



Policy Board Meeting June 15, 2015

Policy Board Members Present

David Turner, Vice-Chair, Mayor, City of Odessa
Bryan Cox, County Judge, Martin County
Mike McAnally, District Engineer, TxDOT Odessa District
Robin Donnelly, County Commissioner, Midland County
Robert Stephens, General Manager, MOU/D

Policy Board Members Absent:

John B. Love III, Chair, Councilman, City of Midland
Susan Redford, County Judge, Ector County

Others in Attendance:

Cameron Walker, Executive Director, MOTOR MPO
Lorraine Quimiro, Senior Transportation Planner, MOTOR MPO
Rina Bale, Mobility Manager, MOTOR MPO
Ria Mangus, Administrative Planning Assistant, MOTOR MPO
Robert Ornelas, Transportation Engineer, TxDOT Odessa District
Gary Law, Director of TP&D, TxDOT Odessa District
Chad Windham, Director of Operations, TxDOT Odessa District
Joe Clark, MPO Coordinator, TxDOT
Hal Feldman, Traffic Coordinator, City of Odessa
David Duree, Weaver and Tidwell, L.L.P.
Marc Williams, Director of Planning, TxDOT
Bill Frawley, Program Manager/Research Scientist, Texas A&M Transportation Institute
Cindy Mueller, Statewide MPO Coordinator, TxDOT
Matt Carr, City Engineer, City of Midland
Cindy Muncy, Financial Reporting Accountant, City of Odessa
Richard Morton, City Manager, City of Odessa
Randy Brinlee, Director of Planning, City of Odessa
Roger Beall, Advanced Project Development Director, TxDOT
Randy Hopmann, Director of Urban and Rural District Operations, TxDOT
Bill Hale, Chief Engineer, TxDOT

AGENDA ITEM

1. Call Meeting to Order

The meeting of the MOTOR Policy Board was called to order at 5:02 P.M. by Policy Board Vice-Chair, David Turner.

2. Introductions and Announcements

Ria Mangus was introduced to the Policy Board. Staff announced that Facebook and Twitter were up and running.

3. Public Comment Period

None

No quorum was present. The Chair called for non-voting items including staff reports.

9. MPO Staff Reports

a. 60-day Calendar:

Staff included a 60-day event calendar to inform the Policy Board of upcoming meetings, hearings and special events.

MOUTD ribbon cutting and open house for the new EZ-Rider building is scheduled for Wednesday, June 17th. Staff also made note of the July 7th date for the Visioning Workshop.

b. Regionally Coordinated Transportation Planning (RCTP) Update:

Staff provided the Board members with an RCTP update regarding the meeting held on Wednesday, June 10, 2015. The Committee approved the new RCTP logo and brochure indicating 17 counties RCTP covers in a dark blue and 5 counties in light blue serviced through partnerships; discussed potential FTA Section 5310 projects, partnerships, and needs; and continued discussions on the Multi-Modal coordination efforts. The Mobility Manager submitted the Section 5304 funding application at the beginning of April and it will be on the commission docket in July. This contract will fund the RCTP committee and Mobility Manager position until February 2017. The Mobility Manager will submit two Section 5304 billings to TxDOT before the end of July and the third and final billing will be submitted in early September. A new contract will start September 1st.

c. 30 Day Activity Update:

Staff met with TxDOT Odessa District officials to discuss long range funding scenarios; staff also met with Bill Frawley and Joe Clark on June 8-9 to discuss the Visioning meeting and the Congestion Management Process.

d. Policy Board Visioning Meeting:

As mentioned at the May Policy Board meeting, this important workshop has been moved to July 7th. Thus far staff has received positive responses from Policy Board members regarding attendance.

10. Agency Project Reports:

TxDOT-Odessa District – Gary Law – Let 3 projects this past month, prediction of the bidding and cost estimating are getting better. 7 bidders on each project, up from 2. Outside interest will help to keep prices down. Moving forward with July letting, anticipates same interest in bidding. Bids are still high, but predictable at approximately 15% to 20% above estimates from six or seven months ago.

City of Midland – Matt Carr – Fairgrounds Road project on the street this month and anticipating a letting next month. Project is letting in one month as would be normal in one year.

County of Midland – Robin Donnelly – Pursuing CR 1130 and FM 307 intersection to obtaining additional right-of way on 1130 and south of Antelope Trail.

City of Odessa – David Turner – On the Mexico initiative, he went to Sinaloa and Los Mochis to meet with governor, they are going to sign agreement to start construction on bridge over Copper Canyon, 20 years in the works. Chihuahua had to go together, as it is too much for one state.

Richard Morton – Plans to present the University widening project to the Council tomorrow.

County of Ector – Not Present

County of Martin – Bryan Cox – Business as usual. Trying to take care of county roads and dealing with rain.

