

Lubbock Metropolitan Planning Organization

Unified Planning Work Program FY 2022



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Credit and Disclaimer Statement

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UNIFIED PLANNING WORK PROGRAM
LUBBOCK METROPOLITAN PLANNING ORGANIZATION

FY 2022 (October 1, 2021 to September 30, 2022)

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- I. **INTRODUCTION** – The FY 2022 Unified Planning Work Program (UPWP) for transportation planning for the Lubbock Metropolitan Planning Area (MPA) incorporates in one document all federally assisted state, regional, and local transportation planning activities proposed to be undertaken in the metropolitan planning area (MPA) from October 1, 2021 to September 30, 2022. The United States Department of Transportation (USDOT), through its modal administrations, requires the development of a work program to describe intermodal comprehensive transportation planning in areas with populations greater than 50,000. This single program was designed to be the basis for application of federal Section 112 (“PL” funds) and Section 5303 (transit) planning funds and provides a mechanism for the coordination of all planning activities required by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The UPWP originated from the Federal-Aid Highway Act of 1973. Federal regulations allow for a one-year or two-year UPWP.

The Intermodal Surface Transportation efficiency Act of 1991 (ISTEA) renewed the necessity of this program as a much greater emphasis was placed on the planning process. The Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) as authorized in 2005 defined the structure of the metropolitan planning process and continued the program emphasis, promoting a strong cooperative process between all stakeholders within the Metropolitan Planning Organization (MPO) jurisdiction. Moving Ahead for Progress in the 21st Century Act (MAP-21), a previous federal transportation legislation, was in effect from 2012 until 2015 and continued to build on the performance based planning programs and policies established in 1991.

Current surface transportation legislation, the Fixing America’s Surface Transportation (FAST) Act was signed by the President on December 4, 2015. The FAST Act continues MAP-21’s streamlined and performance-based surface transportation program and builds on many of the highway, transit, bicycle, and pedestrian programs and policies established in 1991. This UPWP has been developed to comply with the FAST Act and MAP-21 requirements regarding metropolitan transportation planning.

The Clean Air Act Amendments (CAAA) of 1990 also affected the metropolitan transportation planning process. It basically says that transportation actions and projects proposed and/or implemented in the MPA must support the attainment of federal standards for ozone by meeting specific requirements set out by the Environmental Protection Agency (EPA) issued on November 24, 1993 and revised in 2015, regarding criteria and procedures for determining air quality conformity of the MPO plans, programs, and projects. Since the City of Lubbock and Lubbock County have been designated an “attainment” area for air quality conformity, the law exempts the MPO from conformity requirements and therefore they are not addressed in this document.

The FAST Act calls for metropolitan planning organizations, public transportation providers and state departments of transportation to establish and use a performance-based approach to transportation decision making to support seven national goals. USDOT established the following seven performance measure goal areas for the federal-aid highway system April 1, 2016:

1. Safety
2. Infrastructure Condition
3. Congestion Reduction
4. System Reliability
5. Freight Movement and Economic Vitality
6. Environmental Sustainability
7. Reduced Project Delivery Delays

April 14, 2016, the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures (Safety PM) were put into effect. LMPO staff have reviewed LMPO's role in local implementation.

The goal areas for public transportation address:

1. Transit Safety
2. Transit Asset Management

As previously noted, the FAST Act continues MAP-21's overall performance management approach designed to not only help States and MPOs to invest resources in projects that collectively will make progress toward achieving the stated national goals but also approved performance measures. Performance targets established by the state and MPOs will be based on the national performance measures and will improve decision-making through performance based planning and programming.

The FAST Act adjusts the timeframe for states and MPOs to make progress toward meeting their performance targets under the NHPP and clarifies the significant progress timeline for the HSIP performance targets.

The LMPO believes in the proactive involvement of individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties in the development and updates of transportation plans and programs. This document outlines programs and studies funded through the FAST Act that will help achieve the FAST Act national goals.

From a programmatic perspective, the FAST Act also continued the Transportation Alternatives Set Aside (TA) program under a new name (TA Set-Asides of the Surface Transportation Block Grant Program) and Section 5310 Enhanced Mobility for Seniors, administered by the state DOT's. Under the FAST Act MPOs continue to have an important supporting role in the planning and selection of the projects for those programs. Also, in so far as the new mandate contained in the FAST Act that requires a position on all MPO policy boards that serve a TMA (Transportation Management Area) to be from a provider of public transportation, the Lubbock MPO is in full compliance. The General Manager at Citibus is named by position title in the bylaws to serve on the policy board and enjoys the same rights and responsibilities as all other board members.

- A. **PURPOSE** - The UPWP has been developed to coordinate the various transportation-planning functions of the City of Lubbock (COL), Lubbock County, the City of Wolfforth, the Texas Department of Transportation (TxDOT), Citibus, FHWA, FTA and the South Plains Rural Transportation Planning Organization (SPRPO) within the Lubbock Metropolitan Planning Organization's (LMPO) MPA (see Appendix B). All work performed as outlined in the UPWP is carried out within the approved MPA.

The transportation planning process is currently based on ten planning factors, most recently updated with the FAST Act.

1. Support the economic vitality of the United States, the States, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase the accessibility and mobility options available to people and for freight;
5. Protect and enhance the environment, promote energy conservation, and improve quality of life;
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and (FAST Act)
10. Enhance travel and tourism. (FAST Act)

The process used to develop and implement this UPWP is designed to ensure that a continuing comprehensive and cooperative transportation planning program is carried out by the LMPO, TxDOT, the COL, the City of Wolfforth, Lubbock County, Citibus, SPRPO and the citizens of Lubbock County represented by the Transportation Policy Committee (TPC). This effort is carried out through the conjoined activities of the Transportation Advisory Committee (TAC) and the TPC and their support of the Public Participation Plan (PPP) and all Title VI and Environmental Justice (Title VI/EJ) requirements. We intend to use this same strategy to implement a performance based planning program (PBPP) that supports the seven adopted national goals and subsequent 10 planning factors now that they have been established, in assessing the performance of the transportation network. Accountability and reporting will be hallmark of the performance measure strategy.

As per the FAST Act, the LMPO will work towards increasing its public outreach strategy to support multimodal initiatives like freight transport and access needs of motor and rail carrier as well as intermodal terminals and airports. Geographic Information System (GIS) support will also play a bigger role in organizing, disseminating, and analyzing comparative transportation data. This will include stronger linkages with and coordination with local emergency management officials with an eye towards evacuation route planning. Additional efforts will focus on the increased use of Intelligent Transportation Systems (ITS) technology to assist in congestion management, incident management, and overall system safety and operational efficiency. Efforts will continue this year to examine ways to promote and implement pedestrian and bicycle participation in the planning process. Also, LMPO will work to increase the effectiveness of the SPRPO by including the SPRPO as a stakeholder in the local planning process.

Moving forward towards implementing performance measures, the Texas Association of MPOs (TEMPO) in conjunction with TxDOT provided input to the rulemaking at the national level. The two groups jointly recommended to FHWA that shaping the national transportation performance management process, it is very critical that state DOT's and MPOs receive stable, reliable, and predictable federal funding in order to implement the kind of management system contemplated by Congress and the USDOT and further that a set of core principles should be adopted to help guide the national performance management process itself. The principles offered are as follows:

- The federal rules for the calculation and reporting of national performance measures should be flexible enough to allow the use of data that are within an organization's ability to produce.
- Measures should allow for the diversity of conditions among areas and not lead to unfair competition between states and metropolitan areas.
- Measures should be reasonable and based on conditions that exist and influence performance.
- Performance measurement should be based on trends over time versus year by year.
- The measure development process should incorporate existing public involvement efforts at the state and local levels.
- The process should allow for reassessment and improvement of measures and targets over time.
- Federal rules and requirements developed in the performance measurement process should only apply to federally funded programs.
- The Federal government should provide additional resources to assist with implementation of performance measure development and reporting.
- The federal program should carefully consider the timing of metrics and their impact on future project development.

The key to success in preparing for and implementing any strategy regarding The FAST Act will be LMPO's public involvement policy and process. The LMPO PPP gives citizens the opportunity to comment during all phases of the transportation planning process. The TPC approved Resolution 2012-01 approving the Title VI/EJ Plan, and Resolution 2012-02 approving the Limited English Proficiency Plan (LEP) in August, 2012. Both plans were included as appendices in the LMPO's PPP. The Lubbock MPO welcomes public comment throughout the planning process. The LMPO utilizes their website, <https://ci.lubbock.tx.us/pages/lubbock-metropolitan-planning-organization>, as well as a Facebook page along with various newspapers to receive comments and notify the public of opportunities to comment.

- B. **DEFINITION OF AREA** – The MPA contains approximately 232 square miles (Appendix B). The July 2019 Census sets the population for the City of Lubbock at 258,862. The population for the City of Wolfforth is 3,670. The 2019 population for Lubbock County is estimated at 310,569. The City of Lubbock is the only "UZA" or Urbanized Area within the MPA while the City of Wolfforth is the only "urban cluster" included. The remaining area is rural with spotted development. The identified transportation plan stakeholders in the study area are the City of Lubbock, City of Wolfforth, Lubbock County, Citibus, the TxDOT, the SPRPO and the private sector.

- C. **ORGANIZATION** – The Lubbock MPO is the organization responsible for conducting the continuing, cooperative, and comprehensive (3-C) transportation planning process for the MPA in accordance with requirements of the FAST Act. The TPC is the official MPO for transportation planning for the MPA, designated by the Governor of Texas. The Lubbock Metropolitan Planning Organization is made up of a nine member TPC, which is the decision-making board, a thirteen member Transportation Advisory Committee (TAC), a Transportation Planning Director and staff. (A current membership list is included in Appendix A).

At the June 19th, 2018 meeting of the TPC, the board approved a new planning agreement between TxDOT, the LMPO, and the COL as fiscal agent, that embraces the new transportation measures management strategies. The Planning Contract defines the relationship between the agencies listed. That Agreement will expire on September 30, 2024.

