

Minutes
of the Transportation Policy Committee
Lubbock Metropolitan Planning Organization

October 21, 2008

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 October 21, 2008.

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, Mayor, City of Lubbock
Tom Head, County Judge, Lubbock County
Jim Gilbreath, City Council, City of Lubbock
L.C. Childers, Mayor, City of Wolfforth
Randy Hopmann, District Engineer, TxDOT – Lubbock
John Leonard, City Council, City of Lubbock
John Wilson, General Manager, Citibus

Visitors/Staff: David Jones, Lubbock MPO
Tera Davis, Lubbock MPO
Darrell Westmoreland, Lubbock MPO
Diane Lann, TxDOT – Austin
Mitch Satterwhite, City of Lubbock
Dale Holton, City of Lubbock
Sharmon Owens, City of Lubbock
Todd Reno, Reese Technology Center
Durwood Mayfield, Texas Bicycle Coalition
Marsha Reed, City of Lubbock
Larry Hertel, City of Lubbock
Nick Olenik, Lubbock County
Frank Phillips, TxDOT – Lubbock
Rhett Dollins, City of Lubbock
Steve Warren, TxDOT, Lubbock

Call to Order.

Ms. Jones called the meeting to order at 8:30 a.m. Ms. Jones stated that the Transportation Policy Committee would have an executive session later in the meeting. Ms. Jones said she would like to move Agenda Items 5 and 6 to the end of the agenda following Agenda Item 12.

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 moved to acknowledgement of guests. Ms. Jones asked each of the guests to introduce themselves and tell what organization they represented, if any. Ms. Jones thanked each of the guests.

Ms. Jones asked for any comment from the public. No comment was made.

The Committee moved to the next item.

Approval of the September 2, 2008 minutes of the Joint Transportation Policy Committee and Transportation Advisory Committee Meeting.

Ms. Jones asked for any corrections to the minutes. No corrections were made.

Tom Martin made a motion to approve the September 2, 2008 minutes of the Joint Transportation Policy Committee and Transportation Advisory Committee Meeting. Jim Gilbreath and John Leonard seconded the motion and the motion passed unanimously.

The Committee moved to the next item.

Discussion and action to consider moving the November Transportation Policy Committee meeting due to scheduling conflicts.

Mr. Jones said that he put the item on to the agenda to announce that he would not be here for that next Transportation Policy Committee meeting. Mr. Jones stated he would be gone from November 10th through the 21st. Mr. Jones wanted to see if the TPC wanted to move the meeting date and discovered if the meeting were moved to the week before it would coincide with the Transportation Advisory Committee meeting and if it were moved to the week after it would coincide with Thanksgiving. Mr. Jones said that with those things considered, it might be best to leave it and if a meeting were necessary, certainly Mr. Westmoreland and Ms. Davis could conduct the meeting.

Ms. Jones asked for discussion. Mr. Hopmann asked if there were any business that would need to be taken care of. Ms. Davis said that one item in question was an item that Mr. Warren had suggested might be done in November. Mr. Hopmann suggested it was the South Loop Operations Safety presentation. Mr. Hopmann said there was nothing urgent about the presentation and it could wait.

Ms. Jones said one thing that needed to be brought up was that on Agenda Item 6 an error was made showing that there was to be an election of a vice-chairman for the Transportation Advisory Committee rather than the Transportation Policy Committee. Ms. Jones stated it was overlooked and as it is not correctly listed, it would need to be done at a later meeting date. She said that the MPO Bylaws state that elections are to be held in October, although as it is a vice-chairman position she thought it might be okay to have the election at the next meeting, whether November or December. Mr. Martin felt it would be fine to hold the election at the next meeting. Ms. Jones agreed. Mr. Martin felt it best to cancel the November meeting.

John Wilson made a motion to cancel the November Transportation Policy Committee meeting. John Leonard seconded the motion and the motion passed unanimously.

The Committee moved to the next item.

Update on Intelligent Transportation Systems (ITS).

Mr. Jones stated that Mr. Frank Phillips, of TxDOT, would make a presentation with the assistance of Rhett Dollins from the City of Lubbock Traffic Department. Mr. Hopmann asked to do an introduction to the item.

Mr. Hopmann stated that he requested this item be added to the agenda because an ITS system has been installed and operational for about six months now and he felt it would be a good chance to brief everyone on the activities of the center, what has transpired in the last six months and how it has been effectively used to help transportation services within our community. Mr. Hopmann said to start things off he wanted to introduce the name of the system. He said it is called the Lubbock TransView. Mr. Hopmann said the reason is because ITS systems around the State of Texas in major metropolitan areas all have a name and the majority of them have "Trans" in the name somewhere for transportation and TxDOT felt with our wide open spaces and big skies maybe "View" was appropriate for the Lubbock area so it has been named Lubbock TransView. Mr. Hopmann said with Lubbock in the name, it would be associated with our region.

