

Lubbock Metropolitan Planning Organization 2012 - 2040 METROPOLITAN TRANSPORTATION PLAN

Approved by the Transportation Policy Committee: August 21, 2012

Lubbock Metropolitan Transportation Plan Fiscal Year 2012-2040
Disclaimer Statement: The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, and the Texas Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.
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Executive Summary

The Lubbock Metropolitan Planning Organization (LMPO) will face a number of challenges in the coming decades. Population growth is anticipated to continue, which will result in increased congestion and immense burdens placed on existing infrastructure. Congestion associated with such growth will also result in diminished air quality, increased travel times and overall decreases in quality of life. Confronting these challenges requires a comprehensive and multifaceted approach to ensure that individuals' traveling and commuting needs are meet and that goods and services are readily available throughout the metropolitan service area.

Projections have been difficult to make with continued extensions of SAFETEA-LU. The House and Senate have adopted a new highway transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21). The bill was signed by the President on Friday, July 6, 2012. The \$105-billion piece of legislation provides funding for essential highway and public transportation programs, most of which are in the form of formula-based allocations that direct money automatically to states and metropolitan areas. The bill will be in effect for 27 months, expiring in September 2014. Due to the time constraints of this document being approved, the Lubbock MPO will revise the 2040 Metropolitan Transportation Plan (MTP) accordingly as requirements become effective.

Funding sources and projections for the 2040 MTP were utilized from the formulas and historical allocations from the SAFETEA-LU transportation bill. Historical funding from local government agencies were also incorporated into this Plan. Projects in the Constrained List were ranked with a Project Selection Criteria format and submitted to both the Transportation Advisory and Policy Committees. Priorities were changed accordingly by the two Committees and ultimately the Policy Committee approved a Project List that was used for the Title VI/Environmental Justice analysis and the public participation process.

The metropolitan service area continues to grow to the north, west and southwest portions of the City of Lubbock. Projects in the Metropolitan Transportation Plan: 2032 were concentrated in these areas of the City, increasing mobility and connectivity and potentially reducing congestion. The north and northwest side of the City has shown considerable growth in the last decade and travel times began to increase on the network and service began to drop. Progress has been made to meet the needs as the area continues to grow.

American Recovery and Reinvestment Act of 2009 (ARRA)

The American Recovery and Reinvestment Act of 2009, commonly referred to as **the Stimulus** or **The Recovery Act**, is an economic stimulus package enacted by the 111th United States Congress in February 2009 and signed into law on February 17, 2009, by President Barack Obama. To respond to the late-2000s recession, the primary objective for ARRA was to save and create jobs almost immediately. Secondary objectives were to provide temporary relief programs for those most impacted by the recession and invest in infrastructure, education, health, and 'green' energy.

ARRA Projects for the Lubbock MPO included:

- MPO-007 Loop 289 from FM 2528 (Frankford) to Quaker Avenue
- MPO-009 Loop 289 from 34th Street to 19th Street

Proposition 12 Funding

Program 1

In 2007, Texas voters authorized the Legislature to authorize up to \$5 billion in general obligation bonds – bonds supported using general revenue, rather than fuel tax revenues - to be spent for transportation projects. This ballot item was called Proposition 12. The 81st Legislature authorized the Texas Department of Transportation (TxDOT) to obligate up to \$2 billion in Proposition 12 bonds for non-toll projects and \$1 billion in Proposition 12 bonds for the State Infrastructure Bank.

Proposition 12 – Program 1 Project for the Lubbock MPO included:

MPO-008R – US 62 from Avenue A to Broadway to repair the Roadway

Program 2

In summer 2011, the Texas Legislature authorized TxDOT to go to contract on approximately \$3 billion in general obligation bonds for highway improvements. Texas voters approved these Proposition 12 bonds, which are backed by the state's general revenue rather than by fuel tax revenues, by a vote of 63 percent in November 2007.

Proposition 12 – Program 2 Projects for the Lubbock MPO include:

- MPO-40-20 US 87 Woodrow Bridge
- MPO-002R Quaker/Erskine Interchange

Proposition 14 Funding

Texas Proposition 14, also known as the Highway Improvement Projects Act, was on the September 13, 2003 special election ballot in Texas as a legislatively-referred constitutional amendment, where it was approved. HJR 28/Proposition 14 authorized the Texas Department of Transportation to issue notes or borrow money to fund highway improvement projects. The terms of the notes or loans were not to exceed two years.

Proposition 14 – Project for the Lubbock MPO included:

• MPO-005 – Phase IV of the Marsha Sharp Freeway

Northwest Passage Projects

Northwest Passage Projects, which have neared completion, have alleviated congestion and increased the level of service in the west and northwest side of town allowing for a smoother travel between the main parts of the City of Lubbock to the west side, as well as improving the flow of traffic leading to the South Plains College campuses in Levelland and those at the Reese Center. Slide Road was extended to the north with a new bridge that allows for straight passage under North Loop 289 allowing traffic to continue to Erskine Street. Erskine Street was widened as well to allow for a better traffic flow. Several new developments have begun to the west and to the north and south of the Lubbock Heart Hospital and Surgical Center including houses, apartments and townhouses. Several new businesses have also developed throughout the area.



Source: LMPO – Ribbon cutting at the Erskine Street/Slide Road Intersection.

North Pointe Development

One development that has been a beneficiary of the Northwest Passage Projects has been the North Pointe Development, a "neighborhood community", located north of Loop 289 on Slide Road between Erskine Street and Marshall Street. It is currently the largest neighborhood under development in the North sector of Lubbock. The North Pointe neighborhood is part of a 1,500 plus acre master planned and architecturally controlled community. The development plans for North Pointe and other developments within the community will include landscaped walking and jogging trails, a public park, public schools and retail outlets placed to support the neighborhoods. Centennial Elementary School opened in 2007 and is in North Pointe. Currently the Lubbock Independent School District is in the planning stages for additional campuses to be located in North Pointe.

Marsha Sharp Freeway

The completion of the Marsha Sharp Freeway Phases I through IV has increased mobility as well. The Freeway, with its Phase IV nearing completion, provides an East/West route through the north side of the City of Lubbock. It stretches from West Loop 289 to beyond the Interstate 27 connection, creating a quick and effective route from the downtown or interstate area to the west side of the City. Pedestrian/Bicycle bridges in four locations above the Freeway give a safe and efficient route for pedestrians and bicyclists to cross above the Freeway.



Pedestrian Bridge located over the Marsha Sharp Freeway at the Texas Tech Football Stadium

Citibus Downtown Transfer Plaza

Citibus, the City of Lubbock transit provider for the metropolitan service area, is in the process of completing renovations of the downtown transfer plaza. On August 1, 2008, Citibus took over the commercial carrier, Greyhound. Citibus moved ticket sales and freight handling of the Greyhound service to the Plaza. Approximately ten Greyhound buses run through the Plaza daily.



Lubbock Metropolitan Transportation Plan Fiscal Year 2012-2040

The sign marks the location of the new Greyhound Bus Lines center at the Citibus Downtown Transfer Plaza.

Summary

With funding tools such as Proposition 12 and 14 funds that the LMPO received, as well as the American Recovery and Reinvestment Act, many of the projects that were in the outer years of the current Metropolitan Transportation Plan: 2032 were completed. Local funding through innovative financing venues, particularly with the City of Lubbock, has helped to move many projects to the forefront as well. The Lubbock Metropolitan Planning Organization's 2040 Metropolitan Transportation Plan will be a tool to continue to ensure convenient, efficient and reliable transportation alternatives for all sectors of the metropolitan area.

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Chapter 1 – Introduction and Background

Mission Statement

In the initial Metropolitan Transportation Plan, developed in 1994, a goal was established which still holds true today.

Create an integrated, multi-modal transportation network to better serve the citizens in the Lubbock Metropolitan Area.

Introduction

Transportation facilitates the movement of people and/or goods from one place to another. Today's transportation-intensive environment demands transportation facilities are kept safe and functional. Because transportation is a cornerstone of economic stability and growth, it is vital that transportation issues and needs are addressed to ensure the economic environment remains accessible and efficient. Supporting the transportation environment includes supporting not only roadways used by automobiles and mass transit, but airline, railway, pipeline, bicycle, and pedestrian facilities as well.

The 2040 Lubbock Metropolitan Transportation Plan (2040 MTP) is a planning tool designed to outline the transportation needs for the Lubbock Metropolitan Area over the next twenty-eight (28) years.

In August of 2005 President George W. Bush signed the Safe Accountable Flexible Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU). SAFETEA-LU was built on the foundations of ISTEA and TEA-21 supplying funds and refining programmatic framework for investments needed to maintain and grow vital transportation infrastructure. SAFETEA-LU addresses challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment.

Although SAFETEA-LU expired in September of 2009, the transportation processes have continued



through extensions of SAFETEA-LU. President Obama signed a two-year transportation bill known as "Moving Ahead for Progress in the 21st Century (MAP-21)" on July 6, 2012; however, the LMPO will follow the guidelines in SAFETEA-LU until the guidelines of MAP-21 are set forth.

President Barack Obama signs the two year transportation bill "Moving Ahead for Progress in the 21st Century" (MAP-21) on July 6, 2012. The bill will expire in September of 2014.

Background

With the Federal Aid Highway Act of 1962, Congress passed legislation making urban transportation planning a condition for receipt of federal highway funds in urban areas. This legislation encouraged "a **Continuing, Comprehensive** transportation planning process carried on **Cooperatively** by the states and local communities"; thus, the "3-C" planning process evolved.

An array of subsequent highway bills further increased the need for the transportation planning process. These bills were:

Federal Aid Highway Act of 1970
FHWA/UMTA Joint Regulations (1975)
Federal Aid Highway Act of 1982
Revised FHWA/UMTA Joint Regulations (1983)
Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)
Transportation Equity Act for the 21st Century of 1998 (TEA-21)
Safe, Accountable, Flexible, and Efficient Transportation Equity Act of 2005 (SAFETEA-LU)

As a result, in 1969 the City of Lubbock and Lubbock County entered into a "Continuing Phase Agreement" with the Texas Department of Transportation (TxDOT) and the Lubbock Urban Transportation Study (LUTS) was established. In 1975 LUTS was designated by the Governor to be the Metropolitan Planning Organization (MPO) for the Lubbock area. The MPO is responsible for the "3-C" planning process, operating basic planning activities of the Study.

Transportation planning is a process of projecting future transportation needs, investigating and evaluating alternative actions for meeting those needs, assessing the financial ability of the community to implement those actions, and recommending reasonable strategies based on needs and available resources. Elected officials and others in decision-making roles need access to this information to help them develop policies, programs, and projects.

The transportation planning process is continuous. Conditions affecting the transportation system, such as population growth, land use patterns, employment changes, traffic volumes, etc. are monitored frequently. Alternate means for alleviating congestion are identified, and decisions are made on which projects are to be carried out. The proposed projects are evaluated in relation to expected funding levels, prioritized, and listed in order of importance to the community. All transportation modes for the metropolitan area are studied and addressed in a comprehensive manner. The transportation planning process is structured to include cooperative input and direction from participating cities, counties, State DOT agencies, and the public. This results in the development of a plan which encompasses the 3-C planning process.

The transportation plan must be comprehensive, and all elements of transportation throughout the study area are considered in preparing the Plan. The Plan must be developed through cooperative participation between local, state, and federal governments. The adopted Plan must be continuous through on-going review of transportation projects and continual monitoring of basic elements of the Plan.

These provisions were, and still are, intended to:

Prevent the development of conflicting plans by different governmental entities, Prevent duplication of effort by providing a single focus of regional transportation planning, Provide planning within the designated Metropolitan Planning Organization Area Boundary, and Provide an organized system to establish priorities for project funding.

MPO Structure

The Lubbock Metropolitan Planning Organization is made up of a Transportation Policy Committee (TPC), a Transportation Advisory Committee (TAC), and MPO staff. Bylaws amended in January 2010 outline TPC and TAC structure. The Transportation Policy Committee (TPC) structure is outlined in the 1973 Designation Agreement and its roles reiterated in the 1988 Designation Agreement, Under I. Organization, Section C., which declares, "Use the Committee structure established pursuant to Section 134 of Chapter 1 of Title 23 U.S. C. as the group responsible for giving the Metropolitan Planning Organization overall transportation policy guidance."



Transportation Policy Committee 2012

The fiscal agent of the Lubbock Metropolitan Planning organization is responsible for maintaining required accounting records for state and federal funds consistent with current state and federal requirements, providing funding to allow the MPO staff to operate the program and establishing fiscal and personnel management agreements with the MPO Policy Committee to identify respective relationships, roles and responsibilities.

The City of Lubbock serves as the fiscal agent for the Lubbock Metropolitan Planning Organization. The Transportation Advisory Committee serves in a technical capacity.

Transportation Policy Committee Structure

Voting Members:

One Elected County Official, Lubbock County, appointed by the County Commissioner's Court; County Judge, Lubbock County;

Three Representatives of the City of Lubbock (including at least two Elected Officials), appointed by the Lubbock City Council;

District Engineer, Texas Department of Transportation – Lubbock District;

City Manager, City of Lubbock

Mayor, City of Wolfforth; and

General Manager, Citibus

Non-Voting Members

One Representative from the Federal Highway Administration;

One Representative from the Federal Transit Administration;

One Representative from the Texas Department of Transportation's Transportation Planning and Programming Division;

One Representative of the Texas Commission on Environmental Quality (TCEQ); and

Lubbock Metropolitan Transportation Plan Fiscal Year 2012-2040

Any State legislators, or United States Congressmen, whose districts include the study area and who desire to serve in an ex-officio capacity.

Transportation Advisory Committee Structure

Voting Members:

Director of Planning, City of Lubbock;

City Engineer, City of Lubbock;

City Traffic Engineer, City of Lubbock;

Two Lubbock County Commissioners (must be designated by Commissioner's Court);

One designated Representative, Citibus;

Director of Transportation Planning and Development, TxDOT Lubbock District;

City Manager, City of Wolfforth;

Director of Public Works, Lubbock County;

One designated Representative from the City of Lubbock Police Department;

One designated Representative from the Texas Department of Public Safety.

One designated Representative from Texas Tech University; and

Chief Operating Officer, City of Lubbock

Non-Voting Members:

One Representative of the TP&P Division, TxDOT, Austin;

One Representative of the Federal Highway Administration;

One Representative of the Commission on Environmental Quality (TCEQ);

One Representative of the South Plains Association of Governments;

One Representative of the Lubbock County Sheriff's Department;

One Representative of the Freight Community;

One Representative of the Airport Authority; and

Two Representatives from the City of Lubbock's Traffic Commission

Lubbock Metropolitan Planning Organization Staff

H. David Jones, Transportation Planning Director Darrell J. Westmoreland, AICP, Transportation Planner Tera Davis, Transportation Planning Technician

Previous Long-Range Transportation Planning Activities

Long-range transportation planning began with the enactment of the Federal Aid Highway Act of 1962. The transportation plans developed and adopted have been used through the years to best determine the future transportation infrastructure. Following is a list of these plans previously used for transportation planning in the Lubbock area:

Lubbock Urban Transportation Plan, Volumes 1 and 2 (1964)

Level II Review of the Lubbock Urban Transportation Plan, Volume 2 (1964—1985), Volume 3 (1970—1990), Volume 4 (1980—2005)

Master Plan for West Tex Air Terminal, Lubbock (1969)

Master Plan Review, Lubbock Regional Airport (1971)

Master Plan Review, Lubbock International airport (1981)

Airport Master Plan for the Lubbock International Airport (1992)

Transit for Lubbock's Future (1972)

Citibus—Comprehensive System Analysis, Volumes 1 and 2 (1990)

Citibus—Fixed Route Transit Service, Comprehensive Operational Analysis (1993)

Lubbock Metropolitan Transportation Plan: 2015 (1994)

Goals for Lubbock—A Vision Into the 21st Century (1995)

Lubbock Metropolitan Area Comprehensive Bicycle Plan (1995)

Lubbock Capital Improvements Program (5 Year Cycle)

City of Lubbock Thoroughfare Plan (1998)

Lubbock Metropolitan Transportation Plan: 2025 (1999)

Lubbock Metropolitan Transportation Plan: 2030 (2004)

Lubbock Metropolitan Transportation Plan 2032 (2007)

Lubbock Metropolitan Transportation Plan 2032 Revised (2010)

City of Lubbock Thoroughfare Plan 2007

Lubbock Comprehensive Land Use Plan, 1975

The Lubbock Metropolitan Transportation Plan (LMTP) development process involves data collection and analysis, socioeconomic data projection, special studies and citizen input. The LMTP serves as framework for project development and guides public entities in selecting projects from the Plan for implementation through the State's Transportation Improvement Program (STIP), the City of Lubbock's Capital Improvement Program (CIP), and other transportation programs. Comprehensive transportation planning has, and will continue to be, an ongoing effort of the local governments encompassed in the Lubbock metropolitan area.

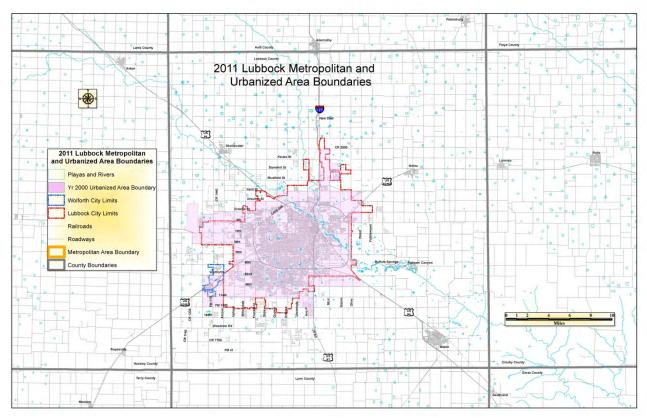
Geographic Information

Lubbock is located in the panhandle of Texas in the center of a 20 county area referred to as the "South Plains". The predominant climate is semi-arid with extremes of temperature over 100 degrees in summer and to below freezing in winter. The primary economic industry of the area is agriculture, specifically cotton. Other industries include: ranching, oil production, health care, education, and limited manufacturing. The Lubbock area serves as a central transportation conduit for the region.



Urbanized Area Boundary

The U.S. Bureau of the Census defines the Urbanized Area as a place with a minimum of 50,000 persons. Areas outside the city limits can be included in the urbanized area if the population density consists of 1,000 persons per square mile and is connected to the city by a road not more than 1 1/2 miles long. In 2003 the MPO approved an adjusted Urbanized Area Boundary as defined by the 2000 Census. In 2004 the Boundary was enlarged to take in the Reese Technology Center, the City of Wolfforth and some expanded city limits in Lubbock as a result of some annexation.

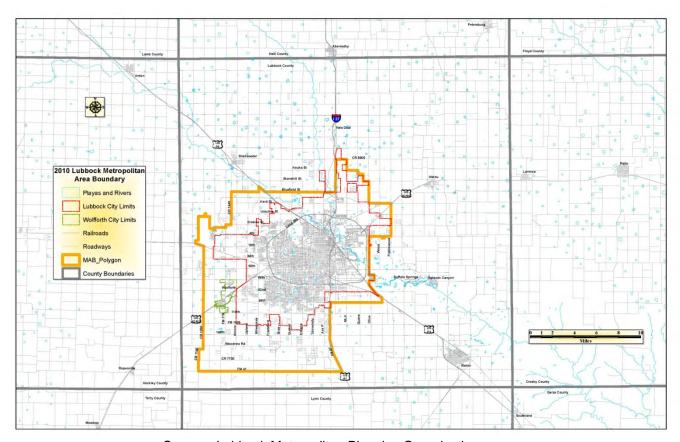


Source: Lubbock Metropolitan Planning Organization

Metropolitan Area Boundary

The Metropolitan Planning Boundary includes the Adjusted Urbanized area plus the area projected to be developed within the next 20 years. The Metropolitan Area Boundary encompasses more than 190 square miles and includes the incorporated cities of Lubbock and Wolfforth. The remaining area is rural with spotted development.

The Metropolitan Area Boundary was adjusted in 2007 after the Transportation Advisory Committee recommended extending the southern boundary to FM 41 from the current western boundary (CR 1200) to US 87 on the east. The changes were first recommended to the Transportation Policy Committee in July of 2007; however, after discussion the TPC felt that, due to complications with the Metropolitan Transportation Plan 2032, it would be appropriate to postpone this item until after the approval of the MTP: 2032. The item was returned to the TPC at their October 16, 2007, meeting where it was approved. The changes were then submitted to the Texas Transportation Commission who was given authority to approve metropolitan planning area boundary changes by Governor Rick Perry on October 4, 2005. The Texas Transportation Commission approved the expansion of the Lubbock Metropolitan Area Boundary on January 31, 2008.



Source: Lubbock Metropolitan Planning Organization

TEXAS TRANSPORTATION COMMISSION

LUBBOCK County

MINUTE ORDER

Page 1 of 1

LUBBOCK District

Pursuant to Title 43, Texas Administrative Code (TAC), §15.3, revisions to metropolitan planning area boundaries must be approved by the governor or the governor's designee. The governor and the Texas Department of Transportation must be provided documentation and the rationale supporting any recommended boundary change.

In accordance with Title 23, CFR §450.308, a metropolitan planning area boundary shall, as a minimum, cover the urbanized area and the contiguous geographic area(s) likely to become urbanized within the 20-year forecast period covered by the metropolitan transportation plan.

On October 4, 2005, Governor Perry delegated authority to the Texas Transportation Commission (commission) to approve metropolitan planning area boundary changes.

The Lubbock Transportation Policy Committee approved the expansion of the Lubbock Metropolitan Planning Area on October 16, 2007. Lubbock has been experiencing growth in the south and southwest portion of Lubbock County and the Metropolitan Planning Organization (MPO) expects this area to become urbanized within the next 20 years. Revisions include incorporating the southern part of Lubbock as part of the metropolitan area with the new boundary being FM 41 to the south, CR 1140 to the east and US 87 to the west.

The commission has reviewed and accepted the documentation and rationale supporting the metropolitan planning area boundary changes provided by the Lubbock MPO.

IT IS THEREFORE ORDERED by the commission that the proposed Lubbock MPO metropolitan area boundary change is hereby approved in accordance with Title 23, CFR §450.308, with the adjusted 2007 Metropolitan Area Boundary shown in Exhibit A.

Submitted and reviewed by:

Director, Transportation Planning

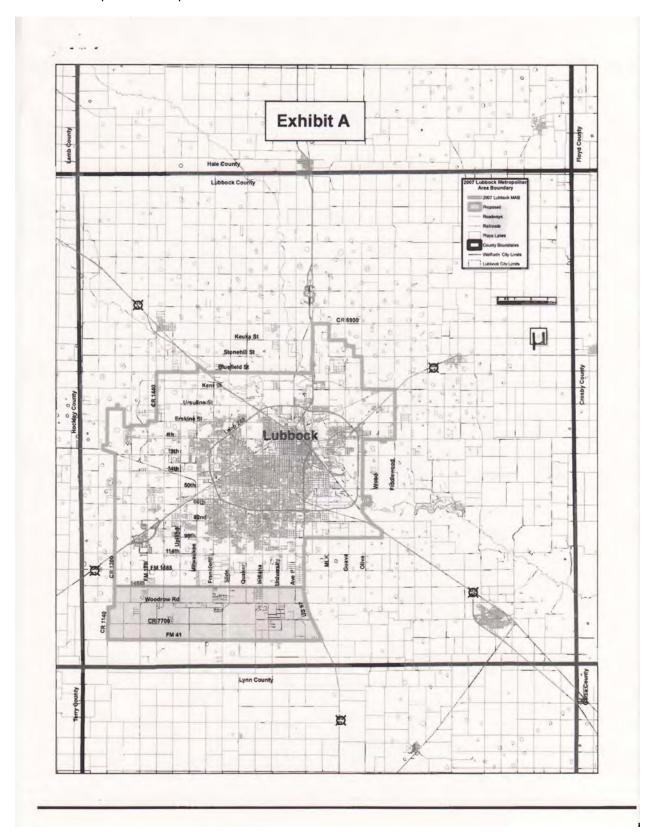
and Programming Division

Recommended by:

Executive Director

111213 JAN 31 08

Minute Number Date Passed



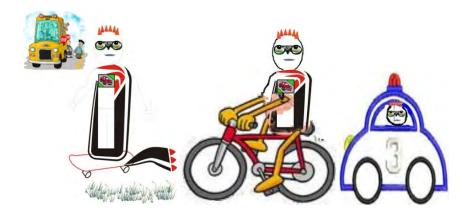
Chapter 2 – Public Participation Plan

Introduction

Effective transportation planning must be responsive to the needs of the community and therefore effective public input is essential. SAFETEA-LU requires the MPO to provide citizens, affected public agencies, representatives of public transportation employees, 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 community, and other interested parties with a reasonable opportunity to comment on the long-range transportation plan, the Transportation Improvement Program (TIP) and major revisions. SAFETEA-LU also requires the MPO to consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of a long-range transportation plan and TIP. Further, the MPO correspondence to tribal leaders indicated that the planning document is not in any way to be associated with Section 106 tribal coordination requirements under NEPA. The MPO maintains a website www.lubbockmpo.org that includes this Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), and other documents that the MPO produces.

Current Outreach

After recommendations from the 2008 Joint Federal Certification Review by the Federal Highway Administration and the Federal Transit Administration, the Lubbock Metropolitan Planning Organization has strived to expand participation with the public through additional outreach opportunities. The LMPO has a "Facebook" page with over 400 "Friends" to date. The LMPO also has a "Twitter" page with 230 followers at this time. A new "google" site has also been created, and although it is still in its embryonic stages, it is thought that the site and its main character, Mobility Man (who is designed to teach "safety" to younger children) will continue to grow and provide outreach. The google site also includes the main documents of the LMPO such as the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP) and the Unified Planning Work Program (UPWP). It is located at: https://sites.google.com/site/lubbockmpo/



Mobility Man- Safety Superhero for Kids at Google Sites

The Transportation Policy Committee adopted a SAFETEA-LU - compliant Public Participation Plan on August 1, 2006, which encourages early and continuous public participation in the planning process. The Public Participation Plan can be found at: http://www.lubbockmpo.org/pdf/pub/participationPlan.pdf. The Lubbock MPO has extended our database for our Public Participation Plan to include contacts from the State and local resources and land use management agencies, as well as environmental protection and

historic preservation and other agencies as required. Communication is encouraged through the publication of public notices, agendas, news releases, and a regularly published newsletter. The MPO staff also seeks invitations from civic, social, educational, and business organizations to talk to them about the MPO planning process. The MPO has prepared printed literature to educate citizens, elected officials, and appointed officials, including an Orientation Manual that new members of the TPC and TAC receive explaining the transportation planning process and what their role is in that process.

As outreach to those traditionally underserved and low income areas, as well as those who are limited to public transportation the LMPO has made attempts to hold meetings in areas that are more readily accessible such as the Godeke Library and the Patterson Library, in the north and east areas of the City and at the Citibus Downtown Transfer Plaza to allow the public access to the meetings through public transportation. Advertisements for public meetings are placed in the *Golden Gazette*, *West Texas Hispanic News*, and *Southwest Digest*, as efforts to reach the elderly, Hispanic, and African-American populations within our boundary. Notices in the West Texas Hispanic News are translated into Spanish to accommodate the non-English speaking public. The MPO also places public notices linking the public to information regarding those meetings through the *Lubbock Avalanche-Journal*, the daily printed paper in the City of Lubbock.

The Lubbock MPO is currently in the process of developing a Limited English Proficiency Plan to further our efforts to reach those individuals with limited English skills. The LMPO now carries the 'I Speak' card to all public meetings as well as the Transportation Policy and Advisory Committee meetings. Notices of meetings are placed in English and Spanish in public libraries as well as the Cities of Lubbock and Wolfforth, Lubbock County, Citibus Administration Offices and the Downtown Transfer Plaza and TxDOT's District Offices. Agendas for the Transportation Policy Committee meetings are emailed to our Public Participation database, giving the public opportunity to comment during the Public Comment agenda item at each meeting.

Staff of the LMPO attends various meetings with civic organizations and are members of the Lubbock Chamber of Commerce, the Transit Advisory Board and the South Plains Regional Coordination Group. Staff attends other transportation related meetings regularly. MPO staff appeared on the Si Se Puede, a Spanish program on a local television station as additional outreach to the public. Another outreach strategy was accomplished when the LMPO participated in the Lubbock Chamber of Commerce Business Expo for three consecutive years in order to get our name and mission more into the public eye.



LMPO Staff at the Chamber of Commerce Business Expo 2011

Title VI and Environmental Justice:

The Executive Order 12898: Federal Action to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations refreshed the requirements of Title VI of the 1964 Civil Rights Act which stipulates nondiscrimination in federal programs that substantially affect human health and the environments. In addition, the order provides minority and low-income communities access to public information and opportunity for public participation in related matters. All programs that receive funding from federal or state agencies require Environmental Justice consideration in accordance with federal or state law.

"Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations, signed by the President on February 11, 1994, directs Federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of Federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law."

The MPO's environmental justice initiatives strive to accomplish this goal by involving the potentially affected public in developing transportation projects that fit harmoniously within the community without sacrificing safety or mobility.

There are three fundamental Environmental Justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and lowincome populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

In addition, the United Sates Department of Transportation (USDOT) issued specific guidelines to MPOs regarding Environmental Justice. MPOs are to:

- Explore needs within minority communities
- Involve minority communities and disabled persons in the transportation planning process
- Include minorities/disabled persons on boards and committees in leadership roles
- Document Title VI efforts
- Advertise public meetings in places where minorities/disabled persons go
- Hold meetings at times and places convenient for minority communities
- Communicate in languages other than English
- Consider special needs in public accommodations
- Follow up with the minority community after public meetings, when decisions are made and after project implementation.

As stated above in the Current Outreach section of this chapter, the Lubbock MPO advertises all public meetings and opportunities to comment on the planning process in minority associated newspapers and in the monthly newspaper for senior citizens. All notices for public comment are posted in the public libraries as well as the offices of the Cities of Lubbock and Wolfforth, and Lubbock County. The notices are placed on our website and links to the website are published on Facebook and Twitter. Advertisements in the Spanish oriented paper are translated to Spanish for publication. Notices are sent to libraries and government offices in both English and Spanish for posting and they are in English and Spanish on the LMPO website. The LMPO also carries the 'I Speak' card to all meetings where the public might attend.

In order to meet the requirements for holding meetings at times and places where minorities and disabled 22

individuals go, the LMPO has traditionally held meetings in the libraries or schools in the minority predominant areas of the City and at the Citibus, Downtown Transfer Plaza. The meetings are held during the hours of service for the public transportation routes to ensure that those individuals that utilize public transportation are able to attend the meetings and board a bus to return home prior to the end of the service day. Accommodations are also special need compliant based on advance contact by the client.

The MPO kicked off their 2040 Metropolitan Transportation Plan on December 13, 2011, with a "Call for Projects". The kickoff included a letter and a Project Submission Form to all interested parties in the planning process. A Transportation Planning Project Survey was placed on the LMPO website to allow submissions from the public. A reporter from the Lubbock Avalanche-Journal, the daily newspaper, also placed an article in the paper and in the electronic online version of the paper regarding the call for transportation projects on December 16, 2012.

After the deadline, the projects were rated according to the FY 2012- 2040 MTP Project Rating Form. Instructions were included as well as the 2006 Texas Metropolitan Mobility Plan Goals, the Congestion Management Process Purpose Statements, FTA's Livability Initiative Goals, FTA's Sustainable Communities Livability Principles and TxDOT's Goals, which include safety, security, additional transportation choices, coordinating and leveraging federal policies and investments, value of communities and neighborhoods, better integration of transportation and land use planning, multimodal transportation systems, methods to monitor and evaluate performance of the multimodal transportation system, congestion, air improvement, quality of life and improved opportunities for economic development. The Project Rating Form included all of these items to be ranked, along with EJ and Title VI Participation. The LMPO rated the projects according to the criteria above and ranked them.

The MPO uses Geographic Information System Tools, which may include GIS-ST, NEPAssist, and other software (GISST) developed by the Environmental Protection Agency Region 6, and other agencies, as necessary, to evaluate environmental mitigation activities within the 28-year MPO planning horizon.

As the 2040 Metropolitan Transportation Plan progresses through the Public Participation process, we will seek to engage minorities, low-income populations, and limited English proficient populations that our analysis has identified and located.

Appendix I contains comments (if any) received during the public comment periods and public forums or hearings. Additionally copies of the notices of those public forums and hearing are included. The approved Title VI/Environmental Justice Plan can be found at Appendix 2.

Lubbock Metropolitan Planning Organization's Notification / Participation List

City of Amarillo City of Levelland City of Lubbock City of Plainview City of Wolfforth **Texas Transportation** commission The Federal Highway Congressman Randy Neugebauer Texas Department of Public Safety Administration The Federal Transit Administration Governor of Texas Senator Kay Bailey Hutchinson **Lubbock County** Lubbock Independent School City of Lubbock Police Department District Abilene Metropolitan Planning Amarillo Metropolitan Planning El Paso Metropolitan Planning Organization Organization Organization Tyler Metropolitan Planning Midland/Odessa Metropolitan Texas Wildlife Division Organization Planning Org. Senator John Cornyn South Plains Association of Texas Department of Governments **Transportation Texas Transportation Institute** African American Chamber of Amarillo Chamber of Commerce Commerce **Lubbock Chamber of Commerce** Lubbock Hispanic Chamber of Odessa Chamber of Commerce Commerce Slaton Chamber of Commerce Lubbock Preston Smith Capital Area Metropolitan Planning Org. International Airport Lubbock Civic Center Caprock AMBUCS League of Women Voters Lubbock Rotary Club Division for the Blind Service Lubbock Lions Club **Just Transportation** Texas State Commission for the Texas Department of Agriculture Blind Texas Commission of Ports to Plains Amarillo Economic Development **Environmental Quality** Lubbock Economic Development Reese Technology Center Seminole Economic Development Hodges Community Center Maggie Trejo Super Center Maxey Community Center **Rawlings Community Center** Simmons Community Center Godeke Library **Groves Library** Mahon Library Patterson Library City of Wolfforth Library Arnett Benson Neighborhood Bayless-Atkins Neighborhood Association Association Carlisle Neighborhood **Bowie Neighborhood Association** Caprock Neighborhood Association Association Chatman Hill Neighborhood Coronado Neighborhood Dunbar/Manhattan Heights N.A. Association Association Heart of Lubbock Neighborhood Guadalupe Neighborhood Harwell Neighborhood Association Association Association K.N. Clapp Neighborhood Kings Park Neighborhood Lubbock United Neighborhood Association Association Association Maedgen Area Neighborhood Maxey Neighborhood Association North By Northwest Neighborhood Assoc. Association Parkway-Cherry Point Northridge Neighborhood Overton South Neighborhood Neighborhood Assoc. Association Association Preston Smith Neighborhood Regal Park and Day Estates N.A. Remington Park Neighborhood Association Association Shadow Hills Neighborhood Skyview Neighborhood Association Slaton/Bean Neighborhood Association Association South Lubbock Neighborhood Southgate Neighborhood Stubbs-Stewart Neighborhood Association Association Association Tech Terrace Neighborhood Waters Neighborhood Association West End Neighborhood Association Association Westchester Neighborhood Windmill Neighborhood Wheelock & Monterey Association Neighborhood Assoc. Association

A&S Transportation, Inc.

Community Rail Development Corp.

MOTRAN Rural Transit Frenship Independent School District

Maggie Trejo Super Center Commodity Export Corporation Comanche Nation of Oklahoma Mescalero Apache Tribe **Excel Energy**

Plains Cotton Cooperative Association Parkhill, Smith & Cooper

Margaret Ingle, Attorney Permian Stone Golden Gazette The Hispano Weekly K DAV 1590 AM Mallory Alexander Logistics

KEJS FM KJAK FM Radio KMMX Mix 100.3 KRBL 105.7 FM

KYFT (BBN) 90.9 FM Z 102 FM

KBZO-TV Univision 51 KLBK TV/CBS 13 Donna DuBose Realtors Westmark Realtors

U.S. Department of the Interior

Natural Resources Service Center

Texas Parks and Wildlife Department TX Parks & Wildlife Resource Protection US Fish and Wildlife Service Austin **Texas Motor Transportation** Association

Citibus

LaEntrada al Pacifico Rail District

Texas Bicycle Coalition Lubbock Independent School District

Rawlings Senior Center Apache Tribe of Oklahoma Jicarilla Apache Nation Wichita and Affiliated Tribes Louis Dreyfus

Supply Chain Management, Inc.

Hartline, Dacus, Barger, Dreyer, & Kern **ABC Bank**

Amigo Publications – El Editor Lubbock Avalanche-Journal West Texas Hispanic News DAIQ-FM SuperEstrella KAMZ 103.5 LaLev KFMX 94.5 FM **KKAM 1340 AM KOHM 89.1 FM** KRFE AM 580

Magic 93.7 KXTQ-FM

Fox 34 KJTV

KCBD-TV NewsChannel 11 KTXT-TV (Texas Tech University) **Ernesteen Kelly Realtors Texas Historical Commission**

Environmental Protection Agency Region 6

U.S. Fish and Wildlife Service Arlington

State Single Point of Contact Governor's Office

USDA National Resources Conservation

US Army Corps Tulsa District Supply Chain Management, Inc. Burlington Northern Santa Fe Railway

Permian Basin Railways

Safe Routes to School **Lubbock Senior Center**

Simmons Senior Center BIA-Anadarko Tribal Nation Kiowa Indian Tribe of Oklahoma Texas Tech University Permian Basin Regional Planning Comm. **Z-Bar Cattle Company**

LaFont Law Firm

City Bank El Sol Latino

Southwest Digest Magazine Fox Talk 950 KJTV-AM

KAMY

KBTE-FM Beat 104.9

KFYO 790 AM KLLL FM

KONE Classic Rock 101.1

KTXT FM Stars 104.3 KLZK KAMC TV/ABC 28 KGL Channel 30

UPN Lubbock KUPT 14 Rose Real Estate

Dept. of Housing and Urban

Development

Natural Resources Conservation

Service

Texas Commission on **Environmental Quality** FHWA Division Administrator

USDA Washington DC

US Army Corps Regulatory

Branch

West Texas Peterbilt (Lubbock), Inc.

Chapter 3 – Regional Trends and Demographics

Demographic Data



Accurate demographic data along with reasonable projections are an essential tool for good transportation planning. Demographic data is used to project land use patterns and transportation needs. Changes in demographics have an impact on travel behavior and patterns. This makes it possible to prepare travel forecasts and demands on the transportation system. The base year for this MTP is 2010.

The City of Lubbock GIS & Data Services Department maintains demographic and land use data for the Lubbock Metropolitan Planning Organization. Demographic information includes: population, households, income, employment, land use, and special traffic generators. Data is provided for the base year (2010) and the projected forecast year (2040). Sources for determining the existing characteristics include Census Bureau reports, the Texas Employment Commission data, and the City of Lubbock Land Use Data File. The demographic data and street network system are combined by the Texas Department of Transportation to produce a computer model that predicts traffic flows and can be used to evaluate the impact of changes to the street network.

The Lubbock Metropolitan Service Area is subdivided into 743 geographic areas, with a total land area of 900.7 square miles for the entire Lubbock County, known as Traffic Analysis Zones (TAZ). These zones are classified as: Central Business District, Central Business District Fringe, Urban, Suburban, and Rural. The U.S. Census, City of Lubbock Thoroughfare Plan, and population density determine the traffic analysis zones. Traffic zone boundaries follow the census block boundaries whenever possible. The combined data is reported by the Texas Department of Transportation in the Lubbock 2006 Base Year Regional Travel Demand Report, which includes current traffic counts that validate the reported information.

Projections are based upon historic trends modified by local knowledge of development trends along with consideration of projections made by the Census Bureau. The five-year cycle provides for adequate revisions as the various trends change. The City of Lubbock produces only one population for its projections rather than high, medium or low projections. It is felt the range between the high and the low projections is too great for practical application by the Lubbock MPO and other organizations using these projections. The projections provided in the Traffic Analysis Report are comparable to a medium growth level.

Population

The population in the Lubbock Metropolitan Transportation Service Area which includes the total TAZ land area or for Lubbock County is projected to increase about 36% from 278,831 in 2010 to 379,435 in 2040 (Figure 3-1). This equates to an annual growth rate of 1.2% for the 30-year period. Over 82.3% of the population and over 90% of the employment is within the city limits of Lubbock.

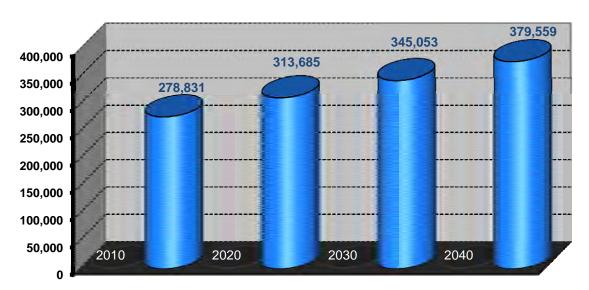


Figure 3-1: Population Projection MPO Service Area 2010-2040

Population growth in Lubbock has been to the southwest for the last 50 years and this trend is projected to continue for the next 30 years with the northwest also experiencing housing and population growth.

Households



The number of households in the Lubbock Metropolitan Service Area is projected to grow 27% from 2010 to 2040. Households are increasing at a slightly greater rate than the population. Lubbock's population per household is lower than average because of the 30,000 students enrolled in college. This rate of decline is anticipated to be slower in the future than what occurred from 1990 to 2010.

Employment



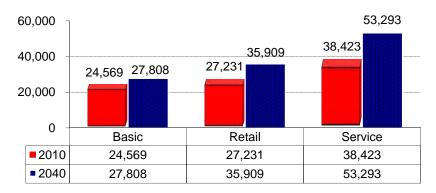
Total employment in the Lubbock Metropolitan Service Area is projected to increase by 30% from 2010 to 2040, an increase of 29,600 employees. The Texas Employment Commission provided the data for the 2010 statistics. LMPO and the City of Lubbock GIS & Data Services Department provided projections for 2040. Data is provided for service, retail, and basic employment. Service employment includes professional services, government and educational employment and is projected to increase by 38.7% from 2010 to

2040. This is the strongest growth area because of the increase in medical service employment. Retail and basic (manufacturing and wholesale trade) employment are projected to increase by 32% and 13%

Lubbock Metropolitan Transportation Plan Fiscal Year 2012-2040

respectively from 2010 to 2040 (Figure 3-2).

Figure 3-2: Lubbock Metropolitan Service Area Employment Trends 2010-2040

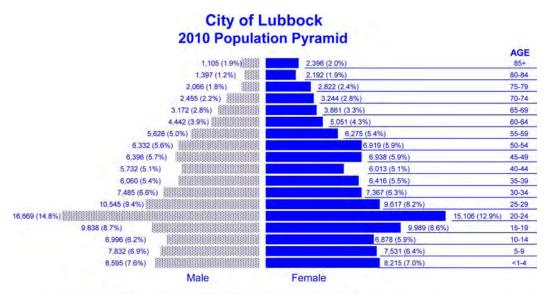


Source: Texas Employment Commission and City of Lubbock Projections

Age

Lubbock is a young community because of the presence of a large university enrollment and that Lubbock developed later than most other comparable cities. The City of Lubbock had a median age of 29.2 years in 2010 compared to 37.2 years for the United States as reported in the 2010 Census American Community Survey. It is projected that the median age in Lubbock County will increase to 30.1 years by 2040 as the population ages and Lubbock continues to develop as a regional retirement center. See Figures 3-3 and 3-4.

Figure 3.3 City of Lubbock 2010 Population Pyramid

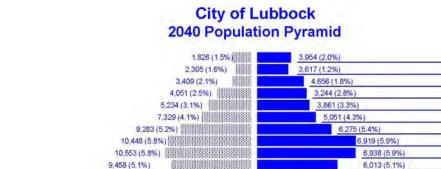


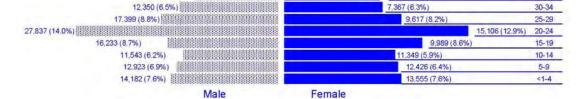
Note: % is a percentage of the Lubbock City Total Population (229,573)

Source: US Census Bureau, 2010 Summary File 1

Figure 3.4 City of Lubbock 2040 Population Pyramid

9,999 (5.4%)





Note: % is a percentage of the Lubbock City Projected Total Population (379,434)

Source: City of Lubbock GIS & Data Services Department Estimates

Minority Population



The City of Lubbock, similar to the State of Texas, is projected to have strong growth in the Hispanic population. The Anglo population is projected to decline slightly while the African American population is projected to increase slightly. Lubbock has seen a significant decline in segregation, but there are still parts of the city that are predominately composed of one racial or ethnic group. See Figure 3-5.

6,416 (5.5%)

AGE

80-84

75-79

70-74

65-69

60-64

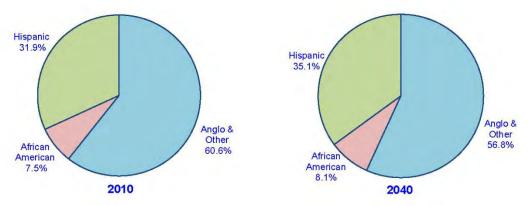
50-54

45-49

35-39

Figure 3.5 City of Lubbock Racial/Ethnic Composition 2010 - 2040

Source: US Census Bureau, 2010 Census Summary File SF-1 City of Lubbock GIS & Data Services



Land Use

In 2010, the City of Lubbock had 75 square miles of development including residential, commercial, industrial, and public use land use. This is projected to increase to 86 square miles by 2040. However, for the latest traffic modeling efforts, there has been a greater emphasis placed upon employment statistics than various land use acreage totals. The City of Lubbock Land Use Data File is continuously updated and can produce reports which detail land uses, housing counts, and business distributions for traffic analysis zones within the Lubbock area. See Figure 3-6.

Industrial Trans/Util **Open Space** Commercial **Public Use** Right of Way Residential Vacant 35.0% 40.0% 0.0% 5.0% 10.0% 15.0% 20.0% 25.0% 30.0%

Figure 3-6: City of Lubbock Percent Land Use 2010

Source: City of Lubbock Land Use Data File, January 2010

Lubbock, similarly to most cities in the western United States, is not developed with the density that readily supports mass transportation. The automobile is the primary mode of transportation in Lubbock and is projected to remain so in the future. See Figure 3-7.

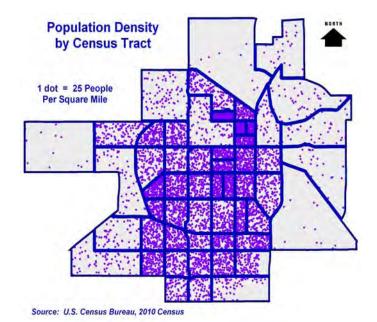


Figure 3-7: Population Density City of Lubbock

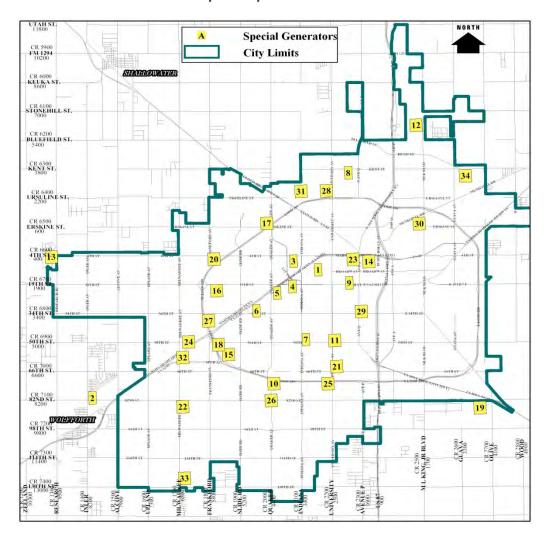
The most recent 2010 Census indicated a continuation of the improved lives of most of the citizens of Lubbock. Higher educational attainment is a key element for both individual and community economic progress. Compared to our pioneer ancestors who settled this area, we have greater transportation mobility, better access to educational opportunities, and a much more diverse choice of employment opportunities and social and recreational activities. See Table 3-1.

Table 3-1 Selected City of Lubbock Socioeconomic Trends

	2000	2010	% Change
Population	199,564	229,573	+15.0%
College Enrollment	29,065	36,555	+25.8%
High School Graduates	79.5%	82.7%	+ 4.1%
College Graduates	26.6%	32.7%	+23.1%
Per Capita Income	\$17,510	\$21,233	+21.3%
Persons Below Poverty	18.4%	20.4%	+10.9%
Unemployed	6.0%	4.9%	-22.1%

Special Generators

There are several institutions and facilities which, because of their function, generate a large traffic volume. These are called Special Generators. There are over 30 special generators for the Lubbock Metropolitan Service Area. These institutions include hospitals, regional shopping malls, government headquarters, high schools and colleges. Additional information, for example parking and facility usage, is gathered for these special generators, which impact the computer traffic simulation model. Projections are prepared for the special generators. See Map 3-1.



Map 3-1: Special Generators

- 1 Texas Tech University
- 2 Frenship High School
- 3 University Medical Center/ Health Science Center
- 4 Covenant Medical Center, 19th St
- 5 Covenant Medical Center, Lakeside
- 6 Coronado High School
- 7 Monterey High School
- 8 Lubbock State School
- 9 Lubbock High School
- 10 Wal-Mart/South Loop
- 11 Grace Medical Center
- 12 Airport
- 13 Reese Center/South Plains College

- 14 Downtown:
 - Lubbock Avalanche-Journal Federal Building
 - County Courthouse
 - City of Lubbock LISD Administration
- Civic Center 15 South Plains Mall
- 16 Lubbock Christian University
- 17 Wayland Baptist University
- 18 NTŚ
- 19 Montford Correctional Unit
- 20 Wal-Mart/4th Street
- 21 K-Mart Supercenter

- 22 Wal-Mart/82nd Milwaukee
- 23 Wal-Mart/North Overton
- 24 Canyon West
- 25 Target/South Loop 26 82nd and Quaker Retail
- 27 Convergys28 X-FAB/ATT Call Center
- 29 Byron Martin Advanced Technology Center
- 30 Estacado High School
- 31 Berl Huffman Athletic Complex
- 32 McAlister Park/Cavazos Athletic Complex
- 33 Lubbock Youth Sports Complex
- 34 Lubbock County Jail Complex

Income

The City of Lubbock determines the income level for the traffic analysis zones from the family income reported in the 2010 Census. The zones are classified as high, medium-high, medium, medium-low and low by the traffic model. In Lubbock, family income is preferred over household income because the large number of college students tends to artificially lower the household income levels. Although population changes are projected for most traffic analysis zones, income and geographic distribution generally tend to remain constant over a longer period of time. Income levels in Lubbock are lower than average because of the high level of college enrollment and also as a young community Lubbock has fewer persons in their peak earning years. The somewhat lower cost of living, especially housing, helps compensate for the lower income levels in Lubbock. In 2010, the ACCRA Cost of Living Index was 88.2, while the housing component was 80.8 (ACCRA Cost of Living Index, August 2010). See Figure 3-8.

■ Lubbock County ■ Texas 20.4% \$100,000 or more 24.5% 13. \$75,000 to \$99,999 9.8% \$50,000 to \$74,999 15.6% \$35,000 to \$49,999 13.8% 11.2% \$25,000 to \$34,999 10.3% Less than \$24,999 0.0% 5.0% 10.0% 15.0% 20.0% 25.0%

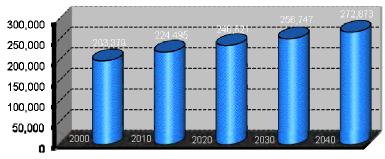
Figure 3-8: Percent Distribution Family Income 2010 for Texas and Lubbock County

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Other Transportation Related Factors

The number of registered vehicles in Lubbock has increased slightly faster than the population in Lubbock County. From 2000 to 2010, the population in Lubbock County increased by 14.9% while the number of registered vehicles increased by 15.3%, as shown in Figure 3-9.

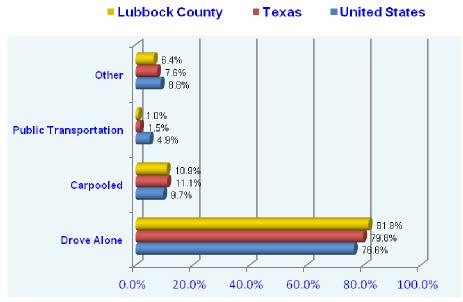
Figure 3-9: Registered Vehicles Lubbock County 2000 – 2040



Source: Texas Department of Motor Vehicles

Persons in Lubbock are more reliant on the automobile for transportation than average, and public transportation and other transportation means such as cycling and walking are not as popular as elsewhere. This is shown in Figure 3-10.

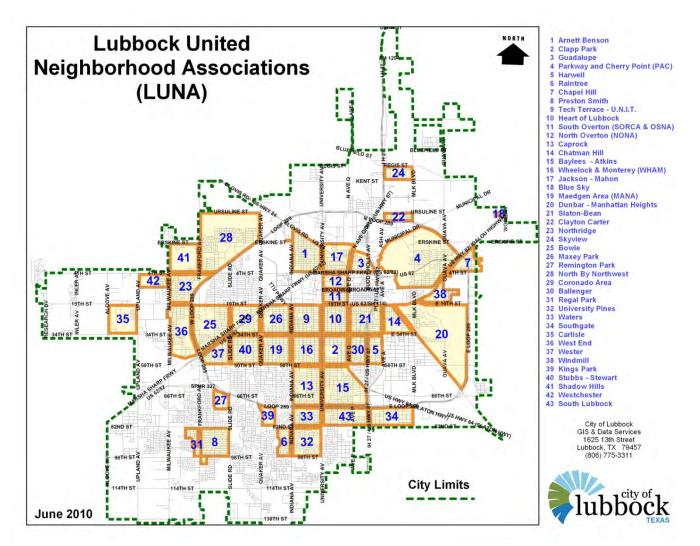
Figure 3-10: Means of Transportation to Work for Workers 16 years and Over for the United States, Texas and Lubbock County 2010



Source: U.S. Census Bureau, American Community Survey 2010

Community Cohesion

Neighborhood organizations promote civic cohesion and are an important part of an urban area's overall development. Furthermore, they are a measure of the quality of life in a metropolitan area. The City of Lubbock's Neighborhood Services Department works continuously to facilitate communication between the City and all neighborhood groups and to coordinate City services with neighborhoods' needs. In 2004 there were more than 40 neighborhood associations in Lubbock as is shown in Map 3-2.



Map 3-2: Neighborhood Associations

Source: City of Lubbock

Chapter 4 – Environmental Issues

Air Quality



Source: Taken by Tera Davis – Dust Storm ahead of rain on 10/17/2011...double rainbow after the storm.

The Clean Air Act Amendments of 1990 (CAAA), signed into law on November 15, 1990, changed in the transportation community. The CAAA established a connection between air quality and transportation through the proposed use of sanctions in those areas that do not achieve reductions in vehicle emissions.

There are several air measurement categories that affect transportation and potential decisions on whether sanctions and/or controls will be implemented within a metropolitan area to reduce motor vehicle emissions. Among the measurement categories are ozone, carbon monoxide, and particulate matter sized two and one-half microns and smaller (PM-2.5). In 1991 the Environmental Protection Agency (EPA) proposed the portion of the Lubbock MPO area located within Loop 289 as non-attainment for the PM-10 standard (predecessor to the PM –2.5 standard), but that designation was dropped by EPA after analyses revealed that the particles were generated by nature rather than by human activity. The Lubbock MPO MAB is presently in conditional attainment in all air quality categories.

<u>S</u> elect a Dif	Select a Different Date																
Monitoring Sites in the Lubbock Metro Area	Air Quality		Critical Pollutant	Air Quality Index Rating													
				Ozone			Carbon Monoxide		Sulfur Dioxide		Nitrogen Dioxide		PM-10 (Std Cond)		PM-2.5 (Lcl Acpt)		
				1-Hour		8-Hour		8-Hour		1-Hour		1-Hour		24-Hour †		24-Hour †	
				AQI	ppb	AQI	ppb	AQI	ppb	AQI	ppb	AQI	ppb	AQI	μg/m³ (25° C)	AQI	μg/m³ LC
Lubbock County		Good	PM-2.5													26	8.1
Lubbock C325		Good	PM-2.5													26	8.1
PM-10 is m	ea	sured a	at standard	pres	sure	and t	empe	eratur	e con	ditions	s.						
PM-2.5 Acc	PM-2.5 Acceptable is measured at local pressure and temperature conditions.																
† This is an average since midnight for the current day and does not represent an entire day's worth of																	

Source: TCEQ – Sample Report of Good Air Quality on June 26, 2012

The regional office of the Texas Commission on Environmental Quality (TCEQ) monitors the air in Lubbock for particulate matter and carbon monoxide. If any of the MPO area is classified as non-attainment in the future, this plan will be revised to include projects that will reduce vehicle emissions. Procedures for, and the conduction of, a conformity analysis will also be completed to determine if the projects in the plan will succeed in reducing vehicle emissions.

Groundwater

The movement of water through the earth's biosphere is constantly changing. When rain falls to the ground, some of it flows along the surface into streams or lakes, some of it is used by plants, some evaporates and returns to the atmosphere, and some filters into the soil. Water moves downward through the soil and can often accumulate under certain conditions. Water accumulated in the subsurface soils is called groundwater.

The world's largest potable groundwater formation known as the Ogallala Aquifer lies beneath the entire MPO area. The elevation of the water table is near the surface in some areas of the city of Lubbock and near playa lakes, especially near the playa lakes located at Quaker Avenue and Brownfield Highway and at Quaker Avenue and South Loop 289. Outside the city of Lubbock, the groundwater table reaches more than 100 feet deep.

Generally, the water quality in the aquifer is measured every three to five years. The Texas Commission on Environmental Quality, the Texas Railroad Commission, and the Texas Department of Health analyze these samples. The City of Lubbock will continue to monitor and analyze City-owned wells in the area.

Construction and reconstruction of transportation facilities may affect the groundwater quality if groundwater is encountered during these activities. Installation of fuel storage tank facilities also has the potential to impact groundwater quality if fuel is released into the subsurface.

Groundwater provides an estimated* Nationwide

23% of all freshwater withdrawals 42% of agricultural use (mostly for lirrigation) 33% of the public water supply withdrawals 98% of drinking water for rural population

Texas

60% of all freshwater withdrawls 80% of agricultural use (mostly for irrigation) 28% of the public water supply withdrawals >99% of drinking water for the rural population

*From the United States Geological Survey, the Texas Water Development Board, and the Texas Commission on Environmental Quality.