- D. **PRIVATE SECTOR INVOLVEMENT** - Periodically, the LMPO finds it necessary to obtain professional services from the private sector. When so desired, the LMPO's Purchasing Procedures shall be used to determine the best overall service. The LMPO will employ the use of the COL's contract procurement procedures that comply with federal requirements.
- E. **PLANNING ISSUES AND EMPHASIS** – Though the FAST Act was signed into law in 2015, funding issues continue to be the nemesis to both highway and transit planning. Currently, the FAST Act includes previous planning factors, as well as two additional factors to its focus (see page 3). Performance measures included in MAP-21 and the FAST Act require that MPOs adopt a performance based approach in transportation planning.

Aside from the required upkeep of all the various planning documents prescribed by law, other needs and community issues help define where the emphasis needs to be placed from a planning perspective. The MPO would best fulfill its mission and meet the needs of the community by:

- Being involved in helping to reduce traffic fatalities and serious injuries on all public roads.
- Being involved in the assessment of the condition of the infrastructure.
- Working on local congestion issues within the network.
- Working towards system reliability.
- Understanding local freight movement or logistics better in order to be able to contribute to a better local economy.
- Becoming more aware of local environmental sustainability
- Helping to improve overall mobility of people and goods within the network.

Performance based planning, as established by the FAST Act and MAP-21, is not a one-time measurement. It is a continuous measurement requiring a monitoring or tracking system. New and more efficient ways to collect and aggregate data will be an issue. The length of time and overall involvement in arriving at performance targets will be an issue in and of itself given the current number of staff available and the fact there won't be any additional funding to hire more staff or consultants.

To date, the LMPO has adopted Citibus' Transit Asset Management Plan emphasizing the state of good repair for all capital assets, the PM 1 Safety Measures to reduce the number of accidents, the PM 2 Pavement and Bridge Measures emphasizing a state of good repair for pavements and bridge decks, and the PM 3 System Performance and Freight Measures. Lastly, the LMPO has also adopted the Public Transportation Agency Safety Plan as required by FTA. All these performance measures support the transportation management program contained in the FAST Act.

With the continued focus on transportation planning brought about by the FAST Act, and the emphasis on performance based planning, FHWA and FTA have again for 2022 continued the Planning Emphasis Areas (PEAs) initiative as priorities that MPO's and State DOTs should address when developing planning work programs. The PEAs are being highlighted as FHWA and FTA continue to place emphasis on transportation planning based on FAST Act and USDOT's strategic objectives for the Surface Transportation Program. For FY 2022, USDOT continues to encourage MPOs and State DOTs to give priority to the following emphasis areas in the development of the UPWP: FAST Act Implementation, Regional Models of Cooperation, and Ladders of Opportunity. These three priorities are included in the USDOT's strategic objectives for the national Surface Transportation Program.

- MAP 21 and the FAST Act Implementation - The transition to performance based planning and programming contemplated by the FAST Act includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed towards the achievement of transportation system performance outcomes. Appropriate UPWP work tasks includes working with local planning partners and other stakeholders to identify how to implement performance-based planning programs such as collecting performance data, selecting the reporting performance targets for the metropolitan area, and reporting actual system performance related to those targets.
- Regional Models of Cooperation – To improve the effectiveness of transportation decision making, USDOT encourages State DOTs, MPOs, and public transportation providers to think beyond traditional borders and adopt a coordinated approach that ensures a regional approach to

transportation planning by promoting cooperation and coordination. A coordinated approach supports common goals and capitalizes on opportunities related to project delivery, congestion management, safety, freight, livability, and commerce across boundaries. Improved multi-jurisdictional coordination by State DOTs, MPOs, providers of public transportation, and RPO's can reduce project delivery time and enhance the efficient use of resources, particularly in metropolitan planning areas that are served by multiple providers. **The USDOT is encouraging State DOTs and MPOs to explore the opportunity to partner with RPOs to conduct transportation planning in non-metropolitan areas.**

- Ladders of Opportunity - The USDOT is encouraging State DOTs, MPOs, and providers of public transportation to identify transportation connectivity gaps in accessing essential services. USDOT has defined essential services to include employment, health care, education, and recreation. Suggested UPWP work tasks include developing and implementing analytical methods to identify gaps in the connectivity of the transportation system and developing infrastructure and operational solutions that provide the public, especially the traditionally underserved populations with adequate access to essential services. Other work tasks may include evaluating the effectiveness of public participation plans for engaging transportation disadvantaged communities in the transportation decision making process, updating Section 5310 Coordinated Human Service Public Transportation Plans, assessing the safety and condition of pedestrian and bicycle facilities, and evaluating compliance with Americans with Disabilities Act, particularly near schools, concentrations of disadvantaged populations, social service, medical, and transit facilities.

As the LMPO implements its work plan for FY 2022, Federal PEAs will be a part of the projected outcome.

F. Performance Measures –

The cornerstone of MAP 21 was the transition to a performance and outcome-based planning program. States will invest resources in projects to achieve individual targets that collectively will make progress toward national goals. The FAST Act continues and enhances the PBPP based planning program.

MAP-21 created a streamlined performance based surface transportation program that builds on many of the highway, transit, bicycle, and pedestrian programs and policies that were established in 1991. MAP-21 originated a new set of performance measure requirements that provided a means to insure that federal transportation funds were invested properly by focusing on national transportation goals, increasing the accountability and transparency of the federal highway programs and improving

transportation investment decision-making through performance based planning and programming. This performance based system established national performance goals.

On February 17, 2017, FHWA finalized the third and last in a series of three (3) related rulemakings that established twelve (12) areas of performance measures for State Department of Transportation (State DOT) and MPOs to use as required by the FAST Act. The performance measures are as follows (23 Code of Federal Regulations (CFR) Part 490.207(a)(1-5); 23 CFR Part 490.307(a)(1-4); 23 CFR 490.407(c)(1-2); 23 CFR Part 490.507(a)(1-2), 490.507(b), 490.607, 490.707(a-b), 490.807));

1. Serious injuries per vehicle miles traveled (VMT);
2. Fatalities per VMT;
3. Number of serious injuries;
4. Number of fatalities;
5. Pavement condition on the Interstate System;
6. Pavement condition on the non-Interstate (NHS);
7. Bridge condition on the NHS;
8. Performance of the Interstate System;
9. Performance on the non-Interstate NHS;
10. Freight movement on the Interstate System;
11. Traffic congestion; and
12. On-road mobile source emissions.

Texas House Bill 20 (HB 20), which was passed during the 84th Legislature, instructs the Texas Transportation Commission (TTC) to develop and implement a performance-based planning and programming process dedicated to providing the executive and legislative branches of government with indicators that quantify and qualify progress toward attaining all department goals and objectives established by the legislature and the TTC. HB 20 further instructs the TTC to develop and implement performance metrics and performances measures as part of the:

1. Review of strategic planning in the Statewide Transportation Improvement Program (STIP), rural transportation plans, and the Unified Transportation Program (UTP);
2. Evaluation of decision-making on projects selected for funding in the UTP and STIP; and
3. Evaluation of project delivery for projects in the department's letting schedule.

Finally, HB 20 states that the TTC shall adopt and review performance metrics and measures to:

1. Assess how well the transportation system is performing and operating in accordance with the requirements of 23 USC Section 134 or 135;

2. Provide the department, legislature, stakeholders, and public with information to support decisions in a manner that is accessible and understandable to the public;
3. Assess the effectiveness and efficiency of transportation projects and service;
4. Demonstrate transparency and accountability; and
5. Address other issues the commission considers necessary.

In accordance with HB 20, MPOs shall develop their own project recommendation criteria, which must include consideration of:

1. Projected improvements to congestion and safety;
2. Projected effects on economic development opportunities for residents of the region;
3. Available funding;
4. Effects on the environment including air quality;
5. Socioeconomic effects, including disproportionately high and adverse health or environmental effects on minority or low-income neighborhoods; and
6. Any other factors deemed appropriate by the planning organization.

The FAST Act also established performance measures for pavement conditions and performance for the Interstate and National Highway System (NHS), bridge conditions, injuries and fatalities, traffic congestion, on-road mobile source emissions, and freight movement on the Interstate System. States (and MPOs, where applicable) must set performance targets in support of those measures, and State and metropolitan plans must describe how program and project selection will help achieve the targets.

States and MPOs will report to DOT on progress in achieving targets. If a State's report shows inadequate progress in some areas – most notably the condition of the NHS or key safety measures – the State must undertake corrective actions, such as the following:

- National Highway Performance Program (NHPP): If no significant progress is made toward targets for NHS pavement and bridge condition, the State must document in its next report the actions it will take to achieve the targets.
- HSIP: If no significant progress is made toward targets for fatalities or serious injuries, the State must dedicate a specified amount of obligation limitation to safety projects and prepare an annual implementation plan.

In addition, due to the critical focus on infrastructure condition, The FAST Act continues the requirement that each State maintain minimum standards for Interstate pavement and NHS bridge conditions. If a State falls below either standard, that State must spend a specified portion of its funds for that purpose until the minimum standard is exceeded.

A key feature of MAP-21 that is continued in The FAST Act is the establishment of a performance- and outcome-based program. The objective of this performance- and outcome-based program is for States to invest resources in projects that collectively will make progress toward the achievement of the national goals listed above. State DOTs are required to measure performance, establish targets, assess progress toward these

targets, and report on performance measure targets. At this time, MPO's can establish their own performance measure targets or support the State DOT's statewide target. The TPC has chosen to follow TxDOT's targets for all performance measures. The LMPO, TxDOT, and Citibus have executed a Memorandum of Understanding (MOU) outlining a process toward attainment of these performance measures and targets for the LMPO and for the collection of data for the transit asset management plan. There are three (3) different set of performance measures that the State DOTs and MPOs must comply with. They include Safety Performance Measures (PM1), Pavement and Bridge Condition Performance Measures (PM2), and System Performance Measures (PM3).

