

Minutes
of the
Joint Transportation Policy Committee and
Transportation Advisory Committee
Lubbock Metropolitan Planning Organization
December 16, 2008

The meeting of the Joint Transportation Policy Committee and Transportation Advisory Committee of the Lubbock Metropolitan Planning Organization was held in Room 103 at 1625 13th Street, at 8:30 a.m. on December 16, 2008.

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

John Leonard, City Council, City of Lubbock
Patti Jones, Commissioner, Lubbock County
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 Wilson, General Manager, Citibus
LeeAnn Dumbauld, City Manager, City of Lubbock

The following Transportation Advisory Committee members were present:

Sharmon Owens, Interim Traffic Engineer, City of Lubbock
Larry Hertel, City Engineer, City of Lubbock
Steve Warren, Director of Transportation Planning & Development, TxDOT-Lubbock
Frankie Pittman, City Manager, City of Wolfforth
Melinda Harvey, Director of Service Development, Citibus
Nick Olenik, Director of Public Works, Lubbock County
Thomas Esparza, Asst. Chief LPD, City of Lubbock
Marsha Reed, Director of Public Works, City of Lubbock

Visitors/Staff: David Jones, Lubbock MPO
Tera Davis, Lubbock MPO
Darrell Westmoreland, Lubbock MPO
Diane Lann, TxDOT – Austin
Mitch Satterwhite, City of Lubbock
Todd Reno, Reese Technology Center
Frank Phillips, TxDOT – Lubbock
Mark Heinrich, County Commissioner, Lubbock County
James Loomis, Asst. City Manager, City of Lubbock
Bryan Wilson, TxDOT- Lubbock
Fred Krebs, General Manager, West Texas and Lubbock Railway
Brian Baker, City Traffic Commission
Ronnie Sowell, City Traffic Commission
Norma Ritz Johnson, Lubbock Chamber of Commerce

Call to Order.

Mr. Leonard called the meeting to order at 8:31 a.m.

The Committee moved to the next item.

Acknowledgement of Quorum by Chairman.

Mr. Leonard acknowledged a quorum of the Transportation Policy Committee (TPC).

The Committee moved to the next item.

Public Comment Opportunity / Acknowledgment of Guests

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

Mr. Leonard asked for any comment from the public. No comment was made.

The Committee moved to the next item.

Approval of the October 21, 2008 minutes of the Transportation Policy Committee Meeting.

Mr. Leonard asked for any corrections to the minutes. No corrections were made. Mr. Leonard pointed out a change on page two where it was listed as "Jim Leonard" instead of "John Leonard" as seconding a motion. Correction will be made.

Jim Gilbreath made a motion to approve the October 21, 2008 minutes of the Transportation Policy Committee Meeting. Patti Jones seconded the motion and the motion passed unanimously.

The Committee moved to the next item.

Election of a Vice Chairperson for the Transportation Policy Committee.

Mr. Leonard stated that he would entertain motions at this time. Mr. Head nominated Patti Jones for the Vice Chair position of the Transportation Policy Committee. Mr. Wilson seconded the nomination.

Tom Head made a motion to elect Patti Jones as the Vice Chair of the Transportation Policy Committee. John Wilson seconded the motion and the motion passed unanimously.

The Committee moved to the next item.

Presentation on status of short line rail in Texas by Fred L. Krebs, General Manager of the West Texas and Lubbock Railway

Mr. Leonard invited Mr. Fred Krebs to the podium to present his program. Mr. Jones asked to make comment prior to Mr. Krebs' presentation. Mr. Jones stated that before he came to the Metropolitan Planning Organization the TPC had implemented a freight initiative. He said there were a couple of meetings but the initiative never gained any momentum. Mr. Jones stated that we need to get back on track and get something going with our freight initiative as SAFETEA-LU stipulates that the State DOT's and the MPO's shall entertain freight movement as a part of the transportation system. Mr. Jones said this presentation was an effort to get the initiative off the ground and look at moving freight through our community and how it might affect the Metropolitan Transportation Plan.

Mr. Krebs began his presentation with a disclaimer stating that his opinions do not necessarily represent the opinions of the Association of American Railroads, the American Short Line and Regional Railroad Association, the Federal Railroad Administration, the Class 1 Railroads, the STB or Congress. Mr. Krebs stated there are three types of railroads, Class 1 which is over 277.7 million in revenue and also called trunk lines, Class 2 which are regional railroads, between 20.5 million and the 277.7 million in revenue, and the Class 3 or short lines, which is where his interests lie.

