

Minutes
of the Joint
Transportation Policy Committee and
Transportation Advisory Committee
Lubbock Metropolitan Planning Organization
September 2, 2008

The joint meeting of the 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 September 2, 2008.

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

Patti Jones, Commissioner, Lubbock County
Tom Martin, City of Lubbock
Tom Head, County Judge, Lubbock County
LeeAnn Dumbauld, City Manager, City of Lubbock
Jim Gilbreath, City of Lubbock
L.C. Childers, City of Wolfforth
Randy Hopmann, TxDOT - Lubbock

The following Transportation Advisory Committee members were present:

Bill McCay, Commissioner, Lubbock County
Ysidro Gutierrez, Commissioner, Lubbock County
Steve Warren, TxDOT – Lubbock
Larry Hertel, City of Lubbock
Frankie Pittman, City Manager, City of Wolfforth
Nick Olenik, Lubbock County
Marsha Reed, City of Lubbock
Randy Henson, City of Lubbock

Visitors/Staff: David Jones, Lubbock MPO
Tera Davis, Lubbock MPO
Darrell Westmoreland, Lubbock MPO
Diane Lann, TxDOT – Austin
Kirk Fauver, FHWA
Mitch Satterwhite, City of Lubbock
James Loomis, City of Lubbock
Clif Burnett, Lubbock County Register
Dale Holton, City of Lubbock
Sharmon Owens, City of Lubbock
Warren Warner, Market Lubbock, Inc.
Todd Reno, Reese Technology Center
Mark Heinrich, Commissioner, Lubbock County
Mary Whistler, U.S. Representative Neugebauer
Jonathan Ziegler, PSC
Durwood Mayfield, Texas Bicycle Coalition
Michael Mangum, Citibus
Theresa Drewell, Texas Tech University
Mitch Hudson, Lubbock Citizen
John Hopgood, Life/Run Center

Call to Order.

Ms. Jones called the meeting to order at 8:30 a.m.

The Committee moved to the next item.

Acknowledgement of Quorum by Chairman.

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

The Committee moved to the next item.

Public Comment Opportunity / Acknowledgment of Guests

Ms. Jones asked for any comment from the public. Mr. Clif Burnett stated that he reviewed the public notices that were posted for this dual meeting and spoke with Ms. Becky Garza's, City Secretary, City of Lubbock, assistants. Mr. Burnett stated he felt there was a problem as the only public notice on-line for this meeting was for the Commissioner's Court. Mr. Burnett said that he went outside the City of Lubbock building and that it was posted outside but that Ms. Jones does not publish her public notices outside the building and so the only notice of this dual meeting online is a County Commissioner's meeting. Mr. Burnett felt the public was not notified online and felt it was an irregularity. Mr. Burnett said that he was told by Ms. Garza's people that posting the agendas online has to happen on these committee meetings.

Mr. Burnett stated that we couldn't have secretive meetings. Mr. Burnett stated Ms. Jones pulled this once before with the Commissioner's Court meeting and she had to be shut down for three days. Mr. Burnett told Ms. Jones "I will be running a public record request through David Jones' outfit to determine if the Commissioner's Court is coming over here to help subsidize Mayor Martin's road situation and Citibus."

Mr. Burnett then stated "I am going to be getting all of the records to find out if you are taking my property tax and giving it to the Mayor to do his road work, because we all know that you have said that you don't believe we should maintain the county roads, that you would put them up for sell. So I am going to be doing some serious public record checking because he has to go by the public record law, you do not. So Patti, you should be aware that I am going to find out if Mr. Jones, David Jones, is getting money from the county because you have raised taxes five consecutive years and if you are subsidizing Mayor Martin's road work with my tax dollars, it could be a real political problem in 2010. I want you and Judge Head to understand that. We are not here for you to come over here and subsidize Mayor Martin's extravagant construction when you are neglecting our roads and I am concerned about the reporting of this to the people because I am not sure this meeting has been told to the public online in a lawful manner and I will be going to talk with Ms. Garza upstairs to see if there is a state law that requires you to make these committee meetings public online, Mayor. Ms. Dumbauld should have taken care of this and she sits on this committee and she should have made sure all the notices were posted properly, sir. We pay her a lot of money and we pay Patti (Ms. Jones) a lot of money and these women need to get these notices up so the public can come in here. I am not sure but I know Patti Jones has been trying to keep people out of the Commissioner's Court and I don't want her doing that over here, Mayor. We have a good open government over here and Ms. Jones doesn't believe in it and I want you to understand that."

Ms. Jones asked if there were any other public wanting to speak. No other public wanted to speak.

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

The Committee moved to the next item.

Approval of the July 15, 2008 minutes of the Transportation Policy Committee Meeting.

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

Jim Gilbreath made a motion to approve the July 15, 2008 minutes of the Transportation Policy Committee Meeting with correction. Tom Head seconded the motion and the motion passed unanimously.

The Committee moved to the next item.

Kirk Fauver with FHWA will present the final report of the Joint Federal Certification Review by the Federal Highway Administration and Federal Transit Administration.

Ms. Jones introduced Kirk Fauver with the Federal Highway Administration. She explained that Mr. Fauver would present the final report from the joint Federal Certification Review by FHWA and FTA.

Mr. Fauver thanked Ms. Jones. Mr. Fauver said that today he would like to give the results of the Joint Certification Review required by Federal law. Mr. Fauver said that both FHWA and FTA had signed off on the final report. Mr. Fauver said that they did get input from the LMPO and have incorporated that input into the final product and the report should be issued later this week.