Mr. Hopmann introduced Mr. Frank Phillips, Director of Transportation Operations at the TxDOT – Lubbock District, and stated that Mr. Phillips is responsible for designing the architecture of the system as well as doing the planning and design work for its implementation and construction management.

Mr. Phillips stated that they got the system operational in June of 2008. Mr. Phillips said there are three field devices out at this time, which are the dynamic message signs on the South Loop. Mr. Phillips said there are nine closed circuit television cameras and at the locations where the DMS signs are located there are also Microwave Vehicle Detection Devices. Mr. Phillips said that MVDD's categorize the vehicles by keeping track of the ADT speed and all that information is brought back into TxDOT where it is integrated into the ITS data base. Mr. Phillips said there are also two roadway weather information systems on the two direct connectors on the West Loop for all the bridges and two anti-icing systems. Mr. Phillips said those systems have a sensor embedded in the pavement that reads the temperature of the deck and is able to detect the freeze point of any kind of mixture.

Mr. Phillips showed a slide with a graphic view from the cameras at I-27, University, Indiana, Quaker, Slide, Spur 327 and 50th Street as well as 34th Street and the Marsha Sharp Freeway. Mr. Phillips stated there are actually two Traffic Management Centers, one at the City of Lubbock and one at TxDOT. Mr. Phillips said that a partnership was developed to optimize the effectiveness of the ITS system. Mr. Phillips said the City has the capabilities of modifying signal timing from their office. He said that TxDOT actually has an interagency contract with the City of Lubbock to manage the system, Monday through Friday from 7:00 a.m. till 6:30 p.m. Mr. Phillips introduced Rhett Dollins from the City of Lubbock Traffic Engineering Department and said that Mr. Dollins would go over a few of the things done to date and how accidents are reacted to on the roadways and putting up message signs and show an example.

Mr. Dollins said that being the Traffic Management Center Engineer means that he is responsible for the day-to-day operation of the City's side of the joint TMC. Mr. Dollins showed a picture of the monitors and explained they are able to keep an eye on freeway traffic. Mr. Dollins said what he would like to do is to step through an example of some of the kind of incidents and describe the response capabilities.

Mr. Dollins explained that a TMC is anywhere that Engineers are able to look at traffic data and make changes to the traffic system to make things flow better. Mr. Dollins said they intend to share this information; video and other things with all the stakeholders in the organization, the City of Lubbock Police, the first responders and Fire Department will have access to this video. He said they are still working out some of the details as far as the operation of that would go, but that is their intent.

Mr. Dollins stated that he wanted to step through an incident that happened one week ago today. He said that the TMC is operational between 7:00 a.m. to 6:30 p.m. five days a week. He said that during that morning at about 8:00 a.m. they observed that traffic was slowing on the eastbound main lanes in the morning rush hour between University and Indiana. Mr. Dollins said that they decided a warning was necessary so they put up a message on the Memphis Avenue DMS, which faces eastbound traffic, and it said "Slow Traffic Past Indiana, Use Caution". This let motorists know there is something ahead of them they need to be watching for.

Mr. Dollins said that a few minutes later they discovered there had been a minor accident on the eastbound main lanes. He said it was just to the west of the University Avenue Bridge and traffic was

slowing down drastically. Mr. Dollins said that police were on the scene and a policeman was speaking with the drivers and looking at the incident. They then changed the DMS sign to say "Slow Traffic Ahead, Be Prepared to Stop" as by this time the traffic had queued a good way back towards Indiana Avenue. He stated that a few minutes later the traffic had queued beyond Indiana Avenue and they saw this was not something that would be taken care of in the next few minutes and they decided to put the traffic down on the frontage road as it was going to be faster for traffic to go through the signals, get back up on the main lanes beyond University Avenue than for them to try and wait it out on the main lanes. They again changed the DMS sign and said "Accident Ahead, Use Frontage Road through University". Within sixty seconds of putting the sign up, they were able to modify the signal timing at both Indiana and University signals to give eastbound traffic about three times more green time than they normally experience.

Mr. Dollins said they recognized that this would have a detrimental impact to some of the other approaches at those signals. He said that with their cameras they are able to keep an eye on that and make other changes as necessary. Mr. Dollins said by 8:20 a.m. the police officers had gotten the vehicles removed from the main lanes and the queue had started to dissipate but it wasn't gone yet. They thought, at that point, it would be better to keep traffic on the main lanes as it would be faster to just wait it out than to try to go through the signals. The sign was then changed to say "Slow Traffic Ahead. Use Caution" no longer advising drivers to get down on the frontage road and a few minutes later the free flow conditions were restored and all messages were removed and the signal timing was put back to the normal for that time of day.