Mr. Krebs stated that the Class 1 railroads control everything and the Class 2 and Class 3's feed off of the Class 1 railroads. Mr. Krebs stated that the problem is the infrastructure of the short line tracks. Mr. Krebs said that in the late 1960's and 1970's the railroads of America were in trouble and were being bogged down by government regulations and no matter what they did, it had to be approved. He said that every railroad in America, including the Class 1's, had been bankrupt at least one time. He stated this included all the big railroads such as the CB&Q, the UP and the SP. He said the Railroad Revitalization and Regulatory Reform Act of 1976 was passed which took the railroads of the northeast that were in real trouble and created Conrail. This became a government-operated railroad and he stated that it did pretty well. Mr. Krebs said some of the government regulations were deregulated somewhat with this act. He said in 1980 the Staggers Act was signed which got rid of the old Interstate Commerce Commission Act that had been in effect for basically one hundred years and deregulated the railroads, which led to the formation of the Service Transportation Board in 1995.

Mr. Krebs said that deregulation of the railroads was instrumental in the resurgence of the railroad. He stated that generally speaking right now, the railroads are doing very well. Mr. Krebs said that in prior times the railroad couldn't do anything without asking the ICC. He said they could not have contract rates as the ICC controlled everything. Mr. Krebs said it was hard to get in the rail market and hard to get out of it once you were in there. The deregulation gave the railroads the choice of routes, where before the ICC regulated all routes and the UP was in the same boat as the SP or the CB&Q. When the ICC was still in effect, if it was determine that one railroad had to have a price increase, all of the railroads had to have a price increase.

The Federal Railroad Administration still regulated everything the railroad did. They actually became stronger. ICC and the Surface Transportation Board still looked at price increases, looked at what the railroads were doing on routes, but the difference was the railroads made those changes instead of the ICC telling them what to do. The common carrier obligations remain in effect. It made it easier for a Class 1 to spin off and do a branch line.

Mr. Krebs said there were several different types of track being Class 1, Class 2 and all the way down to the 200 mph track. He said the top three types of track are what the Class 1's spun off from; (1) accepted track, (2) Class 1 track, and (3) Class 2 track. Mr. Krebs said the maintenance had been deferred for different reasons, and that is the type of track they spun off. He said there was a big difference in the shape of the track due to deferred maintenance. He said as the business tapered off on some lines, the obvious answer was that they had less money put into it. He said that in his opinion that the Class 1 railroad would then offer these tracks to the short line railroads and, in most cases, the short line took the track.

Mr. Krebs said the problem, because of the deferred maintenance, was that a lot of the tracks had become very downgraded in class of track and what they could haul, not only volume but weight as well. He said it takes a lot of capital money to fix these things. Mr. Krebs said that short lines spend nearly thirty percent of their gross revenues to repair infrastructure. He said that is much more than the typical business does. Mr. Krebs said that what has happened is that the short lines put all the money into the track and trying to catch up on the deferred maintenance and it makes it very difficult as the tracks that are taken over don't have big customers on them as the Class 1 railroad. This causes the short lines to not have the money to put into the track for the deferred maintenance.

Mr. Krebs said that railroads are environmentally responsible. Mr. Krebs said for the toxins that are going into the air, railroads are the "greenest". He said railroads are safe, reliable and environmentally conscious. He said that what the railroads will have to do over the next several years is to come up with

good environmentally responsible transportation. Mr. Krebs said the highways, airports, rivers, canals, and dams are being built for the users. He said that with railroads they have to build them themselves with very few exceptions. Mr. Krebs said there would be losers if this were not fixed. He said if you increase the market share by one percent for the railroads, six hundred million tons of freight, twenty-five billion truck miles are off of the highways. Mr. Krebs said \$229 billion in freight charges saved, 100 million gallons of fuel and \$17 billion dollars of the highway funds that wouldn't have to be spent.

Mr. Krebs said this is where Texas comes in, as Texas is number one basically in everything having to do with railroads. Texas has the most miles of track the most short lines, with the exception of Pennsylvania which has a bunch of "switch carriers" because of the mines and steel mills, most miles of short line track, most gross tonnage going through the state, and the number one in dollars generated by the railroad. Mr. Krebs said railroads are three times as efficient as a truck.

Mr. Krebs said that the infrastructure problem needs to be solved to reduce wear and tear, create employment opportunities, and environmental benefits without economic tradeoffs. He said they could do all of these things and get a full load back for what they do. He said if these things are all so wonderful why aren't people doing them. He then pointed out several states that are. He said they have different types of assistance for short lines and regional's but some also have major funding for various programs. He said the state of Texas is not putting any money into any programs at this time, except around signalized crossings.

