

Minutes
of the
Transportation Policy Committee
Lubbock Metropolitan Planning Organization
September 18, 2007

The meeting of the Transportation Policy Committee of the Lubbock Metropolitan Planning Organization was held in Room 103 at 1625 13th Street, at 8:30 a.m. on September 18, 2007.

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

Patti Jones, Commissioner, Lubbock County
Tom Martin, City of Lubbock Representative
Tom Head, County Judge, Lubbock County
L. C. Childers, Mayor, City of Wolfforth
Jim Gilbreath, City Council, City of Lubbock
John Leonard, City Council, City of Lubbock
Lee Ann Dumbauld, City Manager, City of Lubbock
Randy Hopmann, TxDOT – Lubbock District

Visitors/Staff: Tera Davis, Lubbock MPO
Darrell Westmoreland, Lubbock MPO
Diane Lann, TxDOT – Austin
Steve Warren, TxDOT - Lubbock
Jere Hart, City of Lubbock
Sherman Phillips, Texas Bicycle Coalition
Durwood Mayfield, Bike Texas Safe Routes to School
Marsha Reed, City of Lubbock
Melinda Harvey, Citibus
Mary Whistler, U.S. Representative Neugebauer
Mitch Satterwhite, City of Lubbock
Bryan Wilson, TxDOT, Lubbock
Theresa Drewell, Texas Tech

Call to Order.

Ms. Jones called the meeting to order at 8:32 a.m. Ms. Jones asked for a moment of silence in honor of Sam Woods. Ms. Jones stated that she wanted to announce that an Executive Session would be held at the end of the meeting to discuss personnel matters, which falls under Government Code, Section 551.2074(a)(1). She was unsure at what time that would be.

Ms. Jones said that she would also like to say thank you to everyone who has stepped up during the past two weeks. She stated that it has been difficult to carry things on and wanted to thank the people from the City of Lubbock and Texas Department of Transportation for their help as well as Citibus and everyone else who has helped out during this transition.

Mr. Jones stated that Mr. Warren and Mr. Hopmann had attended Sam's funeral service. Mr. Warren added that Diane Lann was there as well. Mr. Hopmann stated that the service was very nice and there were about fifty people who were family and friends as well as a few from the Texas Department of Transportation out of Austin and some co-workers from the Texas Transportation Institute from Bryan College Station area. He stated there were a few other MPO directors in attendance as well. Ms. Jones thanked those who attended for their representation of the Lubbock MPO.

The Committee moved to the next item.

Acknowledgement of Quorum by Chairman.

Ms. Jones acknowledged a quorum of the Transportation Policy Committee (TPC).

The Committee moved to the next item.

Public Comment Opportunity / Acknowledgment of Guests

Ms. Jones asked for any comment from the public. No comment was made. Ms. Jones asked guests to introduce themselves.

The Committee moved to the next item.

Approval of July 24, 2007 minutes of the Transportation Policy Committee Meeting.

Ms. Jones asked for any corrections to the minutes. Ms. Jones asked that a correction be made on page number seven from "Mr. Gilbreath asked why the TAC did not go to the County Line." to "Mr. Gilbreath asked why the MAB did not go to the County Line". The correction will be made.

Jim Gilbreath made motion to approve the July 24, 2007, minutes of the Transportation Policy Committee Meeting. Randy Hopmann seconded the motion and the motion passed unanimously.

The Committee moved to the next item.

Presentation and discussion on the Citibus Fixed Route Study.

Ms. Harvey with Citibus explained that this was a study that was generously funded by the MPO. Ms. Harvey stated that though it has been completed for several months now this was the first opportunity to place it on the Agenda and she appreciated the opportunity to present it today. Ms. Harvey said the first thing she wanted to talk about was a little background. She stated that while working on this study she went back in the archives and read old planning documents and so forth and found a few things to call to the TPC's attention today.

Ms. Harvey said that in 1972 the bus service did not meet the needs of people because the headways were extremely wide at thirty minutes. She stated that Citibus actually operates less service than that today as service is operated on an hourly basis during parts of the day and all day on Saturday. In 1977 there were sixteen routes that operated Monday through Saturday. She said that not having Sunday service made a lot of sense in 1977 since there were "blue laws" then and the mall nor much of anything was open on Sunday so there was no compelling need. Ms. Harvey stated the last old document she wanted to call to attention was from the 1990 Comprehensive System Analysis which pointed out that the current system, which is almost identical to the system Citibus operates today, was at the limits of expansion.

Ms. Harvey said 1991 to 2003 were good years and Citibus looks back at those years and are happy. The Downtown Transfer Center was opened during that period. She said there was high ridership, averaging over one million passengers a year in that decade of 1990 to 2000. Ms. Harvey said that the 2000 Census numbers came in and Citibus got immediate funding cuts and are still living with the repercussions of the funding changes that resulted from that Census and some service cuts were made in 2003. Ms. Harvey said some routes were eliminated and went to hourly service on Saturday and during the middle of the day.

Ms. Harvey said that also that year, fearing that the cuts wouldn't be enough, Citibus staff recommended to City Council another round of cuts, drastic cuts that would have eliminated all Saturday services

including fixed route and paratransit. She stated Citibus went through the public hearing process and people did not like that recommendation and Council directed Citibus to not make those cuts. Ms. Harvey said that Mr. Gilbreath made the motion to continue the service at its current level and that is what is maintained today. Ms. Harvey said that with funding the way it is Citibus is constrained on the amount of service they can provide and the City is growing by leaps and bounds and they are not able to provide service in the new parts of town.