Mr. Fauver said under Federal law Title 23, FHWA is required, jointly with FTA, to determine if the metropolitan planning process meets Federal 3C Transportation Planning requirements. Mr. Fauver said that as part of the certification process they could take four actions. They could jointly certify or jointly certify subject to corrective actions. Mr. Fauver said they could certify certain programs and others for correction action or it may be determined that the metropolitan planning process does not substantially meet requirements. If the process is not certified every four years FHWA can withhold STP funds and FTA can withhold federal transit administration funds. Mr. Fauver stated that the last certification review was completed in June 2004 and to stay on that four-year cycle they completed their onsite review June 11-12, 2008.

Mr. Fauver said that the MPO was found to be generally in substantial compliance with Title 23 and Title 49 so there were no corrective actions. Mr. Fauver said this was the first time since he has been down in the past seven years that there have been no corrective actions on an MPO. Mr. Fauver said that the MPO should be proud.

Mr. Fauver said notable strengths that were found included the agreements where the roles and responsibilities are clearly defined in the MOU/MOA agreements among Citibus, the transit provider, the City of Lubbock and the City of Wolforth and County and other member jurisdictions. Mr. Fauver stated that they also acknowledge that the MPO is working to incorporate actual congestion and traffic data as performance measures into the local project selection and prioritization process and they like the fact that the congestion data is being actually used for project selection purposes.

Mr. Fauver said they were also commending the MPO on the Regional ITS Architecture. He said they took a tour of the new Traffic Monitoring Center and they think it will provide some really great benefits for the community with operations management and safety and security information as part of the planning process. Mr. Fauver said they were impressed with the working relationships and rapport although he felt that this morning it started off roughly, but overall the FHWA and FTA think the MPO is doing a fine job including your stakeholders within the planning process and feel it is a collaborative spirit. Mr. Fauver said they think the future of Lubbock will be formed and improved with improved quality of life for all as part of the planning process.

Mr. Fauver said one thing that was looked at in terms of recommendations was public involvement strengthening. Mr. Fauver said we could think about doing more with "one-on-ones" with local civic and rotary club meetings, town hall meetings, and neighborhood planning events. Mr. Fauver said Mr. Jones

is doing a great job getting out there with the public and meeting the public but felt it could be strengthened a little more. Mr. Fauver said the website itself was found to be very accessible. He said the current Participation Plan and other plans and documents are online. Mr. Fauver said if you did a survey of all the MPOs in the state of Texas you would find that not all MPOs post their MPO planning products.

Ms. Jones stated that it was too bad that Mr. Burnett was not here to listen to this and hear these comments. Mr. Fauver said he agrees and that he was sorry Mr. Burnett had to leave early and he appreciated his input and that we welcome input, including the vocal minority. Mr. Martin stated that he left early to go and study up on the open meetings laws since he was wrong. Mr. Fauver said he thought that was a state law and was not a federal issue.

Mr. Fauver said the MPO is using the briefing book, under the Transportation Capacity Building Partnership, to train new TPC members and the TAC on roles and responsibilities is commendable. Mr. Fauver said they know that the MPO has provided both online and hard copy versions to the board members. Mr. Fauver said they noted during the UPWP development that even if projects don't involve federal highway or transit funds the MPO should acknowledge those planning activities, especially those planning activities that are being funded by the City or County that could feed into the regional planning process. Mr. Fauver said the current UPWP is in their office now and they are reviewing it to see if it includes that provision.

Mr. Fauver noted that the MPO has begun to share data information with the environmental natural resources sector, conservation and historic preservation as part of the plan and TIP update. Mr. Fauver said they encourage the MPO to do that more often and to partner with the federal, state and local resource agencies as part of the planning process. Mr. Fauver said because of SAFETEA-LU regulations these interagency coordination participation requirements will need to be addressed as part of the Participation Plan.

Mr. Fauver said as part of the annual listing of highway and transit projects we need to make sure that we include bicycle and pedestrian projects, Safe Routes to School and other applicable federal aid programs in the annual report due ninety days after the end of each fiscal year. The fiscal year ends September 30th, so October 1st is the beginning of FY 2009. Mr. Fauver said for purposes of funding the transportation operations and maintenance we need to make sure that we include some fiscal information and as part of that financial plan, they recommend the use of a five year strategic operating plan that was developed by Citibus as part of the transit portion of the O&M financial plan.

Mr. Fauver said they also encourage the MPO to look into the technologies and visualization tools, including GIS, as a regional vision for the community and the use of scenario planning is encouraged to show the benefits of plan development.

Mr. Fauver stated again that the Federal Highway Administration and the Federal Transit Administration finds that the Lubbock MPO transportation planning process is substantially compliant meeting federal requirements under Title 23 and 49. Mr. Fauver said the final report has been sent up to FTA for signature and the draft report has been shared with the MPO. The MPO's comments have been included and it should be wrapped up later this week. Mr. Fauver asked for any questions. No questions were raised.

Ms. Jones said as Chairman of the Transportation Policy Committee she wanted to say thank you to everyone that was involved, the individuals that were interviewed and for the City of Lubbock for the tour that was given for the ITS. Mr. Hopmann said that he appreciated Mr. Fauver coming up here and conducting the review process and he thinks it is nice to see something in writing that acknowledges the collaboration between the City of Lubbock, TxDOT, Lubbock County, City of Wolfforth, and Citibus. Mr. Hopmann said they have known that it has existed for many years and have always operated that way but it is nice to see it in writing as a part of the report.

Mr. Gilbreath said that he was one of those asked to go sit in the interview and initially he was intimidated sitting there in front of the "feds" thinking he was going to be grilled about what the MPO was doing but

the Review Team made it very comfortable. Mr. Gilbreath said it was a discussion format and told the TPC that if, in the future, they were asked to be part of the team that goes and interviews to not be scared. They do a good job and are good to work with. Mr. Gilbreath thanked Mr. Fauver and the team.