Wetlands - Including the Playa Lake System

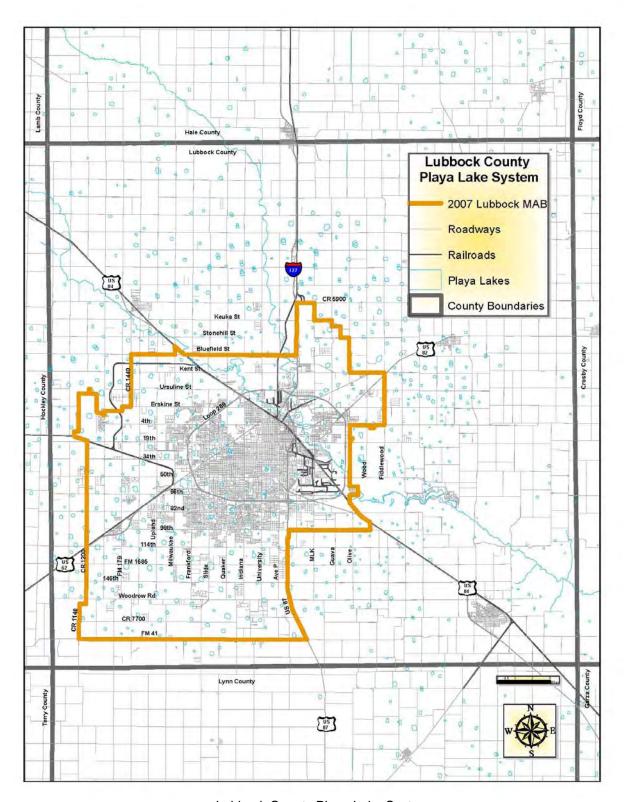
There are about 20,000 playa lakes located in about 37 counties of the Texas Panhandle. This region, comprised of the High and Rolling Plains, is an important watering area for large numbers of ducks, geese, sandhill crane and other nongame wading birds. The playa lakes, man-made reservoirs, and stock ponds surrounded by vast acreage of winter wheat, corn, and other grain crops are an important wintering habitat for waterfowl. The area has historically wintered a large portion of Canadian geese that migrate each winter.

Wetlands are described by EPA, 40 CFR 230.0, dated December 24, 1980, and CE, 33 CFR 328.3, dated November 13, 1986, as: "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions."

Playa Lakes also provide focal points in many of the City of Lubbock's neighborhood parks. Finally, playa lakes provide the city with a natural, cost-effective means of storing Storm Water. In ongoing studies, the playa lakes around the south plains are thought to be a source of recharge to the Ogallala aquifer.

Lubbock Metropolitan Transportation Plan Fiscal Year 2012-2040

Under the Clean Water Act, the discharge of cut or fill material into these wetlands requires a permit from the United States Army Corps of Engineers. The Corps issues a public notice to inform citizens and government agencies of the proposed project and to solicit public comment. In Texas, government agencies notified for inland wetlands permits include the Environmental Protection Agency, the United States Fish and Wildlife Service and the Texas Parks and Wildlife Department. The Corps evaluates permit applications based upon two standards: regulations developed by EPA in conjunction with the Corps (known as the Section 404(b)(1) guidelines) which set the environmental criteria for permitting projects in wetlands, and factors to determine if the project is in the public interest. Any work within a playa lake must also comply with local ordinances, which can be obtained from the City of Lubbock, City of Wolfforth, or Lubbock County.



Lubbock County Playa Lake System

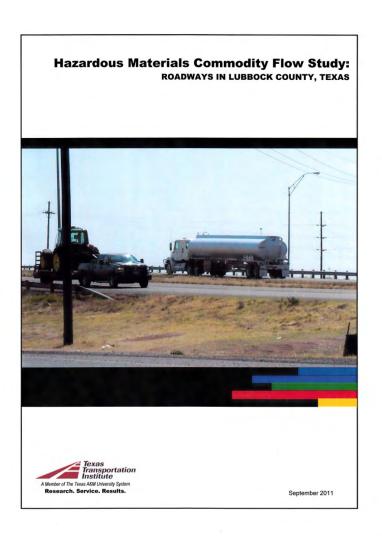
Stormwater Drainage

The City of Lubbock is located in an area that has many natural depressions that collect storm water in the playa lakes. Drainage runs on the surface primarily through local streets and flows into the playa lakes. As these playa lakes accumulate water and fill up, they overflow and drain through local streets downstream to the next lake within the playa system. In a very large rain event, this pattern would continue until the water would eventually end up at Yellowhouse Canyon. Between storms, the lakes drain down with evaporation and percolation into the ground, adding to the storage capacity of the system. Stormwater flows are not deliberately directed to any wastewater treatment facility.

The City of Lubbock's Mission Statement for Stormwater Drainage is:

"The mission of the Storm Water Management Department is divided into three sections: Engineering, Education and Enforcement. Storm Water Engineering strives to provide safe, effective and economical Storm Water drainage systems through planning, engineering and land transactions. The Storm Water Education Team educates contractors, developers and the public on the Storm Water system and regulations, while promoting environmental stewardship. The Storm Water Inspectors work alongside citizens, contractors and industry to assure safe, effective drainage systems and clean, pollutant free playa lakes."

Hazardous Materials



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Only a small fraction of hazardous materials (HazMat) shipments are involved in an incident while transported. When things go wrong, HazMat transportation emergencies can be disruptive, even disastrous to life, property, and the environment. By understanding major trends and patterns in cargo and HazMat transportation, emergency planners can greatly reduce uncertainty about when, where, how and what kind of HazMat transportation incidents are most likely to occur.

Local governments are responsible for the integration of HazMat planning and response. They are the first line of defense during emergencies and disasters and it is the responsibility of community leaders to know about hazards in their area and how those hazards affect public safety and risk.

Answers to the following questions are essential for communities committed to their own safety and well-being:

- o Which hazardous materials are transported in the community?
- o When and where are hazardous materials transported?
- o How are they transported?
- How much is being transported"
- And in certain incidents, who is transporting them?

In order to answer these questions as they relate to Lubbock County, a HazMat Commodity Flow Study (CFS) was conducted by the Texas Transportation Institute (TTI). The time period for the study was February through September of 2011.

The project included a general evaluation of hazardous materials transport via roadway, railway, and pipelines.

The project was funded through the U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration, and the Hazardous Materials Emergency Preparedness Grant Program. Funding was administered by the Texas Division of Emergency Management. Grant match funding was provided through in-kind hours coordinated by the Lubbock County Local Emergency Planning Committee (LEPC) and through reduction of indirect rate costs by TTI.

The Lubbock County LEPC, a partnership between local government and industry, serves as a key resource for enhancing hazardous materials preparedness and played a critical role in assisting with the study. The effort of the Lubbock County LEPC demonstrates how LEPCs can be a tremendous asset to local hazardous materials planning and community right-to-know programs. Lubbock Metropolitan Planning Organization's staffs are members of the Lubbock County LEPC.

Upon completion of the study three separate reports were generated by the TTI:

- 1. Roadways in Lubbock County, Texas
- 2. Pipelines in Lubbock County Texas
- 3. Railroads in Lubbock County Texas

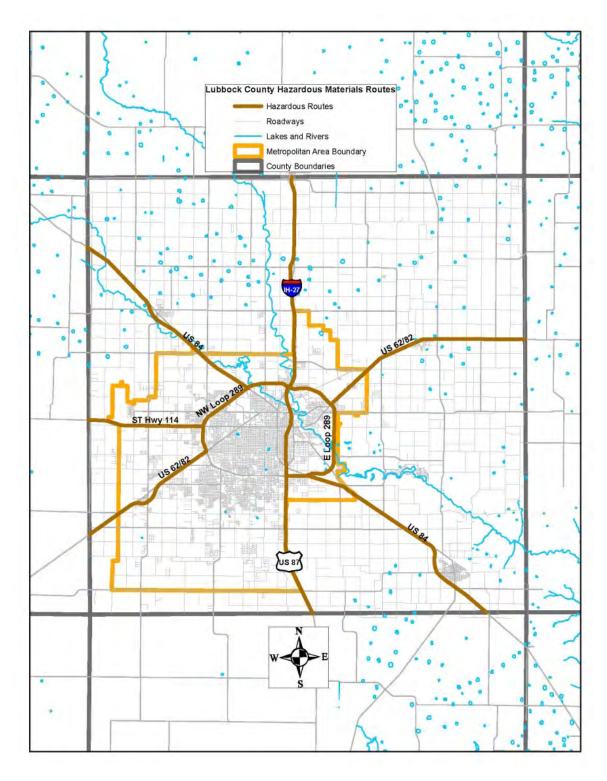
The Roadways in Lubbock County, Texas report covers HazMat transported by truck over I-27, Loop 289, US 87, US 84, US 62/82, and TX 114. Roadway data consisted of observations of trucks on these roadways including truck size, type, and HazMat placards. The second and third reports covered pipeline and railroad HazMat transport information.

These reports are on file with the City of Lubbock, Office of Emergency Management.

Given the commodities observed flowing through the Lubbock service area, the report recommended the following:

- ✓ Raise awareness of the public and elected officials
- √ Identify training scenarios and exercise
- ✓ Plan for protective action
- ✓ Evaluate and inventory equipment and supplies
- ✓ Locate and schedule critical resources
- ✓ Conduct hazard and vulnerability assessments
- ✓ Integrate project information with other community plans

The report also recommended that all assessments, evaluations, plans, and inventories be kept current.



Hazardous Route Map for Lubbock County

Endangered Species



The United States Department of Interior, United States Fish and Wildlife Services (USFWS), and the Texas Parks and Wildlife Department (TPWD) maintain records indicating the species of wildlife endangered or threatened in Lubbock County.

The Bald Eagle, our National Symbol, occurs throughout the United States, Canada, and northern Mexico. Bald Eagles are present year round throughout Texas as spring and fall migrants, breeders, or winter residents. The Bald Eagle, *Haliaeetus*

leucocephalus, is listed as "Threatened" on both the Federal and State status. The non-breeding or wintering birds are generally found in this part of Texas. Habitat loss over the past 200 years is the factor most consistently associated with the Bald Eagle's decline in population. In Texas, the greatest challenge for the future is to prevent further destruction of habitat and retention of sufficient creek and river flows to support a food base for wintering eagles. The TPWD, in cooperation with landowners, other agencies and conservation groups is continuing to monitor breeding and wintering Bald Eagle populations.



The black-footed Ferrets are buckskin-tan in color with distinctive body markings, including a black face-mask, dark "saddle" on the back, black feet and legs, and a black-tipped tail. The breast and stomach are light tan to cream in color. Ferrets depend on prairie dogs for food and shelter. Because of this, active prairie dog colonies provide potential habitat for Black-footed Ferrets. There have been no confirmed reports of Black-footed Ferrets in Texas since 1963. It is believed that

existing prairie dog colonies are either too small or isolated from one another to support Black-footed Ferrets. However, the larger prairie dog colonies may still provide habitat for these endangered animals. Maintaining prairie dog colonies is vital to recovery of the Black-footed Ferret in Texas. State and federal agencies, in cooperation with private land owners and conservation groups, are beginning to reintroduce Black-footed Ferrets to the wild.



While the Prairie Dog itself was removed from the "Endangered Species List", conservation of prairie dog colonies is important, not only for the Black-footed Ferrets but also for the Burrowing Owls, which are protected by the Endangered Species Act. Prior to any chemical control method being used to "exterminate" a Prairie Dog hole, the colony should be surveyed for signs of Black-footed Ferrets

by a biologist familiar with the species as well as any other wildlife such as foxes, badgers, rabbits, reptiles and songbirds. Toxic bait is especially hazardous to birds. The Prairie Dog has received bad "press" for being a nuisance; however studies have been done which show that although they reduce the total amount of forage available for livestock, this reduction is partially compensated by the improved nutritional content of the forage that is available.

The TPWD also lists the following species as threatened in the region:



Arctic Peregrine Falcon (Falco peregrinus tundrius); possible, unconfirmed, but at periphery of known distribution of species.

Texas Horned Lizard (Phrynosoma cornutum); confirmed, verified, recent occurrence in the County.

Whooping Cranes (Grus Americana) possible; may reside during its migratory period.

The existing or proposed transportation system should have very little, if any, effect on endangered or threatened species. The heavily urbanized MPO area offers little or no potential habitat for these species.

Addressing Environmental Consultation

SAFETEA-LU requires Metropolitan transportation plans (MTPs) to be developed, as appropriate, in consultation with State and local agencies regarding land use management, natural resources, environmental protection, conservation, and historic preservation. The consultation shall involve, as appropriate, comparing available plans, maps, or inventories. {References include: 23 USC 134 (i)4, 135(f)2(D), 134(g)1, 135(b)2 and 134 (g)3(B).

SAFETEA-LU also requires MTPs to include a generalized discussion of potential environmental mitigation activities and potential areas, including activities that may have greatest potential. The mitigation discussion shall be developed in consultation with Federal, State, and Tribal wildlife, land management, and regulatory agencies. {References include: 23 CFR 134(i)2(B), 135(f)4, and 134(g)3(B).}

Below is an illustrative list of environmental agencies the Lubbock MPO contacts for comparison of plans, maps, or inventories, and/or development of a mitigation discussion.

Federal Environmental Mitigation Agencies

The Federal Highway Administration

The Federal Transit Administration

U.S. Army Corps of Engineers

U.S. Department of Agriculture

U.S. Forest Service

U.S. Department of the Interior

U.S. Fish and Wildlife Department

National Park Service

U.S. Environmental Protection Agency

State Environmental Mitigation Agencies

Texas Commission on Environmental Quality Texas Fish and Wildlife Department Texas State Commission for the Blind Texas Department of Transportation Texas Department of Agriculture

Texas Tech University

Tribal Nations

Bureau of Indian Affairs – Anadarko Tribal Nation Apache Tribe of Oklahoma Jicarilla Apache Nation Wichita and Affiliated Tribes Kiowa Indian Tribe of Oklahoma

Potential Mitigation Discussion

Metropolitan transportation planning is a regional process that is used to identify the transportation issues and needs in metropolitan areas. In metropolitan areas over 50,000 in population, the responsibility for transportation planning lies with designated Metropolitan Planning Organizations (MPO). This planning process is a collaborative effort between the member jurisdictions, the Texas Department of Transportation, transit operators, and other modal representatives. During the plans development, the MPO examines land development patterns, demographics, travel patterns, and trends to identify existing and future transportation problems. The MPO then identifies alternatives to meet current and projected future demands that will provide a safe and efficient transportation system that meets the needs of the traveling public while limiting adverse impacts to the environment. This region is designated as an MPO

area and all the jurisdictions in this region work together to develop a constrained long-range transportation plan to satisfy identified mobility needs.

The constrained long-range transportation plan (CLRP) for this region identifies and recommends a capital investment strategy to meet the existing and future transportation needs of the public over the next 28 years. The inclusion of a recommended improvement in the long-range transportation plan represents preliminary regional support for that improvement. The CLRP is a decision-making tool to determine which projects should be implemented. Transportation improvements go through several steps from conception to implementation and take many years to successfully complete.

The considerations and recommendations made during the planning process are preliminary in nature. Detailed environmental analysis conducted through the National Environmental Policy Act (NEPA) does not apply to long-range transportation plans. With exceptions for regional ambient air quality, offsetting environmental impacts during the long-range planning process is not required. While detailed environmental analysis is not required, it is important to consult with environmental resource agencies during the development of a long-range transportation plan. This interagency consultation provides an opportunity to compare transportation plans with environmental resource plans, develop a discussion on potential environmental mitigation activities, areas to provide the mitigation, and activities that may have the greatest potential to restore and maintain the environment.

Detailed environmental analysis of individual transportation projects occurs later in the project development process as the improvement approaches the preliminary engineering stage. At this stage, project features may be narrowed and refined, and the environmental impacts and environmental mitigation strategies can be appropriately ascertained. TxDOT's Environmental Manual directs the project-by-project interagency review, study, and identification of environmental concerns. Related requirements that typically apply at this stage involve public hearings, environmental permit processing, and NEPA studies. Usually, a variety of environmental documentation, permit, and mitigation needs are identified and environmental findings are closely considered and evaluated. Common project environmental mitigation measures (required silt-fence barriers, precautions to control dust, etc) are managed using TxDOT's Roadway Design Manual, AASHTO's Standard Specifications for Highway Bridges, TxDOT's Standard Specification for Construction of Highways, Streets, and Bridges that apply to all construction activities. Special environmental concerns, however, may differ widely by project and location. As environmental studies are conducted and undergo public and interagency review, needed mitigation plans are specified and committed to within the environmental documents on the particular transportation project or activity. Environmental management systems then are used to monitor, and ensure compliance with, the environmental mitigation commitments.

Potential environmental mitigation activities may include: avoiding impacts altogether, minimizing a proposed activity/project size or its involvement, rectifying impacts (restoring temporary impacts), precautionary and/or abatement measures to reduce construction impacts, employing special features or operational management measures to reduce impacts, and/or compensating for environmental impacts by providing suitable, replacement or substitute environmental resources of equivalent or greater value, on or off-site. Where on-site mitigation areas are not reasonable or sufficient, relatively large off-site compensatory natural resource mitigation areas generally may be preferable, if available. These may offer greater mitigation potential with respect to planning, buffer protection, and providing multiple environmental habitat value (example: wetland, plant, and wildlife banks).

Mitigation activities and the mitigation areas will be consistent with legal and regulatory requirements relating to the human and natural environment. These may pertain to neighborhoods and communities, homes and businesses, cultural resources, parks and recreation areas, wetlands and other water sources, forested and other natural areas, agricultural areas, endangered and threatened species, and the ambient air. Table 4 illustrates some potential mitigation activities and potential mitigation areas for these resources:

Table 4: Potential Mitigation Activities and Potential Mitigation

		I =	I -
Dogguroo	Voy appliable requirements	Potential mitigation	Potential mitigation
Resource	Key applicable requirements	activities for project implementation	areas for project implementation
Neighborhoods	Uniform Relocation	•	
and	Assistance and Real Property	Impact avoidance or minimization; context	Mitigation on-site or in the general community.
communities,	Acquisition Policy Act at 42	sensitive solutions for	(Mitigation for homes
and homes	USC 4601 et seq	communities(appropriate	and businesses is in
and	·	functional and/or	accord with 29 CFR
businesses		esthetic design	24)
Cultural	National Historic Preservation	Avoidance,	On-site landscaping of
resources	Act at 16 USC 470	minimization;	historic properties, on-
		landscaping for historic properties; preservation	site mitigation of archeological sites;
		in place or excavation	preservation in place
		for archaeological sites;	procervation in place
		Memoranda of	
		Agreement with the	
		Department of Historic	
		Resources; design	
		exceptions and variances;	
		environmental	
		compliance monitoring	
Parks and	Section 4(f) of the U.S.	Avoidance,	On-site screening or
recreation	Department of	minimization, mitigation;	on-site replacement of
areas	Transportation Act at 49 USC	design exceptions and	facilities; in some
	303	variances; environmental	cases, replacement of affected property
		compliance monitoring	adjacent to existing
Wetlands and	Clean Water Act at 33 USC	Mitigation sequencing	Based on on-site/off-
water	1251-1376; Rivers and	requirement involving	site and in-kind/out-of-
resources	Harbors Act at 33 USC 403	avoidance, minimization,	kind sequencing
		compensation (could include preservation,	requirements; private or publicly operated
		creation, restoration, in	mitigation banks used
		lieu fees, riparian	in accordance with
		buffers); design	permit conditions
		exception and	
		variances;	
		environmental	
Forested and	Agricultural and Forest	compliance monitoring Avoidance,	Landscaping within
other natural	District Act (Code of VA	minimization;	existing rights of way;
areas	Sections 15.2-4305; 15.2-	Replacement property	replacement property
	4307-4309; 15.2-4313); Open	for open space	for open space
	Space Land Act (Section	easements to be of	easements to be
	10.1-1700-1705; 1800-1804)	equal fair market value	contiguous with
		and of equivalent usefulness; design	easement; replacement of forestry operation
		exceptions and	within existing
		variances;	agriculture/forestal
		environmental	district
A suri sultura di	Famaland Bustastia, B. II	compliance monitoring	Darley ()
Agricultural	Farmland Protection Policy Act of 1981 at 7 USC 4201-	Avoidance, minimization; design	Replacement of
₄ ąreas	4209, Agricultural and Forest	exceptions and	agricultural operation within existing
	TZUU, AYHUUHUHAHAHU FUHESI	CAUCHIONS AND	พานากา อกเอนกษ

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	District Act (Code of VA Sections 15.2-4305; 15.2- 4307-4309; 15.2-4313	variances; environmental compliance monitoring	agriculture/forestal district
Endangered and threatened species	Endangered Species Act at 16 USC 1531-1544	Avoidance, minimization; time of year restrictions; construction sequencing; design exceptions and variances; species research; species fact sheets; Memoranda of Agreements for species management; environmental compliance monitoring	Relocation of species to suitable habitat adjacent to project limits
Ambient air quality	Clean Air Act at 42 USC 7401-7671; and conformity regulations at 40 CFR 93	Transportation control measurements; transportation emission reduction measures	Within air quality non- attainment and maintenance areas

Source: Lubbock Metropolitan Planning Organization and TxDOT

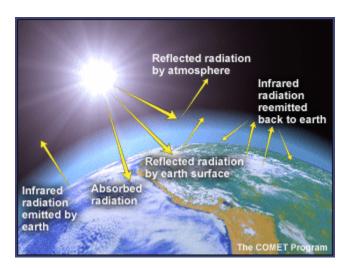
Chapter 5 – Climate Change

Introduction

There is scientific agreement that the earth is experiencing a warming trend. There are numerous studies stating that human-induced atmospheric Green House Gases (GHGs) may be linked to the trend. In the United States, transportation is the second largest source of GHGs after electrical generation. Within the transportation sector, cars and trucks account for the majority of emissions. The issue, currently and into the foreseeable future, is that more GHGs are being added into the atmosphere. The additional GHGs are causing more heat to be trapped and the earth's surface to warm even more.

The Green House Gas effect, as shown below, is a natural process by which GHGs trap heat from the sun. GHGs consist of carbon dioxide (CO2), methane, nitrous oxide, water vapor and ozone.

The Greenhouse Effect



Source: University Corporation for Atmospheric Research

FHWA has published that "The broad geographic scope and time scale of the planning process makes it an appropriate place to consider GHG emissions and the effects of climate change." Currently, the U.S. government has not adopted a specific GHG reduction goal, though in 2008, representatives from several federal agencies met to discuss opportunities to reduce GHGs from transportation sources. The agencies formed an interagency working group that continues meeting monthly to identify interagency activities that result in reduced growth in vehicle miles of travel (VMT) for cars and trucks. FHWA is coordinating policies, programs, and funding related to transportation, land use, and climate change. The coordination of policy, program and funds can best be described as an incremental approach to reduction of GHGs.

Mitigation Efforts

Approximately 33% of total GHGs in the United States come from transportation activities; 72% of those GHG emissions are generated by road use, according to EPA. FHWA identifies effective strategies to reduce GHGs. LMPO staff grouped the reduction strategies into 3 groups. These groupings have nothing

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to do with degree of importance or cost. They were grouped to aid in ease of use and because of their similarities in outcome:

Group 1
Technology Strategies {

Increased vehicle efficiencyReduce carbon content of fuels

· Improved vehicle operations

· Reduce Vehicle Miles of Travel (VMT)

Group 2

Land Use Planning

Planning Strategies {

· Transportation Planning Practices

Decision making approaches

Group 3

· Climate change integration into regional dynamics

Dynamic Strategies {

· Risk Assessment approach

· Scenario Planning

Group 1 Technology Strategies

Increasing vehicle efficiency, reducing carbon content of fuels, and improving vehicle operations involves improvements in the technology of automobile manufacture. These technological improvements in vehicles occur on a national level and are driven by factors transpiring outside the confines of the Lubbock Metropolitan Area. Improvements to technology in vehicles occur because of free-market competition between auto manufacturers, customer preferences, and threats of intervention from federal policy makers. LMPO recommends that its participating government agencies utilize clean-technology vehicles whenever and wherever possible.

For example, in November, 2009, the City of Lubbock's public transportation provider, Citibus, took advantage of American Resource and Recovery Act funds, two State of Texas grants, and a portion of Federal Transit Administration funding to purchase 6 eco-friendly Hybrid Electric buses. This purchase was an initial step in changing the entire Citibus fleet to electric hybrid buses.

The six hybrid buses are an example of improvements in vehicular technology. The hybrid's electric drive transmission regenerates electricity as the driver slows the bus down in drive mode. According to Citibus, hybrid buses consume approximately 40% less fuel than existing buses, while maintaining nearly the same passenger service capacity.

Citibus' long-term goal is to have an entire fleet of hybrid buses. In December 2011, Citibus acquired two additional hybrid buses – bringing the total to eight. A citywide fleet of hybrid buses will reduce GHG emissions and improve the Lubbock Metropolitan Area's air quality. Since 2009, the hybrid buses are consuming almost half the amount of fuel of other buses. The cost savings is approximately \$75 a day per bus. LMPO will continue analyzing any data obtained from hybrid bus use and will continue to report on the progress of this long-term, incremental program in future documents.

Technological innovations have the potential to significantly reduce GHG emissions. As stated above, the transportation sector produces 33% of the U.S. total. Should the price of plug-in electric automobiles become more affordable to commuters, further declines in GHG emissions are likely.

Group 2 Planning Strategies

Group 2 Strategies include reduction of VMT, increased Land Use Planning, Transportation Planning practices, and decision making approaches. Many of these strategies are already being implemented in the Lubbock Metropolitan Area:

• Reducing VMT can be achieved by increasing the usage of alternative modes of transportation such as walking, biking, carpooling, and use of public transportation. LMPO seeks to aid in the reduction of VMT by participating in the following:

Lubbock Metropolitan Pedestrian Facilities Planning

Bicycle Facility Planning

Providing rideshare information to the public, and

Participation in Citibus transit planning studies

• Regarding Land Use activities, livability and sustainability are a part of the Lubbock Metropolitan Area's long-range economic development goals. Current activities include:

The City of Lubbock, through Citibus, provides public transportation by fixed routes circulating throughout the City.

The City of Lubbock maintains approximately 53 miles of signed bike routes, 7 miles of bike lanes, and 4.5 miles of paved bike trails.

The City of Lubbock published a Downtown Redevelopment Plan in 2007 for the Central Business District (CBD). The Plan provides guidelines for CBD town home and condominium housing development which features ground floor retail, designates an area for a destination retail district, and designates areas for CBD recreational parks.

Transportation Planning practices include:

LMPO maintains a long-range Metropolitan Transportation Plan (MTP).

The City of Lubbock maintains a Master Thoroughfare Plan that is consistent with LMPO's MTP,

The City of Wolfforth maintains a Comprehensive Plan that contains a transportation element that is consistent with LMPO's MTP, and

Lubbock County has transportation development guidelines that are consistent with the LMPO MTP.

Decision making approaches have recently included:

The City of Lubbock utilized local financing and State of Texas Proposition 14 funds to accelerate the development of high priority corridor development (Marsha Sharp Freeway Phase IV and Northwest Passage Mobility Projects). The financing leveraged state funds (approx. \$47.7 million) with American Resource and Recovery Act funds combined with local funds. Because savings were made on the Phase IV project and additional ARRA funds became available at the State level, improvements to North West and West Loop 289 have been accelerated.

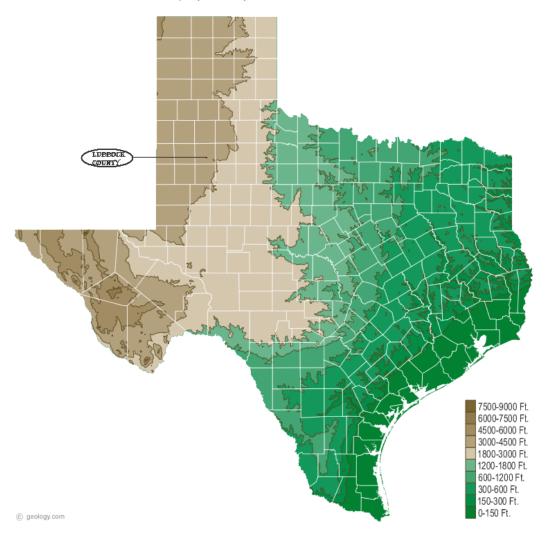
Through a combination of local and LMPO study funds, the long-range Outer Route Study continues despite reduced planning study funding from State of Texas sources.

LMPO staff participates in Lubbock Chamber of Commerce Transportation Committee, Transit Advisory Board, Texas Metropolitan Planning Organization (TEMPO), LMPO Transportation Policy Committee and LMPO Technical Advisory Committee Meetings.

Group 3 Dynamic Strategies

• Climate change integration into regional dynamics can be achieved by analyzing local procedures for natural disasters and adapting steps that mitigate the results of more frequent and violent weather conditions, such as floods, droughts, mudslides, sandstorms, and rising seas predicted by some global warming forecasters. Due to the Lubbock Metropolitan Area's location and elevation (see the State of Texas Elevation Map below), mudslides and rising seas would produce minimal impact. Droughts and sandstorms are typical for West Texas. Flooding is addressed in Chapter 4 of this document.

State of Texas Elevation Map by County



Source: geology.com

- Risk Assessment Approach would seek out uncertainties in the Lubbock Metropolitan Area's natural disaster, flooding, or other emergency programs and offer corrective measures.
- Scenario Planning describes and analyzes several different forecasts simultaneously. It works on a system-wide scale and focuses on items surrounding the target issue. TxDOT and LMPO are currently using scenario planning in the development of the Outer Route Study. Various alternatives will be presented to the public regarding this major study. LMPO uses the following tools when analyzing various scenarios:

Travel Demand Model

Geographic Information System (GIS)

LMPO is currently analyzing a potential land-use modeling tool to provide land use forecasts for Lubbock County

LMPO coordinates with City, County, State and Federal agencies with regard to its GIS activities

Conclusion

Climate model equations are approximations of physical processes that occur in the atmosphere. Some approximations are accurate and some are crude. Climate modelers struggle with cloud formation and dissipation and the impact it has on how much sunlight the climate system absorbs. Some long-term weather forecasts have predicted an increase in temperature of 2° to 4° Celsius. Other reports indicate a cooling trend of -.5° C.

The science of GHGs is not settled, at the time of publication of this document. The United Nations Climate Conference meeting for December of 2009 in Copenhagen, Denmark, resolved nothing regarding GHG emissions. The Environmental Protection Agency recently promulgated that carbon is a pollutant. The implications of this action are unknown, at this time. LMPO will continue to provide assistance in the improvement and development of roadway capacity, bicycling and pedestrian facilities, and public transportation.

Chapter 6 - Streets and Highways

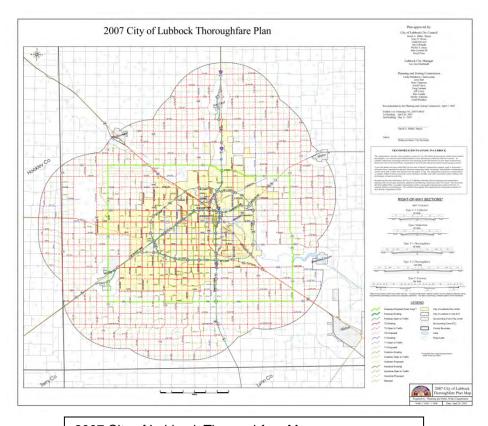
Transportation System Elements

This chapter outlines the various elements making up the transportation system in the Lubbock Metropolitan Area. Simply stated, a transportation system is a means of moving people and goods. The system is comprised of streets creating a network on which people and goods move. These streets are classified by function, allowing planning activities to enhance access on the network. Also included in the transportation system is consideration to the elements that directly impact the street network, such as public transportation, land use development, local portions of the interstate highway system, hazardous material movement, congestion and pavement concerns, and intermodal transportation programs. Projects in this plan are the result of various programs and are incorporated into the Transportation Improvement Program (TIP) as funding and necessity dictates.

Thoroughfare Plan

The City of Lubbock's Thoroughfare Plan, adopted by the MPO was revised in 2006 and adopted by the City of Lubbock and the Lubbock Metropolitan Planning Organization in 2007. The Thoroughfare Plan is the foundation for the transportation network in the MPO. The Thoroughfare Plan identifies the existing street system and proposes future thoroughfares and collector routes.

Major roadways generally lie on one-mile grids throughout the Metropolitan Area. Exceptions include: Loop 289, U.S. 84 and U.S. 62/82. The grid pattern conforms to past and current development in Lubbock and is expected to continue. Typical sections currently used within the Metropolitan Area for purposes of platting and design have been adopted in the Thoroughfare Plan. In the 2007 revision of these sections, allowances were made to accommodate bicyclists, providing shared lanes on arterial roads. These accommodations are dependent on various criteria, such as cost increase, existing development, etc.



2007 City of Lubbock Thoroughfare Map

Functional Classification

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Basic to this process is the recognition that individual roads and streets do not serve travel independently in any major way. Rather, most travel involves movement through a network of roads. It becomes necessary then to determine how this travel can be channelized within the network in a logical and efficient manner. Functional classification defines the nature of this channelization process by defining the part that any particular road or street should play in serving the flow of trips through a highway network. FHWA Functional Classification Guidelines can be found at: http://www.fhwa.dot.gov/planning/fcsec2 1.htm. Lubbock Functional Classification System was approved on August 21, 2006. LMPO works with TxDOT and the Texas Transportation Institute on updates to the Lubbock Metropolitan Area roadway network functional classifications. Work will commence on a revised Functional Classification Map during calendar years 2012 or 2013.

Functional Class and Level of Mobility and Access

Freeway

A limited highway with no traffic stops and grade-separated interchanges at major thoroughfares. Intended for high-speed traffic movement between cities across the metropolitan area. Not intended to provide direct access to adjacent land. Example: IH – 27.

Expressway

A limited access highway with some grade crossings and signals at major intersections. Intended for high-volume, moderate to high-speed traffic across the metropolitan area with minimal access to adjacent land. Example: South Loop 289.

Principal Arterial

A street primarily intended to provide for highvolume, moderate-speed traffic between major activity centers. Access to abutting property is subordinate to major traffic movement and is subject to necessary controls of entrance and exit. Example: 82nd Street. Shown: Quaker Avenue at 82nd Street.

Arterial

A street which augments and feed the principal arterial system and is intended for moderate-volume, moderate-speed traffic. Access to abutting property is partially controlled. Example: Slide Road and 50th Street. Shown: Slide Road at 50th Street.

Collector

A street which collects and distributes traffic to and from local and arterial streets. Intended for low to moderate-volume, low-speed, and short-length trips while also providing access to abutting properties. Example: Memphis Avenue. Shown: Memphis Avenue at 82nd Street

Local

A street for low-volume, low-speed, and short-length trips to and from abutting properties. Example: Lynnhaven Avenue.

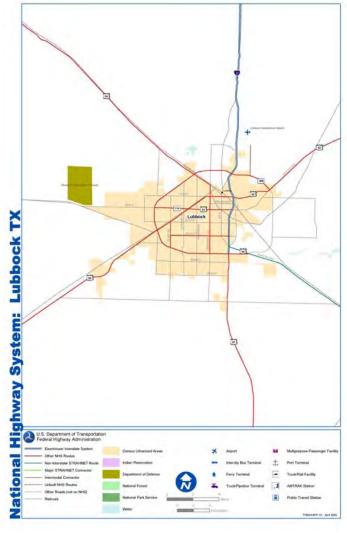


National Highway System (NHS)

With the interstate system complete, lawmakers authorized, in Section 1006 of the ISTEA, the development of a National Highway System (NHS). The purpose of the NHS is to "provide an interconnected system of principal arterial routes which will serve major population centers, international border crossings, ports, airports, public transportation facilities and other intermodal transportation facilities and other major travel destinations; meet national defense requirements; and serve interstate and interregional travel."

The NHS for Texas includes 7,902 rural miles and 5,038 urban miles for a total of 12,940 miles of streets and highways. The Lubbock Metropolitan Area includes the Interstate System, Strategic Highway Corridor Network (STRAHNET), major STRAHNET connector routes, and congressional high priority corridors.

In the development of the NHS, the LMPO took into account connections to the rural NHS at the Urban Boundary. All of the rural NHS routes connect to Loop 289, which encompasses a large portion of the City of Lubbock. There were continuous connections made through the area on U.S. 62/82 and I.H. 27/U.S. 87 routes. These two through routes provide both North/South and East/West connections across Lubbock. Other NHS routes were selected based on traffic volumes, location, and connectivity to Reese Center and the Lubbock Preston Smith International Airport. Each of the routes selected are functionally classified as principal arterial routes.



National Highway System Map

Program Restructuring

MAP-21 restructures core highway formula programs. Activities carried out under some existing formula programs – the National Highway System Program, the Interstate Maintenance Program, the Highway Bridge Program, and the Appalachian Development Highway System Program – are incorporated into the following new core formula program structure:

- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings (set-aside from HSIP)
- Metropolitan Planning

It creates two new formula programs:

- Construction of Ferry Boats and Ferry Terminal Facilities replaces a similarly purposed discretionary program.
- Transportation Alternatives (TA) a new program, with funding derived from the NHPP, STP, HSIP, CMAQ and Metropolitan Planning programs, encompassing most activities funded under the Transportation Enhancements, Recreational Trails, and Safe Routes to School programs under SAFETEA-LU.

MAP-21 creates a new discretionary program – Tribal High Priority Projects (THPP) – and continues the following current discretionary programs:

- Projects of National and Regional Significance (PNRS)
- On-the-Job Training Supportive Services
- Disadvantaged Business Enterprise (DBE) Supportive Services
- Highway Use Tax Evasion (Intergovernmental enforcement projects)
- Work Zone Safety Grants

It also eliminates most current discretionary programs, but many of the eligibilities are covered in other programs:

- Delta Region Transportation Development
- Ferry Boats Discretionary
- Highways for LIFE Demonstration Program
- Innovative Bridge Research and Deployment
- Interstate Maintenance Discretionary
- National Historic Covered Bridge Preservation
- National Scenic Byways
- Public Lands Highway Discretionary
- Railway-Highway Crossing Hazard Elimination in High Speed Rail Corridors
- Transportation, Community, and System Preservation
- Truck Parking Pilot Program
- Value Pricing Pilot Program (no additional funding, but authority remains)

Major Corridors

Four major corridors are constructed, planned or under construction within the Lubbock Metropolitan Area at the time of preparation of this plan.



Groundbreaking for the final Phase of the Marsha Sharp Freeway connecting the road from Avenue L beyond IH27/US87 on March 31, 2010.

Marsha Sharp Freeway (US 62/82)

The Marsha Sharp Freeway's final phase broke ground on March 31, 2010, from Avenue L to beyond IH-27. The Freeway is anticipated to be completed in the summer of 2012. The Freeway is an east/west route through the City of Lubbock. The Freeway has already begun to relieve congestion from Loop 289 and many of the arterials during peak hours of the day. Additionally two bridges, one at Spur 327 and Milwaukee Avenue and the other at the Marsha Sharp Freeway and Milwaukee Avenue, have been placed into the constrained 2040 MTP. These two bridges are part of the unfunded Phase 5 which would complete the Freeway from West Loop 289 to the City of Wolfforth.

Ports-To-Plains Corridor



Four Congressional High Priority Corridors on the National Highway System -- Ports-to-Plains, Heartland Expressway, Theodore Roosevelt Expressway and Camino Real, create the backbone the of developing four lane divided highway connecting growing North American between Mexico markets Canada. This corridor connects west Texas to Mexico markets, those domestic markets north through Colorado, and ultimately to markets Alberta and Saskatchewan, Canada. The Corridor Development and Management Plan (CDMP) for the Texas portion of the corridor indicate a Benefit Cost Ratio of more than three to one. The continued development of the planned four lane divided highway is projected to shift traffic from congested interstates including I-35 and I-25. The CDMP, completed in 2004, projected the creation of over 23,000 distribution & manufacturing jobs in Texas. The benefit of a reduction in the total number of crashes associated with improved transportation infrastructure in the Texas portion of the project Corridor is estimated to be \$189.3 million, in 2004 dollars. The effort focuses on transportation improvements but also addresses the relationship between transportation system and economic drivers including energy, agriculture, manufacturing and distribution.

In 2011, the Texas Transportation Commission approved \$230 million for highway expansion and reliever

routes from Proposition 12 funding. Currently the four lane highway is complete from San Angelo through Lubbock and all the way to Interstate 25 in Raton, NM except for 20 miles. The passage of MAP-21 is bringing a new opportunity as the entire corridor meets the criteria to become a Critical Rural Freight Corridor due to its role in connecting the energy resources between Texas and Alberta, Canada.

Outer Route



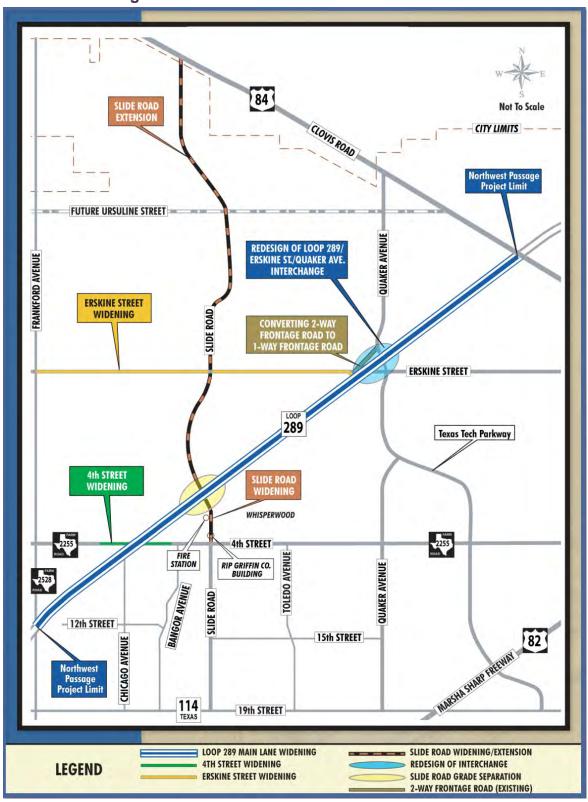
The Texas Department of Transportation hired MACTEC, a consultant firm, to perform a feasibility study for an outer loop in the Lubbock area. This feasibility study was completed to assess the "need" for a facility on the outside of the existing Loop 289. The initial thought was to go from U.S. 84 around Shallowater, Texas, to U.S. 84 around Slaton. The study was to support local transportation goals to "Create an integrated, multi-modal transportation network to better serve the citizens in the Lubbock Metropolitan Area" as stated in the Metropolitan Transportation Plan: 2032.

As part of the Study, future transportation system demand was analyzed to provide traffic forecasts based on anticipated future land use, population and employment patterns created as new or relocated development takes place in the study area. The outcomes of the study had several alternatives, including a "No Build Option". The Study looked within the area for environmental resources that might pose a constraint to developing the project or would help to differentiate the various routes that might have been proposed, taking into consideration historic farmsteads, wildlife and natural habitat resources; water resources, including playa lakes; residential and commercial development (both existing and proposed), parks and recreational areas, cultural resources; and geologic resources.

Three public meetings were held to allow the public to comment on the process. Around 100 people attended the first public meeting on September 1, 2009. Most of those attendees asked questions and/or made comments about the project. Mail-in comment sheets were also provided. The second meeting was held on January 26, 2010, and the third in April, 2010. The Feasibility Study showed that an "interim freeway" would be feasible by 2030 and that the preferred route was the "red" route on the map.

The second phase of the Study was to be a "Route Study" to finalize the route that would be put down as the "footprint" for the possibility of the Outer Loop in the future planning processes. TxDOT agreed to perform the Route Study in-house and to date the Route Study has not be completed.

Northwest Passage



With increased development in the Northwest portion of the Lubbock Metropolitan Area needs were identified for improvement of the transportation network. The Northwest Passage area generally borders at US 84 on the north, Frankford Avenue on the West, just south of 4th Street on the south and the intersection of US 84 and Loop 289 on the east. Most of the projects in the Northwest Passage list are now complete. The projects included new capacity and interchange improvements where Slide Road intersects North Loop 289, as well as, improvements to Slide Road from 4th Street to the Clovis Highway (US 84), Erskine Street, additional lanes on Loop 289, and improvements where Loop 289, Erskine, Quaker, and Texas Tech Parkway merge. Completion of the projects contained in the Northwest Passage plans already provide for safer travel, less congestion and increased opportunity for further economic growth throughout the area.

South Loop 289 Ramp Access Study

The first phase of the South Loop 289 Ramp Access Study project determined that the reversal of the ramps from a diamond to an X pattern might be of benefit due to some level of service issues on the Loop. This change, however, would put additional traffic on the frontage roads and increase the traffic at intersections. The second phase of this project would determine what might be done to deal with the congestion on the frontage roads and at the intersections. The second phase was added to the FY 2011 Unified Planning Work Program; however, the project was ultimately carried over to the FY 2012 Unified Planning Work Program as it began halfway through the FY 11 budget year.

Phase II, building on the findings of Phase I study develops microscopic simulation modeling using VISSIM for the conversations from diamond interchanges to X patterns along south Loop 289 between the following segments:

Quaker Avenue – Indiana Avenue Indiana Avenue – University Avenue Eastbound between University between University Avenue and I-27.

Also included in this model is the addition of a mainlane acceleration lane eastbound between the entrance ramp just east of University and the US 87 exit ramp.

American Recovery and Reinvestment Act of 2009 (ARRA)

The American Recovery and Reinvestment Act of 2009, commonly referred to as **the Stimulus** or **The Recovery Act**, is an economic stimulus package enacted by the 111th United States Congress in February 2009 and signed into law on February 17, 2009, by President Barack Obama.

The LMPO had to move quickly in order to utilize this funding as there were several time constraints involved with project approval, bidding and letting the project to construction within the specified deadlines. Projects that were completed with ARRA funding include:

- MPO-007 Loop 289 from FM 2528 (Frankford) to Quaker Avenue
- MPO-009 Loop 289 from 34th Street to 19th Street

Both projects included widening Loop 289 to "freeway" status for consistency of the flow of traffic on the west Loop. The 19th Street bridge reconstruction included removal of the "clover leaf" access ramps.



ARRA Funded Projects 19th Street and West Loop 289

Proposition 12 Funding

Background - Program 1

In 2007, Texas voters authorized the Legislature to authorize up to \$5 billion in general obligation bonds – bonds supported using general revenue, rather than fuel tax revenues - to be spent for transportation projects. This ballot item was called Proposition 12. The 81st Legislature authorized the Texas Department of Transportation (TxDOT) to obligate up to \$2 billion in Proposition 12 bonds for non-toll projects and \$1 billion in Proposition 12 bonds for the State Infrastructure Bank.

The general appropriations act (Senate Bill 1) provided some direction for how Proposition 12 proceeds were to be spent, which served as the basis for TxDOT's project recommendations. Specifically, SB1 specified that the \$2 billion be spent on non-toll highway projects, with \$1 billion expended by September 2011. As a result, many projects in the earlier planning stages were not eligible for Proposition 12 funding.

TxDOT used the same collaborative method used to select American Recovery and Reinvestment Act (ARRA) projects. TxDOT districts and Metropolitan Planning Organizations (MPOs) were asked to develop a list of all needed projects that fit the bond program's requirements.

In all, Texas MPOs and TxDOT districts identified over 850 possible projects with a construction value of over \$8.9 billion.

TxDOT staff chose to divide those projects among three areas and use the following metrics to determine which would be recommended for funding:

- Corridors of State Significance, which were recommended based on traffic density and crash rates:
- 2. Rehabilitation and Safety projects, which were recommended based on pavement improvement index and safety improvement index; and
- 3. Mobility Projects, which were recommended based on the amount of delay reduced and their correlation to the Top 100 Most Congested Segments of Roadway.

Proposition 12 – Program 1 Project for the Lubbock MPO included:

MPO-008R – US 62 from Avenue A to Broadway to repair the Roadway

Background - Program 2

In Summer 2011, the Texas Legislature authorized TxDOT to go to contract on approximately \$3 billion in general obligation bonds for highway improvements. Texas voters approved these Proposition 12 bonds, which are backed by the state's general revenue not by fuel tax revenues, by a vote of 63 percent in November 2007.

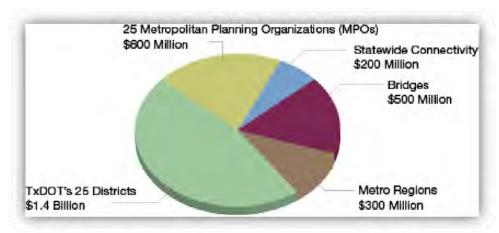
Specific Program Areas

Program 2 of Proposition 12 encompasses the following specific program areas:

- \$1.4 billion distributed to TxDOT's 25 districts
- \$600 million distributed to 25 Metropolitan Planning Organizations (MPOs)
- \$200 million for statewide connectivity
- \$500 million for bridges
- \$300 million to four metro regions to address congestion problems

Public Involvement

TxDOT worked in partnership with MPOs, cities, counties and corridor associations to identify and prioritize needs. TxDOT held meetings with stakeholders and conducted public hearings, including TxDOT's first statewide hearing via video teleconference. Much of this intensive public involvement effort was conducted and completed in four months.



Source: TxDOT Proposition 12 - Program 2

Proposition 12 – Program 2 Projects for the Lubbock MPO include:

- MPO-40-20 US 87 Woodrow Bridge
- MPO-002R Quaker/Erskine Interchange

Proposition 14 Funding

The Proposition 14 bond program authorizes the Texas Department of Transportation to borrow money on a short-term basis to improve cash flow and cash management and to issue general obligation bonds secured by the State Highway Fund to accelerate transportation projects. The bonds are repaid with money from the State Highway Fund, including motor fuels taxes and vehicle registration fees.

In December 2004, Governor Perry noted that every year, an aging transportation infrastructure contributes to vehicle accidents, which exact an enormous cost on motorists, their families and the Texas economy. Governor Perry announced that the Texas Department of Transportation was approving a plan to invest more than \$600 million to improve safety on Texas roads. The Texas Safety Bond Program, the single largest highway safety initiative in the state's history, was part of Proposition 14, a \$3 billion bond package passed by Texas voters in September 2003.

When this plan was announced, the governor noted that it was the first time in history that Texas was able to use its bonding authority to dramatically accelerate the construction and completion of transportation projects across the state. The program funded 644 safety improvement projects, including widening 1,600 miles of narrow roadways, constructing left turn lanes at 171 highway intersections, constructing 10 highway overpasses, and the funding of over 100 other cost-beneficial safety projects. Also included in this program was the installation of 740 miles of concrete or cable safety barriers in the medians of divided highways to reduce the number of head-on collisions. Many of these projects have been built on rural highways and are expected to have a significant positive impact on transportation safety. Over the next 20 years, the Texas Transportation Institute's Center for Transportation Safety estimates that the safety improvements of the Safety Bond Program could save 1,800 lives and prevent 21,000 injuries.

In 2010 the Texas Transportation Commission revised the previously approved list of projects funded through Proposition 14 bonds by adding additional projects due to cost savings realized from lower than estimated bids in other approved projects. State transportation officials' efforts to address congestion and mobility continue with the action of approving \$313 million in funding for additional projects through the Proposition 14 bond program.

The Lubbock MPO, through released Proposition 14 funding as well as additional funding provided by the TxDOT, was able to again take advantage of the additional funding to complete Phase IV of the Marsha Sharp Freeway from Avenue Q to Avenue A. Although there are still some "finishing touches" being added at this time, a ribbon cutting was held on July 24, 2012 and the road was opened and operable. Marsha Sharp was in attendance and cut the ribbon to the Freeway named in her honor after Sharp guided the Lady Raiders to Texas Tech University's 1993 national championship



Marsha Sharp cuts the ribbon for the Freeway named in her honor

Chapter 7 – Public Transportation

Introduction

Public transportation plays a vital role in promoting social and economic health in a community, as it offers affordable transportation options to the citizens of the community. To this end, Citibus' mission statement states:

Citibus is committed to providing quality, reliable, accessible, economical, and safe transportation service to all citizens while constantly striving for improvements.

The transportation services that Citibus offers include:

Fixed Route
CitiAccess (paratransit)
NiteRide (late night, shared ride service)
Texas Tech University (on- and off-campus routes)
Game-day shuttles for home football games
Special services
Greyhound Bus freight and ticketing agent

In addition, Citibus is the regional contractor for the Medicaid non-emergency medical transportation program, which generated almost 26,000 trips in FY 2010.

Primary Strategic Issues

During 2004, the Lubbock City Council appointed the Public Transportation Strategic Planning Task force. This seven-member group formulated the following list of strategic issues:

Funding doesn't match mission. (Identified as a weakness)
Loss of state and federal funding. (Identified as a threat)
Understanding/perception of what Citibus does. (Identified as a weakness)
Build upon partnerships and auxiliary enterprises. (Identified as an opportunity)
Increased regulations and unfunded mandates. (Identified as a threat)
Access to all parts of the city. (Identified as a weakness)
Need better building/facility/technology/security. (Identified as a weakness)

Citibus and the City of Lubbock continue to work toward addressing these issues, seeking creative remedies in order to more fully meet the transportation needs in the city.

Regional Coordination

As mandated by the Texas Department of Transportation, each region in the state developed its own regionally coordinated transportation plan. Citibus served as the lead agency for the South Plains region, which encompasses 15 counties. The final plan was submitted to the state in December 2006. Citibus received funding from TxDOT to continue planning efforts through FY 2012; during this time, the plan was revised to bring proposed listings in compliance with Job Access and Reverse Commute (JARC) and New Freedom (NF) program requirements. The plan will also be revised to include obstacles overcome, met needs, collaborative partnerships, and public participation efforts.

Transportation services in the region are provided by two public providers, one urban and one rural. CapTrans, a division of Caprock Community Action Association headquartered in Crosbyton, was acquired by SPARTAN in January 2010. Prior to the acquisition, CapTrans' service area included Crosby, Dickens, Floyd, Hale, King, and Motley counties. Ridership and operating data have been incorporated into SPARTAN's data.

SPARTAN is the transportation division of South Plains Community Action Association, and is headquartered in Levelland. Service modes include rural fixed route, scheduled demand response service and same day service. SPARTAN's service area includes Bailey, Cochran, Crosby, Dickens,

Lubbock Metropolitan Transportation Plan Fiscal Year 2012-2040

Floyd, Garza, Hale, Hockley, King, Lamb, rural Lubbock, Lynn, Motley, Terry and Yoakum, as well as Mitchell and Scurry counties in the West Central Texas region. Their service area contains the following demographics:

	Squar e Miles	2000 Populatio n	2010 Estimate	% Change 2000-10	% 65 & Older	% Disable d	% Other Than English	% Below Poverty Level
Service Area	13,400	201,635	199,490	-1.1%	15.2%	21.3%	31.7%	18.9%
Region	13,514	377,601	411,659	9.0%	15.1%	21.3%	31.7%	19.8%
State	261,79 7	20,851,8 20	25,145,5 61	20.6%	10.2%	14.5%	31.2%	15.8%

For fiscal years 2008 through 2010, SPARTAN generated the following operational statistics:

	Total Hours	Total Miles	Passenger Trips
FY 2008	41,508	762,098	90,331
FY 2009	33,300	670,515	77,585
FY 2010*	49,433	965,199	116,399

^{*} CapTrans' services were acquired by SPARTAN in FY 2010

City Transit Management Company, Inc. d/b/a Citibus was the lead agency through FY 2012 in the South Plains regional transportation coordination effort. Citibus' transportation services include fixed route, CitiAccess (paratransit), Texas Tech University services, and special services. Citibus serves the Lubbock Urbanized Area and other counties via an agreement with SPARTAN through the HHSC's Medical Transportation Program. Their service area contains the following demographics:

	Square Miles	2000 Populati on	2010 Estimate	% Change 2000-10	% 65 & Older	% Disabl ed	% Other Than English	% Below Poverty Level
Service Area	114	199,564	212,169	6.3%	11.1%	15.9%	22.3%	18.4%
Region	13,514	377,601	411,659	9.0%	15.1%	21.3%	31.7%	19.8%
State	261,797	20,851,8 20	25,145,5 61	20.6%	10.2%	14.5%	31.2%	15.8%

Due to funding regulations, Citibus is in a constant struggle to meet transportation needs of a growing city on a shrinking budget. This matter has been compounded by the loss of federal operating funding since the 2000 census, when Lubbock exceeded 200,000 in population.

For fiscal years 2008 through 2010, Citibus generated the following operational statistics:

	Total Hours	Total Miles	Passenger Trips
FY 2008	166,824	2,448,895	3,036,434
FY 2009	164,938	2,490,787	2,781,782
FY 2010	186,026	2,669,263	3,398,721

Participants in the regional coordination process include representation from the following agencies:

Area Agency on Aging

Citibus

Department of Assistive and Rehabilitative Services

HOPE Community of Shalom

La Paloma

LIFE/RUN

Lubbock Adult Day Care and Health Center

Lubbock Economic Development Alliance

Lubbock Metropolitan Planning Organization

Lubbock Regional MHMR

Lutheran Social Services of the South

Marian Moss Enterprises

Panhandle Transit/Panhandle Community Services

South Plains Association of Governments/2-1-1 Texas South Plains

SPARTAN Transportation

Texas Department of Transportation

Texas Tech University

West Texas Opportunities

West Texas Vocational Corporation

Workforce Solutions of the South Plains

The group formulated the following goals for coordination in the region:

To meet the objectives for both human service and public transportation programs

To do more with limited resources

To enhance mobility within and between communities

To preserve individual independence

To enhance quality of life

To generate new revenues

To reduce the cost of providing individual trips

To increase efficiency and productivity of transportation services

To build a consensus on how to use available resources

Operating within a 14,000 square mile area, a territory with sparse population amid dwindling transportation budgets, the regional group did not identify significant overlaps in service.

The group identified the following unmet needs:

Operating assistance shortfall

Lack of transportation options to employment locations not on route systems

Fixed route service expansion

Need for regional travel training

Consistent training programs for regional providers

Maintenance of 5310 vehicles

High HHS agency trip costs

Accessible taxis

Reese Center service

Expansion of Citibus' Downtown Transfer Plaza

Central facilities for regional maintenance, training, operations, or administration

Enhancing communications across regional service area

Centralized information system

The group continues to meet quarterly to assess unmet needs, obstacles and barriers. The *Regional Transportation Plan* is revised as necessary.

Citibus Fleet

Citibus operates a fleet of 60 buses, four trolleys, and 32 paratransit vans. All revenue vehicles are wheelchair accessible. The agency also operates eight hybrid-electric buses, with four additional hybrids to be delivered in March of 2013. Citibus also operates various support vehicles, including four supervisors' vans that are wheelchair accessible.

Citibus' Services

Citibus' fixed route service operates Monday-Saturday, from approximately 5:45 a.m. to 7:45 p.m. During the week, the routes operate on thirty-minute headways during morning and afternoon peaks, and hourly during mid-day; Saturday service is hourly all day. The base fare for the fixed route service is \$1.75. An all-day pass, which offers unlimited trips, is \$3.50. Citibus offers discounted fares for children and elderly. Passengers who are ADA-qualified for the paratransit service may ride the fixed routes free of charge. In addition, a variety of passes are offered, from a \$14.50 weekly pass, to monthly passes, and semesterlong passes for students, including university students. Two routes, which serve areas of high numbers of entry-level jobs, are funded through Jobs Access Reverse Commute funds.