Ms. Harvey said that Citibus did a marketing survey this past March and the results gave very interesting information. She said that one thing was that sixty seven percent of the passengers reported that they have no other way to get around and depend completely on Citibus to meet their transportation needs. She stated that they now operate eleven routes, six days a week, with thirty-minute headways during the morning and afternoon peaks and the rest of the time weekdays and all day Saturday is hourly service. Ms. Harvey said that they were able to squeeze out enough money to add two new routes this past March, based at South Plains Mall, that serve the new Target store on Marsha Sharp Freeway and Milwaukee and the new Wal-Mart at 82nd Street and Milwaukee.

Ms. Harvey said ridership last year was up thirteen percent from the year before and they carried almost 890,000 passengers. She said they attribute that increase to the high fuel costs going on last year. She said they operated what is usually referred to as a "hub and spoke system" where the routes all serve one central area, in this case the Downtown Transfer Center, and radiate out from that. She said the advantages to this system are that it enables cross-town travel with a minimum of transfers as the routes do run from the downtown plaza to the Mall or to the west side at Wayland Plaza. She said the other advantage, in Citibus' case, is the basic system has been in place for many years and the passengers understand it and know how to access it.

She said there are also some disadvantages. She stated they do not operate late night service or Sunday service and have hourly headways. She said some of the routes have long travel times because they are trying to cover as much ground as possible. She stated that one route in particular is the one that serves the Arnett Benson/Guadalupe/Health Science's Center/Wal-Mart on 4th Street and the Wayland Plaza areas. She stated this is a long route and it is not particularly popular with passengers because it is such a long route.

Mr. Martin asked if, on the route Ms. Harvey had just mentioned, she had any idea of how many people originate on that route going through the transfer center or if they originate along the route to a specific area. He wondered how many people use the route that transfers. Ms. Harvey stated that she thought that a lot of the routes have people that transfer on to them. She said that Route 12 has good ridership through the Guadalupe and Arnett Benson neighborhoods although she was sure a lot of people transfer. Mr. Martin asked if she had any data on that. Ms. Harvey said that she did not at this time but could find it.

Mr. Martin said that when this was discussed and asked the survey to be done was the hub and spoke system concept is maybe passé at this point and if there is a successful route, such as Route 12, he felt it would for the most part be self-contained. Ms. Harvey said the way they can tell is by looking at the revenue it generates. If the passengers per hour and the passengers per mile are high but the revenue is low, it tells them that people aren't paying to get on, meaning their trips do not originate on that route. Ms. Harvey stated that she would get the information.

Ms. Harvey said that expansion is difficult as every route is timed so every route gets back to the Downtown Transfer Plaza at the same time, fifteen minutes and forty-five minutes after the hour. She said if you try and add time on a route you must make sure you take time out elsewhere or you add time and that is one reason why Route 12 is so long. Ms. Harvey said that the time additions were somewhat problematic and felt Mr. Martin had concerns that as the City grows it gets harder to get the routes out as far as they need to go and still get back to the Plaza to meet the time needs.

Ms. Harvey stated that they calculate, based on their marketing surveys and when people tell them what they use the bus for, that over 311,000 trips a year are work related or job or school related and felt that is significant as it is a big contributor to a stable work force in Lubbock. She said that the fact is that

Citibus is not doing as good a job as they need to be doing. She said that many employers operate around the clock and Citibus does not. She said that entry-level workers are the most likely to be working overnight shifts and Sunday shifts and Citibus does not provide service for them.

Ms. Harvey said that they were asked to look at a "grid system". She said that if you look at a street map of Lubbock you would think a grid system would be brilliant because the streets are already in a grid. She said that is what the system is based on with three transfer locations. She said one would be the Downtown Transfer Center, South Plains Mall and a new location at Wayland Plaza. She said that each transfer center would be served with feeder routes that would circle in the outlying areas from those transfer centers and allow passengers to come in to the transfer center and tie into the grid system. She said that the feeder routes include three East and Northeast routes that already operate, plus a new one that would serve the Arnett Benson and Guadalupe neighborhoods to pull those off of the extremely Route 12.

Ms. Harvey said the feeder routes at Wayland Plaza would be three new routes, one serving the Carlisle neighborhood, another Reese Center and the third serve the area around Quaker and Erskine, around the heart hospital and that new development. She said the feeder routes they would propose to serve the South Plains Mall would include the two new routes, plus another new route that would serve the area along Slide and Quaker out to 98th Street. The rest of the City would be covered with a grid where buses would run in both directions on all major streets in the City.

Ms. Harvey said this system has some benefits. She said there would be equal coverage except the new parts of town where development is still coming in. She said the main parts of the City are covered at equal rates with no holes or gaps as we have now. It is expandable as the City grows because the routes are not constrained to be back downtown at a particular time. She said if it looks as though one route needs a "regular route" instead of a "feeder route" it is easy to pull that grid down as far as it needs to go. She said it makes travel convenient, as it is a straight shot. She said that in the central area, because the streets are on a grid, no one would be more than one half a mile from a bus route.

