

Minutes
of the
Transportation Policy Committee
Lubbock Metropolitan Planning Organization
January 20, 2009

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 January 20, 2009.

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
Tom Martin, Mayor, City of Lubbock
Jim Gilbreath, City Council, City of Lubbock
John Wilson, General Manager, Citibus
LeeAnn Dumbauld, City Manager, City of Lubbock

Visitors/Staff: David Jones, Lubbock MPO
Darrell Westmoreland, Lubbock MPO
Steve Warren, Director of Transportation Planning & Development, TxDOT-Lubbock
Melinda Harvey, Director of Service Development, Citibus
Marsha Reed, Director of Public Works, City of Lubbock
Mitch Satterwhite, City of Lubbock
Michael Reeves, President, Ports to Plains

Call to Order.

Mr. Leonard called the meeting to order at 8:30 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 December 16, 2008 minutes of the Joint Transportation Policy Committee and Transportation Advisory Committee Meeting.

Mr. Leonard asked for any corrections to the minutes. No corrections were made.

John Wilson made a motion to approve the December 16, 2008 minutes of the Joint Transportation Policy Committee and Transportation Advisory Committee Meeting. Patti Jones seconded the motion and the motion passed unanimously.

The Committee moved to the next item.

Presentation on the status of Ports to Plains by Michael Reeves, President.

Mr. Leonard invited Mr. Reeves to come and speak about Ports to Plains. Mr. Leonard stated that the Transportation Policy Committee has not heard from Mr. Reeves in some time. Mr. Reeves stated that he appreciated the chance to visit. He said the good thing about Ports to Plains is that it is complete through the Lubbock portion. Mr. Reeves said the down side is that people come up to him and ask him when Ports to Plains is going to start. Mr. Reeves stated that he talked to a guy on an airplane as he saw Mr. Reeves' lapel pin and the guy told him that was a great project and wondered what was going on with it. Mr. Reeves said it is nice to have an opportunity to update the TPC.

Mr. Reeves said there is a lot going on with Ports to Plains. He said that it is an exciting time and is a busy year legislatively. Mr. Reeves said that the corridor itself is officially designated from Laredo to Denver. Mr. Reeves said that about forty percent of it is either four or six lane divided or is under design or construction. Mr. Reeves said they have quite a bit going on in construction in New Mexico and in the Panhandle right now.

Mr. Reeves stated that the Coalition is about ninety plus members right now, primarily cities, counties, and economic development organizations. He said that one thing they are working on this year is expanding into the private sector and having more business work groups, focusing primarily on agriculture and energy. Mr. Reeves said they are trying to get more business support in the private sector. Mr. Reeves said they do have two staff in Lubbock and one in Colorado full time now. He said their board runs throughout the State. Mr. Reeves pointed out that Mayor Martin is on the Board. He stated that Congressman Neugebauer was on the Board and Senator Kel Seliger is on the Board. Mr. Reeves stated they have great representation from Denver to Del Rio and up into North Dakota now.

Mr. Reeves said that the numbers are about four years old, and the projected cost was about 2.8 billion dollars. Mr. Reeves stated that Mr. Warren would probably say the cost is closer to 3.8 billion by now with inflation figures. He stated that he was giving it as a comparison that in a similar time frame to upgrade I-35, just in the State of Texas, was 46 billion dollars. He said that right of way acquisition was ten times the cost of the entire Ports to Plains corridor. He said that Ports to Plains is a very cost effective way to get a lot of highway compared to when you are looking at metropolitan areas.

Mr. Reeves said that he would also like to point out that they do not just "dead end" in Denver or in Laredo. There are connecting ties out of Denver that can take them up into Western Canada and into Monterey and Mexico City as well as ports on the West Coast that are looking at expansion. Mr. Reeves said they are working, especially with the legislative session, with a couple of new partners. Mr. Reeves said they have identified the Theodore Roosevelt Expressway Association, which runs from Rapid City, South Dakota, up to Montana/Saskatchewan border. He said they are close to completing another cooperative agreement with the Heartland Expressway. Mr. Reeves said that they have very similar interests in agriculture and energy and very similar rural type corridor groups. Mr. Reeves said they manage their individual projects with the state departments of transportations in those relationships but they work together primarily with federal legislation and lobbying efforts. Mr. Reeves said that it gives them nine state congressional caucuses. He said Montana/North Dakota have the chairman of the senate finance budget committee so they are good people to have on your side especially this year.

Mr. Reeves said they are also working with the Canadians as well with the Saskatchewan and the Province of Alberta. He said they hosted the Texas/Alberta summit last month in Austin and had the Premiere of Alberta down and some of their top cabinet officials. He said they expect the Province to join the Coalition in the first quarter of this year, which will be an exciting expansion for Ports to Plains. He said that once Alberta is on board there is a good chance that Saskatchewan will follow this year as well. Mr. Reeves said they are excited about that potential.

Mr. Reeves said that they are also working with people in Mexico and plan a couple of trips into Mexico this year. He said they are making progress. He said that Governor Richardson in New Mexico has made a big commitment and has a major infrastructure investment program. Mr. Reeves said that Ports to Plains through New Mexico was on his first phase of investments. He said they are close to being done, as there are about three more projects to let and finish it up. Mr. Reeves said if you have driven that way on 87 to New Mexico you see it is under construction. He said there is a stretch of it opened up from the state line and they are finishing it up. Part of those dollars were originally scheduled there, but with inflation and cut backs at TxDOT we have been working to get some of that wrapped up and that was part of the stimulus package submitted as well.