CitiAccess, Citibus' paratransit service, operates the same days and hours as the fixed routes. Base fares on CitiAccess are \$3.50 per trip, with a separate fare structure for specific destinations that are outside of Citibus' service area. CitiAccess passengers are required to meet ADA guidelines and must complete an assessment prior to becoming certified for the service. Citibus' NiteRide service is a shared-ride service that utilizes CitiAccess vehicles. NiteRide provides shared-ride trips from approximately 6:30 to 10:30 pm. NiteRide fares are \$4.50 and trips must be scheduled in advance, a higher fare is charged for same day service. The NiteRide service is currently funded through New Freedom funds.

Citibus operates service for Texas Tech University, including routes both on- and off-campus. This service is funded through a dedicated student transportation fee; no additional fares are required to ride the service and it is open to the general public. At the current time, the Texas Tech service includes three routes that operate on campus and six that serve off-campus housing areas; additional services are a late-night on-demand service that operates until 1:15 a.m and the Tech S Bus Safe Ride that provides service from various student housing communities to the Depot District and Broadway. The S Bus operates Thursday, Friday and Saturday from 9:00 p.m. to approximately 3:00 a.m. Citibus staff works with the Student Government Association to design the route service. Texas Tech students who have a current ID can ride any of the fixed routes at no charge.

Citibus provides game-day shuttles for Tech football games. These buses are funded in varying ways, including sponsorships, fares, and by Texas Tech University.

Finally, Citibus operates limited charter, or special service. Under Federal guidelines, the only special services that Citibus provides are those that the other private bus company cannot perform. The numbers of passengers carried by this part of Citibus' service varies widely from year to year.

Citibus Service Characteristics

	FY 2008	FY 2009	FY 2010	% Change 2008- 2009	% Change 2009- 2010
Passengers					
Fixed Route	1,036,687	948,891	986,617	-8.47%	3.98%
CitiAccess	95,923	107,611	106,640	12.18%	-0.90%
Texas Tech	1,847,623	1,618,491	2,273,375	-12.40%	40.46%
Special	46,291	29,637	32,089	-35.98%	8.27%
Total	3,026,524	2,704,630	3,398,721	-10.64%	25.66%
Miles					
Fixed Route	1,071,436	1,047,056	1,051,595	-2.28%	0.43%
CitiAccess	621,380	722,072	781,887	16.20%	8.28%
Texas Tech	514,377	505,142	663,370	-1.80%	31.32%
Special	24,550	17,605	16,199	-28.29%	-7.98%
Total	2,231,744	2,291,874	2,513,050	2.69%	9.65%
Hours					
Fixed Route	75,829	72,085	72,541	-4.94%	0.63%
CitiAccess	38,489	45,171	53,234	17.36%	17.85%
Texas Tech	50,049	46,011	58,414	-8.07%	26.96%
Special	2,457	1,672	1,837	-31.93%	9.84%
Total	166,823	164,938	186,026	-1.13%	12.78%

	FY 2008	FY 2009	FY 2010	% Change 2008- 2009	% Change 2009- 2010
Passengers/Hour					
Fixed Route	13.67	13.16	13.60	-3.71%	3.32%
CitiAccess	2.49	2.38	2.00	-4.41%	-15.91%
Texas Tech	36.92	35.18	38.92	-4.71%	10.64%
Special	18.84	17.72	17.47	-5.94%	-1.43%

Citibus' services operate Monday through Saturday, with the exception of Texas Tech services, which operate Monday through Friday when school is in session.

In 2007, Citibus implemented improved bus stop signage throughout the fixed route system. These improvements included the installation of waterproof time tables at each bus stop. New shelters have been installed using funding from the Federal Community Development Block Grant program.

Citibus Facilities

Citibus operates the Downtown Transfer Plaza (DTP), where the majority of transfers to other routes are made. This facility, which occupies an entire block, spaces for twelve buses to park and a facility where passengers can wait, purchase tickets or passes, etc. In August 2008, Citibus contracted to become the local passenger, freight, and ticketing agent for Greyhound Lines and began operating the DTP as a shared facility, requiring operation approximately 20 hours per day, seven days per week. Enhanced intercity and fixed route connectivity and feeder service increased business volume within the city and the region, which made additional renovations and expansion imperative. Citibus has completed the first two of four phases to renovate the lobby and freight areas, expanding the east end to include a business center and making repairs to the exterior site. The estimated cost to complete the project is \$22.6 million.

Fixed Route Review

In the coming years as funding becomes available, Citibus' planning staff will attempt to undertake a comprehensive route evaluation, which will include boarding and alighting surveys, service assessments, and other processes designed to gain insight into consumer opinions of the service and ways to improve efficiency and effectiveness. The process will yield a revised route service plan that will correlate to the amount of annual funding available.

Citibus' Funding Concerns

Citibus has faced budget crises for the past several years. Due to Federal regulations that prohibit urbanized areas with populations in excess of 200,000 from using their Federal funds for operating assistance, Citibus is faced with funding shortages. The City of Lubbock has been able to provide some additional funding assistance, but the current funding levels still do not permit Citibus to plan or implement additional service. As a result, newly-developed areas of the city do not have transit service. Citibus continues to seek remedies to this problem, on both state and Federal levels.

Citibus' Safety, Security, and Emergency Preparedness Plan

Citibus has had an adopted Safety, Security, and Emergency Preparedness Plan since 2005. The plan includes a description of the transit system; a description of the management of the security plan, including specific roles and responsibilities; threat and vulnerability identifications and assessments; and an annual program of work. The plan is updated annually.

Additionally, Citibus has produced an employee handbook that was designed to be used by all employees, not just those with direct safety- or security-related job duties. The handbook includes information on security incident reporting, general security policies and procedures, personal safety and security tips, and victim response information. In addition, it includes examples of forms that would be required in the event of an incident: security incident form, lost and found report form, and complaint form.

Citibus also produced in-bus signage to educate passengers on the importance of reporting any type of suspicious packages or activities.

Chapter 8 – Bicycle Plan

Policy Statement

LMPO policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency affiliated with LMPO has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide – including health, safety, environmental, transportation, and quality of life – transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.

Authority

The Lubbock Metropolitan Area bike and pedestrian policy is based on various sections in the United States Code (U.S.C.) and the Code of Federal Regulations (CFR) in Title 23 – Highways, Title 49 – Transportation, and Title 42 – The Public Health and Welfare. These sections describe how bicyclists and pedestrians of all abilities should be involved throughout the planning process, should not be adversely affected by other transportation projects, and should be able to track annual obligations and expenditures on non-motorized transportation facilities.

Bicycle Facilities

There are many people who would enjoy riding to school and work, but find it prohibitive because of perceived safety problems, lack of bicycle facilities, large distances, and lack of bicycle parking. Typically there are three types of cyclists: advanced, basic and children. The advanced cyclist prefers direct access, the ability to travel at maximum speeds with minimum delays, and is comfortable sharing roadways with motor vehicles if given sufficient operating room. The basic cyclist is the casual cyclist, preferring a separation from motor vehicles. They typically do not reach high speeds and are comfortable with indirect access to their destinations. Often these cyclists are middle school and high school students and touring cyclists. Children, which make up the third type of cyclist, require greater attention of the motor vehicle operator. Children can share streets with low motor vehicle speed limits and volumes, but need defined separation from motor vehicles for safety reasons. Children typically use bicycles to ride to school, local parks, and activities within their neighborhoods.

In the early 1990's the LMPO contracted with the Bicycle Federation of America (BFA) to develop a Comprehensive Bicycle Study for the area, to ensure that future biking facilities address all three types of bicyclists in the Lubbock Metropolitan Area. The study was completed in 1995. The study promotes safe use of bicycles as an alternative mode of transportation. The BFA defined what type of users there were, and where they might ride. They analyzed existing and proposed street networks to determine routes best suited for bicycles. BFA identified possible projects and provided cost estimates and funding sources for those projects.



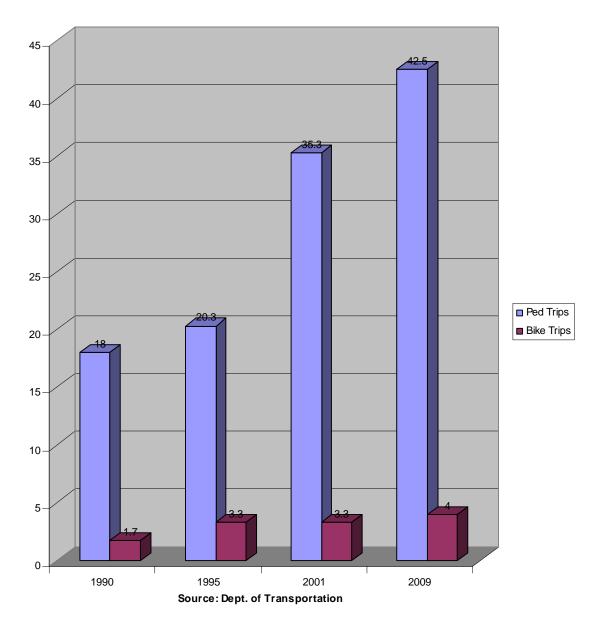
In August of 1995 the Transportation Policy Committee

adopted the Comprehensive Bicycle Study as a starting point and planning tool to aid in development of bicycle facilities in the community. In 1998 the Comprehensive Bicycle Study was used as a planning guide in the revision of the LMPO Thoroughfare Plan. The Comprehensive Plan can be viewed on-line at http://mpo.ci.lubbock.tx.us/bicyclePlan.aspx.

In 1996, an enhancement funding program was awarded to the City of Lubbock for the enhancement and improvement of proposed bicycle routes. This program allowed the City of Lubbock to develop a number of routes, providing signage along the routes and pedestrian buttons to enhance safety at street crossings. Cycling group representatives have been encouraged to submit applications for future enhancement program funding as the funding becomes available, though in 2012 Enhancement Program funding was significantly cut in the Federal Highway Bill. LMPO will be monitoring what, if any, future Enhancement Program funds will be available.

The 1990 Nationwide Personal Transportation Survey (NPTS) showed that 7.9 percent of all trips were by walking (7.2%) or bicycling (.7%). The 2009 National Household Travel Survey (NHTS) identified 10.9 percent of all trips were by walking and 1 percent by bicycling. As demonstrated by the graph below, pedestrian and bike trips more than doubled during the identified time period.

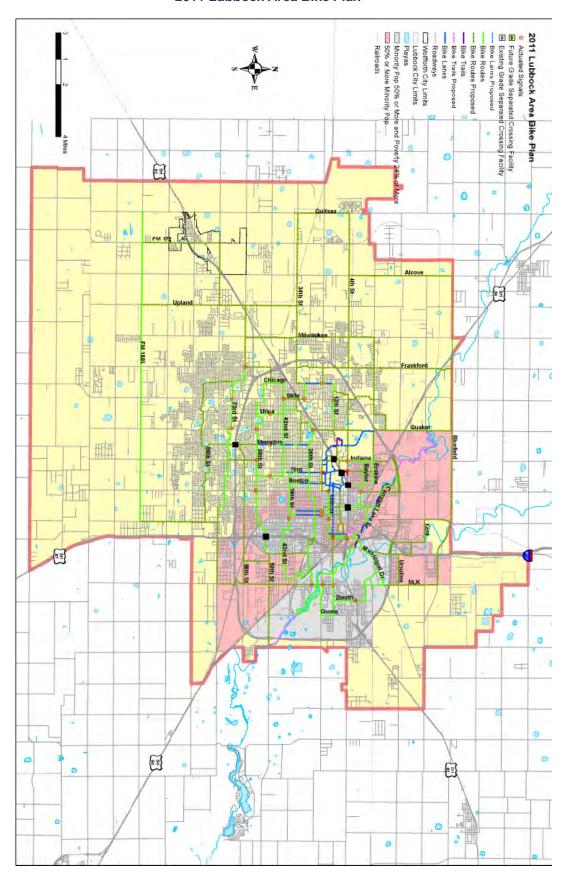
Number of Trips Taken by Bicycling and Walking (in Billions), 1990-2009

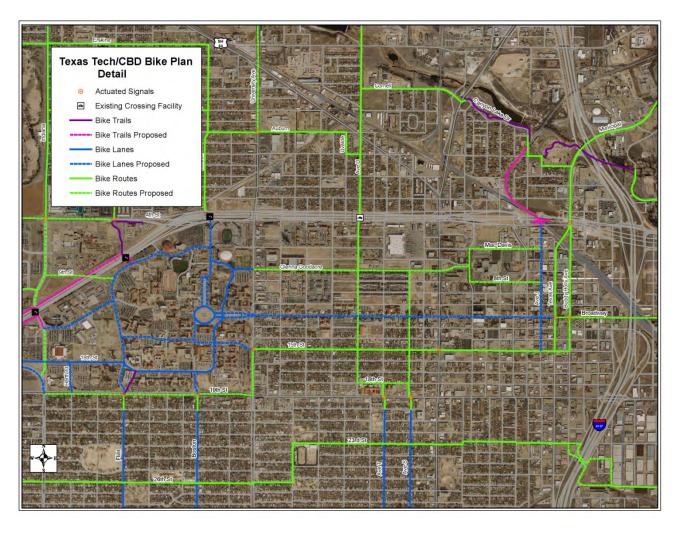


The Lubbock Metropolitan Area Bike Plan was updated September, 2007. The emphasis, at the time, was to indicate changes to the bicycle facilities network in relation to Marsha Sharp Freeway improvements. Both the Texas Tech campus and the hospital district were impacted by the new freeway facility. Thanks to TxDOT's bike friendly development policies, four above-grade bike/ped crossings were included in the freeway expansion project.

The City of Lubbock began a Central Business District redevelopment program in 2006. The 2012 Bike Plan contains many of the bike facilities envisioned in the original Lubbock CBD Redevelopment Plan. The 2012 Bike Plan update also indicates further changes to Texas Tech campus and the hospital district and provides additional linkages to Lubbock CBD and the Canyon Lakes bike routes and trails. The development plans for North Pointe and other developments within the community will include landscaped walking and jogging trails,

2011 Lubbock Area Bike Plan





Texas Tech/CBD Bike Plan Detail

Chapter 9 – Lubbock Pedestrian Plan

Pedestrian Facilities

Pedestrian facilities in the Lubbock Metropolitan Area (LMA) vary from the use of neighborhood sidewalks and recreational trails to pedestrian overpasses that span Interstate 27 at 54th Street and four more along the Marsha Sharp Freeway. The placement of sidewalks along local streets, collectors and arterials provides access for pedestrians traveling in residential and commercial areas. The Americans with Disabilities Act of 1990 requires all sidewalks constructed after the signing of the bill provide accessible curb ramps for the disabled. This is also taken into consideration when constructing sidewalks.

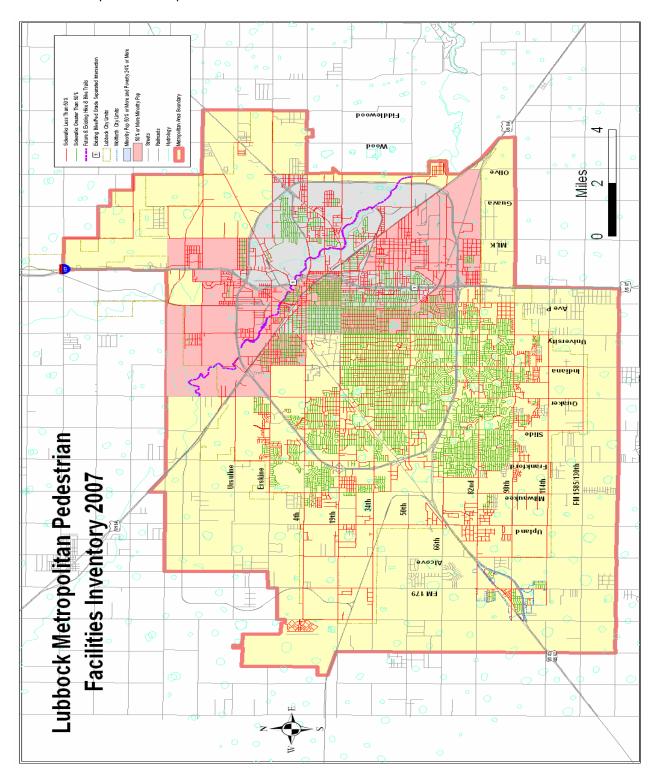
LMPO analyzed the amount of pedestrian facilities in the LMA by utilizing existing City of Lubbock Street Department data. According to the data in 2006, the City of Lubbock and Wollforth had approximately 5,603,720 linear feet or 1,061 miles of sidewalk. Based on the data, there were 509 miles of roadway (48%) with less than 50% sidewalk coverage (50% is used because this total represents one side of a city block having a sidewalk while the other side has none). The other 552 miles, or 52%, had greater than 50% sidewalk coverage.

The City of Lubbock Street Department discontinued the sidewalk inventory database after 2006. LMPO has continued collecting sidewalk data utilizing aerial photography and GIS. As of 2012, LMPO finds that approximately 80 miles of new neighborhood roadways were created. Approximately 27 miles of the new roadways have less than 50% sidewalk coverage and 53 miles have more than 50% sidewalk coverage. It is also noted that 13 of the total 80 miles have been converted from the less than 50% total to the above 50% total. This means that 13 miles of roadways that were installed in subdivisions prior to being built-out now have sidewalks.

The City of Lubbock and the City of Wolfforth require, by ordinance, that sidewalks be included in all building permits. Ordinance number 9580, as approved by the Lubbock City Council on January 14, 1993, is the latest revision to Subsection 24-48 of the Code of Ordinances requiring sidewalk construction. Subsection 24-48 reads as follows:

"Whenever application is made to the Building Official by any person for a building permit to make any construction, addition or structural alteration on a building or other structure, or to pave a parking lot where a permit is required by this Code or any other Ordinance of the City on property adjacent to or abutting on a public street, where the existing sidewalks, driveways either private or commercial, curbs, curb ramps, street curbs and gutters abutting such property do not conform to the basic standards, specifications, layout, details and designs provided for and established by this article, or in the event when all sidewalks, driveways either private or commercial, curbs, curb ramps, street curbs and gutters, required to be constructed have not been constructed, no permit shall be issued by the Building Official until applicant for such permit shall agree in writing to construct, reconstruct or repair, the curb, curb ramp, gutter, sidewalk or driveway in accordance with this article as a part of and a condition to the issuance of such building permit. No construction, addition or alteration to such buildings or other improvements placed or constructed on the adjacent private property shall be approved by the Building Official, until such times as all the sidewalks, driveways, curbs, curb ramps, street curbs and gutters have been constructed or reconstructed and comply with the provisions of this article."

The City of Lubbock initiated a CBD Redevelopment Plan in 2006. The Plan envisions increased pedestrian activity throughout the CBD and into the Texas Tech campus. LMPO encourages all transportation agencies within the LMA to pursue pedestrian access with each project.



Source: Lubbock Metropolitan Planning Organization

Chapter 10 – Lubbock Preston Smith International Airport

Introduction



Source: City of Lubbock

Lubbock Preston Smith International Airport began as the Lubbock Municipal Airfield in 1929. The airport's first manager was aviation pioneer Clent Breedlove, who had been an army aviator and test pilot. Aviation grew steadily at the airport until World War II when it took a giant leap forward. The U.S. Government's War Department took over the airport in 1942 and created the South Plains Army Airfield. This installation's mission was to train combat glider pilots. These combat gliders were designed to carry soldiers, small jeeps, cannons, or other supplies quickly and quietly into the heat of battle. These "silent wings" were used extensively in the D-Day invasion in Europe and also in many Pacific Theater operations. The South Plains Army Airfield grew to be the largest glider training facility in the world.

After the war, the City of Lubbock operated the airport again. Commercial airline service began on July 1, 1945 and a new terminal was built in 1950. In 1966, Continental Airlines was the first airline to bring jet service to Lubbock followed by Braniff and Texas International. The airport was renamed in 2004 to honor former Texas Governor Preston E. Smith, who is an alumnus of Texas Tech University.

Current



Lubbock Preston Smith International Airport, located north of the City of Lubbock is the primary airport for commercial, general and cargo aviation services to the region it serves. Lubbock's Airport is an economic driver for a regional economy that serves the city of Lubbock and a twenty-six county trade area with over 500,000 residents. Over 1,100 people are employed at the various businesses at the Airport.

Three airlines currently serve the airport with an all-jet fleet. American Airlines provides daily non-stop service to Dallas/Ft. Worth. United Airlines provides daily non-stop service to Denver and Houston, and Southwest Airlines provides daily non-stop service to Dallas, Austin and Las Vegas with thru service to fourteen additional destinations. In 2011, the three airlines, along with Delta Air Lines who left the market in April 2012, accommodated a total of 1,038,135 passengers. During the first quarter of 2012, 232,000 passengers traveled through the airport.

Freight

In addition to the passenger airline service at the Lubbock Preston Smith International Airport, the airport is also a freight forwarding hub. In 2011, the airport transferred more than 25 million pounds of freight and mail. Through March 2012, over six million pounds have been transferred. The airport is also host to a large contingent of corporate and private aircraft.

There are two cargo companies operating out of Lubbock Preston Smith International Airport. Federal Express has a freight distribution center on the field. United Parcel Service flights are operated by Ameriflight.



Americans with Disabilities Act Features

All four airport terminal entrances have motion sensors and open automatically. The curbs adjacent to these doors have marked wheelchair ramps. All revolving doors are equipped with a button to slow the doors down when exiting the sterile area of the airline terminal building. All water fountains meet ADA standards.

In case of an emergency, individuals can dial 75 on a courtesy phone and appropriate staff will be dispatched to render aid. The terminal is equipped with Automated External Defibrillators (AED) and trained staff are on site 24 hours per day 7 days per week.

Skycap Services are available for special assistance, such as wheel chair assistance or luggage assistance.

Safety and Security

The airport's security operation is a 24 hour, 7 days per week operation made up of a contingent of full-time sworn, state certified police officers. Airport police officers provide normal police services, perform foot and vehicular patrols and have full arrest powers. They also provide a variety of other services including law enforcement support to the airline passenger security checkpoint, and lost and found services. Airport police officers are dedicated to providing professional and courteous service to the citizens of Lubbock and all passengers using the airport, while maintaining a high level of security.

As law enforcement support to the airline passenger security checkpoint, airport police officers are called upon to react to a variety of security issues. Common prohibited items encountered at the security checkpoint include:

Box Cutters Batons Bats Clubs Lubbock Metropolitan Transportation Plan Fiscal Year 2012-2040

Firearms and ammunition (including replica guns/ammunition)
Knives
Martial Arts Weapons
Pepper Spray
Scissors with pointed ends or blades longer than 4 inches
Lighters

Capital Improvements

The airport has completed several capital improvement projects on the airfield and landside of the airport improving the safety and efficiency of operations. All projects are in accordance with the airport's Master Plan for development which was completed in 2006 and identified projects totaling \$230 million for the planning period (twenty years). Completed projects include new taxiways, runway improvements, terminal building upgrades, resurfacing the passenger parking lots and upgrading the parking revenue control system, and reconstruction of the airport entrance roads. A \$50 million runway relocation/reconstruction project (Runway 8/26) is scheduled to be completed in September of 2012. Once that project is complete, the next major project at the Lubbock Preston Smith International Airport will be the reconstruction of the airport's primary runway (Runway 17R/35L) at an estimated cost of \$60 million. After the primary runway is reconstructed the next series of projects will concentrate on upgrades to the airline passenger terminal building.

Chapter 11 – Railroads and Trucking

Railroads

Two railroads currently serve the Lubbock area. The Burlington Northern, Santa Fe Railway (BNSF) (formerly the Atchison, Topeka and Santa Fe Railway), and the West Texas & Lubbock Railway (formerly

the Seagraves, Whiteface and Lubbock Railway) operate lines that pass through or terminate in Lubbock. An application was submitted to the Interstate Commerce Commission requesting a merger of the Atchison, Topeka and Santa Fe Railway with the Burlington Northern Railway. The application was approved, and the railway

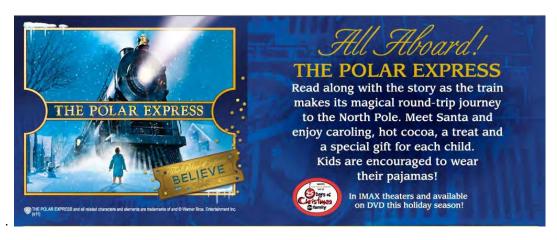


has been renamed to the Burlington Santa Fe Railway. The completion of this merger has brought better railway transportation into the Lubbock area. Burlington, Santa Fe is considered a Class I railroad as defined by the Interstate Commerce Commission to be a railroad that exceeds \$96.1 million or more in operating revenues. The Burlington, Santa Fe Railway controls four lines which run along U.S. 84 both Northwest and Southeast, along I.H. 27 to the North, and to the Northeast along U.S. 62/82. The Burlington, Santa Fe Railway currently operates 14 trains per day through the Lubbock area. Of the total cargo carried by the railroad company, approximately 30 percent of it is hazardous material.

In October of 2009 BNSF Railway Company (BNSF) recognized the Plainsman Switching Co. (PSC), which is headquartered in Lubbock with a BNSF Shortline Achievement Award. PSC is locally owned and operated by PYCO Industries, which has a 60 year history of producing cottonseed. Since acquiring the railroad in 2007, PYCO Industries has restored confidence in rail service in Lubbock, attracting new rail-served businesses to the area.

The West Texas and Lubbock Railway (WTLC) operates 107 miles of railroad on two lines extending from Lubbock, Texas to Seagraves and Whiteface, Texas. The railroad serves the agricultural area west and southwest of Lubbock and the oil fields of west Teas. The primary commodities hauled are fertilizer, construction aggregates, grain, cotton, chemicals, peanuts and plastics. Of the 5,000 tons of cargo carried per day, approximately 20 percent is considered to be hazardous materials.

While the West Texas and Lubbock Railway is basically a "Freight" line, during the months of November and December it becomes a train to the "North Pole". Passengers board the train cars to take a fun-filled holiday train trip to visit Santa Claus and his elves. The Polar Express comes alive when the train departs the Lubbock "depot" for a journey with hot chocolate and cookies while listening to the story. When the children arrive at the North Pole they are greeted by Santa Claus, his reindeer and elves. Santa and his elves board the train where he greets each child and hands them a sleigh bell. Christmas carols are sung on the return trip and all passengers are encouraged to wear pajamas.



Lubbock Rail Port

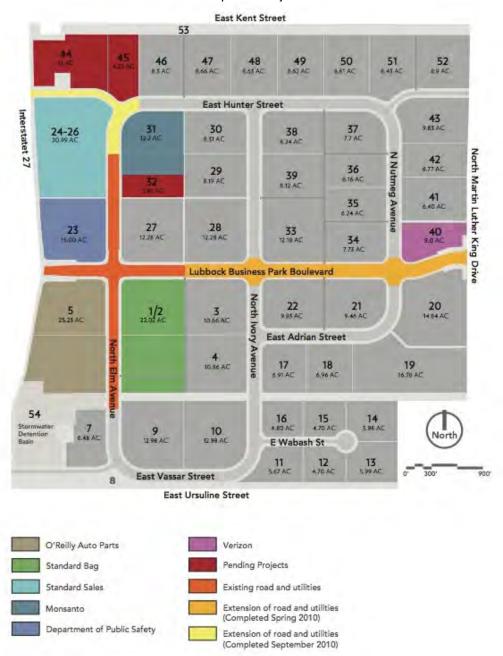
The Lubbock Rail Port, located on over 526 acres, only a few miles north of the Lubbock Preston Smith International Airport, provides companies with convenient access to the airport and the Burlington Northern Santa Fe (BNSF) rail system. Mexico-based Molinos Anahuac (MACSA) currently has their flour mill and laboratory in the Lubbock Rail Port. With the recently acquired 200 additional acres and the \$1.5 million U.S. Department of Commerce Economic Development Administration Grant to extend additional rail into the Park, the Rail Port is positioned to have more activity. Lubbock Economic Development Alliance (LEDA) strives to attract food processors, light manufacturing, and heavy industrial companies to the Rail Port.



Trucking

Railroads and trucking are efficient modes of transportation for freight and bulk cargo and are an integral part of developing economic opportunities. Because of their size and scale, rail, truck, and multimodal freight facilities need planning to minimize conflict with other modes of transportation and to foster safety and efficiency.

The Lubbock Economic Development Alliance (LEDA), in addition to the Lubbock Rail Park, owns and operates the Lubbock Business Park, a 586-acre tract of land located off of Interstate 27, approximately one-mile south of Lubbock Preston Smith International Airport. Several businesses have located Distribution Centers in the Park and more are expected to join in the future.





O'Reilly Distribution Center

Founded in 1957, O'Reilly Auto parts has become one of the nation's largest auto parts retailers. The company currently has over \$1,830 locations



WesTx Packaging

Full line multi-bag manufacturer with a customer base that spreads across a variety of market segements: animal feed, seed, industrial commodities, grand milling, food processing, chemicals and retail packaging.



Standard Sales, Anheuser-Busch

Standard Sales Company, L.P. distributes beer and other Anheuser-Busch, Inc. products to six counties surrounding Lubbock County. Standard Sales distributes thousands of products daily, and need a facility that could keep up with this demand.



Monsanto

Monsanto works alongside farmers, selling seeds, traits developed through biotechnology, and crop protection chemicals to increase crop yields and reduce resources such as land, water, and energy by one-third per unit produced.



Verizon

Verizon Wireless intends to provide data and switching services for Verizon Wireless' voice and 3G services across most of West Texas.



Department of Public Safety

Although the DPS is not a "trucking-agency" they are security and safety for the trucking industry across the State of Texas. The new regional facility will house an Administrative and Crime Lab building, a Drier License facility, and an Ancillary building.

Freight Studies

West Texas Rail Study

In September of 2009, the Transportation Policy Committee was briefed on the West Texas Rail Study completed by the Texas Department of Transportation. Three of the TxDOT Districts in the region were included in the Study and they were Lubbock, Amarillo, and Midland/Odessa. The Studies looked at freight movements in the area and any bottlenecks that could use improvements. Phase one was getting an inventory of existing facilities to determine what freight movements were taking place and projecting out to 2025, including any potential bottlenecks or impediments for that time frame. Phase 2 determined alternatives and solutions for those impediments done with alternative analysis and developing a very preliminary plan with an economic analysis of each so they could rise to a level of priority with a cost benefit ratio.

The objective of the West Texas Rail Feasibility Study was to help the Texas Department of transportation(TxDOT) determine the feasibility of developing a north-south rail linkage between Seagraves, Texas and the U.S.-Mexican border at Del Rio or Eagle Pass,Texas. Through analysis of rail corridor alternatives and improvement options a strategy was developed to help guide TxDOT, the Portsto-Plains (P2P) Alliance, and other partners toward corridor development, including the next steps of an 87

environmental study, preliminary engineering, and financial partnership. To that end, *the West Texas Rail Feasibility Study* activities were oriented to answer the following questions:

- If a new north-south rail line is constructed, who will use the rail line?
- What would construction, maintenance and operations costs be for the rail line?
- What would be the economic benefits of such a line?
- Would there be sufficient freight revenues to cover operating and construction costs?

The results of the benefit-cost and rail revenue analyses for a potential West Texas Rail Corridor indicated the maximum benefit-cost ratio of 0.42. A benefit-cost of 1.0, or better is desired to advance projects. Additionally, in order to —break-even from a self-supported financial perspective, \$4.75 million tons would need to be transported on the rail corridor, annually. These numbers represent a significant shortfall in benefits to justify a \$1 billion investment.

An inventory was done of all the railroads in the area, primarily the UP and BNSF as Class 1 railroads with short lines and made a model of the railroads. It was determined that three grade separations for Lubbock were recommended, U.S. 70 in Farwell, University Avenue in Lubbock, and U.S. 70 in Muleshoe. As part of the Ports-to-Plains Corridor some improvements are already being made in Dalhart and Dumas which were included in the plan for the Amarillo District. No recommendations were made for rail.

Hazardous Materials Commodity Flow Study: Roadways in Texas (HMCFS)

A hazardous materials commodity flow study was conducted for Lubbock County, Texas, from February through September 2011. The project included a general evaluation of hazardous materials transport via roadway, railway and pipelines. The project was funded through the U.S. Department of Transportation (U.S. DOT), Pipeline and Hazardous Materials Safety Administration (PHMSA), Hazardous Materials Emergency Preparedness (HMEP) Grant Program. Funding was administered by the Texas Division of Emergency Management (TDEM). Texas Transportation Institute (TTI) coordinated the study. Grant match funding was provided through in-kind hours coordinated by the Lubbock County Local Emergency Planning Committee (LEPC). The Lubbock MPO staff are members of the LEPC.

The purpose of the study was to identify hazardous materials transportation in the Lubbock County area by HazMat class, division, special hazards, and transport vehicle types. HMCFS information can be used for many emergency and community planning applications. A HMCFS is often used as an information source for a community's Emergency Operations Plan (EOP), which is required under federal homeland security programs. It can also be used to educate the public about risks, help guide incident response training activities, identify risk hotspots, evaluate equipment and supplies needs, develop warning systems, locate and schedule personnel and equipment, or designate HazMat routes. A HMCFS can also be used to support comprehensive community planning (transportation, emergency services, land use, etc). The Lubbock MPO received copies of the HMCFS.

Chapter 12 – Congestion Management Process

Introduction

Traffic congestion is a continuing nationwide problem and a growing concern for local transportation officials. Sixty percent of Texans today live in a major metropolitan area. The Lubbock Metropolitan Planning Organization (MPO) has seen an increase in congestion within the Congestion Management Process Boundary (CMPB), see appendix A. Much of this congestion can be attributed to a rise in the general population, the build-up of housing and businesses to the west, south, and southwest areas of the Metropolitan Area, several major highway construction projects, and an increased student population at Texas Tech University. A total of 32,000 students enrolled this year, and the forecast are for student enrollment to grow to 40,000 in the next 10 years. Traffic volume data show an over capacity on many major arterials in Lubbock during peak times. The Congestion Management Process Boundary for the Lubbock Metropolitan Planning Organization is the same as the Metropolitan Area Boundary.

Within the Lubbock Metropolitan Planning Organization's Congestion Management Process Boundary congestion is defined as those facilities, federally functionally classified as arterial and above, that have a rating of Moderate, Heavy, Severe or Extreme. The approved Congestion Management Process Plan can be found at Appendix 3.

Purpose

The MPO views congestion management in the context of the overall transportation planning process. The Metropolitan Planning Rule of the Statewide Planning identifies "the need to relieve congestion and prevent congestion from occurring where it does not yet occur." Further, the rule specifies that in the Transportation Management Areas (TMAs), the planning process must include the development of a Congestion Management Process (CMP) that provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies.

The Management and Monitoring System Rule of the Congestion Management Process defines congestion as "the level at which transportation system performance is no longer acceptable due to traffic interference." The rule states that in all TMAs, the CMP shall be developed, established, and implemented as part of the metropolitan planning process and shall include:

- 1. Methods to monitor and evaluate the performance of the multimodal transportation system; identify the causes of congestion, identify and evaluate alternative actions, provide information supporting the implementation of actions, and evaluate the efficiency and effectiveness of implemented actions;
- 2. Definition of parameters for measuring the extent of congestion and for supporting the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods. Since levels of acceptable system performance may vary among local communities, performance measures and service thresholds should be tailored to the specific needs of the area and established cooperatively by the State affected MPO(s), and local officials in consultation with the operators of major modes of transportation in the coverage area;
- 3. Establishment of a program for data collection and system performance monitoring to define the extent and duration of congestion, to help determine the causes of congestion, and to evaluate the efficiency and effectiveness of implemented actions. To the extent possible, existing data sources should be used, as well as appropriate application of the real time system performance monitoring capabilities available through the Intelligent Transportation System (ITS) technologies;
- 4. Identification and evaluation of the anticipated performance and expected benefits of appropriate traditional and nontraditional congestion management strategies that will contribute to the more efficient use of existing and future transportation systems based on the established performance measures. The 89

following categories of strategies, or combinations of strategies, should be appropriately considered for each area: Transportation demand management measures, including growth management and congestion pricing; traffic operational improvements; public transportation improvements; ITS technologies; and, where necessary, additional system capacity.

- 5. Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy (or combination of strategies) proposed for implementation; and
- 6. Implementation of a process for periodic assessment of the efficiency and effectiveness of implemented strategies, in terms of the area's established performance measures. The results of this evaluation shall be provided to decision makers to provide guidance on selection of effective strategies for future implementation.

The Texas Metropolitan Mobility Plan will also identify common goals during development to improve traffic flow by using all modes of transportation. A regional plan will be setup tailored to the needs of the CMPB and will address the following common goals:

- 1. Relieve Congestion. The Texas Department of Transportation (TxDOT) will adopt a Texas congestion index to aid the metropolitan areas in setting goals for congestion reduction. This index will assess the mobility of people and goods in each metropolitan area of Texas. Focusing on surface modes of transportation, the index will be based on the delay time experienced by people and in the delivery of goods. Consultations with TxDOT will develop improvement goals based on that congestion index. This goal setting will require a comprehensive local and regional examination of the impact of potential improvement projects and policy approaches across all transportation modes based on index results.
- 2. Improved Safety. The regional mobility plan will address safety improvements across all transportation modes.
- 3. Improved Air Quality. Through established procedures and future refinements, the regional mobility plan will, in conformance with established guidelines, access impact on air quality. This will require comprehensive planning through the metropolitan area across all modes.
- 4. Improved Quality of Life. The regional mobility plan will address the quality-of-life impact of proposed projects and approaches. This quality-of-life assessment, integral to regional plan approval, will serve with the air-quality assessment as a basis for improved methods of project implementation.
- 5. Improved Opportunities for Economic Development. Reduced congestion and improved mobility are crucial to the economic vitality of the Lubbock Congestion Management System Boundary. Further growth must be well planned and comprehensively integrated with all transportation modes.

Congestion Management System Work Program (CMSWP)

Pursuant to the Management and Monitoring Systems Final Rule issued on December 19, 1996, the MPO has established the Congestion Management Committee (CMC) comprising of all the members of the Technical Advisory Committee plus the MPO staff. The CMC is the committee responsible for preparing and making recommendations to the Transportation Policy Committee for implementing the Congestion Management Process Program. The MPO staff assists this committee. Collective and individual responsibilities of the members of this committee are listed in the Congestion Management Process document.

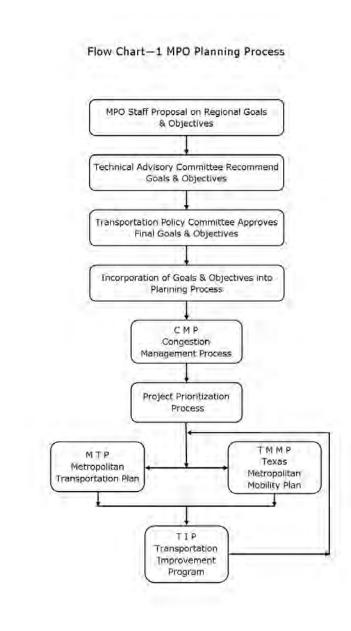
In September 2003, the MPO designated the Transportation Policy Committee (TPC) as the Regional Planning Board for the Texas Metropolitan Mobility Plan. The critical analysis of thoroughfares in the Congestion Management System Boundary (CMSB) relative to their level of congestion based on traffic volumes (ADT) per lanes.

The Lubbock Metropolitan Planning Organization's Congestion Management Committee shall monitor the congestion in the Lubbock Congestion Management Process Boundary and make necessary recommendations to the Transportation Policy Committee.

The primary means of addressing congestion within the Lubbock Congestion Management Process Boundary will be through Transportation System Management (TSM) strategies of Traffic Signal Synchronization, Intelligent Transportation (ITS), Intersection Improvements, Geometric Design and Access Management.

Congestion Management Process

The MPO may not have the luxury of adding capacity to accommodate increased traffic. It is the intention of the MPO to work with the local entities to improve efficiency by adopting the Transportation Demand Management (TDM) and Transportation System Management (TSM) strategies to reduce Single Occupancy Vehicle (SOV) travel. Flow Chart - 1 explains the Congestion Management Process (CMP) activities of the MPO and their relationship with the planning process. During each update to the Metropolitan Transportation Plan congestion will be taken into consideration during the project selection process and will be reviewed to insure compliance with SAFETEA-LU as a CMP.



Goals

The LMPO's goals, adopted on March 7, 2008, to operate the Congestion Management Process are as follows:

- To provide the Congestion Management Process Boundary area community with a safe, efficient, environmental friendly, and economical transportation system.
- To improve mobility of goods and persons by using Intelligent Transportation System (ITS) and other strategies according to local needs.
- To reduce SOV travel by encouraging the use of other modes including transit, walking, biking, carpooling, and vanpooling.

- To improve both intermodal and multimodal facilities by maximum utilization of existing resources.
- To maintain Level of Service (LOS) A, B, C, or D during peak periods.
- To utilize the Texas Metropolitan Mobility Plan process to assist in carrying out the CMP plan.

Level of Service

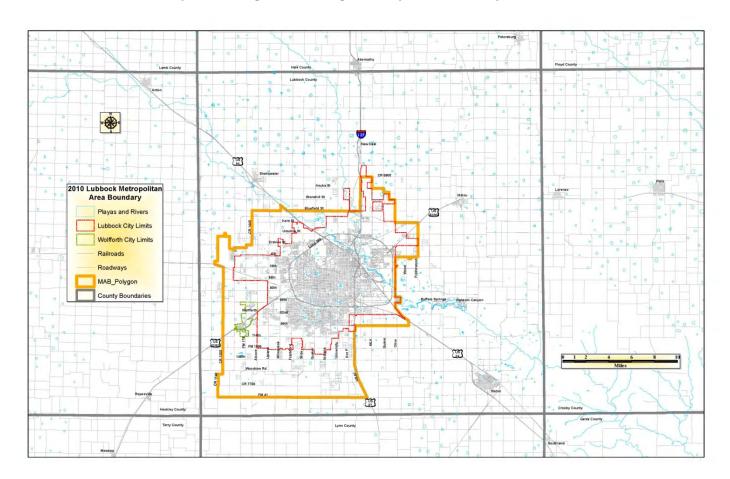
The drawing below illustrates the LOS (Level of Service) concept. See Figure 10-1.

Figure 10-1: Levels of Service

Levels of Service

Level of Service	Flow Conditions	Technical Descriptions
A		Highest quality of service. Traffic flows freely with little or no restrictions on speed or maneuverability. No delays
B		Traffic is stable and flows freely. The ability to maneuver in traffic is only slightly restricted. No delays
C		Few restrictions on speed, Freedom to maneuver is restricted. Drivers must be more careful making lane changes. Minimal delays
D		Speeds decline slightly and density increases, Freedom to maneuver is noticeably limited. Minimal delays
E		Vehicles are closely spaced, with little room to maneuver. Driver comfort is poor. Significant delays
E		Very congested traffic with traffic jams, especially in areas where vehicles have to merge. Considerable delays

Source: California Department of Transportation (Caltrans), 2003



Map 10-1 Congestion Management System Boundary

Source: Lubbock Metropolitan Planning Organization

Chapter 13 - Safety and Security

Safety

Safety in transportation planning is of utmost importance to the Lubbock Metropolitan Planning Organization. SAFETEA-LU requires state DOTs to develop a strategic highway safety plan (SHSP) for their state in consultation with a number of stakeholders. The SHSP is to be approved by the Governor or a responsible state agency. It is important that safety is addressed at a statewide level, with the safety partners working together to establish goals, assess challenge areas, develop strategies and leverage resources and expertise to implement the strategies that will most positively impact safety.

The Texas Strategic highway Safety Plan: A Report for Progress for 2009 is an update to the initial SHSP that was developed in 2006. It served as an initial attempt to identify key safety needs and guide investment decisions intended to lead to significant reductions in highway fatalities and serious injuries on all public roads. Although fatalities and serious injuries have declined since 1996, the general consensus among those involved in transportation safety is that further reductions are not only desirable but feasible. The 2009 SHSP stated that revisions to the goals should be considered only after the crash data for the target year of 2010 is available for analysis. In 2011 The Texas Transportation Institute researchers began communicating with various stakeholders, participating in public meetings promoting traffic safety and sharing information to generate public input concerning safety plan initiatives throughout the state. Using crash analysis and roadway data, researchers were able to provide insight into where, when, why and how crashes are occurring on Texas roadways. Those efforts led to the production of a revised Strategic Highway Safety Plan for consideration by TxDOT.

Texas Strategic Highway Safety Plan – September 2009

During the planning process, several key Emphasis Areas were determined. These areas provide a convenient way of presenting the issues and the countermeasures.

Figure 1. Roadway Safety Emphasis Areas

Crash Type & Location System Users Run-Off the Road **Older Drivers** Head-On **Teen Drivers** Intersection Motorcyclist Work Zone **Bicyclists** Railroad Grade Crossing **Pedestrians Large Trucks User Behavior** System Administration Driving Under the Influence (DUI)1 Traffic/Crash Records Speeding E 911 Reporting Systems Lack of Restraint Use **Public Awareness Aggressive Driving Policy Maker Awareness** Cell Phone Usage

^{1.} DUI, in this context, is used as a general term to include both driving while intoxicated (DWI) and driving under the influence (DUI) offenses.

The SHSP lists each of the issues at hand and the countermeasures that were added to try and decrease the fatalities and serious injuries. An example would be that "Run-off the Road" (ROR) crashes accounted or over 30 percent of the annual fatalities and over 20 percent of the annual injuries. The ROR casualties resulted primarily from hitting fixed objects and vehicles overturning. Analysis suggests that, as with most crashes, unsafe speed and driving under the influence of alcohol and/or drugs were the dominant contributing factors. The objective of reduction was reached; however, continued emphasis is placed on increasing DUI and speed enforcement, ensuring that driver education and defensive driving curriculums include information concerning curves, curve warnings and behaviors that lead to ROR crashes, such as fatigue, distractions and overdriving curves. Suggestions also included the increase of the use of paved shoulders on FM roads and continue to install shoulder and centerline rumble strips, install more pavement width, use 30 degree slope or safety wedges, removing trees, utility poles and protect culverts or remediate risks by other means. Reduction of EMS response time in rural areas was also emphasized which could require increasing coverage and/or providing EMS training of volunteers.

The Lubbock Metropolitan Planning Organization regularly uses various state and national safety organization's information on our Facebook and Twitter pages, as well as on our website, newsletters and public meetings. The LMPO participated in three of the Lubbock Chamber of Commerce's Business Expo's where we handed out safety information from TxDOT. Our last participation effort, a looped safety video ran with PSA's from TxDOT, See Us/Save Us, Teens in the Driver's Seat and many others including work zone safety. The City of Lubbock's Citizen's Traffic Commission is currently looking at forming a Distracted Driving sub-committee. It is thought that they would run Public Service Announcements.



Lubbock Chamber of Commerce Business Expo 2011

Security

City of Lubbock's Office of Emergency Management and Homeland Security

The City of Lubbock's Office of Emergency Management and Homeland Security mission is to minimize loss of life and personal injury, and damage to property and the environment from disasters by maintaining an Emergency Management program that addresses preparedness, mitigation, response and recovery for all hazards, in close coordination with Lubbock County, state and federal agencies. We strive to accomplish this through a continuing program of outreach, coordination, planning, training and exercising, for "all hazards" and for all four phases of emergency management -- preparedness, mitigation, response and recovery.

GOALS

Coordinate with all levels of management within the City of Lubbock and Lubbock County to ensure an optimum level of emergency preparedness.

Review and update City/County of Lubbock Emergency Management Plan

Prepare annual Emergency Management Performance Grant Application, Statement of Work and Progress Reports

Assist Lubbock departments in the review and revision of their Emergency Management Performance annexes and SOGs

Participate in emergency management staff development activities

Administer contracts and grants related to Emergency Management, Homeland Security and Metropolitan Medical Response System (MMRS).

Submit applications, deliverables and reports as required by the grant

Coordinate procurement of grant equipment with South Plains Area Council of Governments and State Administrative Agency

Provide training and response activities for City, County and the SPAG region.

Develop and conduct exercises as outlined in the approved annual work plan

Provide and/or coordinate training classes as needed

Coordinate planning with community partners and medical centers.

Conduct planning meetings with community support/volunteer agencies

Integrate LMMRS planning with the medical systems

Present public awareness programs

Lubbock County Local Emergency Planning Committee (LEPC)

In Addition to the City of Lubbock's Office of Emergency Management, Lubbock County also has an Emergency Management and Homeland Security Office within the Lubbock County Sheriff's Office and holds all meetings for the Lubbock County's Local Emergency Planning Committee (LEPC). The Lubbock County Local Emergency Planning Committee has developed plans for addressing all types of emergencies and security for the personal security of the residents of Lubbock County. These plans include disasters caused by weather or other means. Designated hazardous material routes in Lubbock County were developed and approved by the Texas Department of Public Safety in 1995. A recent update of the Hazardous Materials Commodity Flows for roadways, pipelines, and railways was completed in 2011. Members of the MPO's Transportation Policy Committee serve on the Emergency Planning Committee. These representatives include the Lubbock County Judge and the City of Lubbock City Manager. LMPO staff attends all LEPC meetings.

Lubbock County Mobile Command Unit

The Lubbock County Sheriff's Office is equipped with a Mobile Command Unit ready to provide immediate assistance in emergencies. After the command post is stationary it can be fully operational in thirty minutes. The Unit can be utilized for anything from a natural disaster to a man-made event. A team led by the Lubbock County Emergency Coordinator utilized state and federal grants to give the region a major asset when it comes to disaster response. The vehicle has twenty dedicated phone lines, eight work stations with laptop computers, hostage negotiation equipment and a satellite system that supports constant communication. In the event that an incident occurs, The MOV can almost immediately establish communication allowing dispatchers to continue their jobs without interruption. In a crisis, first responders on board the MOV have the ability to communicate with various emergency contacts, including the Coast Guard, helicopters and even airplanes, which is imperative in hurricane events. Regional agencies' radio frequencies are programmed into the vehicle so that once responders pull into a town they can immediately communicate with local police or firefighters. The unit is equipped with a SmartBoard which allows teams to track satellite images of the areas in need, as well as a weather tracking systems to allow tracking of wind conditions in a wildfire situation. A camera is attached to a mast on the top of the vehicle to allow law enforcement agencies to see situations taking place more than one mile away and record what the camera sees.

The mobile command unit has been ranked top in its class by other agencies at state conferences in capability and functionality. The vehicle has been deployed to various locations to help with the wildfires in the state and was utilized during Hurricane Rita.



Lubbock County Emergency Command Vehicle



Interior of the Mobile Command Vehicle

Citibus (Public Transportation)

After the events of September 11, 2001, the Federal Transit Administration developed 20 security program action items for all transit agencies and grant recipients. One of those items was to develop a security plan for each transit provider. Citibus developed its plan and reviews it annually. The plan includes a description of the transit system; a description of the management of the security plan, including specific roles and responsibilities; threat and vulnerability identifications and assessments; and an annual program of work.

As a result of that planning, Citibus has installed cameras on the eight hybrid-electric buses and on one new paratransit van. A continuing goal is to install cameras on all revenue vehicles in the fleet. In addition, new policies have been implemented at the Downtown Transfer Plaza to help prevent loitering. The transfer station has also been designated a "SAFE PLACE" by local law enforcement authorities.



Citibus Hybrid Bus

Chapter 14 - Financial Plan

Introduction

With Moving Ahead for Progress in the 21st Century (MAP-21) signed on July 6, 2012, the Lubbock MPO has created the Financial Plan for the 2040 Metropolitan Transportation Plan according to the rules and regulations of SAFETEA-LU.

For the purpose of transportation operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-Aid highways (as defined by 23 U.S.C. 101 (a) (5)) and public transportation (as defined by title 49 U.S.C. Chapter 53). In addition, for illustrative purposes, the financial plan may include additional projects that would be included in the 2040 MTP if reasonable additional resources beyond those identified in the financial plan were to become available.

Since December of 2007, revenue and cost estimates for projects are required to show the "Year of Expenditure" dollars. In the development of the 2040 MTP, the Call for Projects called for the Total Project Cost of each submission, meaning that funding amounts must include all phases of the project including preliminary engineering, final design, right-of-way, utility relocation, and construction or construction phasing.

The LMPO presented a "Constrained Plan" to both the Transportation Advisory Committee and Policy Committee. A Project List was approved with an assigned "Year of Expenditure" (YOE) which includes a four percent inflationary rate per year agreed upon by the Policy Board. This will enable the LMPO to determine what projects will be fiscally constrained for the life of the Plan. Projects that are not able to be fiscally constrained within the Plan will be listed on an Illustrative List in the 2040 MTP. If priorities are adjusted, or further funding is available, those projects on the Illustrative List maybe moved to the constrained list.

Federal Funding Programs for Streets and Highways

TxDOT has grouped various Federal programs under the following classifications.

The Statewide Preservation Program (SPP) includes three program categories:

Category 1 – Preventive Maintenance and Rehabilitation: Funding for preventive maintenance and rehabilitation of the existing state highway system. The rehabilitation funds may be used for rehabilitation of the Interstate Highway System main lanes, frontage roads, structures, signs, pavement markings, striping, etc.

Category 6 – Structures Replacement and Rehabilitation: Funding to replace or rehabilitate eligible bridges on and off the state highway system (functionally obsolete or structurally deficient).

Category 8 – Safety: Funding related projects on and off state highway system. Projects are evaluated using three years of crash data, and ranked by Safety Improvement Index.

The SPP documentation also contains information on two highway maintenance programs as well as waterway and railroad preservation projects. These programs and projects represent preservation efforts to maintain the existing transportation assets.

The **Statewide Mobility Program** (SMP) includes the following construction program categories:

Category 2 – Metropolitan Area (TMA) Corridor Projects: Funding is intended to address the mobility needs in all major metropolitan areas (greater than 200,000 population - Transportation Management Areas) throughout the state. Funds will be used to develop and improve entire corridors of independent

utility, whenever possible. Projects in this category must have the concurrence and support of the Metropolitan Planning Organization.

Category 3 – Urban Area (Non-TMA) Corridor Projects: Funding is intended to address the mobility needs in all Metropolitan Planning Organization areas (greater than 50,000 and less than 200,000 population non-Transportation Management Areas) throughout the state.

Category 4 – Statewide Connectivity Corridor Projects: Funding is intended to address mobility and added capacity project needs on major state highway system corridors, which provide statewide connectivity between urban areas and corridors. The highway connectivity network is composed of the: Texas Trunk System; National Highway System (NHS); and Connections from Texas Trunk System or NHS to major ports on international borders or Texas water ports.

Category 5 – Congestion Mitigation and Air Quality Improvement: Funding is to address the attainment of a national ambient air quality standard in the non-attainment areas of the state which are currently Dallas, Fort Worth, Houston, Beaumont, and El Paso. Projects are for congestion mitigation and air quality improvement (CMAQ) in the non-attainment areas in the state.

Category 7 – Metropolitan Mobility and Rehabilitation: Funding is to address transportation needs within the metropolitan area boundaries of Metropolitan Planning Organizations having urbanized areas with populations of 200,000 or greater. The Metropolitan Planning Organization in consultation with the districts and interested parties selects projects. This program can be used on any roadway with a functional classification greater than a local road or rural minor collector. All projects must be developed in accordance with the applicable federal and state environmental requirements. All projects must also be designed, constructed, operated, and maintained in accordance with state laws, regulations, directives, safety standards, and design and construction standards as required by SAFETEA-LU.

Category 9 – Transportation Enhancements: Funding is to address projects that are above and beyond what could normally be expected in the way of enhancements to the transportation system. Projects programmed in this category must fall under one of the following general activities as outlined in SAFETEA-LU:

- 1. Provision of facilities for pedestrians and bicycles.
- 2. Provision of safety and educational activities for pedestrians and bicyclists.
- Acquisition of scenic easements and scenic or historic sites (including historic battlefields).
- 4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
- 5. Landscaping and other scenic beautification.
- 6. Historic preservation.
- Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).
- 8. Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails).
- 9. Inventory, control, and removal of outdoor advertising.
- 10. Archaeological planning and research.
- 11. Environmental mitigation to address water pollution due to highway runoff; or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
- 12. Establishment of transportation museums.

Category 10 – Supplemental Transportation Projects: Funding is to address projects that do not qualify for funding in other categories. Most of the programs are state funded; however, federal funds are involved in some programs as noted above. Projects in this category must have the concurrence of the Metropolitan Planning Organization if located within their area of jurisdiction.

Category 11 – District Discretionary: This category is used to address projects selected at the district engineer's discretion. Most projects should be on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right-of-way acquisition. Projects in this category must have the concurrence and support of the Metropolitan Planning Organization (MPO) having jurisdiction in the particular area.

Category 12 – Strategic Priority: The Commission has determined that money from this category will be used on an "as needed" basis for projects with specific importance to the state. These projects will generally promote economic opportunity, increase efficiency on military deployment routes or to retain military assets in response to the federal military base realignment and closure report, or maintain the ability to respond to both man-made and natural emergencies. In addition, the Commission is also committed to utilize the Category 12 funds to help communities utilize the new financing tools, like pass-through financing agreements, in order to help local communities address their transportation needs.

The SMP documentation also contains information regarding the Aviation Capital Improvement Program and the Public Transportation Program.

Projection of Future Funding

In consultation with TxDOT and interested parties, The MPO selects projects for Category 2 and 7 funding. Category 2 provides for funding mobility and added capacity projects on major state highway system corridors, which serve the mobility needs of a Transportation Management Area (TMA). Category 7 provides for funding mobility projects within the Transportation Management Areas.

In determining the fiscally constrained projects for the 2040 MTP, the following forecast determinations were utilized.

- Cat 1 Funding Preventative/Rehab No funding for the forecast was included for this category.
- Cat 2 Corridor/Mobility/Capacity \$7.620 listed in the 2013. Speculation is that no addition funding will be allocated for the following ten year span, but in 2022 the funding will "kick in" for the remainder of the Plan with an estimated total of \$7.620 annually.
- Cat 3 Non-Traditionally Funded No funding for the forecast was included for this category.
- Cat 7 Metropolitan Mobility/Rehab Estimate of \$43,870,000 out to 2022 and an additional \$4.3 million per year out to 2040, with a total through 2022 of \$122,836,000.
- Cat 11 District Discretionary No funding for the forecast was included for this category.
- Cat 12 Strategic Priority Possible one-time \$2 million allocation.

This Revenue forecast was within an acceptable range as compared to the Trends Model by the Texas Transportation Institute. The key to the fiscal constraint beyond these figures will be the match from the sponsoring agency. The constraint must include all phases of the project including preliminary engineering, final design, right-of-way, and utility relocation, and construction or construction phasing.