Ms. Harvey said there are also drawbacks. She said the system as outlined today takes more than sixty buses in peak period, which is a little less than three times the number currently operated in peak period. This would mean it would cost about three times more to operate this system. She said travel at the edges of the grid is inconvenient. She said the timing of transfers on this system is impossible as there is no way to time every single bus to meet every other bus at all the gridded intersections. She said that if you have this system and operate hourly headways people would have to wait fifty-eight minutes to make a transfer and that is not something Citibus thinks is appropriate to expect the passengers to do. She said that even if it is thirty minute headways people will still have to wait twenty or twenty-five minutes to transfer. She said the best way for this type of system to work is if there are five or ten-minute headways and Citibus is not proposing ten-minute headways. Ms. Harvey said this system might provide too much coverage in certain parts of town but in a grid system it is hard to pluck out a particular part and say you don't need this route as it unravels the entire grid system. She said it is kind of an all or nothing type of proposition.

Ms. Harvey said the next thing they looked at was a point-to-point or express service. Ms. Harvey said there are several factors for success on a system like this. She said that Citibus believes for this to operate to its fullest capacity you need concentrated employment centers. She said that the employers in Lubbock are spread out across the City. She said they are not seeing, with the possible exception of Texas Tech, where there is a concentrated area. Ms. Harvey stated that it needs to be hard for people to park their own automobile when they get there if they choose to drive. She said in Lubbock almost everywhere you go there are plenty of places to park and most are free so it is not an enticement to ride the bus. She said you need a high population density and a lot of people in a concentrated area that are needing to go from where they are to one of those centers and Lubbock's land use is not a high density pattern. She did not feel that the criteria are there. She said that you need congested roadways during peak periods, which Lubbock does not have. Ms. Harvey said the last thing you need that ties the others together is motivated ridership.

Ms. Harvey stated that the current system does show that people use the bus in a way that is not consistent with the pattern you would expect from a point to point or express service as they get on and off throughout the City along every route. Ms. Harvey said that Citibus did try a point-to-point service. The route was called Route 41 and was an express service between South Plains Mall and Texas Tech University. It was operated for two semesters, fall of 2006 and Spring 2007. Tech students could ride free, as they can on any other routes in the system, and they advertised it in the University Daily. Ms. Harvey said that it averaged seven people per day. It did not show indication that the ridership was growing. It started out better and declined steadily throughout the two semesters the service was provided. As there was no growth, it was discontinued at the conclusion of the spring semester.

Ms. Harvey concluded that it comes down to funding. She said that right now to date, thanks to the generosity of City Council, Citibus will be able to continue to provide their current level of service for next year and any diversion from what is currently offered would cause another service to be discontinued. She stated that there is good ridership throughout the system and they do not feel that taking anything away is what they want to do. She said that Citibus is interested in seeking other funding mechanisms and it is possible that some help could come from LEDA or with particular businesses. Ms. Harvey stated that she appreciated the MPO funding of this study.

Mr. Childers asked how profit is judged. Ms. Harvey explained that transit does not operate at a profit. She stated that you couldn't charge fares that are high enough to cover your operating costs. She said what is looked at is the recovery ratio, which is how much of Citibus' costs to operate the service is recovered through the fare box or passenger fees. She said that she thinks the recovery ratio is somewhere over fifty percent right now which places them at the top of transit systems in the state. She said many operate with ten, fifteen, or twenty percent recovery ratios.

Ms. Dumbauld asked if that included Tech. Ms. Harvey said it did and that Tech drives the recovery ratio, as they are able to completely recover their costs at Tech and it pulls the rest of the system up. Ms. Dumbauld asked if Melinda would ask Mr. Wilson to compute what the recovery rate is exclusive of Tech. Ms. Harvey said she would.

Mr. Gilbreath asked if Citibus has begun to plot a strategy as to how to deal with Tech in the next negotiations as the contract expires in 2008. Ms. Harvey said she has not but feels that John Wilson probably has. She said it is something the Mr. Wilson is very aware of and he knows of the Council's concerns with Tech and how they fund transit so if he hasn't started talking to Tech about it, she feels he has started formulating that. She said she was sorry Mr. Wilson couldn't be here today as he could talk more about that. Mr. Gilbreath said that he knows there are tradeoffs that Tech brings to the table in terms of affording Citibus to get more money because of arrangements with Tech. He said the difficult thing is being able to communicate that to the public as they public thinks that Tech is getting a free ride. Ms. Harvey said it is one of those things that is hard to explain to people because Citibus is able to leverage some of that money from Tech which makes the other money go further.

Mr. Hopmann stated that he appreciated the presentation and that is was very educational. Mr. Gilbreath stated it was very well done. Mr. Martin said that in the Amarillo newspaper last week was a story about the City of Amarillo's bus service and all you had to do was take Amarillo out and put Lubbock in and it is the same story. Mr. Martin said it is the same pretty much across Texas except in those cities that have a dedicated sales tax to support the mass transit. Ms. Harvey said there was a community goal setting document in the mid 80's and actually mentioned the need for a sales tax to fund transit. She said that idea has been floating out there for a while.

Ms. Jones said that she wanted to make an announcement as she remembered a comment from Mr. Woods and asked Ms. Dumbauld to go check. Another meeting is scheduled in the room at 10:00 a.m. Ms. Jones said although she doesn't want to take away from any presentations and Ms. Dumbauld said that the meeting can be moved to the Executive Boardroom for the Executive Session.

