



Lubbock Metropolitan Planning Organization

Working Together



Transportation Policy Committee
June 19, 2018 8:30 a.m.
1625 13th Street, Room 103
Lubbock, Texas

1. Call to Order of the Transportation Policy Committee.
2. Acknowledgement of Quorum of the Transportation Policy Committee.
3. Safety Procedures.
4. Public Comment Period/Acknowledgement of Guests of the Transportation Policy Committee.
5. Approval of the May 15, 2018 meeting minutes of the Transportation Policy Committee.
6. Discuss and take appropriate action to advance Resolution 2018-11 to the Texas Department of Transportation (TxDOT) and the Federal Transit Administration (FTA) regarding the adoption of Citibus' asset condition targets and performance measures.
7. Discuss and take appropriate action regarding Resolution 2018-12 adopting the Texas Department of Transportation (TxDOT) safety performance targets pursuant to the Safety Performance Management (Safety PM) program and advancing it to TxDOT and the Federal Highway Administration (FHWA).
8. Discuss and take appropriate action regarding Resolution 2018-13 approving the 2018 TxDOT Agreement with Metropolitan Planning Organization regarding the TxDOT/MPO planning agreement.
9. Discuss and take action regarding the programming documentation and certification information to support the FY 2019/2022 Transportation Improvement Program (TIP) selected priority program of projects.
10. Discuss and take action to approve Resolution 2018-15 to adopt and advance the FY 2019 Unified Planning Work Program (UPWP) to TxDOT, FHWA and FTA for action.
11. Reports:
 - Association of Metropolitan Planning Organizations Policy Update on GHG final Rule and FY 19 Appropriations.
 - Virgin Hyperloop One and Colorado DOT forge partnership.
 - House of Representatives seek to pass "Stop Sexual Assault and Harassment in Transportation Act".
 - Status report on the Lubbock Walk & Bike Pedestrian and Bicycle Master Plan.
 - U.S. Senate at odds with Amtrak over the Southwest Chief's well-being.
 - Survey results on ride-hailing services.
 - Monthly Financial Report.

NOTICE TO BENEFICIARIES OF PROTECTION UNDER TITLE VI

If you require language assistance with any part of this Transportation Policy Committee Meeting Agenda, please contact LEP Liaison:

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Title VI and Related Statutes Nondiscrimination Statement

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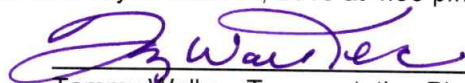
Titulo VI y Estatutos Relacionados Declaración de No discriminación

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.

Executive Session Disclosure Statement: The Lubbock Metropolitan Planning Organization Transportation Policy Committee reserves the right to adjourn into executive session at any time during the course of the meeting to discuss any item listed on this agenda as authorized by Chapter 551 of the Texas Government Code, including but not limited to §551.071 (Consultation with Attorney), §551.072 (Deliberations regarding Real Property), §551.074 (Personnel Matters), §551.076 (Deliberations regarding Security Devices)."

This public notice of "public involvement activities" and time established for public review and comment on Proposed FY 19/22 Transportation Improvement Program and Amendment No. 3 to the 17-20 Transportation Improvement Program regarding transit related projects will satisfy the program-of-projects requirement for the Urbanized Area Formula Program (Section 5307) of the Federal Transit Administration.

The above referenced NOTICE OF MEETING was posted on the bulletin board outside the East entrance of City Hall, 1625 13th Street, Lubbock, Texas, on the 10th day of June 14, 2018 at 4:30 p.m. by:



Tammy Walker, Transportation Planning Technician

AGENDA ITEM 1

Call to order of the Transportation Policy Committee.

AGENDA ITEM 2

Acknowledgement of the Quorum of the Transportation Policy Committee by the Chair.

AGENDA ITEM 3

Safety Procedures.

DISCUSSION: None

STAFF RECOMMENDATION: Review.

**Safety Procedures
1625 13th Street
Room 103
Transportation Policy Committee**

Employee or Visitor Accident

In the event of an emergency, serious illness or accident to an employee or visitor while in this meeting:

1. Call 911.
2. City safety protocol determines that the most senior city employee in attendance is in charge to control panic, meet emergency personnel and direct them to the site.
3. DO NOT MOVE the injured person unless they are in IMMEDIATE DANGER. Wait for emergency personnel.

Tornado or Inclement Weather

When a tornado warning has been issued by the National Weather Service, designated building contacts will notify the meeting to take cover. In addition, most cell phones are equipped with 911/alert software that will alert you to take cover.

1. Do not leave the building and stay away from windows and doors.
2. Exit Room 103 on either side adjacent to the hallway and proceed immediately to the escalator, to the basement. Building attendants will direct you there. Crouch down or sit on the floor and remain calm.
3. Remain there until the all clear signal is given by emergency personnel.

Fire

1. If you hear the fire alarm: Evacuate immediately by exiting the two side doors on the hallway side of the room. Continue to the right and exit to the outside and meet at the East parking lot across Avenue O and at least 300 feet from the building. The last person in the room should shut the door, only if there is no danger to that person.
2. If you discover a fire in the building try to isolate the fire by shutting the doors and pull the fire alarm nearest you. Then exit the building.

Gas Leak, Odor, Toxic Fume

1. Exit the building immediately. DO NOT switch off the lights or use your cell phone. Doing so can trigger an explosion.
2. Meet at the East parking lot across Avenue O and at least 300 feet away from the building.

Workplace Violence, Terrorism Incident

1. Remain calm, call 911.
2. Lock all doors, if possible.
3. Stay low to the floor.
4. If unable to lock the doors, place furniture from inside the room in front of the door.
5. Wait for emergency personnel. When they arrive do exactly as they direct you to do to alleviate as much confusion as possible.

Elevator Emergency

1. Remain calm.
2. Push the talk button and speak to the operator.
3. If you are unable to speak, press the alarm button.
4. Do not force the elevator doors.

AGENDA ITEM 4

Public Comment Period/Acknowledgement of Guests of the Transportation Policy Committee.

DISCUSSION: Opportunity for the public to comment on transportation planning activities.

ACTION REQUIRED: None

AGENDA ITEM 5

Approval of the May 15, 2018 Transportation Policy Committee meeting minutes.

DISCUSSION: Review and approve the May 15, 2018 meeting minutes of the Transportation Policy Committee.

Action required: Consider approval.

Action recommended: Recommends approval.

**Minutes of the
Transportation Policy Committee
Lubbock Metropolitan Planning Organization
May 15, 2018**

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 April 17, 2018.

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

TPC Members:

Jeff Griffith, Vice Chairperson, Councilman, City of Lubbock
Steve Warren, District Engineer, TxDOT, Lubbock
Jarrett Atkinson, City Manager, City of Lubbock
Dr. Charles Addington, Mayor, City of Wolfforth
Daniel M. Pope, Mayor, City of Lubbock
Bill McCay, County Commissioner, Lubbock County
Chris Mandrell, Interim General Manager, Citibus

Staff/Guests:

David Jones, Lubbock MPO
Darrell Westmoreland, Lubbock MPO
Tammy Walker, Lubbock MPO
Wood Franklin, Director of Public Works, City of Lubbock
Kylan Francis, Director of Planning and Development TxDOT, Lubbock
Matt Wade, Underwood Law Firm
Jennifer Davidson, Director of Public Works, Lubbock County
Theresa Drewell, Vice-Chancellor for Facilities Management,
Texas Tech University
Mary Whistler, Senator Cruz representative
Mark Heinrich, County Commissioner, Lubbock County
Darrell Newsom, Vice-Chair of the Transportation Advisory Committee,
City Manager, City of Wolfforth
Norma Ritz Johnson, Chamber of Commerce
Curtis Parrish, Attorney & Candidate for County Judge
Macy Satterwhite, Deputy Superintendent, Lubbock-Cooper ISD
Danny Davis, Assistant Superintendent, Lubbock-Cooper ISD

Call to Order:

Chairperson Jeff Griffith called the Transportation Policy Committee Meeting to order at 8:31 a.m.

The Committee moved to the next item.

Discuss and take appropriate action regarding the duties and responsibilities of the Chairman and Vice-Chairman of the Policy Committee pursuant to the Bylaws and Operating Procedures of the Policy Committee.

David Jones stated that with the departure of Maurice Pearl, the Chairmanship was vacant and had 5 months left until the new elections. He stated that on advice of counsel the committee should install the Vice-Chair as permanent Chair for the next 5 months.

Steve Warren asked about the vacancy of the Chair. Jarrett Atkinson stated that Maurice Pearl has accepted a promotion and moved to the Ft. Worth area.

Bill McCay made a motion to approve Jeff Griffith as Chair to the Transportation Policy Committee until the October elections. Dr. Charles Addington seconded the motion and it passed unanimously.

Steve Warren made a motion to nominate Dr. Charles Addington as Vice-Chair of the Transportation Policy Committee until the October elections. Jeff Griffith seconded the motion and it passed unanimously.

Acknowledgment of the Quorum by Chairperson:

Chairperson Jeff Griffith acknowledged the quorum of the Transportation Policy Committee and welcomed everyone.

The Committee moved to the next item.

Safety Procedures:

Chairperson Jeff Griffith reminded everyone to review the safety procedures.

The Committee moved to the next item.

Public comment period/Acknowledgement of Guests of the Transportation Policy Committee:

Chairperson Jeff Griffith welcomed guests, which included representatives from City of Lubbock, Lubbock County, TxDOT, TTU, Mary Whistler representing Senator Cruz's office and Macy Satterwhite and Danny Davis from Lubbock-Cooper ISD.

The Committee moved to the next item.

Approval of the April 17, 2018 Transportation Policy Committee meeting minutes.

Chairperson Jeff Griffith asked if there were any questions, concerns or comments regarding the meeting minutes of April 17, 2018. There were none.

Jarrett Atkinson made a motion to approve the Transportation Policy Committee meeting minutes of April 17, 2018. Dr. Charles Addington seconded the motion and it passed unanimously.

The Committee moved to the next item.

Hold a public meeting to receive comments regarding proposed roadway and transit projects for the 2019-2022 Transportation Improvement Program (TIP), including proposed Amendment No. 3 to the 2017-2020 Transportation Improvement Program (TIP) for transit programs, proposed Amendment No. 7 to the 2040 Metropolitan Transportation Plan (MTP) and proposed Amendment No. 2 to the 10 year plan.