Mr. Krebs said that the Rail Relocation Improvement Fund was a constitutional amendment that was passed in 2005. He said the fund is sitting there with the chance to help railroads all over the state and it has not been funded. Mr. Krebs said he is not a financial genius but when you look at the statistics that he gave, if money is put into this fund it will pay for itself. Mr. Krebs said that is what the other states have done through the years. He said if you get money into the fund you could start providing loans and grants to start railroad improvements. Mr. Krebs said you can rehab existing lines, upgrade load limits which is a problem with short line railroads, expand the crossing program and work on consolidation and elimination. Mr. Krebs said the local governments need to band together with local economic development agencies, industries that want to relocate and start building spurs and expanding the tracks in the state.

Mr. Gilbreath asked if Mr. Krebs would agree that part of the resurgence in the railroads had to do with high fuel prices. Mr. Krebs stated that the resurgence actually has been going on for about fifteen years and he feels that what really brought it about was the freight savings that customers got over trucks. He said the other thing was when they upgraded their tracks; railroads became competitive from California to New Jersey against a truck. He said those were the things that really got the railroads back into business. He said the technology helped as well. He said that going through Lubbock on BNSF you see the container trains and feels they are instrumental because when you look at that, every one of those trailers is a truck off the road and people can equate with that. He said the fact of the matter is when you see a container it is a truck but when you see a covered hopper, it is four trucks. He said when you see a tank car it is three and one half trucks. Mr. Krebs said the container freight is much more efficient because you do not have to transload. Mr. Krebs said that right now the fuel helps but he feels that it had little to do with it at the start of the resurgence.

Mr. Gilbreath said that he has a friend who runs the logistics operations for a large distribution company and for years when we had cheaper fuels, just-in-time delivery was very important for him. He is saying now with value added products they decided they might be able to store those things for a while and bring them in by rail as opposed to truck. He said that was due to high fuel prices. Mr. Gilbreath did not know now if that would change the equation or not. Mr. Krebs said the business philosophy has changed. He said that the just-in-time service is one of the things that railroads have gotten into. He said they did it, not only with bulk, but the containerized freight is just-in-time as well. He said that the track got better and most of the main lines out there are 79 mph depending on the type of car. He said you could compete with trucks when you do that. Mr. Krebs said that railroads have a lot of just-in-time deliveries, which has been very important to them.

Mr. Hopmann said that the Texas Department of Transportation does agree with the presenter that the Rail Relocation Improvement Fund does need to be funded and there needs to be a revenue stream into that fund. Mr. Hopmann said TxDOT accepted the responsibility for railroads in 2005 in the legislative session but are not allowed to spend gas tax money on railroads. He said there is a fund and an authority with responsibility but no way to fund it. Mr. Hopmann said large Class 1 railroads are very different than the short line railroad companies and the TPC will hear more about that next month when TxDOT presents the West Texas Rail Study. Mr. Hopmann said the short line business plan is better suited to help generate new businesses and the Class 1 railroads' business plans are more focused on transcontinental hauling and long hauls.

Mr. Leonard said what excites him is any time congestion can be reduced on the roads it is a big plus. Mr. Leonard said he has read the support from some TxDOT literature as well as support from other agencies and traffic groups, including Ports to Plains, and he feels like everyone is starting to get on the same page. It is Mr. Leonard's hope that we will be able to move in a good direction on it. Mr. Leonard thanked Mr. Krebs for his presentation and giving some things to be considered.

The Committee moved to the next item.

Mr. Jones asked for a short recess to set up the next presentation. Mr. Leonard recessed the TPC at 9:03 a.m. for five minutes.

Mr. Leonard resumed the TPC meeting at 9:08 a.m.

Presentation of the South Loop Study by Frank Phillips of the Texas Department of Transportation.

Mr. Leonard introduced Mr. Frank Phillips with the Texas Department of Transportation to present the South Loop Study.

Mr. Phillips said that about a year ago TxDOT contracted with Dr. Frank Lu with Texas Tech University. Dr. Lu is over the TransDec Traffic Engineering Department. Mr. Phillips said that Dr. Lu has a wealth of experience in modeling traffic flow patterns and they asked him to look at a number of alternatives. Mr. Phillips said the objectives were to evaluate the Level of Service on the main lanes of South Loop 289 between IH-27 and Spur 327 using a modeling program called Bison, which is a very complex program where they actually put the geometrics of the roadway in and the program actually replicates driver behavior. Gap distance and weaving patterns can be put into the program that can project the Level of Service. He said you can also change route configurations and add lanes and it could project what the future trunk would be. Mr. Phillips said they also asked Dr. Lu, after doing the evaluation, to make recommendations.