Performance targets

- *Setting of State targets.* Within one year of the DOT final rule on performance measures, requires States to set performance targets in support of those measures. States may set different performance targets for urbanized and rural areas. [§1203; 23 USC 150(d)]

To ensure consistency each State must, to the maximum extent practicable –

- coordinate with an MPO when setting performance targets for the area represented by that MPO; and
- coordinate with public transportation providers when setting performance targets in an UZA not represented by an MPO. [§1202; 23 USC 135(d)(2)(B)]
- *Setting of MPO targets.* Within 180 days of States or providers of public transportation setting performance targets, requires MPOs to set performance targets in relation to the performance measures (where applicable). To ensure consistency, each MPO must, to the maximum extent practicable, coordinate with the relevant State and public transportation providers when setting performance targets. [§1201; 23 USC 134(h)(2)].
- *Plans requiring targets.* Requires the following plans to include State targets (and/or MPO targets, as appropriate):
 - Metropolitan transportation plans. [§1201; 23 USC 134(i)(2)(B)]
 - Metropolitan Transportation Improvement Program (TIP). [§1201; 23 USC 134(j)(2)(D)]
 - Statewide Transportation Improvement Program (STIP). [§1202; 23 USC 135(g)(4)]
 - State asset management plans under the National Highway Performance Program (NHPP). [§1106; 23 USC 119(e)]
 - State performance plans under the Congestion Mitigation and Air Quality Improvement program. [§1113(b)(6); 23 USC 149(l)]
 - Transit Asset Management (TAM) Plan [49 USC 5326, 5329(b)(1) and 625(5)]

- Public Transportation Agency Safety Plan (PTASP). [49 CFR 673]

Additionally, State and MPO targets *should* be included in Statewide transportation plans. [§1202; 23 USC 135(f)(7)]

- *Reporting on progress.* Requires States to report on the condition and performance of the NHS; the effectiveness of the investment strategy document in the State asset management plan for the NHS; progress toward achieving performance targets; and the ways in which the State is addressing congestion at freight bottlenecks. [§1203; 23 USC 150(e)]

These different types of targets and deadlines are summarized in Table 1.

Table 1: Partial FHWA Performance Measures Implementation Dates
(PM 1, 2, and 3)

Complete listing of Performance Measures at :
<https://www.fhwa.dot.gov/tpm/rule/timeline.pdf>

Final Rule	Effective Date	States Set Target By	MPOs Set Target by:	Long-range statewide transportation plan (LRSTP), MTP, STIP and TIP inclusion
Safety Performance Measures (PM1)	April 14, 2016	August 31, 2017	Up to 180 days after the State sets targets but not later than February 27, 2018	Updates or amendments on or after May 27, 2018
Pavement and Bridge Condition Performance Measures (PM2)	May 20, 2017	May 20, 2018	No later than 180 days after the State sets targets	Updates or amendments on or after May 19, 2019
System Performance Measures (PM3)	May 20, 2017	May 20, 2018	No later than 180 days after the State sets targets	Updates or amendments on or after May 20, 2019

Safety Performance Measures (PM1).

Compliance with the PM1 performance based planning requirements began on May 27, 2018 for MPOs. Rather than setting its own targets for PM1, the LMPO Policy Committee passed resolutions on June 19, 2018, March 19, 2019, May 19, 2020, and March 16, 2021 adopting the targets for PM1 established by TxDOT as published in TxDOT's Highway Safety Improvement Program Annual Report. The targets are based on five-year rolling averages for the five safety performance measures and can be found in Table 2. These targets represent the current report period and were developed using a data-driven, collaborative process and are aligned with the state's HSIP and Highway Safety Plan (HSP). They reflect a two percent (2%) reduction from the original trend line projection. When a trend line is decreasing, the target mirrors that projection.

Table 2: TxDOT Safety Performance Measure Targets

Performance Measure	Statewide Target (Expressed as Five-Year Average)		
	FY 2019	FY 2020	FY 2021
Total Number of traffic related fatalities on all public roads	3,610	4,068	3,687
Rate of traffic related fatalities on all public roads per 100 million VMT	1.26	1.48	1.33
Total number of traffic related serious injuries on all public roads	15,843	18,602	17,151
Rate of traffic related serious injuries on all public roads per 100 million VMT	5.53	6.56	6.06
Total number of non-motorized fatalities and serious injuries on all public roads	2,300	2,477	2,316.4

Working in partnership with local agencies, TxDOT safety investments were identified and programmed into the HSIP. Projects chosen for HSIP investments are based on crash history, roadway characteristics, and existence of infrastructure countermeasures that can address the types of crashes. These projects will construct effective countermeasures to reduce traffic fatalities and serious injuries. The LMPO supports the state's PM1 targets by reviewing and programming all HSIP projects within the MPA boundary that are included in TxDOT's STIP. Many projects adopted in the TIP support achieving these targets established for safety. Additionally, the LMPO supports the planning and programming of projects that contribute to the achievement of these targets. The Lubbock MPO in conjunction with the Lubbock District support the TTC finding reported on Page 66 of the 2020 Highway Safety Improvement Program Annual report that TxDOT achieved significant and substantial compliance in achieving their 2019 performance targets.

Pavement and Bridge Condition Performance Measures (PM2).

Compliance with the PM2 performance based planning requirements began on February 19, 2019 when the LMPO passed a resolution adopting the PM2 targets established by TxDOT for FY 2019-2022. The targets for PM2 can be found in Table 3.

Table 3: Bridge and Pavement Performance Measure Targets

Federal Performance Measure	Baseline	2020 Target	2022 Target
Pavement on IH % in “good” condition % in “poor” condition			66.4% 0.3%
Pavement on non-IH NHS % in “good” condition % in “poor” condition	54.5% 13.8%	52.0% 14.3%	52.3% 14.3%
NHS Bridge Deck Condition % in “good” condition % in “poor” condition	50.7% 0.88%	50.6% 0.80%	50.4% 0.80%

System Performance Measures (PM3).

Likewise, compliance with the PM3 performance based planning requirements began on February 19, 2019 for the LMPO. On June 21, 2018 TxDOT adopted six (6) targets for System Performance Measures (PM3). Subsequently, the Lubbock MPO TPC passed a resolution on February 19, 2019 adopting three (3) system performance measures which are:

1. The percentage of person-miles traveled on the Interstate System rated “reliable” (TTR-IH);
2. The percentage of person miles traveled on Non-Interstate National Highway System facilities rated “reliable” (TTR-NIH); and
3. The percentage of truck travel time on the Interstate system rated as “reliable” (TTTR).

Generally, travel time reliability is the consistency or predictability in travel time as measured from day to day and/or across different times of the day. The percentage of “reliable” person “miles traveled on the Interstate is more specifically a determinate to measure the unreliable travel times on critical roads and highways since most users are required to budget extra time to ensure they arrive at their destinations on time. This extra time increases the time required to commute, limits movement of goods, and otherwise reduces quality of life and economic efficiency. The Level of Travel Time Reliability (LOTTR) is defined as the ration of the longer travel times (80th percentile) to a “normal” travel time (50th percentile). The measure is the percentage of person-miles

traveled on the regions Interstate system that meet this definition of reliability. Using person-miles rather than vehicle-miles gives equal weight to all individuals using the system. The measure is the same when used for non-interstate travel.

Truck travel time reliability is an increasing concern of travelers, shippers, and businesses. Few people will dispute the fact that traffic congestion is common in many cities across the United States. To plan for some reliability many drivers adjust their schedules, or budget more time to allow for delays. Travel time reliability measures the extent of any unexpected delay. Travel time reliability is the consistency or dependability in travel time, as measured from day-to-day and/or across different times of the day. This strategy uses factors from planning time or total travel time calculated as the 95th percentile travel time and the planning time index or the relationship of the larger total travel time to the ideal or free-flow travel time calculated as the ratio of the 95th percentile to the ideal. It also includes a buffer time and buffer index and the frequency that congestion exceeds some expected threshold. These types are shown in Table 4.

Table 4: System Performance Measure Targets

Performance Measures	Statewide Baseline	2020 Target	2022 Target
National Highway System Travel Time Reliability	79.6%	61.2%	56.6%
1) Interstate Highway System Level of Travel Time Reliability	N/A	N/A	56.6%
2) Non-Interstate Level of Travel Time Reliability	N/A	N/A	55.4%
3) Truck Travel Time Reliability	1.50	1.70	1.79

Transit.

MAP-21 and later the FAST Act mandated the Federal Transit Administration (FTA) to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The TAM Plan's main objective is that of enhancing safety, reducing maintenance costs, increasing reliability, and improving performance. Under the TAM Final Rule, the FTA established four (4) performance measures to approximate the State of Good Repair for the four (4) categories of capital assets. These performance measures will allow Citibus to quantify the condition of their assets and help facilitate target setting that supports local funding prioritization. Compliance with TAM performance based planning requirements began

October 1, 2018. Since that time, the TPC approved a resolution on June 21, 2019 supporting Citibus' performance measures. The TPC commits to supporting, planning and programming projects that contribute to the accomplishments of said targets.

Public transportation capital projects when included in the TIP align with the TAM planning and targets setting processes undertaken by Citibus in conjunction with the LMPO. Investments are made in alignment with TAM plans with the intent of keeping the transit provider's vehicles and facilities in a state of good repair and meeting transit asset management targets. State and federal funding sources that can be used by transit agencies for vehicle and facility improvement are outlined in the funding summary of the Transit section of the TIP. Citibus determines the uses of these sources for capital and operating expenses based on their needs.

Transit Asset Management Performance Measures and Targets (TAM).

The FTA established performance measures to assess the performance of transit assets on July 26, 2016. Each transit provider or TAM Plan sponsor must set performance targets for transit assets.

On June 21, 2019, the Lubbock TPC adopted the Citibus Transit Asset Management Performance Targets listed in Table 5 below.

The LMPO and Citibus have also signed an MOU defining roles and responsibilities related to the performance-based planning and programming process in compliance with the FAST Act.

Table 5: Transit Asset Management Performance Measures and Targets

The Performance Targets by year end 2022 include:

Category	Target
Rolling Stock	100% of the fleet will be under the Useful Life Benchmark (ULB)
Facilities	100% of the facilities and equipment will minimally score 3 on the Transit Economics Requirement Model scale
Non-revenue Vehicles	100% of this fleet will be under the ULB

The LMPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. The LMPO agrees to adopt projects that help Citibus achieve these stated targets and Program of Capital Projects submitted in the 2021-2024 TIP.