In Boise City, Oklahoma, they are working on the relief route primarily there they are working on the relief route. If you have driven through there you know you have to stop and do a circle around town hall. They had a hard time when they were building that wind farm in Lamar, Colorado, getting those blades around town hall. They hope to have the second stretch ready to go later this summer. They still have a lot of a right of way and utility clearance as well.

Colorado is primarily focusing on completing their Super 2 alignment, which is like half an interstate. It is concrete, wide shoulders, a lot of passing lanes to go around hills and they are working with them to eventually get that four lane all the way through. One thing that Mr. Warren probably talked about at one of your last meetings was the Prop 14 funds that the Commission released in October. They had about \$140 million dollars in Ports-to-Plains projects that were a part of that release. Mr. Reeves said a lot of that was in a relief route in Eagle Pass, a little bit on a rail overpass in Dumas and some in San Angelo as well. He said they looked at the shovel ready projects that were submitted for stimulus package funding. Ports to Plains had \$335 million just in Texas alone. He said a lot of that was overlays and reconstruction work and rehabilitation work but there were also some expansion projects. Hwy. 87 in the Panhandle and Del Rio's relief route and Eagle Pass' Loop.

Mr. Reeves said he felt it was important to dispel the myths that are going on. He said that he heard that the John Birch Society has been in town having meetings and were protesting at the conference in Denver a couple of years ago and are talking about how they are part of this evil international conspiracy. Mr. Reeves said the rumors are that they are bringing drugs and illegal aliens to town and he doesn't know where these get started. He said he is basically trying to widen a two-lane highway to a four-lane highway. He said it is not that complex and it boils down to three main areas. He said those are securing the benefits of commerce for the region, decreasing dependence on Middle Eastern oil and creating safer highways.

Mr. Reeves said on the economic development side, studies done a few years ago projected we will create forty thousand new jobs with the completion of the corridor. Mr. Reeves said they don't all have to be Toyota factories. He said some examples are the wind energy facilities, manufacturing type facilities. He said even in Limon, Colorado, up on the corridor, they hit a home run with a new truck stop. You think a truck stop, oh big deal, but in a town of 1900 it created 150 new jobs. It expanded their tax base enough to keep their schools open.

Mr. Reeves said he was talking to a mayor of one town and asked what he hoped to get out of this. The Mayor said if we could get our Dairy Queen open again, it would be fantastic. It is those types of things, which have an impact on the communities, and overall the economic benefits are projected to outweigh the cost of construction better than three to one. Transportation and the economy are intertwined. Mr. Reeves said the agriculture around here needs trade and international exposure and you have to have

access to markets. He said he tells some people it is like a farm to market road, except now you are in global markets and have to export.

Mr. Reeves said two thirds of all United States cotton is exported and in Lubbock probably more than that. He said if it doesn't go to the denim mill in Littlefield it is probably being sent to either Mexico or China. He said China probably takes more of that. It is shipped to Dallas, goes back through on train to the West Coast but a more consistent market year around is Laredo into Mexico. He said the agriculture market parallels nicely to the States that Ports to Plains runs through especially with their alliance with the other two corridor groups.

Mr. Reeves said that with the talk of Alberta joining the coalition, they have exports in Texas, of about five or six billion dollars annually and a lot of that is going by truck. He said that is due to oil and energy primarily. He said Alberta has the number two reserves of provable recoverable oil. He said that from what they tell them, their oil reserves actually dwarf Arabia's. He said a lot of it is tied up in the oil sands and technology is not there to effectively recover the oil right now. They feel, as technology improves, the reserves they have will eventually dwarf Saudi Arabia. Mr. Reeves said that Alberta is a good, safe source of energy. He said the Ports to Plains Corridor is the logical corridor. He said there is a lot of trade through this corridor. Mr. Reeves said the route parallels the pipelines that put them in a unique position to support the energy industry.

Mr. Reeves said they are working on renewable energy as well. He said they are exploring some opportunities similar to the Gateway program. He said there is a disconnect between the highway people and the energy companies because they don't talk with each other a lot. He said they are trying to facilitate those discussions. He felt it would generate some revenue for their corridor but would also help the region with the electric energy because that is one of the big needs for wind energy is having more electric transmission capability and capacity. Mr. Reeves said that Texas is the top wind energy State, growing all the time and it isn't just the turbines on the land but the jobs that can be created with the industry supporting it. You must have the infrastructure in place to do that. He said that one of the locations of proposed wind farms in the Panhandle. He said they are projecting about 2,600 towers. He said that each tower will require eight trucks to carry in the major parts, the turbines, the towers, the blades and that doesn't even count the concrete trucks or the cranes or the supplies. If you look at just the one farm there it will require 21,000 trucks going on the highway, as well as pilot cars, which will be another 42,000 just for the one facility. In order to have this; we will have to have the highway infrastructure to support it. Mr. Reeves said you can see where the best wind facilities are and the best wind power generation potential is because it parallels where Ports to Plains runs. He said the map extends up into southern Alberta as well so they are uniquely positioned to take advantage of that and support the wind industry.