Mr. Phillips said the first alternative they asked them to look at was to add an auxiliary lane to the main lanes between the entrance and exit ramps between Slide and Quaker, Quaker and Indiana, Indiana and University and University to IH-27. Mr. Phillips said the second alternative was to actually convert the ramp configurations from a "diamond" to "X". Mr. Phillips said a "diamond" is what we have at University, Indiana and Quaker. The "X" is what we have between Quaker and Slide. He said the "X" is when you come over the bridge you have an exit ramp followed by an entrance ramp. The "diamond" is the opposite and along with that was to add an auxiliary ramp to the frontage road between those new ramps. Mr. Phillips said the third alternative was building an Alternative 2, which was increasing the capacity of the main lanes over the bridges because you would have an increase in traffic with the new "X" pattern configuration.

Mr. Phillips said this was all done to evaluate Level of Service. He stated that LOS A is pretty much free flow with no interruptions to the stream of traffic, B is reasonable flow but some slight restrictions in movement, C is stable flow but more distance is required for safe operation, D is borderline unstable flow, E is unstable flow where any breakdowns will cause significant slow downs in traffic and F is forced flow

where there is significant slowing down and maybe even stopping. Mr. Phillips showed graphs that were done with the morning peak. He said this could be replicated to the evening peak, as it is the opposite.

Mr. Phillips said the outside lanes show to be pretty congested in the morning and evening peaks. He said the two inside lanes are really under utilized. He said there is not good lane distribution. He said between Quaker and Indiana there are some pretty unstable flows and past University between University and IH-27 in the morning peak. Mr. Gilbreath asked for verification on the difference between the "X" pattern and the "diamond" pattern. Mr. Phillips said that with the diamond configuration that is out there now on the majority of the South Loop, you tend to put too much traffic on the main lanes which is where you force your merging to take place and your lane changes and weaving. Whereas if you go with an "X" configuration, you force that to happen on the frontage roads which are under capacity right now. Mr. Leonard said basically the "X" is if you are on the Loop your exit would occur before the entrance and you are crossing on the access road and that with the "diamond" would have the entrance before the exit so that the maneuvering is occurring on the Loop rather than the access road.

Mr. Phillips stated that Alternative 1 is to add an auxiliary lane to the main lanes and keep the ramps like they are. He said that it does improve the LOS. He said that it doesn't probably help the weave but what it does is to increase the LOS by spreading traffic out over four lanes rather than three lanes. Mr. Krebs asked if there would still be the same issue in the extra lane. Mr. Phillips agreed that there would still be over utilization on the two outside lanes and under utilization on the two inside lanes. Mr. Phillips said they also asked them to look at the LOS for today's traffic volumes and project the traffic volumes five years in the future at a three percent growth. Mr. Phillips said the LOS would change slightly but not a great deal so this Alternative would handle future growth for at least five years out.

Mr. Phillips said that Alternative 2 is the "X" pattern configuration and it does help the LOS quite a bit especially between Quaker and Indiana, Indiana and University and again between University and IH-27. He said that there is enough capacity built in that it doesn't affect future demand at all. It would not change the LOS.

Mr. Phillips said Alternative 3 is really built on Alternative 2, just adding more capacity over the bridges, either by extending the bridges or restriping and reducing the shoulder a bit and adding an additional lane. He said it is really the same LOS that was found in Alternative 2. He said that the results for all three alternatives are very similar for LOS.

He said the conclusions of the study show in its configuration the LOS on the main lanes are acceptable today and five years from now if nothing is done. He said we would not see a huge gridlock issue or a huge LOS issue. He said that Alternative 1 does improve the LOS on main lanes but doesn't significantly improve the lane distribution. Mr. Phillips said that Alternative 2 does change the traffic flow and there is less density on the main lanes and more weaving on the frontage roads. Alternative 3, at this time, is costly and not warranted.

Mr. Phillips said the recommendations call for further investigations into Alternative 2, changing the "diamond" to "X" patterns and adding an auxiliary lane on the frontage road. He said this analysis did not address what that would do to the LOS on the frontage roads and a second study would need to be done to address that. Dr. Lu would have to look at the simulation of the major arterials, weaving, and access to local businesses so that is a study that they would do in the future. Mr. Phillips said there are no immediate plans or funding to do that study at this time.