Basis of Estimating Construction, Preliminary Engineering, and Right-Of-Way Costs

In calculating year of expenditure cost for construction, preliminary engineering, and right-of-way costs the MPO used the current year costs and inflated the costs by 4% per year.

Preliminary engineering and right-of-way costs were inflated assuming costs will be a year before construction. TxDOT and local entities currently control preliminary engineering and right-of-ways funds. The MPO receives no allocation of funds for programming.

Short Range and Priority Projects

The Lubbock MPO revises the short-range transportation improvement program (TIP) every two-years. This short range plan or Transportation Improvement Program (TIP) is a look every two years at a four-year planning horizon to confirm which projects the MPO wants to advance to construction and to make sure the funding is in place.

Federal Funding Programs for Transit

SAFETEA-LU provides the authorization for the Federal Transit Administration (FTA) programs. The basic structure of the Federal transit programs remains essentially the same but several new programs and activities have been added and new features have been incorporated. The funding flexibility features and similar matching ratios to the highway programs have been retained. The definition of a capital project has been revised to include preventive maintenance, the provision of non-fixed route paratransit service, the leasing of equipment or facilities, safety equipment and facilities, facilities that incorporate community services such as daycare and healthcare, and transit enhancements.

Urbanized Area Formula Grant Program, Section 5307: For urbanized areas with population of 200,000 or more, the funding may be used only for capital projects. The definition of capital has been revised to include preventive maintenance. Also, for the larger areas, at least one percent of the funding apportioned to each area must be used for transit enhancement activities such as historic preservation, landscaping, public art, pedestrian access, bicycle access, and enhanced access for persons with disabilities. It is the responsibility of the service provider to allocate one percent of these funds to transit enhancement projects.

Capital Investment Program, Section 5309: Section 5309 funds are divided into three different categories:

- Modernization of existing rail systems;
- New and replacement buses and facilities; and
- New fixed guideway systems.

A "fixed guideway" refers to any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part. The term includes heavy rail, commuter rail, light rail, monorail, trolleybus, aerial tramway, inclined plane, cable car, automated guideway transit, ferryboats, that portion of motor bus service operated on exclusive or controlled rights-of-way, and high-occupancy-vehicle (HOV) lanes.

Elderly and Persons with Disabilities Program, Section 5310: These funds provide capital assistance for transportation of elderly persons and persons with disabilities. Eligible capital expenses may include, at the option of the recipient, the acquisition of transportation services by contract, lease, or other arrangement. While the assistance is intended primarily for private nonprofit organizations, public bodies that coordinate services for the elderly and persons with disabilities, or any public body that certifies to the state there are no nonprofit organizations in the area that are readily available to carry out the service, may receive these funds. These funds may be transferred by the Governor to supplement the Urbanized Area Formula or Nonurbanized Area Formula capital funds during the last 90 days of the fiscal year.

Job Access and Reverse Commute Program, Section 5316: This program provides funding for the provision of transportation services designed to increase access to jobs and employment-related activities. Job Access projects are those, which transport welfare recipients and low-income individuals in urban, suburban, or rural areas to and from jobs and activities related to their employment. Reverse Commute projects provide transportation service for the general public from urban, suburban, and rural areas to suburban employment opportunities.

All projects funded under this program must be derived from an area-wide Job Access and Reverse Commute Transportation Plan and a Regional Public Transportation Coordination Plan developed through a regional approach which supports the implementation of a variety of transportation services designed to connect welfare recipients to jobs and related activities. A key element of the program is making the most efficient use of existing public, nonprofit, and private transportation service providers.

New Freedom, Section 5317: The New Freedom Initiative is a comprehensive plan to ensure that all Americans have the opportunity to learn and develop skills, engage in productive work, make choices about their daily lives, and participate fully in community life. The Initiative's goals are to:

- Increase access to assistive and universally designed technologies;
- Expand educational opportunities;
- Promote homeownership;
- Integrate Americans with disabilities into the workforce;
- · Expand transportation options; and
- Promote full access to community life.

All projects funded under this program must be derived from an area-wide Regional Public Transportation Coordination Plan developed through a regional approach, which supports the implementation of any project.

Action to name a designated recipient for 5316 and 5317 funding took place at the January 2007 MPO Transportation Policy Committee meeting. A subsequent project call by TxDOT will require the MPO planning process to include consideration of any such project in the urbanized area. FTA Section 5316 and 5317 funds are distributed in 2 ways:

- The State gets an apportionment for rural and small urban areas and awards the funding on a statewide, competitive basis; and
- In large urban areas (including Lubbock) the MPO selects the recipient based on competitive grand applications.

Lubbock Metr	ropolitan Transportation Plan Fiscal Year 2012-2040
N	Metropolitan Transportation Plan 2040 Projects
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LUBBOCK METROPOLITAN PLANNING ORGANIZATION

2012 - 2040 METROPOLITAN TRANSPORTATION PLAN PLANNED IMPROVEMENTS FOR TRANSPORTATION INFRASTRUCTURE AND PUBLIC TRANSPORTATION DELIVERY

 APPROVED
 4/3/2012

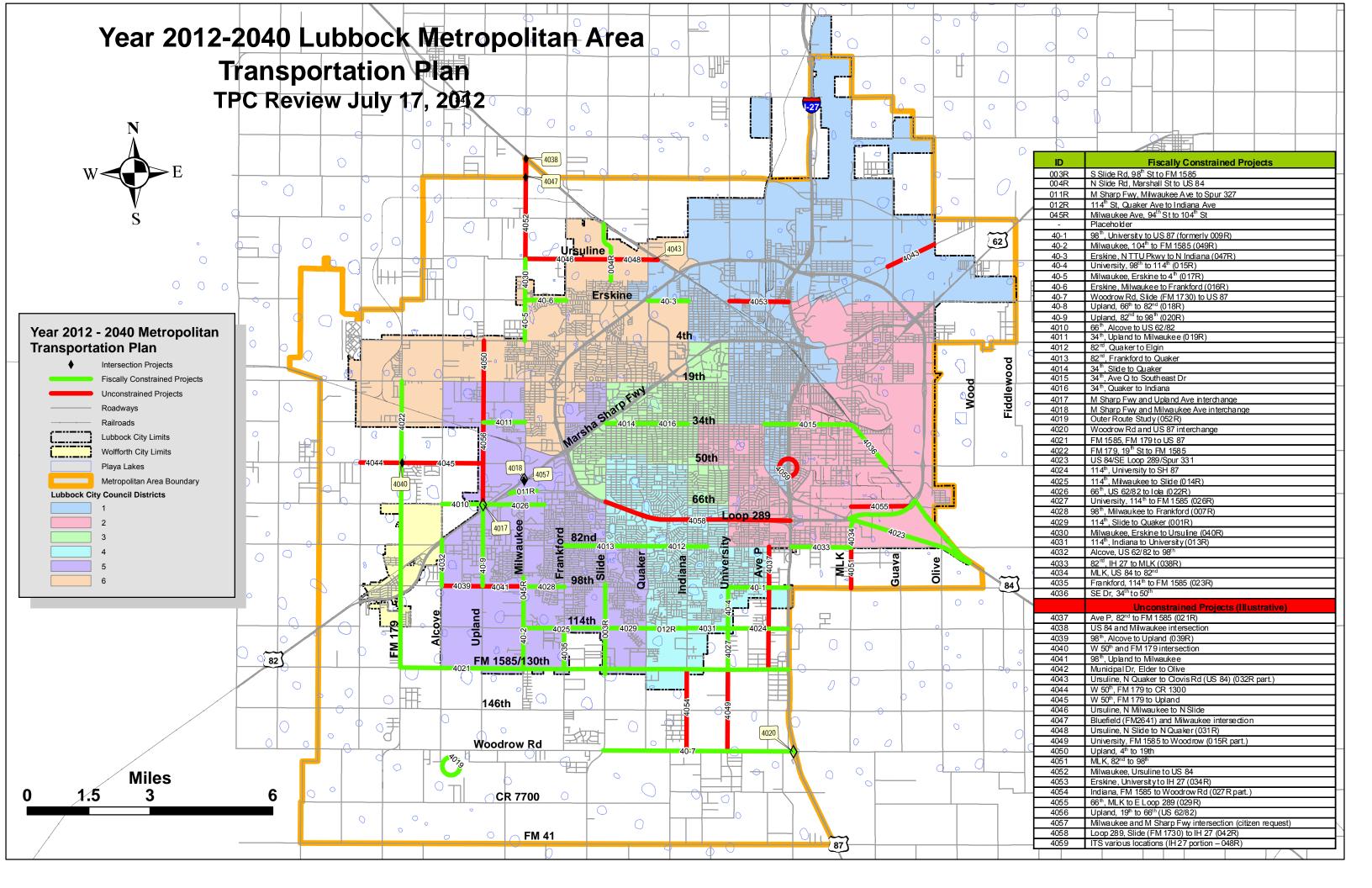
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												ALLKOVED	0/14/2012	
		Project Limits					Year of Expenditure Costs (Thousands)							
	Other						2012	2012	2012	2012	2012			
	ID						Construction	P.E.& CPS	Utility	ROW	Total		YOE	Beginning
MPO Proj #	#	Project Name	From	To	Туре	Description	Costs	Costs	Costs	Costs	Cost	YOE	Cost	Balance
WII O I I Oj #	π	1 roject Name	FIOM	10	Туре	Description	Costs	Costs	Costs	Costs	Cost	IOE	Cost	Dalance
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012R		114th Street	Quaker Avenue	Indiana Avenue	~	Widen Non-Freeway	450,000	100,000	100,000	Ŭ		2013	650,000	550,830,000
004R		N. Slide Road	Marshall Street	U.S. 84	С	Widen Non-Freeway	6,670,000	393,660	100,00	0		2013	7,163,660	543,666,340
045R		Milwaukee Avenue	94th Street	104th Street	C	Widen Non-Freeway	5,650,000	900,000	100,000	0		2014	6,650,000	537,016,340
003R		S. Slide Road	98th Street	FM 1585	C	Widen Non-Freeway	6,965,504	586,799	100,000	4,096,800		2014	11,749,103	525,267,237
011R		Marsha Sharp Freeway	Milwaukee Avenue	Spur 327	CI	Interchange	7,620,000	630,758	100,000	0		2014	8,350,758	516,916,479
Placeholder	0407	Various	Various Locations	Various Locations	CI	Placeholder	8,859,995	768,280	100,000	0		2016	9,728,275	507,188,204
40-17	010R	Marsha Sharp Freeway	Upland Avenue	Marsha Sharp Freeway	CI	Interchange	0	1,500,000	0	0		2013	1,500,000	505,688,204
40-18		Marsha Sharp Freeway	Milwaukee Avenue	Marsha Sharp Freeway	CI	Interchange	14,560,000	1,296,304	100,000	0		2013	15,956,304	489,731,900
40-19	52	Outer Route Study	W. U.S. 84	E. U.S. 84	C	Route Study	0	50,000	0	0		2013	50,000	489,681,900
40-20	0000	Woodrow Road	Woodrow Road	U.S. 87	С	Interchange	8,051,613	772,151	100,000	0	12.055.501	2013	\$8,923,764	480,758,136
40-1	009R	98th Street	University Avenue	U.S. 87	C	Widen Non-Freeway	10,535,302	2,290,282	100,000	30,000	12,955,584	2014	\$13,473,807	467,284,329
40-2	049R	Milwaukee Avenue	104th Street	FM 1585	C	Widen Non-Freeway	12,241,417	2,661,180	100,000	30,000	15,032,597	2019	\$19,021,030	448,263,299
40-3	047R	Erskine Avenue	N. TTU Parkway	N. Indiana Avenue	C	Widen Non-Freeway	7,143,992	1,553,041	100,000	100,000	8,897,033	2014	\$9,252,914	439,010,385
40-4	015R	University Avenue	98th Street	114th Street	C	Widen Non-Freeway	7,763,000	1,687,100	115,500	181,300	9,746,900	2019	\$12,332,937	426,677,448
40-5	017R	Milwaukee Avenue	Erskine Avenue	4th Street	C	Widen Non-Freeway	7,311,087	1,589,367	100,000	30,000	9,030,454	2021	\$12,358,799	414,318,649
40-6	016R	Erskine Avenue	Milwaukee Avenue	Frankford Avenue	C	Widen Non-Freeway	7,594,216	1,650,916	100,000	30,000	9,375,132	2021	\$12,830,515	401,488,134
40-7		Woodrow Road	Slide (FM1730)	U.S. 87	С	Widen Non-Freeway	13,500,000	225,000	300,000	300,000	\$14,325,000	2022	\$20,388,941	381,099,193
40-8	018R	Upland Avenue	66th Street	82nd Street	С	Widen Non-Freeway	8,325,379	1,809,865	100,000	740,000	\$10,975,244	2022	\$15,621,194	365,477,999
40-9	020R	Upland Avenue	82nd Street	98th Street	C	Widen Non-Freeway	4,404,500	957,500	100,000	740,000	\$6,202,000	2023	\$9,180,475	356,297,524
40-10		66th Street	Alcove Avenue	U.S. 62/82	С	Widen Non-Freeway	1,748,000	380,000	100,000	360,000	\$2,588,000	2023	\$3,830,872	352,466,652
40-11	019R	34th Street	Upland Avenue	Milwaukee Avenue	С	Widen Non-Freeway	4,437,390	964,650	200,000	30,000	\$5,632,040	2024	\$8,670,266	343,796,386
40-12		82nd Street	Quaker Avenue	Elgin Avenue	RI	Widen Non-Freeway	7,874,780	1,929,300	500,000	0	\$10,304,080	2024	\$15,857,979	327,938,407
40-13		82nd Street	Frankford Avenue	Quaker Avenue	RI	Widen Non-Freeway	7,874,780	1,929,300	500,000	0	\$10,304,080	2025	\$16,497,163	311,441,244
40-14		34th Street	Slide (FM1730)	Quaker Avenue	CI	Reconstruct 5 lanes	8,874,780	1,929,300	100,000	0	\$10,904,080	2025	\$17,457,432	293,983,812
40-15		34th Street	Avenue Q	Southeast Drive	CI	Widen Non-Freeway	7,574,780	1,429,300	500,000	0	\$9,504,080	2026	\$15,824,991	278,158,821
40-16		34th Street	Quaker Avenue	Indiana Avenue	CI	Reconstruct 5 lanes	8,874,780	1,929,300	200,000	0	\$11,004,080	2026	\$18,308,953	259,849,868
40-21		FM 1585	FM 179	U.S. 87	C	Widen Non-Freeway	\$40,229,641	\$2,000,000	\$500,000	\$900,000	\$43,629,641	2023	63,000,000	196,849,868
40-22		FM 179	19th Street	FM 1585	С	Widen Non-Freeway	\$22,698,807	\$1,500,000	\$300,000	\$100,000	\$24,598,807	2023	\$37,000,000	159,849,868
40-23		SE Loop 289 Interchange	SE Loop 289/US 84	Spur 331	CI	Interchange	\$32,737,667	\$2,549,956	\$500,000	\$2,500,000	\$38,287,623	2023	\$57,589,868	102,260,000
40-24		114th Street	University Avenue	S.H. 87 (new)	С	Widen Non-Freeway	\$3,877,704	\$1,467,102	\$100,000	\$250,000	\$5,694,806	2023	\$8,565,774	93,694,226
40-25	014R	114th Street	Milwaukee Avenue	Slide Road	С	Widen Non-Freeway	\$8,013,581	\$2,958,867	\$100,000	\$30,000	\$11,102,448	2023	\$16,699,614	76,994,612
40-26	022R	66th Street	U.S. 62/82	Iola Avenue	C	Widen Non-Freeway	\$880,586	\$380,000	\$100,000	\$360,000	\$1,720,586	2023	\$2,588,000	74,406,612
40-27	026R	University Avenue	114th Street	F.M. 1585	С	Widen Non-Freeway	\$4,496,974	\$1,687,750	\$115,000	\$180,000	\$6,479,724	2023	\$9,746,400	64,660,212
40-28	007R	98th Street	Milwaukee Avenue	Frankford Avenue	С	Widen Non-Freeway	\$4,009,290	\$1,488,346	\$100,000	\$30,000	\$5,627,636	2023	\$8,464,742	56,195,470
40-29	001R	114th Street	Slide (FM1730)	Quaker Avenue	C	Widen Non-Freeway	\$4,057,443	\$1,530,200	\$100,000	\$30,000	\$5,717,643	2023	\$8,600,125	47,595,345
40-30	040R	Milwaukee Avenue	Erskine Avenue	Ursuline Avenue	С	Widen Non-Freeway	\$3,713,415	\$1,589,366	\$100,000	\$30,000	\$5,432,781	2023	\$8,171,653	39,423,692
40-31	013R	114th Street	Indiana Avenue	University Ave.ue	С	Widen Non-Freeway	\$3,951,440	\$1,467,102	\$100,000	\$30,000	\$5,548,542	2023	\$8,345,774	31,077,918
40-32		Alcove Avenue	U.S. 62/82	98th Street	C	Widen Non-Freeway	\$2,325,792	\$957,500	\$100,000	\$740,000	\$4,123,292	2023	\$6,202,000	24,875,918
40-33	038R	82nd Street	IH 27	MLK	C	Widen Non-Freeway	\$3,386,312	\$1,392,500	\$100,000	\$1,110,000	\$5,988,812	2032	\$9,008,000	15,867,918
40-34		MLK	U.S. 84	82nd Street	С	Widen Non-Freeway	\$1,428,394	\$576,250	\$50,000	\$370,000	\$2,424,644	2023	\$3,647,000	12,220,918
40-35	023R	Frankford Avenue	114th Street	FM 1585	C	Widen Non-Freeway	\$2,680,845	\$1,012,650	\$115,500	\$180,000	\$3,988,995	2023	\$6,000,000	6,220,918
40-36		Southeast Drive	34th Street	50th Street	CI	Widen Non-Freeway	\$2,160,668	\$873,475	\$150,000	\$500,000	\$3,684,143	2023	\$5,541,460	679,458

2013-2016 TIP

2013-2016 TIP Proposed Amendment



Lubbock Metropolitan Transportation Plan Fiscal Year 2012-2040

Metropolitan Transportation Plan 2040 Illustrative Projects

LUBBOCK METROPOLITAN PLANNING ORGANIZATION 2012 - 2040 METROPOLITAN TRANSPORTATION PLAN

PLANNED IMPROVEMENTS FOR TRANSPORTATION INFRASTRUCTURE AND PUBLIC TRANSPORTATION DELIVERY

TAC Approved TPC Approved

4/3/2012 6/14/2012

Unconstrained Plan/Illustrative List

RANK	POINTS	NAME	TYPE	ENGR	UTILITIES	ROW	CONST	TOTAL COST
37	447	Ave P, 82nd to FM 1585 (021R)	Capacity	1,853,500	200,000	750,000	8,526,100	11,329,600
38	445	US 84 and Milwaukee intx (new Lubb Co)	Safety/Capacity	100,000	0	0	0	100,000
39	445	98th, Alcove to Upland (039R)	Capacity	932,500	100,000	740,000	4,289,500	6,062,000
40	441	W 50th and FM 179 intx (new Lubb Co)	Safety/Capacity	100,000	100,000	100,000	1,000,000	1,300,000
41	440	98th, Upland to Milwaukee (new)	Capacity	932,500	100,000	740,000	4,289,500	6,062,000
42	439	Municipal, Elder to Olive (new)	Capacity/Improvement	873,475	150,000	500,000	4,017,985	5,541,460
43	432	Ursuline, N Quaker to Clovis Rd (US 84) (032R part.)	Capacity	298,750	50,000	200,000	1,374,250	1,923,000
44	425	W 50th, FM 179 to CR 1300 (new Lubb Co)	Capacity	300,000	100,000	100,000	3,000,000	3,500,000
45	423	W 50th, FM 179 to Upland (new Lubb Co)	Capacity	600,000	100,000	100,000	6,000,000	6,800,000
46	422	Ursuline, N Milwaukee to N Slide (new)	Capacity	915,625	100,000	740,000	4,211,875	5,967,500
47	410	Bluefield (FM 2641) and Milwaukee intx (new Lubb Co)	Safety/Capacity	unknown	unknown	unknown	400,000	400,000
48	408	Ursuline, N Slide to N Quaker (031R)	Capacity	915,625	100,000	740,000	4,211,875	5,967,500
49	404	University, FM 1585 to Woodrow (015R part. Lubb Co)	Capacity/Improvement	100,000	100,000	100,000	1,000,000	1,300,000
50	401	Upland, 4th to 19th (new)	Capacity	957,500	100,000	740,000	4,404,500	6,202,000
51	402	MLK, 82nd to 98th (new Lubb Co)	Capacity/Improvement	100,000	100,000	100,000	1,000,000	1,300,000
52	399	Milwaukee, Ursuline to US 84 (new Lubb Co)	Capacity	300,000	200,000	200,000	3,000,000	3,700,000
53	399	Erskine, University to IH 27 (034R)	Capacity	1,368,875	100,000	300,000	6,296,825	8,065,700
54	385	Indiana, FM 1585 to Woodrow Rd (027R part. Lubb Co)	Capacity	500,000	100,000	100,000	5,000,000	5,700,000
55	368	66th, MLK to E Loop 289 (029R)	Capacity/Improvement	1,553,041	100,000	100,000	7,143,992	8,897,033
56	341	Upland, 19th to 66th (US 62/82) (new)	Capacity	3,207,812	300,000	2,405,000	14,755,937	20,668,749

RANK	POINTS	NAME	TYPE	ENGR	UTILITIES	ROW	CONST	TOTAL COST
57	325	Milwaukee and Marsha Sharp Fwy intx (citizen request)	Safety	1,200	0	0	1,200	2,400
58	illustrative	Loop 289, Slide (FM 1730) to IH 27 (042R)	Capacity/Improvement	100,000	0	0	0	100,000
59	illustrative	ITS various locations (IH 27 portion - 048R)	Safety	117,676	100,000	0	2,401,547	2,619,223
					Estimated Total Cost	of Unconstrained Trans	sportation Infrastructure	\$113,508,165

Metropolitan Transportation Plan 2040 Transit Projects

Citibus Financially Constrained Plan

FY 2012 - 2040	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY21 - FY25	FY26 - FY30	FY31 - FY35	FY36 - FY40
OPERATIONS													
Bus and paratransit service	\$ 10,800,000	\$ 11,100,000	\$ 11,400,000	\$ 11,700,000	\$ 12,000,000	\$ 12,300,000	\$ 12,600,000	\$ 12,900,000	\$ 13,200,000	\$ 70,500,000	\$ 78,000,000	\$ 85,500,000	\$ 93,000,000
Restore all service to 30 minute headways													
Add service to northwest Lubbock													
Add service to south Lubbock													
Add service to west Lubbock													
Add express service/P&R from south Lubbock													
Expand service hours													
Operations Subtotal	\$ 10,800,000	\$ 11,100,000	\$ 11,400,000	\$ 11,700,000	\$ 12,000,000	\$ 12,300,000	\$ 12,600,000	\$ 12,900,000	\$ 13,200,000	\$ 70,500,000	\$ 78,000,000	\$ 85,500,000	\$ 93,000,000
Federal Share	\$ 3,700,000	\$ 3,885,000	\$ 4,079,000	\$ 4,283,000	\$ 4,497,000	\$ 4,722,000	\$ 4,958,000	\$ 5,206,000	\$ 5,466,000	\$ 31,710,000	\$ 40,471,000	\$ 47,019,000	\$ 46,500,000
Local Share/Applied Revenue	\$ 7,100,000	\$ 7,215,000	\$ 7,321,000	\$ 7,417,000	\$ 7,503,000	\$ 7,578,000	\$ 7,642,000	\$ 7,694,000	\$ 7,734,000	\$ 38,790,000	\$ 37,529,000	\$ 38,481,000	\$ 46,500,000
CAPITAL													
Replace buses/vans*	\$ 2,000,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 12,500,000	\$ 12,500,000	\$ 12,500,000	\$ 12,500,000
Safety and security enhancements	\$ 61,600	\$ 63,400	\$ 65,300	\$ 67,300	\$ 69,300	\$ 71,400	\$ 73,500	\$ 75,700	\$ 78,000	\$ 426,400	\$ 494,500	\$ 573,000	\$ 664,000
Passenger amenities/public art/enhancements	\$ 35,000	\$ 36,100	\$ 37,200	\$ 38,300	\$ 39,400	\$ 40,600	\$ 41,800	\$ 43,100	\$ 44,400	\$ 242,800	\$ 281,300	\$ 325,900	\$ 377,700
Replace bus wash facility*									\$ 250,000		\$ 300,000		\$ 350,000
Admin/Maint office renovation/expansion*			\$ 2,000,000		\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 3,000,000			
Downtown Transfer Plaza renovation*		\$ 1,200,000					\$ 5,000,000						
Replace support vehicles	\$ 18,000				\$ 200,000						\$ 200,000		\$ 200,000
Replace shop truck					\$ 36,000						\$ 44,000		\$ 52,000
Miscellaneous capital items	\$ 100,000	\$ 105,000	\$ 110,300	\$ 115,800	\$ 121,600	\$ 127,700	\$ 134,100	\$ 140,800	\$ 147,800	\$ 858,000	\$ 1,095,100	\$ 1,397,200	\$ 1,782,900
Capital Subtotal	\$ 2,214,600	\$ 3,904,500	\$ 4,712,800	\$ 2,721,400	\$ 7,966,300	\$ 7,739,700	\$ 12,749,400	\$ 7,759,600	\$ 8,020,200	\$ 17,027,200	\$ 14,914,900	\$ 14,796,100	\$ 15,926,800
Federal Share	\$ 2,171,680	\$ 3,863,600	\$ 4,670,240	\$ 2,677,120	\$ 7,873,040	\$ 7,691,760	\$ 12,699,520	\$ 7,707,680	\$ 7,966,160	\$ 16,721,760	\$ 14,491,920	\$ 14,336,880	\$ 15,311,440
Local Share/Applied Revenue	\$ 42,920	\$ 40,900	\$ 42,560	\$ 44,280	\$ 93,260	\$ 47,940	\$ 49,880	\$ 51,920	\$ 54,040	\$ 305,440	\$ 422,980	\$ 459,220	\$ 615,360
TECHNOLOGY													
Update computer equipment/software	\$ 90,000	\$ 40,000	\$ 42,000	\$ 44,000	\$ 46,000	\$ 48,000	\$ 50,000	\$ 52,000	\$ 54,000	\$ 300,000	\$ 350,000	\$ 400,000	\$ 450,000
Security cameras on buses/facility						\$ 700,000						\$ -	
Farebox system upgrade			\$ 140,000							\$ 160,000		\$ 180,000	
Upgrade/replace phone system			\$ 25,000						\$ 35,000		\$ 45,000	\$ 55,000	\$ 65,000
Technology Subtotal	\$ 90,000	\$ 40,000		\$ 44,000	\$ 46,000	\$ 748,000	\$ 50,000	\$ 52,000		\$ 460,000		\$ 635,000	\$ 515,000
Federal Share	\$ 72,000			\$ 35,200	\$ 36,800	\$ 598,400	\$ 40,000	\$ 41,600	\$ 71,200	\$ 368,000		\$ 508,000	\$ 412,000
Local Share/Applied Revenue	\$ 18,000	\$ 8,000	\$ 41,400	\$ 8,800	\$ 9,200	\$ 149,600	\$ 10,000	\$ 10,400	\$ 17,800	\$ 92,000	\$ 79,000	\$ 127,000	\$ 103,000
PLANNING													
Fixed route system analysis*		\$ 100,000					\$ 125,000			\$ 150,000	\$ 175,000	\$ 200,000	\$ 225,000
Planning Subtotal	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 125,000	\$ -	\$ -	\$ 150,000	\$ 175,000	\$ 200,000	\$ 225,000
Federal Share	\$ -	\$ 100,000		\$ -	\$ -	\$ -	\$ 125,000		\$ -	\$ 150,000	\$ 175,000	\$ 200,000	\$ 225,000
Local Share/Applied Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ANNUAL TOTALS			<u> </u>										
Cumulative Totals	\$ 13,104,600	\$ 15,144,500	\$ 16,319,800	\$ 14,465,400	\$ 20,012,300	\$ 20,787,700	\$ 25,524,400	\$ 20,711,600	\$ 21,309,200	\$ 88,137,200	\$ 93,484,900	\$ 101,131,100	\$ 109,666,800
Federal Share	\$ 5,943,680			\$ 6,995,320	\$ 12,406,840		\$ 17,822,520		\$ 13,503,360	\$ 48,949,760	\$ 55,453,920		\$ 62,448,440
Local Share/Applied Revenue	, -,,	, ,,	1 -/- /	\$ 7,470,080	, ,,-	1 -/- /	, ,- ,	\$ 7,756,320	, -,,	, -,,	1,,-	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	\$ 47,218,360
2000 Charles of Applica Hereinac	, ,,,,	+ -,=55,500	+ .,,,,,,,	+ .,,,,,,,	+ .,555,100	+ -,,540	+ .,,500	+ .,,520	,555,546	+ 30,20.,140	+ 55,555,500	, 00,00.,220	,,

^{*} denotes project eligible for Transportation Development Credits

Citibus Financially Constrained Plan

FY 2012 - 2040	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
OPERATIONS															
Bus and paratransit service	\$ 10,800,000	\$ 11,100,000	\$ 11,400,000	\$ 11,700,000	\$ 12,000,000	\$ 12,300,000	\$ 12,600,000	\$ 12,900,000	\$ 13,200,000	\$ 13,500,000	\$ 13,800,000	\$ 14,100,000	\$ 14,400,000	\$ 14,700,000	\$ 15,000,000
Restore all service to 30 minute headways															
Add service to northwest Lubbock															
Add service to south Lubbock															
Add service to west Lubbock															
Add express service/P&R from south Lubbock															
Expand service hours															
Operations Subtotal	\$ 10,800,000	\$ 11,100,000	\$ 11,400,000	\$ 11,700,000	\$ 12,000,000	\$ 12,300,000	\$ 12,600,000	\$ 12,900,000	\$ 13,200,000	\$ 13,500,000	\$ 13,800,000	\$ 14,100,000	\$ 14,400,000	\$ 14,700,000	\$ 15,000,000
Federal Share	\$ 3,700,000	\$ 3,885,000	\$ 4,079,000	\$ 4,283,000	\$ 4,497,000	\$ 4,722,000	\$ 4,958,000	\$ 5,206,000	\$ 5,466,000	\$ 5,739,000	\$ 6,026,000	\$ 6,327,000	\$ 6,643,000	\$ 6,975,000	\$ 7,324,000
Local Share/Applied Revenue	\$ 7,100,000	\$ 7,215,000	\$ 7,321,000	\$ 7,417,000	\$ 7,503,000	\$ 7,578,000	\$ 7,642,000	\$ 7,694,000	\$ 7,734,000	\$ 7,761,000	\$ 7,774,000	\$ 7,773,000	\$ 7,757,000	\$ 7,725,000	\$ 7,676,000
CAPITAL															
Replace buses/vans*	\$ 2,000,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000
Safety and security enhancements	\$ 61,600	\$ 63,400	\$ 65,300	\$ 67,300	\$ 69,300	\$ 71,400	\$ 73,500	\$ 75,700	\$ 78,000	\$ 80,300	\$ 82,700	\$ 85,200	\$ 87,800	\$ 90,400	\$ 93,100
Passenger amenities/public art/enhancements	\$ 35,000	\$ 36,100	\$ 37,200	\$ 38,300	\$ 39,400	\$ 40,600	\$ 41,800	\$ 43,100	\$ 44,400	\$ 45,700	\$ 47,100	\$ 48,500	\$ 50,000	\$ 51,500	\$ 53,000
Replace bus wash facility*									\$ 250,000						
Admin/Maint office renovation/expansion*			\$ 2,000,000		\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 3,000,000					
Downtown Transfer Plaza renovation*		\$ 1,200,000					\$ 5,000,000								
Replace support vehicles	\$ 18,000				\$ 200,000										\$ 200,000
Replace shop truck					\$ 36,000										\$ 44,000
Miscellaneous capital items	\$ 100,000	\$ 105,000	\$ 110,300	\$ 115,800	\$ 121,600	\$ 127,700	\$ 134,100	\$ 140,800	\$ 147,800	\$ 155,200	\$ 163,000	\$ 171,200	\$ 179,800	\$ 188,800	\$ 198,200
Capital Subtotal	\$ 2,214,600	\$ 3,904,500	\$ 4,712,800	\$ 2,721,400	\$ 7,966,300	\$ 7,739,700	\$ 12,749,400	\$ 7,759,600	\$ 8,020,200	\$ 5,781,200	\$ 2,792,800	\$ 2,804,900	\$ 2,817,600	\$ 2,830,700	\$ 3,088,300
Federal Share	\$ 2,171,680	\$ 3,863,600	\$ 4,670,240	\$ 2,677,120	\$ 7,873,040	\$ 7,691,760	\$ 12,699,520	\$ 7,707,680	\$ 7,966,160	\$ 5,724,960	\$ 2,734,240	\$ 2,743,920	\$ 2,754,080	\$ 2,764,560	\$ 2,970,640
Local Share/Applied Revenue	\$ 42,920	\$ 40,900	\$ 42,560	\$ 44,280	\$ 93,260	\$ 47,940	\$ 49,880	\$ 51,920	\$ 54,040	\$ 56,240	\$ 58,560	\$ 60,980	\$ 63,520	\$ 66,140	\$ 117,660
TECHNOLOGY															
Update computer equipment/software	\$ 90,000	\$ 40,000	\$ 42,000	\$ 44,000	\$ 46,000	\$ 48,000	\$ 50,000	\$ 52,000	\$ 54,000	\$ 56,000	\$ 58,000	\$ 60,000	\$ 62,000	\$ 64,000	\$ 66,000
Security cameras on buses/facility			Í	•		\$ 700,000						,			
Farebox system upgrade			\$ 140,000										\$ 160,000		
Upgrade/replace phone system			\$ 25,000						\$ 35,000						\$ 45,000
Technology Subtotal	\$ 90,000	\$ 40,000		\$ 44,000	\$ 46,000	\$ 748,000	\$ 50,000	\$ 52,000	\$ 89,000	\$ 56,000	\$ 58,000	\$ 60,000	\$ 222,000	\$ 64,000	\$ 111,000
Federal Share	\$ 72,000	-	-	\$ 35,200	\$ 36,800	\$ 598,400	\$ 40,000	\$ 41,600		\$ 44,800	\$ 46,400	1	\$ 177,600		
Local Share/Applied Revenue	\$ 18,000	\$ 8,000	\$ 41,400		\$ 9,200		\$ 10,000	\$ 10,400	\$ 17,800	\$ 11,200		1	\$ 44,400	\$ 12,800	
PLANNING															
Fixed route system analysis*		\$ 100,000					\$ 125,000					\$ 150,000			
Planning Subtotal	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 125,000	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ -
Federal Share		\$ 100,000		\$ -	\$ -	\$ -	\$ 125,000		\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -
Local Share/Applied Revenue		\$ -	'	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ANNUAL TOTALS	T	T	т	7	т	7	т	т	т	T	T	7	7	T	T
Cumulative Totals	\$ 13 104 600	\$ 15 1// 500	\$ 16 310 900	\$ 14.465.400	\$ 20 012 200	\$ 20 787 700	\$ 25 524 400	\$ 20 711 600	\$ 21 200 200	\$ 10 227 200	\$ 16 650 900	\$ 17 11/ 000	\$ 17 /20 600	\$ 17 594 700	\$ 18 100 200
Cumulative Totals Federal Share		\$ 15,144,500					\$ 25,524,400					\$ 17,114,900			
Local Share/Applied Revenue	, -,,	, ,,	1 -/- /	, -,,-	, ,,	1 -/- /	, ,- ,	, ,,	, -,,	, ,,	, -,,-	, -,,-	, ,, ,	, ,	,,
Local Share/Applied Revenue	\$ 7,10U,92U	۶ /,203,900	۶ /,404,960	۶ /,4/0,080	7,005,460 ¢	۶ /,//۵,540	3 /,/UI,88U	ş 7,750,320	γ /,805,840	۶ /,828,440	۶ /,844,160	۶ /,845,980 ç	7,804,920 ج	۶ /,803,940	\$ 7,815,860

^{*} denotes project eligible for Transportation Development Credits

Citibus Financially Constrained Plan	Page 2													
FY 2012 - 2040	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040
OPERATIONS														
Bus and paratransit service	\$ 15,300,000	\$ 15,600,000	\$ 15.900.000	\$ 16,200,000	\$ 16,500,000	\$ 16,800,000	\$ 17.100.000	\$ 17,400,000	\$ 17,700,000	\$ 18,000,000	\$ 18,300,000	\$ 18,600,000	\$ 18,900,000	\$ 19.200.000
Restore all service to 30 minute headways	+ ==,==,==	+ ==/==/	+ ==,===,===	+ ==,===,===	7 ==,===,===	+ ==,==,===	+ =:,===,===	7 21,100,000	7 =: 7: 00,000	+ ==,===,===	+ ==,===,===	+ ==,===,===	+ ==,===,===	+ ==,===,===
Add service to northwest Lubbock														
Add service to south Lubbock														
Add service to west Lubbock														
Add express service/P&R from south Lubbock														
Expand service hours														
Operations Subtotal	\$ 15,300,000	\$ 15,600,000	\$ 15,900,000	\$ 16,200,000	\$ 16,500,000	\$ 16,800,000	\$ 17,100,000	\$ 17,400,000	\$ 17,700,000	\$ 18,000,000	\$ 18,300,000	\$ 18,600,000	\$ 18,900,000	\$ 19,200,000
Federal Share	\$ 7,690,000	\$ 8,075,000	\$ 8,479,000	\$ 8,903,000	\$ 9,348,000	\$ 9,815,000	\$ 10,306,000	\$ 8,700,000	\$ 8,850,000	\$ 9,000,000	\$ 9,150,000	\$ 9,300,000	\$ 9,450,000	\$ 9,600,000
Local Share/Applied Revenue	\$ 7,610,000	\$ 7,525,000	\$ 7,421,000	\$ 7,297,000	\$ 7,152,000	\$ 6,985,000	\$ 6,794,000	\$ 8,700,000	\$ 8,850,000	\$ 9,000,000	\$ 9,150,000	\$ 9,300,000	\$ 9,450,000	\$ 9,600,000
CAPITAL														
Replace buses/vans*	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000
Safety and security enhancements	\$ 95,900	\$ 98,800	\$ 101,800	\$ 104,900	\$ 108,000	\$ 111,200	\$ 114,500	\$ 117,900	\$ 121,400	\$ 125,000		\$ 132,700	\$ 136,700	\$ 140,800
Passenger amenities/public art/enhancements	\$ 54,600	\$ 56,200	\$ 57,900	\$ 59,600	\$ 61,400	\$ 63,200	\$ 65,100	\$ 67,100	\$ 69,100	\$ 71,200	\$ 73,300	\$ 75,500	\$ 77,800	\$ 80,100
Replace bus wash facility*				\$ 300,000		,	,	,	, ,	,				\$ 350,000
Admin/Maint office renovation/expansion*														
Downtown Transfer Plaza renovation*														
Replace support vehicles										\$ 200,000				
Replace shop truck										\$ 52,000				
Miscellaneous capital items	\$ 208,100	\$ 218,500	\$ 229,400	\$ 240,900	\$ 252,900	\$ 265,500	\$ 278,800	\$ 292,700	\$ 307,300	\$ 322,700	\$ 338,800	\$ 355,700	\$ 373,500	\$ 392,200
Capital Subtotal	\$ 2,858,600	\$ 2,873,500	\$ 2,889,100	\$ 3,205,400	\$ 2,922,300	\$ 2,939,900	\$ 2,958,400	\$ 2,977,700	\$ 2,997,800	\$ 3,270,900	\$ 3,040,900	\$ 3,063,900	\$ 3,088,000	\$ 3,463,100
Federal Share	\$ 2,786,880	\$ 2,798,800	\$ 2,811,280	\$ 3,124,320	\$ 2,837,840	\$ 2,851,920	\$ 2,866,720	\$ 2,882,160	\$ 2,898,240	\$ 3,116,720	\$ 2,932,720	\$ 2,951,120	\$ 2,970,400	\$ 3,340,480
Local Share/Applied Revenue	\$ 71,720	\$ 74,700	\$ 77,820	\$ 81,080	\$ 84,460	\$ 87,980	\$ 91,680	\$ 95,540	\$ 99,560	\$ 154,180	\$ 108,180	\$ 112,780	\$ 117,600	\$ 122,620
TECHNOLOGY														
Update computer equipment/software	\$ 68,000	\$ 70,000	\$ 72,000	\$ 74,000	\$ 76,000	\$ 78,000	\$ 80,000	\$ 82,000	\$ 84,000	\$ 86,000	\$ 88,000	\$ 90,000	\$ 92,000	\$ 94,000
Security cameras on buses/facility														
Farebox system upgrade								\$ 180,000						
Upgrade/replace phone system						\$ 55,000						\$ 65,000		
Technology Subtotal	\$ 68,000	\$ 70,000	\$ 72,000	\$ 74,000	\$ 76,000	\$ 133,000	\$ 80,000	\$ 262,000	\$ 84,000	\$ 86,000	\$ 88,000	\$ 155,000	\$ 92,000	\$ 94,000
Federal Share	\$ 54,400	\$ 56,000	\$ 57,600	\$ 59,200	\$ 60,800	\$ 106,400	\$ 64,000	\$ 209,600	\$ 67,200	\$ 68,800	\$ 70,400	\$ 124,000	\$ 73,600	\$ 75,200
Local Share/Applied Revenue	\$ 13,600	\$ 14,000	\$ 14,400	\$ 14,800	\$ 15,200	\$ 26,600	\$ 16,000	\$ 52,400	\$ 16,800	\$ 17,200	\$ 17,600	\$ 31,000	\$ 18,400	\$ 18,800
PLANNING														
Fixed route system analysis*		\$ 175,000					\$ 200,000					\$ 225,000		
Planning Subtotal	\$ -	\$ 175,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 225,000	\$ -	\$ -
Federal Share	\$ -	\$ 175,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 225,000	\$ -	\$ -
Local Share/Applied Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ANNUAL TOTALS			<u> </u>									<u></u>		
Cumulative Totals	\$ 18,226,600	\$ 18,718,500	\$ 18,861,100	\$ 19,479,400	\$ 19,498,300	\$ 19,872,900	\$ 20.338.400	\$ 20,639,700	\$ 20,781,800	\$ 21,356,900	\$ 21,428,900	\$ 22,043,900	\$ 22,080,000	\$ 22,757,100
Federal Share	\$ 10,531,280		\$ 11.347.880	\$ 12,086,520		\$ 12,773,320		\$ 11.791.760		\$ 12.185.520		\$ 12,600,120	\$ 12,494,000	
Local Share/Applied Revenue	1 -/ /	, , , , , , , , , , , , , , , , , , , ,	1 1- 1	, ,,-	, , ,, ,,	, , -,	1 -,, -	. , . ,	1 // -	, ,,-	1 // -	, , , , ,	, , , , ,	1 -//
* denotes project eligible for Transportation Development Credits	, 1,555,520	, 1,110,100	, -,,	, 1,552,550	, :,===,==	, 1,100,000	, 2,202,000	, -, ,- 10	, =,===,===	,=,-,-,-	,,	, -, -, -, -, -, -	, 2,200,000	, -, -, -, -

^{*} denotes project eligible for Transportation Development Credits

FY 2012 - 2040	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
OPERATIONS															
Bus and paratransit service	\$ 10,800,000	\$ 11,100,000	\$ 11,400,000	\$ 11,700,000	\$ 12,000,000	\$ 12,300,000	\$ 12,600,000	\$ 12,900,000	\$ 13,200,000	\$ 13,500,000	\$ 13,800,000	\$ 14,100,000	\$ 14,400,000	\$ 14,700,000	\$ 15,000,000
Restore all service to 30 minute headways					\$ 687,000	\$ 707,600	\$ 728,800	\$ 750,700	\$ 773,200	\$ 796,400	\$ 820,300	\$ 844,900	\$ 870,200	\$ 896,300	\$ 923,200
Add service to northwest Lubbock						\$ 370,000	\$ 385,000	\$ 400,000	\$ 415,000	\$ 430,000	\$ 445,000	\$ 460,000	\$ 475,000	\$ 490,000	\$ 505,000
Add service to south Lubbock						\$ 385,000	\$ 400,000	\$ 415,000	\$ 430,000	\$ 445,000	\$ 460,000	\$ 475,000	\$ 490,000	\$ 505,000	\$ 520,000
Add service to west Lubbock						\$ 385,000	\$ 400,000	\$ 415,000	\$ 430,000	\$ 445,000	\$ 460,000	\$ 475,000	\$ 490,000	\$ 505,000	\$ 520,000
Add express service/P&R from south Lubbock			\$ 450,000	\$ 455,000	\$ 460,000	\$ 465,000	\$ 470,000	\$ 475,000	\$ 480,000	\$ 485,000	\$ 490,000	\$ 495,000	\$ 500,000	\$ 505,000	\$ 510,000
Expand service hours			\$ 300,000	\$ 309,000	\$ 318,300	\$ 327,800	\$ 337,600	\$ 347,700	\$ 358,100	\$ 368,800	\$ 379,900	\$ 391,300	\$ 403,000	\$ 415,100	\$ 427,600
Operations Subtotal	\$ 10,800,000	\$ 11,100,000	\$ 12,150,000	\$ 12,464,000	\$ 13,465,300	\$ 14,940,400	\$ 15,321,400	\$ 15,703,400	\$ 16,086,300	\$ 16,470,200	\$ 16,855,200	\$ 17,241,200	\$ 17,628,200	\$ 18,016,400	\$ 18,405,800
Federal Share	\$ 3,700,000	\$ 3,885,000	\$ 4,079,000	\$ 4,283,000	\$ 4,497,000	\$ 4,722,000	\$ 4,958,000	\$ 5,206,000	\$ 5,466,000	\$ 5,739,000	\$ 6,026,000	\$ 6,327,000	\$ 6,643,000	\$ 6,975,000	\$ 7,324,000
Local Share/Applied Revenue	\$ 7,100,000	\$ 7,215,000	\$ 8,071,000	\$ 8,181,000	\$ 8,968,300	\$ 10,218,400	\$ 10,363,400	\$ 10,497,400	\$ 10,620,300	\$ 10,731,200	\$ 10,829,200	\$ 10,914,200	\$ 10,985,200	\$ 11,041,400	\$ 11,081,800
CAPITAL															
Replace buses/vans*	\$ 2,000,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000
Safety and security enhancements	\$ 61,600	\$ 63,400	\$ 65,300	\$ 67,300	\$ 69,300	\$ 71,400	\$ 73,500	\$ 75,700	\$ 78,000	\$ 80,300	\$ 82,700	\$ 85,200	\$ 87,800	\$ 90,400	\$ 93,100
Passenger amenities/public art/enhancements	\$ 35,000	\$ 36,100	\$ 37,200	\$ 38,300	\$ 39,400	\$ 40,600	\$ 41,800	\$ 43,100	\$ 44,400	\$ 45,700	\$ 47,100	\$ 48,500	\$ 50,000	\$ 51,500	\$ 53,000
Replace bus wash facility*									\$ 250,000						
Admin/Maint office renovation/expansion*			\$ 2,000,000		\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 5,000,000	\$ 3,000,000					
Downtown Transfer Plaza renovation*		\$ 1,200,000					\$ 5,000,000								
Replace support vehicles	\$ 18,000				\$ 200,000										\$ 200,000
Replace shop truck					\$ 36,000										\$ 44,000
Miscellaneous capital items	\$ 100,000	\$ 105,000	\$ 110,300	\$ 115,800	\$ 121,600	\$ 127,700	\$ 134,100	\$ 140,800	\$ 147,800	\$ 155,200	\$ 163,000	\$ 171,200	\$ 179,800	\$ 188,800	\$ 198,200
Capital Subtotal	\$ 2,214,600	\$ 3,904,500	\$ 4,712,800	\$ 2,721,400	\$ 7,966,300	\$ 7,739,700	\$ 12,749,400	\$ 7,759,600	\$ 8,020,200	\$ 5,781,200	\$ 2,792,800	\$ 2,804,900	\$ 2,817,600	\$ 2,830,700	\$ 3,088,300
Federal Share	\$ 2,171,680	\$ 3,863,600	\$ 4,670,240	\$ 2,677,120	\$ 7,873,040	\$ 7,691,760	\$ 12,699,520	\$ 7,707,680	\$ 7,966,160	\$ 5,724,960	\$ 2,734,240	\$ 2,743,920	\$ 2,754,080	\$ 2,764,560	\$ 2,970,640
Local Share/Applied Revenue	\$ 42,920	\$ 40,900	\$ 42,560	\$ 44,280	\$ 93,260	\$ 47,940	\$ 49,880	\$ 51,920	\$ 54,040	\$ 56,240	\$ 58,560	\$ 60,980	\$ 63,520	\$ 66,140	\$ 117,660
TECHNOLOGY															
Update computer equipment/software	\$ 90,000	\$ 40,000	\$ 42,000	\$ 44,000	\$ 46,000	\$ 48,000	\$ 50,000	\$ 52,000	\$ 54,000	\$ 56,000	\$ 58,000	\$ 60,000	\$ 62,000	\$ 64,000	\$ 66,000
Security cameras on buses/facility	, , , , , , ,	, ,,,,,,,	, ,,,,,,,	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	, ,,,,,,	\$ 700,000	, , , , , , ,	, , , , , , , , , , , , , , , , , , , ,	, , , , , ,	1	1	1	, , , , , , , ,	, ,,,,,,,,,	
Farebox system upgrade			\$ 140,000										\$ 160,000		
Upgrade/replace phone system			\$ 25,000						\$ 35,000				· · · · · ·		\$ 45,000
Technology Subtotal	\$ 90,000	\$ 40,000	\$ 207,000	\$ 44,000	\$ 46,000	\$ 748,000	\$ 50,000	\$ 52,000	\$ 89,000	\$ 56,000	\$ 58,000	\$ 60,000	\$ 222,000	\$ 64,000	
Federal Share	\$ 72,000	\$ 32,000	\$ 165,600	\$ 35,200	\$ 36,800	\$ 598,400	\$ 40,000	\$ 41,600	\$ 71,200	\$ 44,800	\$ 46,400	\$ 48,000	\$ 177,600	\$ 51,200	\$ 88,800
Local Share/Applied Revenue	\$ 18,000	\$ 8,000	\$ 41,400	\$ 8,800	\$ 9,200	\$ 149,600	\$ 10,000	\$ 10,400	\$ 17,800	\$ 11,200		\$ 12,000	\$ 44,400	\$ 12,800	\$ 22,200
PLANNING	•			,				•	,		,	,	•		, ,
Fixed route system analysis*		\$ 100,000					\$ 125,000					\$ 150,000			
	Ś -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 125,000	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ -
Federal Share	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 125,000	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ -	\$ -
Local Share/Applied Revenue	Υ	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ANNUAL TOTALS	T	7	T	T	T	T	7	T	7	T	T	7	*	7	7
Cumulative Totals	\$ 12 104 600	\$ 15 144 E00	\$ 17,069,800	\$ 15 220 400	\$ 21 /77 600	\$ 22 //20 100	\$ 28,245,800	\$ 22 515 000	\$ 24 105 500	\$ 22 207 400	\$ 10 706 000	\$ 20 256 100	\$ 20 667 900	\$ 20,911,100	\$ 21 ENE 100
	\$ 13,104,600		\$ 17,069,800	\$ 15,229,400			\$ 28,245,800	· · · · ·		· · · · · ·			\$ 20,667,800	\$ 20,911,100	
Local Share/Applied Revenue				<u> </u>			\$ 17,822,520	<u> </u>		<u> </u>			<u> </u>	\$ 9,790,760	
* denotes project eligible for Transportation Development Credits	\$ 1,10U,92U	7,203,900 ب	φ 0,104,90U	0,234,080 ج	φ 3,070,700	ع 10,415,940 <i>چ</i>	2 10,423,280 ج	10,555,720 ج	ع 10,092,140 ب	4 10,738,040 ج	005,550,01 ל	\$ 10,787,18U	\$ 11,093,120	۶ 11,120, 3 40	\$ 11,221,06U

^{*} denotes project eligible for Transportation Development Credits

Citibus Non-Financially Constrained Plan | Page 2

Citibus Non-Financially Constrained Plan	Page 2													
FY 2012 - 2040	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	FY 2036	FY 2037	FY 2038	FY 2039	FY 2040
OPERATIONS														
Bus and paratransit service	\$ 15,300,000	\$ 15,600,000	\$ 15,900,000	\$ 16,200,000	\$ 16,500,000	\$ 16,800,000	\$ 17,100,000	\$ 17,400,000	\$ 17,700,000	\$ 18,000,000	\$ 18,300,000	\$ 18,600,000	\$ 18,900,000	\$ 19,200,000
Restore all service to 30 minute headways	\$ 950,900	\$ 979,400	\$ 1,008,800	\$ 1,039,100	\$ 1,070,300	\$ 1,102,400	\$ 1,135,500	\$ 1,169,600	\$ 1,204,700	\$ 1,240,800	\$ 1,278,000	\$ 1,316,300	\$ 1,355,800	\$ 1,396,500
Add service to northwest Lubbock	\$ 520,000	\$ 535,000	\$ 550,000	\$ 565,000	\$ 580,000	\$ 595,000	\$ 610,000	\$ 625,000	\$ 640,000	\$ 655,000	\$ 670,000	\$ 685,000	\$ 700,000	\$ 715,000
Add service to south Lubbock	\$ 535,000	\$ 550,000	\$ 565,000	\$ 580,000	\$ 595,000	\$ 610,000	\$ 625,000	\$ 640,000	\$ 655,000	\$ 670,000	\$ 685,000	\$ 700,000	\$ 715,000	\$ 730,000
Add service to west Lubbock	\$ 535,000	\$ 550,000	\$ 565,000	\$ 580,000	\$ 595,000	\$ 610,000	\$ 625,000	\$ 640,000	\$ 655,000	\$ 670,000	\$ 685,000	\$ 700,000	\$ 715,000	\$ 730,000
Add express service/P&R from south Lubbock	\$ 515,000	\$ 520,000	\$ 525,000	\$ 530,000	\$ 535,000	\$ 540,000	\$ 545,000	\$ 550,000	\$ 555,000	\$ 560,000	\$ 565,000	\$ 570,000	\$ 575,000	\$ 580,000
Expand service hours	\$ 440,400	\$ 453,600	\$ 467,200	\$ 481,200	\$ 495,600	\$ 510,500	\$ 525,800	\$ 541,600	\$ 557,800	\$ 574,500	\$ 591,700	\$ 609,500	\$ 627,800	\$ 646,600
Operations Subtotal	\$ 18,796,300	\$ 19,188,000	\$ 19,581,000	\$ 19,975,300	\$ 20,370,900	\$ 20,767,900	\$ 21,166,300	\$ 21,566,200	\$ 21,967,500	\$ 22,370,300	\$ 22,774,700	\$ 23,180,800	\$ 23,588,600	\$ 23,998,100
Federal Share	\$ 7,690,000	\$ 8,075,000	\$ 8,479,000	\$ 8,903,000	\$ 9,348,000	\$ 9,815,000	\$ 10,306,000	\$ 10,783,100	\$ 10,983,750	\$ 11,185,150	\$ 11,387,350	\$ 11,590,400		\$ 11,999,050
Local Share/Applied Revenue	\$ 11,106,300	\$ 11,113,000	\$ 11,102,000	\$ 11,072,300	\$ 11,022,900	\$ 10,952,900	\$ 10,860,300	\$ 10,783,100	\$ 10,983,750	\$ 11,185,150	\$ 11,387,350	\$ 11,590,400	\$ 11,794,300	\$ 11,999,050
CAPITAL														
Replace buses/vans*	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000
Safety and security enhancements	\$ 95,900	\$ 98,800	\$ 101,800	\$ 104,900	\$ 108,000	\$ 111,200	\$ 114,500	\$ 117,900	\$ 121,400	\$ 125,000	\$ 128,800	\$ 132,700	\$ 136,700	\$ 140,800
Passenger amenities/public art/enhancements	\$ 54,600	\$ 56,200	\$ 57,900	\$ 59,600	\$ 61,400	\$ 63,200	\$ 65,100	\$ 67,100	\$ 69,100	\$ 71,200	\$ 73,300	\$ 75,500	\$ 77,800	\$ 80,100
Replace bus wash facility*				\$ 300,000										\$ 350,000
Admin/Maint office renovation/expansion*														
Downtown Transfer Plaza renovation*														
Replace support vehicles										\$ 200,000				
Replace shop truck										\$ 52,000				
Miscellaneous capital items	\$ 208,100	\$ 218,500	\$ 229,400	\$ 240,900	\$ 252,900	\$ 265,500	\$ 278,800	\$ 292,700	\$ 307,300	\$ 322,700	\$ 338,800	\$ 355,700	\$ 373,500	\$ 392,200
Capital Subtotal	\$ 2,858,600	\$ 2,873,500	\$ 2,889,100	\$ 3,205,400	\$ 2,922,300	\$ 2,939,900	\$ 2,958,400	\$ 2,977,700	\$ 2,997,800	\$ 3,270,900	\$ 3,040,900	\$ 3,063,900	\$ 3,088,000	\$ 3,463,100
Federal Share	\$ 2,786,880	\$ 2,798,800	\$ 2,811,280	\$ 3,124,320	\$ 2,837,840	\$ 2,851,920	\$ 2,866,720	\$ 2,882,160	\$ 2,898,240	\$ 3,116,720	\$ 2,932,720	\$ 2,951,120	\$ 2,970,400	\$ 3,340,480
Local Share/Applied Revenue	\$ 71,720	\$ 74,700	\$ 77,820	\$ 81,080	\$ 84,460	\$ 87,980	\$ 91,680	\$ 95,540	\$ 99,560	\$ 154,180	\$ 108,180	\$ 112,780	\$ 117,600	\$ 122,620
TECHNOLOGY														
Update computer equipment/software	\$ 68,000	\$ 70,000	\$ 72,000	\$ 74,000	\$ 76,000	\$ 78,000	\$ 80,000	\$ 82,000	\$ 84,000	\$ 86,000	\$ 88,000	\$ 90,000	\$ 92,000	\$ 94,000
Security cameras on buses/facility													<u> </u>	
Farebox system upgrade								\$ 180,000						
Upgrade/replace phone system						\$ 55,000						\$ 65,000	<u> </u>	
Technology Subtotal	\$ 68,000	\$ 70,000	\$ 72,000	\$ 74,000	\$ 76,000	\$ 133,000	\$ 80,000	\$ 262,000	\$ 84,000	\$ 86,000	\$ 88,000	\$ 155,000	\$ 92,000	\$ 94,000
Federal Share	\$ 54,400	\$ 56,000	\$ 57,600	\$ 59,200	\$ 60,800	\$ 106,400	\$ 64,000	\$ 209,600	\$ 67,200	\$ 68,800	\$ 70,400	\$ 124,000	\$ 73,600	\$ 75,200
Local Share/Applied Revenue	\$ 13,600	\$ 14,000	\$ 14,400	\$ 14,800	\$ 15,200	\$ 26,600	\$ 16,000	\$ 52,400	\$ 16,800	\$ 17,200	\$ 17,600	\$ 31,000	\$ 18,400	\$ 18,800
PLANNING														
Fixed route system analysis*		\$ 175,000					\$ 200,000					\$ 225,000	1	
Planning Subtotal	\$ -	\$ 175,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 225,000	\$ -	\$ -
Federal Share	\$ -	\$ 175,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 225,000	\$ -	\$ -
Local Share/Applied Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ANNUAL TOTALS														
Cumulative Totals	\$ 21,722,900	\$ 22,306,500	\$ 22,542,100	\$ 23,254,700	\$ 23,369,200	\$ 23,840,800	\$ 24,404,700	\$ 24,805,900	\$ 25,049,300	\$ 25,727,200	\$ 25,903,600	\$ 26,624,700	\$ 26,768,600	\$ 27,555,200
Federal Share	\$ 10,531,280				\$ 12,246,640		\$ 13,436,720				\$ 14,390,470			
Local Share/Applied Revenue	\$ 11,191,620	\$ 11,201,700	\$ 11,194,220	\$ 11,168,180	\$ 11,122,560	\$ 11,067,480	\$ 10,967,980	\$ 10,931,040	\$ 11,100,110	\$ 11,356,530	\$ 11,513,130	\$ 11,734,180		
* denotes project eligible for Transportation Development Credits														

^{*} denotes project eligible for Transportation Development Credits

Appendix 1 Public Comments



Lubbock Metropolitan Planning Organization

Working Together









Public Meeting

Draft FY 2013 Unified Planning Work Program and Draft 2040 Metropolitan Transportation Plan for the Lubbock Metropolitan Planning Area

August 7, 2012 - 4:00 p.m. to 6:00 p.m. **Citibus Downtown Transfer Center, 801 Broadway**









Name	Address	ZIP	Email Address	Comment?
Bist Schwartz	TXDOT			No
Annie Behn!	le Lebio Quack	er 79413	angela behnke @thuhsc.edu	,
Kristi Louder	- 6610 Quaker	79418	36	
JERRY CASH		79382	ienne Cas (@ txdst. gov	No
TRAVIS WATE		79401	jerry. Cas (Q. txdst. gov Enathers @ citibers. com	No
Tera Dave		79424		10
Acc Hie both	my 1301 Ave A	794123	2	
S Havan Bot	tons 13 01 Ave 1	1 79423		
manes Herd				
				1



June 29, 2012

H. David Jones, Director **Lubbock Metropolitan Planning Organization** 916 Main Street, Suite 445 Lubbock, Texas 79401

Re: Endorsement of Proposed Bicycle Paths 2012

Mr. Jones:

LHUCA (The Louise Hopkins Underwood Center for the Arts) endorses efforts to make Central Lubbock more pedestrian and bicycle friendly. We are particularly supportive of the proposed modification and extension of the Glenna Goodacre Boulevard, connecting the Civic and Cultural District to Texas Tech University. We currently have many individuals that bicycle to LHUCA on a regular basis to attend classes and cultural activities, such as the First Friday Art Trail.