Mr. Reeves said safety is another thing you don't want to overlook. He said they can project it to reduce accidents in Texas by upgrading it from two lane to a four lane divided. He said he thinks it is important to note that the border security is a key component. He said you hear a lot of talk about the border and you trade with the border and trade into Mexico and one thing they emphasize is they are very supportive of border security. He said you can utilize the technology available and make your ports more secure while increasing the flow of trade as well. He said it is similar to scanners at the airport. You walk through a metal detector and it is a lot quicker but it is more secure than to try and pat down everyone. He said they are supportive of using the technology that is available, investing in that to make the borders more secure but more efficient at the same time. He said this year would be big for them legislatively. He said in Austin, TxDOT is up for Sunset Review and he thinks there will be some significant changes in structure with the organization and that will have a big impact on them. He said they did have the 2030 Committee that was looking at State's needs for the next twenty years and they projected \$300 billion or \$500 billion. He said the interesting thing about that was that a lot of those needs were in metropolitan or urban mobility funds. He said they had a big section that focused on rural transportation needs and it was just a drop in the bucket compared to the urban areas. He said it was about \$800 million a year compared to \$17 billion a year per urban areas.

Mr. Reeves said when he first looked at the numbers he did not feel they were giving them a lot of money but what they were going to do is complete the full Texas trunk system, which would complete Ports to Plains out of that whole deal. He said it goes back to the fact that for a fraction of the cost of urban areas you can build a lot of highway in rural areas. He said they are supportive of that. He said they are watching how that goes with Sunset. He said the Economic Stimulus projects are coming out. He said it will be interesting since they want it to be shovel ready projects so they are not looking at a lot of expansion work because their projects for expansion would still need right of way and move utilities so they don't expect to upgrade to four lane divided. He said it is good for them but not full expansions and they are looking more for the reauthorization of the highway bill, which will be projected. He said it is curious to see how that goes as a lot of people they talked to have said they don't expect it even though the current highway bill expires in September. They don't expect them to pass a full reauthorization this year. He said it took them two years to get the last one passed. He said people may not have the appetite to jump on a full six-year reauthorization but at the same time because the gas tax revenues are shrinking, because construction inflation is so high, they cannot simply extend the current bill the way they have been with continuing resolutions and still maintain the same levels of funding. He said there would be that pressure on them so they are working with their lobbyists and will be monitoring it closely. He said one of the big things they will be pushing for is a real shift in the transportation bill and funding. They cannot simply do what they are doing and maintain funding. In the past, increases in gas tax revenue as a result of people driving more and buying more gas you could really expand the program. You cannot do that with the decline in gas usage. He said it would be a key year for them transportation wise.

Mr. Reeves said that sums up what they are doing and would entertain any questions. Mr. Leonard thanked Mr. Reeves and asked him why it is important around Lubbock, as our portion is pretty well done, that we still maintain a presence and be supportive of the entire project. Mr. Reeves said one of the best ways to put it is like a guy in Colorado said that it is kind of like building a pipeline to handle the flow of trade and commerce. He said Lubbock is in this area where you have the big four-inch pipeline and other areas where there is two-inch pipeline it is not going to get through. If you don't have four lane highways all the way through it won't do you any good. He said that was the important thing. He said also the industry that is being recruited, the wind energy, the wind manufacturing, relies so heavily on having that transportation from the borders all the way up so it is important to finish it all the way through so you have those connections.

Mr. Martin said one of the other issues too is this whole concept started as a Lubbock project and the City of Lubbock has been at the forefront of championing this and really pushing it ever since it began even back when Randy Neugebauer was a Councilman. He said we are still the largest City along the Corridor, still have the largest economy and the largest potential also. Mr. Martin felt it is important that we continue our efforts to not only financially support the Ports to Plains effort but also tie it in with a lot of our other initiatives that we have in the Lubbock area and all of West Texas. Mr. Martin said he was at the summit and met the Premiere of Alberta. He said he has not been to Canada but Commissioner Underwood and Mr. Reeves went up there last year and had a visit and when you see the photos it looks just like West Texas. Mr. Martin said it is flat and agricultural, it has oil and wind energy, and everyone drives a pickup truck. He said they are into rodeos, football and hockey. Mr. Reeves said he tells them the main difference is we have Dallas Cowboy stickers on our pickups and they have Calgary Flames stickers on their pickups. Mr. Martin said it is amazing the amount of commerce today and he thinks the reserves there in the oil sands, the natural gas reserves and really long range, the big kahuna one hundred years into the future, is the possibility of importing water from Northern Canada into the United States. Mr. Martin said that was way off in the distance but that is where the surplus of fresh water is in the northern part of Canada all the way up to the Arctic Circle. Mr. Martin said it was really way out there thinking but eventually that was going to be a big issue too.

Mr. Reeves said the Mayor touched on a good point and that was leadership that Lubbock has shown. He said the leadership is important to the coalition and the elected delegation as well because a lot of what they are doing is going to be taking place in Washington and Austin and it is one thing if Michael Reeves, who is paid to promote Ports to Plains is saying it is a good idea, and yet it is another if the Mayor or the County Judge or other officials and folks throughout the town are saying it is an important project. It

sends a strong signal. Mr. Leonard said that he agrees and that is exactly why he wanted Mr. Reeves to come talk to the TPC today and keep it at the forefront of our attention because so many people aren't aware there is still a lot activity going on and the importance of this project. Mr. Leonard thanked Mr. Reeves for all he does and for his presentation this morning.

The Committee moved to the next item.

Update by John Wilson, General Manager of Citibus, on the mass transit perspective of the proposed economic stimulus package.