As part of the FAST Act, performance measures were incorporated for transit agencies primarily through the TAM Plan assessment and planning requirements. TAM Plan performance measures focus on achieving a state of good repair for the nation's public transportation systems. By capturing targets in the MTP and the TIP and reporting the status of achievement there on, the report can inform planning and funding decision in the pursuant of regional and national goals. The Citibus TAM plan was developed to meet that requirement. All assets owned by Citibus were examined using the FTA Transit Economic Requirement Model (TERM) which uses a scale of one to five to determine the quality of the assets. The scale is as follows:

1 = Poor	The asset is critically damaged or in need of immediate repair, well past useful life.
2 = Marginal	Defective or deteriorated in need of replacement, exceeded useful life.
3 = Adequate	Moderately deteriorated or defective, has not exceeded useful life.
4 = Good	Good condition, no longer new, may be slightly defective/deteriorated but its functional.
5 = Excellent	No visible defects, new or near new, may still be under warranty if applicable.

An asset is deemed to be in good repair if it has a rating of 3, 4, or 5 on this scale. Likewise, a facility is deemed to not be in good repair if it has a rating of 1 or 2. Using this scale Citibus examined revenue vehicles, non-revenue vehicles and facilities. Based on the rating, Citibus developed investment priorities and incorporated these investment priorities into the TAM performance targets which the TPC adopted on June 21, 2019.

Upon adoption of the FAST Act, a direct correlation between safety targets and TAM plans needed to be established through project selection as reflected in the TIPs. By rule, TIPs amended or updated on or after May 27, 2018 must meet the PBPP planning requirements [81 FR 34050] for the safety performance measures. TIPs amended or updated on or after October 1, 2018 must meet the PBPP planning requirements for FTA's TAM Plan Final Rule. A narrative will show how projects included in the LMPO's 2021-2024 TIP help achieve TAM plan requirements.

Public Transportation Agency Safety Plan (PTASP).

Safety Performance Measures – 673.11(a)(3).

The PTASP Final Rule 49 CFR Part 673.11(a)(3), requires that all public transportation providers must develop an Agency Safety Plan (ASP) to include Safety Performance Targets (SPT), based on the safety performance measures established under the National Safety Plan (NSP). The safety performance measures outlined in the NSP were developed to ensure that the measures can be applied to all modes of public transportation and are based on data currently being submitted to the National Transit Database (NTD). The safety performance measures included in the NSP are fatalities,

injuries, safety events, and system reliability (State of Good Repair as developed and tracked in the TAM Plan).

There are seven (7) SPTs that must be included in each ASP that are based on the four (4) performance measures in the NSP. These SPTs are presented in terms of total numbers reported and rate per Vehicle Revenue Mile (VRM). Each of the seven (7) is required to be reported by mode as presented in Table 6.

Table 6: NSP Safety Performance Measures

Safety Performance Measure	SPT	SPT
Fatalities	Total Number Reported	Rate Per Total VRM
Injuries	Total Number Reported	Rate Per Total VRM
Safety Events	Total Number Reported	Rate Per Total VRM
System Reliability	Mean distance between major mechanical failure	

Table 7 presents baseline numbers for each of the performance measures. Citibus collected the past five (5) years of reported data to develop the rolling averages listed in the table.

Table 7: Baseline 2019 Safety Performance Measures

Mode	Fatalities	Rate of Fatalities*	Injuries	Rate of Injuries*	Safety Events	Rate of Safety Events*	Mean Distance Between Major Mechanical Failure
Fixed Route (Bus)	0.0	0.0	6.2	3.28	6.2	3.28	10,889
Demand Response	0.0	0.0	3.4	5.63	2.8	4.64	13,455

*rate = five-year average number *1,000,000 VRM/five-year average VRM

While safety has always been a major component of the Citibus operation, the adoption of this ASP will result in changes across all aspects of the organization. The SPTs set in Table 8 and Table 9 reflect an acknowledgement that SMS implementation will produce new information that will be needed to accurately set meaningful SPTs. We will set our targets at the current NTD reported five-year average as we begin the process of fully implementing our SMS and developing our targeted safety improvements. This will ensure that we do no worse than our baseline performance over the last five years.

Table 8: Fixed Route (Bus) Safety Performance Targets

Mode	Baseline	Target
Fatalities	0.0	0.0
Rate of Fatalities* (per 1M VRM)	0.0	0.0
Injuries	6.2	6.0
Rate of Injuries* (per 1M VRM)	3.28	3.17
Safety Events	6.2	6.0
Rate of Safety Events* (per 1M VRM)	3.28	3.17
Mean Distance Between Major Mechanical Failure	10,889	11,000

*rate = five-year average number *1,000,000/five-year average VRM

Table 9: Demand response Safety Performance Targets

Mode	Baseline	Target
Fatalities	0.0	0.0
Rate of Fatalities* (per 1 M VRM)	0.0	0.0
Injuries	3.4	3.0
Rate of Injuries* (per 1M VRM)	5.63	4.97
Safety Events	2.8	2.5
Rate of Safety Events* (per 1M VRM)	4.64	4.14
Mean Distance Between Major Mechanical Failure	13,455	13,500

*rate = five-year average number *1,000,000/five-year average VRM

As part of the annual review of the ASP, Citibus will reevaluate our SPTs and determine whether the SPTs need to be refined. As more data is collected as part of the SRM process discuss later in this plan, Citibus may begin developing safety performance indicators to help inform management on safety related investments.

Safety Performance Target Coordination – 673.15(a)(b).

Citibus will make our SPTs available to TxDOT and the LMPO to aid in those agencies; respective regional and long-range planning processes. To the maximum extent

practicable, Citibus will coordinate with TxDOT and LMPO in the selection of State and MPO SPTs as documented in the Interagency Memorandum of Understanding (MOU).

Each year during the FTA Certification and Assurances reporting process, Citibus will transmit any updates to our SPTs to both the LMPO and TxDOT (unless those agencies specify another time in writing).

In summary, the TAM targets have not been completely achieved since there is no dedicated capital replacement funding for the acquisition of new vehicles. The transit program of projects in the 2021-2024 TIP is reliant on how successful the transit operators are at getting the grants reflected in each designated project. That being said, Citibus has achieved some success at keeping the van pool under their useful life benchmark but have not been able to do that with the bus fleet.

As for the safety targets, Citibus opted to let TxDOT prepare the Transportation Agency Safety Plan. The plan has been completed, approved by both Citibus and the LMPO and has been certified by TxDOT. Citibus will continue working to the next report opportunity to show achievement.

II. TASK 1.0 - ADMINISTRATION/MANAGEMENT –

- A. **OBJECTIVE** - Work elements for this task include maintaining personnel and an office and equipment for the coordination of local multimodal transportation planning activities. The development of goals, objectives, and policies, committee structures and staffing, interagency linkage and information, and staffing of various work elements are the main concern of transportation planning coordination. Required duties include: informing the public and committee members of meetings, preparation of meeting packets, attendance at meetings, coordination of projects/programs, and oversight of planning activities.
- B. **EXPECTED PRODUCTS** - This task provides maintaining personnel, correspondence, memoranda, agreements, agenda, record keeping, and minutes necessary to document ongoing activities of the study office. This task provides for the purchase of office supplies, office furniture, computer software, computer hardware and the upgrade of equipment, and the associated costs to post public notices, rent, meeting places, and other expenses as appropriate. Other products of this task are training and expenses incurred while members of the study office, or those approved for travel by the study office, travel to training, meetings, conferences, and/or workshops, maintenance and update of the LMPO website.

For FY 2022, this activity will provide for any work necessary to approve a new agreement or accommodate any changes that might be made by TxDOT in the state's operating/planning agreement that will expire on September 30,

2024. This work task will also provide for the review and update, if necessary, of the other two (2) associated operating MOU's and any outreach or planning initiative conducted for or in association with the SPRPO.

Also continuing for 2021-2022, is the recruitment of the previously authorized additional FTE to the staff to ease the burden of the additional work load created by the FAST Act and as an effort to address succession planning initiatives at the staff level.

- C. **PREVIOUS WORK** – During FY 2021, meetings of the TAC and TPC were held on an ongoing basis to make appropriate revisions to not only the UPWP but other planning documents and approve programs and subsequent revisions. Staff conducted public meetings as required by FHWA, FTA, the State, and local government in the development of transportation planning documents. Staff attended various meetings, workshops, and conferences and made presentations at public meetings. Staff continued the maintenance of the LMPO website with up to date links to current MTP, UTP, UPWP, TIP, PPP, Annual Performance and Expenditure Report (APER) and TAC/TPC agendas and meeting minutes and archived video recordings of the TPC meetings.

Subtasks

Subtask 1.1 - Administration

This subtask allows the LMPO to maintain personnel, to monitor ongoing planning tasks, review and submit reimbursement requests, and coordinate all MPO activities with participating agencies. This subtask includes production costs of MPO reports, advertising and publication expenses for public involvement and meetings, and education incentives. This subtask also includes purchases of computers, printers, software, office furniture, office supplies and appropriate charges for meals and lodging (purchase of alcohol is prohibited). Other normal administrative costs are also included. Any equipment purchase exceeding \$5,000 for one unit will require prior approval from TxDOT/Transportation Planning Programming Division (TPP).

Also for 2022, the additional FTE previously authorized by the TPC to ease the workload burden created by the FAST Act and to satisfy a succession planning initiative at the staff level is nearing fruition. As of this writing interviews have been scheduled and a selection is hopeful. Total costs for the additional FTE are included in the budget summary for Task 1.

This subtask is the responsibility of the LMPO.

Subtask 1.2 - Training

This subtask includes funds to reimburse LMPO Staff, or TPC members, for travel expenses incurred when traveling on MPO-related duties. It includes travel to attend seminars, workshops, conferences, or other related activities. Expenses for parking and use of private automobiles are included in this subtask.