We welcome the designation of Avenue J as a bicycle path, extending through our campus and across 4th Street with a pedestrian/bicycle bridge connecting downtown to the Guadalupe Neighborhood and the Canyon Lake system. The proposed bridge and path under the railroad and Marsha Sharp Freeway would offer a safe connection for current users and enhance future revitalization efforts of this area.

Established fifteen years ago, LHUCA has made great strides in revitalizing the northern corridor of downtown Lubbock by developing an arts campus that brings people together. This proposal will serve as an additional amenity to the 45,000+ annual visitors we welcome each year. As part of the development and revitalization of this area, LHUCA will continue to be an active partner in the pursuit of funding that promotes neighborhood/downtown development through the arts.

Thank you for your consideration of this proposal which will enhance economic development efforts and enrich the livability of Lubbock.

Sincerely.

Karen Wiley

Executive Director

Teri Davis - Re: widening of Woodrow Road

From: Lorne Bloovol < lorne 111@gmail.com>

To: David Jones < DJones@mail.ci.lubbock.tx.us>

Date: 7/16/2012 9:53 AM

Subject: Re: widening of Woodrow Road

Greetings Mr. Jones,
Has the meeting been scheduled to discuss Woodrow Road and your other LMPO projects?
Best regards,
Lorne Bloovol
806-853-9600

On Tue, Jun 19, 2012 at 11:24 AM, David Jones < DJones@mail.ci.lubbock.tx.us> wrote:

Good morning Mr. Bloovol. I apologize for being so late with this response. The project you are interested in is still on the list. In fact our governing board approved the project list last week. What that means is that now my office will begin to implement a public participation strategy whereby we hold a series of public meeting in order to give the public an opportunity to comment on the projects. That opportunity will range through August and hopefully in September our Board will finally approve the entire project. Watch our web site or the news paper to see when these meetings will be held. we'll develop the schedule over the next couple of weeks. you could call me or send an e-mail and get that information. Thanks for your continued interest.

H. David Jones
Transportation Planning Director
Lubbock Metropolitan Planning Organization
916 Main Street, Suite 445
Lubbock, Texas 79401
Phone (806) 775-1671
Fax (806) 775-1675
cell (806) 787-9302

djones@mylubbock.us

>>> Lorne Bloovol <<u>lorne111@qmail.com</u>> 6/14/2012 10:37 AM >>>

Hi Mr. Jones,

I was just wondering if the Woodrow Road expansion is still on the list for your July meeting.

Best regards,

Lorne

806-853-9600

On Wed, Apr 25, 2012 at 9:37 AM, David Jones <<u>DJones@mail.ci.lubbock.tx.us</u>> wrote:

good morning Mr. Bloovol. Woodrow road is in fact on our current project list that is being considered by the MPO Board as a priority project. the current planning initiative has a 28 planning horizon attached to it but the project is at the discussion level. There are several more meetings to come in the months ahead but around July we should be ready to recommend a final list of priority projects to our board. In the mean time it would be helpful if you communicated to your County Commissioner your interest in the project. Of course, you can always call or write me or any of the staff here at the MPO for updates or just any additional information. Thanks.

H. David Jones
Transportation Planning Director
Lubbock Metropolitan Planning Organization
916 Main Street, Suite 445
Lubbock, Texas 79401
Phone (806) 775-1671
Fax (806) 775-1675
cell (806) 787-9302
djones@mylubbock.us

>>> Lorne Bloovol < lorne111@qmail.com > 4/23/2012 2:29 PM >>>

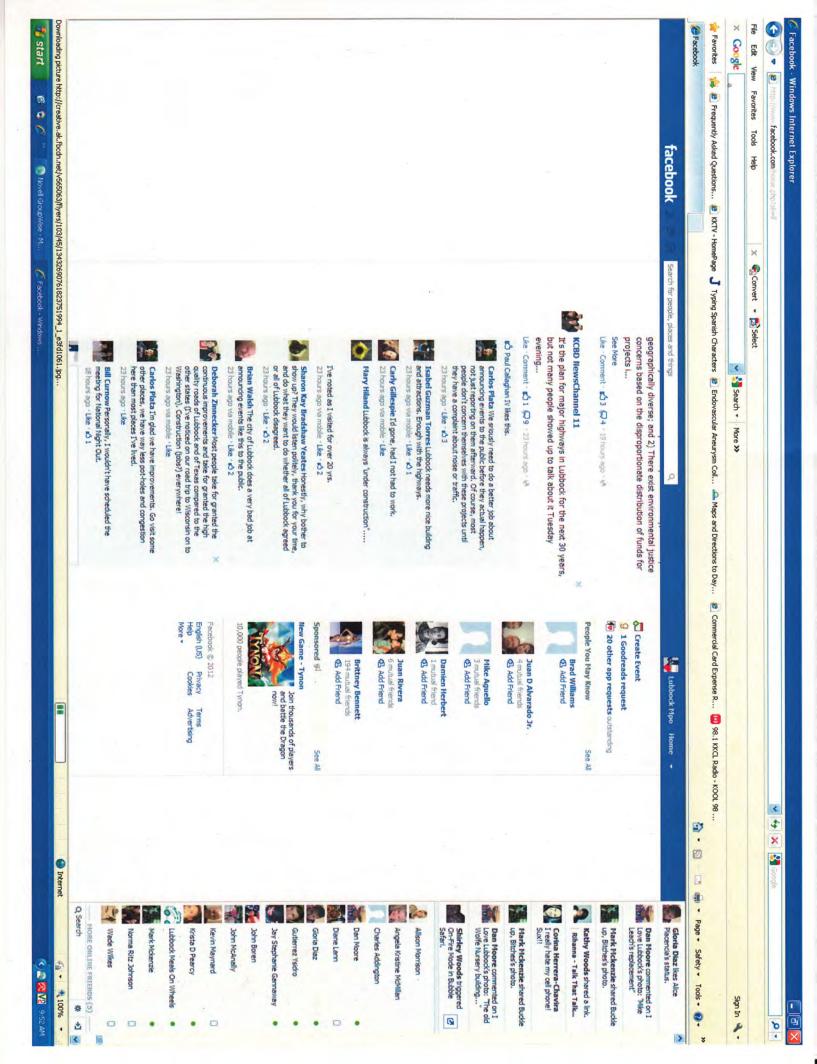
Hi Mr. Jones,

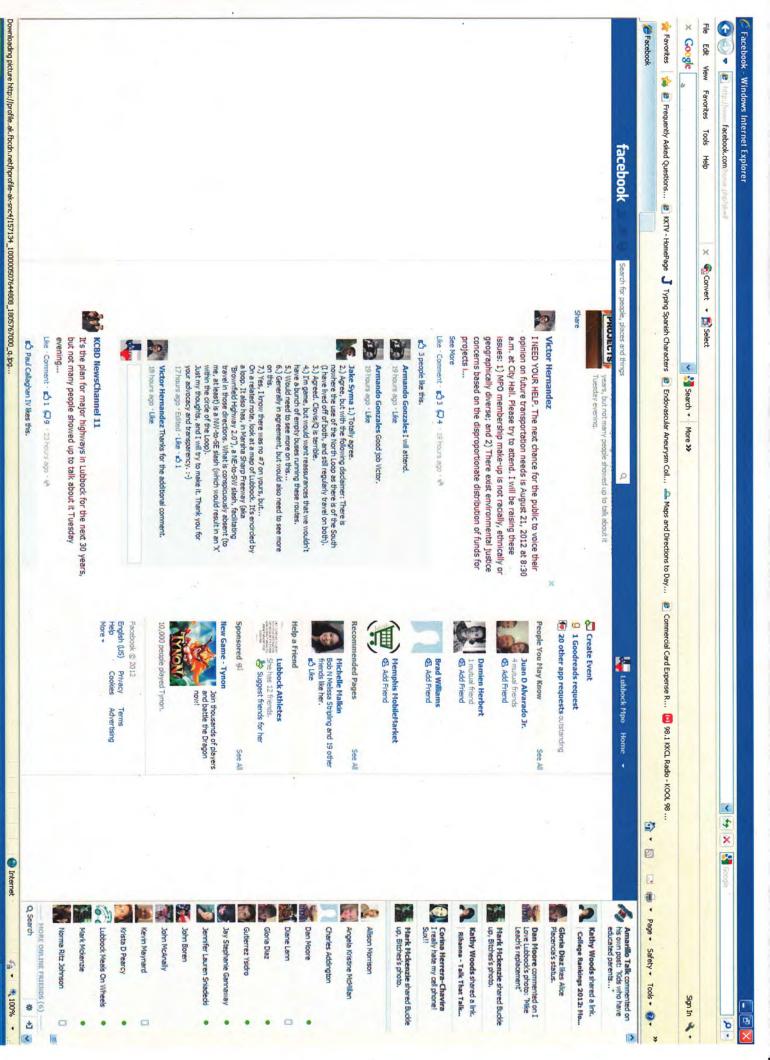
I appreciate you taking the time to read my email. I was wondering who I could talk to, about the future plant to widen Woodrow Road. By the way, I support the widening of this road.

Thank you for your help,

Lorne Bloovol

806-853-9600





* start

0

1) MPO membership make-up is not racially, ethnically or geographically diverse; and 2) There exist environmental justice concerns based on the disproportionate distribution of funds for projects in City of Lubbock council districts 4, 5, and 6 versus council districts 1, 2, and 3. Specific projects which I recommend for inclusion are: 1) the need for fly-overs at Marsha Sharp Freeway and I-27; 2) that North Loop 289 is not being maintained as it should; 3) that the intersection of Clovis Highway and Avenue Q be redeveloped in order to provide free flowing access from all portions of Clovis Highway to all portions of Avenue Q; 4) that bus services be expanded to provide access to and from all parts of the city; 5) that major thoroughfare development occur in the areas located between Marsha Sharp Freeway (on the south), Indiana Avenue (on the west), I-27 (on the east) and the Lubbock County. I hope you attend and include my points above in your remarks as well. Thanks.

<<	Back



Regulation & mandates seen as future "threat" to Citibus

Posted: Aug 01, 2012 6:06 AM CDT Updated: Aug 01, 2012 6:25 AM CDT

By James Clark - email

LUBBOCK, TX (KCBD) - Citibus has some serious vulnerabilities; the Lubbock city limits will look completely different in 20 years, and there are still three competing ideas for the so-called outer route or "outer loop" in South and West Lubbock. Lubbock's MPO or Metropolitan Planning Organization is asking local resident's to read its draft version the 2040 transportation plan. The MPO is taking public comments.



Issues For Citibus

Much of the Citibus federal & state funding went away when Lubbock's population topped 200,000 people. City hall has been stuck with the funding shortfall and the combination of more regulations and more unfunded mandates is identified as a "threat" to the system.

Citibus does not serve newer areas of the city, nor is there money to expand. This is seen in the study as a "weakness." The only solution identified for several of the challenges is to lobby state and federal lawmakers.

The report is not bashing Citibus, instead saying that it "plays a vital role." The study also says Citibus is committed to quality, reliable, and safe transportation.

City Limits Expanding

In the next 20 years or so Wolfforth might be surrounded on all sides by Lubbock. The MPO cannot predict the expansion of Lubbock precisely but the study does have a map that identifies likely areas of expansion. The "Metropolitan Area Boundary" also swallows up the Reese Redevelopment Center, and predicts Lubbock will stretch to within a mile or so of the Lynn County border.

3 Possible Routes For Outer Loop

The plan sometimes refers to a new major highway system for Lubbock as an "outer route" and at other times an "outer loop." Either way, there are three competing ideas on the table and the MPO says the preferred route so far is 130th street from Slaton Highway to County Road 1300 – then north to County Road 6200 turning, then toward the Clovis Highway.

Public hearings have already been held. The plan says an outer loop could be feasible by the year 2030. TxDOT is doing a route study that not yet complete.

Your Opinion Is Welcome

The MPO is holding two public hearing on August 7 from 4:30 – 6:00 p.m. at the Citibus Downtown Transfer Plaza and August 21, 2012 at 8:30 a.m. in Room 103 of City Hall. Written comments will be accepted through Sunday August 19.

The 2040 plan is 101 pages. The MPO is also taking comments on a "Unified Planning" program, which is 62 pages.

Unified Planning Link: http://www.lubbockmpo.org/pdf/DraftUPWP.pdf

MPO 2040 Plan Link: http://www.lubbockmpo.org/pdf/DraftMTP.pdf

Public Comment Info: http://www.lubbockmpo.org/pdf/publiccommentperiod.pdf

Public Comment Form: http://www.lubbockmpo.org/pdf/publiccommentform.pdf

FRIDAY

AUGUST 3, 2012

In Local Saturday: Lubbock Art Trail, how it's doing and what people have to say about it.

ne Web:

For all your news updates, check out The A-J on Twitter, Facebook and lubbockonline.com

LUBBOCK AVALANCHE-JOURNAL

lubbockonline.com

Planning agency sets public hearing

The Lubbock Metropolitan Planning Organization will host two public hearing will host two public nearing sessions this month during a required public comment period as it works on its 2040 Metropolitan Transportation Plan and its fiscal year 2013 Unified Planning Work Program.

The first meeting is set

for 4:30 to 6 p.m. Tuesday at the Citibus Downtown Transfer Plaza, 801 Broadway.

The second meeting is set for 8:30 a.m. Aug. 21 In Lubbock City Hall room 103, 1625 13th St. Draft copies of the docu-

ment as well as notices and public comment forms are on the planning organization's website at www. lubbockmpo.org.

See how your favorite eateries fared in the restaurant reports. Page B2

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Low turnout for major highways plan meeting

Posted: Aug 08, 2012 12:04 AM CDT Updated: Aug 08, 2012 9:44 AM CDT

By Adam Clemons - email

It's the plan for major highways in Lubbock for the next 30 years, but not many people showed up to talk about it Tuesday evening.

The Metropolitan Planning Organization or MPO public hearing was in Downtown Lubbock. The plan includes an outer loop with the projection that Lubbock may someday grow enough to completely surround the community of Wolfforth.

The next hearing is August 21st, 2012 at 8:30 a.m. room 103 of City Hall.

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Appendix 2 Title VI/Environmental Justice

Title VI/Environmental Justice Plan Lubbock Metropolitan Planning Organization August 21, 2012

TITLE VI COORDINATOR

H. David Jones, Transportation Planning Director
916 Main Street, Suite 445
Lubbock, Texas 79401
(806) 775-1671



RESOLUTION 2012-01

WHEREAS, in accordance with Title VI non-discrimination laws in regard to providing appropriate access to services and activities provided by federal agencies and recipients of federal assistance, and Environmental Justice policies and programs in regard to making public engagement and participation the fundamental principle regarding transportation planning and decisionmaking; and

WHEREAS, the stated objective of the Title VI/EJ plan is to implement a strategy to address disproportionately high and adverse human health or environmental effects of the Lubbock Metropolitan Planning Organization's programs, policies, and activities on minority and low-income populations; and

WHEREAS, the plan has been developed in accordance with requirements of the Federal Highway Administration and the Federal Transit Administration:

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

THAT the Chairperson of the Transportation Policy Committee of the Lubbock Metropolitan Planning Organization is hereby authorized and directed to approve and adopt for and on behalf of the Lubbock Metropolitan Planning Organization the Title VI/Environmental Justice (Title VI/EJ) Plan for the Lubbock Metropolitan Area Boundary as required by the Federal Highway Administration and the Federal Transit Administration. Said Plan is attached hereto and incorporated in this Resolution as if fully set forth herein and shall be included in the minutes of the Committee.

Adopted by the Transportation Policy Committee on this, the day of August, 2012.

Honorable Tom Head, Chairman

Tera Davis, MPO Secretary

APPROVED AS TO CONTENT:

David Jones, Transportation Planning Director

APPROVED AS TO FORM:

aura i

Laura Pratt, Assistant City Attorney

RESOLUTION 2012-01 TITLE VI/ENVIRONMENTAL JUSTICE PLAN 08/2012

TITLE VI AND ENVIRONMENTAL JUSTICE IMPLEMENTATION STRATEGY

TITLE VI PLAN

As a sub-recipient of federal financial assistance for transportation planning, 49 CFR Part 21 and 23 CFR Part 200 requires the Lubbock Metropolitan Planning Organization (LMPO) to comply with various non-discrimination laws including Title VI of the Civil Rights Act of 1964 (Title VI). Title VI forbids discrimination against any person in the United States because of race, color, or national origin by any agency receiving federal funds. As a recipient of federal funding, the LMPO must ensure that all of its programs and activities are operated in a non-discriminating manner. In order to ensure compliancy with the law, the LMPO must implement a system of procedures and actions that will protect against discrimination. These procedures and actions must include, but are not necessarily limited to the following:

- Developing Title VI Assurances and a Title VI Policy Statement
- Identifying a Title VI Liaison
- Developing procedures for processing external discrimination complaints
- Providing TxDOT with a list of external discrimination complaints and lawsuits
- Providing accommodations for limited English proficient persons.
- Ensuring nondiscrimination in the LPA's public participation process.
- Collecting and analyzing data to ensure nondiscrimination in the LPA's programs and activities
- Ensuring that contracts contain the appropriate Title VI contract provisions
- Ensuring nondiscrimination in the award of contracts.

Pursuant to implementing the above noted requirements to effectively implement a Title VI program, the LMPO offers the following examples suggested by TxDOT guidance that serve to demonstrate its compliance.

ASSURANCES

The standard DOT Title VI Assurances as set out in TxDOT's Title VI, Technical Assistance Guide for Local Public Agencies is included for adoption into this plan. After adoption, the Plan will also be inserted into the LMPO's approved Public Participation Plan pursuant to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) guidance.

This assurance also includes a Title VI Policy Statement executed by the LMPO Policy Board and the NOTICE TO BENEFICIARIES OF PROTECTION UNDER TITLE VI that is displayed in the LMPO

office and in various documents. All three named assurances are presented in Appendix A.1 – A-3.

TITLE VI LIAISON

Upon adoption of this TITLE VI and Environmental Justice Plan, the Transportation Planning Director shall become the responsible staff person designated to implement and monitor the Title VI Plan and shall operate as the designated Title VI Coordinator. The duties and responsibilities assigned to that designation shall include but not necessarily be limited to the following:

- Assisting program personnel to correct Title VI problems or discriminatory practices or policies found through self monitoring and review activities
- Being the focal point for Title VI implementation and monitoring of programs and/or activities receiving federal financial assistance
- Ensuring that Title VI requirements are included in policy directives and that the procedures used have built in safeguards to prevent discrimination
- Implementation of procedures for the prompt processing of Title VI external discrimination complaints
- Attendance at training on Title VI and other nondiscrimination authorities at frequent intervals
- Efforts to coordinate the development and implementation of a Title VI and related statutes training program.
- Developing Title VI information for public dissemination, and where appropriate, in languages other than English.

PROCEDURES FOR PROCESSING EXTERNAL DISCRIMINATION COMPLAINTS

The LMPO has developed procedures and forms for processing and investigating external discrimination complaints (See Appendix B). Any complaint filed against the LMPO will be forwarded to TxDOT for investigation within ten (10) calendar days as prescribed by guidance.

Training for processing complaints will be provided to all LMPO employees including annual training on rules, regulations, and guidance to implement Title VI and EJ. Training will also be provided to the Advisory Committee and the Policy Committee.

Methods for making the public aware of procedures for filing a complaint will be published in our Public Participation Plan and posted on the LMPO website. Staff will also take a supply of complaint forms and procedures to all public meetings hosted by the LMPO.

LIST OF EXTERNAL DISCRIMINATION COMPLAINTS AND LAWSUITS

The LMPO has not been named in any external discrimination complaint or lawsuits in the past three years.

Should the LMPO ever be named in such action, the staff will record necessary information and implement disposition in accordance with this policy.

ACCOMMODATIONS FOR LIMITED ENGLISH PROFICIENT PERSONS

The LMPO will accommodate Limited English Proficient Persons (LEP) pursuant to the agency's adopted LEP Plan, found under the Title VI and Environmental Justice (EJ) subheading in this plan. The LEP plan is found at the EJ sub-heading by virtue of it being a measure of "meaningful access" in the transportation planning and decisionmaking process.

PUBLIC PARTICIPATION

This EJ/TITLE VI implementation strategy is presented here and recommended for approval as an annex to the LMPO's approved Public Participation Plan. Upon approval, this EJ/TITLE VI Plan will be merged into the Public Participation Plan.

DATA COLLECTION

The LMPO has developed procedures for the collection and analysis of statistical data of participants in, and beneficiaries of, the agency's programs and activities.

A data base is maintained by the City of Lubbock. It is updated daily and serves to assist the LMPO with various community profiles. The City of Lubbock and the LMPO work together by virtue of tasks included in the annual Unified Planning Work Program to jointly produce data analysis for Title VI and EJ compliance as well as future mobility projects and various trends analyses.

Methods and procedures are evidenced and demonstrated in this Title VI/EJ Plan.

TITLE VI CONTRACT PROVISIONS

The LMPO has and will continue to include the appropriate civil rights special provisions in all subcontracts and ensure they are included in all third tier contracts as well. For ease of

compliancy, the LMPO will adopt the TxDOT template for civil rights compliancy as set out in Appendix A.1 and include the template in all sub-contracts.

Federal Form PR-1273, "Federal Requirements for Federal-Aid Construction Contracts" is also adopted by reference in this plan (See Appendix C). Even though the title of the template references 'construction', the relationship to MPOs is ensuring non-discrimination in the procedure used for selection of employees and subcontractors in the planning and decisionmaking processes associated with the Long-Range Plan, the Transportation Improvement Program (TIP), and the annual Unified Planning Work Program (UPWP).

AFFIRMATIVE ACTION PROGRAM

The LMPO has and will continue to utilize the Disadvantaged Business Enterprise rules and regulations as its guide to non-discrimination in the award of contracts. An example of the LMPO's DBE utilization requirement is shown at Appendix D. It is also noted that for ease of compliancy, the LMPO will adopt TxDOT's DBE Plan as its official plan and it will become part of this Title VI Plan by reference.

ENVIROMENTAL JUSTICE PLAN

"Each Federal Agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." This DOT operating policy set the stage in 1994 for all federal agencies to begin to implement DOT's commitment to Environmental Justice (EJ) throughout all federally funded programs and activities. Updated several times since its beginning, the EJ strategy continues to reflect DOT's commitment to EJ principles and to integrating those principles into DOT programs, policies and activities. The current updated strategy continues to rely on existing authorities such as the National Environmental Policy Act of 1969 (NEPA), Title VI of the Civil Rights Act of 1964 (Title VI), planning requirements as set out in Title 23, U.S. Code and Title 49 US Code, and Section 6-601 of Executive Order 12848 and subsequent Memorandums of Understanding. By incorporating EJ and non-discrimination considerations into the transportation planning and decisionmaking processes, as well as project-specific environmental reviews, DOT strives to ensure that transportation decisionmaking will enhance the quality of life for all people in America. It is also important to note that EJ is one of the

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¹ Executive Order 12898 - Federal actions to address Environmental Justice in Minority Populations and low-income Populations, 1994. February 11, 1994.

prime strategies associated with DOT's Livable Communities and Sustainability initiatives which both, according to the White House, support healthy neighborhoods with sustainable transportation options.

The guiding principles followed by DOT to implement EJ are as follows:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decisionmaking process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

DOT, FHWA, and FTA guidance all stipulate that:

"Public engagement and participation" in decisionmaking is a fundamental principle of EJ, and is critical to achieving outcomes that reflect the needs of all affected stakeholders to the greatest extent possible. For this reason, public engagement is recognized as the prime strategy to affect EJ. DOT is committed to engaging low-income and minority populations in the decisionmaking process from the earliest stages of planning through project implementation. DOT will also ensure that communities with Limited English Proficiency (LEP) populations have access to information to the fullest extent feasible and that their participation in providing input into decisionmaking is encouraged and is meaningful.

In order to effectively implement EJ strategies, you must first effectively and completely implement a Title VI program. The stipulated basis of Title IV is that "no person shall be excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance due to race, color, or national origin. EJ requirements enhance or simplify Title VI by ensuring that each federal agency shall achieve EJ as part of its mission by identifying impacts on low-income and minority populations including LEP populations. To further reinforce the EJ/Title VI planning requirement, 23 C.F.R. 450 stipulates that MPOs are required to "seek out and consider the needs of those traditionally underserved by existing transportation systems, including, but not limited to, low-income and minority households."

The Lubbock Metropolitan Planning Organization, its Transportation Advisory Committee and Transportation Policy Committee are committed to providing an equitable transportation

system for all people within the MPO's service area. Throughout the development of the Metropolitan Transportation Plan 2012 – 2040, and its subsequent implementation, non-discrimination and environmental justice principles will be incorporated so that no person is excluded from participation in, denied benefits of, or discriminated against in the decisionmaking process, including all related transportation planning efforts. The Lubbock MPO seeks to understand the impacts of programs and activities in the service area and on noted EJ populations through outreach and analysis efforts.

The U.S. Environmental Protection Agency defines EJ as "the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. It will be achieved when everyone enjoys the same degree of protection from environmental and health hazards and equal access to the decisionmaking process to have a healthy environment in which to live, learn, and work." The overlap between the statutory obligation placed on Federal agencies under Title VI to ensure nondiscrimination in federally-assisted programs administered by the State and local entities, and the administrative directive to federal agencies under the Executive Order to address disproportionate adverse impacts of federal activities on minority and low-income populations explain why Title IV and EJ are often paired. The clear objective of the Executive Order and Presidential memorandum is to ensure that federal agencies promote and enforce nondiscrimination as one way of achieving the overreaching objective of EJ – fair distribution of the adverse impacts of, or burdens associated with, Federal programs, policies and activities.

ENVIRONMENTAL JUSTICE ANALYSIS

The EJ analysis is a three step process. To start an EJ analysis the first step is to determine whether there are any minority populations or low-income populations who are potentially impacted by the proposed projects or activity. As reported in Table 1, the White/Anglo race accounts for 77.3% of the total population in the MPO service area and 75.8% within the City of Lubbock. Blacks/African Americans correspondingly represent 7.5% and 8.6%, while the Hispanic/Latinos correspondingly represent 31.9% and 32.1%, clearly the dominate minority population.

² US EPA, www.epa.gov

TABLE 1 – SUMMARY OF ETHNIC PERCENTAGES

Race, Self-Identified	Lubbock County	City of Lubbock
White/Anglo	77.3%	75.8%
Black/African American	7.5%	8.6%
American Indian/Alaskan Native	0.7%	0.7%
Asian	2.1%	2.4%
Native Hawaiian/Other Pacific Islander	0.1%	0.1%
Two or More Races	2.5%	2.5%
Some Other Race	9.9%	9.9%
Hispanic or Latino of Any Race	31.9%	32.1%

The maps in the map set at Appendix E display the relationships of the protected minority groups to the rest of the City and the potential impact areas defined as the projects shown on the 2040 Project map. Blacks, Hispanic, Asian Americans, American Indian and Alaskan Native, Native Hawaiian or other Pacific Islander, and Limited English Proficient (LEP) populations are those who are specifically listed in the law as protected populations. Other segments of the community that represent the underserved segments of the populations are also included in the analysis. The finding for this Step 1 analysis must be whether or not the minority and/or low-income groups are impacted by the activity and whether or not they are culturally and/or linguistically isolated. If one or more minority or low-income group is in the impact area, you must analyze whether the activity will result in a disproportionately high and adverse effect on human health and the environment.

STEP 1 FINDINGS

The Summary map, entitled "Total Minorities" in the map set at Appendix E shows the total combined distribution of all the protected minorities across the LMPO service area. For those Census Tracts that reported greater than 1,000 persons (all combined minorities), 42.7 percent of the total count are Hispanic of Any Race. Of those Census Tracts that reported from 500 to 1,000 persons (all combined minorities), 25.7 percent of the total count are Hispanic of Any Race and so on. It is also striking to view the similarity of the Census tracts that exhibit the greatest condition reported when compared to the map that shows the Hispanic distribution. This analysis corroborates the assumption that the dominate minority in the LMPO service area is Hispanic/Latino. The map also shows that the distribution of the combined minorities is city wide with only two

Census tracts reporting no minority population. The accompanying Hispanic distribution map shows the extent of the Hispanic distribution which supports the conclusion that Hispanics/Latinos are thoroughly distributed across the City of Lubbock and across the LMPO service area.

When you compare the 2040 project map in the map set at Appendix E to the combined Total Minority distribution map, the analysis confirms that the protected minorities will certainly be impacted by the activities contemplated by the 2040 Metropolitan Transportation Plan (MTP/Long-Range Plan). They do not, however, appear to be culturally or linguistically isolated due to such a thorough distribution throughout the LMPO service area, especially the dominate Hispanic/Latino minority. The Census Bureau defines linguistic isolation as "Households" in which no one fourteen (14) and over speaks English only or speaks a language other than English at home and speaks English [less than] very well". Table 2 shows the percentage breakdown that speak English less than "very well". This data will serve to enhance the LEP determination and demonstrate the unlikely isolation characteristic.

TABLE 2 – Selected Census Tracts/Percent Population over 14 years who speak a language other than English and who speak English "not very well".

Census Tracts	Percent all Households /and no one over 14 speaks English "very well"	Speaks Spanish/and no one over 14 speaks English "very well"	Asian-Pacific /and no one over 14 speaks English "very well"	Indo-European/and no one over 14 speaks English "very well"
2.02	24.3%	25.7%	100%	
3.01		18.7%		
3.02	11.5%	14.5%	49.4%	
4.02		15.7%		45.5%
4.03				34.7%
7			48%	
9		26.4%		
10		21.6%		
13	12.3%	19.5%		
15.01				56.6%

	Percent all Households /and no one over 14 speaks English "very well"	Speaks Spanish/and no one over 14 speaks English "very well"	Asian-Pacific /and no one over 14 speaks English "very well"	Indo-European/and no one over 14 speaks English "very well"
Census Tracts		0)	60.70/	_
16.01 17.05			60.7% 30.4%	
17.06			63.6%	
17.08		/10 00/	03.0%	
17.09		48.8% 11.1%	62%	
18.03		11.170	0270	81.3%
18.04			35.3%	01.5%
19.01		11.5%	33.3%	
19.03		11.5%		20.3%
20.01			100%	20.5%
20.02		14.5%	35.7%	25.9%
21.01		16.9%	33.770	23.370
21.02		12.3%		
22.02		12.570	44%	
22.03		14.5%	4470	
22.04		11.370		51.6%
23		13.4%		31.070
24	15.6%	24.9%		
25	17.7%	32.5%		
101.02	_,,,,,	17.5%		
102		16.3%		
104.05		18.8%		
104.06		32.2%		
105.04			100%	
105.05				21.3%
105.08		14.9%		
105.11		16.5%		
107		14.4%		

Linguistic isolation appears to be less likely due to the wide spread distribution of minorities especially the dominant, Hispanic/Latino.

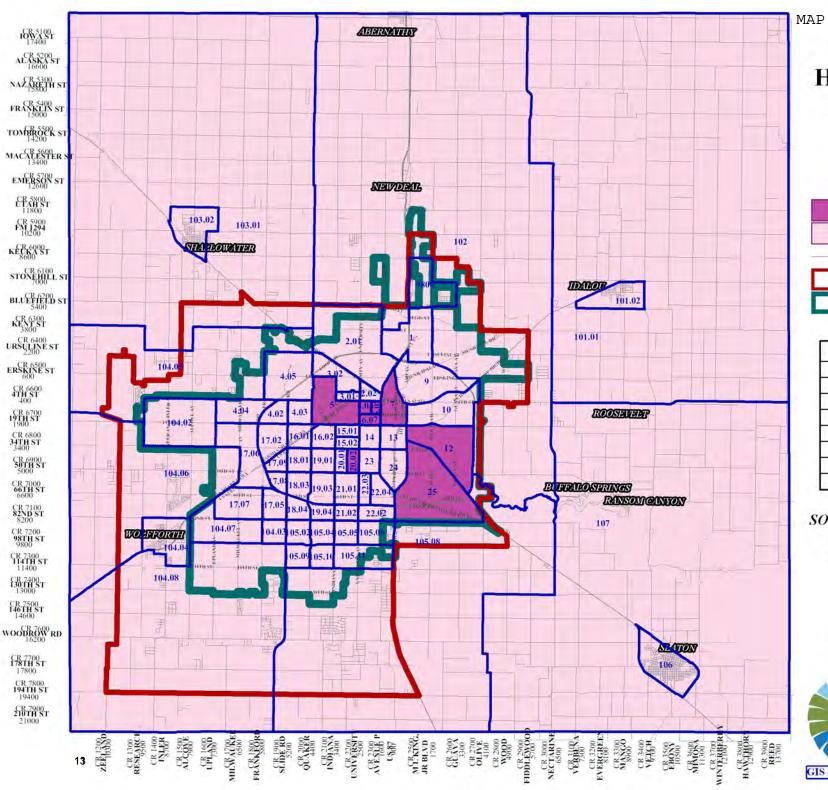
The Census Bureau also defines cultural isolation as a subculture's relative lack of participation or communication with, the larger cultural system. Again, since there is such a complete and thorough distribution of minorities they will not experience any cultural isolation.

The next determination to be made in the Step 1, EJ analysis is whether or not the 2040 long-range plan activities will impact the low-income population. According to the Health and Human Services Department, the Poverty Guidelines for 2012 indicate that for a family of four, the poverty line is at \$22,350. Map 1 shows that there are 852 households in 8 Census Tracts that reported incomes at or below \$22,350. That count is on the order of less than one percent of the total population in the LMPO service area. While the low income segment of the population will be impacted by the activities contemplated in the long-range plan, it does not appear by comparing the low-income distribution to the project map that the results will have a disproportionately high or adverse effect on human health or the environment.

Step two is to consider the effects of the activity or project on the identified EJ populations and compare that to the effects on the non-EJ populations in the impact area. It is during this Step 2 analysis that you determine whether the activity creates an adverse effect and whether that effect is disproportionately high in relation to the EJ population as compared to the non-EJ population.

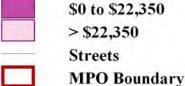
In order to complete this Step 2 analysis, it is accepted practice to determine the presence of the minority and/or low-income population thresholds. The Commission on Environmental Quality, and the Environmental Protection Agency suggest, and the Federal Transit Administration guidance agrees that a minority or low-income population may be present if the minority or low-income population percentage of the affected area is "meaningfully greater" than the minority or low-income population percentage in the general population or exceeds fifty (50) percent, regardless of what the percentage of minority or low-income population is in the general population. See Map 2.

To assist in making the above determination, a residential demographic profile needs to be prepared. This profile will help determine where the EJ populations are located and whether the groups are culturally and/or linguistically isolated. Maps at Appendix F will present comparison data for the demographic profile.



Service Area
Households With
Income Below
Poverty

LEGEND



City Limits

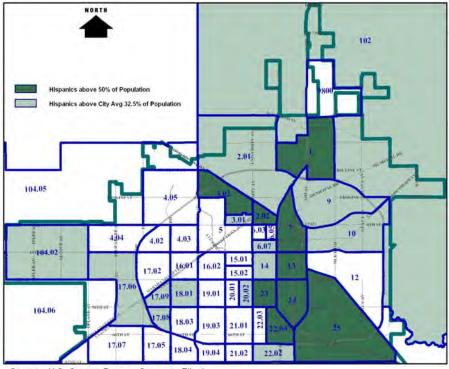
TRACT	HOUSEHOLDS
5	8
6.03	239
6.05	96
6.07	71
7	38
12	122
20.02	144
25	134

SOURCE: 2010 American Community Survey 5-Year Estimates





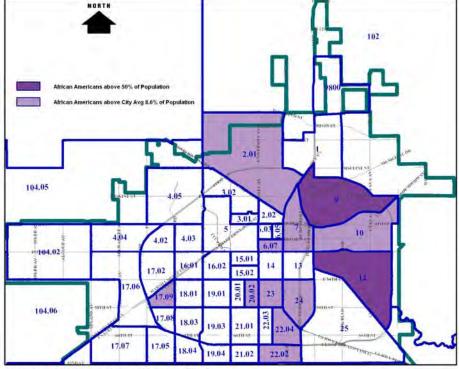
MAP 2 - MINORITY/LOW-INCOME POPULATION THRESHOLDS



City of Lubbock Hispanic % of Population 32.1%

	Hispanic %
Tracts	of Population
1	66.5%
2.01	47.6%
2.02	86.0%
3.01	47.3%
3.02	74.1%
6.07	32.2%
7	56.6%
9	33.7%
10	47.7%
13	81.2%
14	47.0%
17.06	38.8%
17.08	35.1%
17.09	39.4%
18.01	41.1%
20.02	43.4%
22.02	39.9%
22.04	55.2%
23	64.3%
24	77.6%
25	71.1%
102	37.5%
104.02	40.4%

Source: U.S. Census Bureau, Summary File 1



City of Lubbock African American % of Population 8.6%

Tracts	African American % of Population
2.01	10.78%
6.07	8.84%
7	15.98%
9	61.32%
10	45.33%
12	66.63%
17.09	9.74%
20.02	12.99%
22.02	9.32%
22.04	14.39%
23	11.43%
24	12.22%

Source: U.S. Census Bureau, Summary File 1

STEP 2 FINDINGS

In order to complete the analysis for Step 2 of the EJ Analysis, we must determine the presence of the minority and/or low-income populations by demonstrating that the percentage of the affected area is "meaningfully greater" than the minority percentage in the general population. It is generally accepted practice that if the affected area exceeds fifty (50) percent of what the minority or low-income population is of the general or total population, then there is deemed to be a minority population present. This "threshold" effect is authorized by the Environmental Protection Agency, the Commission on Environmental Quality and is accepted in principle by the FTA and FHWA. Map 2 shows the only two minorities that exceed the fifty percent threshold and/or a percentage greater than the average that the minority population is of the total City. These Census tracts will be considered to be the core focus areas where the LMPO will focus its strategy to effect "meaningful involvement" with regard to implementing a successful public involvement plan. After determining there are meaningfully greater concentrations of EJ populations, this step also looks at the Benefits and Burdens of the impacts upon the EJ populations and determines whether the activity creates an adverse effect and whether that effect is disproportionately high in relation to the EJ population as compared to the non-EJ population.

In order to corroborate this determination of EJ thresholds, the maps found in the demographic profile map set at Appendix F serve to illustrate a selection of surrogate or companion data that will strengthen, with evidence, the selection of meaningfully greater concentrations of EJ populations. For example, the map showing households with no vehicle reinforces the accompanying map showing data that reflects home to work trips using public transportation and the low-income data presented previously in this report. Single female head of household could also be suggestive of a measure of low-income. Heads of households 65 years and over simply shows the condition that our population is aging and will advance more and more towards relying on welfare. Food Stamp assistance certainly accentuates the criteria used to flesh out the meaningfully greater concentrations of EJ populations while the one-person household's data fits nicely with the 65 and older data. Lastly, the map showing the locations of all the rent subsidy projects in the City demonstrates where the help is needed in the low-income Census tracts.

In order to complete this Step 2 analysis, a Benefits and Burdens assessment to determine whether or not the impacts on the EJ populations are disproportionally high and/or are adverse needs to be completed. This analysis will help develop specific outreach strategies targeted to obtain meaningful participation from members of the EJ populations. Collectively, the strategies are more commonly referred to as the Public Engagement Plan. The basis of this analysis is to determine the potential effects of the activity on the EJ populations whether there is one or more EJ populations that have been identified in the affected area. The analysis also determines whether the activity creates an adverse effect and whether that effect is disproportionately high in relation to the EJ population as compared to the non-EJ population.

Benefits and Burdens Findings

As a result of the public input to date and the result of TITLE VI/EJ analysis to evaluate the 2040 MTP and other plan details, no one has come forward to say that they perceive any adverse effect upon any community as a result of implementing the List of Projects, except the Outer Route project. One person commented that the Outer Route project should be a complete circle around the City and should not be broken into two phases. The citizen feared Phase 2 would not ever be advanced to the Feasibility Study Stage and, therefore, never advance to implementation. The same person also commented that the value of Federal and State expenditures represented by previous long-range plans and TIPs has not been distributed equally among the various Lubbock City Council Districts, further that the east side District or historically minority district had been inadequately served since it had not received equal value as the non-minority Districts (Disparate treatment).

It is the LMPO's position that the MTP or long-range plan does contemplate a complete circle or loop around the City for the Outer Route project. It is also noted that the Policy Committee, after considerable discussion and with a TAC recommendation, authorized a Feasibility Study to determine if the project was feasible. The feasibility study was based on a phasing plan that used U.S. 84 as a dividing line through the City as a Phase 1 and Phase 2 demarcation line. A Route Study based on the Feasibility Study has yet to be authorized.

As to the concern for disparate treatment, it is the opinion of the MPO staff that there is no disparate treatment. TITLE VI/EJ regulations ensure the fair treatment

of all people with regard to the implementation of all Federal Transit and Federal Highway's programs and activities. Regarding the long-range plan, fair treatment is considered to be the opportunity for all people, especially minorities, low-income, and Limited English Proficient persons to have the opportunity to comment on the planning process and the proposed implementation. Clearly, the "Meaningful Concentrations" map at Appendix I shows that meaningful access has been attributed to the identified TITLE VI/EJ populations, thereby assuring that the value of Federal and State funds meets program responsibilities.

The combined data analysis, demonstrated by the various maps, does not indicate that there is any adverse effect with regard to human health, the natural and social environment, the economy, or community function. Further, the analysis does not support any denial, reduction, or delay in receiving any benefits. Conversely, the analysis does support an increase in mobility and connectivity within the network which will improve the movement of all minority and/or low-income and LEP populations on and within the network. This movement will increase their access to employment centers, areas of social engagement, and access to educational centers.

The analysis also supports the conclusion that the context and intensity of the effects on EJ populations as compared to non-EJ populations will not be disproportionately higher or more adverse. Impacts will not be predominately borne by the EJ populations nor will impacts on the EJ populations be appreciably more severe or greater in magnitude than the same effect on non-EJ populations. There is no natural resource that is important to any EJ population that will be impacted. Offsetting project benefits that will be enjoyed by both EJ and non-EJ populations include increased mobility and connectivity to the overall network, increased opportunities for economic development and increased access to job opportunities, improved safety, increased property values, expansion of community cohesion, and increased opportunity for green spaces.

DOT Order 5610.2 states that adverse effects may include but are not limited to an extensive list of some 30 named community and personal characteristics. However, the guidance cautions the evaluator that careful judgment is needed to determine if the adverse effect is "significant" enough to merit consideration. "Significant" as used in most NEPA applications must be analyzed within the

context of society as a whole, the affected region, the affected interests, and the locality. Significance must also consider the severity or intensity of the impact.

Accordingly, Title VI prohibits recipients of Federal funds from actions that reflect "intentional discrimination" or that exhibit "adverse disparate impact discrimination" on the basis of race, ethnicity, or national origin. Supplemental legislation provides these same protections from discrimination based on sex, age, disability, or religion. The concept of EJ is intended to ensure that the procedures are in place to further protect groups which have been traditionally underserved.

Step 3, is to determine whether you can avoid, minimize, or mitigate any of the effects found in Step 2. It also determines whether there are any off-setting benefits from the activity or enhancements provided to the EJ populations. Joint FTA/FHWA Statewide and metropolitan planning regulations require MPOs to consider impacts on minority households and low-income households during the planning process (23 CFR 450.210(a)(1)(viii). These provisions provide for identification, consideration, and possible elimination or mitigation of potential impacts at the very earliest stages of decisionmaking, well in advance of NEPA. In reviewing the potential impacts of implementing a metropolitan plan, when disproportionate effects appear likely, alternatives and/or strategies to mitigate anticipated disparities should be considered. Since no disproportionate or adverse impacts appear likely, no alternatives or strategies to mitigate anticipated disparities are considered.

STEP 3 FINDINGS

At this early stage in the overall planning process for the 2012 – 2040 Metropolitan Transportation Plan, there does not appear to be any disproportionately high or adverse impacts on any EJ population that would require any avoidance measures, strategies to minimize or reduce the severity of any impact, or actions to offset or mitigate any impact. The activities contemplated by the long-range plan over the 28 year planning horizon appear to be routine street extensions or street widening projects in newly developing areas of the LMPO service area. These types of transportation infrastructure improvements are considered to be commonly accepted practice in any community as the urban fabric is knitted together in response to community growth and development initiatives.

The no-build scenario would probably have more of an adverse impact on both EJ and non-EJ populations alike since it would be a measure of no growth, negative economic benefit, negative job creation, etc. Mobility and congestion issues would not be addressed and the level of service for the newly developing areas would be unacceptable.

MEANINGFUL ACCESS

The analysis for Steps 2 and 3 according to federal policy is built around the premise of "meaningful access" to services and programs and shall include persons with Limited English Proficiency. To accomplish this mandate the LMPO must examine current services and identify the need for those services, then develop a plan to provide access to those services. Stakeholder input must be insured in plan development and implementation. To ensure meaningful access to benefits, services, information, etc.; the LMPO must perform a Four Factor Analysis. After completing the Four Factor Analysis, the LMPO must then develop a Language Implementation Plan to determine which language assistance services are appropriate. The Plan shall be updated frequently and shall be used as a framework to train staff to provide timely and reasonable language assistance to LEP populations and to demonstrate that they are following DOT, FTA, and FHWA LEP guidance.

FOUR FACTOR ANALYSIS

Department of Justice rules state that the purpose of the Four Factor Analysis is to collect and analyze information for the development and implementation of a plan for the provision of necessary enhanced language services for LEP persons using local public authorities, public transportation services, and to provide meaningful access to transportation planning and implementation services.

DOT guidance outlines the four factors that should apply to the various kinds of contacts MPOs have with the public to assess language needs and decide what reasonable steps they should take to ensure "meaningful access" for LEP persons:

- 1. The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee.
- 2. The frequency with which LEP individuals come in contact with the program.
- 3. The nature and importance of the program, activity, or service provided by the recipient to the LEP Community.
- 4. The resources available to the MPO and overall cost.

The greater the number or proportion of eligible LEP persons; the greater the frequency with which they have contact with a program, activity, or service; and the greater the importance of that program, activity, or service, the more likely enhanced language services will be needed. The intent of DOT's guidance is to suggest a balance that ensures meaningful access by LEP persons to critical services while not imposing undue burdens on small organizations and local governments.

Smaller recipients with more limited budgets are typically not expected to provide the same level of language service as larger recipients with larger budgets.

The DOT guidance is modeled after the Department of Justice's guidance and requires recipients and sub-recipients to take steps to ensure meaningful access to their program and activities to LEP persons. More information for recipients and sub-recipients can be found at http://www.lep.gov.

FACTOR 1: The Proportion, Numbers and Distribution of LEP Persons

The Census Bureau has a range of four classifications of how well people speak English. The classifications are 'very well', 'well', 'not well', and 'not at all'. For our planning purposes, we are considering people that speak English 'not well' or 'not at all' as Limited English Proficient persons.

Table 3 shows 50,688 people, according to the 2010 American Community Survey, speak Spanish at home. In as much as the Hispanic/Latino ethnicity is the dominate minority in the study area, we will focus on their statistics. 50,688 people represent 68.8 percent of the reported 73,625 Hispanic/Latino total population in the study area.

Table 3: Limited English Proficiency Summary

Subject	Total	People who speak only English at	Distribution of People who speak a language other than English at home	
		home	Spanish	Other
Total population 5 years and over	259,940	201,973	50,688	7,287
5 to 17 years	16.5%	16.7%	15.4%	17.2%
18 to 64 years	71.3%	70.2%	75.4%	74.0%
65 years and over	12.2%	13.1%	9.2%	8.9%

Source: 2010 American Community Survey

Table 4 shows that of the 50,688 people who report that they speak Spanish at home, 13,331 or 5.1% report that they speak English "less than very well". This 5.1% of the Hispanic/Latino population is our target audience as they are the designated "Limited Proficient Population (LEP). Table 4 also shows other LEP groups, for example, 11.8 percent of the reported 2,607 people who speak Indo-European languages at home are LEP. 31.2 percent of the Asian and pacific Islanders are LEP and 9 percent of the "other" languages are LEP.

Table 4: "Spanish speakers who speak English less than "very well".

Subject	Total	Percentage
Total population 5 years and over	259,940	
English only	201,973	77.7%
Language other than English	57,967	22.3%
Speak English less than "very well"	14,955	25.8%
Spanish	50,688	19.5%
Speak English less than "very well"	13,331	5.1%
Other Indo-European languages	2,607	1.0%
Speak English less than "very well"	307	11.8%
Asian and Pacific Islander languages	4,159	1.6%
Speak English less than "very well"	1,298	31.2%
Other languages	521	0.2%
Speak English less than "very well"	47	9.0%

The requirement to include LEP in the decision making process for DOT programs, combined with other nondiscrimination statutes, necessarily expands the meaningful access criteria to include people who cannot read and understand what is read; thus the need to include outreach to low-literate populations as well. Generally literacy skills are classified as Level 1, skills or less than a fifth-grade reading and comprehension level, while Level 2 skills are fifth through seventh grade reading and comprehension skills. Although many Level 1 adults can perform tasks involving simple texts and documents, they generally display difficulty using certain reading, writing, and computational skills that are considered necessary for functioning in everyday life. Certainly people with Level 1 skills would not be able to read or understand well enough to complete a job application, read or understand a legal notice in the newspaper or read the newspaper at all. While Level 1 skill sets are not considered "illiterate", they do not have the full range of economic, social, or personal options that are available to those who have higher skill levels. For this sub-analysis we will concentrate on Level 1 skills, as they more or less determine or establish the definition of "low-literacy" which clearly is a documented indicator of LEP. Also this is a direct correlation between low literacy, low educational attainment, and low income. In a recent study done by the Education and Human Development Department of Texas A&M University, they reported that, on average, 19 percent of adult Texans cannot read a newspaper. Lubbock County reported 13 percent of the total population fall into this category. Map 3 demonstrates the "low-literacy" component (total population over 18 with less than a 9th grade education) for this analysis. The Census Tracts with the highest number of the reported criteria also conforms to the surrogate data such as low-income, female head of household, LEP, etc. In addition, Map 4 also supports the "low-literacy" component as it shows total population over 14 who do not speak English very well.

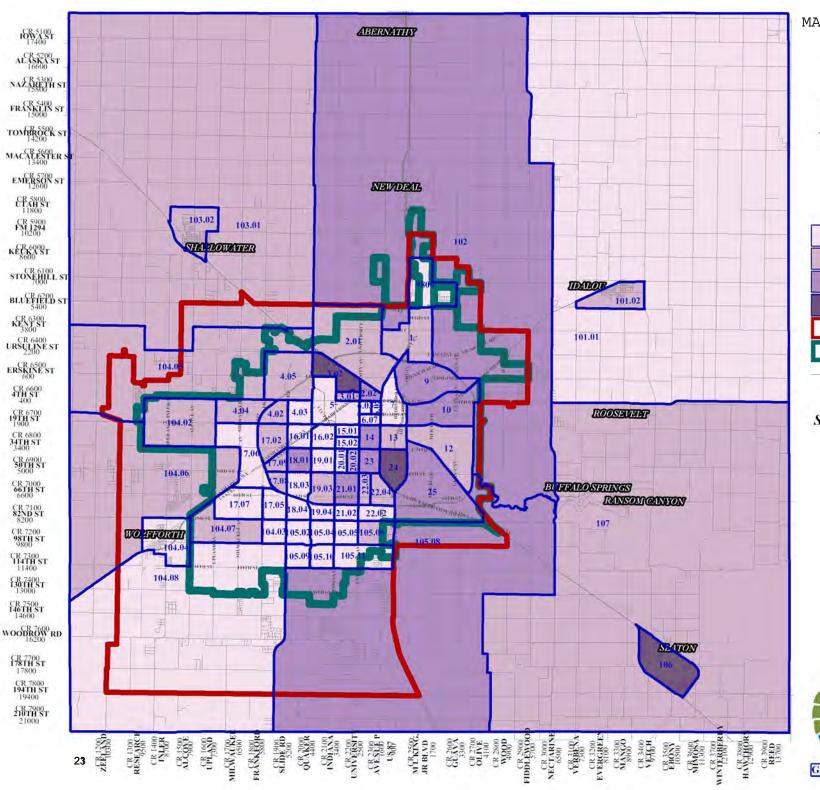
Maps in the map set at Appendix G show the distribution of the Hispanic/Latino LEP population. Accompanying maps show the combined distribution of all other reported LEP populations. Another map in the map set shows the school locations inside the Lubbock Independent School District, all grades, that have reported a LEP enrollment. That enrollment includes 644 elementary students, 148 middle school students, and 126 high school students, all for the 2012 academic year.

Factor 2: Frequency of Contact with LEP Individuals

The Lubbock Metropolitan Planning Organization was officially formed in 1975 and redesignation was approved by the State on July 10, 2006. Traditionally, MPO work sessions and public meetings have been located in areas where LEP persons reside. MPO staff was surveyed and it was found that no contact with any LEP individual has occurred at any public involvement meeting, other public meetings or in day to day activities since the MPO was formed.

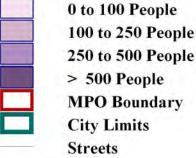
Factor 3: The Nature and Importance of the Program, Activity, or Service to LEP Community

The LMPO's main function is to support cooperative, comprehensive, and continuing transportation planning as outlined in federal transportation acts. LMPO activities advocate and deliver transportation services that support the economic growth, environmental safety and consistency, and sustainability of the urban fabric of Lubbock and the surrounding communities. In doing so, the LMPO develops three main documents — the Metropolitan Transportation Plan (or Long Range Transportation Plan), Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP), and as needed, other studies. The Metropolitan Transportation Plan provides direction for transportation investments out to at least twenty (20) years in the future. The TIP is a program or schedule of short-range, typically four (4) years, transportation improvements and activities intended to be implemented through a combination of State, Federal and local funding. The UPWP outlines all planning tasks to be performed in the upcoming year.



Service Area
Literacy 18
Years and Older
with < 9th Grade
Education

LEGEND

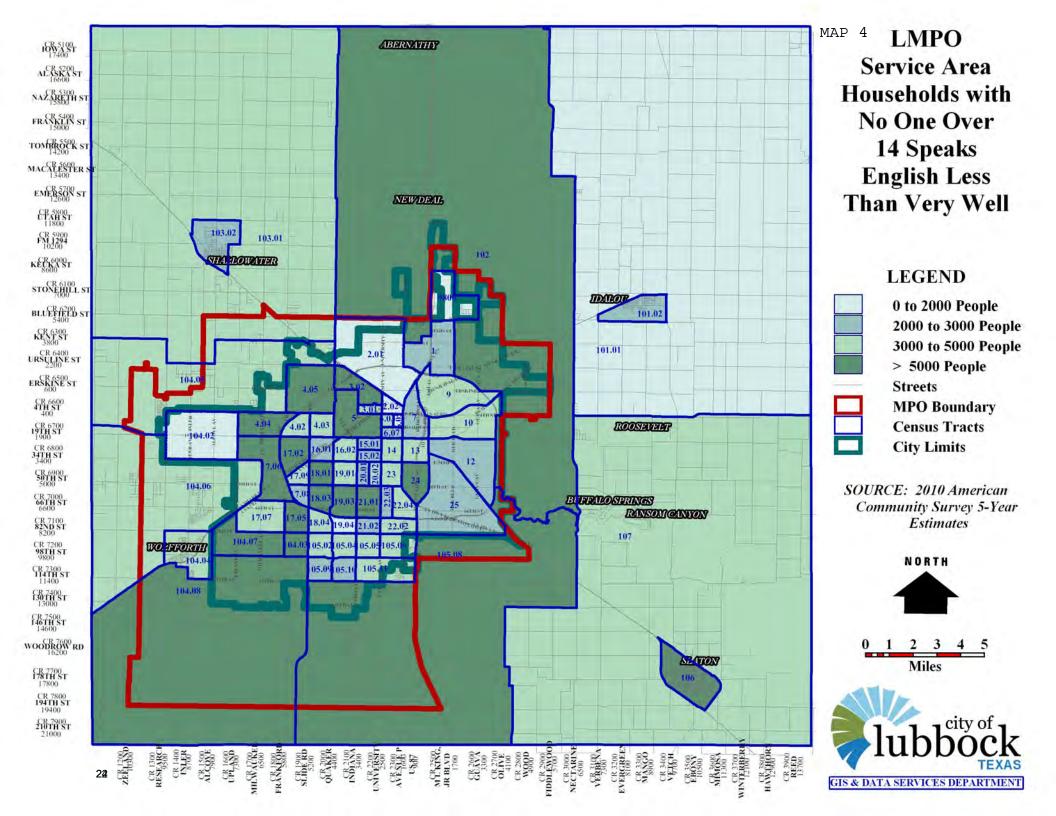


SOURCE: 2010 American Community Survey 5-Year Estimates









Denial or delay of access to services or information provided by the LMPO would not have adverse impacts on LEP individuals. It is also believed that denial or delay of access to services or information provided by the LMPO would not have adverse impacts on LEP individuals, especially compared to the services, such as health, emergency transportation, water, sewer, fire protection, police protection and other emergency services, provided by LMPO stakeholders.