Mr. Wilson said what was in the agenda packet was what was presented to the Transit Advisory Board meeting. He said they approved the letter for him to take last week to our two Senators and our Congressman and he also met with different congressmen and staff members while he was in Washington.

Mr. Wilson said he would give an update on the economic stimulus package as it stands today. He said last Thursday, out of the House T&I Committee; they passed a measure for \$825 billion dollars. He said \$550 billion of that would be new spending and \$175 billion of that would be tax cut. He said the proposed legislation is lengthy but what he got out of it was what he put into the packet.

Mr. Wilson said there is about 40.1 billion for surface transportation. He said that \$30 billion is for highway and 10.1 billion is for public transportation. He said on the public transportation portion of it, FTA must apportion these funds within seven days of it passing. In other words they must tell us how much money they are going to give us within seven days after it is enacted. Mr. Wilson said fifty percent of this has to be spent within 120 days of passage of the bill. Mr. Wilson said the other 50% has to be spent within two years. He said these funds have 100 federal share with no local match.

Mr. Wilson said that it means that out of the 10.5, 5 billion is available for urbanized areas and that is the area that Citibus gets their money out of. Out of that, 140% of their 2008 allocations, which is 3, 778,720. He said one thing they did have before was operating assistance. He said they dropped that out. He said the things they think are important are land acquisition for expansion and renovation of their Administration and Maintenance facility. He said right now they are working with TxDOT. He said TxDOT would like them to become a Regional Maintenance Facility for the operators in our area and want us to maintain their vehicles so that is one reason TxDOT is very interested in this project. They have said they would be willing to give Citibus money for this project.

Mr. Wilson said that the engineering has to do with getting the site ready for phasing and he figures over the six years that they have with reauthorization they could actually fund the construction of it. He said they need more parking for employees. He said they have gone from eighty employees to one hundred eighty five to date from when they moved into the building in 1981. He said they have gone from 34 buses to 96 to date. They did not have one van for City Access in 1981 and have 28 now, 21 of which are used every day. They have gone from eight buses on Tech to 24 buses on Tech.

Mr. Wilson said they had an option for hybrid electric buses and they have three on order now. He said they have ten more that they could purchase. They feel like with the \$3.7 they could purchase four more of those. He said TxDOT also will be giving \$70 to \$100 for small urbans and rural providers and they hope to maybe tack into some of those funds for some buses in addition to the \$3.7 they will be getting.

Mr. Wilson said that hopefully they would have a bill on the President's desk by mid February. He said that is an ambitious program but that is what it looks like right now. He said that was the bulk of his presentation. He showed a map with the expansion of the Administration and Maintenance facility they are hoping to build. Mr. Wilson said he would be happy to answer any questions. Mr. Leonard thanked Mr. Wilson for his presentation.

The Committee moved to the next item.

Update on Jobs Access Reverse Commute and New Freedom grant programs by Melinda Harvey, Director of Service Development, Citibus.

Mr. Leonard welcomed Ms. Harvey. Ms. Harvey thanked Mr. Leonard. Ms. Harvey explained that in the past Citibus directly received these funds but with SAFETEA-LU there were some changes in the way the funds were distributed. Ms. Harvey said both of these sections of funding are now required to go through a competitive award process. Ms. Harvey said that some of the TPC were here when they did that. She stated that actually Sam Woods' last project was to put out a Request for Proposal for these funds. Ms. Harvey explained that Citibus applied for it and was the only entity that submitted a proposal for these funds. She said the MPO awarded the funds to Citibus for three program years. Ms. Harvey said they had already used one year of the JARC that was awarded through a special agreement with FTA directly to Citibus so that left FY 2007, FY 2008 and FY 2009 for that one.

Ms. Harvey said the New Freedom program was a brand new program and they combined the FY 2006-07 as one program year and then used the FY 2008 as a separate year. She stated these funds are very specific in what they can be used for. Jobs Access Reverse Commute is for commuting and to get people to jobs. She said it is very important to Citibus because we do not have operating assistance anymore. Citibus can use this program of funds to fund service provisions so that is operating assistance. She said they use these funds to fund two of their routes on their system, Route 19, which serves Tech, 19th Street, Wayland Plaza and the South Plains Mall. They also use it to fund Route 34, which serves 34th Street which is a good corridor for jobs because there is a lot of small businesses along there. There are also daycare facilities on there, which is something that JARC money is to be spent for. She said it serves some schools, the Byron Martin Center and South Plains Mall. Ms. Harvey said since they have used the JARC money through what was awarded through the MPO, they have provided a total of 383,250 trips. She said that is a significant number of people in Lubbock who have been able to use Citibus to get to jobs because of the award of this money to Citibus. She said they do greatly appreciate that.

Ms. Harvey said the New Freedom money was a brand new provision in SAFETEA-LU and it was to be used to provide a new thing called Mobility Management, which is a way to say training for people to ride the bus. When they were awarded this funding source, Citibus started a program of training on several levels. She said they trained individual people who request assistance in learning how to use Citibus services, employers as they are sometimes very interested in finding ways to assist their employees to use public transit to get to work, and they also worked directly with Human Service agencies and their caseworkers. They trained the caseworkers on the kinds of services available and then they, in turn, worked directly with their consumers to help them understand how to use the system. Ms. Harvey said in all cases their training is focused primarily on the fixed route service because that is the most cost effective system they operate and would like to encourage as many people as possible to use that rather than the CitiAccess or the Para transit service. Ms. Harvey said another benefit to passengers of using the fixed route is that it gives them more flexibility and freedom in the trips they can take as they don't have to call and schedule.