Ms. Lann stated she would like to acknowledge Ms. Davis and Mr. Westmoreland's hard work in putting the whole certification packet together. She said she did not feel it could have gone the way it went, as smoothly, and she felt they did an awesome job. Ms. Jones thanked Ms. Lann for bringing that up. Ms. Jones said she remembers Mr. Fauver and the others making comments about all the information and the way it was compiled and how it made the certification a much quicker process than what was anticipated. She said what was scheduled for three days didn't take that long because of the due diligence of Ms. Davis and Mr. Westmoreland and they appreciate what was done. Ms. Jones also included Mr. Jones in her thanks.

The Committee moved to the next item.

Discuss the Outer Loop Feasibility Study and take action on recommendations.

Mr. Jones said that he did not know that he could add any further details to the backup material. Mr. Jones said the decision needs to be made if we want to take action to go ahead and try to implement the recommendations now or if we would rather wait a couple of months and see what happens at the state level with this notion of the bond program. Mr. Jones said that the group chairman, Mr. Hopmann discussed the likelihood of the state calling for a bond election that could put additional money, either through Prop 12 or Prop 14 or both into a consultant category. Mr. Hopmann made it very clear that we don't know that would happen even if they do call for an election and so his recommendation would be to wait and see what happens.

Mr. Hopmann said that actually he thinks TxDOT will know by the first of October how that will work out. Mr. Hopmann said the Commission did meet last Friday and voted to go to the bond review board and request that 1.5 billion dollars in Prop 14 bonds be issued later this month. Mr. Hopmann said that from a public standpoint and a listening audience standpoint he felt that Mr. Warren should come up and walk through the process and alternate decisions and how the recommendations have been arrived at.

Mr. Warren said that two or three months ago, it was brought to the TPC's attention by the TAC that we really need to look at a way to continue to move on with the Outer Loop Study in order to help the County with their planning and subdivision developments as well as preparing for Lubbock's future thirty years down the road. Mr. Warren said that TxDOT went broke for a while and everything was put on hold. Mr. Warren said the original contract signed with MACTEK Engineering was for close to 1.9 million dollars. That was to do the feasibility study and follow it up with a route study. The route study was to be done in the second part of the contract. What was discussed with the committee was if the second part of the contract had to be done with a consultant. TxDOT has the ability and the staff available to do the actual route study but did not feel comfortable with the feasibility study.

The committee discussed removing the route study from the contract, which is \$539,000 in the executed contract. Mr. Warren said they also talked about whether or not there was a need to study the Outer Loop all around Lubbock on all four sides at this time. He said it was very obvious where the growth is in Lubbock County. Mr. Warren said that although we do need to consider the entire county in the long range, the thought was to phase the study and do the feasibility study for the southern and western legs primarily with the understanding that once that was lined out they would go back and look at the north and east sides of Lubbock and do the feasibility. Mr. Warren said they asked the consultant to give a range of what they thought they could remove from the contract if they were to reduce the scope and just study the southern and western leg of the Outer Loop and that was the Estimated Reduction in Scope that is in the backup material of \$182,000. Mr. Warren said from the original fee, minus what has been paid to date, minus doing the route study in house and minus the reduced scope, and the MPO approval of putting \$241,000 into the study, we are roughly short \$709,000. Mr. Warren said the discussions included the City of Wolfforth, and for reasons that have to do with state law, they are unable to

participate financially, so it was agreed that the City of Lubbock and Lubbock County would split the balance evenly if they were to move forward at this time.

Mr. Jones also added that there is still a little additional money in the MPO budget that could be added as well which would total around \$37,000. Mr. Warren said the decisions that are to be looked at today are if we should hold off until we find more about the bond issues and if there will be consultant dollars added to the Lubbock District. There is no guarantee that will happen. You could take action today to move forward and have the City and County split the shortfall evenly and TxDOT would start the paperwork, which would require additional agreements between TxDOT and the City of Lubbock and TxDOT and Lubbock County to work out the format for which it could be paid for.

Mr. Gilbreath asked what was being looked at time wise. Mr. Gilbreath wondered if it was a one-time payment or if it would be scattered out over a period of time. Mr. Warren said it could be scattered out so to speak but the feasibility study would not take more than one year so they were really looking at FY 2009. Mr. Warren said it might be able to be done in two incremental payments but it would have to be in FY 2009. Mr. Warren said the route study, if done in house, would begin in 2010 and there would be no money involved.

Ms. Dumbauld said that in the proposed budget Gateway Street Funds were earmarked for this project, such that it is adopted, and if the funds are not spent this year, they would be maintained in full if we wanted to wait until later to see what comes out with the bond. Ms. Dumbauld said they have their portion now if the TPC chooses to go forward and not wait for the state. Mr. Warren said it would take a month or two to get the agreements executed and signed and run through the various bodies, as they are not allowed to accept funds without an approved funding agreement in place. Mr. Warren said if the decision were made today, TxDOT would start this week putting the agreements together.

Mr. Martin said he has read stories in the media and some briefing papers on the Commission asking for the bond issue under Prop 14 and it appeared to him that the thrust was to be able to get some of the programs, such as Phase 4 of the Marsha Sharp Freeway that were substantially ready to let but no funding was currently available. Mr. Martin said he didn't notice that it had anything specifically mentioned in any of those stories about planning funds. Mr. Martin asked Mr. Hopmann if that was accurate. Mr. Hopmann said it was pretty accurate although there has been some discussion about having some of the Prop 14 bond money allocated for consultant use as well as right of way acquisition purposes. In the 2009 Legislative Session, it is expected that the legislature will authorize Prop 12, which is the five billion dollars in bonds. Mr. Hopmann felt the theory was that we could get a running start at that Prop 12 issuance next spring or fall or whenever the legislature authorizes it if we had some consultant monies to work with today and some right of way monies to acquire the rights of way. He said we could put the Prop 12 money to use faster by having some of the money going to consultants and right of way from Prop 14. Mr. Gilbreath asked if we didn't want to make sure we were at the head of the queue. Mr. Hopmann agreed but said the difference in this case, and why he doesn't have a high confidence level that we would receive consultant money to this Outer Loop Study, is because this is more long range. He felt that what the Commission wants to do, because of the short fall in available money, was to spend it on more near term needs.