MOUSD – Not Present

Cameron: Visioning meeting rescheduled to 7th of July. MPO was able to secure Chevron Training facility, on FM 1788, able to accommodate 30-90. Spoke with several board members and we anticipate the Policy Board, TAC (voting and non-voting), and MPO staff to participate. Our objective is to come up with a collaborative visioning meeting: Where we plan to go with our transportation planning in the future? What the issues are? How to proceed? If amending MTP documents is needed? Non-voting meeting, if voting actions mentioned will be put on Agenda for July meeting. Staff will send invitation this week that includes the address.

7. Presentation from David Duree of Weaver and Tidwell, L.L.P. regarding a completed FY 2014 Single Audit.

MOTOR MPO expenditures exceeded \$500,000 during the 2014 fiscal year. Under this condition, MOTOR is required to complete a single audit. The firm of Weaver and Tidwell completed the audit and will present its findings during a discussion with the Policy Board. Once accepted by the Policy Board the audit will be delivered to TxDOT.

David Duree – Audit Report September 30, 2014 Presentation, couple of entries were made adjustment to accounts receivable, revenues, holding and beginning fund balance. Also,

adjustments to investments, capital assets and accumulation depreciation for the current year and then compensated absences. Communication letter in packet and once approved the closure procedures will commence and Weaver will be able to issue and release the audit. Duree extended appreciation for the assistance from MOTOR staff and Cindy Muncy for bringing the numbers together.

Audit packet includes auditors' responsibilities, schedules and expenditures with in-relationship opinion. Made mention of page 6, high level government wide comparison, between numbers in 2014 and 2013 marked unaudited. Duree made note of \$162,000 in assets in the prior year and \$154,000 current assets down to \$119,000. Liabilities also went down from \$149,000 in 2013 to \$116,000 in 2014. Net position actually reduced \$13,000 to the \$6,866 indicated in the report, was all by design. Looking at page 7 shows revenues and expenses. We see \$400,000 revenues in the prior year (2013) and \$677,000 of grant revenues in 2014. \$10,000 contribution came from UP (Union Pacific). Had expenses in the prior year of \$398,000 but in 2014 had \$693,000, \$6,272 net position decreased and brings total to \$6,866 end of the year net position. Some might be, as shown from page 12, might be easier to see budget to actual. This page shows original, final and actual budget. And shows the \$677,000 plus the \$10,000 in the actual column in revenues, but the \$814,000 in the original budget is just grant dollars, a difference of \$137,000. Then you can see the expenses, \$685,000 in total expenses, \$59,000 more than what had been budgeted. Excess of revenues over expenditures was \$1,139.

Duree also made note on page 20 regarding fiscal agent, note #10, regarding relationship outlined in the grant contract and responsibilities. New pronouncements on page 21 including pensions, government combinations and disposals of government operations, Amendment of GASB Statement No. 68 (GASB 71). The A-133 report did not identify any deficiencies in internal control and no instances of noncompliance. Page 26 shows \$675,000 and how it ties to the \$685,000 shown on page 12. 2012 showed no findings or issues to bring to attention and the same in 2014.

Quorum met.

A motion was made by Robin Donnelly and seconded by Bryan Cox to accept and approve completed FY 2014 Single Audit. The motion passed unanimously.

4. Discuss Regional Planning Efforts with Austin TxDOT Officials

This item has been placed on the MOTOR MPO Policy Board agenda at the request of TxDOT. Staff was advised that TxDOT Austin may bring as many as six representatives to the meeting for a discussion with the Policy Board.

Randy Hopmann – Talked about recent legislation regarding MPOs. Turned meeting over to **Marc Williams** – Midsize MPOs, like MOTOR, funding within the state has been lean. Legislation has begun to change with significant steps with the passage of Proposition 1. Judge Bradford, provided input about distribution, but was set ultimately by the legislature. This past session, the legislature reaffirmed fund distribution. Total amount of revenue has gone down, with estimates covering two years. MOTOR MPO should receive approximately 8 million a year, through Category 2 funding. Maintenance, rural connectivity needs across the entire district

would be getting roughly \$32,000,000. All funding is based on a budget approved by the legislature based on the state comptroller's estimate, and will be finalized when the books are closed for FY 2016 – FY 2017. Category 2 funds for MOTOR MPO to allocate for projects should come from that source in whole or in part. TxDOT understands the need for additional funding, voters may understand that Senate Resolution 5 will add funds that the legislature will distribute. The legislature passed House Bill 20, which places emphasis on the role of project priorities and rankings and indicates the MPOs need to develop a 10 year prioritized plan of projects, with selection criteria and ranking. The Texas A&M Transportation Institute is working with MOTOR MPO Policy Board and staff to review the vision and goals that are outlined in the documents. Regarding the regional Travel Demand Model, TxDOT will continue to work to ensure MOTOR MPO's model is updated and that the resources and tools are made available to complete and maintain the model. There is a lot going on in this region with the energy sector and much of the activity is freight related. Mr. Williams thanked the Policy Board for allowing TxDOT to visit.