Ms. Harvey said they have spent their money up through FY 2008. She said the FY 2009 funds have been kind of released. It has been published in the Federal Register at some number like 42% of what they got last year has been released for application for FY 2009 and subsequent to now at some point the remainder will be released. Ms. Harvey said she visited with Mr. Jones about this because this will represent Citibus' last year of obligation to Citibus on these funds and he asked Ms. Harvey to come and give an update on this. Ms. Harvey said because they were awarded this through the time through FY 2009 there is not any need for the MPO to go back out and reward this money to Citibus. It is what was already awarded so they are prepared with the TPC concurrence to submit the grants for their FY 2009 money for the portion that is currently available and then to amend the grants once the remainder of the funds has been released. Ms. Harvey said she is just here to give an update on what Citibus did with the money. Mr. Leonard thanked Ms. Harvey.

The Committee moved to the next item.

Discuss TxDOT's submittal for economic stimulus projects and preparations to accommodate revision of TIP/STIP for economic stimulus projects.

Mr. Leonard said the next item is TxDOT's submittal of the economic stimulus projects. Mr. Leonard asked Mr. Warren to speak a little about that. Mr. Warren said "economic stimulus" is the buzzword going around today and that is all that is being talked about at TxDOT at this particular point and time. Mr. Warren said they have been under some severe deadlines to get things put in and that is what he has been working on the past month. He said he understands a couple of weeks ago that John Barton met with the MPO directors in Austin to talk to them about getting the MPOs to get involved in this and submit lists of their own to TxDOT for inclusion in the economic stimulus.

Mr. Warren said what he is here for this morning is to tell the TPC what he has included already in TxDOT's submission through the District for the Lubbock Metro Area for Economic Stimulus. Mr. Warren said what he has included, and these are projects they feel reasonably certain that they can have to the letting table under the deadlines they have been put under. Mr. Warren said the top project on there is the Northwest Passage project that TxDOT is currently developing. He said the bottom is Phase 4 of the Marsha Sharp Freeway, which as the TPC is aware, was funded with Proposition 14 but they were directed by Austin to include all Prop 14 projects as part of their submission for economic stimulus. Mr. Warren said the two in the middle; FM 1730 is Slide Road from Loop 289 to 98th Street. He said that is not the widening project from 98th to FM 1585. He said there is still a lot of right of way to acquire on that project so there is no way they could have it ready in the time frame. He said they do see some rehab and maintenance needs on Slide Road from the Loop to 98th Street. He said the FM 2255 is West 4th Street from Frankford Avenue out to Upland. He said that has been on the books for many years and has been delayed for various reasons but the plans are essentially complete. He said there might be a little utility adjust to work round but feel reasonably certain they could have that one ready.

Mr. Warren said this is just the Lubbock Metro Area list. He said what he has submitted for the entire 17 county district that their design staff has promised to have ready between today and August 1st is about \$315 million worth of projects. He said TxDOT staff is working late and working hard to meet these deadlines. He said they are open to discussing the submission of additional projects for the MPO if you are interested. He said you just need to be aware that it is coming in two phases, there is a 90 day and a 180 day out of Congress and FHWA on obligating these funds and getting to construction. Anything that is additionally submitted design resources would have to come from outside TxDOT, so you need to be aware of that. TxDOT's people are loaded right now with trying to get just this stuff ready to go. He said they are not against adding some projects. He said he visited with Ms. Reed last week about if the City Of Lubbock might have something they might be interested in bringing to the table, but again it would have to be something the City either already has under design and on a shelf or that you have the resources available to do the design work.

Mr. Warren stated that he thought Mr. Jones had until this Thursday to get his list submitted. Mr. Jones said the 22nd. Mr. Warren said the good news on these projects as far as the Transportation Improvement Program and Metropolitan Transportation Plan revisions go, all of these projects are included in the current TIP. He said we would still need to do a TIP revision because we need to clean up some limits on the Northwest Passage. He said what is in the TIP and the MTP currently is the original pass through project that the City submitted which included the Quaker and Erskine bridges all the way to Clovis Road so the description in the TIP and the MTP does not match what this project is, which is strictly the 4th Street and Slide Road bridges and widening of the Loop in that area. Mr. Warren said we were going to have to do that regardless of economic stimulus. Mr. Warren said there needs to be a little cleanup on Phase 4 as well because the funding levels have changed since the last time the TIP was approved plus the funding source has changed.

Mr. Warren said they will begin working with David through the TAC and call a meeting as quick as we can to go ahead and start the dialog on that and get the public involvement process started for the TIP

revisions because this will be a very quick turn around on these TIP revisions to get them included. One of the requirements to be in the economic stimulus, they have to be in an approved TIP and MTP.

Mr. Warren said he does not see this as being a big issue. He stated he thought we would be able to handle it all right and will have to do a TIP revision for Mr. Wilson's stuff as well anyway. Mr. Warren said he could not give a time frame as this point because it will probably be the thirty-day public involvement period because of the magnitude. He said he didn't think we could do any of these with an Administrative Amendment. Mr. Warren said the good news is that they got word last week that they are not going to have to develop this year a FY 2010 – 2013 TIP. Austin has failed again to provide us with an approved Unified Transportation Program, which provides the funding to the Metro areas. We are supposed to do a TIP every two years and they have decided to continue to operate under the current TIP through FY 2010. Next spring we will be looking at developing the FY 2011 – 2014 TIP. He said that relieves a lot of issues that we were going to have to be going through this spring so we can concentrate strictly on these TIP amendments.

