Wolfforth  
Larry Hertel, City of Lubbock  
Randy Henson, City of Lubbock

Visitors/Staff: David Jones, Lubbock MPO  
Tera Davis, Lubbock MPO  
Darrell Westmoreland, Lubbock MPO  
Warren Warner, LEDA, Ex-Officio Member

**Call to Order.**

Mr. McCay called the meeting to order at 2:03 p.m.

**The Committee moved to the next item.**

**Acknowledgement of Quorum by Chairman.**

Mr. McCay acknowledged a quorum of the Transportation Advisory Committee. Mr. McCay welcomed Warren Warner to the meeting.

**Approval of the December 1, 2009 minutes of the Transportation Advisory Committee.**

Mr. McCay asked for any corrections to the December 1, 2009 minutes of the Transportation Advisory Committee.

***Steve Warren made motion to approve the December 1, 2009 minutes of the Transportation Advisory Committee. Darrell Newsom seconded and the motion passed unanimously.***

**The Committee moved to the next item.**

**Project Reprioritization, discussion, and action for the Metropolitan Transportation Plan: 2032 to revise the document and bring it into fiscal constraint and recommend that a draft MTP: 2032 be brought to the TPC at their January meeting.**

Mr. Jones stated that he wanted to begin by restating our objective and that is to reorder or reprioritize the projects that are listed in the current 2007 – 2032 Metropolitan Transportation Plan. Mr. Jones said that we asked you at the last meeting to look at that list and take the projects off that were completed or in progress, and reorder the remainder in priority order and give us back your list. Mr. Jones said what is included in the handout is the compilation of those projects.

He said as many of the cost estimates as we were able to get are included with the lists and are in 2010 dollars. Mr. Jones said the beginning balance comes from two minute orders passed by the Texas Transportation Commission at their November board meeting. These are the numbers that we are supposed to constrain our MTP to. The 2010 to 2020 minute order was prepared by the finance people at TxDOT and the basis of their work is 80% revenues from motor fuel tax and the other 20% is odds and ins that come in to the State Treasury. The 2021 – 2035 numbers are generated from a revenue model that TxDOT has agreed to use and has been refined somewhat by TTI and TxDOT and TEMPO. Mr. McCay asked where these dollars come from. Mr. Jones said they are projected from a number available that was put into the model and the variables can be manipulated in a dozen different ways, including population, number of vehicles, vehicle miles traveled and others. Mr. Jones said another way to look at it is that the 2010 – 2020 numbers have a basis in fact, where the 2021 numbers on are built on variables that can be manipulated. Mr. Jones said that nonetheless, the numbers have basis and it is a foundation that they can be tied back to because they are in the minute orders of record.

Mr. Jones said from those minute orders the finance staff at TxDOT began to go through each of the categorical programs one through twelve and allocate by the various formulas how much would go into each of the programs by year and by district. Mr. Jones said he took a little interpretive license and built another form showing, based on our allocations, what we would have if we wanted to divide our allocations equally and spread it out evenly over the entire twenty-five years of the program. Mr. Jones said the Category 1 is Preventative Maintenance and we do not really get into that. Mr. Jones said the only two categories we are really dealing with are Category 2 and Category 7. He said that MPOs do get into Category 5 if you are a non-attainment but since we are attainment we do not get any Cat 5 money.

Mr. Jones said you cannot trace these numbers back to the base because finance people have made some adjustments for over and under expenditures in previous years and Category 2 is net of the '09 let projects from previous specific MPO allocations. Mr. Jones said that Category 7 is the same way. Fiscal years 10 and 11 are adjusted from previous years over and under expenditures, fiscal years 12-20 are based on cash flow and 21-35 are based on the "trends model". Category 11 in FY 2010 is adjusted from previous years' letting schedules, 2010 – 2013 is adjusted for over and under expenditures in previous years and 2014 – 2035 are absolute minimum allocations. Mr. Jones said the reason he put Category 1 and Category 11 on the list is to show you that in years past we have relied on quite a bit of the money from the District Engineer out of his Discretionary Allocation which is Cat 11 money to go into our mobility projects. He said as you can see, from looking at Category 1, which is the Preventative Maintenance program, in all likelihood the discretion of the District Engineer is going to be to go up to the Category 1 projects because that is the only way they will achieve any success in maintenance over the next years. He said the point he is making is that we cannot rely on or consider in our programming the fact that we might get any of that money.