Chairperson Jeff Griffith opened the public meeting at 8:35 a.m. and invited anyone attending to comment on the proposed amendments and/or the proposed roadway and transit projects for the 2019-2022 TIP.

David Jones stated that the public campaign began on April 15th and will end on today's date of May 15, 2018. He also stated that this public meeting was the last of 4 planned public meetings.

David Jones also stated that most comments received were regarding transit and that those comments have been forwarded to Citibus.

Chairperson Jeff Griffith invited to public to comment.

The Chair recognized Macy Satterwhite.

Macy Satterwhite stated that she is appreciative of what the Policy Committee and MPO has already accomplished. Ms. Satterwhite stated that the growth in the Lubbock-Cooper ISD is up 44% in the past 5 years and that Lubbock-Cooper ISD is the 2nd fastest growing school district in Texas, Prosper ISD is first. She stated that in the near future there will be 5,000 new door fronts in the LCISD district in addition to what already exists. The concern for students and parents is safety and mobility. Ms. Satterwhite discussed the new East Elementary that will open in August of 2018 and that most families will be using University Ave to go to that school, the middle school and high school. She stated that there is also a 6th elementary school that will be built shortly after.

She asked the Policy Committee if they had any questions for her. There was discussion on where the school boundaries were. She thanked the Policy Committee for the opportunity to speak.

Bill McCay stated that the County and the City of Lubbock have met regarding partnering on the University Ave. issues. He stated that the City of Lubbock, Lubbock County, the developers in the area and Lubbock-Cooper ISD are excited to partner and hopefully move forward this year in making a 3 lane road.

The Chair recognized Norma Ritz Johnson.

Ms. Johnson welcomed the new Policy Committee members. Ms. Johnson also thanked Macy Satterwhite for the presentation and recognized the concerns that Lubbock-Cooper ISD shares with many parents in the area. She stated that Woodrow Road is a topic of many conversations and that the Chamber does support the movement forward for Woodrow Road and that the Chamber supports Lubbock County in their request for funding for preliminary engineering and supports Woodrow Road in the 19-22 TIP.

The Chair recognized Jennifer Davidson.

Jennifer Davidson stated that Lubbock County does have plans to ensure momentum continues and asked for preliminary engineering for funding for development of Woodrow Road. She stated that it is time to move forward.

Bill McCay stated that the County is aware of the need for improvement of Woodrow Road and that now with the placement of Jennifer Davidson as Director of Public Works, she will definitely help the Lubbock County move forward.

Chairperson Jeff Griffith closed the public meeting at 8:55 a.m.

The Committee moved to the next item.

Discuss and take appropriate action regarding certain Resolutions supporting the development of the FY 2019-2022 Transportation Improvement Program:

- **Resolution 2018-08 pursuant to Section 2011.9111 of the Texas Transportation Code regarding 10 year plans.**
- **Resolution 2018-09 pursuant to 23 U.S.C. 134(c)(1) regarding the development of a Transportation Improvement Program (TIP).**
- **Resolution 2018-10 pursuant to 23 U.S.C.134(c)(1) regarding the development of a Metropolitan Transportation Plan (MTP) and (E)(i) regarding the development of the financial plan.**

David Jones stated that the mission was to develop a priority list of transportation projects to deliver to the Texas Transportation Commission. He stated that 25 TIPS will go into the portal for the statewide transportation program or STIP. He stated that the TTC will approve the project submission in August 2018.

David Jones stated that the Texas Administrative Code states that the first four years of the TIP must be in the 10 year plan in order for the projects to be federally funded. Federal rules also require regional and local projects to be in the TIP, whether they are federally funded or not. He stated that FHWA and FTA will need to approve the projects too. David Jones stated that all these rules apply to transit as well.

David Jones covered the projects listed in the proposed 10 year plan.

David Jones stated that Resolution 2018-08 covers the 10-year plan and that the highlights of the plan are MPO 4074 which is the Wolfforth Corridor Study and three segments of Loop 88 per TxDOT for PE only. He stated the Loop 88 projects are listed but don't have a financial impact as they have their own funding. He also stated that in year 2021 the Woodrow projects are listed for construction but that the engineering money is available now.

David Jones stated that Resolution 2018-09 is the 2019-2022 TIP. That it mirrors the 10-year plan on the roadway and consultant studies program of projects. That it will transfer all the projects that are in progress or incomplete in the FY 2017-2020 TIP to the FY 2019-2022 TIP, that it authorizes the inclusion of MPO 4054 into the constrained financial plan and that MPO 4012 and 4058 are to moved out of the constrained financial plan and put into the unconstrained illustrative plan in order to achieve financial constrain in the FY 2019-2020 TIP and it states that the remaining balance of FY 18 allocation of Cat 7, is allocated (\$40,000) to the City of Wolfforth for their Loop 88 analysis and \$2,648,000 to Lubbock County for preliminary engineering for the Woodrow Road projects. Lastly, the Resolution stated that the Policy Committee approves the 2019-2022 Transit Program of Projects

David Jones covered the transit projects. The changes for the transit program are that the TxDOT formula grant for operations is likely to increase by 1% per year through 2022 and that FTA requires the amendment for FY 17 and FY 18 and it will continue in the 2019-2022 TIP. Also, another change for FY 17 and FY 18 is in the 5307 Category where money has been split out of the 5307 passenger amenities program and applied to Capital for bus purchases and lastly, a new low/no emission bus program has been added for bus purchases.

David Jones stated that Resolution 2018-10 is for Amendment #7 to the MTP. He stated that the resolution simply says that the Policy Committee and the MPO approve Amendment No. 7 by adding the noted projects to the constrained plan to achieve fiscal constraint, those projects being MPO 4074, 4075, 4076 and 4054. That MPO 4015 will be moved to the unconstrained-illustrative plan, that MPO project 40-7 will be divided into 2 segments and is fiscally constraint, that Loop 88 will be divided into 3 segments and is fiscally constraint, and finally that the Policy Committee includes Amendment #7 to the 2012-2040 MTP, Amendment #2 to the 2017-2020 TIP, and Amendment #3 to the 10-year plan and all are fiscally constraint.

David Jones discussed the financial plan. He asked if there were any questions. There were none, however, there was moderate discussion about Woodrow Road again, which basically covered the presentation that Macy Satterwhite gave and how important it was to move forward regarding Woodrow Road.

Steve Warren encouraged everyone on the Committee to approve the list of projects and the resolutions.

Dr. Charles Addington made a motion to approve Resolution's 2018-08, 2018-09 and 2018-10. Steve Warren seconded the motion and it was approved unanimously.

The Committee moved to the next item.

Reports: David Jones stated that the Monthly Financial report was through March 2018 which is the 50% percentile and we are at the 42% spent.

Chairperson Jeff Griffith adjourned the meeting of the Transportation Policy Committee at 9:15 a.m.

AGENDA ITEM 6

Discuss and take appropriate action to advance Resolution 2018-11 to the Texas Department of Transportation (TxDOT) and the Federal Transit Administration (FTA) regarding the adoption of Citibus' asset condition targets and performance measures.

Discussion: The Moving Ahead for Progress in the 21st Century Act (MAP-21) required the Secretary of Transportation to develop rules to establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance, and to establish performance measures. The Fixing America's Surface Transportation (FAST) Act reaffirmed this requirement and on July 26, 2016, FTA published the Transit Asset Management (TAM) Final Rule. That rule stipulates that every agency must develop a transit asset management (TAM) plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.C. Chapter 53 as a recipient or subrecipient. Each transit provider must designate an Accountable Executive (49 CFR 625.5) to ensure appropriate resources are available for implementing the agency's TAM plan and the Transit Agency Safety Plan.

Each TAM plan should:

- Outline how people, processes, and tools come together to address asset management policy and goals.
- Provide accountability and visibility for furthering understanding of leveraging asset management practices.
- Support planning, budgeting, and communications to internal and external stakeholders.

The Transit asset management (TAM) plan requirement promulgated at 49 CFR 625.5 and 49 CFR 5326 is a business model that prioritizes funding based on the condition of transit assets, in order to achieve or maintain transit networks in a state of good repair (SGR). Today it is estimated that there is an \$89.9 billion transit SGR backlog. In July 2016, the Federal Transit Administration (FTA) issued a final rule requiring transit agencies to maintain-and document- minimum TAM standards. The new standards will help transit providers keep their systems operating smoothly and efficiently.

This mandated business model or management plan includes all public transportation assets including vehicles, facilities, equipment, and other infrastructure. Transit Asset Management (TAM) is an essential practice for providing safer, more reliable transit service nationwide, while helping lower operating costs. The plan lays out a strategic approach to maintain and improve capital assets, based on careful planning and improved decision making , such as reviewing inventories and setting performance targets and budgets to achieve the state of good repair goals. The rule, introduced

under MAP-21 legislation and continued under the FAST Act, is intended to close the gap on aging and poorly maintained transit assets.

Under the TAM rule, every transit provider who accepts federal funding is required to assess the conditions of their assets, develop priorities for investment based on their inventory and establish performance targets to keep those assets in a state of good repair. The new rule also establishes new reporting requirements to the National Transit Database (NTD). The final rule amends the reporting requirement for FTA's National Transit Database (NTD) at 49 CFR 630 to conform to the reporting requirements for the new TAM rule. Previously the reporting requirement was only applied to recipients of 5307 and 5311 funds. The new rule stipulates at 49 U.S.C. 5326 (c)(3) that all recipients of Federal financial assistance under 49 U.S.C. 53 that own, operate, or manage capital assets used in the provision of public transportation are required to follow the reporting requirement.

Citibus adopted their performance targets and performance measures for their SGR measurement in November, 2016. Their TAM plan was sent to the Federal Transit Administration and no corrective actions were issued. Now the MPO must either adopt what Citibus has already done or make our own new targets and measures by the end of the current fiscal year. It is my recommendation that we adopt Citibus' plan and support their efforts to achieve a SGR. Approval of the Resolution will accomplish this recommendation. The plan and resolution are included in your agenda backup for your review.

The staff will provide a detailed explanation of the TAM plan at the meeting and answer any questions. I have also included some informational sheets off of the FTA website regarding the rulemaking.

Action required: Adopt Citibus' TAM targets and measures.

Action recommended: Approve the Resolution.