Mr. Warren said as far as projects in the Metro Area, all of them are in the current TIP so we are good to keep moving forward with these projects. He said the document needs to be cleaned up, as it is two years old at this point. Mr. Warren said he would be happy to answer any questions.

Mr. Martin stated he had a couple of questions. He said with all the hoopla with the stimulus package he hasn't seen or heard any discussion and is asking to everyone who has input on this. He said that normally under Federal Grants of any kind for any purpose, any department of the government, there is a provision that prohibits supplanting; meaning that you can't receive a grant that you already have money of your own programmed for and replace it with Federal money. He said he is very familiar with that over the years of law enforcement grants but those provisions are usually in most federal grant deals. He hasn't seen or heard one bit of discussion about that as part of the stimulus and people all over the country, every professional group, all the emails and memos and letters and articles and all of this, are loading this up with all sorts of projects. For example on the list that you have submitted, we got Prop 14 money committed for Phase 4 of the Marsha Sharp Freeway so, in effect, if we get Federal money that supplants the State money. He said that Congress may be very happy with that but it is a question that needs to be researched and very quickly because if it turns out the fine print says you can't supplant any of this, that wipes out about 90% of what we have on this list. Mr. Warren agreed.

Mr. Martin said the other side of this is if they do allow supplanting, under the theory that it frees up the State and local money for other projects that will help stimulate the economy and that is fine, and the President gives us \$66 million dollars for Phase 4 do we have any assurance that the \$66 million will be available for other projects here in Lubbock or will it go back into the pot so it can be spent with the DFW connector and the Metroplex and those types of things. Mr. Martin said he is afraid he knows what the answer is but it is another thing that needs to be researched. Do we want to take a chance on losing on both ends of this thing? Mr. Martin would like to know the answer and there may not be an answer. Mr. Martin said a lot of the things that we have locally for example, we have a number of street projects, thoroughfare projects that are part of the TIP. They may be number 273 but they are all in the TIP that are under design and could be ready for construction this year, we have established a tentative budget and have scheduled some of those although we haven't done the final appropriations on those. If we have stimulus funds available that certainly allows us the flexibility of using those local funds for other TIP projects in the future. He said it is a cascading thing. Mr. Warren agreed. Mr. Martin said he might be asking questions that Mr. Warren doesn't know the answer to and all of it is subject to whatever comes out of Congress. He said the only thing he is relatively certain of is there is going to be a stimulus bill and the stated goal of Congress is to get shovels in the ground and construction and create jobs immediately.

Mr. Martin stated that he is not as optimistic with the schedule that it is going to be ready for the bill being passed in February. He felt that was unrealistic. He said the other thing is he would like for someone to talk about the 90 and 180-day timeframe. He said this is the first he has heard of it and wondered if we were looking at two list things that can be ready to go in 90 days and things that could be ready to go in 180. Mr. Warren said first the question on supplanting, as far as submitting Prop 14 projects to Austin to be included he agrees and believes that Mr. Jones had some documentation that says do not submit any

projects that are already funded. That is not the direction that Mr. Warren was given by his bosses in Austin. They said to include all Prop 14 projects and being the good TxDOT employee he did as he was told. Mr. Warren said he doesn't know if any of those would be actually selected for economic stimulus because of that restriction. Mr. Warren said the answer to the other question is that Mr. Martin knows the answer to that that if they do fund Phase 4 with economic stimulus that Prop 14 money is not guaranteed to the Lubbock area. That is strictly a call by the Commission itself and it would be put back in the pot and be made available for other projects which the MPO could lobby for at that time. Mr. Martin corrected it to advocate for.

Mr. Warren said he probably should have gone into more detail on that. He said when he is saying 90 days from the time the allocation of the funds are made, once the bill is passed, within 90 days they want 50% of those funds obligated and, as we have discussed ad boredom, in this meeting a few times, obligation isn't necessarily gone to construction. That is the date when the Feds say that money is now yours, to go to construction. Mr. Warren said last week and little into the week before that they were asked to break their projects out by what can be ready between now and April and what can be ready between May and August. Mr. Warren said on this list he believes the Slide Road project and the 4th Street project are the only two that he has on there that can be ready by April so they have submitted those.

Mr. Warren said the goal of the thing is to get projects under way and preferably big projects that will go for several years and actually make contractors have to go hire people and buy equipment and stimulate the economy. The fallacy in the whole thing is by putting these quick deadlines they prevent you from going to bid with projects that are really needed because we aren't quite there yet. Luckily we are there with a couple of these big projects. Mr. Warren said he doesn't disagree with the City if they have projects ready. Mr. Warren said he can't help and he knows that the City have already gone out and hired consultants to do the work and the tricky part for Mr. Warren is he is the one who has to commit to getting these projects ready and he is not responsible for the design. He said they would have to work it out where the City can assure TxDOT that through your consultants or internal resources can have those projects on the table, ready to go.