Mr. Wilson asked if TxDOT had the right-of-way to add to the frontage roads. Mr. Phillips said that the lane would be added to the inside of the frontage road and it was fine. He said there are no utility issues there. Mr. Hopmann said there may be drainage issues and that would have to be looked at. Ms. Jones asked if there has been any type of public education to encourage more usage of the under utilized lanes. Mr. Hopmann said that TxDOT believes that through public education and doing some Public Service Announcements through the local television and radio stations in concert with the City of Lubbock capacity could be increased. Mr. Hopmann said part of the problem is that the street system of major arterials is set up on a one mile grid system which is too close to the interchanges and contributes to the

problem. He said that everyone wants to stay in that right lane so they can exit an interchange or two down but if we can get them to move to the left and then move back to the right at the appropriate time for the upcoming arterial interchange, we could increase the capacity of the main lanes of the south part of Loop 289 simply through public education. Mr. Hopmann said they agree that needs to be done in concert with making these changes. Mr. Hopmann said they are working with Austin to see if they can help develop some PSA's that could be made available.

Mr. Gilbreath said that when he learned to drive the people on the Loop had the right of way. Mr. Hopmann said the main lanes have the right of way but it is hard to tell when you are out there because the people coming up the ramp tend to take control sometimes and that causes people to hit brakes and that slows down the traffic, which increases the congestion and decreases the LOS. He said they are seeing the same thing through the ITS system. He said they see the congestion and the majority of the messages on the DMS signs are a result of congestion in these exact areas. Mr. Gilbreath said he did not believe there were any yield signs for people going from the access road to get on the Loop. Mr. Phillips said that adding yield signs creates it own problems. He said that Amarillo has done that and not had great results.

Mr. Leonard said that he hopes as we train people to move over that they will keep their speed up. He said if everyone goes the same speed you have just created more of a jam there. Mr. Leonard thanked Mr. Phillips for the presentation.

The Committee moved to the next item.

Discussion and acknowledgement of the Outer Loop Agreement between the City of Lubbock and the Texas Department of Transportation.

Mr. Jones said that the Outer Loop Agreement is on the agenda this morning for the TPC to acknowledge in that the MPO is not going to have a separate agreement with the State so this agreement, which is the City of Lubbock's agreement, recognizes the MPO's contribution to the project. Mr. Jones stated that the MPO funds would flow to the City of Lubbock and the City would pay the State. He said this is the arrangement that the State prefers.

Mr. Leonard asked Mr. Hopmann if TxDOT was satisfied with the Agreement. Mr. Hopmann agreed. Mr. Hopmann asked Ms. Jones if the County was satisfied and she stated absolutely. Mr. Leonard asked Mr. Satterwhite if he was okay with it. Mr. Satterwhite stated he was. Mr. Leonard asked for any discussion. No discussion was made.

Jim Gilbreath made a motion to acknowledge the Outer Loop Agreement between the City of Lubbock and the Texas Department of Transportation. John Wilson seconded the motion and the motion passed unanimously.

Discussion and acceptance of the FY 2008 Annual Performance Evaluation Report.

Mr. Jones stated that we might be covering new ground here as there is no record showing that the Annual Report has ever come to the TPC for official acceptance to send it to TxDOT, although it has been sent to TxDOT each year as required. Mr. Jones stated that he wanted it to be on the agenda as he feels that the regulations require it to be brought before the board.

Mr. Jones said that the report summarizes all of the work tasks that are in the Unified Planning Work Program, which is the MPO budget that is approved every year. He said that it indicates if the MPO has met the objectives and goals of the work products. He stated that it must be sent to TxDOT prior to December 31st. Mr. Leonard said that the document reads very easy and a good job was done. Mr. Leonard stated that it defines each task and there is a checklist of all the items that were done to meet that particular task. Mr. Jones stated that the financials also represent the closeout of FY 2008. He said that the bottom line is that we have \$105,142 that will fall to the bottom line and will be funding that can be carried over to FY2009. Mr. Jones stated there were four contributing factors to the savings and those

were payroll and benefits, savings in supplies, savings in “other contributions” and the reserve amount was not spent.

Jim Gilbreath made a motion to accept the FY 2008 Annual Performance Evaluation Report to be sent to Austin. Tom Head seconded the motion and the motion passed unanimously.

Reports

A. Cities and County

- Marsha Reed, City of Lubbock, will discuss the status of the Gateway projects.
- Mayor Childers, City of Wolfforth, will report on the completion of FM 179.

B. TxDOT

- Steve Warren will discuss the funding status of the Marsha Sharp Freeway and the proposed letting schedule.
- Steve Warren will discuss District 5’s preparation for the anticipated 2009 stimulus package.