Mr. Dollins showed a summary of the kinds of incidents they have had in the five and one half months of operation. He said a lot of the things they deal with are disabled vehicles. If they notice a car that has its hood up and the driver looks like he needs some help, they notify a police office to come and assist. He said the areas of University and Indiana at the South Loop seems to be utilized more than the others. He said they have put up four "Silver Alerts" in the operation and dealt with six collisions. He said seven times there have been some kind of large debris on the road and have had TxDOT Maintenance to come out and take care of it before it becomes a problem for traffic. Mr. Dollins said he would turn it back over to Mr. Phillips to talk about the website.

Mr. Phillips said the website is up and running. He showed where to click on the website and how to pull up snapshots that are refreshed every sixty seconds. He said if there is a sign on the DMS, you could click on the DMS sign and see the message. Mr. Phillips said the benefits of the system are an improvement in safety by providing the travelling public with "real time" information; let them know about congestion ahead and incidents for better reaction. He said they could also reduce delays by diverting traffic and adjusting signal timing. He said they would be providing video feeds to First Responders and the media as well. He said that the cost of this project to date is about 2.6 million dollars.

Mr. Phillips said they would be incorporating ITS on other construction projects. He said currently they have the Spur 327 project where they are extending fiber network out to Milwaukee. He said there would be a camera at Frankford and Milwaukee as well as a Microwave Vehicle Detection device at Frankford. He said they have three Storm Water Pump Stations along I-27 north of Lubbock. He said one is at the North Loop, one in Abernathy and one in Hale Center. He said they would be bringing video and SCADA data back from those Pump Stations back through a 4.9 GHz radio network. He said both of these projects should be wrapped up in May or June of next year.

Mr. Phillips said on another project, the Marsha Sharp Freeway construction project that is going on right now, they do have the conduit and the ground boxes included in that project. He said they would be doing a separate project to link fiber and install cameras and DMS signs on that project when funding becomes available. He said they also want to extend the fiber network ITS on the West Loop, to the Northwest Passage and the West Loop 289 and 19th Street project.

Mr. Phillips said they have executed data share agreements with the local television stations. He said Fox is now broadcasting their video over the weather channel. He said it is his understanding that KCBD will begin broadcasting in a couple of weeks. He said as per that data share agreement they expect the television stations to do some Public Service Announcements for them that are transportation related. He

said one of the things that would be talked about at the next MPO meeting would be the South Loop Corridor Analysis Study. He said that most everyone drives in the right hand lane and the left hand lane is used less. He said they might try to do a PSA trying to get people to move over and use that left hand lane more.

Mr. Hopmann asked Mr. Phillips to explain the chart as he felt people who had not seen it before might not understand exactly what it means and what is being looked at. Mr. Phillips said the Level of Service goes from A to F, with A being total free flow and F being stopped in its tracks. He showed the morning peak hours between Indiana and Quaker showing where there is a Level of Service E. He said up to Level D is acceptable but below a D is not good. He said Phase I of a study would be presented at the next meeting which was looking at the main lanes and some possible ramp changes to the configurations, going from an X to a diamond and vice versa. He said it shows the congestion and density of traffic in the segments by lane.

Mr. Hopmann said the thinking there is if there could be some positive affect on influencing driver behavior and getting them to move over to the left and get out of the outside lanes, we could avoid spending millions of dollars in improvements along the South Loop for a little while longer. He said they would use the DMS signs as a public education campaign to try to get drivers to move to the left. He said we would be hearing more about that in the future.

Mr. Martin said he had a couple of questions. He said Mr. Phillips mentioned the agreements with the television stations and he feels that is great but wondered if they had discussed making that information and real time camera shots available to the radio stations. He pointed out that during drive times, particularly morning and evening, people are driving and have their radios on in their cars, and to really be of service he felt you wanted to have the radio stations equipped as they generally have live programs during drive time. He felt if they had real time and could observe something they could do a great service to warn people about traffic hazards or slow traffic or accidents. Mr. Phillips said they had not talked about that and it was a good idea. Mr. Phillips said it is pretty costly for them as they are provided a port to plug into. Mr. Martin asked if it were not a direct Internet streaming feed. Mr. Phillips said they actually have to bring a phone line and fiber in.