Lubbock Metropolitan Planning Organization

Working Together



Resolution 2018-11

WHEREAS, 49 U.S.C. 5326, 5329(b)(1), and 625(5) stipulate a National Transportation Asset Management (TAM) plan and objective standards for measuring and achieving a state of good repair (SGR); and

WHEREAS, 49 U.S.C. 625.45 requires recipients and subrecipients to set one or more performance targets per asset class based on the SGR measures and requires each MPO to either support the asset condition targets established by the relevant transit agencies or adopt a separate set of targets; and

WHEREAS, 49 U.S.C. 5326 and 5329(d)(1)(E) require the transit provider to coordinate with the Texas Department of Transportation (TxDOT) and the Lubbock Metropolitan Planning Organization (LMPO) in the selection of State and MPO performance targets to better assess their needs and make more informed investment decisions and to integrate these targets into the metropolitan and statewide planning process; and

WHEREAS, the required coordination process must guide funding investment decisions regarding transit SGR so that those decisions are programmed, committed to, and funded as part of the overall Metropolitan and Statewide planning process and shall become essential components of the Metropolitan Transportation Plan (MTP), and the Transportation Improvement Program (TIP) within the metropolitan planning area boundary (MPA) (49 U.S.C. 5303 and 5304); and

WHEREAS, 49 U.S.C. 625.55 requires transit providers to report their targets and the condition of their capital assets annually to the Federal Transit Administration's National Transit Database to support the Nation's SGR backlog and initiative to replace the Nation's aging transit Capital assets; and

WHEREAS, each FTA recipient and subrecipient shall develop a TAM plan that includes an asset inventory and investment priorities (49 U.S.C. 5326(b)(2); and shall include all equipment, rolling stock, infrastructure, and facilities for use in public transportation owned or leased by a recipient or subrecipient of Federal financial assistance (49 U.S.C. 5326(a)(1) and (b)(2)).

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

Section 1: That, the Transportation Policy Committee of the LMPO agrees to adopt and support the CitiBus asset condition targets for the listed performance measures contained in the CitiBus TAM plan, Exhibit No. 1.

Section 2: That, the Transportation Policy Committee of the LMPO resolves to integrate the TAM plan performance measures and targets into the LMPO project selection criteria for MTP and TIP programming.

Passed and adopted by the Transportation Policy Committee on this, the _____ Day of _____, 2018.

Jeff Griffith, Chairperson
LMPO Transportation Policy Committee

ATTEST:

Tammy Walker, MPO Secretary

APPROVED AS TO CONTENT:

H. David Jones,
Transportation Planning Director

APPROVED AS TO FORM:

Matthew Wade
Attorney for the MPO

Citibus/City of Lubbock
Transit Asset Management Plan
Federal Transit Administration Regulatory Guidance
May 2018



Statutory Authority

The Secretary of Transportation is required to establish and implement a National Transit Asset Management System which: defines the State of Good Repair; requires that all Chapter 53 recipients develop a Transit Asset Management Plan; establishes annual reporting; and includes technical assistance.

49 USC 5326(b)

Purpose of Regulatory Action

Critical to the safety and performance of a public transportation system is the performance of its capital assets-most notably, its equipment, rolling stock, infrastructure and facilities.

The State of Good Repair backlog is estimated through the FTA Transit Economic Requirement Model at \$89.5 billion currently. The estimate is based on the value of replacement assets for those that are below the 2.5 midpoint of the 1 (poor condition) to 5 (excellent condition) scale for transit asset condition.

The State of Good Repair is critical to prevent: safety risks; poor reliability; and higher than planned maintenance costs.

Requisite Elements

- Asset Inventory
- Condition Assessments
- Analytical Processes to Prioritize Capital Investment
- Project Based Prioritization of Investments

Therefore, the Transit Asset Management System is a strategic and systematic process for operating, maintaining and improving capital assets throughout the life cycle of each item.

Citibus has designated Chris Mandrell as their Accountable Executive who is responsible for the Transit Asset Management Plan.

Tier II

The size of Citibus (City of Lubbock fleet) indicates that the rules for Tier II apply to the Transit Asset Management Plan.

What is Included

Pursuant to the regulations, rolling stock, stations, facilities and related equipment, and service vehicles are included in the inventory, condition, and prioritization.

Which rules guide each section?

- 49 CFR 625.41 lists the standards for measuring asset condition
- 49 CFR 625.43 establishes SGR performance measures
- 49 CFR 625.45 requires transit recipients to set performance targets per asset classification and to coordinate with States and MPOs
- 49 CFR 625.55 clarifies the rules of transferring this information to the annual National Transit Database submission

Rolling Stock Performance Measure

49 CFR 625.43 identifies the SGR performance measure: Percent of Revenue Vehicles that have met the ULB (Useful Life Benchmark)

- Full Size Transit Bus – 14 years
- Minibus – 10 years
- Minivan – 8 years

Facilities and Equipment

49 CFR 625.43 identifies the SGR performance measure: Percent of Facilities that have met the determination of TERM scale less than 3.

Non-revenue Vehicles

49 CFR 625.43 identifies the SGR performance measure: Percent of Vehicles that have met their ULB

- Automobile – 8 years
- Sport Utility Vehicle – 8 years
- Minivan – 8 years
- Van – 8 years

Condition Ratings

The following will be used in recording the functional condition of assets:

- Good - Asset meets most reasonable requirements
- Fair - Asset has no significant performance impacts
- Poor - Asset has deficiencies (efficiency or effectiveness)

Prioritization Process

The current Program of Projects is included at Table 3. Each year the asset condition and needs will be considered, evaluated, and prioritized with emphasis on keeping the set of assets in the state of good repair.

Each year in which a problem is foreseen for the comparison of new assets needed versus capital funding available, the transit asset plan will make note of other strategies available to mitigate the conflict between objectives and resources.

Strategies and tactics will change from year to year. It is expected that the first comparison will be to itemize the assets that must be replaced, subject to the normal manufacturing and testing and delivery/installation timelines.

The second step is the comparison of these items to the normal expected flow of funds through federal, state, and local capital funding as reflected in the Metropolitan Planning Organization transit element of the Program of Projects. The third step is to propose alternatives for any deficiency that arises from the comparison. The alternatives may include capital leasing, one-time grant funds availability, competitive grant programs, and asset useful life extension through rehabilitation investment.

In the case of any consideration of alternative strategies, the projects will also be prioritized by safety issues. For example, if a service truck is forecast for an eight year life but does not fit into the (expected to be) funded program of projects for the year it exceeds eight years the first step is to document the safety condition of the vehicle and the life miles. If the life miles are quite low, the file will be documented and the FTA office will receive a note requesting the brief extension of the ULB for this vehicle.

If the case is more complex, the alternate strategies for capital leasing or competitive grants will be evaluated. The decision on any final resolution of the asset replacement after the normal ULB will be documented in the asset inventory and grant administration files.

Performance Targets

The Performance Targets by year end 2022 include:

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

Process Summary

Each year the team will measure the conditions of assets and define system impacts. The reporting will include policies and actions that will maintain the state of good repair (Adapted from Figure 3-5, TCRP 157):

1. Asset Measures – age, condition
2. Asset Impacts - available, reliable, low cost maintenance
3. System Impacts - performance, capacity, safety, costs
4. Available Funding - federal, state, local, operations
5. Organization/City Policies - funding, asset policies, leasing
6. Replacement/Rehabilitation Actions - procurement lead time, rehab cost
7. Thorough Review of Asset State of Repair- update annually

Table 1: Citibus Asset Inventory

CITIBUS FIXED ASSETS
CENTER 4511

ITEM #	DESCRIPTION	LOCATION	PUR DATE	TOTAL COST	FTA GRANT	FED SHARE	USE & CONDITION	CATEGORY	DISPOSE ACTION	VESTED TITLE	Useful Life
1835	Furniture	acctg area-admin bldg	8/81	\$6,441.50	TX-05-0039	\$5,153.20	office furniture/Fair	Facilities		City of Lub.	120
1836	Furniture	lobby-admin bldg	8/81	\$5,316.20	TX-05-0039	\$4,252.96	customer service furniture/Fair	Facilities		City of Lub.	120
1841	Furniture	mktg & ops mgr office-admin bldg	8/81	\$6,054.00	TX-05-0039	\$4,843.20	office furniture/Fair	Facilities		City of Lub.	120
1842	Furniture	standby drivers room-admin bldg	8/81	\$10,446.04	TX-05-0039	\$8,356.83	standby drivers waiting/Fair	Facilities		City of Lub.	120
2195	Networking System Software	main comp-comp room-admin bldg	1/96	\$27,336.94	TX-90-0345	\$21,869.55	network system/Fair	Infrastructure		City of Lub.	72
4306	Land (Block 72 Lots 19,20)	bus wash building-8th & Buddy Holly	8/80	\$16,039.00	TX-05-0039	\$12,831.20	bus wash site/Fair	Facilities		City of Lub.	0
4307	Radio Comm Equipment	fleet/dispatch	6/81	\$80,990.40	TX-05-0039	\$64,792.32	comm between disp & opers/Fair	Infrastructure		City of Lub.	180
4308	1 Test Bench	shop-admin bldg	3/81	\$19,480.80	TX-05-0039	\$15,584.64	battery tester/Fair	Equipment		City of Lub.	120
4311	Hyster Lift Truck	shop-admin bldg	7/81	\$15,346.00	TX-05-0039	\$12,276.80	fork lift/Fair	Equipment		City of Lub.	120
4316	4 SEFAC Mobil Bus Lift	shop-admin bldg	11/81	\$19,900.00	TX-05-0039	\$15,920.00	lifting buses/Fair	Equipment		City of Lub.	120
4317	Building (Administration & Maint)	Citibus admin bldg-8th & Texas	8/81	\$1,295,504.76	TX-05-0039	\$1,036,403.81	admin and operations facility/Fair	Facilities		City of Lub.	540
4318	Land (Block 56, lots 11-20)	bus parking lot-8th & Buddy Holly	8/81	\$80,000.00	TX-05-0068	\$64,000.00	bus parking site/Fair	Facilities		City of Lub.	0
10721	Land	Citibus admin/maint bldg-9th & Texas	9/79	\$222,500.00	TX-05-0039	\$178,000.00	admin, operations facility site/Fair	Facilities		City of Lub.	0
10827	Bus Turn-out	South Plains Mall-Loop 289 & Slide Road	9/92	\$79,792.00	TX-90-0196	\$63,833.60	passenger amenity/Fair	Facilities		City of Lub.	180
10869	Bus Shelter Parts	Redbud & Parkway	12/85	\$124,043.40	TX-90-0006	\$99,234.72	Fair	Facilities		City of Lub.	120
14073	Fuel Storage Monitoring Equipment	service lane-8th & Buddy Holly	5/92	\$30,044.00	TX-90-0196	\$24,035.20	fuel level monit., leak detection/Fair	Facilities		City of Lub.	540
14571	Bus Shelter	Various Locations around Lubbock	10/93	\$24,206.18	Various	\$19,364.94	Shelter/Fair	Facilities		City of Lub.	540
14631	Bus Shelter	Various Locations around Lubbock	11/93	\$45,508.43	Various	\$36,406.74	Shelter/Fair	Facilities		City of Lub.	600
15833	15 Ton Mammoth Air Handling Unit	admin bldg	6/97	\$16,895.00	TX-90-0345	\$13,516.00	heating and cooling unit/Fair	Facilities		City of Lub.	108
15838	Lotus Notes Software	main computer/computer rm-admin bldg	12/96	\$9,000.00	TX-90-0345	\$7,200.00	Disposed of	Infrastructure	Taken out of Service	City of Lub.	72
15883	15 Ton Mammoth Air Handling	Shop-Administration Building	6/97	\$45,536.85	TX-90-0345	\$36,429.48	Air Handling Unit/ Fair	Facilities		City of Lub.	120
16257	Ford Super Duty Shop Truck	maintenance shop-admin bldg	1/98	\$47,096.00	TX-90-0391	\$37,676.80	roadcalls/Fair	Equipment		City of Lub.	72
16698	Shelving	parts room-admin bldg	6/98	\$19,755.00	TX-90-0391	\$15,804.00	parts storage/Fair	Facilities		City of Lub.	120
16699	Shelving	parts room-admin bldg	6/98	\$17,498.00	TX-90-0391	\$13,998.40	parts storage/Fair	Facilities		City of Lub.	120
16706	Passenger Amenity	South Plains Mall-Mervyn's	9/98	\$44,390.04	TX-90-0429	\$35,512.03	passenger amenity/Fair	Facilities		City of Lub.	240
17482	Parking Lot	corner-8th & Texas	/99	\$281,914.01	TX-90-0429	\$225,531.21	plng fac. for buses & vans/Fair	Facilities		City of Lub.	240