C. Director’s

- Peer to Peer Exchange program with the San Antonio MPO.
 - TEMPO Report
 - Status of PL112 funds in Texas
 - Horizon Newsletter
- http://www.txdot.gov/service/government_and_public_affairs/horizon/default.htm

Cities and County

City of Lubbock

Marsha Reed stated that Mr. Jones asked her to give a report on the Gateway Streets Projects. She said that the City of Lubbock had visited with the TPC a few months ago about the Gateway Streets Fund and the total that was approved through budget right now in the five-year appropriation is over \$136 million dollars.

Ms. Reed said that the Erskine and Slide projects are under construction. She said that a lot of the outfall has been constructed for the storm sewer on Erskine and she said a lot of Slide has been built. She said the project is ongoing.

Ms. Reed said the plans for the Slide Road project from 4th Street to the Loop are due in January to the City of Lubbock. She said they would probably be waiting on the right of way but they hope to have it under construction by summer.

Ms. Reed said that she believes TxDOT has moved the bridge projects up. This includes the Slide Road Bridge and the 4th Street Bridge Project. She said that she believes Mr. Hopmann has directed his staff to have those ready by June of next year. She said they are still looking at a fall construction time frame on those. She said the City Of Lubbock’s contribution to the Slide Road Bridge is twenty-five million with twelve and one half of that being new money.

Ms. Reed said the thoroughfares at Quaker from 98th Street to FM 1585 and 114th from Slide Road to Quaker have had the design project awarded by the City Council to Parkhill, Smith and Cooper on October 23, 2008 for \$1,203,292 and the plans should be complete on that project by next fall. She said that hopefully they would be ready to go to construction pending the right of way.

Ms. Reed said that Indiana Avenue from 103rd Street to FM 1585 was awarded by the City Council on October 23, 2008 for design to Kimley-Horn & Associates for \$815,832. She said the plans should be due next fall.

Ms. Reed said 98th Street from Frankford to Milwaukee, Frankford from 98th to 114th and Milwaukee from about 94th to 100th Street was awarded to Parkhill, Smith and Cooper on October 23, 2008 for \$1,248,788. She said those should also be ready by next fall.

Ms. Reed said the Milwaukee Project from 100th Street to FM1585 was awarded at the last City Council meeting on December 4, 2008 to Parkhill, Smith and Cooper for \$785,481 and the right of way project was awarded to Hugo Reed on October 23, 2008 for \$364,467.

Ms. Reed said that all the projects that have been awarded have had kick-off meetings and those consultants are well under way on the design of these projects and are committed to have those plans in by next fall. She said the City Of Lubbock is working diligently on right of way. She said there would be a series of meetings coming up shortly after the first of the year with property owners on these projects.

Ms. Reed said as far as the LEDA projects, Ash Avenue was awarded to Parkhill, Smith and Cooper on December 4, 2008 for \$394,039 and they have not had the kick-off on that but it should be getting underway shortly. She said that Lubbock Business Park Blvd. plans are complete and in the office being reviewed and hopefully the construction on that will start by early spring. This is to extend Lubbock Business Park from about North Elm over to Martin Luther King, Jr. Blvd.

Ms. Reed said the other project they have been working on is 34th Street and University. Ms. Reed said that this is not a Gateway Project but a Bond Project and it was awarded to Freese and Nichols on November 6, 2008 for \$132,524.

Ms. Reed asked if there were any questions. Ms. Jones asked if the North Quaker Avenue and Erskine Avenue exchange had been pushed back. Mr. Hopmann stated that it was. Ms. Jones asked if there was a time frame on it. Ms. Reed said that there is but there is no funding available at this time. Ms. Jones stated that with all the development that is happening on the north side of Loop 289 between Quaker and Frankford Avenues there is quite a bit of congestion. Mr. Hopmann said the planning work was all done by the City Of Lubbock in the Northwest Passage Project and due to funding constraints at the end of the Northwest Passage Project, it was elected for delay. Mr. Hopmann said it is still a need and that they need to continue being diligent and coming up with funding for it. Mr. Gilbreath said that Slide Road would help. Mr. Hopmann stated they believe that to be the case as well. Mr. Leonard said that it is fantastic that we are moving forward with so much of the planning, and while nothing is certain, with the talk of stimulus packages forthcoming, Mr. Leonard is told they will want to spend money very quickly and those that already have the planning in place and can implement something will have a leg up over the competition as it were so we might find ourselves in a good position. Mr. Leonard thanked Ms. Reed for her report.

City of Wolfforth

Mr. Childers said that FM 179 has been completed through the City of Wolfforth and he feels it has helped change the flow of traffic, especially around the schools, and he is happy with the results.