LMPO staff may attend meetings with TxDOT and TEMPO. Other travel expenses may include the annual meeting of the Association of Metropolitan Planning Organizations (AMPO), Transportation Research Board (TRB), ESRI, ArcGIS training, Ports to Plains Alliance, the Texas Transportation Summit, Texas Transportation Forum, Texas A&M Transportation Institute (TTI) training courses, freight, rail and Transit conferences and courses offered by the National Transit Institute, and other transportation related conferences and meetings, training and work sessions and any travel within the 17 county TxDOT region associated with the South Plains Regional Planning Organization (SPRPO).

Additional expenses eligible for reimbursement include travel and lodging expenses for invited guests at the Policy Committee level, employee recruitment, and related printing expenses associated with the production of required MPO planning documents in accordance with 2 CFR 200.421, 463, and 464 and standard policies and practices of the LMPO's fiscal agent pursuant to cost principles and audit requirements associated with federal awards.

Travel costs charged to the combined Section 5303 and Section 112 "PL" funds are subject to approval by the TPC Chair and TxDOT for out of state travel prior to making travel arrangements.

This subtask is the responsibility of the LMPO.

Subtask 1.3 – Legal Costs

This subtask activity is for legal services that actively foster the 3-C transportation planning process.

This subtask is the responsibility of the LMPO.

Subtask 1.4 – Federal Certification Review

LMPO staff will continue to work towards achieving the recommendations listed in the final report of the FY 2020 Joint FHWA and FTA Certification Review, while continuing to address recommendations from the 2016 Joint

FHWA and FTA Certification Review. The next MPO Federal Certification scheduled for July 2024 and this sub-task will provide funding to address recommendations from that certification review as well.

This subtask is the responsibility of the LMPO.

D. FUNDING SUMMARY – Administration/Management

Task 1 - FY 2022

Subtask	Responsible Agency	Transportation Planning Funds (TPF ¹)	FTA Sect. 5307	Local	Total
1.1 Administration	LMPO	207,340			207,340
1.2 Training and Travel	LMPO	20,000			20,000
1.3 Legal Costs	LMPO	20,000			20,000
1.4 Federal Certification Review	LMPO	13,104			13,104
Total		260,444			260,444

¹TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

TASK 2.0 - DATA DEVELOPMENT AND MAINTENANCE -

- A. **OBJECTIVE** - The objective of this task is continuation of updates and maintenance of LMPO's planning databases. The databases include land use, roadway networks, U.S. census demographic data, traffic counts, transit ridership, and regional employment.
- B. **EXPECTED PRODUCTS** - Expected products of this task will be the maintenance of a land use database, roadway centerlines, and census information accessible through the GIS. This task also includes bringing land use information into the LMPO database for areas outside the Lubbock

and Wolfforth city limits but within the MPA. Other products will include data necessary for Citibus to comply with various federal and state regulations. This subtask also includes updating and maintaining the PPP required by the FAST Act. It also provides for monitoring and maintaining the LMPO Travel Demand Model (TDM), LEP Activities, Title VI and EJ activities. For the FY2022 UPWP, LMPO will incorporate GIS output into the decision making process.

Also, TxDOT in conjunction with 3rd party consultants are expected to launch the next 5 year incremental update of the LMPO TDM to 2050. Lastly, contingent documents (e.g. PPP, Title VI, EJ, LEP, etc.) will also be updated with the update of the MTP to 2045 in this report period.

- C. **PREVIOUS WORK** - Staff gathered and analyzed data, identified performance measures, and used GIS and Traffic Demand Modeling programs to show distribution of benefits, population, allocation of funds by modes and projected population within the MPA. This is ongoing and overlaps fiscal years. LMPO Staff reviewed the Title VI Civil Rights Compliance Policy and the LEP Activities. Title VI data is developed and maintained by LMPO and is included in Lubbock area maps as needed.

Subtask 2.1 - LMPO Travel Demand Model (TDM)

The digital roadway network of the TDM is comprised of roadway links associated to area types. The area types are broken into four categories: Central Business District (CBD), urban, suburban, and rural. These four categories are determined by the population density of the Traffic Analysis Zone (TAZ). Area types designate physical boundaries where roadway operational characteristics are based on population travel habits.

The Lubbock Area TDM contains a land-use component. The LMPO currently uses a Delphi Method (i.e. forecasting which relies on a panel of experts) by the TAC to determine current and future land use activities. LMPO staff anticipates increased housing and commercial real estate development as the Lubbock Metropolitan Area population continues to expand.

Periodic updates to the LMPO TDM are necessary to maintain model accuracy. The Lubbock TDM is updated approximately every five years. Roadway Functional Classification revisions, TAZs and UZA adjustments are also necessary to maintain TDM accuracy. LMPO staff continues these activities by participating with TxDOT's TPP and the TTI in TDM development. The most recent five year update to the Lubbock TDM began in November 2016 by TxDOT TPP awarding Alliance Transportation Group, Inc. the contract for the Lubbock Area TDM update. The Alliance contract was completed and delivered in 2018. LMPO staff currently uses the 2018 TDM update for Lubbock Metropolitan Area roadway projections.

1. In 2019, the LMPO staff and TxDOT TPP received a request from TxDOT Lubbock District and their consultant Entech Civil Engineers, Inc. for use of the updated Lubbock TDM. Entech provided traffic volume projections for portions of the Loop 88 roadway corridor project. Construction is scheduled to let during fiscal year 2021.
2. COL adopted a Roadway Impact Fee program in 2020. Roadway impact fees are imposed against new development to pay for expansion of roadways. Fees are calculated to be the proportion of development's added vehicle volume impact on the roadway system. LMPO staff anticipates the need for TDM traffic projections for impact fee calculations.
3. As of this writing, the LMPO is in discussion with TxDOT TPP regarding the next update of the model. TxDOT is proposing to facilitate that effort with outside consultant services, the update would likely validate a base year of 2017, and the forecast year would run out to 2050.

Subtask 2.2 – Demographic Data Development

The COL provides demographic information to the LMPO using Census Bureau data, other tools, and Esri's Community Analyst program.

At present, the COL GIS positions, partially funded by the LMPO, are responsible for the land use database, the roadway centerline files, and periodic orthophotography updates. COL products include:

- Updated GIS datasets processed from Lubbock Central Appraisal records, plats, building permits and other sources.
- GIS datasets, including political and census boundaries and other special areas as needed.
- Updated business names and locations,
- Furnished demographic information as requested by the LMPO, and
- Digital Orthophotography, historical and current.

The COL coordinates the Travel Demand Update information by TAZ, upon request by the LMPO, and prepares additional information including:

- Aerial photography, parcel geometry and database information, on the city's website for convenient download by the LMPO.
- A geo-coded centerline, with segments broken at each 100 block along a street.
- Additional assistance in updating its TDM as requested by the LMPO Staff.

This subtask is the responsibility of the City of Lubbock GIS Department in cooperation with the LMPO.

Subtask 2.3 - Geographic Information System (GIS)

This subtask provides the LMPO with a tool for mapping and analyzing gathered geographic information. GIS analysis, within the MPA, will be coordinated with the COL GIS Department as needed. Maps will be produced for staff projects, TAC and TPC Committee meetings, Bike/Ped Planning, public information, and for presentation during public meetings and hearings. The maps will show various population and transportation related characteristics within the MPA, based on a variety of factors such as traffic analysis zones, various levels of census designations, congested areas and other geographic levels. This information will be used to improve the LMPO's ability to link future land use plans to future transportation networks. This task provides the personnel costs to develop a compatible GIS program to allow for data collection and sharing.

The LMPO staff is responsible for this subtask in cooperation with the COLs GIS Department.

Subtask 2.4 – Regional Data, Title VI, and Environmental Justice Analysis

This subtask allows for the development of a demographic database. Staff will continue gathering data, analyzing performance measures, updating the GIS and TDM programs to show distribution of benefits, population, allocations of funds by travel modes and projected population within the MPA, as related to Title VI requirements. This subtask is ongoing and overlaps fiscal years due to the overlapping release of Census 2020 data. Some tools that may be used include location of population, households and income within a certain area, impact of investments on income, race, gender, and age group.

The MPO will monitor and revise the Title VI – Civil Rights Compliance Policy for the LMPO as needed. LMPO staff will develop maps based on Title VI policy. The LMPO will use the maps when considering public involvement activities and make reference to this in the LMPO's PPP. The LMPO will consult the map prior to project selections and perform spatial/access analysis.

This task will result in a compilation of demographic data to be used in the development of project mapping by income, elderly and minority populations, and other transportation planning activities.

The COL will also provide GIS assistance including map production, as necessary, to carry out this subtask including any revisions to the Title VI – Civil Rights Plan.

This subtask will also allow for the cost of implementation and training necessary to enhance the LMPO's use of new tools like Compat, NEPAassist, TexPAC and

others as they become available to help in congestion mitigation efforts, access to Title VI populations and EJ protocols.

Currently, the LMPO staff is in the process of updating all documents associated with this Task 2.4 as a part of the update of the new MTP to 2045.

The LMPO staff is responsible for this subtask in cooperation with the COL Planning and GIS Departments.

D. FUNDING SUMMARY – Data Development and Maintenance

Task 2 - FY 2022

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
2.1 Travel Demand Model	LMPO	29,701			29,701
2.2 Demographic Data Development	COL GIS Department And LMPO	53,700			53 ,700
2.3 GIS Development	COL GIS Department and LMPO	55,255			55,255
2.4 Regional, Title VI, and EJ Data Analysis	COL GIS Department and LMPO	41,082			41,082
TOTAL		179,738			179,738

¹ TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

III. TASK 3.0 - SHORT RANGE PLANNING

- A. **OBJECTIVE** - The objective of this task is to complete those planning activities that are more specific and necessary for the planning process. This includes those required by the FAST Act, such as amendments to the FY 2022 UPWP, the development of a FY 2023 UPWP, and revisions to the 2021-2024 TIP and changes generated by the FY 2022 UTP, and the development of the FY 2023-2026 TIP. It is also the objective of the LMPO to ensure that the PPP as well as the Title VI/EJ and LEP plans are kept

current and includes methods to include all interested persons in the transportation planning process set out in the FAST Act.