Mr. Martin said we do not lack for other projects if we go ahead and approve the local funding for this and get on with it, which he personally favors. Mr. Martin said for example the widening of Slide Road and engineering work on that is on hold. Mr. Martin said the ramp study on South Loop and I-27 had been shut down. Mr. Hopmann said they actually have just completed that as it was being done through Texas Tech University. He said they would make a presentation before the TPC on that subject later. Mr. Martin said Phase 5 of the Marsha Sharp Freeway is also out there that needs to be designed as well as the Northwest Passage projects that still need to be designed. Mr. Martin said that if we were to go ahead with this, could some of those other projects be implemented if some of that money was available. Mr. Hopmann said he believes so and that he feels the Commission's intent is to put as much money into congestion relief and safety type projects around the state as possible and he hopes that some of that money would make its way here to Lubbock for those uses. He said those projects and many more are in the Lubbock MPO's Metropolitan Transportation Plan. Mr. Martin asked Mr. Fauver if the federal

government likes the idea that we would use local funds and get going on things like this. Mr. Fauver said with the situation with the Highway Trust Fund we would have to look more and more to local sources of funding.

Mr. Martin said he feels we should go ahead with this and use the local funding. He said we are dealing with an Outer Loop study that is probably 25 years past due. He said the City and County have grown and encroached on the areas that were envisioned without a study 25 years ago for an Outer Loop. He said that he feels to put it off any longer on the possibility that we might get some planning funds is not beneficial and feels that the TPC should go with the recommendation of the Outer Loop subcommittee and divide the remaining money equally between the City and County. Mr. Martin asked Mr. Jones if the MPO needed to keep the fund balance. Mr. Jones said that it was a recommendation of the chair and was voted by the TPC to keep that in reserve and he would not go against that recommendation. Mr. Martin said the \$708,870 is the amount that would need to be split. Mr. Jones agreed that it was.

Mr. Hopmann said that he had a question for Mr. Warren and it was just mainly to get it into the record. Mr. Hopmann asked Mr. Warren where it is generally felt that the Outer Loop would be located in regards to the MPO boundary and the city limits of Lubbock. Mr. Warren said the good news is that the study would be looking at road improvements in Lubbock County instead of the City of Lubbock so the Mayor is actually putting some of his extravagant highway funds into the County instead of vice versa. Mr. Warren said that jokingly it has been said that the Outer Loop could go anywhere between Loop 289 and the Lubbock County line and that is a fact. He said that looking at the development that has occurred it is believed that FM 1585 would be the northern limit of what would be looked at on the south side. Mr. Warren said if the feasibility study shows it is feasible it would probably be outside of FM 1585 and west of FM 179 on the west side. He said generally around the limits of Shallowater around to Slaton and more than likely south of FM 1585 and west of FM 179.

Mr. Hopmann said that he had a follow-up question and that Mr. Henson might want to help address this. He said that this is pretty significant monies that would be coming from the City of Lubbock and Lubbock County and he wondered if Mr. Warren or Mr. Henson had any thoughts or projections on the financial viability of making the investment in this study versus having uncontrolled development occurring where the future right-of-way costs in an Outer Loop corridor might be related. Mr. Warren said they spent 160 million dollars on the right-of-way for the Marsha Sharp Freeway because the corridor was fully developed and in areas of the County it is becoming more and more developed. Mr. Warren stated getting this study in place helps preserve right-of-way for the future, which would result in substantial right-of-way cost savings.

Mr. Henson said we would get that 120 foot standard cross section by plat. He gave an example of South Loop and the Interstate. Mr. Henson said when the Interstate project first started the City Council established a moratorium on construction. They did not buy the land at the time but whenever property platted there was a moratorium on construction within that first x amount of private property with the understanding that eventually it would be purchased for the Interstate. It was not purchased with a building on it and there is a big difference between the acquisition costs. Mr. Henson said we can't, through the platting process, get a 300 foot right-of-way but we can, if we establish a moratorium of construction in that 350 foot area greatly diminish the cost of future acquisition.

Mr. Hopmann thanked Mr. Henson and said that would be the purpose of the feasibility study and the subsequent route study. Ms. Jones asked for any further questions.

Tom Martin made a motion to proceed with the Outer Loop Feasibility Study with funding on the local level with the City of Lubbock and Lubbock County jointly funding \$708,870. Mr. Gilbreath seconded the motion and the motion passed unanimously.

The Committee moved to the next item.

Discussion of Category 2 backlog projects and take action.

Mr. Jones said that the backup in the packages is pretty self-explanatory. Mr. Jones said the Transportation Policy Committee has already gone on record saying that the priority would be Phase 4 of the Marsha Sharp Freeway. Mr. Jones said that is documented and extends through the planning phase 2011 and beyond. Mr. Jones said if there is any desire on the part of the board to change that strategy this is the time to do it because the state has issued an all-call on a collection of projects coming from all the districts and MPOs to have in hand to consider if they have extra money coming into Category 2 from Prop 12 and Prop 14.

Mr. Jones said he is asking the TPC to reconfirm or ratify their previous action so that we can tell them that Phase 4 of the Marsha Sharp Freeway is indeed our priority project even if we have an opportunity to go back and look at additional money. Mr. Jones stated that would be his recommendation.