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CENTER 4511**

ITEM#	DESCRIPTION	LOCATION	PUR DATE	TOTAL COST	FTA GRANT	FED SHARE	USE & CONDITION	CATEGORY	DISPOSE ACTION	VESTED TITLE	Useful Life
17483	Paratransit software	scheduling office-admin bldg	3/99	\$66,940.00	TX-90-0466	\$53,552.00	scheduling software/Fair	Infrastructure		City of Lub.	72
17486	Fuel Monitoring System - Megatrak	bush wash area-8th & Buddy Holly	3/99	\$14,848.85	TX-90-0429	\$11,879.08	fuel monitoring/Fair	Infrastructure		City of Lub.	120
17487	Bcycle Rack	Fleet-#9601-9636	2/99	\$25,488.00	TX-90-0429	\$20,390.40	attaching bicycles to bus/Fair	Rolling Stock		City of Lub.	120
17493	Great Plains software	accounting dept/admin bldg	11/98	\$8,150.00	TX-90-0429	\$6,520.00	accounting transactions/Fair	Infrastructure		City of Lub.	72
17542	Forklift	maintenance dept/shop area admin bldg	10/98	\$29,925.00	TX-90-0429	\$23,940.00	moving maintenance objects/Fair	Equipment		City of Lub.	72
18332	2000 Kawasaki Mule	maintenance dept/shop area admin bldg	06/00	\$9,531.12	City of Lubbock		moving maintenance objects/Fair	Equipment		City of Lub.	120
18378	2000 Bus T70206	Fleet-#0009	06/00	\$254,934.00	TX-90-466	\$203,947.20	TTU Routes/Fair	Rolling Stock		City of Lub.	72
18379	2000 Bus T70206	Fleet-#0004	06/00	\$254,934.00	TX-90-466	\$203,947.20	TTU Routes/Fair	Rolling Stock		City of Lub.	108
18380	2000 Bus T70206	Fleet-#0005	06/00	\$254,934.00	TX-90-466	\$203,947.20	TTU Routes/Fair	Rolling Stock		City of Lub.	108
18381	2000 Bus T70206	Fleet-#0006	06/00	\$254,934.00	TX-90-466	\$203,947.20	TTU Routes/Fair	Rolling Stock		City of Lub.	108
18382	2000 Bus T70206	Fleet-#0001	06/00	\$254,934.00	TX-90-466	\$203,947.20	TTU Routes/Fair	Rolling Stock		City of Lub.	108
18383	2000 Bus T70206	Fleet-#0007	06/00	\$254,934.00	TX-90-466	\$203,947.20	TTU Routes/Fair	Rolling Stock		City of Lub.	108
18385	2000 Bus T70206	Fleet-#0002	06/00	\$254,934.00	TX-90-466	\$203,947.20	TTU Routes/Fair	Rolling Stock		City of Lub.	108
18386	2000 Bus T70206	Fleet-#0008	06/00	\$254,934.00	TX-90-466	\$203,947.20	TTU Routes/Fair	Rolling Stock		City of Lub.	108
18387	2000 Bus T70206	Fleet-#0003	06/00	\$254,934.00	TX-90-466	\$203,947.20	TTU Routes/Fair	Rolling Stock		City of Lub.	108
18402	Parking Lot 99-00	TTU Campus	11/99	\$515,243.87	Various	\$515,243.87	Parking Lot/Good	Facilities		City of Lub.	240
18771	2000 AH-28 Streetcar	Fleet-#92	5/01	\$267,818.00	TX-90-X491-00	\$214,254.40	Trolley/poor	Rolling Stock		City of Lub.	108
18772	2000 AH-28 Streetcar	Fleet-#93	5/01	\$267,818.00	TX-90-X491-00	\$214,254.40	Trolley/poor	Rolling Stock		City of Lub.	108
19674	2001 RTS 72VW	Fleet-#0111	7/01	\$258,636.00	TX DOT-5309 51105F6006	\$206,908.80	TTU Routes/Fair	Rolling Stock		City of Lub.	108
19675	2001 RTS 72VW	Fleet-#0112	7/01	\$258,636.00	TX DOT-5309 51105F6006	\$206,908.80	TTU Routes/Fair	Rolling Stock		City of Lub.	108
19676	2001 RTS 72VW	Fleet-#0114	7/01	\$258,636.00	TX DOT-5309 51105F6006	\$206,908.80	TTU Routes/Fair	Rolling Stock		City of Lub.	108
20139	Transfer Plaza	801 Broadway	8/94	\$2,683,347.65	TX-90-0224	\$2,146,678.12	Turnout/Good	Facilities		City of Lub.	540
20140	Techeil Phone System	Training Room-Administration Building	6/02	\$7,088.50	TX-90-X491-00	\$5,670.80	Phone System/Fair	Infrastructure		City of Lub.	72
20142	Adams Floor Scrubber	Shop-Administration Building	11/01	\$11,985.00	TX-90-X517-00	\$9,588.00	Floor Scrubber/Fair	Equipment		City of Lub.	120
20329	2003 Chevrolet Impala		12/02	\$20,980.00	City of Lubbock	\$16,784.00	Disposed of	Equipment	auction 10/15	City of Lub.	120
20648	Parts/Inventory Computer System	Parts Office-Administration Building	4/03	\$22,003.49	TX-90-X517-00	\$17,602.79	Inventory System/Fair	Infrastructure		City of Lub.	36
20649	Scheduling Software	accounting dept/admin bldg	6/03	\$40,446.05	TX-90-X517-00	\$32,356.84	scheduling software/Fair	Infrastructure		City of Lub.	36
21003	Citibus Office	801 Texas	06/02	\$143,798.44	TX-90-X563-00	\$115,038.75	building renovation/Fair	Facilities		City of Lub.	108
21004	Citibus Signs	801 Texas	08/02	\$99,857.00	TX-90-X563-00	\$79,885.60	signage/Fair	Facilities		City of Lub.	120
21088	Shelter Unit	Various Locations on routes	01/04	\$6,839.78	TX-90-X563-00	\$5,471.82	bus shelters/Fair	Facilities		City of Lub.	120
21089	Shelter Unit	Various Locations on routes	01/04	\$6,839.78	TX-90-X563-00	\$5,471.82	bus shelters/Fair	Facilities		City of Lub.	120
21090	Shelter Unit	Various Locations on routes	01/04	\$6,839.77	TX-90-X563-00	\$5,471.82	bus shelters/Fair	Facilities		City of Lub.	120
21091	Shelter Unit	Various Locations on routes	01/04	\$6,839.77	TX-90-X563-00	\$5,471.82	bus shelters/Fair	Facilities		City of Lub.	120