Factor 4: The Resources Available to the MPO and Overall Cost

US Department of Transportation Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons published in the Federal Register: December 14, 2005 (Volume 70, Number 239) states:

Certain DOT recipients, such as those serving very few LEP persons or those with very limited resources, may choose not to develop a written LEP plan.

U.S. DOJ LEP Guidance says LEP persons have the right to language assistance at no cost to them in their spoken language. In order to balance these two guiding principles, the MPO must factor in the cost involved in providing "meaningful access". Reasonable steps may cease to be reasonable when costs imposed substantially exceed the benefits. Therefore, needs will be prioritized so that language services can be targeted where they are most needed.

Safe Harbor Stipulation

Federal law provides a "Safe Harbor" stipulation so that recipients can ensure with greater certainty that they comply with their obligations to provide written translations in languages other than English. A "safe harbor" means that if a recipient provides written translations under certain circumstances, such action will be considered strong evidence of compliance with the recipient's written-translation obligations under Title VI.

The failure to provide written translations under the circumstances does not mean there is noncompliance, but rather provides a guide for recipients that would like greater certainty of compliance than can be provided by a fact-intensive, four-factor analysis. For example, even if a safe harbor is not used, if written translation of a certain document(s) would be so burdensome as to defeat the legitimate objectives of its program, it is not necessary. Other ways of providing meaningful access, such as effective oral interpretation of certain vital documents, might be acceptable under such circumstances.

Strong evidence of compliance with the recipient's written-translation obligations under the "safe harbor" stipulation includes providing written translations of vital documents for each eligible LEP language group that constitutes 5% or 1,000, whichever is less, of the population of persons eligible to be served or likely to be affected or encountered. Translation of other documents, if needed, can be provided orally.

This safe harbor provision applies to the translation of written documents only. It does not affect the requirement to provide meaningful access to LEP individuals through competent oral interpreters where oral language services are needed and are reasonable.

The Hispanic/Latino language group is the only language group that exceeds the "Safe Harbor" threshold and, therefore, will require written translation of noted vital documents. However, due to the LMPO's limited budget, only certain documents as listed in the recommended plan will be translated. Oral interpretation will be accomplished by using the Language Line Interpretation Services. Citibus, one of the partnering stakeholders has agreed to assist the LMPO translate vital documents from English to Spanish when the need arises. See Appendix H.

Language Assistance Plan

USDOT LEP guidance says:

Once an agency has decided, based on the four factors, that it will provide language assistance, it is important that the recipient notify LEP persons of services that are available and that they are free of charge. Recipients should provide this notice in language LEP persons would understand.

The guidance provides several examples of notification including:

- 1. Signage when free language assistance is available with advance notice.
- 2. Stating in outreach documents that language services are available from the agency.
- Working with community-based organizations and other stakeholders to inform LEP individuals of the recipient's services, including the availability of language assistance services.
- 4. Using automated telephone voice mail attendant or menu which can provide information about available language assistance services and how to get them.
- 5. Including notices in local newspapers in language other than English.
- 6. Providing notices on non-English-language radio and television states about the available language assistance services and how to get them.

7. Providing presentations and/or notices at schools and religious organizations.

The LMPO will provide statements in public information, public notices, and the MPO's website as outlined in our Public Participation Plan. Persons requiring other language assistance or special accommodations will be accommodated with reasonable advance notice to the MPO.

Language Assistance Measures

Federal fund recipients have basically two ways to provide language services. Oral interpretation and written translation. The correct translation services should be based on what is both necessary and reasonable in light of the four-factor analysis.

Oral interpretation is defined as an interpreter who translates spoken language orally. Written translation is when someone transfers the meaning of written text from one language into another. Considering the relatively limited financial resources at the LMPO, it is necessary to limit language aid to the most basic and cost-effective services. Many options were discussed and considered by LMPO staff.

- Utilize the South Plains Regional Coordination member organization's LEP services outlined in their LEP plans, as they are developed
- Ensure LMPO members are aware of the USDOT LEP guidance and support their LEP planning activities, as appropriate
- Revisit the plan when events (2020 decennial census or other indication of increase of LEP persons) warrant.
- Consider an agreement with Citibus to assist with oral interpretation services.

Recommended Actions:

- With advance notice of seven (7) calendar days, the MPO will not only accommodate LEP persons but other disabilities as well at the Advisory Committee and Policy Committee meetings and at the MPO offices.
- Oral interpretation will be accomplished by using the Language Line Interpretation Services.
- Include statements in notices and publications that interpreter services and other accommodations are available for meetings with seven (7) days advance notice at no cost.
- Post Title VI nondiscrimination complaint forms on the website, have them available at public meetings. Include how to use them.
- Translate the following documents into Spanish with the assistance of Citibus as needed:

Public Notices

Employment Applications

Eligibility Rules

Letters concerning important specific project information

Notices regarding availability of Language Services

Complaint forms

Educational material

Executive Summary of the MTP

Other documents as requested

- Include the Title VI/EJ Plan in the Public Participation Plan
- Provide annual training for the MPO staff and Board members in Title VI and LEP procedures
- Provide Oral Language assistance.
- Monitor and evaluate access to language assistance

LEP Plan Access

The MPO will post the LEP Plan on its website at www.lubbockmpo.org

Any person, including social services, non-profit and law enforcement agencies and other community partners with internet access will be able to access the plan. For those without personal internet service, the City of Lubbock libraries offer free internet access. Copies of the LEP Plan will be provided to each MPO member organization, the Texas Department of Transportation, Federal Highway Administration, the Federal Transit Administration and any person or agency requesting a copy.

Any questions or comments regarding this plan should be directed to the LMPO LEP Liaison:

H. David Jones
Transportation Planning Director
Lubbock Metropolitan Planning Organization
916 Main Street, Suite 445
Lubbock, Texas 79401
(806) 775-1676 (1MPO)
(806) 775-1675 (Fax)
djones@mylubbock.us

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Minority Representation on Decision-Making Bodies

Title 49 CFR Section 21.5(b)(1)(vii) states that a recipient may not, on the grounds of race, color, or national origin, "deny a person the opportunity to participate as a member of a planning, advisory, or similar body which is an integral part of the program". Recipients that have transit-related, non-elected planning boards, advisory councils or committees, or similar decision-making bodies must provide a table depicting the racial breakdown of the membership of those bodies, and a description of efforts made to encourage the participation of minorities on such decision-making bodies. The membership of these boards, councils, and committees should be representative of the demographics of the communities they serve. While Table 5 shows the makeup of the two MPO associated boards are predominately Caucasian, it is noted that this makeup is dictated either by specific placement according to the bylaws governing each board or by a selection process from within the elected stakeholders that serve the organization. While the LMPO encourages a diverse makeup, it is not within the direct control of the organization.

Table 5: Depicting Membership of Decision-Making Bodies, Broken Down by Race

			African	Asian	Native
Body	Caucasian	Hispanic/Latino	American	American	American
Population	75.8%	32.1%	8.6%	2.4%	0.7%
Transportation	100%	0	0	0	0
Policy					
Committee					
Transportation	100%	0	0	0	0
Advisory					
Committee					

Assistance to Sub-recipients

Title 49 CFR Section 21.9(6) states that if a "primary recipient extends federal financial assistance to any other recipient, such other recipient shall also submit such compliance reports to the primary recipient as may be necessary to enable the primary recipient to carry out its obligations under this part." Likewise, it is the sub-recipient's responsibility to assist any third-party sub-contractor to ensure the sub-recipient meets its reporting responsibilities under this part. That assistance could include the following suggestions:

 Sample notices of the beneficiaries' rights under DOT's TITLE VI and how to file a complaint.

- Sample procedures for tracking and investigating complaints.
- Demographic information to assist the third-party provider in assessing the need for language assistance.

Monitoring Sub-recipients

49 CFR 21.9(b) also requires that recipients monitor sub-recipients to ensure compliance. Likewise, sub-recipients shall monitor third-party sub-contractors for compliancy by documenting the process used for monitoring this part. The TITLE VI program of the sub-contractor shall serve as evidence to demonstrate compliancy. Sub-recipients who may be transit providers are responsible for reporting on their own pursuant to 49 CFR 21.9(b).

Determination of Site or Location of Facilities

While the LMPO does not engage in or fund property acquisition with planning funds, it understands this requirement (49 CFR 21.9(b) (3)) and will operate within guidance should the situation ever arise.

Requirement to Prepare and Submit a TITLE VI Program

Title 49 CFR 219(b) requires recipients to submit reports to the appropriate funding agency in order to be able to ascertain whether the recipient is in compliance with DOT TITLE VI regulations. Recipients must have available "racial and ethnic data" showing the extent to which members of minority groups are beneficiaries of programs receiving federal financial assistance.

For all recipients (including sub-recipients), the TITLE VI Program must be approved by the recipient's board of directors or appropriate governing entity prior to submission. This TITLE VI/Environmental Justice Implementation Strategy includes the noted requirements except the required analysis showing the impact of the distribution of State and Federal funds for public transportation purposes, including all Federal funds managed by the LMPO.

With respect to the Federal funds managed by the LMPO, the map at Appendix I titled "Meaningfully Greater Concentrations of LEP Populations" clearly demonstrates that Federal funding allocated to the proposed projects serves the majority of those Census Tracts that document the indicators of minority and low-income population concentrations which include the LEP populations that serve to satisfy all TITLE VI and Environmental Justice requirements.

Appendices

Appendix A.1 – A.3

Page 1

STANDARD DOT TITLE VI ASSURANCES

The (hereinafter referred to as the "Recipient") HEREBY AGREES THAT as a condition to receiving any Federal financial assistance from the Department of Transportation it will comply with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 20000d-4 (hereinafter referred to as the Act), and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the Regulations) and other pertinent directives, to the end that in accordance with the Act, Regulations, and other pertinent directives, no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient received Federal financial assistance from the Department of Transportation, including the Teas Department of Transportation, and HEREBY GIVES ASSURANCE THAT it will promptly take any measures necessary to effectuate this agreement. This assurance is required by subsection 21.7(a)(1) of the Regulations, a copy of which is attached.

More specifically and without limiting the above general assurance, the Recipient hereby gives the following specific assurances with respect to the programs administered by the Recipient.

- That the Recipient agrees that each "program" and each "facility" as defined in subsection 21.23(e) and 21.23(b) of the Regulations, will be (with regard to a "program") conducted, or will be (with regard to a "facility") operated in compliance with all requirements imposed by, or pursuant to, the Regulations.
- 2. That the Recipient shall insert the following notification in all solicitations for bids for work or material subject to the Regulations and made in connection with all programs administered by the Recipient and, in adapted form in all proposals for negotiated agreements:

The Recipient, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation Issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in any contact

entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

- 3. That the Recipient shall insert the clauses of Appendix A of this assurance in every contract subject to the Act and the Regulations.
- 4. That the Recipient shall insert the clauses of Appendix B of this assurance, 'as a covenant running with the land, in any deed from the United States effecting a transfer of real property, structures, or improvements thereron, or interest therein.
- That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.
- That where the Recipient receives Federal financial assistance in the form, or for the
 acquisition of real property or an interest in real property, the assurance shall extend to
 rights to space on, over or under such property.
- 7. That the Recipient shall include the appropriate clauses set forth in Appendix C of this assurance, as a covenant running with the land, in any future deeds, leases, permits, licenses, and similar agreements entered into by the Recipient with other parties: (a) for the subsequent transfer of real property acquired or improved under (Name of Appropriate Program); and (b) for the construction or use of or access to space on, over or under real property acquired, or improved under (Name of Appropriate Program).
- 8. That this assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the Recipient or any transferee for the longer of the following periods: (a) the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or (b) the period during which the Recipient retains ownership or possession of the property.
- The Recipient shall provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he delegates specific authority to give reasonable guarantee that it, other recipients, sub-grantees, contractors,

subcontractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations and this assurance.

10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations, and this assurance.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all Federal grants, loans, contracts, property, discounts or other Federal financial assistance extended after the date hereof to the Recipient Department of Transportation under the (Name of Appropriate Program) and is binding on it, other recipients, sub-grantees, contractors, subcontractors, transferees, successors in interest and other participants in the (Name of Appropriate Program). The person or persons whose signatures appear below are authorized to sign this assurance on behalf of the Recipient.

DΔTFD			

by_____

Name and Title of Authorized Official

Attachments

Appendices A, B, and C, and Attachment 1

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

- (1) <u>Compliance with Regulations</u>: The contractor shall comply with the Regulation relative to nondiscrimination in federally-assisted programs of the Department of Transportation (hereinafter, "DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.
- (2) <u>Nondiscrimination</u>: The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- (3) <u>Solicitations for Subcontractors, Including Procurements of Materials and Equipment</u>: In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.
- (4) <u>Information and Reports</u>: The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the Texas Department of Transportation to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information the contractor shall so certify to the Recipient, or the Texas Department of Transportation as appropriate, and shall set forth what efforts it has made to obtain the information.
- (5) <u>Sanctions for Noncompliance</u>: In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the Recipient shall impose such contract sanctions as it or the Texas Department of Transportation may determine to be appropriate, including, but not limited to:
 - (a.) withholding of payments to the contractor under the contract until the contractor complies, and/or (b.) cancellation, termination or suspension of the contract, in whole or in part.

(6) <u>Incorporation of Provisions:</u> The contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontract. or procurement as the Recipient or the Texas Department of Transportation may direct as a means of enforcing such provisions including sanctions for non-compliance: Provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the Recipient to enter into such litigation to protect the interests of the Recipient, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

APPENDIX B

A. The following clauses shall he included in any and all deeds effecting or recording the transfer of real property, structures or improvements thereon, or interest therein from the United States.

(GRANTING CLAUSE)

NOW, THEREFORE, the Department of Transportation, as authorized by law, and upon the condition that the Recipient will accept title to the lands and maintain the project constructed thereon, in accordance With all applicable Department of Transportation, the Regulations for the Administration of the programs and the policies and procedures prescribed by the Department of Transportation, also in accordance with and in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation (hereinafter referred to as the Regulations) pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the Recipient all the right, title and interest of the Department of Transportation in and to said lands described in Exhibit "A" attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto Recipient and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and shall be binding on the Recipient, its successors and assigns. The Recipient in consideration or the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person shall on the grounds of race, color, or national origin, he excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on over or under such lands hereby conveyed [and)* (2) that the Recipient shall use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of -the Secretary, Part 21, Nondiscrimination in federally-assisted programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may he amended and (3) that in the event of breach of any of the above-mentioned nondiscrimination conditions, the Department shall have a right to re-enter said lands and facilities on said land, and the above described land and facilities shall thereon revert to and vest in and become the absolute property of the Department of Transportation and its assigns as such interest existed prior to this instruction.*

DOT 1050.2 8/24/71 Page 7

• Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purposes of Title VI of the Civil Rights Act of 1964.

APPENDIX C

The following clauses shall be included in all deeds, licenses, leases, permits, or similar instruments entered into by Recipient pursuant to the provisions of Assurance 6(a).

The (grantee, licensee, lessee, permitee, etc., as appropriate) for himself, his heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that in the event facilities are constructed, maintained, or otherwise operated on the said property described in this (deed, license, lease, permit, etc.) for a purpose for which a Department of Transportation program or activity is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permitee, etc.) shall maintain and operate such facilities and services in compliance with all other requirements imposed pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended.

[Include in licenses, leases, permits, etc.]*

That in the event of breach of any of the above nondiscrimination covenants, Recipient shall have the right to terminate the [license, lease, permit, etc.] and to re-enter and repossess said land and the facilities thereon, and hold the same as if said [licenses, lease, permit, etc.] had never been made or issued.

[Include in deeds.]*

Attachment 1

That in the event of breach of any of the above nondiscrimination covenants, Recipient shall have the right to re-enter said lands and facilities thereon, and the above described lands and facilities shall thereupon revert to and vest in and become the absolute property of Recipient and its assigns. The following shall be included in all deeds, licenses, leases, permits, or similar agreements entered into by Recipient pursuant to the provisions of Assurance 6(b).

The (grantee, licensee, lessee, permitee, etc., as appropriate) for himself, his personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds, and leases add "as a covenant running with the land") that (1) no person on the ground of race, color. or national origin shall be excluded from participation in, denied the benefits of, or he otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over or under such land and the furnishing of services thereon, no person on the ground of, race, color, or national origin shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permitee, etc.) shall use the premises in compliance with all other requirements imposed by or pursuant to Title 49, Code of Federal Regulations. Department of Transportation, Subtitle A, Office of the Secretary. Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964), and as said Regulations may be amended. [Include in licenses, leases, permits, etc.]*

That in the event of breach of any of the above nondiscrimination covenants, shall have the right to terminate the [license, lease, permit, etc.] and to re-enter and repossess said land and the facilities thereon, and hold the same as if said [license, lease, permit, etc.] had never been made or issued.

[Include in deeds]*

That in the event of breach of any of the above nondiscrimination covenants, Recipient shall have the right to re-enter said land and facilities thereon, and the above described lands and facilities shall thereupon revert to and vest in and become the absolute property of Recipient and its assigns.

Title VI and Related Statutes Nondiscrimination Statement

The Lubbock Metropolitan Planning Organization, as a recipient of Federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person shall on the grounds of race, religion (where the primary objective of the financial assistance is to provide employment per 42 U.S.C. § 2000d-3), color, national origin, sex, age or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any Department programs or activities.

Tom Head, Chairman
Transportation Policy Committee
Lubbock Metropolitan Planning Organization

8-21-2012

Date

Titulo VI ye Estatutos Relacionados Declaración de No discriminación

La Organización de Planificación Metropolitana Lubbock, como recipient de Asistencia Financiera Federal y según el Acta de Derechos Civiles Titulo VI del 1964 y estatutos relacionados, asegura que ninguna persona sera excluida a causa de raza, religión (donde el objective principal es asistencia financier para proveer empleo según 42 U.S.C. § 2000d-3), color, origen nacional, sexo, edad o incapacidad de participación en, o negados los beneficios de, o de otra manera sea sujeto a discriminación en cualquiera de los programas o actividades del Departamento.

Tom Head, Presidente,
Comité de Política de Transporte
La Organización de Planificación
Metropolitana Lubbock

8-21-2012

Fecha

Notice to Beneficiaries of Protection Under Title VI

THE LUBBOCK METROPOLITAN PLANNING ORGANIZATION

- The Lubbock Metropolitan Planning Organization operates its programs and services
 without regard to race, color, and national origin in accordance with Title VI of the Civil
 Rights Act. Any person who believes she or he has been aggrieved by any unlawful
 discriminatory practice under Title VI may file a complaint with the Lubbock Metropolitan
 Planning Organization.
- For more information on the Lubbock Metropolitan Planning Organization's civil rights program and theprocedures to file a complaint, contact (806) 775-1676, email djones@mylubbock.us, or visit our administrative office at 916 Main, Suite 445, Lubbock, Texas 79401. For more information, visit www.lubbockmpo.org.
- If information is needed in another language, contact (806) 775-1676 (1MPO)

Aviso a los beneficiarios de la protección en virtud del Título VI

DE LUBBOCK ORGANIZACIÓN DE PLANIFICACIÓN METROPOLITANA

- La Organización de Planificación Metropolitana de Lubbock opera sus programas y servicios sin distinción de raza, color, origen nacional, de conformidad con el Título VI de la Ley de Derechos Civiles. Cualquier persona que cree o que ha sido perjudicada por una práctica discriminatoria ilegal bajo el Título VI, puede presentar una queja ante la Organización de Planificación Metropolitana de Lubbock.
- Para obtener más información sobre el programa civil del Lubbock Organización de Planificación Metropolitana de los derechos y los procedimientos para presentar una queja, comuníquese con (806) 775-1676, correo electrónico djones@mylubbock.us, o visite nuestra oficina administrativa en 916 Principal, Suite 445, Lubbock, Texas 79401. Para obtener más información, visite www.lubbockmpo.org.
- Si se necesita información en otro idioma, comuníquese con (806) 775-1676 (1MPO)

Appendix B

Lubbock Metropolitan Planning Organization

Title VI Complaint Procedures

Introduction

The Lubbock Metropolitan Planning Organization (LMPO) serves as the federally designated Metropolitan Planning Organization (MPO) for the Lubbock Metropolitan Area Boundary. As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related Title VI statutes, the LMPO ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements. The Civil Rights Restoration Act of 1987 extended this to all programs within an agency that receives federal assistance regardless of the funding source for individual programs.

This policy is intended to establish a procedure under which complaints alleging discrimination in the LMPO's provisions, services, or LMPO activities can be made by persons who are not employees of the LMPO.

Any person who believes the LMPO, or any entity who received federal financial assistance from or through the LMPO (i.e.: sub-recipients, sub-contractors, or sub-grantees), has subjected them or any specific class of individuals to unlawful discrimination may file a complaint of discrimination.

The Lubbock Metropolitan Planning Organization will follow timelines set forth in guidance from the Department of Transportation, the Federal Highway Administration, Federal Transit Administration and the Department of Justice for processing Title VI discrimination complaints.

When to File

A complaint of discrimination must be field within 180 calendar days of the alleged act of discrimination, or discovery thereof, or where there has been a continuing course of conduct, the date on which that conduct was discontinued. Filing means a written complain must be postmarked before the expiration of the 180-day period. The filing date is the day you complete, sign and mail the complaint form. The complain form and consent/release form must be dated and signed for acceptance. Complaints received more than 180 days after the alleged discrimination will not be processed and will be returned to the complainant with a letter explaining why the complaint could not be processed and alternative agencies to which a report may be made.

Where to File

In order to be processed, signed original complaint forms must be mailed or hand delivered to:

Lubbock Metropolitan Planning Organization

916 Main Street, Suite 445

Lubbock, Texas 79401

Upon request, reasonable accommodations will be made for persons who are unable to complete the complaint form due to disability or limited English proficiency. A complaint may also be filed by a representative on behalf of the complainant.

Persons who are not satisfied with the findings of the LMPO may seek remedy from other applicable state and federal agencies.

Required Elements of a Complaint

In order to be processed, a complaint must be in writing and contain the following information:

- Name, address, and phone number of the complainant
- Name(s), address(es), and business(es)/organization(s) of person(s) who allegedly discriminated
- Date of alleged discriminatory act(s)
- Basis of complaint (i.e.: race, color, national origin, sex, age, religion or disability)
- A statement of complaint
- Signed consent release form

Incomplete Complaints

Upon initial review of the complaint, the LMPO will ensure that the form is complete and that any initial supporting documentation is provided. Should any deficiencies be found, the LMPO will notify the complainant within ten (10) working days. If reasonable efforts to reach the complainant are unsuccessful or if the complainant does not respond within the time specified in the request, thirty (30) days, the recipient may close the complainant's file. The complainant may resubmit the complaint provided it is filed within the original 180-day period.

Should the complaint be closed due to lack of required information, the LMPO will notify the complainant at their last known address. In the even the complainant submits the missing information after the file has been closed, the complaint may be reopened provided it has not been more than 180 days since the date of the alleged discriminatory action.

Records of Complaints

The LMPO will keep a record of all complaints received. The log will include such information as:

- Basic information about the complaint such as when it was filed, who filed it, an who was against
- A description of the alleged discriminatory action
- Findings of the investigation

Complaint Process Overview

The following is a description of how a discrimination complaint will be handled once received by the LMPO:

1. A complaint is received by the LMPO:

Complaints must be in writing and signed by the complainant or their desired representative. If the complainant is unable to complete the form in writing due to disability or limited English proficiency, upon request reasonable accommodations will be made to ensure the complaint is received and processed in a timely manner. Complainants wishing to file a complaint that do not have access to the Internet or the ability to pick up a form will be mailed a complaint form to complete. The complainant will be notified if the complaint form is incomplete and asked to furnish the missing information.

2. Complaint is logged into tracking database:

Completed complaint forms will be logged into the complaint tracking database; basic data will be maintained on each complaint received.

3. **Determine jurisdiction:**

The LMPO will complete an initial review of the complaint. The purpose of this review is to determine if the complaint meets basic criteria.

Criteria required for a complete complaint includes:

- Basis of alleged discrimination (i.e.: race, religion, color, national origin, sex, age or disability)
- Determination of timeliness will also be made to ensure that the complaint was filed within the 180 day time requirement.
- The program in which the alleged discrimination occurred will be examined to ensure that the complaint was filed with the appropriate agency. During this process, if a determination is made in which the program or activity that the alleged discrimination occurred is not related to a LMPO program or activity, every attempt will be made to establish the correct agency. Whenever possible, and assuming consent was granted on the Consent/Release form, the complaint will be forwarded to the appropriate agency.

4. Initial written notice to complainant

Within ten (10) working days of the receipt of the complaint, the LMPO will send notice to the complainant confirming receipt of the complaint; if needed the notice will request

additional information, notify complainant that the activity is not related to a LMPO program or activity, or does not meet the deadline requirement. Conclusions made in step three (3) will determine the appropriate response to the complaint. If any additional information is needed from the complainant, it will be communicated at this point in the process. A copy of written response, as well as the complaint form, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Contract Compliance Section for informational purposes only.

5. **Investigation of complaint**

The LMPO staff will confer with the LMPO Executive Director to determine the most appropriate fact finding process to ensure that all available information is collected in an effort to reach the most informed conclusion and resolution of the complaint. The type of investigation techniques used may vary depending on the nature and circumstances of the alleged discrimination. An investigation may include but is not limited to:

- Internal meetings with LMPO staff and legal counsel
- Consultation with state and federal agencies
- Interviews of complainant(s)
- Review of documentation (i.e.: planning, public involvement, and technical program activities)
- Interviews and review of documentation with other agencies involved
- Review of technical analysis methods
- Review of demographic data

6. **Determination of investigation**

An investigation must be completed within sixty (60) days of receiving the complete complaint unless the facts and circumstances warrant otherwise. A determination will be made based on information obtained. The LMPO Executive Director and/or designee will render a recommendation for action, including formal and/or informal resolution strategies in a report of findings.

7. Notification of determination:

Within ten (10) days of completion of an investigation, the complainant must be notified by the LMPO Executive Director of the final decision. The notification will advise the complainant of his/her appeal rights with state and federal agencies if he/she is dissatisfied with the final decision. A copy of this letter, along with the report of findings, will be forwarded to the Texas Department of Transportation, Office of Civil Rights, Contract Compliance Section for information purposes.

Lubbock Metropolitan Planning Organization
Title VI Complaint Procedures
Approved:

Lubbock Metropolitan Planning Organization Discrimination Complaint Form

Please read the information on this form carefully before you begin

The Lubbock Metropolitan Planning Organization (LMPO) serves as the federally designated Metropolitan Planning Organization (MPO) for the Lubbock Metropolitan Area Boundary. As a recipient of federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, the LMPO ensures that no person shall, on the grounds of race, religion, color, national origin, sex, age or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any agency programs or activities. The prohibitions extend as a direct recipient of federal financial assistance from the LMPO to its sub-recipients (e.g.: contractors, local governments, colleges, universities, etc.).

All programs funded in whole or in part from federal financial assistance are subject to Title VI requirements.

The LMPO is required to implement measures to ensure that persons with limited English proficiency or disability have meaningful access to the services, benefits and information of all its programs and activities under Executive Order 13166. Upon request, assistance may be provided if you are limited English proficient or disabled. Complaints may be field using an alternative format if you are unable to complete the written form.

The filing date is the day you complete, sign, and mail this complaint form. Your complaint must be filed no longer than 180 calendar days from the most recent date of the alleged act of discrimination. The complaint form and consent/release form must be

dated and signed for acceptance. You have 30 calendar days to respond to any written request for information. Failure to do so will result in the closure of the complaint.

Submit the forms by mail or in person to:

Lubbock Metropolitan Planning Organization 916 Main, Suite 445 Lubbock, Texas 79401

If you have any questions or need additional information, please call (806) 775-1MPO (1676) or email djones@mylubbock.us or tbdavis@mylubbock.us.

Lubbock Metropolitan Planning Organization Discrimination Complaint Form

Please read the information on this form carefully before you begin

First Name MI Last Name
Street Address City State Zip Code
Telephone Number email Address
Who do you believe discriminated against you?
First Name MI Last Name
Name of Business/Organization Position/Title
Street Address City State Zip Code
Person's Relationship to You
When did the alleged act(s) of discrimination occur? Please list all applicable dates mm/dd/yyyy format.
Date(s) Is the alleged discrimination ongoing? Yes No

5.	Indicate the basis of your grievance of discrimination.								
	□Race	□Color	□Age	□Religion					
	□National Origin	□Sex	□Disability						
6.	Describe in detail the specific incident(s) that is/are the basis(es) of the alleged discrimination. Describe each incident of discrimination separately. Attach additional pages as necessary.								
	Please explain how other persons or groups were treated differently by the person(s)/agency who discriminated against you.								
	Please list and describe your complaint.	e all documents,	emails, or other	records and materials pertaining to					
	Please list and identify knowledge of informat	-		or persons who have Personal t.					
	discrimination? If so, p	lease identify th	e individual to v	d about this incident or Related acts of whom you made the report, the date on provide any supporting					

7.	If an advisor will be assisting you in the complaint process, please provide his/her name and contact information.				
Fir	st Name MI Last Name				
Na	me of Business/Organization Position/Title Telephone Number				
Str	eet Address City State Zip Code				
8.	complaint form must be signed and dated in order to address your allegations. tionally, this office will need your consent to disclose your name, If needed, in the course investigation. The Discrimination Complaint Consent/Release form is attached. If you ling a complaint of discrimination on behalf of another person, our office will also need person's consent.				
	I certify that to the best of my knowledge the information I have provided is accurate and the events and circumstances are as I have described them. I also understand that if I will be assisted by an advisor, my signature below authorizes the named individual to receive copies of relevant correspondence regarding the complaint and to accompany me during the investigation.				

Date

Please provide any additional information about the alleged discrimination.

Signature

Lubbock Metropolitan Planning Organization Discrimination Complaint Consent/Release Form

Please read the information on this form carefully before you begin

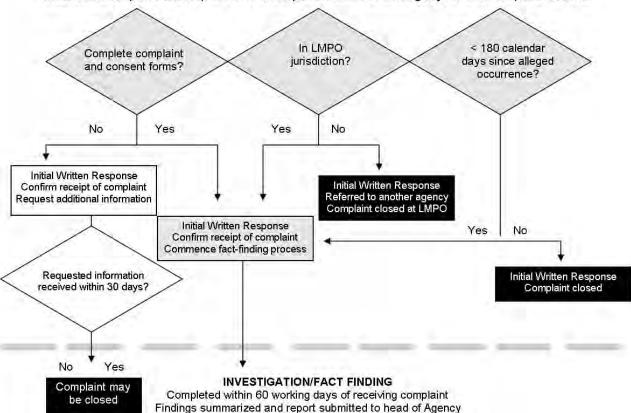
First Name	MI	Last N	lame				
Street Address	City	State	Zip Code				
Lubbock Metropolitan Plant institution under investigati Organization to honor requ complainant I am protected rights protected by nondisc	and that in the course of an in ning Organization to reveal m ion. I am also aware of the ob- ests under the Freedom of In I from retaliation for having t rimination statutes and regul HWA) of the U.S. Department	y identity to persons a ligations of the Lubbo formation Act. I under aken action or particip ations which are enfor	nt the organization or ck Metropolitan Planning stand that as a ated in action to secure				
Please check one:							
□ I CONSENT and authorize	the Lubbock Metropolitan Pl	anning Organization (l	MPO), as part of its				
been identified by me in my receive and review materia administrators or witnesses understand the information information received will be	dentity to persons at the org of formal complaint of discrim is and information about me of for the purpose of investigat of at the beginning of this form the used for authorized civil right orquired to authorize this release	nation. I also authorize from the same and with ing this complaint. In control of the n. I also understand the ots compliance activitie	e the LMPO to discuss, th appropriate doing so, I have read and at the material and es only. I further				
□ I DENY CONSENT to have	the Lubbock Metropolitan Pl	anning Organization (L	.MPO) reveal my identity				
the LMPO disclose any information the complaint. In doing so, review any materials and in the information at the begin	terson at the organization, business, or institution under investigation. I also deny consent to have LMPO disclose any information contained in the complaint with any witnesses I have mentioned in complaint. In doing so, I understand that I am not authorizing the LMPO to discuss, receive, nor ew any materials and information about me from the same. In doing so, I have read and understan information at the beginning of this form. I further understand that my decision to deny consent a ede this investigation and may result in the unsuccessful resolution of my case.						
Signature			 Date				

RECEIPT OF COMPLAINT

A written discrimination complaint is received and entered into tracking database

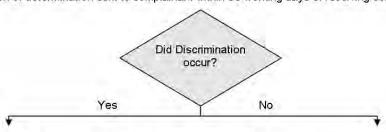
INITIAL REVIEW

Initial review completed and response sent to complainant within 10 working days of when complaint received.



DETERMINATION OF INVESTIGATION

Notification of determination sent to complainant within 90 working days of receiving complaint



WRITTEN NOTIFICATION OF INVESTIGATION DETERMINATION Includes proposed course of action to address finding of discrimination WRITTEN NOTIFICATION OF INVESTIGATION DETERMINATION Explains finding of no discrimination and advises complainant of appeal rights.

What information is included in a Title VI complaint?

A signed, written Title VI complaint must be filed within 180 days of the date of the alleged act of discrimination. The complaint must include the following information:

- Your name, address and telephone number. If you are filing on behalf of another person, include their name, address, telephone number and your relation to the complainant (e.g., friend, attorney, parent, etc.).
- The name and address of the agency, program or organization that you believe discriminated against you.
- A description of how, why and when you believe you were discriminated against. Include as much background information as possible about the alleged acts of discrimination.
- · Your signature.

What will TxDOT do with my complaint?

Upon receipt, the TxDOT Office of Civil Rights will determine which agency has jurisdiction to handle the complaint. If TxDOT does not have jurisdiction to handle the complaint, it will be forwarded to the appropriate agency. The allegations will be investigated and an attempt will be made to resolve any violations if found. If efforts to resolve any violations are unsuccessful, enforcement proceedings may be initiated to bring the recipient into compliance.

Is there speech or hearing impairment assistance for filing a complaint?

Upon request, assistance will be provided if you are limited English proficient or disabled. Any complaint may be filed using an alternate format, e.g., computer disk, audio tape or in Braille. If you have a speech or hearing impairment, dial Texas Relay at 1-800/735-2988 or 711.

To file a Title VI complaint, you may obtain the necessary forms online by visiting:

www.TxDOT.gov

or by contacting the Office of Civil Rights at the phone number listed below.

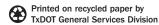
Mail the Title VI Complaint Form and Discrimination Complaint Consent/Release Form to:

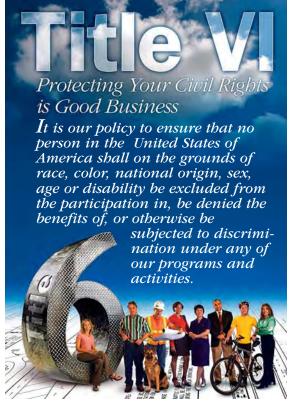
Texas Department of Transportation
Office of Civil Rights
125 E. 11th Street
Austin, TX 78701

Phone: 1-866/480-2518 Fax: 512/416-4751









"Simple justice requires that public funds, to which all taxpayers of all races contribute, not be spent in any fashion which encourages, entrenches, subsidizes or results in racial discrimination."

President John F. Kennedy, in his message calling for the enactment of Title VI. 1963

Title VI and you...

This brochure is designed to help you understand your rights under Title VI of the Civil Rights Act of 1964.

What is Title VI?

Title VI of the Civil Rights Act of 1964 is the federal law that protects individuals and groups from discrimination on the basis of their race, color and national origin in programs and activities that receive federal financial assistance. However, the Federal Highway Administration's (FHWA) reference to Title VI includes other civil rights provisions of federal statutes and related authorities to the extent that they prohibit discrimination in programs and activities receiving federal financial assistance.

TxDOT's Title VI Policy

Pursuant to Title VI of the Civil Rights Act of 1964 as amended, the Civil Rights Restoration Act of 1987 and other nondiscrimination authorities, it is the policy of the Texas Department of Transportation (TxDOT) that discrimination based on race, color, national origin, sex, age or disability shall not occur in connection with any of its programs or activities.

TxDOT's efforts to prevent discrimination will address, but not be limited to, a program's impact upon access, benefits, participation, treatment, services, contracting opportunities, training opportunities, investigation of complaints, allocation of funds, prioritization of projects and the functions of planning, project development, design, right-of-way acquisition, construction and research.

Authorities

The two main authorities enabling Title VI implementation, compliance and enforcement are the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987. However, other statutes, laws, regulations, executive orders and the United States Constitution provide guidance for the effective execution of the objectives of Title VI. These include:

- Federal-Aid Highway Act of 1973
- Section 504 of the Rehabilitation Act of 1973
- · Americans with Disabilities Act of 1990
- Age Discrimination Act of 1975
- Uniform Relocation Act of 1970
- Executive orders 12898 and 13166

Title VI Compliance

Title VI compliance is a situation where TxDOT has effectively implemented all the Title VI requirements or can demonstrate that every good faith effort has been made toward achieving this end.

Pursuant to 23 USC 302, the FHWA's primary recipient is the State Highway (Transportation) Agency. In Texas, TxDOT is that primary recipient. TxDOT (and its subrecipients and contractors) irrespective of tier, is required to prevent discrimination and ensure nondiscrimination in all programs and activities whether they are federally funded or not.

Subrecipients of federal assistance include cities, counties, contractors, consultants, suppliers, universities, colleges, transit and planning agencies.



Programs Covered

Federally assisted programs include any highway, project, program or activity for the provision of services and/or other benefits. Such programs include education or training, work opportunities, health, welfare, rehabilitation, housing or other services, whether provided directly by TxDOT or indirectly through contracts or other arrangements with other agents.

What discrimination is prohibited under TxDOT's Title VI program?

Discrimination under our Title VI program is an action or inaction, intentional or not, through which any intended beneficiary, solely because of race, religion, color, national origin, sex, age, disability or retaliation has been otherwise subjected to unequal treatment or impact, under any TxDOT program or activity.

Discrimination based on the grounds referenced above limit the opportunity for individuals and groups to gain equal access to services and programs. In administering federally assisted programs and activities, TxDOT cannot discriminate either directly or through contractual or other means by:

- Denying program services, financial aids or other benefits;
- Providing different program services, financial aids or other benefits, or providing them in a manner different from that provided to others;
- Segregating or separately treating individuals or groups in any manner related to the receipt of any program service or benefit;
- Restricting in any way the enjoyment of any advantage or privilege enjoyed by others receiving any program service or other benefits;
- Denying person(s) the opportunity to participate as a member of a planning, advisory or similar body;
- Denying person(s) the opportunity to participate in the program through the provision of services, or affording the opportunity to do so differently from those afforded others.

Who may file a Title VI complaint?

A Title VI complaint may be filed by any individual or individuals who allege they have been subjected to discrimination or adverse impact under any TxDOT program or activity based on race, religion, color, national origin, sex, age, disability or retaliation.

¿Qué información se incluye en una demanda Título VI?

Una queja Título VI por escrito y firmada debe presentarse dentro de los 180 días de la fecha en que se alega que la discriminación ocurrió. La demanda debe incluir la siguiente información:

- Su nombre, dirección y teléfono. Si usted esta presentando la demanda en representación de una tercera persona, incluya su nombre, dirección y teléfono y la relación que tiene usted con la persona agredida (ej. amigo, abogado, padre, etc.).
- El nombre y la dirección de la agencia, programa u organización que usted cree discriminó en su contra.
- Una descripción de cómo, porque y cuando usted cree que discriminaron en su contra.
 Incluya la mayor cantidad de información que Pueda sobre de los actos de discriminación que alega.
- · Su Firma.

¿Qué hará TxDOT con mi Demanda?

Al recibir su demanda, la Oficina de Derechos Civiles de TxDOT determinará que agencia tiene jurisdicción para manejar la demanda. Si TxDOT no tiene jurisdicción para manejar la demanda, se le enviará a la agencia apropiada. Las alegaciones se investigaran y se intentará resolver cualquier, si es que se encuentren. Si los esfuerzos para resolver las violaciones no resultan exitosos, se dará inicio a procedimientos disciplinarios para asegurar el cumplimiento por parte del receptor demandado.

¿Hay ayuda para presentar la demanda para personas con problemas de oír o de habla?

Se proveerá asistencia a personas con habilidad limitada en inglés o discapacidad si lo solicitan. Una demanda puede ser presentada usando un formato alternativo, p.ej en un disco de computadora, una cinta audio fónica o en Braille. Si usted tiene una discapacidad de oír o de habla, marque el Texas Relay al 1-800/735-2988 o al 711.

Para presentar una demanda Título VI, puede obtener las formas necesarias en el Internet en la siguiente dirección:

www.TxDOT.gov

o se puede comunicar a la Oficina de Derechos Civiles al número que se menciona a continuación.

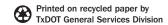
Envíe la forma de Demanda Título VI y la forma de Consentimiento a:

Texas Department of Transportation
Office of Civil Rights
125 E. 11th Street
Austin, TX 78701

Teléfono: 1-866/480-2518 Fax: 512/416-4751









"La mera justicia requiere que fondos públicos, a los cuales contribuyen todas la razas, no se utilicen en una manera que anima, arraigue o subvenciona la discriminación racial."

Presidente John F. Kennedy, en su mensaje que pide la promulgación de Título VI. 1963

Título VI y tu...

Este folleto esta diseñado a ayudarle a entender sus derechos bajo el Título VI de la Ley de Derechos Civiles de 1964.

¿Qué es el Título VI?

El Título VI de la Ley de Derechos Civiles de 1964 es la ley federal que protege a los individuos y grupos de discriminación basada en raza, color y nación de origen en programas y actividades que reciben asistencia financiera federal. Sin embargo, cuando la Administración Federal de Carreteras de los Estados Unidos (FHWA, por sus siglas en ingles) hace referencia al Título VI, incluye otras provisiones de derechos civiles de estatutos federales y otras autoridades relacionadas de manera que prohíben la discriminación en programas y actividades que reciban asistencia financiera federal.

Política del Título VI de TxDOT

Conforme al Título VI de la Ley de Derechos Civiles de 1964 enmendado, la Ley de Restauración de 1987 y otras autoridades en contra de la discriminación, es la política del Departamento de Transporte del Estado de Texas (TxDOT, por sus siglas en ingles) que discriminación basada en raza, color, nación de origen, género, edad o discapacidad no ocurrirá en ninguno de sus programas o actividades.

Los esfuerzos de TxDOT para prevenir la discriminación se dirigirán a, pero no serán limitados a, el impacto de un programa sobre el acceso, bienes, participación, trato, servicios, oportunidades de contratación, oportunidades de capacitación, investigación de quejas, disposición de fondos, priorización de proyectos y las funciones de planeación, desarrollo de proyectos, diseño, adquisición de derecho de vía, construcción e investigación.

Autoridades

Las dos autoridades principales que hacen posible la implementación, conformidad y cumplimiento del Título VI son la Ley de Derechos Civiles de 1964 y la Ley de Restauración de 1987. Sin embargo, otros estatutos, leyes, reglamentos, Ordenes Ejecutivas y la Constitución de los EEUU proporcionan orientación para la efectiva orientación de los objetivos del Título VI. Estos incluyen:

- La Ley Federal de Asistencia Vial de 1973 (Federal-Aid Highway Act of 1973)
- Sección 504 de la Ley de Rehabilitación de 1973 (Section 504 of the Rehabilitation Act of 1973)
- Ley de ciudadanos Americanos con Discapaciadades de 1990 (Americans with Disabilities Act of 1990)
- Ley de Discriminación de Edad de 1975 (Age Discrimination Act of 1975)

- Ley de Traslado Uniforme de 1970 (Uniform Relocation Acto f 1970)
- Ordenes Ejecutivas 12898 y 13166 (Executive Orders 12898 and 13166)

Cumplimiento del Título VI

TxDOT ha implementado efectivamente todos los requerimientos del Título VI o puede demostrar que ha hecho todos los esfuerzos de buena fe posibles para lograr dar cumplimiento al Título VI.

De conformidad con 23 USC 302, el receptor principal de FHWA es la Agencia Estatal de Transporte. En Texas TxDOT es el destinatario principal. TxDOT (y sus subdestinatarios y contratistas) independientemente del nivel, son responsables de prevenir discriminación y de asegurar que no exista discriminación en ningún programa o actividad, sean financiados con fondos federales o no.

Subdestinatarios de asistencia federal incluyen: ciudades, condados, contratistas, asesores, proveedores, universidades, escuelas y agencias de tránsito y planeación.



Programas incluidos

Los programas que reciban asistencia financiera federal incluyen: cualquier proyecto vial, programa o actividad para la prestación de bienes y servicios. Tales programas incluyen educación o capacitación, oportunidades de trabajo, salud, asistencia pública, rehabilitación, viviendas y otros servicios, ya sea que hayan sido proporcionados directamente por TxDOT o indirectamente a través de contratos u otros arreglos con otros representantes.

¿Qué tipo de discriminación está prohibida bajo el programa Título VI de TxDOT?

Discriminación bajo nuestro programa de Título VI es una acción o inacción, intencional o no, por medio de cualquier persona que sería beneficiada, haya sido sujeto a trato o impacto desigual bajo cualquier programa o actividad de TxDOT únicamente por su raza, religión, color, nación de origen, género, edad discapacidad o represalias.

Discriminación basada en los términos arriba mencionados les limita a grupos e individuos la oportunidad de obtener acceso equitativo a programas y servicios. En la administración de programas y actividades que reciban asistencia financiera federal, TxDOT tampoco puede discriminar directa o indirectamente, por medio de contratos o cualquier otro medio para:

- Negar servicios del programa, apoyo financiero u otros beneficios;
- Proporcionando diferentes servicios, apoyo financiero u otros beneficios, o proporcionándolos de manera diferente a como se les proporcionó a otros:
- Segregar o tratar por separado a grupos o individuos de cualquier forma relacionada a la recepción de bienes y servicios;
- Restringir de cualquier manera el uso o goce de cualquier ventaja o privilegio de la cual otros que reciben bienes y servicios, usan o gozan;
- Negarle a alguien la oportunidad de participar como miembro de un grupo de planeación, de asesoría u otro similar:
- Negarle a alguien la oportunidad de participar en el programa mediante la proporción de servicios o dándoles la oportunidad de hacerlo de manera diferente de cómo se les proporcionó a otros.

¿Quién puede presentar una demanda Título VI?

Cualquier individuo(s) que alegue(n) que ha(n) sido sujeto(s) a discriminación o impactado(s) desfavorablemente bajo cualquier programa o actividad de TxDOT basados en raza, religión, color, nación de origen, género, edad, discapacidad o represalias puede presentar una demanda Título VI.

Appendix C

REQUIRED CONTRACT PROVISIONS FEDERAL-AID CONSTRUCTION CONTRACTS

- I. General
- II. Nondiscrimination
- III. Nonsegregated Facilities
- IV. Davis-Bacon and Related Act Provisions
- Contract Work Hours and Safety Standards Act Provisions
- VI. Subletting or Assigning the Contract
- VII. Safety: Accident Prevention
- VIII. False Statements Concerning Highway Projects
- IX. Implementation of Clean Air Act and Federal Water Pollution Control Act
- Compliance with Governmentwide Suspension and Debarment Requirements
- XI. Certification Regarding Use of Contract Funds for Lobbying

ATTACHMENTS

A. Employment and Materials Preference for Appalachian Development Highway System or Appalachian Local Access Road Contracts (included in Appalachian contracts only)

I. GENERAL

1. Form FHWA-1273 must be physically incorporated in each construction contract funded under Title 23 (excluding emergency contracts solely intended for debris removal). The contractor (or subcontractor) must insert this form in each subcontract and further require its inclusion in all lower tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services).

The applicable requirements of Form FHWA-1273 are incorporated by reference for work done under any purchase order, rental agreement or agreement for other services. The prime contractor shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Form FHWA-1273 must be included in all Federal-aid designbuild contracts, in all subcontracts and in lower tier subcontracts (excluding subcontracts for design services, purchase orders, rental agreements and other agreements for supplies or services). The design-builder shall be responsible for compliance by any subcontractor, lower-tier subcontractor or service provider.

Contracting agencies may reference Form FHWA-1273 in bid proposal or request for proposal documents, however, the Form FHWA-1273 must be physically incorporated (not referenced) in all contracts, subcontracts and lower-tier subcontracts (excluding purchase orders, rental agreements and other agreements for supplies or services related to a construction contract).

2. Subject to the applicability criteria noted in the following sections, these contract provisions shall apply to all work performed on the contract by the contractor's own organization and with the assistance of workers under the contractor's immediate superintendence and to all work performed on the contract by piecework, station work, or by subcontract.

- 3. A breach of any of the stipulations contained in these Required Contract Provisions may be sufficient grounds for withholding of progress payments, withholding of final payment, termination of the contract, suspension / debarment or any other action determined to be appropriate by the contracting agency and FHWA.
- 4. Selection of Labor: During the performance of this contract, the contractor shall not use convict labor for any purpose within the limits of a construction project on a Federal-aid highway unless it is labor performed by convicts who are on parole, supervised release, or probation. The term Federal-aid highway does not include roadways functionally classified as local roads or rural minor collectors.

II. NONDISCRIMINATION

The provisions of this section related to 23 CFR Part 230 are applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more. The provisions of 23 CFR Part 230 are not applicable to material supply, engineering, or architectural service contracts.

In addition, the contractor and all subcontractors must comply with the following policies: Executive Order 11246, 41 CFR 60, 29 CFR 1625-1627, Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The contractor and all subcontractors must comply with: the requirements of the Equal Opportunity Clause in 41 CFR 60-1.4(b) and, for all construction contracts exceeding \$10,000, the Standard Federal Equal Employment Opportunity Construction Contract Specifications in 41 CFR 60-4.3.

Note: The U.S. Department of Labor has exclusive authority to determine compliance with Executive Order 11246 and the policies of the Secretary of Labor including 41 CFR 60, and 29 CFR 1625-1627. The contracting agency and the FHWA have the authority and the responsibility to ensure compliance with Title 23 USC Section 140, the Rehabilitation Act of 1973, as amended (29 USC 794), and Title VI of the Civil Rights Act of 1964, as amended, and related regulations including 49 CFR Parts 21, 26 and 27; and 23 CFR Parts 200, 230, and 633.

The following provision is adopted from 23 CFR 230, Appendix A, with appropriate revisions to conform to the U.S. Department of Labor (US DOL) and FHWA requirements.

1. Equal Employment Opportunity: Equal employment opportunity (EEO) requirements not to discriminate and to take affirmative action to assure equal opportunity as set forth under laws, executive orders, rules, regulations (28 CFR 35, 29 CFR 1630, 29 CFR 1625-1627, 41 CFR 60 and 49 CFR 27) and orders of the Secretary of Labor as modified by the provisions prescribed herein, and imposed pursuant to 23 U.S.C. 140 shall constitute the EEO and specific affirmative action standards for the contractor's project activities under

this contract. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) set forth under 28 CFR 35 and 29 CFR 1630 are incorporated by reference in this contract. In the execution of this contract, the contractor agrees to comply with the following minimum specific requirement activities of EEO:

- a. The contractor will work with the contracting agency and the Federal Government to ensure that it has made every good faith effort to provide equal opportunity with respect to all of its terms and conditions of employment and in their review of activities under the contract.
- b. The contractor will accept as its operating policy the following statement:

"It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, color, national origin, age or disability. Such action shall include: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, pre-apprenticeship, and/or on-the-job training."

- 2. **EEO Officer:** The contractor will designate and make known to the contracting officers an EEO Officer who will have the responsibility for and must be capable of effectively administering and promoting an active EEO program and who must be assigned adequate authority and responsibility to do so
- 3. Dissemination of Policy: All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action, or who are substantially involved in such action, will be made fully cognizant of, and will implement, the contractor's EEO policy and contractual responsibilities to provide EEO in each grade and classification of employment. To ensure that the above agreement will be met, the following actions will be taken as a minimum:
- a. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every six months, at which time the contractor's EEO policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer.
- b. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the contractor's EEO obligations within thirty days following their reporting for duty with the contractor.
- c. All personnel who are engaged in direct recruitment for the project will be instructed by the EEO Officer in the contractor's procedures for locating and hiring minorities and women.
- d. Notices and posters setting forth the contractor's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.
- e. The contractor's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

- **4. Recruitment:** When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minorities and women in the area from which the project work force would normally be derived.
- a. The contractor will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minorities and women. To meet this requirement, the contractor will identify sources of potential minority group employees, and establish with such identified sources procedures whereby minority and women applicants may be referred to the contractor for employment consideration.
- b. In the event the contractor has a valid bargaining agreement providing for exclusive hiring hall referrals, the contractor is expected to observe the provisions of that agreement to the extent that the system meets the contractor's compliance with EEO contract provisions. Where implementation of such an agreement has the effect of discriminating against minorities or women, or obligates the contractor to do the same, such implementation violates Federal nondiscrimination provisions.
- c. The contractor will encourage its present employees to refer minorities and women as applicants for employment. Information and procedures with regard to referring such applicants will be discussed with employees.
- **5. Personnel Actions:** Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, national origin, age or disability. The following procedures shall be followed:
- a. The contractor will conduct periodic inspections of project sites to insure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.
- b. The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.
- c. The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.
- d. The contractor will promptly investigate all complaints of alleged discrimination made to the contractor in connection with its obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation, the contractor will inform every complainant of all of their avenues of appeal.

6. Training and Promotion:

a. The contractor will assist in locating, qualifying, and increasing the skills of minorities and women who are

applicants for employment or current employees. Such efforts should be aimed at developing full journey level status employees in the type of trade or job classification involved.

- b. Consistent with the contractor's work force requirements and as permissible under Federal and State regulations, the contractor shall make full use of training programs, i.e., apprenticeship, and on-the-job training programs for the geographical area of contract performance. In the event a special provision for training is provided under this contract, this subparagraph will be superseded as indicated in the special provision. The contracting agency may reserve training positions for persons who receive welfare assistance in accordance with 23 U.S.C. 140(a).
- c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.
- d. The contractor will periodically review the training and promotion potential of employees who are minorities and women and will encourage eligible employees to apply for such training and promotion.
- 7. Unions: If the contractor relies in whole or in part upon unions as a source of employees, the contractor will use good faith efforts to obtain the cooperation of such unions to increase opportunities for minorities and women. Actions by the contractor, either directly or through a contractor's association acting as agent, will include the procedures set forth below:
- a. The contractor will use good faith efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minorities and women for membership in the unions and increasing the skills of minorities and women so that they may qualify for higher paying employment.
- b. The contractor will use good faith efforts to incorporate an EEO clause into each union agreement to the end that such union will be contractually bound to refer applicants without regard to their race, color, religion, sex, national origin, age or disability.
- c. The contractor is to obtain information as to the referral practices and policies of the labor union except that to the extent such information is within the exclusive possession of the labor union and such labor union refuses to furnish such information to the contractor, the contractor shall so certify to the contracting agency and shall set forth what efforts have been made to obtain such information.
- d. In the event the union is unable to provide the contractor with a reasonable flow of referrals within the time limit set forth in the collective bargaining agreement, the contractor will, through independent recruitment efforts, fill the employment vacancies without regard to race, color, religion, sex, national origin, age or disability; making full efforts to obtain qualified and/or qualifiable minorities and women. The failure of a union to provide sufficient referrals (even though it is obligated to provide exclusive referrals under the terms of a collective bargaining agreement) does not relieve the contractor from the requirements of this paragraph. In the event the union referral practice prevents the contractor from meeting the obligations pursuant to Executive Order 11246, as amended, and these special provisions, such contractor shall immediately notify the contracting agency.
- 8. Reasonable Accommodation for Applicants / Employees with Disabilities: The contractor must be familiar

with the requirements for and comply with the Americans with Disabilities Act and all rules and regulations established there under. Employers must provide reasonable accommodation in all employment activities unless to do so would cause an undue hardship.

- 9. Selection of Subcontractors, Procurement of Materials and Leasing of Equipment: The contractor shall not discriminate on the grounds of race, color, religion, sex, national origin, age or disability in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The contractor shall take all necessary and reasonable steps to ensure nondiscrimination in the administration of this contract.
- The contractor shall notify all potential subcontractors and suppliers and lessors of their EEO obligations under this contract.
- b. The contractor will use good faith efforts to ensure subcontractor compliance with their EEO obligations.

10. Assurance Required by 49 CFR 26.13(b):

- a. The requirements of 49 CFR Part 26 and the State DOT's U.S. DOT-approved DBE program are incorporated by reference.
- b. The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the contracting agency deems appropriate.
- 11. Records and Reports: The contractor shall keep such records as necessary to document compliance with the EEO requirements. Such records shall be retained for a period of three years following the date of the final payment to the contractor for all contract work and shall be available at reasonable times and places for inspection by authorized representatives of the contracting agency and the FHWA.
- a. The records kept by the contractor shall document the following:
- (1) The number and work hours of minority and nonminority group members and women employed in each work classification on the project;
 - (2) The progress and efforts being made in cooperation with unions, when applicable, to increase employment opportunities for minorities and women; and
 - (3) The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minorities and women;
- b. The contractors and subcontractors will submit an annual report to the contracting agency each July for the duration of the project, indicating the number of minority, women, and non-minority group employees currently engaged in each work classification required by the contract work. This information is to be reported on Form FHWA-1391. The staffing data should represent the project work force on board in all or any part of the last payroll period preceding the end of July. If on-the-job training is being required by special provision, the contractor

will be required to collect and report training data. The employment data should reflect the work force on board during all or any part of the last payroll period preceding the end of July.