Mr. Jones said if you run the totals across and come down and you see 95.2 million and that is where our beginning balance comes from on our big spreadsheet of projects. The number can be tied back to the minute orders. Mr. Jones said what we need to do today is to confirm at least through Project 13, 14,15 or so that these are the projects that we want in those spots and the priority order for them. He said another thing we want to do is agree on a rate of inflation. He said as you can see from the spreadsheet our allocations were divided somewhat equally in all those years and we all know that no one is going to take the allocations like that and try to build anything with that amount of money year after year. The way the costs of the projects are running, you would want to group your money together and put it in a later year, or earlier if you have plans and right of way done, but regardless you are going to find a spot and that is where you want to put your money. He said the further away we get away from FY 2010 we will have to add some factor of inflation. Mr. Warren said we are not able to add inflation values to the revenues. Mr. Jones said that part of the exercise will be to agree on the rate of inflation. He said the last time we did the MTP we used 4% so every year beyond 2010 4% will be added to each number and the numbers will escalate and it will cut down on the number of projects. He said we

need to land on a year where we anticipate we will be able to spend that money. Mr. Jones said we need to think about when plans and specs for all of these projects will be ready and when the right of way will be acquired.

Mr. Jones said the State is talking about having a trade fair this month where all the DE's get into a room and have a trade fair and decide whose money will be spent in what year. That gives the State an idea of how much money they will have in the pot at any given time in order to be able to let the projects. Mr. Jones said that we need to decide that this is the list, how it will be ordered, arrive at a rate of inflation and from that point we will call that our recommended MTP that we will take to the Policy Committee at their next meeting. The rest of the projects will drop off to what we will call an "illustrative" list which is provided for in the law.

Mr. Warren stated the numbers don't look good at all and he is sure everyone is wondering what happened. Mr. Warren said Category 2 is fairly self-explanatory if you attended last month's policy meeting where he did the presentation on how far ahead we got on the Marsha Sharp Freeway and all the other projects that we did. He said we spent fifteen years of Category 2 funds in four years and as a result adjustments were made to the remaining funds where they tried to catch the others areas up because we spent the money early. Mr. Warren said the 7.6 million is accurate and the number that we have known for years as a total and they just went through the exercise of breaking it out by year. Mr. Warren said the Cat 7 number is a surprise to him as we have spent ten years worth of Category 7 money on projects and he didn't expect to see the numbers in Category 7 and the number is pretty close to the allocations we were getting all along. He said they don't appear to have cut us in Cat 7 and the reason for that is and, although they should have never let us spend that much in advance, they did and since those funds are distributed by a Federal formula they made the adjustments and stuck to the formula. Mr. Warren said that he is sure there will be some Category 11 money available to the MPO but at this point cannot promise that because TxDOT doesn't know what is going to happen to them on rehab and preventive maintenance. He said the deal on Cat 1 and Cat 11 really doesn't apply here anyway because those funds have to be spent on on-system projects and, if they are selected it will be TxDOT doing the selection. He said if he was a betting man, he would be willing to bet that TxDOT would be willing to put some of that into South Slide Road if the time becomes necessary but that right-of-way is the kicker there as there is no right-of-way budget and they do not know when they will. Mr. Warren said the focus needs to be on our top priorities as we will be redoing this again in 2012.

Mr. Warren said we need to have the top priorities at the top of the list and make sure we can work on them and get them done and we will re-shuffle the deck when we do a new MTP. He said he didn't think they would agree to us spending all of the 95 million in the next two years. He said it would need to be spread out over the "twenty-five year" period. He said that would be important because if you look at the projects out there such as number five which is the Quaker/Erskine Interchange with Loop 289, he said the construction amount is off and it is closer to \$25 or \$30 million dollars for that project and he doesn't see us getting it built without some kind of funding such as Stimulus 2 or Prop 12 or something like that. He said those dollars do not show up in here and you have to amend the MTP when you do get the funds. He said he didn't feel it needed to be considered for this exercise because of the amount of funding and it would have to be pushed out to bank up enough money to fund it. He said the number one project, Slide, Marshall to the Clovis Highway, he would defer to the City of Lubbock on where it stands as a priority as we are trying to get stimulus money for that project, although there is no guarantee and there are still hurdles on that project. He felt this project would also fall under a "stimulus-type" funding scenario. He said if the City of Lubbock wants to say this is their top priority it could be considered for Cat 7 funding but would require a 20% match from the City. Mr. Warren said anything considered with Cat 7 would require a 20% match and anything with Cat 2 needs to be a corridor project. Mr. Warren said to him is a matter of sitting down and looking at the City Street projects, prioritize them and start allocating Cat 7 funds to them and two years from now we will see what happens.

