

**MINUTES OF THE TEMPO GENERAL MEETING
NOVEMBER 12, 2013
CAPITAL METRO HEADQUARTERS
2910 E 5TH ST.
AUSTIN, TX**

INTRODUCTION AND APPROVAL OF MINUTES

Ashby Johnson, Executive Director of TEMPO and Deputy Director of the Houston-Galveston MPO, H-GAC, began the meeting promptly and requested a motion to approve meeting minutes for the July 31, 2013 general TEMPO meeting. The motion was made, seconded, and approved unanimously.

EXECUTIVE COMMITTEE ELECTIONS

Mr. Johnson informed those gathered that three positions on the Executive Committee were up for election: two positions reserved for TMA MPOs and one position reserved for a non-TMA. At the time of the meeting, the positions were respectively filled by Maureen McCoy, Capital Area MPO; Tom Niskala, Corpus Christi MPO; and Karen Owen, Longview MPO. Mr. Johnson mentioned that the three incumbents had each expressed an interest to continue to serve, while being willing to step down in the event of a volunteer or nomination elected by popular vote. Nominations were solicited from the floor. Lin Barnett, Wichita Falls MPO, was nominated for the non-TMA position currently occupied by Karen Owen. A write-in ballot was distributed. The vote tally returned with fifteen votes for reelecting Ms. Owen and four votes for Mr. Barnett—out of 25 possible total votes.

SUBCOMMITTEE REPORTS

PERFORMANCE MEASURES

Mr. Johnson introduced Brad McCaleb, Director of Bryan/College Station MPO, for a report on performance measures. Mr. McCaleb, a member of the Executive Committee and Chair of the Performance Measures subcommittee, distributed copies of TxDOT-proposed national performance measures. He summarized a meeting TxDOT hosted with TEMPO Executive Committee members, and invited those interested to attend the FHWA workshop on November 13th regarding the role of performance measures in performance-based transportation planning. Ms. Tonia Norman, TxDOT, was requested to comment on the distributed sheet. She added that the numbers were calculations TxDOT made at the statewide level according to the requirements of MAP-21. The next collaboration opportunity involves figuring out the best way to set performance measure “targets”—quantifiable goals that the region can track progress against. The MAP-21 states that six months after the adoption of the national performance measures by the states, the MPOs have to set consistent targets.

Mr. Johnson requested an update on the timetable of the MAP-21 regulations. Mr. Mike Leary, Director of Planning and Project Development for FHWA-Texas Division, responded that while he cannot comment conclusively, he is aware of major discussion back and forth between division and administrative offices. The delay is probably based on either the immense volume of rules that need to be written or the high degree of importance some of the rules have. Mr. Leary committed to investigating the matter further and updating the general via a presentation at the January meeting in San Antonio.

LEGISLATIVE AFFAIRS

Mr. Chris Evilia, Director of Waco MPO, reported on a group meeting with officers of the TxDOT Legislative Affairs Division in August. The meeting focused on coordinating TEMPO and TxDOT federal priorities for the upcoming surface transportation reauthorization bill. Mr. Evilia reported that both parties agreed to address the consequences of MAP 21 giving slower-growing and stagnant states a regulatory “boost” by calculating planning funds based on old Census data, the TEMPO concern regarding adequate funding for small MPOs. Additionally, though he did not offer an exhaustive list, to address the rule change in determining how fixed-guideway funds are distributed, which the MAP-21 amended to exclude HOV and HOT lanes. Mr. Johnson added that this meeting was one of the first times the State reached out to TEMPO directly, and that the organization very much appreciated it. TxDOT announced at that same meeting they were finalizing a set of federal legislative priorities by the end of 2013. Whatever priorities come out of that outreach will be distributed to TEMPO members upon its availability.

Mr. Johnson then mentioned the subject of the FTA/FHWA draft guidance on transit provider representation on MPO policy boards. The docket was closed for comment October 31st, 2013, but Mr. Johnson stressed the concern among himself and other MPOs regarding the possibility for this rule to 1) unintentionally work against transit’s voice on MPO policy boards and 2) serve as a troubling precedent for how much rulemaking sprouts out of such minor legislative changes. Lastly, participants may not be aware that the vast majority of TMAs in the country already comply with this rule—indicating it is unnecessary.

TTI PRESENTATION ON TRAVEL TIME INDEX

Dr. Tim Lomax, Texas A&M Transportation Institute, introduced this item by providing some background to his presentation on the Travel Time Index. The Index is a measurement, not a prescribed solution—it cannot solve any perceived “problems”, only alert planners to the problem’s magnitude and location. The Index is one of a catalog of indices used by TTI to assess mobility and accessibility in the State, and it is one that TTI has realized needs to be particularly balanced by more multi-modal measurements. TTI has recently trended toward “delay” measurements as a more relevant standard measurement for congestion in Texas today. Dr.