Ms. Jones said she wanted to give kudos to the City of Lubbock for the funding continuation on Citibus. She said that though Lubbock County is not directly involved with it they get questions about it.

Presentation, discussion, and action on Lubbock Bicycle Plan.

Mr. Westmoreland said that a little background would probably help everyone out. He said that in 1995 there was a Comprehensive Bike Plan that was prepared by the Bicycle Federation and HDR Engineering. Mr. Westmoreland said the study and map were adopted as a planning guide. He said the original map was not reproducible, difficult to read and the information was vague so it was decided that down the road there would be a proper plan.

In 1996 Lubbock applied for a \$200,000 State Transportation Enhancement Program Grant. He said that the drawing for that application became the core of our current Lubbock Bike Plan on page 55 of the Metropolitan Transportation Plan. He said that during the process of developing that Grant, putting the facilities on the Street, the City developed the technical drawings for that project and those drawings are the development tool that will be used for any future bikeway development. The standards are still viable and the current Bike Plan was completed in 2000. Mr. Westmoreland said the public had access to the Plan and still does, as far as he knows, at the City Of Lubbock website. He said this current update presented today was originally envisioned as a joint Bike and Ped Facilities Plan and there was discussion about hiring a consultant. It became a work item Task 4.3 of the Unified Planning Work Program of 2007.

Mr. Westmoreland started the preparations last year and during that time Mayor Miller received a request for a Bike Trail to cut across the Texas Tech campus. Councilman Gilbreath got into a discussion with Texas Tech and did make an announcement of a Right of Way agreement at the Transportation Policy Committee meeting. In July, Mr. Westmoreland contacted the Lubbock Bike Coalition and they sent out an email to coordinate a public participation bike ride to get input from the public. Mr. Westmoreland said they wanted to familiarize riders with the existing facilities and alert bicyclists that some changes had been made to the existing bike system. He stated that morning Fox News Channel and Channel 11 interviewed Mr. Mayfield and there was a big broadcast across the City that input was needed.

Mr. Westmoreland said that all the riders he has spoken with thus far are familiar with what is going on with the Marsha Sharp Freeway and as far as the update goes, the Freeway will be a big driving factor. Mr. Westmoreland pointed out the Title 6 Region on the map, as it has been an issue in the past. He said that it demonstrates where the minority population and poverty percentages are.

He said there are four crossings of the Marsha Sharp Freeway that were finalized on the map. He stated there was a fifth on the drawings by TxDOT at Knoxville, but Theresa Drewell with Texas Tech said that crossing would not happen so it was removed. Mr. Westmoreland said there are a lot of crossings at Tech with a new crossing at 9th Street and are proposing a bike route to join up there to get people across to the parking lot. He pointed out the area that Mr. Gilbreath had spoken about at Greek Circle, coming off of Quaker, and it will hook up to the bike trail in the UMC parking structure. He said there is a proposed trail system running parallel to the Marsha Sharp Freeway.

Mr. Westmoreland said they included a lot of Tech's internal infrastructure and he said he believes the Downtown Development Group had proposed a 15th Street bike lane. He said he is proposing to include this detailed map in the Plan as he feels it would help Tech students who are familiar with the plan, and Mr. Skerik who wrote Mayor Miller the letter. He said the Greek Circle cut through should address the issue.

Mr. Westmoreland said that he did not have additional details. He said that Lubbock does have a good bike system. He felt that all the issues had been address with the individual entities that make up the MPO. Mr. Westmoreland stated that the MPO is recommending approval of the document. Mr. Gilbreath asked if the bike route has a bike lane. Mr. Westmoreland said that you could have a bike route that is not signed. Mr. Gilbreath asked what would make it special. Ms. Reed stated that Mr. Hart has already signed a lot of these through the enhancement program and if the TPC approves them they will be signed as Bike Routes and the lanes should eventually all be striped with a bike lane if it is capable.

Mr. Hart stated that the biking community prefers bike routes instead of bike lanes. He said if you paint the bike lanes, cars quit using the lane and the trash and debris builds up. If the lane is not separated cars drive close to the curb and keep the debris out of the way. Mr. Hart said that there are two or three major changes that are intended such as add extensions of existing facilities where there are signs designated showing the bike routes and he said he believes Tech has some plans to include some bike designations. Ms. Drewell said that they have several and where possible stripe bike lanes on 18th Street. She said they tried to pick up the City's designated routes where there are pedestrian crossings at Boston and Flint so that the students can cross the street via the signal. With the Marsha Sharp Freeway there are pedestrian bridges that also will serve the bicyclists. She said that at 9th Street and Tech Parkway there would be a dedicated bike lane. She said that over time they hope to have dedicated shared use paths from the parking lot west of the Health Science Center.

Mr. Gilbreath stated that having Greek Circle tie into the commuter lot would help a lot. He said that Tech is in good shape. He said if he were coming from the West, he would not want to ride his bike on 4th Street or 19th Street. Mr. Westmoreland said that a portion of 4th Street at Loop 289 was eliminated as there was a fatality and it was determined to be dangerous. Mr. Warren said it is not encouraged to have a bike route on a major arterial. He said that if there is a route on an arterial street they have adopted a wider cross section. He said that in meeting with the Bike Community they have determined that they will ride on those streets whether they like it or not but do not want to encourage the "rookie" bicyclist to be out there. He said that is the reason for the additional width on those streets.