Mr. Martin asked why they were not doing a streaming video. Mr. Phillips said it is an equipment issue. He said if they had unlimited funds they could buy more equipment. Mr. Leonard felt it would be cheaper to do it on the Internet. Mr. Hopmann said the point is that it is available to the public on the Internet today. Mr. Martin verified that it is just the sixty-second snapshots and not the streaming video. Mr. Hopmann agreed it was true but already has an agreement executed with the Fox television station and it would be real easy to bring it into the radio stations if they were interested. Mr. Martin said there are a lot of other radio stations that are not affiliated with a television station. Mr. Hopmann said it would be open to all of them. Mr. Martin said one thing he would be interested in is what it would cost to put it up as streaming video that way all the stations could get it in "real time" without having to do the dedicated ports. Mr. Martin asked if they could get a figure on it since we are always looking for ways to improve the traffic situation and they might be able to find some money for that. Mr. Phillips stated he could get a figure on the streaming video. Mr. Martin felt that streaming video capability on the Internet is relatively cheap in this day and time. Mr. Hopmann said it has always been their objective to move in that direction but they are trying to start off with something to just get their feet on the ground and get something operational, knowing they could grow the system with time. Mr. Martin said he could only speak for himself but he knows the Council pretty well and traffic is always a hot button topic. He said maybe they could put it in the budget next year that it is something that they might be able to come up with.

Mr. Martin said there are many cameras at intersections around town now that replaced the loop detectors. He wondered if those cameras were available to be streamed into this system. Mr. Dollins said the problem they have in most locations is there is no connection for them to stream the video like they do with the freeway cameras. He said you need a pretty hefty connection and they do not have that in most places but the answer to the question is yes, they can be streamed to wherever you need them. Mr. Martin said that might be another thing that might be helpful because, in addition to the high traveled freeways, the arterial street system, particularly during drive times, gets queued and backed up and may

need signal timing adjustments. Mr. Dollins said in a couple of locations, Marsha Sharp Freeway and the West Loop and 34th Street and West Loop, they are working towards getting those cameras called "Vivid's" to stream around the same network as the Pantel Zoom Freeway Cameras. He said they take a special piece of hardware that they do not yet have installed. Mr. Martin asked Ms. Reed to remember this when they get into budget next year as he feels there might be some interest there. Ms. Reed agreed.

Mr. Leonard asked what quality the intersection cameras possess. Mr. Dollins said, with an appropriately sized, network connection they can do "real time" video just like a freeway camera can. He said in the past they have had a telephone line installed to one of their locations that they could bring back snapshots and it was a couple of frames per second at best but with a fiber optic connection and GB Ethernet or something they could bring back "real time" video. Mr. Martin said they have a lot of fiber that is owned by Lubbock Power and Light that goes up and down these main thoroughfares all over town that might be available to transport some of that data also. Mr. Dollins said they do use some of LP&L's fiber for their freeway management system already. He said they have been working with LP&L on the first phase of their ITS project.

Mr. Hopmann said Mr. Dollins and his group do a great job down at the city and they send Mr. Hopmann monthly logs. He said it is amazing the number of incidents they detect out there. He said this is a multi agency effort and is well coordinated and well communicated. He said that does not mean there cannot be improvement in the future but they are all working together to do a good job for the citizens of Lubbock and he is proud of the system. He said he just wanted to share some of these examples with the TPC. He pointed out they just covered one example and he says every month there is similar example where traffic timing or signalization timing has to be adjusted somewhere because of an incident along the South Loop. He said another example that was not presented is when a street sweeper was out cleaning the shoulder of the South Loop and as the slow moving vehicle made its way along the South Loop doing its job a message was following behind it so the drivers wouldn't run up unexpectedly on the back of that street sweeper. He said that not only are they protecting the travelling public but also those workers that have to get out there and take care of the infrastructure. Mr. Hopmann thanked the TPC for allowing him to share the examples.

Mr. Leonard asked if the backup material, Safety and CMS Plan Report, would be covered or was it just for informational purposes. Mr. Jones said it was there mainly to let you see what Traffic Engineering turned into the MPO as a year-end report. He said it contained some of the same material that we just talked about, but was not intended to be the same report. Mr. Leonard said he was looking at some colored charts on number of stops and travel time and average speed and he said he felt that by looking at the charts it might be time to do some more tweaking on it because the number of stops are up, travel time is up and the speeds are down almost across the board. Ms. Owens said because of the congestion they have noticed they have actually been doing that. She said they are working on a Synchro model, which is their software that they can look at the coordination, and give a time space diagram. Ms. Owens said they look at that and are actually in the process of implementing some new timing. She said they have three different times of day plans and all have been looked at and in the next month will begin adjusting signal timing.

The Committee moved to the next item.

Update on the Outer Loop Feasibility Study.

Mr. Jones said that Mr. Warren has prepared the agreements and has distributed them to the City of Lubbock and to Lubbock County. He said those agreements are currently under review at the respective agencies and hopefully within the month will have resolutions executed and will give them back to Mr. Warren so that he move to the next step.