- B. **EXPECTED PRODUCTS** - A completed FY 2023 UPWP, amendments to the FY 2021 – 2024 TIP, and participation in the FY 2022 UTP. The Development of the 2023-2026 TIP. Staff will also prepare the FY 2021 APER and Annual Listing of Obligated Projects (ALOP), which includes a report on past activities. The LMPO also anticipates a trade fair activity to bolster local funding and help achieve fiscal constraint regarding the 10 year to 2030. Lastly, the LMPO anticipates a joint discussion between Citibus, the LMPO, and the TTI to produce a Title VI compilation of appropriate Title VI census data that is common to both transit and MPO.
- C. **PREVIOUS WORK** - Previous work includes the preparation of the FY 2021 UPWP and FY 2020 APER, and implementation of the FY 2021-2024 TIP. The MPO maintained its website to include the most current information and notices of agendas for both the TPC and TAC, as well as the minutes from both meetings. Citibus provided the transit element and financial plan for transit operations, and capital and maintenance costs for the development of the 2045 MTP, and revisions to the 2021-2024 TIP. The LMPO also utilized the social media site Facebook to further notify the public of ongoing opportunities to comment.

SUBTASKS -

Subtask 3.1 - Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP)

This subtask includes revisions to the FY 2021–2024 TIP. It also includes the development of the FY 2023 UPWP, revisions to the FY 2022 UPWP and publication of the FY 2021 APER, as well as publication of the FY 2021 ALOP. This subtask also allows the LMPO staff to continue to participate in the South Plains Regional Coordination Transportation Advisory Committee set up to identify gaps in rural service to essential services and to continue to participate in the SPRPO regarding transportation planning in the region.

During any update or amendment of the TIP and/or UPWP the LMPO will monitor and update performance measures/targets as needed. The LMPO will continue implementation of the PBPP programming process. The LMPO will also continue working with TxDOT to monitor the preliminary performance measures for safety, freight, NHS performance, transit state of good repair (SGR), bridge condition and pavement condition and TSMO and operations (TSMO) as appropriate. In this regard, the LMPO will work with TxDOT to update the 10-year plan required by HB 20 from the 84th Legislature including performance measures noted above.

Also during the FY 2022 UPWP, the LMPO will attempt to find another MPO who would be willing to trade allocation balances with the LMPO to help us facilitate getting our 2021/2024 TIP projects to let and help us ensure fiscal constraint through 2030.

This subtask is the responsibility of the LMPO.

Subtask 3.2 – Transit System Evaluation and Analysis

These tasks, which fall under the category of maintenance of eligibility, include all tasks related to federally required activities. These include preparation of the annual Technical Study Report; preparation of the annual National Transit Database report and related data collection and analysis; preparation of grant applications, quarterly activities reports, and financial status reports; and preparation of the annual Disadvantage Business Enterprise (DBE) program report, biannual DBE reports, and DBE program outreach activities. Additionally, Citibus will contribute to amendments to the 2021-2024 TIP.

Citibus is applying for a Section 5304 State Planning Grant that will be used for a feasibility study to determine the need for a new administrative/maintenance facility and bus yard, as well as the addition of transfer centers in various parts of the city. They are asking for \$200,000 which will be matched with 40,000 Transportation Development Credits (TDC's).

This subtask is the responsibility of Citibus and the LMPO.

Subtask 3.3 – System Operational Planning

Activities under this category include a variety of items related to optimizing the efficiency of the entire Citibus system. These operational functions include service development and run cutting. Human resources planning tasks include organizational training, long- and short-term planning and preparation of materials and deliverables. This category also includes administration of multi-modal coordination, which seeks to optimize efficiencies among Citibus' various transit modes – fixed route, Texas Tech service (both on- and off-campus), CitiAccess, and the Evening Service.

This subtask is the responsibility of Citibus.

Subtask 3.4-Public Participation Plan/Title VI – Environmental Justice/Limited English Proficiency Plan

Activities under this category include review and update of the Lubbock MPO's PPP and to the Title VI/EJ Plan, including the LEP Plan, which although included in the PPP as Appendices, also serve as “stand-alone” plans. In FY 2019, the LMPO worked to enhance the public involvement strategy by using some new techniques involving the RPO and other new stakeholders.

As part of the planned 2021 update of our MTP, the LMPO is currently working on updated elements to the Title VI, EJ, and LEP plans. These documents will go to the TPC in August 2021.

Lastly, work involved in this task will be greatly enhanced by the continued efforts reported in Task 2.4.

This subtask is the responsibility of the LMPO.

D. FUNDING SUMMARY-Short Range Planning

Task 3 FY 2022

Subtask:	Responsible Party	Transportation Planning Funds ¹	FTA Sect 5307	Local	TxDOT	Total
3.1 TIP/UPWP/Regional Coordination/RPO	LMPO	21,102				21,102
3.2 Transit System Evaluation	Citibus	53,700			200,000	253,700
3.3 System Operational Planning	Citibus		111,914	27,979		139,893
3.4 PPP/Title VI/EJ/LEP (Update of the PPP)	LMPO	18,315				18,315
TOTAL		93,117	111,914	27,979	200,000	433,010

¹TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

IV. **TASK 4.0 – MTP – Long Range Planning**

- A. **OBJECTIVE** - The objective for this task is to provide the personnel necessary for the development and implementation of the 2045 MTP. Another objective is to continue to maintain and make revisions to the pedestrian facilities inventory and the Bicycle Plan. Public assistance regarding transportation, metropolitan mobility, pedestrian and bike facility planning will be provided. Any findings or recommendations with regard to the Joint Federal Certification Review which was conducted on July 22-23, 2020 will also be a priority under this task.
- B. **EXPECTED PRODUCTS** – Completion of the 2045 MTP and collateral documents including associated maintenance. LMPO staff will continue to develop and maintain data necessary to reflect changes. LMPO Staff will continue coordinating bike and pedestrian activities and document any changes to the plan. Work tasks aimed at satisfying USDOT's PEA's initiative and the LMPO's goals program are also contained in this objective.
- C. **PREVIOUS WORK** – The LMPO formally re-adopted the 2040 MTP during the FY 2018 UPWP cycle awaiting completion of the 2045 updated TDM. LMPO staff will continue updating the Functional Classification maps and the smoothing of the UZA as required. Functional Classification maps will continue to be reviewed and revised as necessary.

The MPO formally adopted a transportation goals program on January 19, 2021 to assist the development of the updated 2045 MTP.

SUBTASKS –

Subtask 4.1 – 2040 and 2045 Lubbock Metropolitan Transportation Plan

This subtask allows LMPO staff to work on any revisions, or amendments to the current 2040 long-range plan and issue a call for projects to mark the start of the update for the 2045 long-range plan.

This subtask also provides for an increase in outreach to support multimodal initiatives like freight transportation, rail transport, airports, and regional transportation planning activities undertaken by the SPRPO. The LMPO will also work to implement performance measures into the planning process. LMPO will investigate ways to bring characteristics of the Highway Safety Plan into the Decision Lens project selection process used by LMPO for the various plan amendments. LMPO will also work to implement USDOT's PEAs in the planning process.

This subtask also allows the staff to participate in any proposed Call for Projects for Transportation Alternatives Set-Aside (TA-set aside).

This subtask is the responsibility of the LMPO.

Subtask 4.2 – Bicycle and Pedestrian Revisions

This subtask will allow LMPO staff to continue to revise the existing bicycle and pedestrian plans. Lubbock MPO worked with Kimley>Horn to implement the contract for the Bicycle and Pedestrian Comprehensive Plan. Development of the Comprehensive Bike and Pedestrian Plan was completed July 2019.

Lubbock MPO staff also plan to work towards further outreach in the biking and pedestrian communities with hopes to sponsor some activities in coordination with transportation stakeholders in FY 2022.

For FY 2022, LMPO will continue to examine ways to promote and implement pedestrian and bicycle participation into the overall planning process.

This subtask is the responsibility of the LMPO.

Subtask 4.3 – Develop the 2017-2045 Metropolitan Transportation Plan

This subtask will allow for personnel to analyze current mobility issues and update the long range plan to satisfy state and federal planning requirements. This update contemplates continued training with the new TDM. The MPO anticipates work to begin on the new TDM in late 2021 and extend through 2023. The proposed base year for the new model will be 2017 with a forecast horizon of 2050.

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D. FUNDING SUMMARY-Metropolitan Transportation Plan

Task 4 - FY 2022

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
4.1 MTP/PEAs/TAP/ RPO	LMPO	25,143			25,143
4.2 Bike and Pedestrian Plan	LMPO	20,076			20,076
4.3 2045 MTP	LMPO	61,061			61,061
TOTAL		106,280			106,280

¹ TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

V. TASK 5.0 - SPECIAL STUDIES-

- A. **OBJECTIVE** – Occasionally a study is warranted for projects of special interests and the LMPO staff does not have sufficient human resources to complete the project. The object of this task is to provide funding for the completion of such projects.
- B. **EXPECTED PRODUCTS** - Work will continue to update the Congestion Management Process (CMP) as required by the FAST Act and incorporate any changes required by the FAST Act. Performance measures and targets will continue to be monitored and updated during FY 2022 in cooperation and coordination with TxDOT and FHWA.

This task will also allow the LMPO to perform as the local government entity to manage and provide oversight on a planning contract between the City of Wolfforth and Kimley>Horn to update Wolfforth's Land Use and Thoroughfare Plan in order to examine the anticipated impact of the designated State Loop 88 and to participate in TxDOT's activities to extend I-27 as well as efforts guided by the Ports to Plains Alliance as appropriate.

Work will continue in prioritizing segments of the State Loop 88 facility. The LMPO will assist TxDOT in developing public outreach for planning and environmental work associated with Loop 88 and will attend various called meetings.

- C. **PREVIOUS WORK** –Previously, the route study for the outer route project was completed in 2015 by an outside consultant hired by TxDOT and the Annual Congestion Management report was prepared by the City’s Traffic Engineering Department.