Mr. Warren said he would be happy to include them on the list through the MPO submission. He said that is the City's call but you just need to be aware TxDOT's plate is full at this point and time. Mr. Warren said another part of TxDOT's direction on this list is not just the economic stimulus. He said they are in session, under Sunset Review and there has been a twelve month period of TxDOT claiming we don't have enough money, if we only had money here is what we could do, and legislature is calling the bluff on that. They want to know, what can you actually do. That is another part of all these projects being submitted. Economic Stimulus isn't going to eat up a lot of this. He said what they are hearing projected for Texas on highways and bridges is about 2 ½ billion dollars out of the economic stimulus. He said that last time he looked at the list that had been submitted statewide there is close to 12 billion dollars that has been submitted by the Districts that can be ready to let between now and August. He said the way it is going to be selected, from what he has been told, by the Commission. They are not going to send Lubbock a certain amount of money and say do what you want, but will select the projects. He said it is out of their hands, but on the other side they want to show the legislature here is what we can do if we had the money.

Mr. Warren said that what Michael was talking about on the 2030 Report and the TEMPO group that put together the funding available over the next twenty years, 2030 came up with the needs, TEMPO came up with what projected funding was available, and it was about \$500 billion in needs in Texas alone and there is about a \$340 billion dollar gap between funding and needs. He said the last time we did this it was \$86 billion, now it is \$340 billion and the bottom line is it is a lot of money. TxDOT is trying to position themselves to say "if we only had a magic road fairy brought back to life here is what we could put out on the streets" so that is a lot of what this is.

Mr. Leonard said that on the Northwest Passage, does that include the \$25 million that the City of Lubbock has already committed. Mr. Warren said he has submitted the project and doesn't know how they will take it. Mr. Warren said he did not know if it would be Congress making the statement like Mr.

Martin brought up about supplanting that “no you have already committed that” or if it will be TxDOT saying “no the City has already committed that \$25 million and we are only going to give you the additional \$15 through economic stimulus”. Mr. Warren said it doesn’t mean that the City can’t submit the same project or make that request that you would like that \$25 million in bonds to be covered by economic stimulus. Mr. Warren told Mr. Leonard he could not answer that question. He said that given the past history of the Administration in Austin is they are going to expect the City to honor the commitment they have made to that project because it is, as Mr. Martin is aware, a history behind how we got to that point on that project of give and take on various projects. Mr. Leonard asked for any further discussion or recommendations for additions or changes to the plan.

Mr. Jones said there are several lists floating around all over the State. He said the original list that TxDOT has already submitted was submitted to quantify the number of backlogged projects in the State. He said that is all the directive was. That information was requested to pass on to Congress. Mr. Jones said as you can see from the list, everyone sent in everything whether it was funded or not. With regard to what Mr. Martin asked, he said that information from TEMPO says if projects are funded do not submit them. He said that it also said if you have a project that is only partially funded, you can use the stimulus money to complete the funding package.

Mr. Warren said he thinks that goes back to what he was saying. This exercise on TxDOT’s part started long before economic stimulus was even talked about. He said they have been working on design workload and design capacity for nine months now, statewide, to see what we can do internally and so his guess is they wanted one list so they could work on it and they said submit everything that you can have ready. He said that would give them an idea of what they can actually produce. He said that more than likely they are going to call the projects that already have funding on them to send to the Commission for selection on economic stimulus.

Mr. Martin verified the 22nd was the deadline. Mr. Jones said that John Barton has directed all the MPOs in the State to submit their list to TxDOT by the close of business on the 22nd. Mr. Martin asked if they had items that the City of Lubbock wanted to put on the list, things that could be ready either in the 90 days or 180 days, there is nothing posted on the agenda to make any official recommendations to add to that list. Mr. Jones stated that it was set up that way because the directive is that we can submit the list of projects without TPC approval at this time, unconstrained, if you will. Then as we get into the TIP and STIP we will come back and have to have approval. Mr. Martin said, on the City’s portion, do we need to say put these on the list or do we just need to informally talk to Mr. Jones or does he need to call an emergency City Council meeting for them to official adopt a resolution? Mr. Jones told Mr. Martin to just give him a list with the projects on it and he will sent them to John Barton. Mr. Warren suggested that Mr. Martin submit the list to Mr. Jones in a letter form and in the letter indicate that design will be done by City resources so that will cover Mr. Jones as far as his submission and will cover Mr. Warren for his submission. He said the funny part is that MPOs have to submit by close of business Thursday but he has to certify his list at noon Thursday. Mr. Martin said he felt that it being ready in February was overly optimistic. Mr. Warren said buckle up and hang on because it will be a fun few months. Mr. Warren did warn that any projects the City submits must be eligible for Federal funds.

Reports

- A. **TxDOT**
 - Steve Warren will announce personnel changes at the Lubbock District.
- B. **Citibus**
 - Melinda Harvey will report on the end of year 2008 Technical Report.
- C. **Director’s**
 - Review the 2030 committee draft final report.
 - Review the Job Impact of the American Recovery and Investment Plan.
 - Discuss a legislative initiative for local voter option for transportation projects.