Ms. Jones said that there might be a question on the dollar amounts shown on the agreements from what was decided in the September meeting. Mr. Jones said the agreements Mr. Warren first sent out had an erroneous dollar amount on them and they have since been changed, or should have been changed. He

said the correct amounts that both the City of Lubbock and Lubbock County agreed to split was \$354,435, which is a one-half split of \$708,890 that was discussed in the meeting. The MPO contribution is still \$241,130. Ms. Jones said that was correct.

The Committee moved to the next item.

Reports

- A. **Cities and County**
- B. **TxDOT**
- C. **Citibus**
- D. **Director's**
 - Bicycle meetings
 - Statewide call for public involvement
 - 2030 committee
 - Category 2 work group
 - Update of the Strategic Highway Plan for Texas
 - Rail report
 - Lubbock Economic Index

Cities and County

City of Lubbock

No report

City of Wolfforth

Mr. Childers said that 179 is almost complete and looks good. He invited everyone to come out and take a look.

Lubbock County

Ms. Jones said that she has visited with the City of Lubbock and will visit with Mr. Hopmann after the meeting. She said on election they will have the vote centers or what were super precincts in 2006. Ms. Jones said there would be a banner, anchored with sandbags that will be 12 feet tall and will be at each of the voting locations this year. She said she would be speaking with Mr. Hopmann, as she already has with the City, about right-of-way and where to put them and where not to. She reminded everyone to early vote, as there will be long lines on Election Day.

TxDOT

Mr. Hopmann said that he had two things to report. He said that last Thursday there was a fatality on the Marsha Sharp Freeway with one of Granite's workers on Phase 3B around Slide Road. He said that was certainly unfortunate and their thoughts and prayers are out to the Franco family. He said this is a reminder to everyone that they are dealing with heavy materials and large materials that take heavy equipment and sometimes things go wrong. He said that despite all the safety meetings they have and reminders they put out and procedures that are in place and the training that goes on continuously, sometimes bad things happen. Mr. Hopmann said it is unfortunate that they lost a life out there, but it is a safe work zone and will continue to work on safety day in and day out and make sure everyone, including the public, is safe as they travel through the work zones.

Mr. Hopmann said the Commission is meeting next Thursday in Austin and one of the agenda items they will be deliberating is the issuance of Prop 14 bonds. He said we might recall that Prop 14 is leveraging future gas tax revenue so that projects can be advanced today. Mr. Hopmann said the Governor, Lt.

Governor and Speaker of the House sent a letter to the Commission Chair back in August directing them to go ahead and move forward to go to the Bond Revenue Board to seek approval to issue the Prop 14 bonds. Mr. Hopmann said those bonds are anticipated to be about 1.7 billion dollars. He said at next Thursday's meeting they would decide which projects would receive those monies and we will see how it all works out. Mr. Hopmann said he knows that one of the projects that is being considered is Phase 4 of the Marsha Sharp Freeway. He said there would be press releases that will go out statewide announcing the project selections. Mr. Gilbreath asked if our regional representative had been sensitized to the need for the additional funds for the 4th Phase? Mr. Hopmann stated that he has.

Citibus

Mr. Wilson said they had a fare increase on October 1, 2008. He said that revenue is up over twenty-five percent. Mr. Wilson said the passengers are flat, but considering they were paying \$1.00 the first two weeks of October last year compared to \$1.50 this year he felt that it was good.

Director

Status of Trust Fund/Rescissions

Mr. Jones stated that the President signed an Emergency Bill on September 15, 2008 that immediately appropriated 8.017 billion dollars out of the General Fund into the Highway Trust Fund in order to make it solvent through September 30, 2009. Mr. Jones said on September 30, 2009 it will expire on its own terms. He said that money was restored as a result of a budget deal about ten years ago when money was taken out the fund and never restored. He said this actually puts that money back and makes the fund solvent.

Mr. Jones said that there would also be another round of rescissions that we will have to deal with and no one knows exactly when that rescission is going to happen. Mr. Jones pointed out the handout he included. He said that FHWA gave them the handout at a recent TEMPO meeting and explained that the estimated nationwide contribution for the next round of rescissions is going to be over 8 billion dollars. The estimated Texas contribution to that effort will be 729 million. Mr. Jones said that since that time he has heard that the Texas contribution may be upwards to one billion by itself. Mr. Jones said the other important features of the handout are listings in the back of the various programs that are the most likely programs to be put on the block to take this money out of. He said there is a comparison between the rescission that is coming and the last two and the thing that is making people the most anxious about the rescission that is coming is that FHWA will be able to pick and choose what programs they want to take that money from where previously the states have had a choice in that decision.