Mr. Martin asked Mr. Hopmann about Phase 4. He asked if it was bid ready. Mr. Hopmann said about 70 or 80% complete on the detailed construction plans. Mr. Hopmann stated the right-of way has been acquired but they do need to adjust some utilities and it would be ready to let. Mr. Martin asked if that fit with what they were looking for. Mr. Hopmann said that it did exactly. Mr. Martin stated that he did not know if we had any other things that close to ready to bid. Mr. Hopmann said not in Category 2.

Mr. Jones said he didn't intend to steal Mr. Warren's thunder, as it is actually Mr. Warren's agenda item. Mr. Warren said that this goes back to what Mr. Hopmann was discussing earlier about some of the bonds that are going to be issued with the intent of getting plans ready and right-of-way acquired. Mr. Warren said this would be getting things ready for the construction funds that will come through for these backlog projects and this is what they are asking us to submit. Mr. Warren said that the target amount for Lubbock is 54 million dollars, which fits very well with Phase 4, which is still estimated in the 60 million dollar range. Mr. Warren said hopefully with this issuance of bonds this month it will free up the consultant dollars we need to finish the plans. Mr. Warren said the right-of-way costs would be minimal as there are only one or two compensable utilities in that project. Mr. Warren said we still have to move a lot of utilities but will only pay for one or two of them. Mr. Warren said without question this fits well with TxDOT's idea of a backlog project for Category 2 funding and there may be other projects more ready to go but they are not Category 2 eligible. Mr. Warren stated this did not go to the TAC but it will be ready to go by next fall if construction funding comes through.

Mr. Hopmann asked Mr. Warren to describe what Phase 4 is, where it is located and why it is important. Mr. Warren stated that Phase 4 is the eastern terminus of the Marsha Sharp Freeway and will tie into the current construction that is going on with the Tech project. This project stops at the main rail yard through town and if Phase 4 is not funded the Freeway is going to dump out into the underpass under the rail yard in the downtown area. Mr. Warren said Phase 4 proposes to take the Freeway and continue it over the rail yard and beyond the Interstate out towards the bottom of the canyon in Mackenzie Park. Mr. Warren said it is very important to finish the Freeway out to that area and get the connection to the Interstate and East Lubbock and eliminate the need to dump a "freeway's worth of traffic" into a four-lane underpass under and railroad.

Ms. Jones asked for any more comments. Mr. Martin asked if a motion was needed. Mr. Warren said that what TxDOT needs is confirmation that what has been submitted to Austin as the backlog for the Lubbock MPO is good with the TPC and you still agree with it. Ms. Jones said since it is an item to take action on she would like to have a motion.

Tom Martin made a motion to confirm the previous decision that Phase 4 of the Marsha Sharp Freeway is the Lubbock MPO's priority Category 2 funding project to be submitted to TxDOT as part of the potential Prop 12 or Prop 14 funding. Mr. Gilbreath seconded and the motion passed unanimously.

The Committee moved to the next item.

Presentation of the proposed City of Lubbock Gateway Streets Projects.

Ms. Reed stated that the City Council has been looking at a number of projects for the Gateway Program. Ms. Reed said that we have been talking for a long time about the need for thoroughfare construction in the City and she said that she believes this takes a major leap in that direction as far as the funding goes for thoroughfares.

Ms. Reed said the Gateway Streets Fund was established by resolution of the Council back in February of 2004. She stated that 40% of the franchise fees that come into the City go into the Gateway Fund and that the fund was created for funding street projects designed for development, growth and redevelopment within Lubbock. Ms. Reed said the projects funded to date or at least still ongoing out of the Gateway Streets Program is the overpass as part of the Northwest Passage at the Loop and Slide Road that is in conjunction with TxDOT and the bridge at 4th Street and the Loop. She said Erskine from Frankford to Salem should be beginning construction very shortly. Slide Road from the Loop to Erskine is also under construction and Slide Road from 4th to the Loop is currently under design by the City working with TxDOT.

Ms. Reed stated that as far as what is being proposed for Fiscal Year 08-09 there are several design projects for thoroughfares. She pointed to the map which showed projects in green that are already under construction or should be let, which includes the 50th Street project which she said has been pushed to January for letting as well as Quaker Avenue from 98th to 1585 and 114th from Quaker to Slide. Ms. Reed said she tried to tie these back to the MPO's long-range plan and these were included as projects 18 and 20 in the MTP.

Ms. Reed said the next project was Indiana Avenue from 103rd to FM 1585. She said that would be the completion of the east half of Indiana from 103rd to 114th and the design of 114th to 130th (1585). She said this all ties back to MPO projects 13 and 24. Next she pointed out Frankford and 98th to complete Milwaukee, which includes Frankford from 98th to 114th Street, 98th Street from Frankford to Milwaukee and Milwaukee from 94th to 100th which gets us across the big playa lake that sits at 98th and Milwaukee. She said this would be the design of these projects and this ties back to MPO projects 21, 28 and 47.

Ms. Reed's next project was Milwaukee from 100th to 130th. She stated this would take Milwaukee out to the new sports complex that is being constructed and the City Council is also looking at some annexation in this area. Ms. Reed said the first mile of that from 100th to 114th is MPO project 27 and the remaining portion is not in the long-range transportation plan but they feel it is still important.

Ms. Reed said for design and construction for this next year they proposed North Ash Avenue from East Utah Street to FM 1294. She said this would be for assistance with the rail port through LEDA trying to bring business into our area and that project is not part of the long-range plan. She said that lastly the design for next year for the continuation of the Lubbock Business Park Blvd. from North Elm east to MLK. She said that project is also not in the plan, but again a LEDA project and very important for the Business Park.