Mr. Westmoreland said that the City did recommend eliminating some bike routes that went up to a block south of Wal-Mart. He said that Glenna Goodacre would be included to hook up to Avenue U. He said that 18th Street would be the east/west connector. Mr. Martin said that in the last few months he has spent a great deal of time at UMC. He said that 10th Street, running in front of UMC between Indiana Avenue and Tech Parkway is extremely busy with vehicular traffic. He said there are a lot of pedestrian crossings. Mr. Martin asked what the anticipation was when the bridge across 9th Street to Flint is constructed and opened. He said he would suspect the amount of traffic is going to increase greatly going across that street. He said since it is part of the bike plan what will the increased vehicular traffic do for the operation of the street and also the amount of bike traffic that might be on there. He wondered if there was a plan to widen 10th Street around UMC.

Ms. Drewell said there is no plan at this point to widen the street and said that Mr. Martin is correct in that they anticipate an increase in capacity. She said that one plan is a shared use path from the park and ride lot from the southwest corner of 10th and Parkway and wrap it around the intramural fields over to the pedestrian bridge at the Ronald McDonald house. That would give students a safer path to come to class than to use the 9th Street Bridge. Mr. Martin asked about any plans to increase capacity of 10th Street between Tech Parkway and Indiana. Ms. Drewell said they have had discussion with Walker parking and it was on the list for them to look at and they are working with Tech on the Health Science Center parking situation and traffic and entries and it is one thing they have not gotten to in the study.

Mr. Martin asked if she was aware that traffic coming out of the Health Science Center parking lot onto Tech Parkway where the stop sign is for northbound and not for southbound is an absolute nightmare. He stated he has noticed the Tech Police Department has recently started stationing officers out there to direct traffic. Ms. Drewell said that hopefully they can get the main entry at 4th Street and Knoxville Ave. built then they will be able to, over time, eliminate that entry and tie the parking lots back to 8th Street and it could be easily signalized. Mr. Hart said they are working with Tech and Health Science Center to find an interim solution. He said that solution would be a signal at 5th Street and if things continue on the way they are a signal could be operational in the next three to four weeks. Mr. Martin asked what is a problem with creating a signal at 4th and Knoxville. Mr. Hopmann said that it was TxDOT. He said that there is a concern about having two signals so close together and being able to operate them efficiently. He said that the main reason for the signal light to be installed is so that the parking lot can empty at 5:00 p.m. so it goes back to an employer having their employees leave and stopping the rest of the public so there is philosophical issues associated with it. He said they are working with Tech and Tech is preparing a study to bring back to TxDOT and they will sit down and work it out.

Tom Martin made motion to approve the Lubbock Metropolitan Planning Organization's Bicycle Plan. John Leonard seconded the motion and the motion passed unanimously.
Presentation of the Metropolitan Transportation Plan 2032.

Mr. Warren said the Metropolitan Transportation Plan is a required document that all Metropolitan Planning Organization's must have in place that sets up a minimum twenty year planning window for the Metropolitan area. He explained that the MPO does twenty-five years so that they can get five years out of the plan before it is revised. Mr. Warren said there were three years left on the past plan but the Federal Highway Administration passed SAFETEA-LU and that changed all the rules so the Plan had to be revised to meet compliance. The TPC made a decision to redo the Plan and start again with a twenty-five year document.

Mr. Warren said a lasting memory of Sam Woods was that he got Kirk Fauver with FHWA to actually say, "This is a great plan. May I show it to other MPO's as an example". Mr. Warren said that Mr. Woods did a good job with this and he stated that he has an email from Kirk Fauver on September 4, 2007 that says, "The 2032 MTP is SAFETEA-LU compliant. We will base our STIP record of review finding based on this report." Mr. Warren assured the TPC that the MTP is compliant with SAFETEA-LU and per the TPC's adoption today will be good for the next five years and the Transportation Improvement Program projects would move forward.

Mr. Warren said the biggest issue in the changes was the "year of implementation" as the TPC had decided to just list the projects from which to choose and not designate priorities or years of implementation but FHWA required it to be done. Mr. Warren said that the year of implementation is now on the project listing. Mr. Warren reminded the TPC that they are not "bound" by the year of implementation and that the TPC could still pick any project off the list to move forward into the TIP at their desire.

Mr. Warren said that the Right of Way, Preliminary Engineering and Construction Costs had to be inflated during the twenty-five year period. Mr. Warren stated that Mr. Woods did that and that Ms. Davis and Mr. Westmoreland worked with Sam on that. Mr. Warren said the final result was that the last five projects had to be dropped from the list. He stated those are City projects and that Mr. Hertel agreed they were not a big deal at this time and he wanted to move forward with this project list. Mr. Warren stated that he wanted to thank Ms. Davis for really stepping up and getting everybody together and getting this done quickly and Mr. Westmoreland for doing a lot of the spreadsheet work on it. Mr. Warren stated that the MPO is seeking adoption of the Metropolitan Transportation Plan.