Randy – spoke about mobility and congestion. Local congestion is different because of increased truck traffic. The state is very interested in making sure the system is seamless across metropolitan areas. Having projects and roadways that are can handle the traffic in this area is important. Continue looking at how decisions are made cooperatively to be able to program what is needed.

Robin Donnelly – Asked about maintenance.

Randy – Maintenance is the portion that takes care of the roads you have. 50% of incoming funds typically goes to maintenance.

Robin – The MPO doesn't normally participate in maintenance issues. Get about \$64 million in maintenance funding.

Mike McAnally – stated that we get about \$22 million.

Robin – had a constant \$22 million since 2006-7 but we have about 17 counties and don't participate in the maintenance dollars. Those are set up by Gary, in the district.

Gary Law – Typically set-up in the maintenance fund but not for specific projects.

Marc – The district gets \$22 million a year. The University of Texas reviews data and assesses the road conditions and needs in the area.

Bill – In the last few years the area has probably used every penny on IH-20 on rehab. Most times those projects are funded as grouped CSJs.

Marc – TxDOT has programming authority for FY 16 and FY 17, which is \$1.2 billion, which works out to \$8 million per year for MOTOR MPO. The legislature wants to spend it when it's available. The fiscally constrained portion is about how to plug in funding for a project. Is it the

train of projects that keep moving forward or have unfunded projects that can move in sooner? Shelf ready projects have priority and that is where ranking and process are important.

David Turner - What mandates an energy area?

Marc – The HB 1 has identified it as oil and gas areas by the amount of energy production combined with the condition of roadways. The Senate Bill from last session determined the process.

Randy – MPOs are about local control. The plan is MOTOR's plan, not TxDOT's. What needs to be in there is identification of transportation needs and prioritization of those needs. The Odessa district will be the implementers of this plan and will chart the future of TxDOT. As the legislature or voters or both, decide to increase the investment in transportation in Texas, there will be a direct impact on planning dollars given to MPOs. If voters approve joint Resolution 5 it will change the transportation landscape for MPOs. TxDOT will fund the Travel Demand Model at MOTOR's request. While TxDOT will hiring consults; MOTOR is in the driver's seat and will be included in the process.

5. Approve Minutes from May 18, 2015

A motion was made by Bryan Cox and seconded by Mike McAnally to accept and approve the May 18, 2015 Policy Board meeting minutes as submitted. The motion passed unanimously.

6. Approve April 2015 Billing Statements

Staff completed the April billing and sent it to TxDOT. This is the seventh billing for the fiscal year 2015 and indicates the Tasks and Subtasks as approved in the 2015 UPWP. During the month of April MOTOR expended \$35,817.01 which brings the percentage of expenditures to 51.98% leaving an actual balance of \$271,809.39. Not in packet, but expecting two additional work orders.

A motion was made by Robin Donnelly and seconded by Bryan Cox to accept and approve the April billing statement as submitted. The motion passed unanimously.

8. Presentation from Cindy Muncy of the City of Odessa regarding an amended contract agreement between MOTOR MPO and the City of Odessa.

Cindy Muncy from the City of Odessa presented an amended contract between MOTOR MPO and the City of Odessa. The main purpose of the amended contract is to clarify the funding of non-reimbursable costs.

Cindy – Revised contract, on page 4, the portion on local agency liability. As the fiscal agent for the MPO, the employees participate in Odessa's benefits package. The city carries full impact of MOTOR MPO employees' benefits. Anything not covered by the grants would be covered by partner entities.

Robin Donnelly - Midland County would like to have an idea of what the receivable is?

Cindy - As of September 2013, the balance is approximately \$13,000. The future amounts are unknown at this time.

Robin - What are the participating entities?

Cindy – The four entities affected are the City of Midland and Odessa, and both counties.

A motion was made by Robin Donnelly and seconded by Bryan Cox to accept and approve the amended contract agreement between MOTOR MPO and the City of Odessa. The motion passed unanimously.

11. Future Meetings (MOTOR-MPO Conference Room)

Policy Board Meeting – Monday, July 20, 2015 at 5:00 P.M.

Technical Advisory Committee Meeting – Thursday, July 2, 2015 at 8:30 A.M.

RCTP Meeting – Wednesday, July 8, 2015 at 11:30 A.M.

12. Conduct Executive Session concerning any and all subjects and for any and all purposes permitted by Chapter 551 of the Texas Government Code, including, but not limited to:

Texas Government Code Section 551.071 for the purposes of consulting with the Board's attorney; Texas Government Code Section 551.072 to deliberate the purchase, lease or value of real property; Texas Government Code Section 551.074 to discuss personnel matters.

13. Take action concerning Executive Session Matters

No action taken

14. Adjourn

A motion was made by Bryan Cox and seconded by Robin Donnelly to adjourn the meeting at 6:07 P.M.