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21092	Cage for Storage	801 Texas	05/04	\$6,034.00	TX-90-X563-00	\$4,827.20	storage/Fair	Facilities		City of Lub.	480
21094	HR Module Software	801 Texas	08/04	\$11,778.00	TX-90-X563-00	\$9,422.40	HR Software/Fair	Infrastructure		City of Lub.	60
21095	GP Software Upgrade	801 Texas	08/04	\$12,035.68	TX-90-X563-00	\$9,628.54	Software Upgrade/Fair	Infrastructure		City of Lub.	60
21285	2004 Bus G29B102N4	Fleet-#0401	11/04	\$249,044.00	State VCR		fixed route/Fair	Rolling Stock		City of Lub.	144
21286	2004 Bus G29B102N4	Fleet-#0402	11/04	\$249,044.00	State VCR		fixed route/Fair	Rolling Stock		City of Lub.	144
21287	2004 Bus G29B102N4	Fleet-#0403	11/04	\$249,044.00	TX-03-0251-01	\$249,044.00	fixed route/Fair	Rolling Stock		City of Lub.	144
21288	2004 Bus G29B102N4	Fleet-#0404	11/04	\$249,383.40	TX-03-0251-01	\$249,383.40	fixed route/Fair	Rolling Stock		City of Lub.	144
21289	2004 Bus G29B102N4	Fleet-#0405	11/04	\$249,044.00	TX-03-0251-01	\$249,044.00	fixed route/Fair	Rolling Stock		City of Lub.	144
21290	2004 Bus G29B102N4	Fleet-#0406	11/04	\$249,044.00	TX-03-0251-01	\$249,044.00	fixed route/Fair	Rolling Stock		City of Lub.	144
21316	2005 Ford Crown Victoria	801 Texas	01/05	\$38,836.90	City of Lubbock	\$31,069.52	staff car/Fair	Equipment		City of Lub.	
21338	2005 Ford Crown Victoria	801 Texas	01/05	\$38,946.84	City of Lubbock	\$31,157.47	staff car/Fair	Equipment		City of Lub.	
21394	2005 Dodge 2500	801 Texas	08/05	\$24,161.00	TX-03-0266-02	\$19,328.80	shop truck/Good	Equipment		City of Lub.	48
21454	2005 Chev. Uplander	801 Texas	09/05	\$32,042.75	TX-03-0266-02	\$25,634.20	supervisor van/Good	Equipment		City of Lub.	48
21455	2005 Chev. Uplander	801 Texas	09/05	\$32,042.75	TX-03-0266-02	\$25,634.20	supervisor van/Good	Equipment		City of Lub.	48
21457	2005 Chev. Uplander	801 Texas	09/05	\$32,042.75	TX-03-0266-02	\$25,634.20	supervisor van/Good	Equipment		City of Lub.	48
21526	GFI Computer Equipment	801 Texas	12/04	\$139,700.00	TX-90-X563-00	\$111,760.00	GFI Computer Equipment/Good	Infrastructure		City of Lub.	120
21527	IT Server - Citibus	801 Texas	03/05	\$24,026.00	TX-90-X660-00	\$19,220.80	IT Server/Good	Infrastructure		City of Lub.	60
21529	Security Cameras	801 Texas	12/04	\$7,377.46	TX-90-X660-00	\$5,901.97	Security Cameras/Good	Facilities		City of Lub.	84
21530	Trapeze DRS Software	801 Texas	07/05	\$33,422.50	TX-90-X660-00	\$26,738.00	DRS Software/Good	Infrastructure		City of Lub.	60
21531	Mobile Data Units	801 Texas	06/05	\$203,537.48	Multiple	\$162,829.98	Mobile Data Units/Good	Infrastructure		City of Lub.	84
21619	2006 Bus LT280FLNJ	801 Texas	02/06	\$116,008.94	TX-03-0266-02	\$96,287.42	paratransit/Good	Rolling Stock		City of Lub.	144
21620	2006 Bus G29B102N4	801 Texas	02/06	\$267,654.32	TX-03-0251		fixed route/Good	Rolling Stock		City of Lub.	144
21623	2006 Bus LT280FLNJ	801 Texas	02/06	\$114,874.94	TX-03-0266-02	\$95,346.20	Disposed of	Rolling Stock	City Auction	City of Lub.	144
21624	2006 Bus LT280FLNJ	801 Texas	02/06	\$116,008.94	TX-03-0266-02	\$96,287.42	Disposed of	Rolling Stock	City Auction	City of Lub.	144
21629	2006 Bus LT280FLNJ	801 Texas	03/06	\$116,008.94	TX-03-0266-02	\$96,287.42	Disposed of	Rolling Stock	City Auction	City of Lub.	144
21630	2006 Bus LT280FLNJ	801 Texas	03/06	\$114,874.94	TX-03-0266-02	\$95,346.20	Disposed of	Rolling Stock	City Auction	City of Lub.	144
21679	2006 Crown Victoria	801 Texas	03/06	\$29,413.66	City of Lubbock		staff car/Fair	Equipment		City of Lub.	
21700	2006 Crown Victoria	801 Texas	03/06	\$27,791.16	City of Lubbock		staff car/Fair	Equipment		City of Lub.	
21713	2006 Bus LT280FLNJ	801 Texas	04/06	\$125,174.94	TX-03-0266-02	\$103,895.20	paratransit/Good	Rolling Stock		City of Lub.	144
21714	2006 Bus LT280FLNJ	801 Texas	07/06	\$125,174.94	TX-03-0266-02	\$103,895.20	paratransit/Good	Rolling Stock		City of Lub.	144
21732	2006 Ford Crown Victoria	801 Texas	05/06	\$27,791.16	City of Lubbock		staff car/Fair	Equipment		City of Lub.	
21768	2006 Ford Crown Victoria	801 Texas	05/06	\$30,530.16	City of Lubbock		staff car/Fair	Equipment		City of Lub.	
21776	2006 Ford Crown Victoria	801 Texas	05/06	\$30,480.16	City of Lubbock		staff car/Fair	Equipment		City of Lub.	

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21797	2006 Bus LT280FLNJ	801 Texas	02/06	\$116,008.94	TX-03-0266-02	\$96,287.42	Disposed of	Rolling Stock	City Auction	City of Lub.	144
21798	2006 Bus LT280FLNJ	801 Texas	02/06	\$116,008.94	TX-03-0266-02	\$96,287.42	Disposed of	Rolling Stock	City Auction	City of Lub.	144
21799	2006 Bus G29B102N4	801 Texas	02/06	\$267,654.32	TX-03-0251	\$267,654.32	fixed route/Good	Rolling Stock		City of Lub.	144
21800	2006 Bus G29B102N4	801 Texas	02/06	\$267,654.32	TX-03-0251	\$267,654.32	fixed route/Good	Rolling Stock		City of Lub.	144
21801	2006 Bus G29B102N4	801 Texas	02/06	\$267,654.32	TX-03-0251	\$267,654.32	fixed route/Good	Rolling Stock		City of Lub.	144
21802	2006 Bus G29B102N4	801 Texas	02/06	\$267,654.32	TX-03-0251	\$267,654.32	fixed route/Good	Rolling Stock		City of Lub.	144
21803	2006 Bus G29B102N4	801 Texas	02/06	\$267,654.32	TX-03-0251	\$267,654.32	fixed route/Good	Rolling Stock		City of Lub.	144
21804	2006 Bus G29B102N4	801 Texas	02/06	\$267,654.33	TX-03-0251	\$267,654.33	fixed route/Good	Rolling Stock		City of Lub.	144
21806	2006 Bus LT280FLNJ	801 Texas	03/06	\$114,874.94	TX-03-0266-02	\$95,346.20	paratransit/Good	Rolling Stock		City of Lub.	144
21807	2006 Bus LT280FLNJ	801 Texas	03/06	\$114,874.94	TX-03-0266-02	\$95,346.20	paratransit/Good	Rolling Stock		City of Lub.	144
21808	2006 Bus LT280FLNJ	801 Texas	03/06	\$114,874.94	TX-03-0266-02	\$95,346.20	paratransit/Good	Rolling Stock		City of Lub.	144
21809	2006 Bus LT280FLNJ	801 Texas	03/06	\$114,874.94	TX-03-0266-02	\$95,346.20	paratransit/Good	Rolling Stock		City of Lub.	144
21810	2006 Bus LT280FLNJ	801 Texas	03/06	\$116,008.94	TX-03-0266-02	\$96,287.42	paratransit/Good	Rolling Stock		City of Lub.	144
21811	2006 Bus LT280FLNJ	801 Texas	03/06	\$125,174.94	TX-03-0266-02	\$103,895.20	paratransit/Good	Rolling Stock		City of Lub.	144
21812	2006 Bus LT280FLNJ	801 Texas	03/06	\$125,174.93	TX-03-0266-02	\$103,895.19	paratransit/Good	Rolling Stock		City of Lub.	144
22048	Computer Equip-Medicaid Cont.	801 Texas	08/06	\$77,042.56	TX-90-X710 & TX-90-X763	\$61,634.05	Medicaid Computer Equipment/Fair	Infrastructure		City of Lub.	60
22049	1 Maint Software	801 Texas	12/05	\$9,882.50	TX-90-X710 & TX-90-X763	\$7,906.00	maintenance software/Fair	Infrastructure		City of Lub.	36
22050	(10) Bus Shelters	Various Locations on routes	06/06	\$66,357.20	TX-90-X710 & TX-90-X763	\$53,085.76	bus shelters/Fair	Facilities		City of Lub.	120
22775	Citibus Shelters 06/07	Various Locations on routes	01/07	\$38,048.00	TX-90-X763-01	\$30,438.40	bus shelters/Fair	Facilities		City of Lub.	540
22776	Uninterruptible Power Source	801 Texas	08/07	\$26,892.39	TX-90-X763-01	\$21,513.91	power source/Poor	Infrastructure		City of Lub.	60
22777	Uninterruptible Power Source	801 Texas	08/07	\$5,620.00	TX-90-X763-01	\$4,496.00	power source/Poor	Infrastructure		City of Lub.	120
22778	Tire Changing Machine	801 Texas - Shop	04/07	\$14,951.88	TX-90-X763-01	\$11,961.50	maintenance/Fair	Equipment		City of Lub.	60
22779	Walk Behind Scrubber	801 Texas - Shop	05/07	\$8,825.00	TX-90-X763-01	\$7,060.00	maintenance/Fair	Equipment		City of Lub.	60
22780	Sign Holders	Various Locations on routes	09/07	\$67,153.00	TX-90-X763-01	\$53,722.40	bus shelters/Fair	Facilities		City of Lub.	60
23626	Shor Tel Phone System	801 Texas	03/08	\$39,457.41	TX-90-X791-01	\$31,565.93	Disposed of	Infrastructure	Taken out of Service	City of Lub.	96
23627	(3) Primavera 9' Shelter/Benches	Various Locations on routes	08/08	\$23,093.00	TX-90-X791-01 - \$7,696 & City of Lubbock - \$15,397	\$6,157.00	bus shelters/Fair	Facilities		City of Lub.	120
23628	Renovate DTP for Greyhound Oper.	801 Broadway	09/08	\$39,134.83	City of Lubbock	\$0.00	Renovation/Good	Facilities		City of Lub.	180
23927	2008 Chev Transit Bus Van #2901	801 Texas	06/09	\$115,312.00	VCR 0902 51905F7091	\$0.00	paratransit/Poor	Rolling Stock		City of Lub.	60
23933	2009 Chev Transit Bus 1GBKG31K291114888 Van #2903	801 Texas	09/09	\$108,200.55	VCR 0902 51905F7091	\$0.00	paratransit/Poor	Rolling Stock		City of Lub.	60
23934	2009 Chev Transit Bus 1GBKG31K491114374 Van #2908	801 Texas	09/09	\$107,237.00	TX-96-0002-00	\$107,237.00	paratransit/Poor	Rolling Stock		City of Lub.	60
23935	2009 Chev Transit Bus 1GBKG31K091114209 Van #2902	801 Texas	09/09	\$107,237.00	TX-96-0002-00	\$107,237.00	paratransit/Poor	Rolling Stock		City of Lub.	60
23936	2009 Chev Transit Bus 1GBKG31K891113891 Van #2914	801 Texas	09/09	\$107,237.00	TX-96-0002-00	\$107,237.00	paratransit/Poor	Rolling Stock		City of Lub.	60