Ms. Jones asked if there were any questions of Mr. Warren. She reminded the TPC that the MTP had been discussed throughout the summer and was submitted to FHWA and there were about a dozen issues that Mr. Fauver sent back and these are now taken care of. She stated that Mr. Warren, Mr. Westmoreland, Ms. Davis and a few others met to take care of the last few items that had to be prioritized. Ms. Dumbauld stated that on page iii of the Executive Summary there was a dollar amount missing that needed to be resolved to the current Gateway Streets funds. Mr. Hopmann stated there was also one missing on page ii where the transit information goes. Ms. Davis stated that at that time Mr. Woods passed away the information had not yet been received. Mr. Warren and Ms. Davis stated they would get the numbers in there. Mr. Warren said they were in the back but had not been put in the Executive Summary.

Ms. Jones said that on page 25 of the MTP the chart reflecting registered vehicles goes to 2032 but the chart goes through 2000. Ms. Davis said there would not be a new census until 2010. Mr. Warren said it should probably just show through 2000. Ms. Davis stated it would be changed. Mr. Hopmann asked on page 58, in Table 8-3, in the air cargo activity forecast what unit that was measured in. Mr. Warren stated he felt it would probably be in tons. Mr. Warren stated we would contact Mr. Loomis for verification but he felt it was tons.

The Committee moved to the next item.

Public Hearing on the Lubbock Metropolitan Transportation Plan 2032.

No comment was made. Mr. Hopmann reminded the TPC that the Lubbock Chamber of Commerce made a presentation at the last TPC meeting in support of the MTP 2032.

Discussion and action concerning the Metropolitan Transportation Plan 2032.

Ms. Jones stated that before this agenda item is completed that she would like to move to Agenda Item 11 as it is in the MTP 2032.

Ms. Jones said that it has been mentioned that in honor of Samuel Woods the MTP be done in memory of him. Ms. Davis did a cover with the "In Memory of Samuel L. Woods, MPO Director 2002 – 2007".

Tom Martin made motion to approve the Metropolitan Transportation Plan 2032 with the corrections delineated in the meeting and authorize MPO Staff, in the final preparation of the document, to make corrections without returning to the Transportation Policy Committee and to use the "In Memory of Samuel L. Woods, MPO Director 2002 – 2007" cover for the document. John Leonard seconded the motion and the motion passed unanimously.

Mobility Implementation Plan Status Report by the Texas Department of Transportation.

Mr. Warren said that when the legislature adopted House Bill 3588 and created the Texas Mobility Fund, it came with it a requirement that TxDOT report back on a regular basis as to progress that has been made in implementing the Texas Mobility Fund and that is what this report is about. All of the MPO's have been asked to submit to TxDOT what progress has been made since the adoption of our innovative financing plan. Mr. Warren explained this is what he handed out earlier in the meeting to the TPC.

Mr. Warren stated that it is a fairly short report. He stated that he did not include all of the projects in the original plan. He said that doesn't mean they are not still in the plan; however, the innovative financing aspect of this really didn't have much effect on the projects. He stated there is no change from where we were. He said most of the other projects such as Spur 327, South Slide Road and West Loop 289 are funded with District Discretionary Funding. He said the changes implemented over the years with the Gateway Streets Program and Category 2 and Texas Mobility Fund don't have impact on those projects so Mr. Warren opted not to include them in the report.

Mr. Warren stated that the report tells where we started and what was presented in the public meetings that discussed possibility of tolling the Marsha Sharp Freeway. He stated that it starts off with what projects could be completed during what time period using traditional funding and how the presentations were made to the public and got their input on the possibility of implementing tolls or using local financing or sticking with the status quo. The public told us that status quo sure was not going to cut it and they wanted to see something different. The toll road on Marsha Sharp Freeway was generally perceived to be a toll conversion. It was started as a free project and they didn't feel it was correct to make a toll road out of it. The TPC at that time adopted the local financing option. The original option was going to utilize the Gateway Streets Program that the Lubbock City Council created but the original idea was for seventy-five million dollars from that fund to go towards Milwaukee Avenue and the Northwest Passage Project. The original plan was for the City Of Lubbock to one hundred percent finance the Northwest Passage, all the work on Loop 289 and everything else.

Mr. Warren stated they were told it was thought the Gateway Streets could generate approximately one hundred twenty five million dollars in bond sale so another fifty million dollars of "borrowing" was rolled from that Plan into the Marsha Sharp Freeway projects over time. That money would be paid back out of the traditional allocations that come to the Lubbock MPO and that Plan was adopted by the TPC and presented to the Texas Transportation Commission two years ago and was accepted by them and that freed up the portion of the Texas Mobility Fund allocated to the Lubbock area. The result of that action

knocked the timeline down by eight years and also found the funding source for Milwaukee Avenue and the Northwest Passage that did not exist before this process began.

During the spring of 2006 more discussions occurred on a better way to proceed using the available pass through financing options that TxDOT was working with on various communities around the State. With pass through financing the City Of Lubbock would still front the money for a project but would be paid back through the Commission Strategic Priority Funds out of Austin instead of using the traditional allocations to pay back the money over time. TxDOT met with several City Council members and members of the TPC and came up with an adjusted plan whereby the City Of Lubbock would try to enter into a pass through financing project on the Northwest Passage instead of funding it at one hundred percent and in exchange for that they would go ahead and contribute a local contribution to Phase 3B of the Marsha Sharp Freeway of twenty five million dollars.