On February 18, 2020 the LMPO began an agreement for production of the Wolfforth Land Use and Thoroughfare Master Plan update to 2045 between the LMPO and Kimley>Horn Consultants. The consultants began work on March 1, 2020. This contract was completed on March 31, 2021, accepted by the TPC and closed on May 18, 2021.

SUBTASKS –

Subtask 5.1 - Congestion Management Process Plan (CMP)

This subtask includes the ability to update the CMP as required by the FAST Act. The subtask will include the study and evaluation of several models that will allow personnel to determine the level of congestion based upon criteria approved by the TPC. The LMPO will work with the COL’s Traffic Engineering Department to provide Collision and Fatality Data for the update. This is a continuing process to keep the Census Transportation Planning Products Program (CTPP) data current. This subtask will also include review and update of the COL’s Access Management Policy.

During FY 2022, the LMPO will work with the City’s Traffic Engineering Department and the Lubbock County Emergency Preparedness Committee to establish stronger linkages with the emergency management community because emergency preparedness affects the transportation planning process. The LMPO will also investigate ways to increase the use of ITS and assist in congestion management.

This subtask is the responsibility of the LMPO.

Subtask 5.2-Lubbock State Loop 88 Implementation

During FY 2017 and 2018, the LMPO staff provided corridor analyses for the future outer route and adjacent roadways using LMPO’s TDM. LMPO staff coordinated with TxDOT with regard to public participation for Loop 88 development in FY 2018. Loop 88 Phase 3A & 3B construction was let in June of 2021.

Segment 3 of Loop 88 is a six lane, divided freeway and will follow the route of 130th Street, or FM 1585, from U.S. 62/82 near Wolfforth to U.S. 87. TxDOT presented the final alignments at the public hearing in October 2017. TxDOT completed the environmental assessment of segment 3 of Loop 88 in March 2018. The acquisition of right-of-way is nearing completion.

Segments 1, 2, and 4 of Loop 88 are all six lane, divided freeway and will follow FM 2641 to FM 179 then transition to a new location with portions along CR 1300 (Research Blvd). TxDOT presented the final alignments at the public hearing in May 2020. TxDOT completed the environmental assessment of segment 1 & 2 and 4 of Loop 88 in October 2020. The acquisition of right-of-way has not begun.

This subtask also includes a continuation of participation for the LMPO in activities sponsored by TxDOT TPP regarding the current study to extend I-27 from Canada to Mexico.

This subtask is the responsibility of the TxDOT and LMPO.

D. FUNDING SUMMARY-Special Studies

Task 5 - FY 2022

Subtask	Responsible Party	Transportation Planning Funds (TPF ¹)	STP/MM	Local	TxDOT	Total
5.1 Update LMPO CMPP and Collision/Fatality Data Collection	MPO	5,250				5,250
5.2 Lubbock State Loop 88 Implementation	MPO	4,924	42,400	10,400	2,000	59,724
TOTAL		10,174	42,400	10,400	2,000	64,974

¹ TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

BUDGET SUMMARY -

TABLE 1 – SUMMARY UNIFIED PLANNING WORK PROGRAM – FY 2022

UPWP	Description	TPF ¹ Funds	Local	FTA Sect 5307	STP/MM	TxDOT	Total Funds
1.0	Administration/Management	260,444					260,444
2.0	Data Development and Maintenance	179,738					179,738
3.0	Short Range Planning	93,117	27,979	111,914		200,000	433,010
4.0	Metropolitan Transportation Plan	106,280					106,280
5.0	Special Studies	10,174	10,400		42,400	2,000	64,974
	Total	649,753	38,379	111,914	42,400	202,000	1,044,446

¹ TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

² FY 2022 Authorized TPF	\$ 565,227
FY 2021 Carryover	<u>597,219</u>
FY 2022 TOTAL TPF	\$1,162,446

² Estimate based on prior years authorizations

²Included combined allocations for PL 112 and FTA 5303

By minute order, the TTC authorizes the use of transportation development credits as TxDOT's non-Federal share for FHWA (PL-112) and FTA 5303 funds. As the credits reflect neither cash nor person-hours, they are not reflected in the funding tables.

APPENDIX A
TRANSPORTATION POLICY COMMITTEE MEMBERSHIP
AND
TRANSPORTATION ADVISORY COMMITTEE MEMBERSHIP

Transportation Policy Committee

Voting Members		
Curtis Parrish, Chair	County Judge	Lubbock County
Sheila Patterson-Harris, Vice Chair	City Council	City of Lubbock
Jeff Griffith	City Council	City of Lubbock
Daniel M. Pope	Mayor	City of Lubbock
Chad Seay	County Commissioner	Lubbock County
Dr. Charles Addington	Mayor	City of Wolfforth
Jarrett Atkinson	City Manager	City of Lubbock
Steve Warren, P.E.	District Engineer	TxDOT
Chris Mandrell	General Manager	Citibus
Non-Voting Members		
Barbara Maley, AICP, interim	Air Quality Specialist and Transportation Planner	FHWA
Marc Oliphant, AICP	Community Planner	FTA, Region 6
Vacant	Regional Director	TCEQ
Phillip Tindall	MPO Planning Liaison	TPP/TxDOT-Austin
Honorable Jodi Arrington	United States Representative	19 th Congressional District
Honorable Charles Perry	Texas State Senator	Texas District 28
Honorable John Frullo	Texas State Representative	Texas District 84
Honorable Dustin Burrows	Texas State Representative	Texas District 83

Transportation Advisory Committee

Voting Members		
Darrell Newsom, Chair	City Manager	City of Wolfforth
Jennifer Davidson, Vice-Chair	Director of Public Works	Lubbock County
Jason Corley	County Commissioner	Lubbock County
Sharmon Owens	City Traffic Engineer Traffic Operations Department Head	City of Lubbock
Kylan Francis, P.E.	Director, Transportation Planning and Development	Texas Department of Transportation
Terance Kovar	County Commissioner	Lubbock County
Bryan Isham	Director of Planning	City of Lubbock
Michael Mangum	Chief Financial Officer	Citibus
Wood Franklin	Division Director of Public Works	City of Lubbock
Michael Keenum	City Engineer	City of Lubbock
Theresa Drewell	Vice-Chancellor, Facilities Management	Texas Tech University
Nathan White	Assistant Chief	Lubbock Police Department
Richard Villanueva	Lieutenant	Texas Department of Public Safety
Non-Voting Members		
Barbara Maley, AICP, Interim	Air Quality Specialist and Transportation Planner	FHWA
Vacant	Regional Director	TCEQ
Vacant	Director of Regional Services	SPAG
Phillip Tindall	MPO Planning Liaison	TPP/TxDOT-Austin
Marc Oliphant, AICP	Community Planner	FTA Region 6

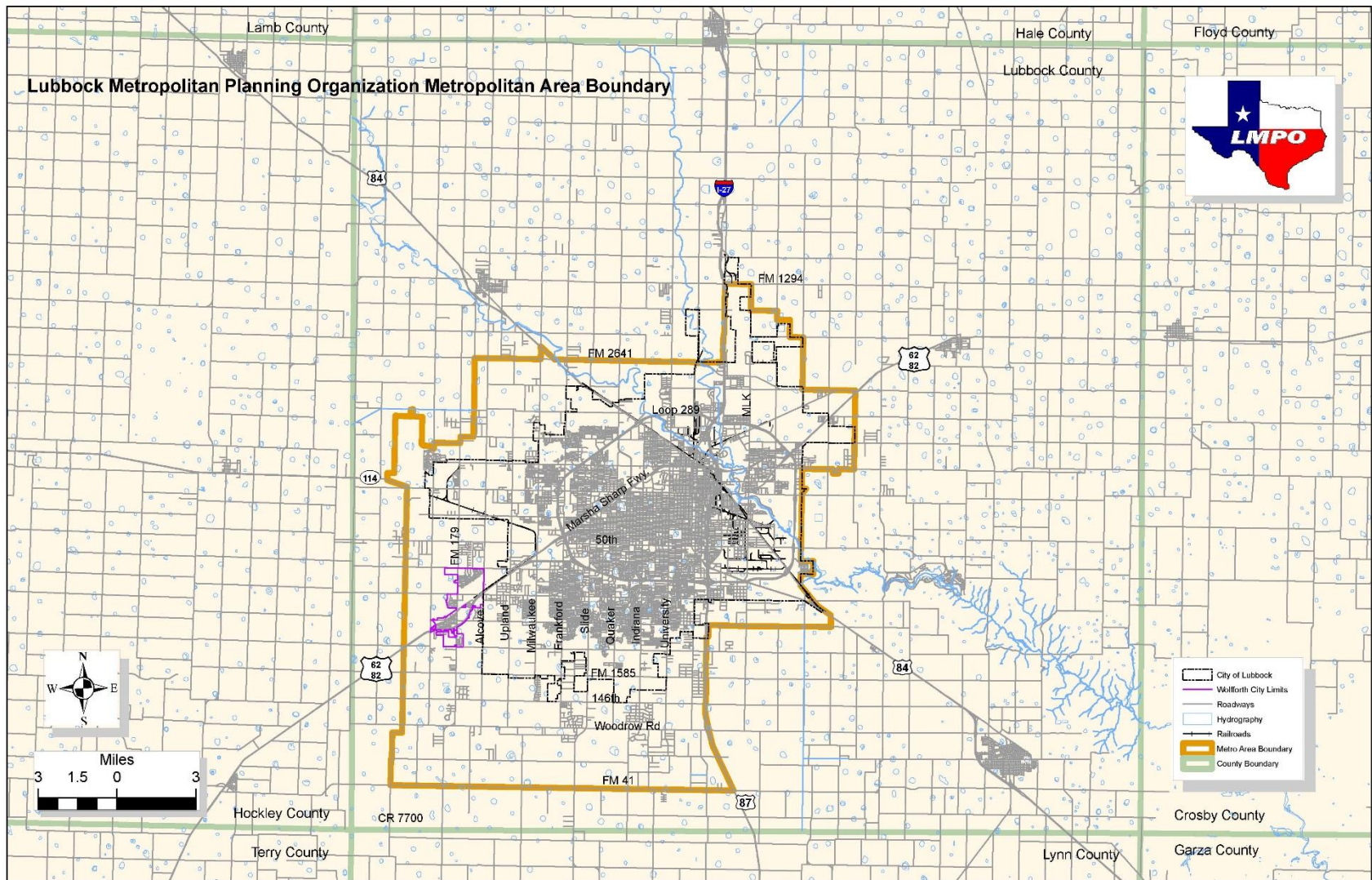
Lubbock Metropolitan Planning Organization Staff