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23937	2009 Chev Transit Bus 1GBKG31K991113074 Van #2915	801 Texas	09/09	\$107,237.00	TX-96-0002-00	\$107,237.00	paratransit/Poor	Rolling Stock		City of Lub.	60
23938	2009 Chev Transit Bus 1GBKG31K491115301 Van #2909	801 Texas	09/09	\$107,237.00	TX-96-0002-00	\$107,237.00	paratransit/Poor	Rolling Stock		City of Lub.	60
23939	2009 Chev Transit Bus 1GBKG31K691115039 Van #2912	801 Texas	09/09	\$107,237.00	TX-96-0002-00	\$107,237.00	paratransit/Poor	Rolling Stock		City of Lub.	60
23940	2009 Chev Transit Bus 1GBKG31K591114965 Van #2910	801 Texas	09/09	\$107,237.00	TX-96-0002-00	\$107,237.00	paratransit/Poor	Rolling Stock		City of Lub.	60
23941	2009 Chev Transit Bus 1GBKG31K991114743 Van #2916	801 Texas	09/09	\$107,237.00	TX-96-0002-00	\$107,237.00	paratransit/Poor	Rolling Stock		City of Lub.	60
23942	2009 Chev Transit Bus 1GBKG31K391114592 Van #2906	801 Texas	09/09	\$107,237.00	TX-96-0002-00	\$107,237.00	paratransit/Poor	Rolling Stock		City of Lub.	60
23943	2009 Chev Transit Bus 1GBKG31K791114157 Van #2913	801 Texas	09/09	\$107,237.00	VCR 0902 51905F7091	\$0.00	paratransit/Poor	Rolling Stock		City of Lub.	60
23944	2009 Chev Transit Bus 1GBKG31K691114019 Van #2911	801 Texas	09/09	\$107,237.00	VCR 0902 51905F7091	\$0.00	paratransit/Poor	Rolling Stock		City of Lub.	60
23945	2009 Chev Transit Bus 1GBKG31K291115622 Van #2904	801 Texas	09/09	\$107,237.00	VCR 0902 51905F7091	\$0.00	paratransit/Poor	Rolling Stock		City of Lub.	60
23946	2009 Chev Transit Bus 1GBKG31K391113653 Van #2905	801 Texas	09/09	\$107,237.00	VCR 0902 51905F7091	\$0.00	paratransit/Poor	Rolling Stock		City of Lub.	60
23947	2009 Chev Transit Bus 1GBKG31K391115578 Van #2907	801 Texas	09/09	\$107,237.00	VCR 0902 51905F7091	\$0.00	paratransit/Poor	Rolling Stock		City of Lub.	120
24143	Bus Wash	801 Texas - Shop	07/09	\$177,695.01	TX-04-0020-00	\$177,695.01	maintenance/Fair	Facilities		City of Lub.	120
24144	(15) Primavera 9' Shelter/Bench	Various Locations on routes	06/09	\$105,833.00	\$69,803 - TX-96-X002-00 \$36,030 - TX-90-X876-00	\$98,627.00	bus shelters/Fair	Facilities		City of Lub.	120
24145	(2) Servers	801 Texas	07/09	\$11,770.52	TX-90-X876-00	\$9,416.42	servers/Fair	Infrastructure		City of Lub.	36
24146	Switch Information Technology	801 Texas	01/09	\$7,857.00	TX-90-X876-00	\$6,285.60	switch information technology/Fair	Infrastructure		City of Lub.	60
24147	Server	801 Texas	04/09	\$13,611.00	TX-90-X876-00	\$10,888.80	server/Fair	Infrastructure		City of Lub.	60
24148	Bus Lifts	801 Texas - Shop	09/09	\$24,950.00	TX-90-X876-00	\$19,960.00	maintenance/Good	Equipment		City of Lub.	60
24305	Gilling 15GGE301191091922 Bus #0904	801 Texas	10/09	\$547,875.00	\$490,000 - TX-04-0023-00 \$57,875 - TX-96-X002-00	\$547,875.00	fixed route/Good	Rolling Stock		City of Lub.	120
24306	Gilling 15GGE301X91091921 Bus #0903	801 Texas	10/09	\$547,875.00	\$490,000 - TX-04-0023-00 \$57,875 - TX-96-X002-00	\$547,875.00	fixed route/Good	Rolling Stock		City of Lub.	120
24307	Gilling 15GGE301891091920 Bus #0902	801 Texas	10/09	\$547,875.00	VCR 0902 51905F7091	\$0.00	fixed route/Good	Rolling Stock		City of Lub.	120
24308	Gilling 15GGE301191091919 Bus #0901	801 Texas	10/09	\$547,875.00	VCR 0902 51905F7091	\$0.00	fixed route/Good	Rolling Stock		City of Lub.	120
24309	Gilling 15GGE301391091923 Bus #0905	801 Texas	10/09	\$547,875.00	TX-96-X002-00	\$547,875.00	fixed route/Good	Rolling Stock		City of Lub.	120
24310	Gilling 15GGE301391091924 Bus #0906	801 Texas	10/09	\$547,875.00	TX-96-X002-00	\$547,875.00	fixed route/Good	Rolling Stock		City of Lub.	120
24580	Primavera 9' Shelter/Bench	Various Locations on routes	10/09	\$22,253.00	TX-90-X876-00	\$17,802.40	bus shelters/Good	Facilities		City of Lub.	120
24581	Data Domain Restorer DD120	801 Texas	10/09	\$11,500.00	TX-90-X876-00	\$9,200.00	computer equipment/Good	Infrastructure		City of Lub.	60
24582	Building Security Camera Equipment	801 Texas	09/10	\$9,692.30	TX-90-X887-00	\$7,753.84	building security/ Good	Equipment		City of Lub.	60
24583	Copy Machine S/N VL3622C	801 Texas	09/10	\$12,386.00	TX-90-X887-00	\$9,908.80	computer equipment/Fair	Equipment		City of Lub.	60
25301	2000 Model Low Floor Nova Bus #2001	801 Texas	08/11	\$26,368.05	Transferred from Cleveland & TX-04-0069	\$26,368.05	fixed route/Good	Rolling Stock		City of Lub.	24
25302	2000 Model Low Floor Nova Bus #2103	801 Texas	08/11	\$54,035.73	Transferred from Cleveland & TX-04-0069	\$54,035.73	fixed route/Good	Rolling Stock		City of Lub.	24
25303	2000 Model Low Floor Nova Bus #2005	801 Texas	09/11	\$26,368.05	Transferred from Cleveland & TX-04-0069	\$26,368.05	fixed route/Good	Rolling Stock		City of Lub.	24
25304	2000 Model Low Floor Nova Bus #2002	801 Texas	09/11	\$26,368.05	Transferred from Cleveland & TX-04-0069	\$26,368.05	fixed route/Good	Rolling Stock		City of Lub.	24
25305	2000 Model Low Floor Nova Bus #2003	801 Texas	09/11	\$26,368.05	Transferred from Cleveland & TX-04-0069	\$26,368.05	fixed route/Good	Rolling Stock		City of Lub.	24
25306	2000 Model Low Floor Nova Bus #2004	801 Texas	09/11	\$26,368.05	Transferred from Cleveland & TX-04-0069	\$26,368.05	fixed route/Good	Rolling Stock		City of Lub.	24