On December 7, 2006 the City Council authorized that contribution to Phase 3B and on December 14, 2006 the Commission authorized the administration in Austin to go ahead and enter into negotiations on the Northwest Passage. The result was to make a change that basically allowed us to move forward with Phase 3B quicker and freed up some traditional funds to go into Phase 4 instead of using borrowed funds. Mr. Warren stated that most of the group here are aware that negotiations with TxDOT and the City Of Lubbock are currently being held on the Northwest Passage. A meeting was held on September 7, 2007 with Ms. Dumbauld, Mr. Hopmann and Ms. Reed in attendance to get things started and will be going back with an amended plan and try to keep it moving. Mr. Warren stated he thought they would be able to work something out on that. Mr. Warren listed in the report "pending" as it is still a pending negotiation.

Mr. Warren stated that this is a twenty-five year plan and a lot of it has been implemented in two years. Mr. Warren stated the City Of Lubbock has made good on their commitment with the Gateway Streets. To date they have provided almost twenty million dollars on the Milwaukee Avenue project that had no impact on traditional funding, funded one hundred percent with local dollars, twenty five million dollars has been provided for the Marsha Sharp Freeway Phase 3B, three and one half million dollars to date on the Northwest Passage has been spent and are still working on putting the funding package together for construction. Mr. Warren said TxDOT would not fund a portion of that so the City Of Lubbock will be covering whatever difference there is. Mr. Warren stated that he sees no problem with the local funding sources meeting their original commitment of seventy five million dollars towards this plan as it has already reached over fifty million towards the commitment in the first two years of the plan. Mr. Warren stated that he would be glad to answer questions and what he needs is the authorization to submit this to Amadeo Saenz. He stated this was something he and Mr. Woods were working on before he died and Mr. Warren stated that with approval he would submit the update to Mr. Saenz.

Ms. Jones said that before any motion or action is made that she wanted to thank Mr. Warren for stepping up and finishing this Plan and getting it ready for submission to Amadeo. Mr. Gilbreath asked if there were any way to put some language in the report that says that the City Of Lubbock put up the twenty five million dollars with the intent that the negotiations would come out with a very positive outcome for the City Of Lubbock. Mr. Warren said that the only problem is that as far as the Commission was concerned there was a commitment of seventy five million dollars of local funds to the grouping of projects and that was the primary reason for them releasing the Texas Mobility Fund.

Ms. Dumbauld asked how much the Texas Mobility Fund was released as. Mr. Warren stated that initially it was thirty four million and has gone up to forty six million at this point. Mr. Martin stated that was how was harvested. Ms. Dumbauld asked if that could be put into the report. Mr. Warren stated that could be done. Mr. Hopmann said that with Mr. Gilbreath's line of thinking he thought it would be appropriate to acknowledge in the summary the funding committed by the City Of Lubbock within the first two years of a twenty-five year plan. Ms. Dumbauld stated that she would also like to include what is budgeted that is coming up that is allocated as it can be illustrated how they get up to the seventy five million. Mr. Warren stated that he understands but that number is unknown until negotiations are complete. Mr. Gilbreath said they are committed for seventy five million regardless. Mr. Hopmann stated that Erskine and the City's portion of Slide Road in the summary.

Mr. Hopmann said that he realizes that Mr. Warren authored the Study, and assuming the TPC is going to approve it today, he felt that the instruction is that the MPO submit a report to Mr. Saenz and he feels that it would be appropriate to take Mr. Warren's name off and insert the Lubbock MPO. Mr. Gilbreath stated that he remembers well last December in facing a timeline and the City Of Lubbock's giving twenty five million dollars to step the Marsha Sharp Freeway up and he feels that he doesn't want it to go unnoticed. He felt it was something the City did that was special and over and above what had to be done based on what was originally committed and he felt that they should get some credit for it. Mr. Hopmann said that he didn't know if it was "over and above" but was part of that seventy five million dollar commitment. Mr. Gilbreath said the timing issue was that they had to come forward with that money to accelerate. Mr. Hopmann stated that was what allowed Phase 3B to go forward. Mr. Hopmann stated that he felt the Study does just that if you look whom it is going to and who is being negotiated with on the Northwest Passage. Mr. Warren stated he would emphasize the two-year commitment so far of what was supposed to be a twenty-five year Plan. Mr. Gilbreath stated it was a good document and really spells out what was done. Mr. Hopmann said that it spells out what the City Of Lubbock is trying to introduce in the negotiations on the Northwest Passage.

Mr. Warren stated that he would summarize the total from the City Of Lubbock to implement this Plan and stress in the summary that of the twenty five year commitment of seventy five million dollars after two years, x number of dollars has already been committed and is committed to Erskine and Slide and add up to around sixty million of the seventy five in the first two years. He felt that it was good to stress that right now in the middle of negotiations. Mr. Leonard stated he is with Mr. Gilbreath as he remembers last year as they were talking about this twenty five million and trying to get letters of commitment in a certain period of time and it is all revolving around the Northwest Passage and that was supposed to help the process. He felt that the twenty five million was more relevant to the situation. Mr. Gilbreath stated he would remind everyone that his friend, Tom Martin, is the guy who came up with the idea for the Gateway Streets Projects that enabled them to do much of the projects and thanked Mr. Martin.