Ms. Reed said for Fiscal Year 2009-2010 they would be looking at the design of 98th Street from US 87 to University and University from 98th to 114th Street. She said these are other sections that need to be completed and these are MPO projects 22 and 35. She said this would be followed by four miles of 114th Street, none of which are in the long range plan, but would definitely tie this section of the City together and would include 114th from Slide to Milwaukee, followed by 114th from University to Quaker. She said there is a lot of development in these areas. The last project would be Erskine from Frankford to Milwaukee and Milwaukee from Erskine to 4th Street, which are MPO projects 33 and 48. She said those are proposed currently for design in Fiscal Year 2009-2010.

Ms. Reed said they are also currently proposing and working on a contract for streets right-of-way coordination on all these projects. They had asked the Council for a half million dollars to do the right-of-way coordination on all of these projects. She said this would allow them to get the right-of-way going a little more quickly, would assist in discussions with the developers and property owners, allow them to go

ahead and prepare parcel maps and legal descriptions where they are necessary but would not include anything that might come up as part of the design. She said that would be addition to the ROW coordination.

Mr. Martin asked if once the budget was adopted on the 11th would it not need to come back to the MPO and add those projects to the long-range plan. Ms. Reed said those are shown in fiscal year 2009 and 2010 so it might be something they could do over the next year. Mr. Martin said one of the things that has been looked at with the Gateway funding is kind of breaking the mold. Mr. Martin said the way "we have always done it" in Lubbock is to have a lengthy political debate stretching over years of the need to build thoroughfares and at some point we either try to find urban mobility money or so forth through the MPO to construct major thoroughfares and we all know that money is committed probably the rest of our lifetime with Marsha Sharp Freeway or maybe get around to having a bond election and that takes another year or two to get through that process to get to the point where we can actually start some work on a project. In the meantime, construction costs have inflated dramatically, right of way may have been encroached upon or built upon and is not available or at least as cheaply as we thought it would be originally, so we are always paying catch up.

Mr. Martin said the Council has looked at this and the available funding, and part of the charge of the Gateway projects fund was to have local funds available to help with the long term development of this community with the goal of putting things on the tax rolls but you have to have the thoroughfare system in place to do it. So by doing the design work and acquiring the right-of-way, virtually all of which will be dedicated by the adjacent land owners, and having these projects designed and bid ready as funding becomes available in the Gateway fund, which has been very healthy at this point, we can then literally in sixty days be under contract to build some of these facilities. It is the same as TxDOT has been moving to with getting projects designed and ready to go to construction and the idea that we've always done it this way is really outmoded because we are never out in front of the curve. Mr. Martin said this type of idea puts us out in front of the curve on these major developments. Mr. Martin said also with the projects mentioned, particularly in the north part of the city, to economic development projects, we have a tremendous number of very lucrative economic development prospects that are being discussed at this point and with the rail port and the business park those are going to be very necessary to get the transportation infrastructure into those facilities so that we can land some of those big economic development prospects here in Lubbock. Mr. Martin said that is the thought of the Council behind this and he thinks it is a new way of doing things. He said it is the kind of getting out in front that he wishes we had done as a community twenty-five years ago on the Outer Loop. Mr. Martin said we get so hung up in government on the day-to-day and short-term things that we always need to obviously respond to that. We talk about the need for long range planning and so forth but we never seem to get around to it and we are trying to break the mold and actually get out ahead of some of these things in the future and that is why we have put this plan together. Mr. Martin commended Ms. Reed for her presentation.

Mr. Martin said one of the projects for people to chew on a bit was the widening of 98th from Avenue P to the Tahoka Highway. Mr. Martin said that particular project, when it is designed is going to make it imperative to redo that overpass at US 87 and 98th Street at some point in the future as there will be a seven lane thoroughfare emptying into a two lane overpass. Mr. Martin said those are some things that are going to have to be looked at when funding becomes available in the future. Mr. Martin said that is where they are headed and trying to actually not just talk about long range planning but actually trying to do something about it. Ms. Reed said she just wanted to add they do have five requests for qualifications that are out and due back this week on all of the projects proposed for FY 2008-2009 pending Council approval of the Gateway Streets program. She said that hopefully we would have contracts to Council in October.

Ms. Jones said she had a comment on the Gateway Streets Project. She said kudos to the City of Lubbock for recognizing the franchise fees and being able to utilize those to dedicate forty percent of those funds towards highway projects and street projects. She said that it is apparently one of the first around the state and it has allowed the City to do a lot of things. She said hats off to the City of Lubbock for that vision.

Mr. Gilbreath said that he would remind everyone that in late 2003 early 2004 that was the Mayor's idea to designate that portion of the franchise funds. Mr. Gilbreath said actually they increased the franchise fee tax from three percent to five percent, dedicating the incremental two percent to go to the Gateway Street funds. Mr. Childers said he knew that funding has sometimes been moved from Gateway funds to projects and wondered how much funding that entailed. Mr. Martin said that Phase 3B of the Marsha Sharp Freeway was one that the City agreed to put in twenty-five million in Gateway funds to help get Phase 3B under construction. He said that later that was changed to twelve and one half million with the other twelve and one half million in Gateway funds going to building the overpass at Slide Road and the North Loop and also rebuilding the overpass at 4th Street and the North Loop. Mr. Martin said in addition to the surface streets that have been done, there has also been Gateway money of twenty-five million committed to projects on the state system which we would not have been able to think about doing if they had not had that string of revenue.

Mr. Hopmann said that approximately three years ago the MPO Policy Board made a decision to offer local financing and that proposal was made to the Transportation Commission and it was hailed as an innovative financing mechanism that was a little different and now Lubbock is looked at differently. Mr. Hopmann said they get calls all the time from other cities around the state that are interested in what has happened here. Mr. Hopmann said in that commitment three years ago it required seventy-five million dollars of local commitment over a twenty year period of time and he believes with everything that has been discussed this morning with Milwaukee being constructed a couple of years ago and with Phase 3B and the Northwest Passage and Erskine and all these streets that Ms. Reed spoke of, the City's commitment is going to go well beyond the seventy-five million dollars that was originally committed three years ago.