**CITIBUS FIXED ASSETS
CENTER 4511**

ITEM #	DESCRIPTION	LOCATION	PUR DATE	TOTAL COST	FTA GRANT	FED SHARE	USE & CONDITION	CATEGORY	DISPOSE ACTION	VESTED TITLE	Useful Life
25307	2001 Model Low Floor Nova Bus #2102	801 Texas	11/11	\$54,035.73	Transferred from Cleveland & TX-04-0069	\$54,035.73	fixed route/Good	Rolling Stock		City of Lub.	36
25308	2001 Model Low Floor Nova Bus #2101	801 Texas	09/11	\$54,035.73	Transferred from Cleveland & TX-04-0069	\$54,035.73	fixed route/Good	Rolling Stock		City of Lub.	36
25309	2001 Model Low Floor Nova Bus #2105	801 Texas	09/11	\$54,035.73	Transferred from Cleveland & TX-04-0069	\$54,035.73	fixed route/Good	Rolling Stock		City of Lub.	36
25310	2000 Model Low Floor Nova Bus #2008	801 Texas	09/11	\$26,368.05	Transferred from Cleveland & TX-04-0069	\$26,368.05	fixed route/Good	Rolling Stock		City of Lub.	24
25311	2000 Model Low Floor Nova Bus #2010	801 Texas	09/11	\$26,368.05	Transferred from Cleveland & TX-04-0069	\$26,368.05	fixed route/Good	Rolling Stock		City of Lub.	24
25312	2001 Model Low Floor Nova Bus #2104	801 Texas	09/11	\$54,035.73	Transferred from Cleveland & TX-04-0069	\$54,035.73	fixed route/Good	Rolling Stock		City of Lub.	36
26155	Parking Lot Expansion #X276	801 Texas	10/10	\$573,234.00	TX-04-0020	\$573,234.00	Parking Lot/Good	Facilities		City of Lub.	240
26397	Gillig Hybrid 35' Bus #1101	801 Texas	12/11	\$550,714.00	TX-04-0053	\$550,714.00	fixed route/Good	Rolling Stock		City of Lub.	144
26398	Gillig Hybrid 35' Bus #1102	801 Texas	12/11	\$550,714.00	TX-04-0053 & TX-07-0069	\$550,714.00	fixed route/Good	Rolling Stock		City of Lub.	144
26420	2000 Model Low Floor Nova Bus #2007	801 Texas	11/11	\$26,368.05	Transferred from Cleveland & TX-04-0069	\$26,368.05	fixed route/Good	Rolling Stock		City of Lub.	24
26421	2001 Model Low Floor Nova Bus #2110	801 Texas	03/12	\$54,035.73	Transferred from Cleveland & TX-04-0069	\$54,035.73	fixed route/Good	Rolling Stock		City of Lub.	24
26422	2001 Model Low Floor Nova Bus #2111	801 Texas	01/12	\$54,035.73	Transferred from Cleveland & TX-04-0069	\$54,035.73	fixed route/Good	Rolling Stock		City of Lub.	36
26423	2000 Model Low Floor Nova Bus #2011	801 Texas	12/11	\$26,368.05	Transferred from Cleveland & TX-04-0069	\$26,368.05	fixed route/Good	Rolling Stock		City of Lub.	24
26424	2001 Model Low Floor Nova Bus #2106	801 Texas	01/12	\$54,035.73	Transferred from Cleveland & TX-04-0069	\$54,035.73	fixed route/Good	Rolling Stock		City of Lub.	36
26425	2001 Model Low Floor Nova Bus #2107	801 Texas	12/11	\$54,035.73	Transferred from Cleveland & TX-04-0069	\$54,035.73	fixed route/Good	Rolling Stock		City of Lub.	36
26426	2001 Model Low Floor Nova Bus #2108	801 Texas	12/11	\$54,035.73	Transferred from Cleveland & TX-04-0069	\$54,035.73	fixed route/Good	Rolling Stock		City of Lub.	36
26427	2001 Model Low Floor Nova Bus #2109	801 Texas	01/12	\$54,035.73	Transferred from Cleveland & TX-04-0069	\$54,035.73	fixed route/Good	Rolling Stock		City of Lub.	36
26428	2001 Model Low Floor Nova Bus #2112	801 Texas	03/12	\$54,035.73	Transferred from Cleveland & TX-04-0069	\$54,035.73	fixed route/Good	Rolling Stock		City of Lub.	36
26429	2001 Model Low Floor Nova Bus #2113	801 Texas	03/12	\$54,035.73	Transferred from Cleveland & TX-04-0069	\$54,035.73	fixed route/Good	Rolling Stock		City of Lub.	36
26430	2001 Model Low Floor Nova Bus #2114	801 Texas	12/11	\$54,035.73	Transferred from Cleveland & TX-04-0069	\$54,035.73	fixed route/Good	Rolling Stock		City of Lub.	36
26431	2001 Model Low Floor Nova Bus #2115	801 Texas	01/12	\$54,035.73	Transferred from Cleveland & TX-04-0069	\$54,035.73	fixed route/Good	Rolling Stock		City of Lub.	36
26432	2001 Model Low Floor Nova Bus #2116	801 Texas	01/12	\$54,035.73	Transferred from Cleveland & TX-04-0069	\$54,035.73	fixed route/Good	Rolling Stock		City of Lub.	36
26433	2001 Model Low Floor Nova Bus #2117	801 Texas	01/12	\$54,035.73	Transferred from Cleveland & TX-04-0069	\$54,035.73	fixed route/Good	Rolling Stock		City of Lub.	36
26434	2001 Model Low Floor Nova Bus #2118	801 Texas	01/12	\$54,035.73	Transferred from Cleveland & TX-04-0069	\$54,035.73	fixed route/Good	Rolling Stock		City of Lub.	36
26566	2000 Model Low Floor Nova Bus #2006	801 Texas	07/12	\$26,368.05	Transferred from Cleveland & TX-04-0069	\$26,368.05	fixed route/Good	Rolling Stock		City of Lub.	24
26800	2000 Model Low Floor Nova Bus #2009	801 Texas	11/11	\$26,367.95	Transferred from Cleveland & TX-04-0069	\$26,367.95	fixed route/Good	Rolling Stock		City of Lub.	24
26802	2000 Model Low Floor Nova Bus #2012	801 Texas	11/11	\$26,367.96	Transferred from Cleveland & TX-04-0069	\$26,367.96	fixed route/Good	Rolling Stock		City of Lub.	24
26811	26811 - Trapeze Software X315	801 Texas	03/12	\$34,250.00	TX-90-X963	\$27,400.00	computer equipment/Good	Infrastructure		City of Lub.	36
27161	2013 Citibus Bus #1301	801 Texas	04/13	\$558,274.00	TX-58-0007	\$558,274.00	fixed route/Good	Rolling Stock		City of Lub.	144
27162	2013 Citibus Bus #1302	801 Texas	04/13	\$558,274.00	TX-58-0007	\$558,274.00	fixed route/Good	Rolling Stock		City of Lub.	144
27163	2013 Citibus Bus #1303	801 Texas	04/13	\$558,274.00	TX-58-0007	\$558,274.00	fixed route/Good	Rolling Stock		City of Lub.	144
27164	2013 Citibus Bus #1304	801 Texas	04/13	\$558,274.00	TX-58-0007	\$558,274.00	fixed route/Good	Rolling Stock		City of Lub.	144
27639	1 Dell Equal Logic-R5610E	801 Texas	09/13	\$20,405.38	TX-90-X963	\$16,324.30	computer equipment/Good	Infrastructure		City of Lub.	60

**CITIBUS FIXED ASSETS
CENTER 4511**

ITEM #	DESCRIPTION	LOCATION	PUR DATE	TOTAL COST	FTA GRANT	FED SHARE	USE & CONDITION	CATEGORY	DISPOSE ACTION	VESTED TITLE	Useful Life
27640	27640 - Power Edge R620 Server	801 Texas	09/13	\$7,191.72	TX-90-X963	\$5,753.38	computer equipment/Good	Infrastructure		City of Lub.	60
27641	27641 - Power Edge R620 Server	801 Texas	09/13	\$7,191.72	TX-90-X963	\$5,753.38	computer equipment/Good	Infrastructure		City of Lub.	60
27642	27642 - Power Edge R 620 Server	801 Texas	09/13	\$7,191.71	TX-90-X963	\$5,753.37	computer equipment/Good	Infrastructure		City of Lub.	60
27643	27643 - Power Edge R620 Server	801 Texas	09/13	\$7,191.71	TX-90-X963	\$5,753.37	computer equipment/Good	Infrastructure		City of Lub.	60
27644	27644 - (6) Overhead Doors	801 Texas	07/13	\$78,888.05	TX-04-0107	\$78,888.05	maintenance/Good	Facilities		City of Lub.	120
27645	27645 - Steril Koni 1082 FWA Lift	801 Texas	09/13	\$33,583.00	TX-04-0107	\$33,583.00	maintenance/Good	Equipment		City of Lub.	120
27646	27646 - Steril Koni 1082 FWA Lift	801 Texas	09/13	\$33,583.00	TX-04-0107	\$33,583.00	maintenance/Good	Equipment		City of Lub.	120
27647	27647 - Steril Koni 1082 FWA Lift	801 Texas	09/13	\$33,583.00	TX-04-0107	\$33,583.00	maintenance/Good	Equipment		City of Lub.	120
27648	27648 - Steril Koni 1082-Final Lift	801 Texas	09/13	\$33,583.00	TX-04-0107	\$33,583.00	maintenance/Good	Equipment		City of Lub.	120
27649	27649 - Cougar Power Washer	801 Texas	09/13	\$5,235.00	TX-90-X963	\$4,188.00	maintenance/Good	Equipment		City of Lub.	60
27650	27650 - Air Compressor Shop	801 Texas	09/13	\$6,299.99	TX-90-X963	\$5,039.99	maintenance/Good	Equipment		City of Lub.	84
27651	27651 - (4) Access Point Cabling Units	801 Texas	09/13	\$39,898.00	TX-90-Y014	\$31,918.40	computer equipment/Good	Infrastructure		City of Lub.	144
27652	27652 - APC Software	801 Texas	09/13	\$50,350.00	TX-90-Y014	\$40,280.00	computer equipment/Good	Infrastructure		City of Lub.	240
27771	27771 - Building Renovations-DTP PH1&2	801 Broadway	10/12	\$768,034.75	State DTP Renovations	\$768,034.75	DTP building renovation/Good	Facilities		City of Lub.	180
28534	38534 - Security Camera System	801 Broadway	5/14	\$9,873.87	State DTP Renovations	\$9,873.87	DTP/ Good	Facilities		City of Lub.	60
28535	38535 - Security Camera System	801 Broadway	5/14	\$9,873.87	State DTP Renovations	\$9,873.87	DTP/ Good	Facilities		City of Lub.	60
29538	King Pin Press Mobile Lifting	801 Broadway	12/14	\$6,841.20	TX-90-Y014	\$6,841.20	maintenance/Good	Equipment		City of Lub.	60
29539	Easy Bus Software	801 Texas	10/14	\$20,750.00	TX-90-Y014	\$20,750.00	software/Good	Infrastructure		City of Lub.	36
29540	Downtown Transfer Plaza Renovations	801 Texas	3/15	\$294,226.70	State DTP Renovations	\$294,226.70	DTP building renovation/Good	Facilities		City of Lub.	180
30198	2016 26' 191" V BUS - Unit # 122	801 Texas	9/16	\$122,717.00	City of Lubbock	\$0.00	paratransit/Good	Rolling Stock		City of Lub.	60
30199	SPIRIT OF MOBILITY BUS - Unit # 123	801 Texas	9/16	\$122,717.00	City of Lubbock	\$0.00	paratransit/Good	Rolling Stock		City of Lub.	60
30531	Fuel Pumps	801 Texas	6/16	\$15,883.99	TX-90-Y053	\$15,883.99	Service Lane/Good	Equipment		City of Lub.	84
30532	Security Camera Buses	801 Texas	9/16	\$277,519.00	\$269,687 - TX-90-Y053 & \$7,832 - TX-90-Y078	\$222,015.20	Buses/Good	Equipment		City of Lub.	60
30533	Trapeze Software	801 Texas	7/16	\$19,925.00	TX-90-Y053	\$15,940.00	software/Good	Infrastructure		City of Lub.	36
30838	2017 GILLIG BUS - 42017002	801 Texas	5/17	\$433,766.00	City of Lubbock	\$433,766.00	fixed route/Good	Rolling Stock		City of Lub.	144
30839	2018 GILLIG BUS - 42017003	801 Texas	5/17	\$433,766.00	City of Lubbock	\$433,766.00	fixed route/Good	Rolling Stock		City of Lub.	144
30840	2019 GILLIG BUS - 42017004	801 Texas	5/17	\$438,170.00	City of Lubbock	\$438,170.00	fixed route/Good	Rolling Stock		City of Lub.	144
30841	2020 GILLIG BUS - 42017005	801 Texas	5/17	\$438,170.00	City of Lubbock	\$438,170.00	fixed route/Good	Rolling Stock		City of Lub.	144
31103	2017 Arboc Van - 1603	801 Texas	2/17	\$123,647.00	TX-2016-047	\$98,917.60	paratransit/Good	Rolling Stock		City of Lub.	60
31104	2018 Arboc Van - 1604	801 Texas	2/17	\$123,647.00	TX-2016-047	\$98,917.60	paratransit/Good	Rolling Stock		City of Lub.	360
31105	2019 Arboc Van - 1605	801 Texas	2/17	\$123,647.00	TX-2016-047	\$98,917.60	paratransit/Good	Rolling Stock		City of Lub.	360
31106	2020 Arboc Van - 1606	801 Texas	2/17	\$123,647.00	TX-2016-047	\$98,917.60	paratransit/Good	Rolling Stock		City of Lub.	360
31107	2021 Arboc Van - 1607	801 Texas	2/17	\$123,647.00	TX-2016-042	\$123,647.00	paratransit/Good	Rolling Stock		City of Lub.	360
31108	2022 Arboc Van - 1608	801 Texas	2/17	\$123,647.00	TX-2016-042	\$123,647.00	paratransit/Good	Rolling Stock		City of Lub.	360