Mr. Jones said the last thing he wanted to point out about the handout is the first paragraph where there is a description of the actual funding process, which will help you to understand what they are talking about. The authorization is actually legislation, which sets the upper limit on the amount of funds that are put into programs. He said SAFETEA-LU is an authorization and the next step is an apportionment. Mr. Jones said an apportionment is the distribution of the authorization and it is generally by formula that is already specified in the law. He said our planning funds take a 1.25% takedown from the authorization each time. He said the apportionment could actually be carried over four years, the year it is apportioned and three years following. He said the next step is an appropriation's act, which adds even more specificity to the apportionment. Mr. Jones said at that point programs could proceed. He said the act establishes budget authority, sometimes called obligation authority or contract authority. He said that is the total amount of funds that may be obligated in a year except for any earmarks that might be out there. Mr. Jones said it is generally a lump sum and it is not as large as the apportionment and cannot be carried over. The last step is a rescission. Mr. Jones said the rescission is also a legislative action that cancels the availability of the budget or obligation authority that was previously enacted before it would otherwise expire. Mr. Jones said that rescissions usually target unused balances of those previously authorized funds. He said that is what they usually look for. Money really isn't obligated until just before the project goes for bid, so up to that point the money is there for the federal government to reach out and grab it back.

Mr. Hopmann said that is the federal side. Mr. Hopmann said on the state side they track their revenue from state gasoline tax and if you compare October 2008 to October 2007, there was nearly 8%, or 7.95% to be exact, less gas tax revenue coming into the state coffers, not counting the federal side of things. Mr. Hopmann said if that trend continues with motorists driving less and purchasing less gasoline, it would certainly impact revenue projections for the future and all that has the unsettling effect of affecting projects. Mr. Hopmann said no one is crying right now but if it continues certainly some revisions to their projections would have to occur.

2030 Committee

Mr. Jones said that he wanted to let the TPC know that Mr. Hopmann, Mayor Martin, Michael Reeves, George Bradley, Durwood Mayfield and himself all attended the 2030 Committee meeting about three weeks ago in Amarillo. This was the last of six hearings held across the state designed to give Texans an opportunity to share their perspectives on what they thought the transportation needs would be in the next decade. Mr. Jones said that Committee is supposed to give their report to the Commission in December and he assumes it is on the schedule.

Mr. Jones said he wanted to give his take on how the hearing went. He said most everyone challenged TxDOT to keep their house in order; challenged the Congress to keep the Trust Fund intact. Mr. Jones said everyone said they needed more revenue and speaker after speaker said pay attention to maintenance, pay attention to maintenance and pay attention to maintenance. Several said do something for rural Texas. Mr. Jones said there was concern for safety, mobility and connectivity and a fear that congestion issues statewide would, particularly in the metro areas, use up all the revenue.

Mr. Jones said, with that, the Mayor has some concerns about that meeting and he does as well. He said if all those issues are priorities and are being sent up to the Commission do you really have a priority. He said it was a kind of double edge sword. He felt that nothing would really get done. He said he salutes the efforts and we will have to see how that blue ribbon Committee reports back to the Commission.

TxDOT Data Transparency of Use by Stakeholder

Mr. Jones said at the last TEMPO meeting they also had a presentation from the District Engineer from the Tyler District, Mary Meyland, who talked to them about the new TxDOT initiative to be transparent, provide more clarity and be more accountable in all the things that they do. She said she had a direct pipeline to Mr. Saenz's office and he has the ear of the Chairperson of the Transportation Commission. Mr. Jones said that initiative is wrapped around improving TxDOT's search engine, which is difficult to navigate. He said they were going to try to improve their clarity with regard to all the project information they have on their data file and try to improve their accountability by validating project data before they put it out for public review. Mr. Jones said they wanted all the MPO Directors to know that and gave their pledge that TxDOT was going to be a new agency.

Mr. Hopmann said Mr. Warren has been very involved in that process of putting all the projects that are planned for the coming years out on a data base that will be used to drive the internet search engine and the public will be able to search on West Texas and go to a particular county or highway and click on that highway and be able to pull up project information that is planned for the future. He said it is quite extensive but he felt it was a move in the right direction and he is excited about it.

Local Freight Initiative

Mr. Jones said they also had a presentation about freight/rail planning at that meeting. He said it was about a three-hour presentation where they heard from BNSF, FHWA – Texas Division, DFW, the Southern California Council of Governments and Mid America Regional Council. Mr. Jones said they each gave a presentation and he has those saved on the computer and if anyone would like to see them he would be glad to get them out. He said the general consensus of all the presenters was that freight

movements are going to at least double by 2035 and if something is not done quickly to increase capacity and ensure connectivity we will surely strangle in absolute gridlock with our freight/rail logistics.