Mr. Martin stated that one suggestion he had was rather than stating "committed" for the sixty million that it state "appropriated by the City Of Lubbock". He stated that was a huge difference and tells the Commission that it isn't just a pipe dream and that the money is there. Mr. Hopmann stated the he felt what sets the City Of Lubbock apart from every other City in the State of Texas is the fact that it is unprecedented that a City make a commitment of seventy five million dollars on multiple projects on a twenty five year document and delivered within the first two years and felt it needed to be emphasized. Mr. Warren stated the Study is due October 1, 2007 and with the TPC's approval he will implement the changes and work with Ms. Reed on the actual numbers and the wording to where the local contributions have been by the City Of Lubbock, and once she and Mr. Warren are satisfied with the wording that it be submitted without having to come back to the TPC. He stated he would send copies to everyone once it is finished.

Ms. Jones stated that it is not posted as an action item but as a status report, so before it can be submitted, a special meeting will have to be held to approve it. Mr. Warren stated it is shown as action required. Ms. Jones said that because it is a submittal it is an action item and the TPC is not authorizing in the way it is posted. Ms. Dumbauld asked if it had to be approved by the MPO for a letter to go from the Executive Director Interim or whoever. Mr. Hopmann felt it would add more validity to it if the TPC approved it. He asked if there was an October meeting scheduled. Ms. Davis stated that it would normally be held on the third Tuesday and the room has probably already been reserved for that date. Mr. Hopmann said that, due to the unusual situation with the MPO Director, that we might be able to contact Mr. Saenz and let him know what the situation is and maybe send a draft copy and say that the TPC would approve it at the October meeting. Mr. Warren said that could probably be done.

Mr. Gilbreath said if it is necessary to call a special meeting to do so. Ms. Jones said that if it will work with everyone's schedule she would like to do that. Mr. Gilbreath asked if it could be done on Monday morning. It was decided to schedule a special meeting Monday, September 24, 2007 at 8:00 a.m. in Room 103 to take action on the Texas Mobility Plan Implementation Status Report.

The Committee moved to the next item.

Discussion and action concerning adding the City of Lubbock's Director of Public Works as a member of the Transportation Advisory Committee.

Ms. Jones reminded the TPC that because of bylaws the action cannot be taken at the same meeting as the discussion and this item was discussed at the last regular meeting so the vote can be taken today.

Ms. Dumbauld moved to approve adding the City of Lubbock's Director of Public Works as a member of the Transportation Advisory Committee. Jim Gilbreath seconded the motion and the motion passed unanimously.

The Committee moved to the next item.

Reports

- A. TxDOT
- B. Cities and County
- C. Citibus
- D. Director's
 - a. Travel Demand Model
 - b. Special TxDOT Commission Meeting
 - c. Financial
- E. Others

Ms. Jones stated she would like to acknowledge Ms. Debby Hansard who came in from Senator Duncan's Office and welcomed her to the meeting. Mr. Hopmann stated that Mr. Woods had spoken with him prior to his passing and asked about the Texas Transportation Institute to come in and do a review of the LMPO prior to next year's Federal Certification Review and he felt that it would be best to wait to make the request to TTI until a new Director is on board. It was agreed.

Ms. Jones said that the RFP was in on the JARC and New Freedom funds and that Mr. Woods had some people lined up to review them so they have not been opened yet and she wanted to have them opened and get that Agenda Item on for the October meeting.

Hold an executive session in accordance with the V.T.C.A. Government Code, Section 551.074(a)(1), to discuss personnel matters.

The TPC adjourned to executive session at 10:03 a.m.

Discussion and action concerning the Lubbock Metropolitan Planning Organization's Executive Director position.

At 10:25 a.m., the Transportation Policy Committee returns from Executive Session to the Open Meeting.

Tom Martin made motion to approve Darrell Westmoreland as the Interim Executive Director of the Lubbock Metropolitan Planning Organization and increase his salary by ten percent during the interim period over the amount budgeted for FY 2008. He also made motion to approve the subcommittee made up of members of the Transportation Policy Committee and Transportation Advisory Committee's to actively pursue the search, collection and screening of applicants for a permanent Executive Director for the Transportation Policy Committee to review. This subcommittee would include Mr. Randy Hopmann, Mr. Tom Martin, Ms. Marsha Reed, Ms. Frankie Pittman and Mr. Nick Olenik. Mr. Martin will Chair the subcommittee. Tom Head seconded the motion and the motion passed unanimously.

Mr. Westmoreland thanked the TPC, as it has been a very trying past two weeks and that he and Ms. Davis appreciated all of the help that has been given to us by everyone. He thanked Ms. Jones for her direction with Staff and stated that he had spoken with Mr. Martin and had some ideas that he felt should be brought to the light of day. He assured the TPC that he would hit the ground running and that MPO Staff would catch up on the day-to-day business. He thanked the TPC for the vote of confidence He thanked Ms. Davis for her assistance.

Mr. Martin asked Ms. Davis to submit HR2 forms for Mr. Westmoreland. He also asked that an email be sent to the subcommittee members stating that a short meeting would be held after the 8:00 a.m. meeting of the TPC on Monday, September 24, 2007.

Meeting Adjourned.

The meeting adjourned at 10:34 a.m.