Lomax then detailed some recent scholarly arguments against the Index, and explained in his presentation where those making the case against the Index may have misinterpreted its role, the nature of the measurement itself, and where some of their concerns are valid.

Dr. Lomax then updated those in attendance on TTI's role in the upcoming MAP-21 performance measures. TTI is planning on sending the MPOs in Texas data about the "Texas 100 Most-Congested Roads" as well as analyze the speed data set created by the federal government and map out the results to calculate the eventual performance measures that are decided on. The general intent of the contract TxDOT signed with TTI to accomplish this is to assist MPOs in complying with performance measures and regulatory requirements—so that MPOs can focus on regional transportation planning and not be forced to create costly full-time staff positions. These datasets will hopefully increase the datapoints available for the smaller MPOs, and be available for MTP updates currently being planned around the state. The source data for transmission is supposed to be updated annually, with some segments being updated monthly. The private companies contracted to fulfill this are a consortium led by the American Transport Research Institute, Navteq/Nokia, Schneider, and JB Hunt. Ideally, in the end, segment data will be available at very precise time increments for an entire calendar year.

TxDOT REPORTS

CATEGORIES 5 & 7

Ms. Jessica Butler, TxDOT UTP group, announced that the Categories 5&7 reconciliation will be done at the end of the fiscal year and carryover amounts will be publicized. The TxDOT finance team is still working on this, but after closeout is completed and variances are applied they are going to roll any remaining amount forward. In Category 5 the rolling amount will be toward allocation and any gap that exists will be shown as a statewide total. In Category 7 carry over amounts will be rolling forward. The UTP group encourages you to check those amounts out and submit relevant comment. The federal perspective of those reports is posted online. Since the Category 7 amount is going to roll forward, TxDOT is curious as to whether the balances are tied to projects, given that the amount determines the Department's obligation authority.

TEXAS TRANSPORTATION PLAN 2040

Casey Dusza, Deputy Project Manager for the Texas Transportation Plan 2040, introduced the project as the latest update to the public outreach-driven statewide long-range transportation plan. Currently, TxDOT is engaging stakeholders across the state in the first round of input solicitation, according to the objectives and goals set forth in Ms. Dusza's presentation.

Mr. Johnson commented that certain portions of the state are connected economically, but not as well connected by infrastructure. Hopefully, planning partners can start some corridor studies that consider how we can make improvements in these corridors in the short and long term. This is a question of inter-MSA coordination and

corridor-level planning rather than TMA-level planning. The state needs to be in the middle of these conversations. Ms. Dusza responded that the specific corridors should be itemized and relevant comments can be submitted in that regard.

FREIGHT PLAN

Ms. Peggy Thurin with TxDOT Transportation Planning and Programming announced that the federal freight planning group has developed a preliminary primary freight network according to requirements of MAP-21 and performance measure. The federal partners will be reaching out to MPOs in the beginning of the year to determine out how to incorporate current freight-related programmed projects into the plan. TEMPO is encouraged to also coordinate with the state in response to MAP-21 freight guidance.

ANNOUNCEMENTS

TXDOT ADMINISTRATIVE CHANGES

Mr. Jack Foster, TxDOT Transportation Planning and Programming, announced that the TxDOT Rail and Public Transportation Divisions are now under the purview of Mr. Russell Zapalac and Marc Williams. The intent of the change is to better coordinate multimodal planning. Additionally, the TxDOT MPO coordinators are now in the TP&P Division. Responsibility for UPWP approvals falls with TP&P, same as the APER. This should still be done through the MPO Coordinators, only copy Cindy and Peggy now.

“TURNBACK” PROGRAM UPDATE

Mr. Johnson announced that TEMPO had been invited to participate in a discussion work group with the Texas Municipal League. TxDOT Deputy Executive Director and Chief Engineer John Barton invited TEMPO to appoint some MPO Directors to look at some of the issues that came up when the program was announced earlier this year, and to look at ways that some of it could be implemented voluntarily in the future. The TEMPO members who have agreed to serve are Chris Evilia—Waco MPO, E’lisa Smetana—Abilene MPO, and David Jones—Lubbock MPO. Any MPO-related concerns about the program should be forwarded to one of those three appointees.

MPO TECHNICAL ASSISTANCE

Mr. Johnson offered the TEMPO Executive Committee and general body as assistance to any new MPO Directors who were present at the meeting This type of activity has been undertaken in the past through TEMPO, and the current members would be happy to assist new Directors in any way. Mr. Evilia also offered the AMPO technical committee via his current role as Chair as a potential resource.

T.R.E.N.D.S. MODEL WORKSHOP

The meeting concluded with a workshop presentation by Dr. David Ellis and Ms. Brianne Glover from TTI on the MPO financial forecast model known as TRENDS. The model is available at this website <http://trends-tti.tamu.edu/> and the presentation is available at the TEMPO website.