TxDOT

Mr. Hopmann said that Prop 14 Bonds issued by the Transportation Commission funded Phase 4 of the Marsha Sharp Freeway at the end of October and they are working feverishly on completing the PS&E for the project and getting utilities adjusted. He said the plans would be finished this spring and as soon as utilities are adjusted they will be clear for construction. Mr. Hopmann said they do have the project included on several different lists. Mr. Hopmann said it is on the list for economic stimulus consideration and right now it is scheduled for letting in June of 2009. Mr. Hopmann said construction might not begin until fall because of the utility adjustments that will be ongoing.

Mr. Warren said that it is definitely good news as it was about March of last year when we were sitting in a grey funk, dismally feeling that Phase 4 would not be funded, so much so that the TPC voted to take the Category 7 MPO funding out of that project and move it to the Northwest Passage as the money needed to be put into a project that looked like it had a future. He said here we are nine months later and

apparently it has new life. Mr. Warren stated that Mr. Hopmann is correct in that TxDOT did include that in the list of projects that have been submitted to Austin for the economic stimulus package. Mr. Warren said the Lubbock District, as a whole 17 county district, submitted \$180 million worth of projects and the economic stimulus projects have to be prepared to go to construction between January and August of 2009.

Mr. Warren stated they were somewhat limited on what they could submit based on what could be ready to go and Phase 4 was included. Mr. Warren stated the Northwest Passage Project was included, along with the West Loop Ramp Reversal, between 34th and 19th Street, currently scheduled for an April or May letting. Mr. Warren stated they are working with a landowner and he will contribute about a half million dollars of his own money to that project. He said it is a leveraged project. Mr. Warren stated they submitted 4th Street from Frankford out to Upland, adding a turn lane, four lanes with a continuous turn lane. Mr. Warren said that project kept sliding for various reasons, mostly funding issues. Mr. Warren stated they also submitted Slide Road from Loop 289 down to 98th Street for a pavement repair type project, not a complete rebuild, but milling out some of the failing pavement and overlaying the whole thing. Mr. Warren said those are the local projects that are on TxDOT's lists. He said they have submitted projects all around the District as well for that total. Mr. Warren said they are working very closely with the City Of Lubbock and the utility companies in town and Phase 4 is definitely TxDOT's top priority since there is a surprising June letting that must be met. Mr. Warren asked if there were any questions.

Mr. Hopmann clarified that the \$180 million includes \$66 million for Phase 4 of the Marsha Sharp Freeway and that the total is for seventeen counties of projects. Mr. Leonard said the City Of Lubbock is kicking into gear as it was a pleasant surprise and is trying to deal with utilities before April. Mr. Warren said they had a meeting with the Mayor and City Manager on Friday and Mr. Warren thought that the Mayor felt a little more comfortable when they left the meeting than when they walked in. Mr. Warren said that 50th Street between the Loop and Slide Road is currently scheduled for a February letting. Mr. Warren said that Ms. Reed has assured him that the utilities and right of way will be cleared for that project. Mr. Warren said it is about a 5 million dollar project and the City has a twenty percent match in that particular project.

Mr. Hopmann said that he would like to add to the report for TxDOT very quickly. He stated that he wanted to point out to everyone that TxDOT is having its Sunset Hearing today in Austin and it is the final hearing. He felt there would be some media coverage on it tonight and tomorrow or the next couple of days. He stated he is not real sure exactly what to expect out of it and that they are anxious to hear exactly what it means for TxDOT and how it will affect the future.

Mr. Hopmann said they are working very hard to get the Milwaukee and Spur 327 intersection fully open to traffic before Christmas. He said that all the concrete paving is complete and it is going through its curing process and he hopes that later this week or over the weekend they will be able to restore the intersection to multiple lanes and that should ease some congestion around Canyon West shopping center especially as the Christmas holidays get real close.

Mr. Hopmann said that TxDOT did recognize Eddie McBride of the Lubbock Chamber of Commerce with the Texas Road Hand Award, which is a very prestigious award. He said there is only about 200 Road Hands that have been named in the State of Texas in the past thirty-five years so Mr. Hopmann was happy to have Eddie join that prestigious group.