Mr. Jones said the basic message of the agenda item was how were MPOs going to get involved in the effort. He said that they came out at the bottom end, realizing that all the MPOs can do is be a facilitator and promote regionalism. Mr. Jones said he knows before he came on board that the TPC started a freight initiative and nothing has been done with it so in the coming meetings he will bring it back to ask how the TPC wants him to continue to handle that initiative or what you want to do. He just wanted the TPC to be aware that there is a lot of interest in freight/rail among everyone connected to transportation. Mr. Hopmann said they have their West Texas Freight Rail Study completed and need to put on a future MPO meeting agenda as well to make a presentation. Mr. Jones agreed that the MPO would do that.

AMPO Policy Position/TEMPO Policy Position/Lubbock Chamber of Commerce Policy Position

Mr. Jones said the next three items are information to let the TPC know what is going on in the MPO world. Mr. Jones did a presentation over the AMPO Policy Position. AMPO is the National MPO organization. He said this policy statement has already been advanced to certain legislators with regards to discussions that have already started on the new highway bill. Mr. Jones said the thrust of their influence is contained in the document.

Mr. Jones said the document describes five challenges that set the scope for the work they have done. Those challenges are: 1) How will the US economy compete in the global economy, 2) National Security because we import 60.3% of our oil needs from countries that are unfriendly and/or unstable and disruption in the supply chain would put our economy at risk and make not only transportation security but also our national security a top priority, 3) a growing consensus to reduce energy use, 4) continued growth for our metro areas because according to the US Conference of Mayors the metro centers account for 85% of our total population and over 85% of the total employment, income, and production of goods and services, and 5) continued investment in our existing infrastructure.

In order to meet these challenges AMPO believes that the new authorization bill should focus on four federal priorities that together ensure that the US economy can compete effectively and thrive in a global economy. These priorities are: 1) improving international and interstate commerce, 2) improving mobility and reducing congestion in metro areas with a stronger role for metro regions delivering transportation programs, 3) achieving energy independence by 2030, and 4) rebuilding American's transportation infrastructure.

In order to meet the priorities AMPO recommends:

To improve international and interstate commerce we need to: (1) create a national program for freight mobility and transparent borders, (2) improve capacity and efficiency of rail and highway systems on intermodal freight corridors, (3) address metro congestion with strategies that include freight intermodal connectors, truck lanes, and truck tollways, (4) ensure rural agricultural and resource industries have good access to markets, (5) study a national truck network for freight movement on truck only highways, and (f) improve the nation's rail capacity to move more goods and passengers.

To improve metro mobility we need to: (1) focus on the largest metro regions, (2) funded with allocations set by formula upon the designation as a new Metro Mobility Authority, (3) be performance based requiring reduced travel time, improved freight mobility, safety, and a reduction of carbon emissions and energy observation, (4) be funded from an augmented trust fund or some new funding source, (5) raise the threshold for new MPOs or let them opt out in favor of TxDOT taking over the planning and coordination responsibilities, 7) allow areas over 200,000 to gain project selection authority in conjunction with the state for all federal funds spent on transportation in the area, and (8) allow the 50 largest metro areas over 1 million population to create new Metro Mobility Authorities

To achieve energy independence by 2030 we need to: (1) reduce greenhouse gas emissions, (2) create a market incentive to encourage fuel conservation and emissions reductions, and (3) provide additional revenue for infrastructure preservation, metro congestion relief and emissions reductions through a new Energy Independence Fund.

To rebuild American's infrastructure we need to: (1) develop a strategy to rebuild the infrastructure and commit to asset management, (2) increase funding for preservation and restore the purchasing power of the trust fund, (3) create an Independent Transportation Revenue Adjustment Commission, (4) use more Intelligent Transportation tools and strategies, and (5) fund research on materials and construction techniques to build smarter, quicker, and longer lasting.

Mr. Jones said discussions have already started. He said a couple of weeks ago two of the AMPO board members were invited to testify before one of the House Sub Committees and they basically gave this presentation. He said he recently sat in on a webinar where he heard a similar presentation to this and at its conclusion the moderator urged all the MPO people to talk to their Policy Boards and urge them to contact the Congressional leaders and re-educate them on how important transportation is to the national economy, the state economy and to the local economy. Mr. Jones said this is the AMPO position.