MPO Staff		
H. David Jones	Transportation Planning Director	LMPO
Vacant	Transportation Planning Assistant Director	LMPO
Darrell Westmoreland, AICP	Transportation Planner	LMPO
Tammy Walker	Transportation Planning Technician	LMPO

APPENDIX B

METROPOLITAN AREA BOUNDARY MAP

(GOVERNOR OR GOVERNOR'S DESIGNEE APPROVED)



APPENDIX C

DEBARMENT CERTIFICATION

APPENDIX C

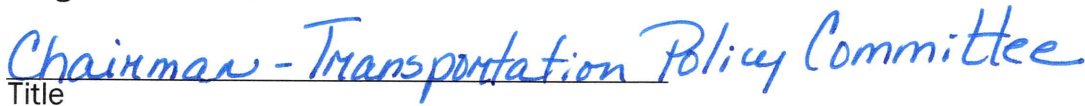
DEBARMENT CERTIFICATION (Negotiated Contracts)

- (1) The **LUBBOCK MPO** as **CONTRACTOR** certifies to the best of its knowledge and belief that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;
 - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.
- (2) Where the **CONTRACTOR** is unable to certify to any of the statements in this certification, such **CONTRACTOR** shall attach an explanation to this certification.

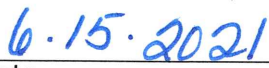
**federal, state or local*



Judge Curtis Parrish -



Title



Date

APPENDIX D
LOBBYING CERTIFICATION

APPENDIX D

LOBBYING CERTIFICATION

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS AND COOPERATIVE AGREEMENTS

The undersigned certifies to the best of his or her knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclosure accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.



Judge Curtis Parrish -

Chairman - Transportation Policy Committee

Title

Lubbock MPO

Agency

6.15.2021

Date

APPENDIX E
CERTIFICATION of COMPLIANCE

APPENDIX E
CERTIFICATION OF COMPLIANCE

I, CURTIS PARRISH
a duly authorized officer/representative of the Lubbock MPO do hereby certify
that the contract and procurement procedures that are in effect and used by the forenamed
MPO are in compliance with 2 CFR 200, "Uniform Administrative Requirements, Cost
Principles, and Audit Requirements for Federal Awards," as it may be revised or superseded.

6.15.2021
Date


Judge Curtis Parrish -
Chairman, MPO Policy Committee

Attest:


Name

MPO Secretary
Title

APPENDIX F

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

APPENDIX F

CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM


CURTIS PARRISH

I, _____, Chairperson, a duly authorized officer/representative of the Lubbock MPO do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of by 43 TAC § 31.39 "Required Internal Ethics and Compliance Program" and 43 TAC § 10.51 "Internal Ethics and Compliance Program" as may be revised or superseded.

6.15.2021
Date


Judge Curtis Parrish –
Chairman, MPO Policy Committee

Attest:


Name

MPO Secretary
Title

APPENDIX G

LMPO Public Participation Plan

Lubbock MPO's PPP can be found on the website at <https://ci.lubbock.tx.us/pages/lubbock-metropolitan-planning-organization/publications>. The PPP can also be viewed at the LMPO's offices located at 916 Main Street, Suite 1210, Lubbock, TX 79401.



Lubbock Metropolitan Planning Organization

Working Together



Resolution 2021-08

WHEREAS, 23 CFR 450.314 requires the Metropolitan Planning Organization that serves a Transportation Management Area (TMA) in cooperation with the State and operators of publicly owned transit to develop a Unified Planning Work Program (UPWP) that meets the requirements specified at 23 CFR Part 420, Subpart A; and

WHEREAS, the UPWP shall discuss planning priorities facing the Metropolitan Planning Area (MPA) jurisdiction and describe all transportation and transportation-related air quality planning activities anticipated within the MPA during the next one to two year period in sufficient detail to indicate who will perform the work, the schedule for completing it, and the products to be produced; and

WHEREAS, 23 CFR 450.308 (b) requires the same criteria as previously stated except from a public transportation (transit) perspective; and

WHEREAS, 23 CFR 450.314 (b) allows the MPO to combine Federal Highway Requirements with Federal Transit requirements in order to produce one document; and

WHEREAS, 43 TAC 15.4 (a) requires the MPO to produce the combined UPWP in a standardized format developed by the Texas Department of Transportation (TxDOT); and

WHEREAS, the Metropolitan planning process also requires a proactive public involvement process that supports full public access to key decisions and supports early and continuing involvement of the public in developing plans which has been satisfied by a ten day public comment period involving two advertised accessible, and posted public meetings.

NOW THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION POLICY COMMITTEE OF THE LUBBOCK METROPOLITAN PLANNING ORGANIZATION:

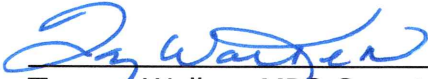
- Section 1. That; the Transportation Policy Committee of the LMPO affirms the Transportation Advisory Committee's recommended programming (sub-consultant agreements) for budget account 8406.
- Section 2. That; the Transportation Policy Committee of the LMPO approves the FY 2022 Unified Planning Work Program (UPWP).

Passed and adopted by the Transportation Policy Committee on this, the 15th Day of June, 2021.



Honorable Curtis Parrish, Lubbock County Judge
Chairman, Transportation Policy Committee of the
Lubbock Metropolitan Planning Organization

ATTEST:



Tammy Walker, MPO Secretary

APPROVED AS TO CONTENT:



H. David Jones,
Transportation Planning Director

APPROVED AS TO FORM:



Matthew Wade
Attorney for the MPO



Lubbock Metropolitan Planning Organization

Working Together



Resolution 2022-02

WHEREAS, 23 CFR 450.314 requires the Metropolitan Planning Organization that serves a Transportation Management Area (TMA) in cooperation with the State and operators of publicly owned transit to develop a Unified Planning Work Program (UPWP) that meets the requirements specified at 23 CFR Part 420, Subpart A; and

WHEREAS, the UPWP shall discuss planning priorities facing the Metropolitan Planning Area (MPA) jurisdiction and describe all transportation and transportation-related air quality planning activities anticipated within the MPA during the next one to two year period in sufficient detail to indicate who will perform the work, the schedule for completing it, and the products to be produced; and

WHEREAS, 23 CFR 450.308 (b) requires the same criteria as previously stated except from a public transportation (transit) perspective; and

WHEREAS, 23 CFR 450.314 (b) allows the MPO to combine Federal Highway Requirements with Federal Transit requirements in order to produce one document; and

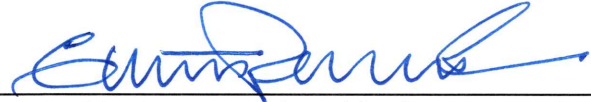
WHEREAS, 43 TAC 15.4 (a) requires the MPO to produce the combined UPWP in a standardized format developed by the Texas Department of Transportation (TxDOT); and

WHEREAS, the Metropolitan planning process also requires a proactive public involvement process that supports full public access to key decisions and supports early and continuing involvement of the public in developing plans which has been satisfied by a ten day public comment period involving two advertised accessible, and posted public meetings.

NOW THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION POLICY COMMITTEE OF THE LUBBOCK METROPOLITAN PLANNING ORGANIZATION:

- Section 1. That;the Transportation Policy Committee of the LMPO approves Amendment No. 1 to the FY 2021-2022 Unified Planning Work Program (UPWP) as set out in Exhibit 1 (attached).

Passed and adopted by the Transportation Policy Committee on this, the 18th Day of January 2022.



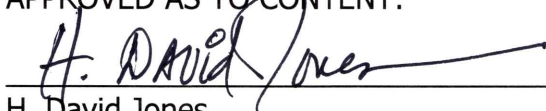
Honorable Curtis Parrish, Lubbock County Judge
Chairman, Transportation Policy Committee of the
Lubbock Metropolitan Planning Organization

ATTEST:



Tammy Walker, MPO Secretary

APPROVED AS TO CONTENT:



H. David Jones,
Transportation Planning Director

APPROVED AS TO FORM:



Matthew Wade
Attorney for the MPO

Subtask 1.2 - Training

This subtask includes funds to reimburse LMPO Staff, or TPC members, for travel expenses incurred when traveling on MPO-related duties. It includes travel to attend seminars, workshops, conferences, or other related activities. Expenses for parking and use of private automobiles are included in this subtask.

LMPO staff may attend meetings with TxDOT and TEMPO. Other travel expenses may include the annual meeting of the Association of Metropolitan Planning Organizations (AMPO), Transportation Research Board (TRB), ESRI, ArcGIS training, Ports to Plains Alliance, the Texas Transportation Summit, Texas Transportation Forum, Texas A&M Transportation Institute (TTI) training courses, freight, rail and Transit conferences and courses offered by the National Transit Institute, and other transportation related conferences and meetings, training and work sessions and any travel within the 17 county TxDOT region associated with the South Plains Regional Planning Organization (SPRPO).

Additional expenses eligible for reimbursement include travel and lodging expenses for invited guests at the Policy Committee level, employee recruitment, and related printing expenses associated with the production of required MPO planning documents in accordance with 2 CFR 200.421, 463, and 464 and standard policies and practices of the LMPO's fiscal agent pursuant to cost principles and audit requirements associated with federal awards.

Travel costs charged to the combined Section 5303 and Section 112 "PL" funds are subject to approval by the TPC Chair and TxDOT for out of state travel prior to making travel arrangements.

This subtask is the responsibility of the LMPO.