Mr. Henson said it was his opinion that a project that was important is Erskine, inside the Loop from Indiana to Quaker. He felt it would only need to be a three lane road. Mr. McCay asked if Mr. Henson was talking about project number 14. Mr. Henson said that the project he is talking about is not on the current project list. He said it should probably just be a three lane road, with the south boundary being Texas Tech. He said there are 1600 beds in there and some undeveloped land. He said it would aid in getting back over to Indiana without choking up Quaker and that would be an asset. Mr. Hertel said that he believes this project is listed in the City of Lubbock's Thoroughfare Plan. Mr. McCay asked if Mr. Henson was recommending it be put on the list. Mr. Henson said that it needs to be looked at. He said because Texas Tech is half of it, they never felt they could get the right-of-way but now there are two student projects out there with around 800 beds each. Mr. Henson said it has been a "non-thing" until the past couple of years. Mr. Hertel said he thought it was on a bus route as well. Mr. Kane stated that there is one apartment complex built there and Citibus does serve it and another one is scheduled to be built and they will serve it as well. Mr. McCay asked if in relation to this list it should be added as there is no cost associated with it at this time. Mr. Henson agreed but thought that it should start making the list. Mr. McCay asked if it should be added to the list. Ms. Davis stated that in another year or two the MTP would be revised.

Mr. Hertel asked Ms. Reed if Erskine should be added after project thirteen. Mr. Henson stated that it serves a lot of beds. Mr. Warren said he would defer to the City of Lubbock on their priorities. Ms. Davis reminded the TAC that they would need to agree on a rate of inflation. Ms. Reed said that as far as the big interchange project, they still have the Tiger Grant Application still sitting out there and she is concerned about it being taken off of the list completely. Mr. Warren said he understood and felt the same way about Phase 5 of the Marsha Sharp Freeway. He said in order to work on it, the project would need to stay on the list, and if nothing else, list it as Preliminary Engineering only. Mr. Warren said they are going to push Phase 5 with Prop 12 funding. Ms. Reed agreed that it would be best to take the construction dollars off but leave it on the list. Mr. McCay asked which project number they were discussing. Ms. Reed said it was project number five. Ms. Reed said it should be twenty-six and one half million. Mr. Warren said to leave it on with Preliminary Engineering Cost only and felt the same should be done for Phase 5. Mr. Warren said technically you aren't supposed to work on a project that is not on the list.

Ms. Reed said on the last MTP the City dollars were included in the total dollars. Mr. Warren asked on the revenue side. Mr. Jones stated that all he had on the list were federal dollars. Ms. Reed said that on the last one the City furnished "City dollars" for a lot of the city projects. Mr. Jones said it doesn't show up on the spreadsheet. Ms. Reed said they need to know one way or another. Mr. Warren said all sources need to show.

The Transportation Advisory Committee reorganized the projects to the year of expenditure and with the anticipated fiscal constraint funding. Mr. Jones said that the staff would revise the form with the discussed "priorities" and get another spreadsheet to the members of the Transportation Advisory Committee as soon as possible. A three percent inflationary rate to the year of expenditure was decided on for the projected project funding.

Mr. Jones stated that although there is no requirement in SAFETEA-LU, the Federal Highway Administration has issued a decree that says any time you revise your MTP from now on or write a new MTP, a chapter must be included that deals with Climate Change. The chapter must clearly demonstrate, from both planning and implementing perspectives, the reduction of greenhouse gases. Mr. Jones stated that Mr. Westmoreland has written a chapter we intend to offer as a supplement or appendix to our MTP. Mr. McCay said that Mr. Westmoreland did a great job and suggested that the TAC take it back to their offices and read it. Mr. Westmoreland said he tried to limit the fiscal impact as minimally as possible.