III. NONSEGREGATED FACILITIES

This provision is applicable to all Federal-aid construction contracts and to all related construction subcontracts of \$10,000 or more.

The contractor must ensure that facilities provided for employees are provided in such a manner that segregation on the basis of race, color, religion, sex, or national origin cannot result. The contractor may neither require such segregated use by written or oral policies nor tolerate such use by employee custom. The contractor's obligation extends further to ensure that its employees are not assigned to perform their services at any location, under the contractor's control, where the facilities are segregated. The term "facilities" includes waiting rooms, work areas, restaurants and other eating areas, time clocks, restrooms, washrooms, locker rooms, and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing provided for employees. The contractor shall provide separate or single-user restrooms and necessary dressing or sleeping areas to assure privacy between sexes.

IV. DAVIS-BACON AND RELATED ACT PROVISIONS

This section is applicable to all Federal-aid construction projects exceeding \$2,000 and to all related subcontracts and lower-tier subcontracts (regardless of subcontract size). The requirements apply to all projects located within the right-of-way of a roadway that is functionally classified as Federal-aid highway. This excludes roadways functionally classified as local roads or rural minor collectors, which are exempt. Contracting agencies may elect to apply these requirements to other projects.

The following provisions are from the U.S. Department of Labor regulations in 29 CFR 5.5 "Contract provisions and related matters" with minor revisions to conform to the FHWA-1273 format and FHWA program requirements.

1. Minimum wages

a. All laborers and mechanics employed or working upon the site of the work, will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR part 3)), the full amount of wages and bona fide fringe benefits (or cash equivalents thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics.

Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of paragraph 1.d. of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: Provided, That the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conformed under paragraph 1.b. of this section) and the Davis-Bacon poster (WH-1321) shall be posted at all times by the contractor and its subcontractors at the site of the work in a prominent and accessible place where it can be easily seen by the workers.

- b.(1) The contracting officer shall require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract shall be classified in conformance with the wage determination. The contracting officer shall approve an additional classification and wage rate and fringe benefits therefore only when the following criteria have been met:
 - (i) The work to be performed by the classification requested is not performed by a classification in the wage determination; and
 - (ii) The classification is utilized in the area by the construction industry; and
 - (iii) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.
 - (2) If the contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the Administrator of the Wage and Hour Division, Employment Standards Administration, U.S. Department of Labor, Washington, DC 20210. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.
 - (3) In the event the contractor, the laborers or mechanics to be employed in the classification or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits, where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Wage and Hour Administrator for determination. The Wage and Hour Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or

will notify the contracting officer within the 30-day period that additional time is necessary.

- (4) The wage rate (including fringe benefits where appropriate) determined pursuant to paragraphs 1.b.(2) or 1.b.(3) of this section, shall be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.
- c. Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.
- d. If the contractor does not make payments to a trustee or other third person, the contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program, Provided, That the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

2. Withholding

The contracting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor, withhold or cause to be withheld from the contractor under this contract, or any other Federal contract with the same prime contractor, or any other federallyassisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any apprentice, trainee, or helper, employed or working on the site of the work, all or part of the wages required by the contract, the contracting agency may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

3. Payrolls and basic records

a. Payrolls and basic records relating thereto shall be maintained by the contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker, his or her correct classification, hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in section 1(b)(2)(B) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-

Bacon Act, the contractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual cost incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

- b.(1) The contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to the contracting agency. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR 5.5(a)(3)(i), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying number for each employee (e.g., the last four digits of the employee's social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH-347 is available for this purpose from the Wage and Hour Division Web site at http://www.dol.gov/esa/whd/forms/wh347instr.htm or its successor site. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractors and subcontractors shall maintain the full social security number and current address of each covered worker, and shall provide them upon request to the contracting agency for transmission to the State DOT, the FHWA or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this section for a prime contractor to require a subcontractor to provide addresses and social security numbers to the prime contractor for its own records, without weekly submission to the contracting agency...
- (2) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the contractor or subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:
 - (i) That the payroll for the payroll period contains the information required to be provided under $\S5.5$ (a)(3)(ii) of Regulations, 29 CFR part 5, the appropriate information is being maintained under $\S5.5$ (a)(3)(i) of Regulations, 29 CFR part 5, and that such information is correct and complete;
 - (ii) That each laborer or mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in Regulations, 29 CFR part 3;
 - (iii) That each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.

- (3) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH–347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph 3.b.(2) of this section.
- (4) The falsification of any of the above certifications may subject the contractor or subcontractor to civil or criminal prosecution under section 1001 of title 18 and section 231 of title 31 of the United States Code.
- c. The contractor or subcontractor shall make the records required under paragraph 3.a. of this section available for inspection, copying, or transcription by authorized representatives of the contracting agency, the State DOT, the FHWA, or the Department of Labor, and shall permit such representatives to interview employees during working hours on the job. If the contractor or subcontractor fails to submit the required records or to make them available, the FHWA may, after written notice to the contractor, the contracting agency or the State DOT, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

4. Apprentices and trainees

a. Apprentices (programs of the USDOL).

Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Office of Apprenticeship Training, Employer and Labor Services, or with a State Apprenticeship Agency recognized by the Office, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Office of Apprenticeship Training, Employer and Labor Services or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice.

The allowable ratio of apprentices to journeymen on the job site in any craft classification shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the contractor's or subcontractor's registered program shall be observed.

Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly

rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination.

In the event the Office of Apprenticeship Training, Employer and Labor Services, or a State Apprenticeship Agency recognized by the Office, withdraws approval of an apprenticeship program, the contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

b. Trainees (programs of the USDOL).

Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration.

The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration.

Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress. expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman wage rate on the wage determination which provides for less than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed.

In the event the Employment and Training Administration withdraws approval of a training program, the contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c. Equal employment opportunity. The utilization of apprentices, trainees and journeymen under this part shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR part 30.

d. Apprentices and Trainees (programs of the U.S. DOT).

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting EEO in connection with Federal-aid highway construction programs are not subject to the requirements of paragraph 4 of this Section IV. The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs. The ratio of apprentices and trainees to journeymen shall not be greater than permitted by the terms of the particular program.

- **5. Compliance with Copeland Act requirements.** The contractor shall comply with the requirements of 29 CFR part 3, which are incorporated by reference in this contract.
- **6. Subcontracts.** The contractor or subcontractor shall insert Form FHWA-1273 in any subcontracts and also require the subcontractors to include Form FHWA-1273 in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 29 CFR 5.5.
- **7. Contract termination: debarment.** A breach of the contract clauses in 29 CFR 5.5 may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.
- **8. Compliance with Davis-Bacon and Related Act requirements.** All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR parts 1, 3, and 5 are herein incorporated by reference in this contract.
- **9. Disputes concerning labor standards.** Disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

10. Certification of eligibility.

- a. By entering into this contract, the contractor certifies that neither it (nor he or she) nor any person or firm who has an interest in the contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).
- b. No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).
- c. The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 U.S.C. 1001.

V. CONTRACT WORK HOURS AND SAFETY STANDARDS ACT

The following clauses apply to any Federal-aid construction contract in an amount in excess of \$100,000 and subject to the overtime provisions of the Contract Work Hours and Safety Standards Act. These clauses shall be inserted in addition to the clauses required by 29 CFR 5.5(a) or 29 CFR 4.6. As used in this paragraph, the terms laborers and mechanics include watchmen and guards.

- 1. Overtime requirements. No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.
- 2. Violation; liability for unpaid wages; liquidated damages. In the event of any violation of the clause set forth in paragraph (1.) of this section, the contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1.) of this section, in the sum of \$10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (1.) of this section.
- 3. Withholding for unpaid wages and liquidated damages. The FHWA or the contacting agency shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2.) of this section.
- **4. Subcontracts.** The contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraph (1.) through (4.) of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (1.) through (4.) of this section.

VI. SUBLETTING OR ASSIGNING THE CONTRACT

This provision is applicable to all Federal-aid construction contracts on the National Highway System.

- 1. The contractor shall perform with its own organization contract work amounting to not less than 30 percent (or a greater percentage if specified elsewhere in the contract) of the total original contract price, excluding any specialty items designated by the contracting agency. Specialty items may be performed by subcontract and the amount of any such specialty items performed may be deducted from the total original contract price before computing the amount of work required to be performed by the contractor's own organization (23 CFR 635.116).
- a. The term "perform work with its own organization" refers to workers employed or leased by the prime contractor, and equipment owned or rented by the prime contractor, with or without operators. Such term does not include employees or equipment of a subcontractor or lower tier subcontractor, agents of the prime contractor, or any other assignees. The term may include payments for the costs of hiring leased employees from an employee leasing firm meeting all relevant Federal and State regulatory requirements. Leased employees may only be included in this term if the prime contractor meets all of the following conditions:
- the prime contractor maintains control over the supervision of the day-to-day activities of the leased employees;
- (2) the prime contractor remains responsible for the quality of the work of the leased employees;
- (3) the prime contractor retains all power to accept or exclude individual employees from work on the project; and
- (4) the prime contractor remains ultimately responsible for the payment of predetermined minimum wages, the submission of payrolls, statements of compliance and all other Federal regulatory requirements.
- b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, abilities, or equipment not ordinarily available in the type of contracting organizations qualified and expected to bid or propose on the contract as a whole and in general are to be limited to minor components of the overall contract.
- 2. The contract amount upon which the requirements set forth in paragraph (1) of Section VI is computed includes the cost of material and manufactured products which are to be purchased or produced by the contractor under the contract provisions.
- 3. The contractor shall furnish (a) a competent superintendent or supervisor who is employed by the firm, has full authority to direct performance of the work in accordance with the contract requirements, and is in charge of all construction operations (regardless of who performs the work) and (b) such other of its own organizational resources (supervision, management, and engineering services) as the contracting officer determines is necessary to assure the performance of the contract.
- 4. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the contracting officer, or authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Written consent will be given only after the contracting agency has assured that each subcontract is

evidenced in writing and that it contains all pertinent provisions and requirements of the prime contract.

5. The 30% self-performance requirement of paragraph (1) is not applicable to design-build contracts; however, contracting agencies may establish their own self-performance requirements.

VII. SAFETY: ACCIDENT PREVENTION

- This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.
- 1. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.
- 2. It is a condition of this contract, and shall be made a condition of each subcontract, which the contractor enters into pursuant to this contract, that the contractor and any subcontractor shall not permit any employee, in performance of the contract, to work in surroundings or under conditions which are unsanitary, hazardous or dangerous to his/her health or safety, as determined under construction safety and health standards (29 CFR 1926) promulgated by the Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C. 3704).
- 3. Pursuant to 29 CFR 1926.3, it is a condition of this contract that the Secretary of Labor or authorized representative thereof, shall have right of entry to any site of contract performance to inspect or investigate the matter of compliance with the construction safety and health standards and to carry out the duties of the Secretary under Section 107 of the Contract Work Hours and Safety Standards Act (40 U.S.C.3704).

VIII. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, Form FHWA-1022 shall be posted on each Federal-aid highway project (23 CFR 635) in one or more places where it is readily available to all persons concerned with the project:

18 U.S.C. 1020 reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the cost thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

Whoever knowingly makes any false statement, false representation, false report or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

Whoever knowingly makes any false statement or false representation as to material fact in any statement, certificate, or report submitted pursuant to provisions of the Federal-aid Roads Act approved July 1, 1916, (39 Stat. 355), as amended and supplemented;

Shall be fined under this title or imprisoned not more than 5 years or both."

IX. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts.

By submission of this bid/proposal or the execution of this contract, or subcontract, as appropriate, the bidder, proposer, Federal-aid construction contractor, or subcontractor, as appropriate, will be deemed to have stipulated as follows:

- 1. That any person who is or will be utilized in the performance of this contract is not prohibited from receiving an award due to a violation of Section 508 of the Clean Water Act or Section 306 of the Clean Air Act.
- 2. That the contractor agrees to include or cause to be included the requirements of paragraph (1) of this Section X in every subcontract, and further agrees to take such action as the contracting agency may direct as a means of enforcing such requirements.

X. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval or that is estimated to cost \$25,000 or more – as defined in 2 CFR Parts 180 and 1200.

1. Instructions for Certification - First Tier Participants:

- a. By signing and submitting this proposal, the prospective first tier participant is providing the certification set out below.
- b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this

covered transaction. The prospective first tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective first tier participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction.

- c. The certification in this clause is a material representation of fact upon which reliance was placed when the contracting agency determined to enter into this transaction. If it is later determined that the prospective participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the contracting agency may terminate this transaction for cause of default.
- d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
- e. The terms "covered transaction," "debarred,"
 "suspended," "ineligible," "participant," "person," "principal,"
 and "voluntarily excluded," as used in this clause, are defined
 in 2 CFR Parts 180 and 1200. "First Tier Covered
 Transactions" refers to any covered transaction between a
 grantee or subgrantee of Federal funds and a participant (such
 as the prime or general contract). "Lower Tier Covered
 Transactions" refers to any covered transaction under a First
 Tier Covered Transaction (such as subcontracts). "First Tier
 Participant" refers to the participant who has entered into a
 covered transaction with a grantee or subgrantee of Federal
 funds (such as the prime or general contractor). "Lower Tier
 Participant" refers any participant who has entered into a
 covered transaction with a First Tier Participant or other Lower
 Tier Participants (such as subcontractors and suppliers).
- f. The prospective first tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
- g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold.
- h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (https://www.epls.gov/), which is compiled by the General Services Administration.

- i. Nothing contained in the foregoing shall be construed to require the establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of the prospective participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
- j. Except for transactions authorized under paragraph (f) of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

* * * * *

2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:

- a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:
- Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
- (2) 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 (Federal, State or local) 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;
- (3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (a)(2) of this certification; and
- (4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.
- b. Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

2. Instructions for Certification - Lower Tier Participants:

(Applicable to all subcontracts, purchase orders and other lower tier transactions requiring prior FHWA approval or estimated to cost \$25,000 or more - 2 CFR Parts 180 and 1200)

- a. By signing and submitting this proposal, the prospective lower tier is providing the certification set out below.
- b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which

this transaction originated may pursue available remedies, including suspension and/or debarment.

- c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances.
- d. The terms "covered transaction," "debarred,"
 "suspended," "ineligible," "participant," "person," "principal,"
 and "voluntarily excluded," as used in this clause, are defined
 in 2 CFR Parts 180 and 1200. You may contact the person to
 which this proposal is submitted for assistance in obtaining a
 copy of those regulations. "First Tier Covered Transactions"
 refers to any covered transaction between a grantee or
 subgrantee of Federal funds and a participant (such as the
 prime or general contract). "Lower Tier Covered Transactions"
 refers to any covered transaction under a First Tier Participant"
 refers to the participant who has entered into a covered
 transaction with a grantee or subgrantee of Federal funds
 (such as the prime or general contractor). "Lower Tier
 Participant" refers any participant who has entered into a
 covered transaction with a First Tier Participant or other Lower
 Tier Participants (such as subcontractors and suppliers).
- e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
- f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold.
- g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (https://www.epls.gov/), which is compiled by the General Services Administration.
- h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
- i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the

department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

* * * * *

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Participants:

- 1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
- 2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

* * * * *

XI. CERTIFICATION REGARDING USE OF CONTRACT FUNDS FOR LOBBYING

This provision is applicable to all Federal-aid construction contracts and to all related subcontracts which exceed \$100,000 (49 CFR 20).

- 1. The prospective participant certifies, by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:
- a. 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.
- b. 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 Federal 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.
- 2. 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 31 U.S.C. 1352. 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.
- 3. The prospective participant also agrees by submitting its bid or proposal that the participant shall require that the language of this certification be included in all lower tier subcontracts, which exceed \$100,000 and that all such recipients shall certify and disclose accordingly.

ATTACHMENT A - EMPLOYMENT AND MATERIALS PREFERENCE FOR APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM OR APPALACHIAN LOCAL ACCESS ROAD CONTRACTS

This provision is applicable to all Federal-aid projects funded under the Appalachian Regional Development Act of 1965.

- 1. During the performance of this contract, the contractor undertaking to do work which is, or reasonably may be, done as on-site work, shall give preference to qualified persons who regularly reside in the labor area as designated by the DOL wherein the contract work is situated, or the subregion, or the Appalachian counties of the State wherein the contract work is situated, except:
- a. To the extent that qualified persons regularly residing in the area are not available.
- b. For the reasonable needs of the contractor to employ supervisory or specially experienced personnel necessary to assure an efficient execution of the contract work.
- c. For the obligation of the contractor to offer employment to present or former employees as the result of a lawful collective bargaining contract, provided that the number of nonresident persons employed under this subparagraph (1c) shall not exceed 20 percent of the total number of employees employed by the contractor on the contract work, except as provided in subparagraph (4) below.
- 2. The contractor shall place a job order with the State Employment Service indicating (a) the classifications of the laborers, mechanics and other employees required to perform the contract work, (b) the number of employees required in each classification, (c) the date on which the participant estimates such employees will be required, and (d) any other pertinent information required by the State Employment Service to complete the job order form. The job order may be placed with the State Employment Service in writing or by telephone. If during the course of the contract work, the information submitted by the contractor in the original job order is substantially modified, the participant shall promptly notify the State Employment Service.
- 3. The contractor shall give full consideration to all qualified job applicants referred to him by the State Employment Service. The contractor is not required to grant employment to any job applicants who, in his opinion, are not qualified to perform the classification of work required.
- 4. If, within one week following the placing of a job order by the contractor with the State Employment Service, the State Employment Service is unable to refer any qualified job applicants to the contractor, or less than the number requested, the State Employment Service will forward a certificate to the contractor indicating the unavailability of applicants. Such certificate shall be made a part of the contractor's permanent project records. Upon receipt of this certificate, the contractor may employ persons who do not normally reside in the labor area to fill positions covered by the certificate, notwithstanding the provisions of subparagraph (1c) above
- 5. The provisions of 23 CFR 633.207(e) allow the contracting agency to provide a contractual preference for the use of mineral resource materials native to the Appalachian region.

6. The contractor shall include the provisions of Sections 1 through 4 of this Attachment A in every subcontract for work which is, or reasonably may be, done as on-site work.

Appendix D

CITY OF LUBBOCK, TEXAS

Call for Projects: Job Access Reverse Commute/New Freedom 2011

RFP NO: 11-9897-MA NOTICE TO OFFERORS

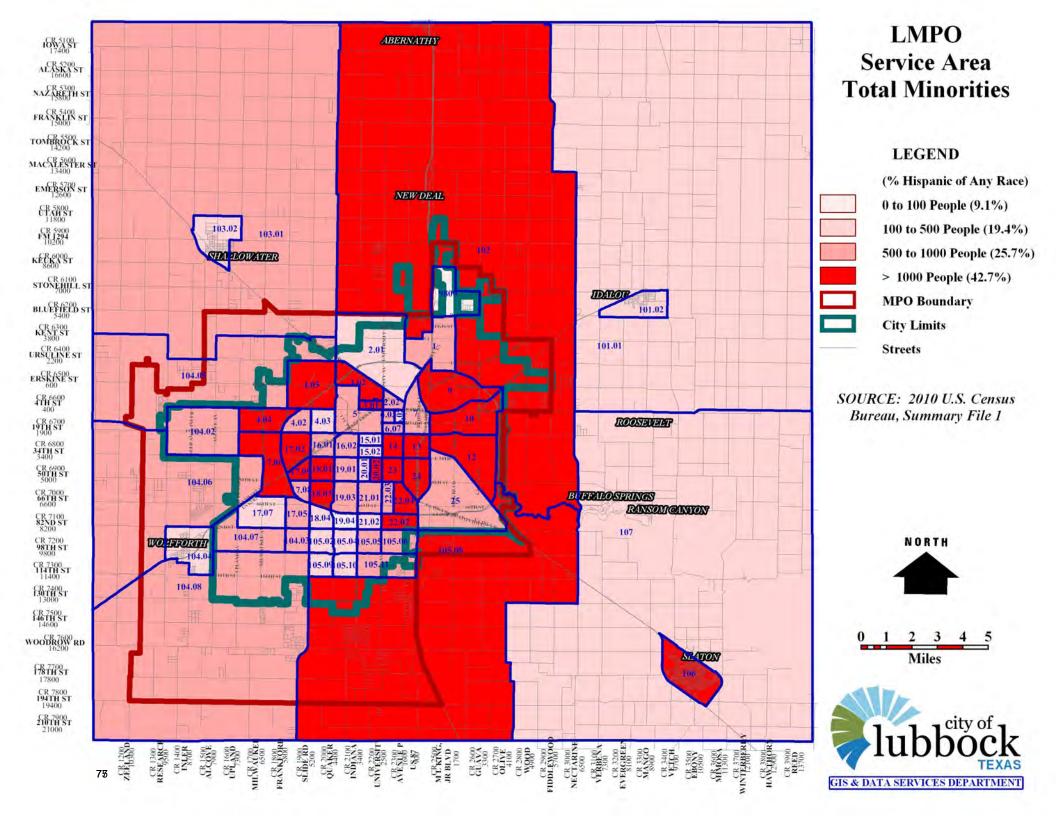
The Lubbock Metropolitan Planning Organization (hereinafter called "LMPO") is seeking proposals from interested firms and individuals, (hereinafter called "Offeror") to provide public transportation projects that promote the availability of public transportation services targeted to employment and employment related transportation needs that satisfy the scope and objectives of the JARC grant program. In the process of meeting these needs, projects are supposed to support and promote the coordination of public transportation services across geographies, jurisdictions, and program areas. Coordination between nonurbanized and small urbanized areas and between agencies that provide employment or human service transportation and other types of public transportation are also included in the scope of this RFP for JARC projects.

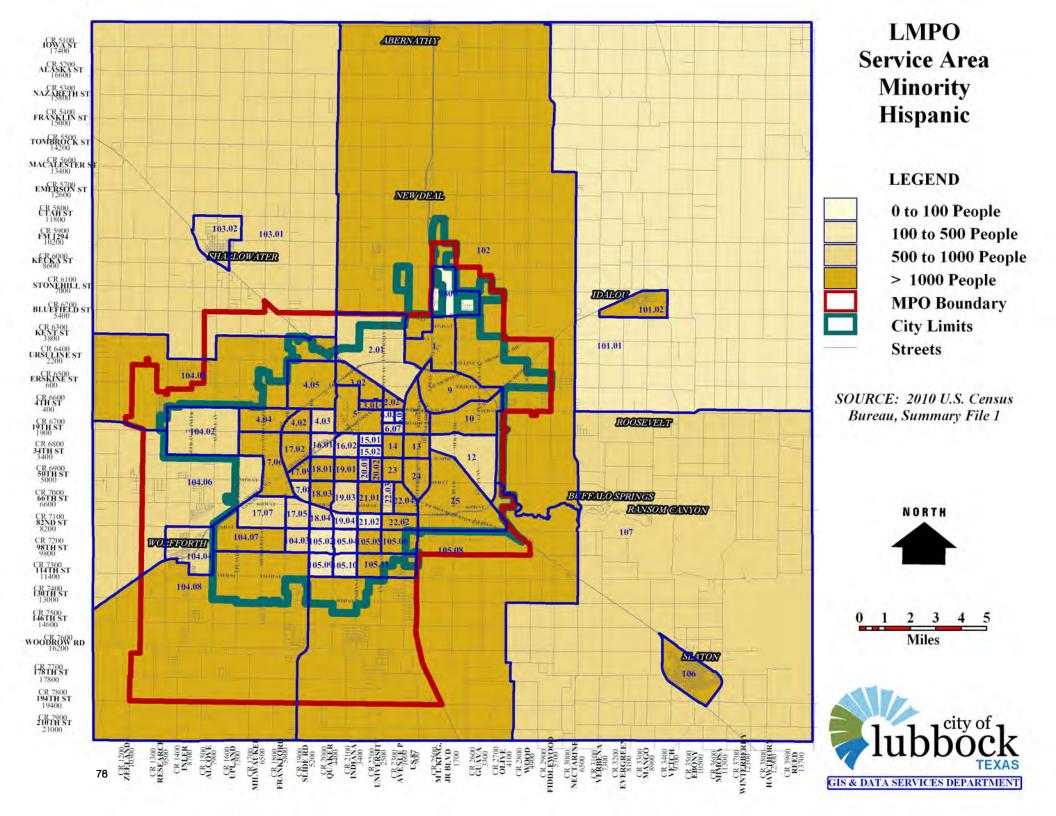
For New Freedom (NF) projects, proposals must provide projects for public transportation that provide new or improved public transportation services and alternatives, beyond the requirements of the ADA, to assist individuals with disabilities with accessing transportation services to and from jobs.

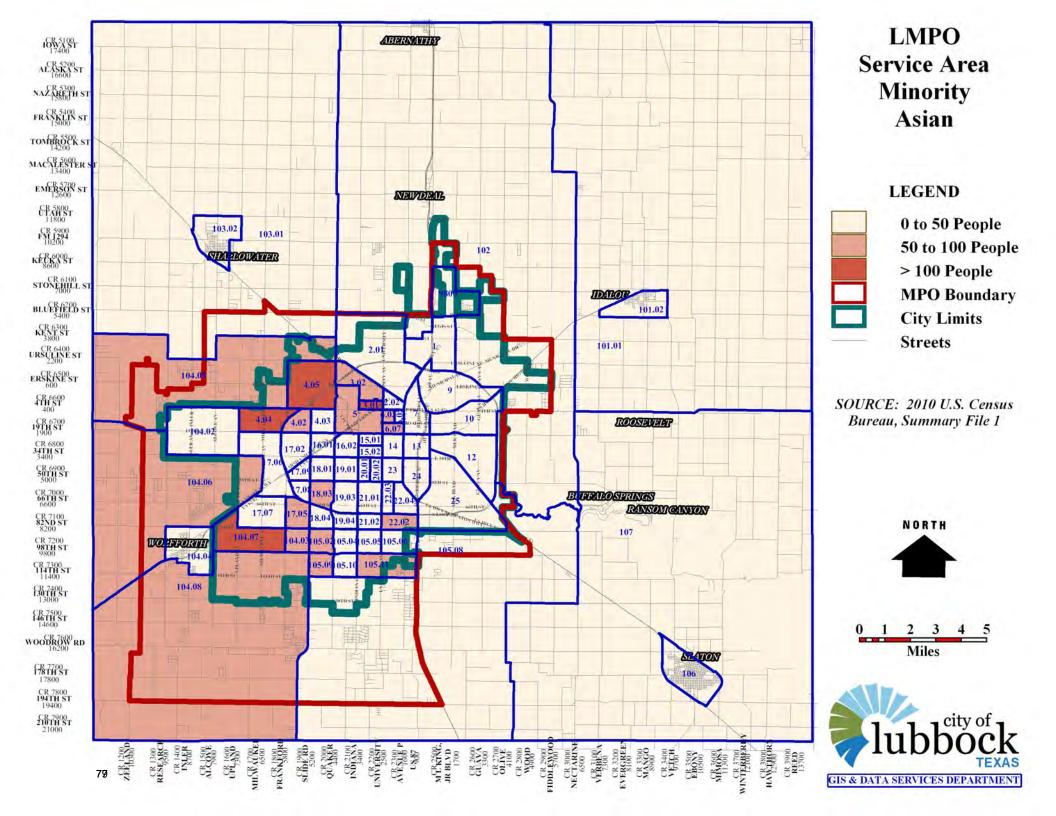
The LMPO hereby notifies all offerors that in regard to any grant agreement entered into pursuant to this advertisement, it is the policy of the Department of Transportation (DOT) that disadvantaged business enterprises as defined in 49 CFR Part 26 shall have the maximum opportunity to participate in the performance of contracts financed in whole or in part with federal funds. All offerors shall make good faith efforts, as defined in Appendix A of 49 CFR Part 26 to subcontract 1.00% of the dollar value of the prime contract to small business concerns owned and controlled by socially and economically disadvantaged individuals (DBE). Details of such requirement are contained in the specifications.

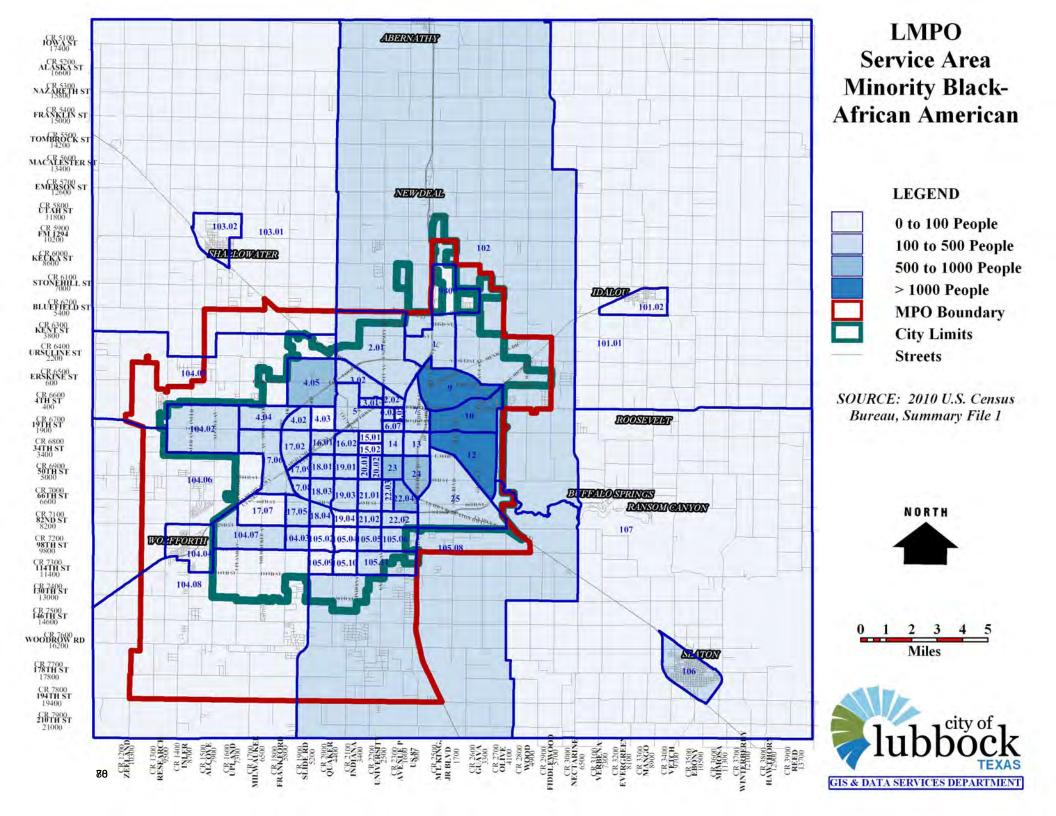
The proposed grant agreement is subject to the Buy American provisions. Details of such requirement are contained in the specifications. The proposed grant agreement is under and subject to Executive Order 11246 and the Equal Opportunity Clause. The offeror's attention is called to the Equal Opportunity Clause and the Standard Federal Equal Employment Opportunity Construction Contract Specifications, and the Notice of Requirement of Affirmative Action to Ensure Equal Employment Opportunity set forth in the specifications. The offeror is hereby notified that Federal Highway Administration and/or Federal Transit Administration funds are used for this procurement.

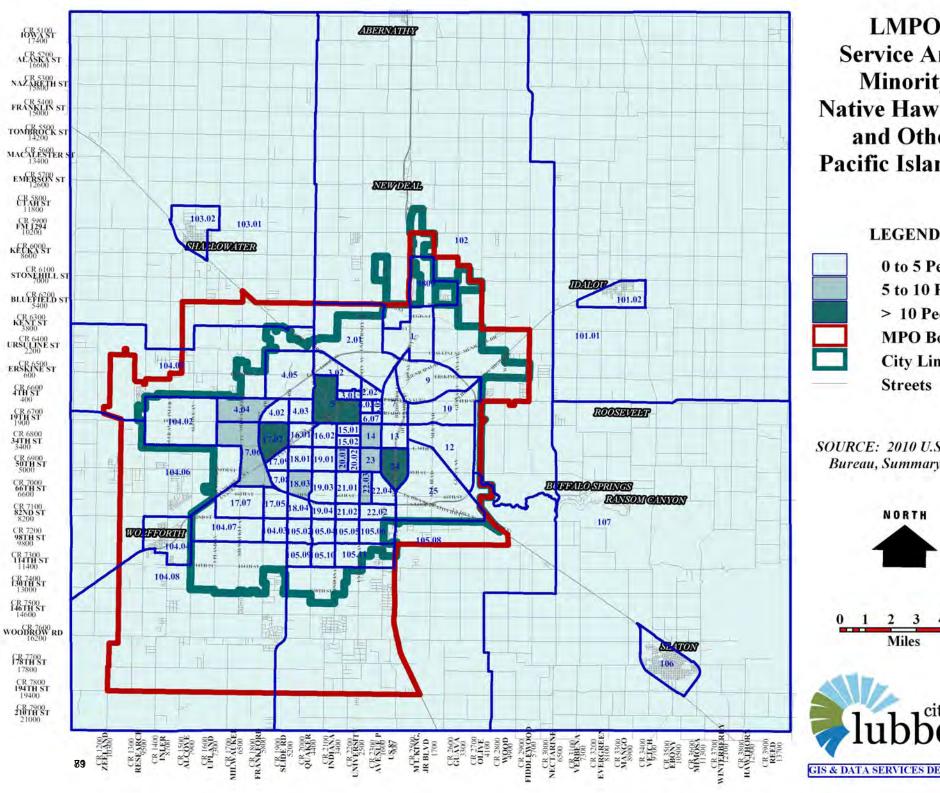
Appendix E











LMPO Service Area Minority **Native Hawaiian** and Other **Pacific Islanders**

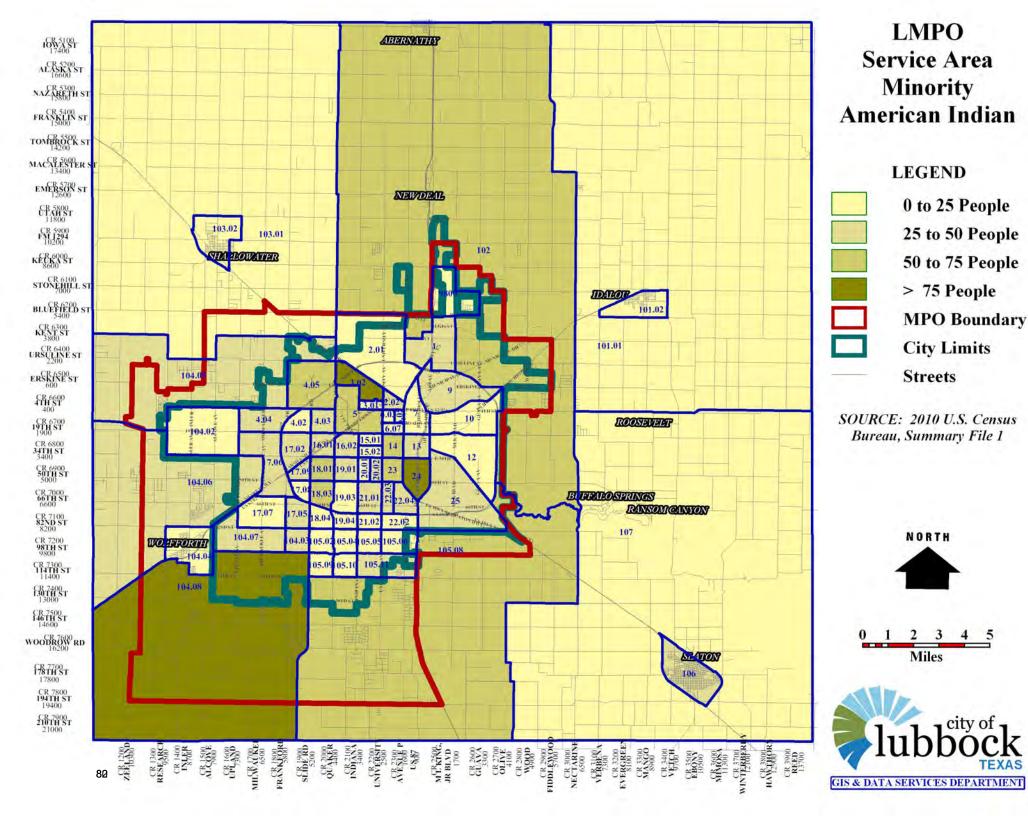


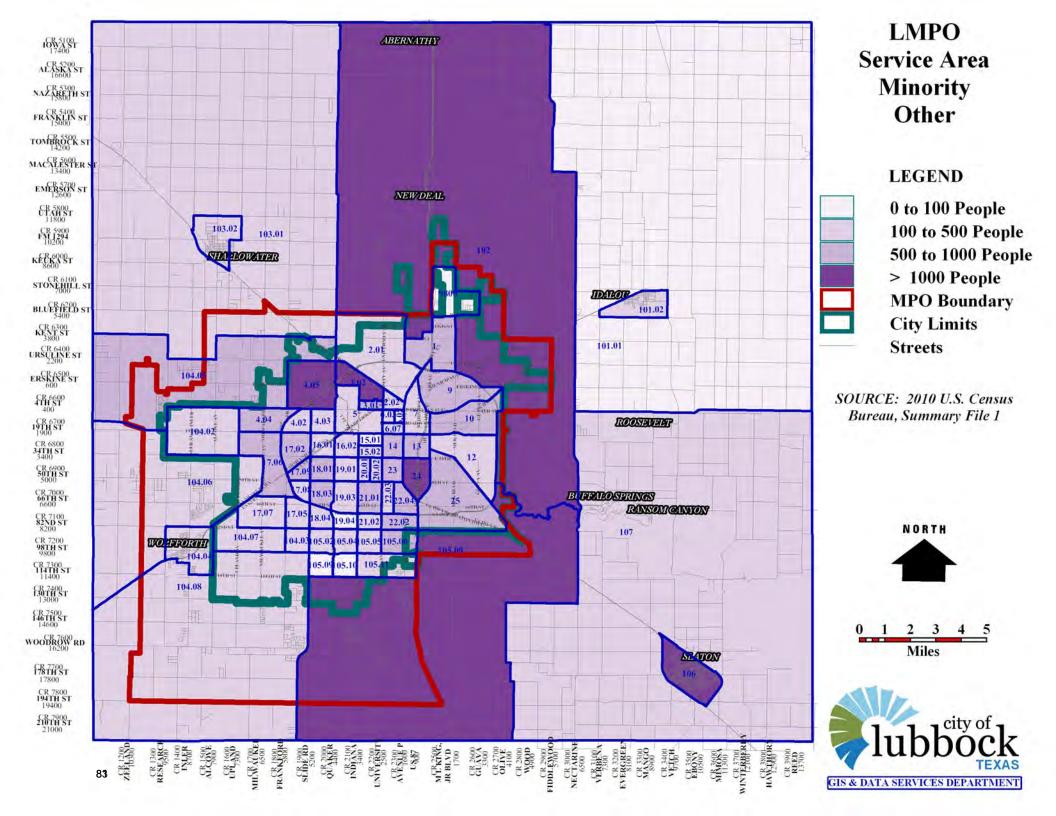
SOURCE: 2010 U.S. Census Bureau, Summary File 1

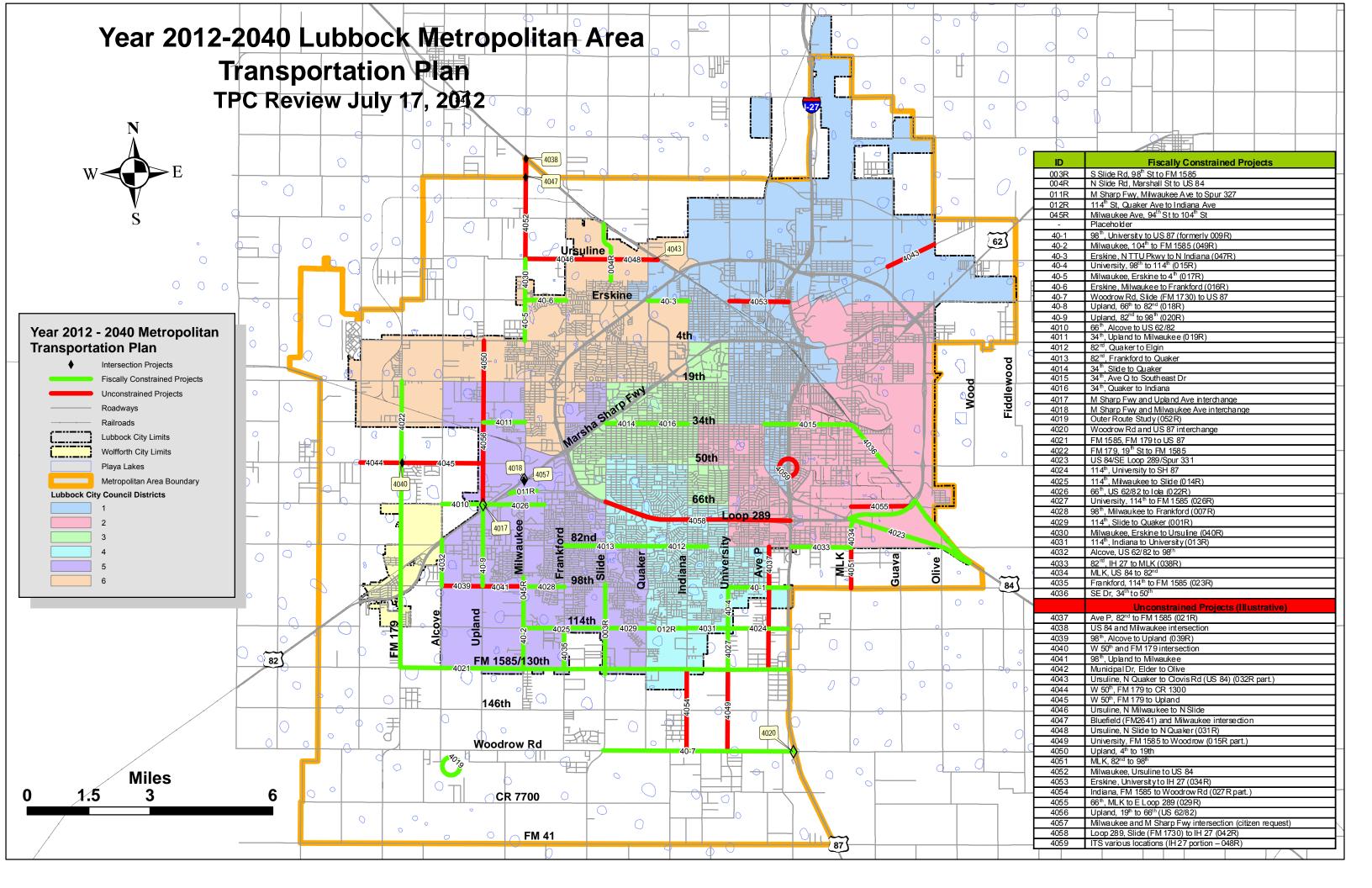




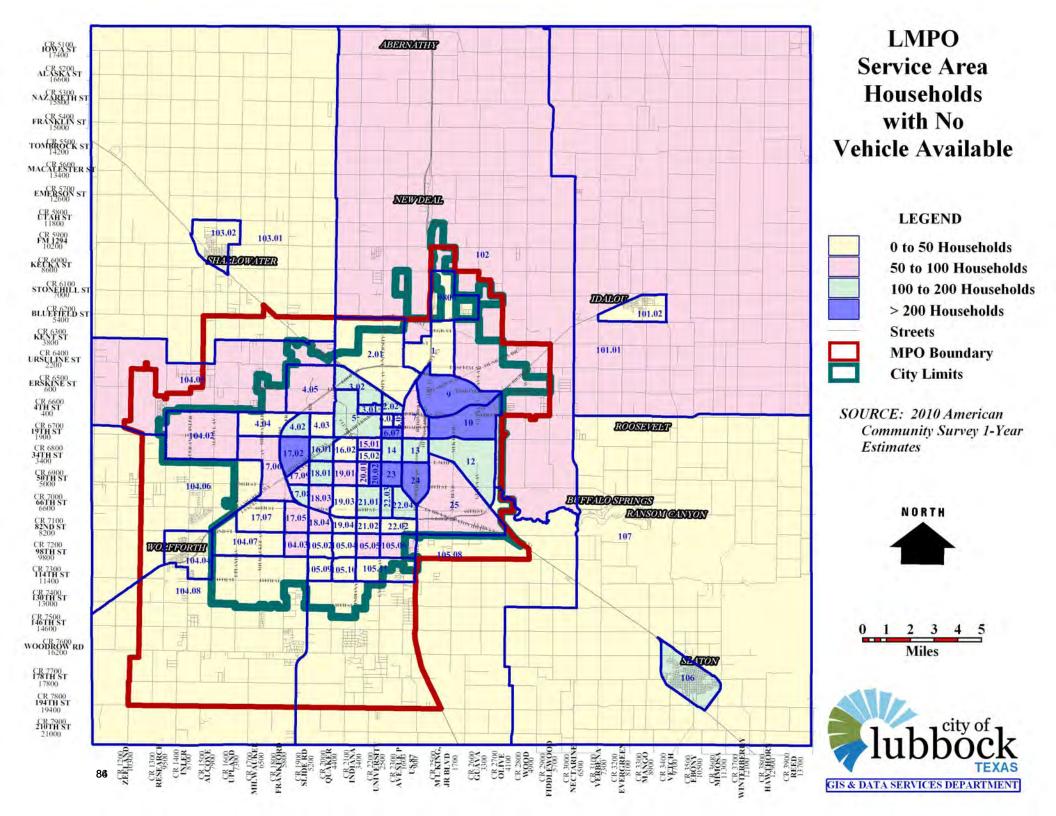


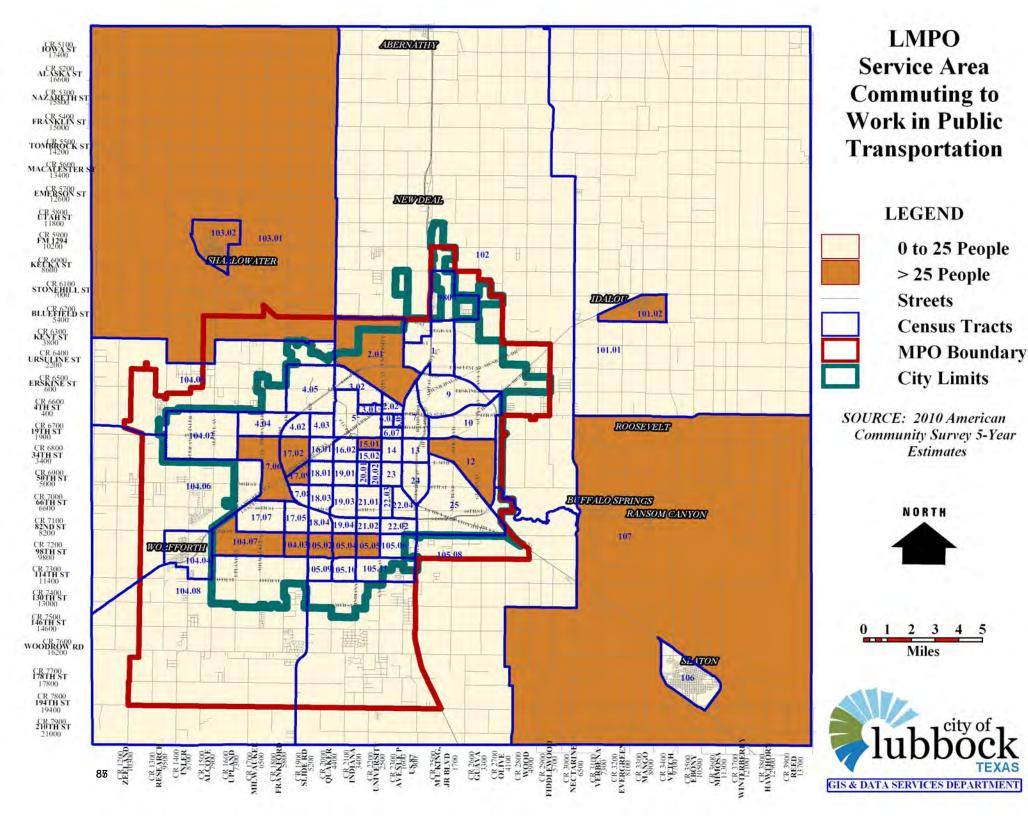


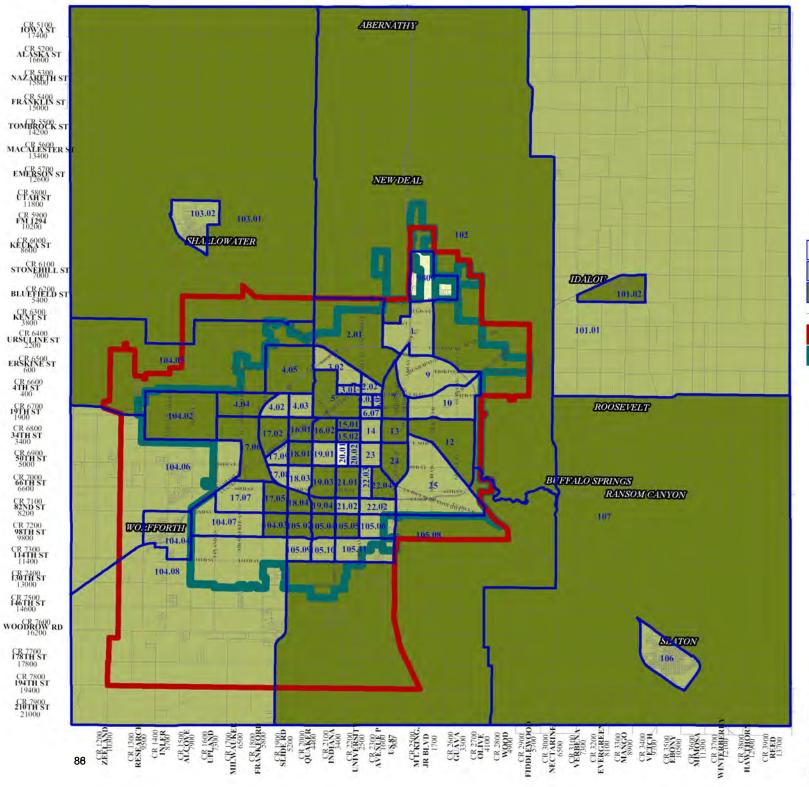




Appendix F







LMPO Service Area Single-Female Head-of-Households

LEGEND

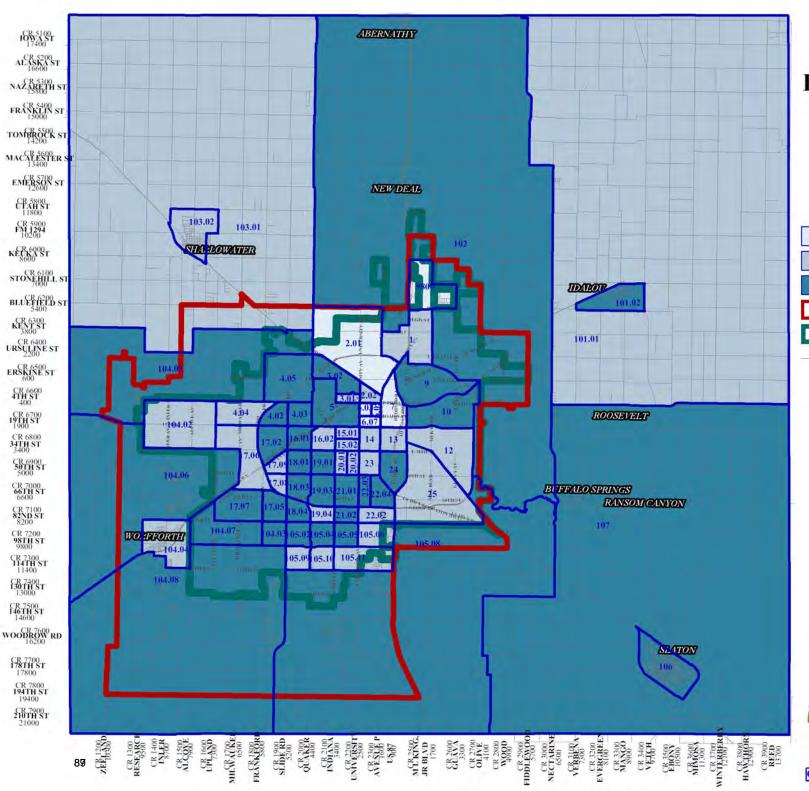
0 to 100 Households
100 to 500 Households
> 500 Households
Streets
MPO Boundary
City Limits

SOURCE: 2010 American Community Survey 5-Year Estimates









LMPO Service Area Head-of-Household 65 Years and Over

LEGEND

0 to 100 Households

100 to 250 Households

> 250 Households

MPO Boundary

City Limits

Streets

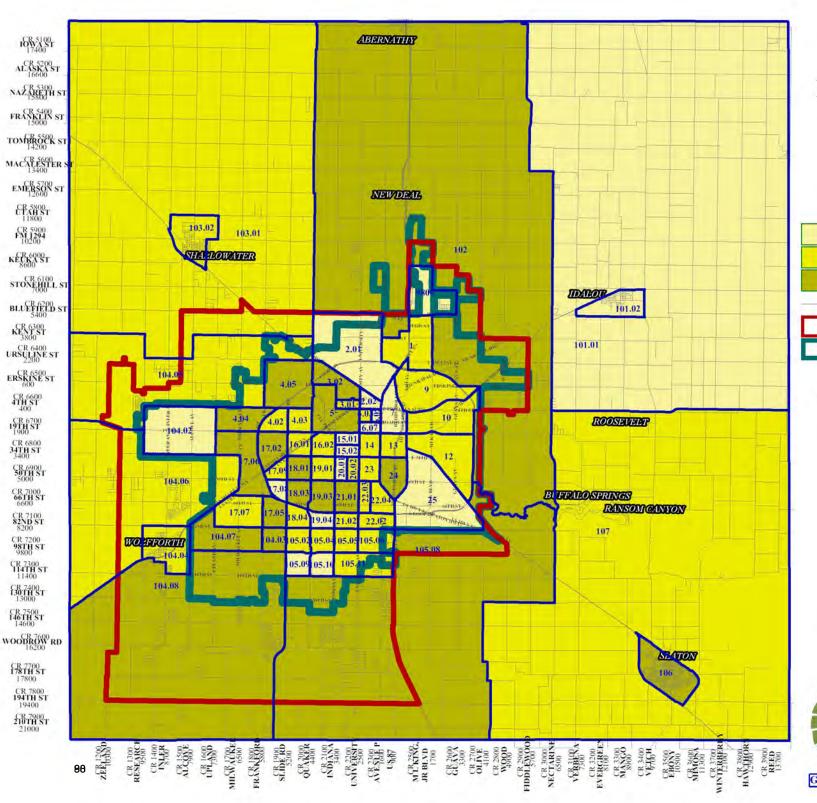
SOURCE: 2010 American Community Survey 5-Year Estimates





0 1 2 3 4 5 Miles





LMPO Service Area Public Assistance and Food Stamps

LEGEND

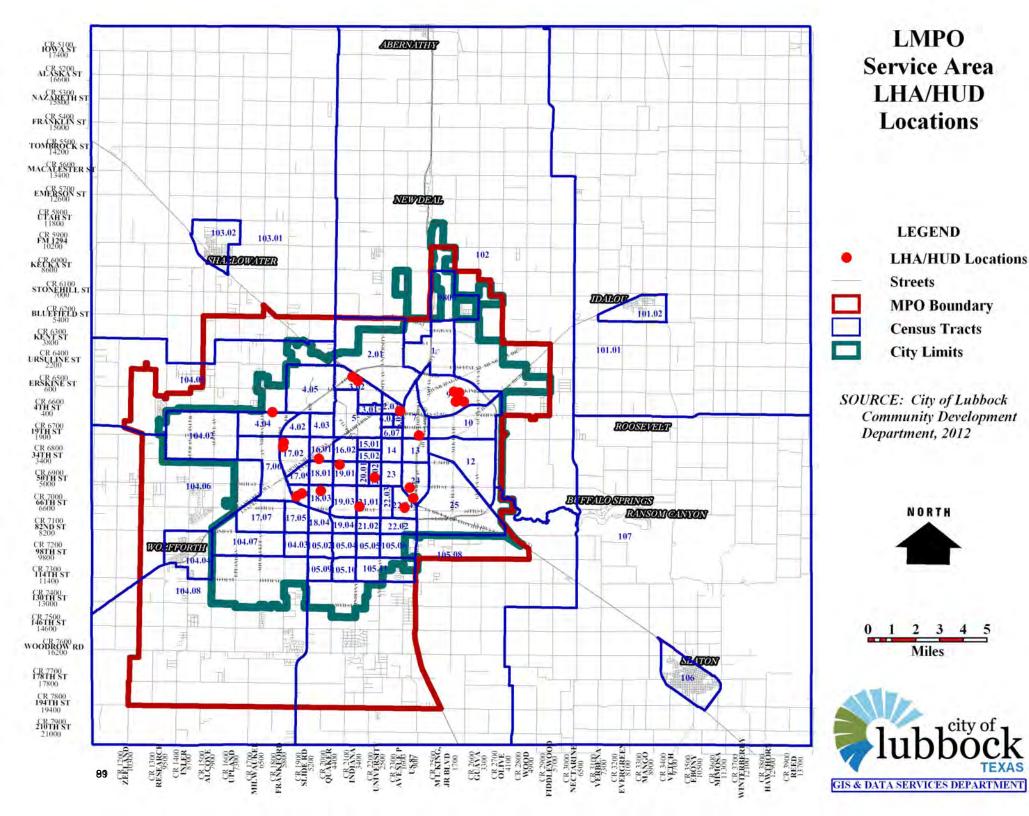
0 to 2500 People
2500 to 5000 People
> 5000 People
Streets
MPO Boundary
City Limits

SOURCE: 2010 American Community Survey 5-Year Estimates

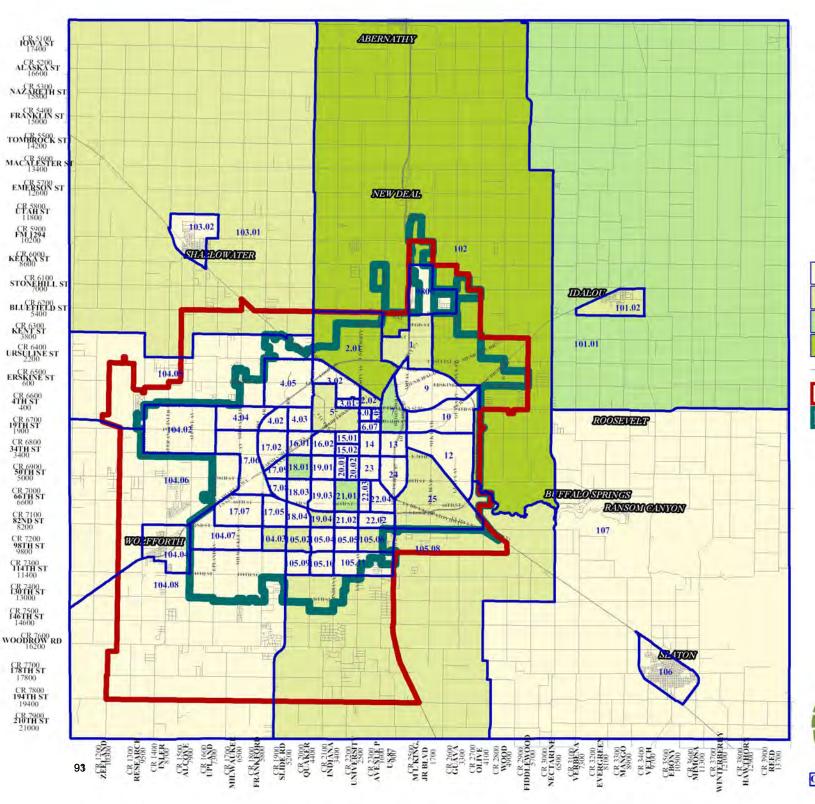








Appendix G



LMPO
Service Area
Speak Spanish or
Spanish Creole
and English
Less Than Well

LEGEND

0 to 250 People
250 to 500 People
500 to 750 People
> 750 People
Streets

City Limits

SOURCE: 2010 American
Community Survey 5-Year

MPO Boundary

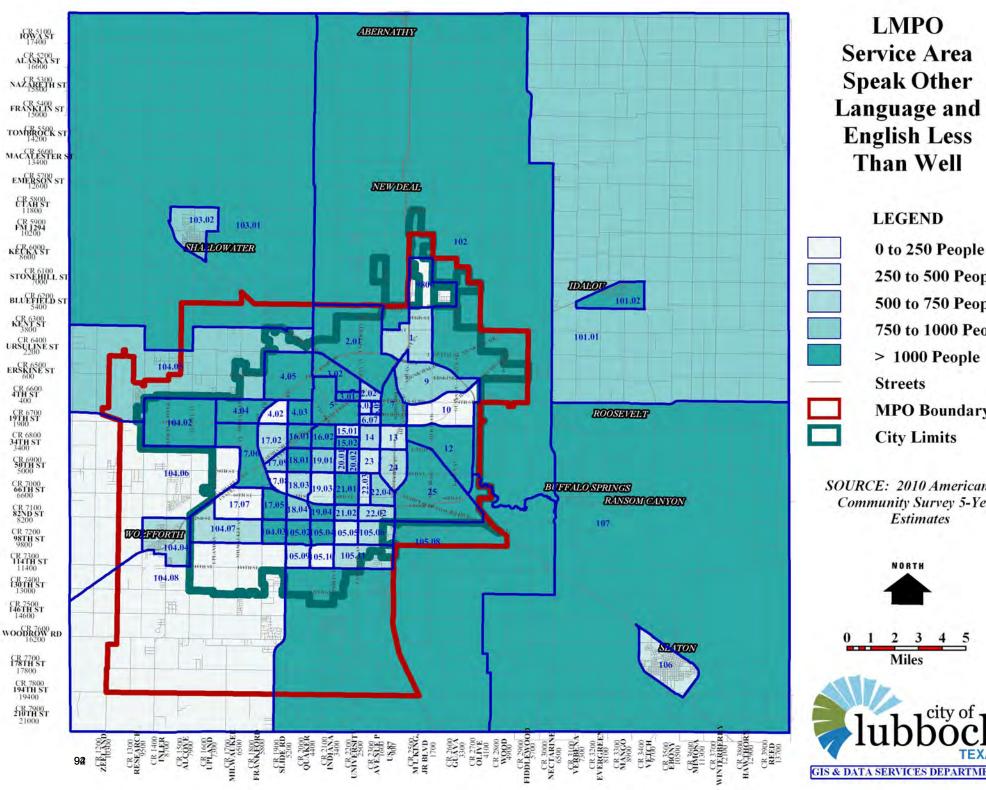
NORTH

Estimates



0 1 2 3 4 5 Miles





LMPO Service Area **Speak Other** Language and **English Less** Than Well

LEGEND

250 to 500 People

500 to 750 People

750 to 1000 People

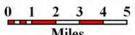
> 1000 People

MPO Boundary

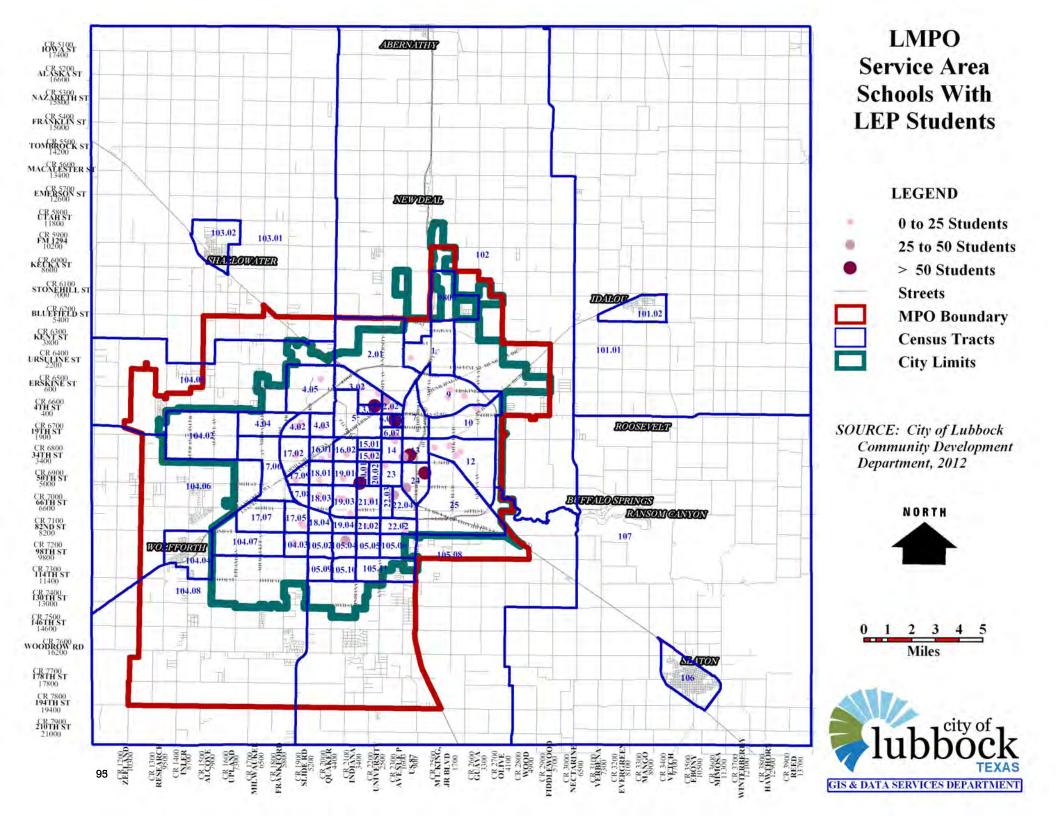
City Limits

SOURCE: 2010 American Community Survey 5-Year Estimates









Appendix H



From the desk of Chris Mandrell Director of Human Resources

P.O. Box 2000, Lubbock, Tx 79457 801 Texas Ave., Lubbock, Tx 79401 806. 712. 2002 cmandrell@citibus.com

www.citibus.com

July 12, 2012

Mr. David Jones, Director Lubbock Metropolitan Planning Organization 916 Main, Suite 445 Lubbock, Texas 79401

RE: LEP Assistance

Dear Mr. Jones:

Citibus will gladly partner with the Lubbock Metropolitan Planning Organization when the need arises to translate a vital document from English to Spanish. Citibus employs several bi-lingual persons that are capable of translating documents in this manner.