Director

Peer-to-Peer Exchange

Mr. Jones reminded the TPC of the Federal Certification Review this past June. He stated that one of the recommendations in the Review was to conduct a Peer-to-Peer Exchange Program with another MPO for the Public Participation plan. Mr. Jones wanted the TPC to know that we have taken our first step. Mr. Westmoreland organized an exchange program with San Antonio as FHWA feels like San Antonio has one of the premiere Public Participation plans in the State. The meeting was set up for last Thursday and

Mr. Jones and Mr. Westmoreland met with Scott Erickson who is the Senior Public Involvement Coordinator with the MPO there. Mr. Jones said they met for about four hours and talked about the Public Participation plan and how to recognize, or at least how San Antonio recognizes, their target audiences and how they handle the outreach. He said it was interesting. He said they talked about how the outreach program can be molded into an Environmental Justice compliancy profile. Mr. Jones said the thing that really jumped out at him, as being different is that they have a full-time dedicated staff. That is what they do every day all day where just being three of us here at the Lubbock MPO we have to gear up to do that on a project by project basis to achieve a level then we gear down. It is hard to maintain a constant level of compliancy and Mr. Jones felt the Lubbock MPO does a good job. He said that obviously in San Antonio, since it is an ongoing every day job for the MPO they are able to achieve that level of competency and compliancy that makes the feds happy. Mr. Jones said, having said that, know that we have implemented the recommendation from our Federal Review and we will work to improve our Public Participation plan.

TEMPO

Mr. Jones said that part of the reason that San Antonio was chosen for the Peer-to-Peer Exchange was because San Antonio was also the host of the quarterly TEMPO meeting. Mr. Jones said that most of the agenda that morning was devoted to STIP and TIP. He said everyone is tired of hearing about the TIP and STIP and the ongoing problems with the format and some of the bigger MPOs are having to do amendments. Mr. Jones said his answer to them is to quit amending the plan. He said there was also discussion on the 2030 Committee. Mr. Jones said that Mr. Hopmann mentioned that the Sunset Commission hearing is today and the 2030 Committee report is tomorrow and he thinks that it is at 1:30 p.m.

Mr. Jones said the rest of the meeting was pretty much dominated by the North Texas Central Council of Government's effort to get their proposed legislation before the legislature to figure out a way to fund the Passenger Rail Expansion Program. They wanted all the MPOs to talk to their Policy Boards to support their effort and their effort is basically legislation that would allow MPOs, if not the 8 larger MPOs, certainly all 25 of them to have local option elections to have what they are calling a transportation area to levy taxes and dedicate all that revenue to funding the transportation improvements. Having said that, Mr. Jones said they were cautioned about getting too far into the issue due to our prohibition on lobbying. Mr. Jones said if anyone is interested in that and would like more details he could certainly bring back more information but the best bet would probably be to contact someone at the NCTCOG and he has names he would be glad to give if interested. Mr. Jones said he brought some paperwork back that he would be glad to share and they even offered to come make a presentation to the TPC.

Status of PL112 funds in Texas

Mr. Jones said that also during the meeting, TxDOT announced that all twenty-five of the funding letters were mailed out. He said we received an electronic copy through email. Mr. Jones said there is not a great deal of difference in what we anticipated. Mr. Jones said the letter reflects that we have \$453,661.50 authorized for this year. He said if you remember back to the UPWP, which the TPC approved earlier this year was for \$463,922. So there is a \$10,260 deficit to be covered. Mr. Jones said remembering back on the UPWP we had an undesignated and unprogrammed fund balance of \$37,469 that is still there. Mr. Jones said we could use that, not to say the least about the \$105,000 that was not spent in FY2008 as you saw earlier in the Annual Performance Evaluation Report. He said that the difference will not be an issue but what might be done is to bring it back sometime before September with amended financials and a budget summary and correct the UPWP numbers.

Mr. Jones said the other letter in the backup was a letter that the Executive Committee got from TxDOT saying they will obligate all PL112 funding this year to ensure it is protected from rescissions. If there are any rescissions they will use the State Planning and Research money to fund them. Mr. Jones said that in essence the letter states that all funding will be protected this year.

Horizon Newsletter

Mr. Jones said the final report is merely a website that he feels has some good information that might be of interest to the TPC. He said it is a TxDOT website. He said there were more scholarly works and unless you know it is out there you would not find it listed. Mr. Jones felt a lot of it was interesting although it is some pretty heavy reading. He said it is transportation related and a TxDOT endeavor. He stated there is a place to subscribe. Mr. Leonard thanked Mr. Jones for bringing this website to their attention.

Mr. Leonard stated that he did not believe he mentioned at the beginning of the meeting that it was actually a joint meeting between the Transportation Policy Committee and the Transportation Advisory Committee and he thanked everyone's attendance and patience as the meeting went long today.

Meeting Adjourned.

The joint meeting of the Transportation Policy Committee and Transportation Advisory Committee adjourned at 9:57 a.m.