Mr. Warren wanted to clarify that Mr. Martin mentioned twelve and one half million going into the Northwest Passage Project and it is actually a twenty-five million commitment from the City of Lubbock for that project to be very clear. He said there is eight million of Category 2 and seven million of Category 7 in that Project. Mr. Martin stated he was just talking about the overpass itself but said Mr. Warren is right when Erskine and North Slide projects are included you do get twenty-five million.

Reports

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

Cities and County

No report given.

TxDOT

Mr. Hopmann said they have made good progress on the construction of the Marsha Sharp Freeway the last couple of months. He said there were some rain delays several weeks ago but did successfully open the pedestrian bridge next to Jones Stadium late Friday evening. Ms. Jones said it was utilized a lot on Saturday. Mr. Hopmann said crews were working twenty-four hours a day, seven days a week for about the last three weeks on that pedestrian bridge trying to get it open for game day and they were able to do

that. Mr. Hopmann said that was an important milestone and the next step will be to finish it up and complete the other pedestrian bridges. Mr. Hopmann said the 9th Street Bridge is a new bridge that crosses Marsha Sharp Freeway and most of the deck has been poured on it and when it is all done in a couple of months he felt the pedestrian and bicycle access from one side of the campus to the other side of the campus will be greatly increased and feels that will be a welcome site for the folks that will use those facilities.

Mr. Hopmann said Spur 327 is progressing also. He said the deck has been laid on the Frankford Bridge. He said there have been some delays due to the asphalt availability problems but they are trying to work through those issues. He said FM 179 in Wolfforth is coming along nicely. He said the contractor is working through the asphalt availability issues with TxDOT and hopes to continue to make good progress on that as well.

Mr. Henson congratulated Mr. Hopmann and TxDOT on a job well done on the pedestrian bridges being open for the game.

Citibus

No report.

Director

Bicycle Meetings

Mr. Jones said since the last meeting, the MPO Staff has met a couple of times with the Bicycle Coalition. He said that one of those meetings was hosted by Councilman Klein and the other was hosted by the Bicycle Coalition. He said they talked about their needs and desires and to summarize it would be to say they are looking for access across the Loop as much as anything else and they are also looking to make their trails connect. Mr. Jones said the result of the meeting hosted by Councilman Klein was that he recommended a standing committee in order to continue communications and that they were going to meet with the Mayor and/or the Council and Mr. Jones said he was unsure if that had happened or not. Mr. Jones said perhaps he could offer up another opportunity, as the MPO is required to have a bicycle element in the comprehensive plan. Mr. Jones thought it might be best to offer up the MPO/TAC as being the sounding board and let the bicycle coalition operate through the TAC to continue this dialog and perhaps everyone could agree on getting elements of that plan into the TIP.

Mr. Gilbreath said it had been mentioned that maybe an appropriate place for it would be the Traffic Commission. Mr. Jones said he felt the most appropriate forum would be the MPO since we do have the requirement and are supposed to represent a multimodal process. Mr. Martin said it was an excellent idea. Mr. Hopmann said he would concur from a planning standpoint that there might be some existing bicycle safety issues that may be the Traffic Commission would be the appropriate place, but felt as far as the planning element it is definitely what the MPO does. Mr. Jones said that short of any objections from the TPC he would make the contacts and take them under the MPO wing so to speak.

Statewide call for public involvement

Mr. Jones said that he wanted to add a little perspective to the email that he broadcast out to everyone. He said it was broadcast out to the MPO, as well. Mr. Jones said it went to all the MPOs in the state and it is simply asking for comments to the draft Statewide Public Participation Plan that is the method through which the state gets their public input. He said they have a new strategic plan online that they are asking for comments on and are talking about a new Committee 2030. He said he thought the proper name is 2030 Committee.

Mr. Jones said it was recently appointment by the new Chairperson of the Transportation Committee and has twelve blue ribbon Commissioners and their charge is to estimate the state's transportation needs in the context of today's economic reality. They will look to the year 2030 and beyond but are not going to

concentrate on calculating needed funding or even identify funding solutions, but will concentrate on quantifying and describing the need for infrastructure investment over the next twenty years.

Mr. Jones said they sent out a call for public comment and published a schedule of public hearings across the state. He said four or five had already been held. Mr. Jones said the closest one to Lubbock is in Amarillo and is scheduled for the 18th of this month. Mr. Jones said he would go but called Ms. Lann and asked if she could help him find out what comments were being made at the other hearings. The only thing they could find out is that all comments are by invited testimony. Mr. Jones said he does not have an invitation and does not know if anyone in Lubbock has one so he is unsure if we are invited to speak or not.

Mr. Hopmann stated that Mr. Jones is on the invite list as he has a list of invitations. Mr. Hopmann said he did not know the format of the meetings, as he has not yet attended one because they have not been around this area, but he feels that the South Plains needs to have a strong representation in Amarillo on the 18th. He said the meeting begins at 2:00 p.m. and from what he understands they have gone to, for the most part, major metropolitan cities and many of the comments they are receiving are congestion related. Mr. Hopmann said that is certainly a worthwhile transportation issue to discuss but feels that transportation is broader than that and especially to West Texas. Mr. Hopmann said he felt the 2030 Committee needs to hear about transportation system planning and connectivity and the example he likes to use in West Texas is where agriculture is and all that has to be transported to where the population centers are. Mr. Hopmann said that is why a transportation system must be in place to allow the transportation of the commodities. Mr. Hopmann stated that he hopes Mayor Martin might be available. He said Ports to Plains will be there as well as other associations in this area but he feels West Texas has a lot to offer economically to the State of Texas and that is a big part of what this group is hoping to hear as well as passenger rail. Mr. Hopmann said you are looking at twenty-two years and what do you want it to look like and if we believe that passenger rail has a role to play in transportation in the future of Texas, then we need to have those groups there also.