TxDOT

Mr. Warren said this morning he handed out an invitation to a farewell party for their esteemed boss, Mr. Randy Hopmann. He said that Mr. Hopmann has accepted the District Engineer's position in Tyler beginning February 1st. Mr. Hopmann wanted Mr. Warren to let the TPC know that it is strictly for family purposes as his parents live in that area and they are getting up in age. Mr. Hopmann feels very good that he has accomplished most of the goals that he had hoped to accomplish when he came to Lubbock and there are no hard feelings or anything like that. Mr. Warren said he gave invitations to all the members of the TPC. He said he would tell the Mayor and the Judge that Mr. Hopmann wanted them to know the invitation could be passed on to the entire Council and Commissioner's Court and he will leave it to their discretion of how to deal with quorum issues. The position, to feel Mr. Hopmann's position, was posted the day after he announced he was going to Tyler and the position closes today. Mr. Warren said they expect Mr. Castillo will be doing interviews for the position next week and hope that he will be naming a replacement the first week of February. Mr. Hopmann would have liked to be here but the day after he was appointed to Tyler, Mr. Castillo appointed him to a statewide task force to make sure all of this economic stimulus stuff is put together so he is handling that on a statewide basis and has been on the road constantly since the announcement was made. Mr. Warren said he will be here next week and they look forward to seeing everyone at the reception.

Mr. Warren made Mr. Jones aware that they are no longer referred to as District 5 for future purposes and haven't been for fifteen or sixteen years. He said they are simply called the Lubbock District.

Citibus

Ms. Harvey said that Citibus gets planning money every year. She said that some of it comes directly to Citibus and some of it comes to them through the MPO but they are required as a condition of receiving that planning money to produce the annual Technical Study Report. Ms. Harvey said that probably everyone except the Judge has probably gotten a CD with this version on it. Ms. Harvey said that the Judge will get one soon. She said that she sent it to the City Council immediately after the report itself was approved by the Transit Advisory Board last week. She said this document, which they produce at Citibus every year, includes information on all the different services, fixed route, CitiAccess, Texas Tech Service and the special services. She said it also includes chapters on whatever special planning projects they did during the year. She said this one includes a chapter on passenger amenities, which has been a big focus over the last couple of years at Citibus. Ms. Harvey said it also includes their annual update of their security plan.

Ms. Harvey said the Report is a valuable document for Mr. Wilson and herself because they can refer back to it and do frequently refer back to it to look at what ridership trends have been in the past as a way to maybe forecast in the future. Ms. Harvey said this is the first year she has provided copies on a CD so if anyone would prefer to have the "old fashion" paper version, let Ms. Harvey know and she will make a copy. Ms. Harvey said she would be happy to answer any questions and if after reading it there is questions please let her know. Mr. Leonard thanked Ms. Harvey.

Director

Mr. Jones said that all he had to say about the 2030 report was that he put the Executive Report in the agenda packet. He said it is also on the TxDOT website.

Mr. Jones said he also has a copy of a power point presentation that was given to the Commission if anyone is interested in that.

Mr. Jones said the Job Impact on the American Recovery Investment Plan is in the agenda packet as well. He said it was prepared by President Elect Obama's economic advisors and outlines the rationale and potential impact from their Administration's perspective and what impact the stimulus package is going to have across all sectors of the economy as far as job creations. He said it includes a good portion of transportation. He said it did sound rather scholarly.

Mr. Jones said the last bullet was to discuss legislative initiative for local voter options. Mr. Jones said he has had this on the last couple of agendas and every time they go to a TEMPO meeting the excitement over this initiative grows particularly with the North Central Texas Council of Governments. He said this is the strategy they have chosen to try to fund their rail initiative. He said the way the bill is written and the way they are pressing for it, if it is passed, it will be extended to the eight TMAs in the State. He said that even though we might not be interested in what it allows TMAs to do, we will have some exposure on it simply because we are one of the TMAs. He said the bill allows local voters to decide whether or not we want to pass fees or taxes within the area of the MAB and use those revenues on transportation projects. Mr. Jones said having said that, there will be some interest and he is offering the opportunity to have someone from NCTCOG to come and speak if the TPC would like to give more information on how they see this strategy working. Mr. Jones said probably some newspapers would be calling because of the way it is structured and they will want to know what Lubbock is feeling about this. Mr. Jones said that NCTCOG has also asked the other seven TMAs for a resolution of support of some indication that they will not oppose the bill.

Mr. Martin said he is not sure that we want to do a resolution that we will not oppose the bill from a matter of strategy we want to keep our options open to make sure we get some favorable treatment in that bill if and when it happens, if it does pass the legislature. Mr. Martin feels that it is problematic. He said one of the things they are banking on is the legislature having an appetite to allow the first deviation from the maximum 8-¼% sales tax effort within the State on a local option basis for light rail projects. Mr. Martin said that is all well and good although he is not sure that light rail is Lubbock's issue. He said being a TMA if it is for mass transit projects in TMAs with a population of less than 400,000 or some bracketed type thing, which would give us flexibility, it would go a long way to us being able to help fund the Citibus operation and other mass transit efforts here in the local area and we don't want to come out and just jump on their bill, we want to keep our powder dry and keep our seat at the table of this and give a chance for them to woo us, if you will, and will be doing that in the legislature. Mr. Martin said they have already talked to their legislative advisors in Austin about these issues and he feels that it is problematic that it is going to pass. He said they have also talked about local option gas taxes and he feels there is too much opposition from the retail gas dealers for something like that. Mr. Martin said the legislature, if they have a mind that if there is going to be additional revenue available they would rather spend it than have the local jurisdictions spend it. He said he understands their efforts and that they are well funded and having a big delegation together. Mr. Martin said he would encourage the TPC not to be issuing a letter at this time. He said they would be glad to visit with them but want them to cater to us to include the things that we want in that bill that may not be what they care about, but if we don't use that leverage we will never get them in there.

Meeting Adjourned.

The joint meeting of the Transportation Policy Committee and Transportation Advisory Committee adjourned.