***Mr. Warren made motion that the Transportation Advisory Committee accept the reprioritized list of projects with the understanding that TxDOT and the City of Lubbock provide additional information to allow the MPO to get the information redistributed to the TAC prior to the Transportation Policy Committee meeting and add the Climate Change portion into the MTP. Mr. Warren also moved that the TAC adopt an inflation rate of three (3) percent Mr. Henson seconded and the motion passed unanimously.***

**The Committee moved to the next item.**

### **Reports**

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

### **TxDOT**

Mr. Warren said this is a great time to be working on the City Streets projects for the MTP. Mr. Warren said that the last MTP was very successful, putting limited funds to use to the greatest extent. Mr. Warren said this is the reality of what we are looking at. He said we will take care of whatever projects we can. Mr. McCay said he feels that that the legislature is very aware and hopefully there will be improved funding.

Mr. Warren said that in TxDOT's effort to be prepared for a second stimulus, Mr. Warren and Mr. Jones were in a meeting in Austin a couple of weeks ago and the Lubbock District has a list of projects that exceeds \$250 million dollars that are on the shelf, ready to go to construction. Mr. Warren said at best it looks like we might get another \$18 to \$25 million. The House has passed the bill but the Senate hasn't taken it up yet. Mr. Warren said that, if it passes, it has a very short turnaround time so it must be for projects that are ready to go. Mr. Warren said we have a good list and we will wait to see what comes out of it. Mr. Warren said this is one reason why he wants to keep Phase 5 on the list. Mr. Newsom said that on Phase 5, there is some discussion by the ISD, as they have gotten their bus barn blocked in on Alcove off 82<sup>nd</sup> Street, and the landowner over there and the hotel owners over there have made some overtures about buying the land that the bus barn is on now. The best place that the ISD is looking at now is back in town where the old high school football field is, off of Quitsna. That would put the buses going out 62/82 coming off where the overpass of Phase 5 would be. That is currently in the discussion phases and that might change some things.

Mr. Warren suggested that Lubbock County and the City of Wolfforth begin looking for a combined match of \$10 million between the two parties. Mr. Warren said to date the City of Lubbock has put up \$74 million dollars and TxDOT will not be asking the City of Lubbock to put in much more local funding. Mr. McCay said they do not have the structure to raise that type of revenue. Mr. Warren said he understands but that whatever methods are in place should be thought about. Mr. McCay said they could figure where to get a million or two but were unsure after that.

### **Cities and Counties**

#### **City of Lubbock**

Ms. Reed said the City of Lubbock did take bids on Indiana and they were "under". She said Alan Butler has been awarded that bid. She said they are going to recommend going ahead and doing the "tie-in's" to FM 1585. Ms. Reed said Quaker Avenue, from 98<sup>th</sup> to 114<sup>th</sup> is scheduled to go out to bid. Mr. Hertel said that he believes the 23<sup>rd</sup> is the day they will begin taking bids.

### **Lubbock County**

Mr. McCay reported that County Roads are washed out at this point. He said that Lubbock County worked with TxDOT to get a lot of crushed asphalt which was incredible and he appreciated it.

### **Citibus**

Mr. Kane said that the Fixed Route Study is out to bid right now. He said it will close on the 17<sup>th</sup> and could be awarded on the 30<sup>th</sup>. He said that we need to amend the TIP to allow for the construction of the Downtown Plaza and Citibus is also seeking funds and thinks the Jobs Bill will give them some money to do at least Phase 1 of the Administration/General Maintenance facility project and actually start construction. He said there is a need to amend the TIP to do that and he was unsure how that needed to be done. Mr. Jones said it is on his schedule as the next step.

### **Director's Report**

Mr. Warren said that the Transportation Forum Starts tomorrow. Mr. Jones stated that the West Loop also bids tomorrow.

Mr. Jones said he placed a report from ASHTO at everyone's place. He said that he saw it the other day and thought it was interesting. It is America's Top Ten Transportation Topics for 2010. Mr. Jones said you would be surprised at how many things we are already working on.

Mr. Jones said he also distributed an email from Kirk Fauver, who is our FHWA representative, and he circled two pieces of information regarding the Census. He said he keeps mentioning it as the Census is important to us as it is important to a lot of processes and plans of other organizations. Mr. Jones said it is amazing how much of the world is driven by population. He said the first circle will get you to a link that shows the final form for the Census form and the second link will give you information on all of their outreach if you are interested.

Mr. Jones said he also distributed an AMPO description of funding issues and the Omnibus bill that they passed before they adjourned for their Christmas break. It has six separate spending bills in it and ours was attached to the Department of Defense bill. He said it also tells you the status of the Jobs for Main Street, or the Stimulus 2 bill.

### **Meeting Adjourned.**

***Mr. McCay adjourned the meeting at 3:43 p.m.***