Mr. Martin asked if it was at 2:00 p.m. or 4:00 p.m. He said it was originally advertised as 4:00 p.m. Mr. Hopmann said it has been changed to 2:00 p.m. and he would be sending out emails and letters to folks around West Texas including the Odessa area, Lubbock area and Amarillo area to make sure there is good representation of transportation in this area. Mr. Martin said the "call" as Mr. Jones put it is not to talk about funding and wondered if it was a "wish list". Mr. Jones said the email stated precisely that they would not consider funding solutions or costs of projects. Mr. Hopmann said he does not believe the point of this is to say that we need money for Phase 5 of the Marsha Sharp Freeway but to say we have mobility needs in West Texas, we have safety needs in West Texas, we have economic development needs in West Texas and transportation plays a role in that. Mr. Martin said so even a discussion on the philosophical level of whether transportation should be general revenue type financing or should it continue to be trust fund would be irrelevant. Mr. Hopmann said it is appropriate, as this country needs a better way to fund transportation. Mr. Gilbreath asked if anyone from this area was on the committee. Mr. Hopmann said Drew Crutcher from Midland is the closest one. He said there is also a member from El Paso and the rest are from Dallas, Houston, East Texas, Central Texas scattered around. Mr. Hopmann said Mr. Crutcher is very involved in transportation as he is associated with the La Entrada/El Pacifico Route. Mr. Jones said there are some bio's on the internet at the link that was in the email.

Mr. Hopmann said that another topic the 2030 Committee needs to hear is Freight/Rail and how important that is for all of Texas and that we need to have a way to move the commodities by rail, not just simply by truck. He said right now there is not a good funding mechanism and no funding mechanism for TxDOT, as it is a privatized system. Mr. Hopmann said that Freight/Rail needs to be expanded and it is difficult because there is no public authority that is able to expend public funds. Mr. Martin said that even the rail relocation plan out of the urban areas was passed by the voters several years ago but has been unfunded. Mr. Gilbreath said that congestion is the big deal among the cities down I-35 and it seems to him like Ports to Plains and La Entrada might come this way in order to relieve congestion is a story we should be telling. Mr. Martin said it is a catch 22 as we have been advocating for years the Ports to Plains Trade Corridor taking thirty-five percent of the truck traffic off I-35 and our friends in the Dallas/Ft. Worth Metroplex sit around and bemoan the congestion and so forth and then you talk about relieving that

congestion and they say wait a minute that reduces our traffic count and we won't get as much state and federal money.

Category 2 Work Group

Mr. Jones said that since the last meeting Mr. Warren and Mr. Jones met with the Category 2 workgroup made up of representatives of each of the eight TMA's and the associated Districts. The charge was to revise the criteria and change the distribution formula that is used statewide to rank all the projects for the metro areas. They originally met in 2002-2003 and established the criteria that has been used up to this point. They agreed to reconvene that study group in five years and determine if the same formula should be kept or revised. When the meeting convened, the State said the charge was the same and to add a criteria. That criteria was congestion. He said for two days they argued about who has congestion and who doesn't. He said that Lubbock obviously cannot argue with Houston, Dallas, Ft. Worth and San Antonio that we have congestion so Mr. Warren and Mr. Jones developed a plan that they weren't going to move in relation to the other seven areas but a certain percentage point. Mr. Jones congratulated Mr. Warren who held fast on the plan and even though the percentage changed Lubbock only dropped 0.293 percent. The relative ranking with regard to the other seven metro areas was unchanged. Mr. Jones said that Lubbock did okay standing in with the big guys.

Strategic Plan

Mr. Jones said that this is a Strategic Safety Plan and he and Mr. Westmoreland participated in a video conference to listen to the update of that plan. He said it was a public participation exercise. He said there wasn't much to it.

Rail Report

Mr. Jones said that since the TPC is supposed to represent multimodal issues, he read an article the other day out of Progressive Railroading that talked about Amtrak. In July of 2008 it carried 2.75 million passengers, which was its highest monthly ridership in its 37-year history. July's passenger total increased 15 percent over July a year ago. In addition, ticket revenue for July 08 increased 18.6% over July 07 to a total of 168 million dollars. The board attributed that increase to increasing fuel prices, highway congestion, airline issues and environmental awareness. Mr. Jones said the article went on to say that the first ten months of Amtrak's fiscal 08 total ridership was up 23.7 million versus 21.3 million during the same time fiscal 07 with total revenue going up 14.1% to a total of 4.1 billion dollars. Mr. Jones said since the MPO is a multimodal transportation process he thought the TPC might be interested in those statistics.

Mr. Martin asked if we have the West Texas Regional Rail Study. Mr. Hopmann said they have Phase 2 completed in TxDOT's office and need to schedule with Mr. Jones to have Mr. Warren make a presentation on that.

Lubbock Economic Index

Mr. Jones said he has copies if anyone would like one. He said it is an interesting little tool that local people contribute to.

Mr. Hopmann said that he wanted to thank Chief Holton. Mr. Hopmann called Chief Holton last week and asked for assistance at Texas Tech as there were a large number of students that were crossing through the construction zone despite signs that stated not to cross at that area but to go to University Avenue. Mr. Hopmann asked Chief Holton for some officers to help direct the pedestrians to the safer crossing until the pedestrian bridge could be opened.

Ms. Jones said that this meeting has been posted correctly and in all the respective locations that it needed to be, including the fact that the entire Commissioner's Court was in attendance and posted as a quorum for this meeting.

Meeting Adjourned.

The meeting adjourned both the Transportation Policy Committee and the Transportation Advisory Committee at 10:02 a.m.