Please contact me when the need arises for a document to be translated.

Sincerely,

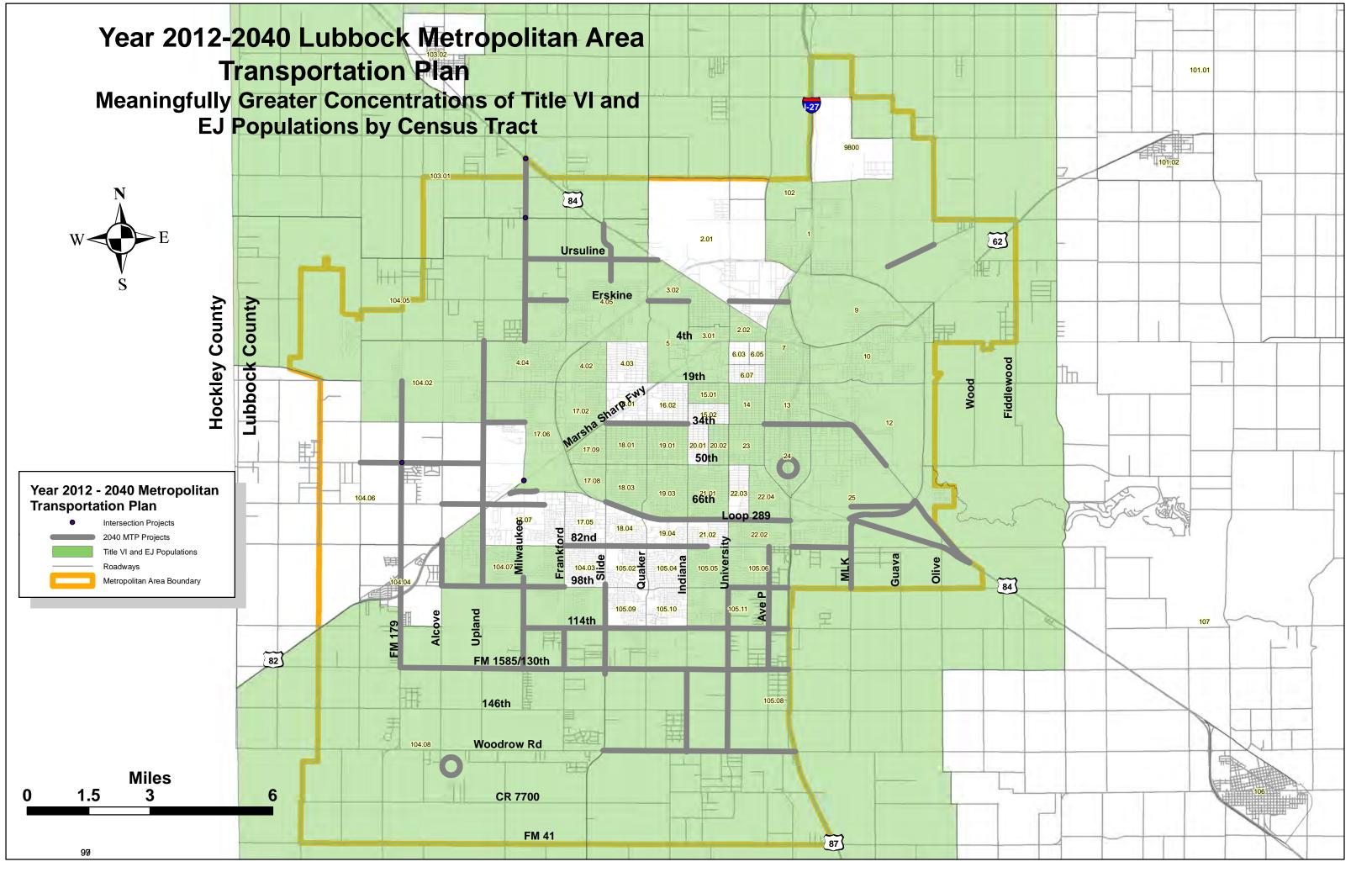
Chris Mandrell

Director of Human Resources



A McDonald Transit Associates, Inc. Contract Operator

Appendix I



Appendix 3 Congestion Management Plan

CONGESTION MANAGEMENT

PROCESS



Lubbock Metropolitan Planning Organization In Cooperation with:

City of Lubbock
City of Wolfforth
Lubbock County
Texas Department of Transportation
Citibus











Prepared by:

City of Lubbock
Traffic Engineering Department
and
LMP0

Approved by the Transportation Policy Committee on $\,March\,7,2008\,$

CONGESTION MANAGEMENT SYSTEM PROCESS

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OVERVIEW

Traffic congestion is a continuing nationwide problem and a growing concern for local transportation officials. 60 percent of Texans today live in a major metropolitan area. The Lubbock Metropolitan Planning Organization (MPO) has seen an increase in congestion within the Congestion Management System Boundary (CMSB), as depicted in Appendix A. Much of this congestion can be attributed to a rise in the general population, the build up of housing and businesses to the west, south, and southwest areas of the Metropolitan Area, several major highway construction projects, and an increased student population at Texas Tech University. A record 28,200 students enrolled in 2012, an increase in the last 2 years' mark of 25,573. This represented a growth of 10.3 percent. Current forecast are for student enrollment to grow to 40,000 in the coming years. Traffic volume data show an over capacity on many major arterials in Lubbock during peak times.

The Congestion Management System Boundary for the Lubbock Metropolitan Planning Organization is the same as the Metropolitan Area Boundary. See Appendix A.

Within the Lubbock Metropolitan Planning Organization's Congestion Management System Boundary, congestion is defined as those facilities, federally functionally classified as arterial and above, that have a rating of Moderate, Heavy, Severe or Extreme as calculated based upon the criteria in the Delay Calculation Summary shown in Appendix B.

The MPO views congestion management in the context of the overall transportation planning process. The Metropolitan Planning Rule of Statewide Roadway Planning identifies "the need to relieve congestion and prevent congestion from occurring where it does not yet occur." Further, the rule specifies that in the Transportation Management Areas (TMAs), the planning process must include the development of a Congestion Management Process (CMP) that provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies.

PURPOSE

The Management and Monitoring System Rule of the Congestion Management System defines congestion as "the level at which transportation system performance is no longer acceptable due to traffic interference." The rule states that in all TMAs, the CMP shall be developed, established and implemented as part of the metropolitan planning process and shall include:

- 1. Methods to monitor and evaluate the performance of the multimodal transportation system; identify the causes of congestion, identify and evaluate alternative actions, provide information supporting the implementation of actions, and evaluate the efficiency and effectiveness of implemented actions;
- 2. Definition of parameters for measuring the extent of congestion and for supporting the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods. Since levels of acceptable system performance may vary among local communities, performance measures and service thresholds should be tailored to the specific needs of the area and established cooperatively by the State affected MPO(s), and local officials in consultation with the operators of major modes of transportation in the coverage area;
- 3. Establishment of a program for data collection and system performance monitoring to define the extent and duration of congestion, to help determine the causes of congestion, and to evaluate the efficiency and effectiveness of implemented actions. To the extent possible, existing data sources should be used, as well as appropriate application of the real time system performance monitoring capabilities available through the Intelligent Transportation System (ITS) technologies;
- 4. Identification and evaluation of the anticipated performance and expected benefits of appropriate traditional and nontraditional congestion management strategies that will contribute to the more efficient use of existing and future transportation systems based on the established performance measures. The following categories of strategies, or combinations of strategies, should be appropriately considered for each area: Transportation demand management measures, including growth management and congestion pricing; traffic operational improvements; public transportation improvements; ITS technologies; and, where necessary, additional system capacity.
- 5. Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy (or combination of strategies) proposed for implementation; and
- 6. Implementation of a process for periodic assessment of the efficiency and effectiveness of implemented strategies, in terms of the area's established performance measures. The results of this evaluation shall be provided to decision makers to provide guidance on selection of effective strategies for future implementation.

TEXAS METROPOLITAN MOBILITY PLAN

The Texas Metropolitan Mobility Plan will also identify common goals during development to improve traffic flow by using all modes of transportation. A regional plan will be setup tailored to the needs of the CMSB and will address the following common goals:

- 1. Relieve Congestion. The Texas Department of Transportation (TxDOT) will adopt a Texas congestion index to aid the metropolitan areas in setting goals for congestion reduction. This index will assess the mobility of people and goods in each metropolitan area of Texas. Focusing on surface modes of transportation, the index will be based on the delay time experienced by people and in the delivery of goods. Consultations with TxDOT will develop improvement goals based on that congestion index. This goal setting will require a comprehensive local and regional examination of the impact of potential improvement projects and policy approaches across all transportation modes based on index results.
- 2. Improved Safety. The regional mobility plan will address safety improvements across all transportation modes.
- 3. Improved Air Quality. Through established procedures and future refinements, the regional mobility plan will, in conformance with established guidelines, access impact on air quality. This will require comprehensive planning through the metropolitan area across all modes.
- 4. Improved Quality of Life. The regional mobility process will address the quality-of-life impact of proposed projects and approaches. This quality-of-life assessment, integral to regional plan approval, will serve with the air-quality assessment as a basis for improved methods of project implementation.
- 5. Improved Opportunities for Economic Development. Reduced congestion and improved mobility are crucial to the economic vitality of the Lubbock Congestion Management System Boundary. Further growth must be well planned and comprehensively integrated with all transportation modes.

CONGESTION MANAGEMENT SYSTEM WORK PROGRAM (CMSWP)

Pursuant to the Management and Monitoring Systems Final Rule issued on December 19, 1996, the MPO has established the Congestion Management Committee (CMC) comprising of all the members of the Technical Advisory Committee plus the MPO staff. The CMC is the committee responsible for preparing and making recommendations to the Transportation Policy Committee (TPC) for implementing the Congested Management System Program. The MPO staff assists the TPC. Collective and individual responsibilities of the members of this committee are listed later in this report.

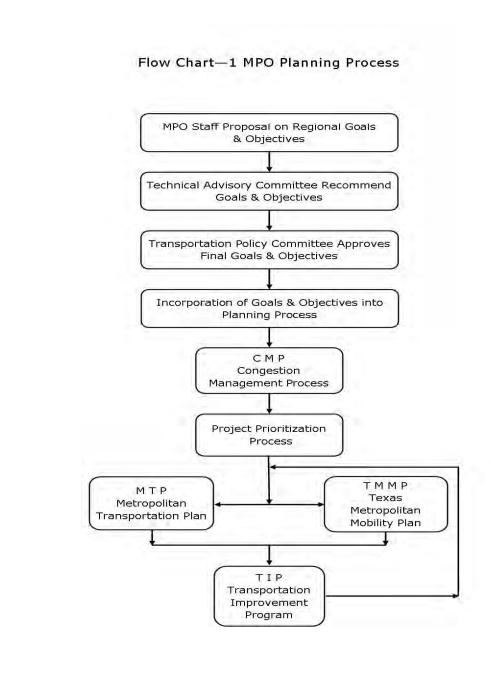
In September 2003, the MPO designated the Transportation Policy Committee (TPC) as the Regional Planning Board for the Texas Metropolitan Mobility Plan. The critical analysis of thoroughfares in the metropolitan area relative to their level of congestion based on speed ranges and traffic volumes (ADT) per lanes as shown in Appendix B.

The Lubbock Metropolitan Planning Organization's Congestion Management Committee (CMC) shall monitor the congestion in the Lubbock Congestion Management System Boundary and make necessary recommendations to the Transportation Policy Committee.

The primary means of addressing congestion within the Lubbock Congestion Management System Boundary will be through Transportation System Management (TSM) strategies: Intelligent Transportation System (ITS), Freeway Incident Management, Geometric Design, Traffic Signal Improvements [timing plan improvement (synchronization), interconnected signals, annual traffic signal maintenance], Intersection Improvements, and through Planning Management: Growth Management (site plan review) and Access Management.

CONGESTION MANAGEMENT PLANNING PROCESS

The MPO may not have the luxury of adding capacity to accommodate increased traffic. It is the intention of the MPO to work with the local entities to improve efficiency by adopting the Transportation Demand Management (TDM) and Transportation System Management (TSM) strategies to reduce Single Occupancy Vehicle (SOV) travel, see Appendix C for definitions and strategies. The following chart explains the Congestion Management System (CMS) activities of the MPO and their relationship with the planning process. During each update to the Metropolitan Transportation Plan congestion will be taken into consideration during the project selection process and will be reviewed to insure compliance with SAFETEA-LU as a CMS.



GOALS

The MPO's goals to operate the Congestion Management Process are as follows:

- 1. To provide the Congestion Management Process Boundary area community with a safe, efficient, environmental friendly, and economical transportation system.
- 2. To improve mobility of goods and persons by using Intelligent Transportation System (ITS) and other strategies according to local needs.
- 3. To reduce SOV travel by encouraging the use of other modes including transit, walking, biking, carpooling, and vanpooling.
- 4. To improve both intermodal and multimodal facilities by maximum utilization of existing resources.
- 5. To maintain Level of Service (LOS) A, B, C, or D during peak periods, see Appendix D for LOS definitions.
- 6. To utilize the Texas Metropolitan Mobility Plan process to assist in carrying out the congestion management process.

CONGESTION FACTORS AND CORRECTIVE ACTIONS

SOV Travel (Single Occupancy Vehicles)

SOV is the predominant mode of travel within the CMPB area, which is a major cause of congestion and deteriorating air quality.

Activities: Citibus, along with the City Of Lubbock, encourage the use of public transportation. LMPO and the City of Lubbock revised the metropolitan area bike plan in 2007 to better coordinate existing and future bikeways with roadway improvements. The bike plan may be accessed at www.ci.lubbock.tx.us.

TDM: Ridesharing, carpooling, vanpooling, Non-motorized Travel (bicycle), Public and Private Transit (transit service), Alternative Work Hours Programs (flexible work hour program, compressed workweek), Parking Management, congestion pricing.

TSM: Traffic Signal Improvement, Intersection Improvement, Growth Management, Access Management.

PM: Intelligent Transportation System (ITS), (Advanced Transportation Management System), Freeway Incident Management System

Traffic Signal Synchronization

Unsynchronized signals or poorly synchronized signals contribute to traffic congestion. Drivers experience stops, stop- delays, and longer travel time contributing to increased fuel consumption, congestion, and air pollution.

Activities: New road construction in the City Of Lubbock is expanding rapidly and this includes a new freeway through the City and major arterials. New businesses are relocating to Lubbock and a new mall has been constructed on the west side. Traffic volumes are kept up to date and signal timings are evaluated regularly to address changes in driving routes due to this new construction. Parking restrictions are considered at approaches to new traffic signals and on arterials. A new Advanced Traffic Management System (ATMS) is being implemented in 2012 at the Traffic Management Center (TMC), along with new traffic signal controllers and a fiber optics communications system in the field which will increase the capability and reliability of the computerized traffic system that the City of Lubbock operates.

TDM: Parking Management

TSM: Traffic Signal Improvements, Intersection Improvements, Intelligent Transportation System (ITS), Geometric Design,

Access Management

Closely spaced driveways and their nearness to intersections on arterial streets hamper traffic movement causing congestion and air pollution.

Activities: The City of Lubbock updated the Access Management Policy in April 2011 to better control and evaluate ingress and egress onto private property as new construction replaces older existing construction. Parking restrictions and the Resident Parking Only Program regulate on-street parking. City departments participate in weekly Site Review for new construction and existing alterations of commercial businesses.

TDM: Parking Management

TSM: Geometric Design, Growth Management (subdivision regulations).

PM: Access Management (driveway regulations (building codes/site plan regulations).

Continuous Left Turn Lanes

Consideration should be given to use raised center medians in lieu of continuous turn lanes in areas of heavy traffic concentration, higher travel speeds, and frequent driveway spacing.

Activities: New construction and increased traffic have required that the City look at new ways of relieving congestion. Median construction is considered at newly constructed major intersections and existing congested areas. Raised Pavement Markers (RPMs) and delineator systems are options for existing thoroughfare intersections where congestion is identified.

TDM: Parking Management.

TSM: Geometric Design (raised medians), Traffic Signal Improvement, Intersection Improvements and Access Management.

PM: Access Management.

School Zones on Major Arterials

Arterial street system serves major centers of activity of a metropolitan area. These facilities emphasize mobility rather than land accessibility. Low driving speed limits in school zones on major arterials cause traffic delays and congestion.

Activities: The City is involved with the school districts surrounding Lubbock in an effort to locate new schools away from major arterials and business districts. Bus parking and No Parking areas are implemented for student loading/unloading and traffic flow around schools.

TDM: Parking Management

TSM: Geometric Design, Traffic Signal Improvements, Intersection Improvements, Growth Management

PM: Access Management (designated cross walks).

Intelligent Transportation System (ITS)

The City Of Lubbock is taking a leading role, in partnership with TxDOT, in development and implementation of a Regional ITS and its deployment. ITS gives Lubbock's Traffic Engineers the ability to observe real time traffic and to respond quickly to events.

Activities: Video freeway monitoring, dynamic message signs, freeway management, fiber optics communications and a centralized computer signal system are all part of the ITS technologies being used at the City's Traffic Management Center (TMC).

TDM: N/A

TSM: Traffic Signal Improvements, ITS (video monitoring dynamic message signs, count station)

PM: N/A

Project Prioritization Process

The Lubbock Metropolitan Planning Organization's Transportation Policy Committee at its December 13, 2011 adopted a Project Selection Criteria (see Appendix E) that is used during the development of the Metropolitan Transportation Plan updates.

CONGESTION MANAGEMENT COMMITTEE

The Congestion Management Committee, comprising the Technical Advisory Committee and the MPO Staff, will meet periodically to evaluate CMS strategies and suggest changes, when needed. The CMC is the committee responsible for preparing and making recommendations to the Transportation Policy Committee for implementation of the Congested Management System Program. The MPO staff assists this committee.

Congestion management requires traffic count data. The city, county, and the Texas Department of Transportation collect this data routinely in their jurisdictions for traffic operation. Data need for CMS does not put any extra burden on any entity of the MPO.

The MPO will coordinate this data collection activity and provide assistance, when needed. Revision of zoning and subdivision regulations would be the responsibility of the planning departments of the cities.

The Congestion Management Committee analyzes the data collected from all the MPO entities to check the transportation system performance. The CMC will then recommend any necessary plan or action to the Transportation Policy Committee (TPC). The TPC decides what action is feasible and which agency is responsible for implementing the action plan to alleviate congestion in the MPO area.

The following are the responsibilities of each entity:

MPO STAFF

LMPO staff, in consultation with the Technical Advisory Committee (TAC), drafts the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and CMP with the cooperation of all LMPO entities and presents them to the Transportation Policy Committee and federal and state agencies for approval, if necessary. LMPO staff keeps all the entities in the MPO area informed of any federal or state rules and regulations, provides assistance in conducting surveys/studies related to transportation planning, and sets threshold values to monitor congestion and air quality with the cooperation from entities. LMPO staff assists elected officials and the public in achieving the Lubbock Metropolitan Area's Title VI requirements (environmental justice in minority and low-income populations) in short range improvement programs and long range plans.

CITIES (LUBBOCK & WOLFFORTH)

Provide and share all data and information collected to perform necessary analysis Provide information on land use and zoning laws and regulations or any changes.

LUBBOCK COUNTY

Provide and share all data and information collected to perform necessary analysis. Provide information on land use and zoning laws and regulations or any changes.

STATE (Texas Department of Transportation)

Provides and shares all data and information collected to perform necessary analysis. Provides assistance in conducting surveys/studies and data analysis.

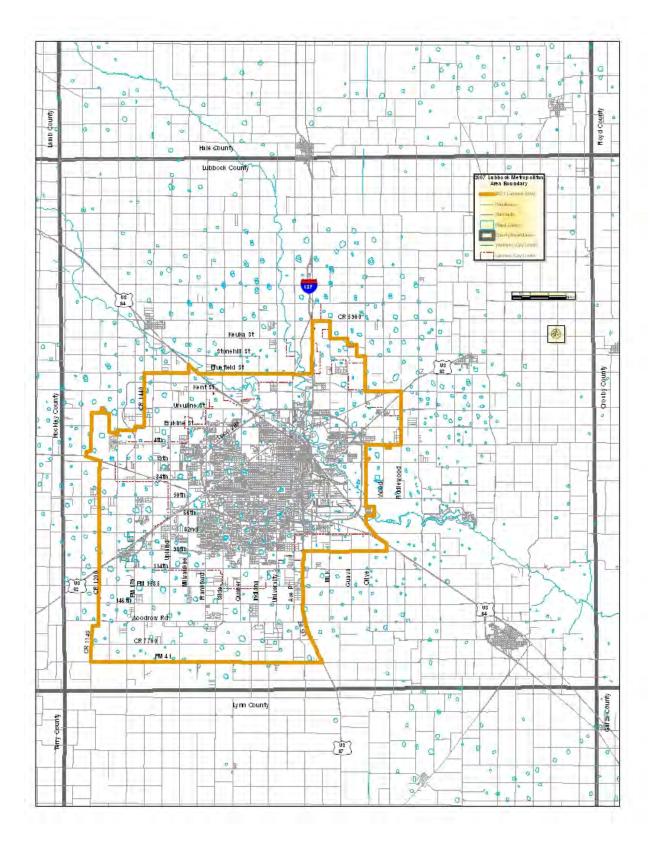
TRANSIT (Citibus)

Provides and shares information on route selection and planning. Provides information on incentives offered to increase transit use. Provides and shares data on transit use trends.

FREIGHT FACILITIES

The Government and Business Enterprises Division of TxDOT issued an April, 2007 report titled <u>Trans-Texas Corridor Rural Development Opportunitites: Ports-to-Plains Case Study.</u> The report identified an extension of the Permian Basin Railways line to connect the Lubbock and Midland-Odessa areas. This potential corridor could be eligible for TTC corridor designation with the aim of developing an intermodal facility for export of the local cotton crop and ethanol. Based on the study, a terminal for ethanol export would be needed. The development of freight rail to transport both these products would reduce truck traffic in the Lubbock Metropolitan Area.

APPENDIX A CONGESTION MANAGEMENT SYSTEM BOUNDARY



APPENDIX B

DELAY CALCULATION SUMMARY*

Congestion Range	Speed Range	Components or System Element	Traffic Level or Condition
Un-congested	60	Freeways	ADT/Lane less than
	35	Streets	15,000 ADT/Lane less that 5,500
	35	Public Transportation Service	On-Schedule
Moderate	60 to 55	Freeway	15,000 to 17,500
	35 to 28	Streets	5,500 to 7,000
Heavy	55 to 48	Freeway	17,500 to 20,000
	28 to 27	Streets	7,000 to 8,500
Severe	48 to 27	Freeway	20,000 to 25,000
	27 to 26	Streets	8,500 to 10,000
Extreme	27 to 20	Freeway	Greater than 25,000
	26 to 25	Streets	Greater than 10,000

Improvement Treatments	Delay Reduction (%)
Ramp metering	0 to 12.4
Traffic-signal coordination	0.5 to 6.1
Incident management	14 to 35
Access management	To be determined
High-occupancy vehicle (HOV) facilities	Include speed and person volume directly
Other treatments	To be determined

^{*} Texas Metropolitan Mobility Plan 2006, p.24

APPENDIX C

DEFINITIONS OF MEASURES OF CONGESTION

These travel characteristics and definitions will help provide information and are suggested for data collection to assess core system performance measured to evaluate congestion.

Average Travel Speed

The average travel speed is computed as the distance traveled divided by the average total time to traverse a given highway segment. It is obtained from a travel time study along the route. The total time includes stopped delays in addition to the actual time of motion. Necessary number of travel time runs depend on the variance in travel time, the acceptable degree of precision, and the level of confidence desired. Therefore, average travel speeds are a poor measure of roadway congestion.

Average Travel Time

The average travel time is defined as the total time to traverse a length of a roadway under prevailing traffic conditions. All stopped delays are included in the average travel time. The average travel time measure can be used to compare the quality of service of various alternate routes from a point of origin to a point of the destination.

Average Travel Rate

This measure is the average time, generally in minutes, required to travel a prescribed distance (one mile or one kilometer) along a route or through a system of routes. An average travel rate is the reciprocal of average travel speed, and is generally reported in minutes per mile (per kilometer). Average travel rates can measure congestion on both a corridor and a sub-area/area wide level.

Total Delay

Total delay or stopped delay is the time that a vehicle is stopped in traffic or at an intersection. Expressed in seconds per vehicle, stopped delay can be measured as the actual "locked wheel" time, or in terms of time less than a very slow speed, such as 5 mph. The Highway Capacity Manual's (HCM) delay equation uses turning movement volumes to capacity ratios to determine stopped delays at intersections. Intersection delay is not a good performance measure for the following two reasons.

- 1. The inability to forecast turning movements of an intersection, and
- 2. It is not readily adaptable as a corridor or area wide measure.

However, delay studies are useful for determining the locations, causes and lengths of delays. Total delay information can only be used to locate and measure spot areas of congestion.

Level of Service

The most common measure currently used to define congestion involves Level-of-Service (LOS) values as defined in the 2000 Highway Capacity Manual (HCM).

LOS...A qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience.

Sometimes LOS is a qualitative measure describing operational conditions of a segment or traffic stream, during peak periods. Six different levels are defined (LOS A, B, C, D, E, and F) with LOS A representing the best condition and LOS E and F representing the worst condition. LOS can be defined and measured differently depending upon the roadway facility it is describing. A definition of congestion involving LOS values is common, with many agencies indicating either LOS E or F as congestion. However, because of the various methods of determining LOS, these values are usually not comparable between roadway classifications.

Accident Rates

The number of accidents per million vehicles entering a spot location or the number of accidents per million vehicle-miles over a section of roadway can be used as an indicator of congestion. The nature of accidents, and the way they are recorded, makes it difficult to measure congestion from accident rates alone. At very high traffic volumes when there is a bottleneck of traffic and the inability to change lanes, there may also be a reduction in friction between vehicles and corresponding reduction in accidents. There is also a wide variance in the reporting of accident data by local law enforcement agencies. Two major problems are that not all accidents are reported and that the exact accident location is not identified. Accident rates are applicable as spot, corridor, and area wide measures. Accident rates alone are not a suitable measure of congestion.

CONGESTION MANAGEMENT STRATEGIES

There are several innovative Transportation Demand Management (TDM), Transportation System Management (TSM) and Planning Management (PM) strategies used throughout the USA. Some of these strategies can be adopted based on the local resources and needs.

Transportation Demand Management (TDM)

TDM strategies are designed to maximize the people-moving capability of the transportation system by increasing the number of persons in a vehicle, or by influencing the time of, or need to, travel. To accomplish these types of changes, TDM programs must rely on incentives or disincentives to make these shifts in behavior attraction. The primary purpose of TDM is to reduce the number of vehicles using the road system while providing many mobility options to those who want to travel. The following are some TDM alternatives to a single occupant vehicle:

Carpools and Vanpools

These pools are useful when the transit service is not reaching the sparsely populated area or does not have enough resources to increase the service area.

Public and Private Transit

The use of transit service has been a great help in reducing congestion in most urban areas. Transit, including bus pools and shuttles only, can be utilized when there is a demand and SOV travel and other TDM strategies are not able to provide service to alleviate congestion.

Non-motorized travel

Bicycling and walking are very useful in mixed land use development. These modes reduce congestion and air pollution.

Parking Management

A parking management program is any plan by which a parking space is provided, controlled, regulated, or restricted in any manner. Communities around the United States have adopted parking policies to improve environmental quality, transportation mode shifts, or access preservation.

High Occupancy Vehicle Lanes (HOV)

Designated HOV lanes have a significant role in moving more persons per vehicle and thus decreasing vehicle miles of travel.

Road Pricing

A price on using a highway or roadway facility forces the users to use another mode of transportation or use an alternative route.

New Highways

When necessary, new highways are constructed to relieve congestion by routing traffic from an existing system that is congested and contributing to air pollution.

Alternative Work Hours Programs

Compressed Work Weeks in which employees work a full 40-hour in fewer than the typical five days and Flexible Work Schedule that shifts work start and end times to off-peak hours of the day help relieve congestion.

Financial Incentives

Preferential parking for persons sharing carpools and vanpools, subsidies for transit riders, transportation allowances, preferential access and egress to parking lots, periodic prize drawings for carpool and vanpool members, and guaranteed ride home programs help reduce traffic and congestion.

TRANSPORTATION SYSTEM MANAGEMENT

Transportation System Management (TSM) is the application of construction, operational, and institutional actions to make the most productive and cost-effective use of existing transportation facilities and services. It is through the application of TSM strategies such as operational changes and land use policies that an urban area is able to maintain mobility and safety in the face of growing demand for travel and limitations on system growth.

Intelligent Transportation System (ITS)

ITS technology has been a great help in relieving congestion where other solutions have failed. These intelligent transportation systems include computers, communications, and displays.

Goods Movement Management

It can reduce congestion from city streets in peak hours by regulating pickups and delivery times for freight delivery.

Freeway Incident Management System

Prompt removal of a disabled vehicle from travel lanes improves traffic flow

Geometric Design

Appropriate geometric design helps in reducing congestion and improves safety and freedom of driving. Replacement of continuous left turn lanes with a raised median and adding lanes increases capacity.

Traffic Signal Improvements

Several studies revealed that change in signals' physical equipment and timing optimization has helped intensively in congestion mitigation. Traffic flow could be improved by equipment update, timing plan improvement, interconnected signals, traffic signal removal, or traffic signal maintenance as needed.

Intersection Improvements

An intersection can be improved by installing traffic control devices for the smooth and safe passage of both pedestrians and vehicles. The devices used could be stop signs,

yield signs, traffic signs, turning lanes, traffic islands, channelization, and improved design.

PLANNING MANAGEMENT

These strategies are related to zoning, land-use, and urban design techniques to avoid congestion by integrating land-use planning, site planning, and landscaping with a transportation system.

Growth Management

It is defined as "the use of public policy to regulate the location, geographic pattern, quality and rate of growth of development." Travel demand modeling provides valuable information on traffic generation that could be used to control over the land development and its impact on the surrounding transportation infrastructure. A tool used for growth management is site plan review and requirements in conjunction with required traffic impact analysis for high-density multi-family, commercial, or industrial development.

Access Management

Access management is the art of controlling space and design of driveways, medians and median openings, intersections, traffic signals, and freeway interchanges. Appropriate access control can decrease the number of accidents and congestion. To have a successful access management plan, both transportation planners and land use planners have to work cooperatively. The benefits of the access management are fewer accidents, increased capacity, and shorter travel times.

GLOSSARY

American with Disabilities Act (ADA): A civil right act passed in 1990 defining the rules and regulation for the accessibility of American with Disabilities at all the public and private places

<u>Code of Federal Regulation (CFR)</u>: The code of federal regulations is a codification of the general and permanent rules published in the Federal Register by the Executive Departments and agencies of the Federal Government.

<u>Congestion Management System (CMS)</u>: A management system or systematic process for identifying traffic congestion, mitigating congestion, and monitoring the effectiveness of congestion mitigation measures.

<u>Congestion Management Committee (CMC)</u>: It is the committee consisting of Technical Advisory Committee and MPO Staff that meets periodically to discuss measures to alleviate congestion.

<u>Congestion Management System Work Program (CMSWP)</u>: A program developed to identify locations to collect traffic data to analyze congestion.

<u>Highway Capacity Manual (HCM)</u>: A manual prepared by the Transportation Research Board containing highway design and planning standards.

<u>High Occupancy Vehicle (HOV)</u>: A vehicle with two or more occupants. Freeways and other roads carrying large traffic volumes may have lanes designated for HOV use such as vanpools, carpools, and transit.

<u>Intelligent Transportation System (ITS)</u>: A computer/communications technology that provides the motorist with information about road conditions as well as monitors and controls vehicle operation on roadways.

Level of Service (LOS): A traffic flow measuring variable which is used to understand road/highway capacity.

<u>Metropolitan Planning Organization (MPO)</u>: A forum for cooperative transportation decision making which is responsible for conducting and coordinating a region's transportation planning process.

<u>Metropolitan Transportation Plan (MTP)</u>: A document, which identifies existing and future transportation deficiencies and needs, as well as network improvements needed to meet mobility requirements on a twenty-year time period.

APPENDIX D

LEVEL OF SERVICE (LOS) DEFINITION SUMMARY*

LOS, URBAN STREETS	
LOS – A	LOS A describes primarily free-flow operations at average travel speeds, usually about 90 percent of the free—flow speed (FFS) for the given street class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at signalized intersections is minimal.
LOS – B	LOS B describes reasonably unimpeded operations at average travel speeds, usually about 70 percent of the FFS for the street class. The ability to maneuver within the traffic stream is only slightly restricted, and control delays at signalized intersections are not significant.
LOS - C	LOS C describes stable operations; however, ability to maneuver and change lanes in mid-block locations may be more restricted than at LOS B, and longer queues, adverse signal coordination, or both may contribute to lower average travel speeds of about 50 percent of the FFS for the street class.
LOS - D	LOS D borders on a range in which small increases in flow may cause substantial increases in delay and decreases in travel speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes, or a combination of these factors. Average travel speeds are about 40 percent of FFS.
LOS – E	LOS E is characterized by significant delays and average travel speeds of 33 percent or less of the FFS. Such operations are caused by a combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.
LOS - F	LOS F is characterized by urban street flow at extremely low speeds, typically one-third to one-fourth of the FFS. Intersection congestion is likely at critical signalized locations, with high delays, high volumes, and extensive queuing.

LOS, FREEWAYS	
LOS – A	LOS A describes free-flow operations. Free-flow speeds (FFS) prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The effects of incidents or point breakdowns are easily absorbed at this level.
LOS – B	LOS B represents reasonably free flow, and free-flow speeds are maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents and point breakdowns are still easily absorbed
LOS – C	LOS C provides for flow with speeds at or near the FFS of the freeway. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. Minor incidents may still be absorbed, but the local deterioration in service will be substantial. Queues may be expected to form behind any significant blockage.

LOS – D	LOS D is the level at which speeds begin to decline slightly with increasing flows and density begins to increase somewhat more quickly. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions.
LOS – E	At its highest density value, LOS E describes operation at capacity. Operations at this level are volatile, because there are virtually no usable gaps in the traffic stream. Vehicles are closely spaced, leaving little room to maneuver within the traffic stream at speeds that still exceed 49 mi/h. Any disruption of the traffic stream, such as vehicles entering from a ramp or a vehicle changing lanes, can establish a disruption wave that propagates throughout the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate even the most minor disruption, and any incident can be expected to produce a serious breakdown with extensive queuing. Maneuverability within the traffic stream is extremely limited, and the level of physical and psychological comfort afforded the driver is poor.
LOS - F	LOS F describes breakdowns in vehicular flow. Such conditions generally exist within queues forming behind breakdown points. Breakdowns occur for a number of reasons: Traffic incidents can cause a temporary reduction in the capacity of a short segment, so that the number of vehicles arriving at the point is greater than the number of vehicles that can move through it. Points of recurring congestion, such as merge or weaving segments and lane drops, experience very high demand in which the number of vehicles arriving is greater than the number of vehicles discharged-In forecasting situations, the projected peak-hour (or other) flow rate can exceed the estimated capacity of the location. Note that in all cases, breakdown occurs when the ratio of existing demand to actual capacity or of forecast demand to estimated capacity exceeds 1.00. Operations immediately downstream of such a point, however, are generally at or near capacity, and downstream operations improve (assuming that there are no additional downstream bottlenecks) as discharging vehicles move away from the bottleneck. LOS F operations within a queue are the result of a breakdown or bottleneck at a downstream point. LOS F is also used to describe conditions at the point of the breakdown or bottleneck and the queue discharge flow that occurs at speeds lower than the lowest speed for LOS E, as well as the operations within the queue that forms upstream. Whenever LOS F conditions exist, they have the potential to extend upstream for significant distances.

^{*} Highway Capacity Manual 2000, p.10-5, p.13-8, 13-10, 13-11

URBAN STREET LOS BY CLASS*

Urban Street Class	l	11	III	IV
Range of free-flow	55 to 45mi/h	45 to 35 mi/h	35 to 30 mi/h	35 to 25 mi/h
speeds (FFS)				
Typical FFS	50 mi/h	40 mi/h	35 mi/h	30 mi/h
LOS	Average Travel			
	Speed (mi/h)			
Α	>42	>35	>30	>25
В	>34-42	>28-35	>24-30	>19-25
С	>27-34	>22-28	>18-24	>13-19
D	>21-27	>17-22	>14-18	>9-13
E	>16-21	>13-17	>10-14	>7-9
F	less than or =16	less than or =13	less than or = 10	less than or = 7

^{*} Highway Capacity Manual 2000, p.15-3

SERVICE VOLUMES FOR BASIC FREEWAY SEGMENTS*

	Number of Lanes	FFS (mi/h)	Service Volumes (veh/h) for LOS				
			Α	В	С	D	Е
Urban	2	63	1230	2030	2930	3840	4560
	3	65	1900	3110	4500	5850	6930

^{*} Highway Capacity Manual 2000, p.13-13

Project Name / Location	n:						
Limits from:							
Limits to:							
Project ID:		Ty	xDOT:		MPO) :	
Purpose:							
Project Length (miles):		Es	st. Constructi	on Cost:	Est. Engineer	ing Cost:	
Est. Utility Cost:		Es	st. ROW Cost	:			
Proposed Funding:	%Federal:	%	State:	%L	ocal:		
Major Adjacent Land U	Jse:			Accident his	story:		
Congestion Level:	Current:	V	/C Ratio:	LO	S:		
	Projected:	V	/C Ratio:	LO	S:		
Does the project professional Following benefits: Single item no more Group total no more	than 50	Points: (1-100)		Does the Pr	oject impact air qua	lity?	Points: (1-50)
Increases area Safety	7?						
				Does the protransportation	oject increase the va on assets?	alue of	Points: (1-50)
Improves area Secur	ity?						
Provides alternative bicycle access, adds				Does the pro	oject have regional	significance?	Points: (1-50)
Increases local econo opportunities?	omic development						(1-30)
Responds to Congest Process issues	tion Management			Does the pro	oject meet TxDOT a	and FHWA/	Points: (1-50)
Does project reduce length	travel time or trip						
Project readiness (1-200) Funding availability Sponsoring agency support Right-of-way availability Ability to get environmental clearance Total Project Cost Operations and Maintenance Impact: Environmental Justice Impact: Ready to bid Likely to let in the current TIP O&M Value EJ & Title VI Participation							
Comments:					Date of review:	Total Points:	(500 total)
TAC Adjustment:				•	TPC Adjustmer	nt:	

Appendix 4

Transportation Policy Committee Meeting Approval

Minutes

of the

Transportation Policy Committee Lubbock Metropolitan Planning Organization August 21, 2012

The meeting of the Transportation Policy Committee of the Lubbock Metropolitan Planning Organization was held in Room 103 at 1625 13th Street, at 8:30 a.m. on August 21, 2012.

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

Tom Head, County Judge, Lubbock County Glen Robertson, Mayor, City of Lubbock Patti Jones, County Commissioner, Lubbock County Charles Addington, II, Mayor, City of Wolfforth Todd Klein, City Council, City of Lubbock Karen Gibson, City Council, City of Lubbock Lee Ann Dumbauld, City Manager, City of Lubbock

Doug Eichorst, District Engineer, TxDOT – Lubbock District

Maurice Pearl, General Manager, Citibus

Visitors/Staff: David Jones, Lubbock MPO

Tera Davis, Lubbock MPO Laura Pratt, City of Lubbock Wood Franklin, City of Lubbock Marsha Reed, City of Lubbock Bill Howerton, City of Lubbock Nick Olenik, Lubbock County

Steve Warren, TxDOT – Lubbock District Curt Howell, Texas Tech University

Victor Hernandez, City Council, City of Lubbock

Call to Order.

Judge Head called the meeting to order at 8:30 a.m.

The Committee moved to the next item.

Acknowledgement of Quorum by Chairman.

Judge Head acknowledged a quorum of the Transportation Policy Committee.

The Committee moved to the next item.

Public Comment Opportunity / Acknowledgment of Guests

Judge Head asked for any public comment. No comment was made. Judge Head welcomed all guests to the meeting.

Mayor Glen Robertson opened a "Special" City Council meeting at this time.

The Committee moved to the next item.

Approval of the July 17, 2012 minutes of the Transportation Policy Committee Meeting.

Judge Head asked for any corrections to the minutes. No corrections were made.

Mayor Glen Robertson made a motion to approve the July 17, 2012 minutes of the Transportation Policy Committee Meeting. Doug Eichorst seconded the motion and the motion passed unanimously.

The Committee moved to the next item.

<u>Hold a Public Meeting to allow the public to comment on the FY 2012 – 2013 Unified Planning Work Program.</u>

Judge Tom Head opened the public meeting at 8:33 a.m. No comments received. Judge Tom Head closed the public meeting at 8:33 a.m.

The Committee moved to the next item.

Hold a Public Meeting to allow the public to comment on the 2012 – 2040 Metropolitan Transportation Plan

Judge Tom Head opened the public meeting at 8:33 a.m. No comments received. Judge Tom Head closed the public meeting at 8:34 a.m.

The Committee moved to the next item.

Discuss and take action on the FY 2013 Unified Planning Work Program.

Mr. Jones said that this is the first time that the Unified Planning Work Program (UPWP) has been through a public comment period. Mr. Jones stated the reason for this new process came from remarks made by three of the examiners from the Joint Federal Highway Administration and Federal Transit Administration Certification Review that the Lubbock MPO completed in June. Staff put up a mild argument which was dismissed. Although the LMPO has not yet received the citation verifying the requirement, nor the final documentation from the Certification Review, it was thought best to go through the process to show initiative.

Mr. Jones said the budget is virtually unchanged from the previous year. The Transportation Advisory Committee approved the three ongoing projects to be moved forward to the FY 2013 UPWP at a reduced rate due to budget cuts. The reductions are in anticipation of four new Transportation Management Areas and three or four new Metropolitan Planning Organizations coming online from the 2010 Census numbers. TxDOT projected a reduced budget for each MPO.

Mayor Glen Robertson made a motion to approve the FY 2013 Unified Planning Work Program. District Engineer Doug Eichorst seconded and motion passed unanimously.

The Committee moved to the next item.

Discuss and take action on the 2040 Metropolitan Transportation Plan.

Mr. Jones stated that the two most important highlights of the 2040 Metropolitan Transportation Plan (MTP) were the constrained list of projects and the unconstrained illustrative list of projects that span the twenty-eight year planning horizon.

Mr. Jones explained another highlight is the Congestion Management Process (CMP) Plan which was previously a freestanding plan. Guidance has now made it a required portion of the Long-Range Plan (the MTP).

The other highlight is the Title VI/Environmental Justice Plan (Title VI/EJ). This has been a continual part of the process since 1994; however now there is separate guidance for each title with additional pressure for compliance in all planning processes. The Title VI/EJ Plan is also a requirement of the MTP.

The Public Participation period for the 2040 MTP began on July 20, 2012 and ran through August 19, 2012. The first meeting was held at the Citibus Downtown Transfer Plaza on August 7, 2012. Five citizens signed in at the display table and two gave their support for bicycle and pedestrian enhancements. Mr. Jones stated he received phone calls in support of Project Numbers 40-05, 40-06, 40-30 since they would essentially fix the flooding/draining at Milwaukee and Erskine. Councilman Victor Hernandez commented at the Federal Certification Review and again on his Facebook page regarding the lack of diversity of the Transportation Policy Committee Board as well as an unfair distribution of Federal and State funding. He also verbalized concerns about TxDOT not maintaining streets. Mr. Jones stated that the public involvement period is now closed and he will respond to all comments made regarding the 2040 Metropolitan Transportation Plan. Mr. Jones asked for approval of the 2040 Metropolitan Transportation Plan.

County Commissioner Patti Jones made the motion to approve the 2040 Metropolitan Transportation Plan. Lubbock City Council Karen Gibson seconded and the motion passed unanimously.

Mayor Glen Robertson wanted to respond for the record, at the City of Lubbock's Special City Council Meeting, when the last appointment was made for the Transportation Policy Committee that the person complaining about the lack of diversity of the Board was offered a chance to be appointed to the TPC, but declined.

The Committee moved to the next item.

Discuss and take action on the Title VI/Environmental Justice Plan.

Mr. Jones stated that the Title VI/Environmental Justice Plan, while a requirement of Federal law for many years, is now receiving heightened awareness from the Federal Highway Administration. Guidance has been issued to ensure that all MPOs comply with the Civil Rights Act of 1964 for Title VI. Environmental Justice ensures that operations are nondiscriminatory and that you identify adverse minority and low-income populations, as well as those with Limited English Proficiency (LEP).

Mr. Jones included a powerpoint presentation, showing the analysis used in the 2040 Metropolitan Transportation Plan through Census information and maps. The maps quickly dispel the notion that any discrimination exists as Title VI/EJ populations show to be distributed throughout the Lubbock MPO's Metropolitan Area Boundary. Mr. Jones stated that he used the "Four Factor Analysis" to ensure meaningful access for those Title VI/EJ and LEP populations. Mr. Jones stated that he felt the analysis shows that there is no disparate treatment with the funding involved in implementing the Lubbock MPO's 2040 Metropolitan Transportation Plan.

Mr. Jones is asking for approval of the Title VI/EJ Plan for the Lubbock MPO.

City Manager Lee Ann Dumbauld made the motion to approve the Title VI/Environmental Justice Plan for the Lubbock Metropolitan Planning Organization. Commissioner Jones seconded and the motion passed unanimously.

The Committee moved to the next item.

Discuss and take action on the Limited English Proficiency Plan.

Mr. Jones stated that along with the Title VI/Environmental Justice Plan, an element of that plan, the Limited English Proficiency Plan (LEP) must be approved as a separate Plan and will be included in the Lubbock MPO's Public Participation Plan.

City Manager Lee Ann Dumbauld made the motion to approve the Limited English Proficiency Plan for the Lubbock Metropolitan Planning Organization. Mayor Charles Addington seconded and the motion passed unanimously.

The Committee moved to the next item.

<u>Discuss and take action the Texas Department of Transportation and Lubbock Metropolitan Planning</u> Organization's Planning Contract.

Mr. Jones reminded the Transportation Policy Committee that this is the planning contract between the MPO the State of Texas and the fiscal agent, which in the Lubbock MPO's case is the City of Lubbock. The Planning Contract defines the relationship between the agencies. The current contract expires at the end of September, and although it was possible to extend the agreement, TxDOT made the decision to write a new Planning Contract. The new contract is consistent with amendments to the Texas Administrative Code. One key change is the requirement to adopt TxDOT's Disadvantaged Business Enterprise Plan.

The Federal Highway Administration, Texas Division, informed TxDOT that the use of PL 112 funds are exempt from DBE rules and regulations, and this also covers sub-consultant contracts. Transit funding, such as Job Access Reverse Commute (JARC) and New Freedom (NF), are not exempt and must follow all DBE requirements.

Mr. Jones stated that the Legal Department has reviewed the Planning Contract and is satisfied with its content. Mr. Jones requests adoption of the Texas Department of Transportation and Lubbock Metropolitan Planning Organization's Planning Contract.

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Commissioner Patti Jones made the motion to approve the Texas Department of Transportation and Lubbock Metropolitan Planning Organization's Planning Contract. Mayor Charles Addington seconded and the motion passed unanimously.

The Committee moved to the next item.

<u>Discuss and take action on the Texas Department of Transportation's Disadvantaged Business Enterprise Program.</u>

Mr. Jones explained that the Disadvantaged Business Enterprise Program would need to be adopted as a separate agreement from the Planning Contract. He stated that the Legal Department has also reviewed this portion of the Contract and is satisfied with its content.

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District Engineer Doug Eichorst made the motion to adopt TxDOT's Disadvantaged Business Enterprise Program. Commissioner Patti Jones seconded and the motion passed unanimously.

The Committee moved to the next item.

<u>Discuss and take action on Amendment #1 of the FY 2013 – 2016 Transportation Improvement Program to go into a public comment period.</u>

Mr. Jones explained that this is a proposed amendment to the FY 2013 – 2016 Transportation Improvement Program that adds projects that were approved in the 2040 Metropolitan Transportation Plan approved earlier in the meeting. The projects could not be placed into the TIP until they were approved in the MTP. The amendment includes three bridges at Milwaukee and the Marsha Sharp Freeway, Upland and the Marsha Sharp Freeway and Woodrow Road and U.S. 87, as well as the Route Study that TxDOT agreed to perform in-house for the Outer Route project.

The Public Involvement period will begin on August 31st and go through September 30, 2012 with a TPC meeting on October 16, 2012.

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City Manager Lee Ann Dumbauld made the motion to approve Amendment #1 to the FY 2013 – 2016 Transportation Improvement Program to go to into a public comment period. District Engineer Doug Eichorst and City Council Karen Gibson seconded and the motion passed unanimously.

The Committee moved to the next item.

Election of a Vice-Chairperson for the Transportation Policy Committee.

Mr. Jones explained that there is now a vacancy of the Vice-Chairperson with Mr. Paul Beane's resignation from the TPC. Mr. Jones suggested that as elections would be held in October for a new Chairperson and Vice-Chairperson that we might hold off until then as there would only be a September meeting involved prior to elections. Ms. Dumbauld felt that it would be best to elect a Vice-Chairperson in the event that Judge Head was unable to attend the September meeting.

Mayor Robertson nominated Dr. Charles Addington and nominations were closed.

City of Lubbock Mayor Glen Robertson made the motion to elect City of Wolfforth Mayor, Dr. Charles Addington as Vice-Chairperson of the Transportation Policy Committee to fulfill the vacancy left by the resignation of Mr. Paul Beane. City Council Todd Klein seconded and the motion passed unanimously.

The Committee moved to the next item.

Reports

A. TxDOT

- Delay on North Slide Road
- QE II Bids

Mr. Warren stated there has been a delay on the North Slide Road project. He stated this was a major oversight on his part and apologized. He said that the result is that bids have been moved to December to ensure the funding allocation is there. Mr. Warren stated that they are currently working with the City of Lubbock on a funding agreement for the project.

Mr. Warren stated that the Quaker/Erskine/Loop 289 bids were released. The project is currently funded with Proposition 12 funds. He said that they were shocked at the enormity of the bids as they were approximately four million over the estimate. Mr. Warren stated that he is afraid that additional bids are going to come in at higher prices for the future. He said that TxDOT – Lubbock District would put in the additional funding not covered by Prop 12 funding and they would go forward in July.

Mr. Eichorst asked how many bids were submitted. Mr. Warren verified there were five bids. Mr. Eichorst asked if the bid comparison was "fair". Mr. Warren agreed that it was but that the shock was that previously bids were coming in under, and now they have had back to back overruns. Mr. Warren stated that it is important to complete the projects as the North Slide project will complete the Northwest Passage projects. Mr. Warren cautioned that the limits on the North Slide project might have to be adjusted. Mr. Eichorst stated that he has observed that typically "summer bids" are coming in higher and felt that waiting until December for the North Slide project might be of benefit.

Meeting Adjourned.

Judge Head adjourned the meeting of the Transportation Policy Committee at 9:35 a.m. City of Lubbock Mayor Glen Robertson adjourned the Special Meeting of the Lubbock City Council at 9:35 a.m.