Mr. Jones said that he also included, in the backup, the TEMPO, the Texas Organization's position. He said he would summarize it. He said that there are basically three parts and if you look on the first page about three quarter's down are all of the policies that they are interested in and it is basically supporting anything protecting Fund 6, anything to discontinue the diversion out of the transportation resources, supporting indexing fuel taxes, providing funding for Prop 12, and reallocating highway user fees from the General Revenue Fund to the Texas Mobility Fund. Mr. Jones said the Texas Mobility Fund is a revolving fund that was created by the Commission to provide a method of financing of highway projects and allows TxDOT to issue bonds that are secured by future revenues. Mr. Hopmann stated it was created by the Legislature. Mr. Jones said they also support authorizing metro regions to enact local option transportation taxes for roadway and transit projects. He said originally it was targeted at transit and light rail projects for the Metroplex area but other people have jumped on the band wagon and they are talking about stuff like local option for vehicle registration fees, gas tax and Vehicle Miles Traveled (VMT) fees like the Oregon experiment, property taxes, driver's license fees, new resident fees and local vehicle sales tax fees to be covered by that initiative. He said they want to revise provisions of Senate Bill 792 to streamline market valuation processes and capitalizing the rail relocation improvement fund, which was a Constitutional Amendment in 2005 but never capitalized.

They also support maintaining an increase in funding for Low Income Vehicle Repair Assistance Retrofit and Accelerated Retirement Program (LIRAP) and Texas Emissions Reduction Plan (TERP). He said they also support strengthening regulations related to emissions inspections, proof of inspection for registration, strengthening penalties for non inspection, strengthening requirements for becoming an emissions inspection's station. He said these are obviously aimed at non-attainment areas.

Mr. Jones said the last handout is from Lubbock's own Chamber of Commerce. The Chamber Board has not taken any action on this and it comes from the Transportation Sub Committee in draft form. He said they are supporting using additional state or federal funding to complete the Marsha Sharp Freeway, to improve freight/rail infrastructure in Texas and integrate and coordinate transportation corridors with energy corridors, support improvement of designated inland ports, supports efforts to improve the Ports to Plains Corridor as a Trans Texas Corridor, and support toll roads in metro areas where it is feasible and appropriate and dedicate the toll revenue to maintenance and new construction.

Mr. Jones said they also support limitations on the use of motor fuel taxes, except for the Constitutional required percentage that is used to fund education and reduce diversions, as well as public/private financing of roads where appropriate and feasible. The Chamber also supports Ports to Plains, increased state funding for public transportation needs, support a change in the funding formula for public transportation to basically eliminate that clause that allows the Commission to retain any new funds over the fiscal 04 level to spend at their discretion. He said that the Chamber also supports local option for a

County Public Transportation fee. They feel it would add ten dollars to each vehicle and trailer that is licensed in the county.

Mr. Jones said he does not advocate any one of these policies and he brings them to the attention of the TPC so that they are aware of them. He said that knowing that the discussion on the highway bill has already started and the Texas legislature is due to convene in January, he would urge the TPC to talk to our Congressional leaders to be sure they are educated on how important transportation is to our economy.

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

The Transportation Policy Committee adjourned to Executive Session at 9:45 a.m.
The Transportation Policy Committee returned from Executive Session at 9:55 a.m.

To discuss and take action on Executive Director's Professional Service Agreement.

Mr. Martin made motion that was seconded by Mr. Leonard to amend the Executive Director's Professional Service Agreement. Mr. Jones stated that he is both humbled and appreciative of the confidence that has been placed in him as the Executive Director of the Lubbock MPO.

Tom Martin made a motion that the Transportation Policy Committee amends the Executive Director's Professional Service Agreement to increase the compensation package by 4.1% for FY 2009. Mr. Martin also recommended that the Chair of the Transportation Policy Committee conduct the Evaluation Review with Mr. David Jones, Executive Director of the Lubbock Metropolitan Planning Organization. John Leonard seconded the motion and the motion passed unanimously.

After the unanimous motion, Patti Jones, Chair of the Transportation Policy Committee, signed the Resolution, amending the Professional Service Agreement signed on February 19, 2008, to be effective October 21, 2008. This Resolution will be attached to the Amendment of the Contract also signed on October 21, 2008.

Election of a Chairperson for the Transportation Policy Committee

Ms. Jones stated that it is an unwritten rule that the Chair position of the Lubbock MPO's Transportation Policy Committee has been alternated between the City of Lubbock and Lubbock County each term and that it is now the turn of a City of Lubbock representative to Chair the Transportation Policy Committee.

Mr. Martin nominated John Leonard as Chair of the Transportation Policy Committee. No other nominations were made.

Tom Martin made a motion to elect John Leonard to serve as the Chairperson of the Lubbock MPO for the two-year term. Jim Gilbreath seconded the motion and it passed unanimously.

Election of a Vice Chairperson for the Transportation Advisory Committee

This item was incorrectly posted, as it should read "Election of a Vice Chairperson for the Transportation Policy Committee" and will be postponed until correctly posted at the next Transportation Policy Committee meeting.

Meeting Adjourned.

The meeting of the Transportation Policy Committee adjourned at 9:59 a.m.