CITIBUS FIXED ASSETS
CENTER 4511

ITEM#	DESCRIPTION	LOCATION	PUR DATE	TOTAL COST	FTA GRANT	FED SHARE	USE & CONDITION	CATEGORY	DISPOSE ACTION	VESTED TITLE	Useful Life
31109	2023 Arboc Van - 1609	801 Texas	2/17	\$123,647.00	TX-2016-042	\$123,647.00	paratransit/Good	Rolling Stock		City of Lub.	360
31110	2024 Arboc Van - 1610	801 Texas	2/17	\$123,647.00	\$16,170 - TX-2016-047 & \$107,477 - TX-2016-042	\$120,413.00	paratransit/Good	Rolling Stock		City of Lub.	360
31111	2025 Arboc Van - 1611	801 Texas	2/17	\$123,647.00	TX-2016-042	\$123,647.00	paratransit/Good	Rolling Stock		City of Lub.	360
31112	2026 Arboc Van - 1612	801 Texas	2/17	\$123,647.00	TX-2016-042	\$123,647.00	paratransit/Good	Rolling Stock		City of Lub.	360
31113	2027 Arboc Van - 1613	801 Texas	2/17	\$123,647.00	TX-2016-042	\$123,647.00	paratransit/Good	Rolling Stock		City of Lub.	360
31114	2028 Arboc Van - 1614	801 Texas	2/17	\$123,647.00	TX-2016-042	\$123,647.00	paratransit/Good	Rolling Stock		City of Lub.	360
31207	2015 MOBILITY VENTURES VAN - 3024	801 Texas	3/17	\$48,141.00	TX-2016-042	\$48,141.00	supervisor van/Good	Equipment		City of Lub.	60
31248	Citibus Bldg Renovations - 88034	801 Texas	12/16	\$668,721.38	TX-04-0107	\$668,721.38	building renovation/Good	Facilities		City of Lub.	180
31249	Bus Cameras - 88042	801 Texas	5/17	\$96,846.00	TX-90-Y078	\$77,476.80	Buses/Good	Equipment		City of Lub.	72
TOTAL COST AND FEDERAL				\$33,091,189.45		\$14,386,998.95					

Table 2: FTA Default Useful Life Benchmark



FEDERAL TRANSIT ADMINISTRATION

Default Useful Life Benchmark (ULB) Cheat Sheet

Source: 2017 Asset Inventory Module Reporting Manual, Page 53

Transit Agencies will report the age of all vehicles to the National Transit Database. FTA will track the performance of revenue vehicles (Rolling Stock) and service vehicles (Equipment), by asset class, by calculating the percentage of vehicles that have met or exceeded the useful life benchmark (ULB).

FTA has set a default ULB as the expected service years for each vehicle class in the table below. ULB is the average age-based equivalent of a 2.5 rating on the FTA Transit Economic Requirements Model (TERM) scale. Transit agencies can adjust their Useful Life Benchmarks with approval from FTA.

Vehicle Type		Default ULB (in years)
AB	Articulated bus	14
AG	Automated guideway vehicle	31
AO	Automobile	8
BR	Over-the-road bus	14
BU	Bus	14
CC	Cable car	112
CU	Cutaway bus	10
DB	Double decked bus	14
FB	Ferryboat	42
HR	Heavy rail passenger car	31
IP	Inclined plane vehicle	56
LR	Light rail vehicle	31
MB	Minibus	10
MO	Monorail vehicle	31
MV	Minivan	8
	Other rubber tire vehicles	14
RL	Commuter rail locomotive	39
RP	Commuter rail passenger coach	39
RS	Commuter rail self-propelled passenger car	39
RT	Rubber-tired vintage trolley	14
SB	School bus	14
	Steel wheel vehicles	25
SR	Streetcar	31
SV	Sport utility vehicle	8
TB	Trolleybus	13
TR	Aerial tramway	12
VN	Van	8
VT	Vintage trolley	58



FEDERAL TRANSIT ADMINISTRATION

Table 3: Citibus Program of Projects

CITIBUS UPCOMING CAPITAL PROJECTS				
General Project Information		Estimated Cost		
BUS AND PARATRANSIT VAN PURCHASE				
In an effort to replace buses that have surpassed their designated useful life, the agency will seek to purchase four buses each year to replace its existing fleet. Citibus will seek funds through multiple FTA Discretionary Grants for the purchase of buses, with matching funds derived from Transportation Development Credits. No local City funding will be utilized to subsidize the bus purchase. Citibus will utilize funding from its FTA 5310 and 5339 grants to purchase paratransit vans.				
		FY 2019	\$	3,967,725
		FY 2020	\$	3,926,580
		FY 2021	\$	3,735,611
		FY 2022	\$	3,994,824
General Project Information		Estimated Cost		
ADMINISTRATION/MAINTENANCE FACILITY RENOVATIONS				
Citibus will seek funding to construct new Administration/Maintenance facilities. Citibus will seek funding opportunities through the TIGER Grant, State of Good Repair and Bus and Bus Facilities Discretionary Grants. Citibus will also seek funding to replace the bus wash facility.				
		FY 2019	\$	20,000,000.00
		FY 2020	\$	20,000,000.00
		FY 2021	\$	20,250,000.00
		FY 2022	\$	20,000,000.00
General Project Information		Estimated Cost		
ITS PROJECTS				
Citibus will seek funding to upgrade and complete various technology projects. These projects will include the purchase of data terminals and software for the paratransit buses, camera systems on all Citibus revenue vehicles and upgrading computer equipment and software. Citibus will utilize funding from its FTA 5307 grant for these purchases.				
		FY 2019	\$	15,000
		FY 2020	\$	15,000
		FY 2021	\$	15,000
		FY 2022	\$	15,000
General Project Information		Estimated Cost		
SAFETY & SECURITY, PASSENGER AMENITIES & MISCELLANEOUS CAPITAL				
Citibus will continue to upgrade passenger amenities such as shelters and benches, invest in equipment to continue to enhance the safety and security of its facilities and buses and purchase miscellaneous capital items, as needed, to replace aging equipment. Citibus will utilize funding from its FTA 5307 grant for these purchases.				
		FY 2019	\$	110,000
		FY 2020	\$	110,000
		FY 2021	\$	110,000
		FY 2022	\$	110,000
General Project Information		Estimated Cost		
SUPPORT VEHICLE REPLACEMENT				
Citibus will seek funding to replace its aging support vehicles. These support vehicles include a new shop truck and supervisor vans. Citibus will utilize funding from its FTA 5339 and 5307 grants for these purchases.				
		FY 2019	\$	100,000
		FY 2020	\$	150,000
		FY 2021	\$	100,000
		FY 2022	\$	100,000

5/29/2018

TAM Plan Elements

Tier I agencies must comply with all nine elements of the TAM plan. **Tier II** agencies are responsible only for the top four elements.

Tier	Element	Brief Description
Tier I and II	1. An inventory of asset	A register of capital assets and information about those assets.
	2. A condition assessment of inventoried assets	A rating of the assets' physical state; to be completed for assets an agency has direct capital responsibility for; should be at a level of detail sufficient to monitor and predict performance of inventoried assets
	3. Description of a decision support tool	An analytic process or tool that (1) assists in capital asset investment prioritization and/or (2) estimates capital needs over time <i>does not necessarily mean software</i>
	4. A prioritized list of investments	A prioritized list of projects or programs to manage or improve the SGR of capital assets
Tier I only	5. TAM and SGR policy	A TAM policy is the executive-level direction regarding expectations for transit asset management; a TAM strategy consists of the actions that support the implementation of the TAM policy

6. Implementation strategy	The operational actions that a transit provider decides to conduct, in order to achieve its TAM goals and policies
7. List of key annual activities	The actions needed to implement a TAM plan for each year of the plan's horizon
8. Identification of resources	A summary or list of the resources, including personnel, that a provider needs to develop and carry out the TAM plan
9. Evaluation plan	An outline of how a provider will monitor, update, and evaluate, as needed, its TAM plan and related business practices, to ensure the continuous improvement

Transit Asset Management

Final Rule Fact Sheet

The Moving Ahead for Progress in the 21st Century Act (MAP-21) required the Secretary to develop rules to establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance, and to establish performance measures, and the Fixing America’s Surface Transportation (FAST) Act reaffirmed this requirement. On July 26, 2016, FTA published the Transit Asset Management (TAM) Final Rule. You may view the Final Rule at:

<https://federalregister.gov/a/2016-16883>



State of Good Repair

The purpose of the Final Rule is to help achieve and maintain a state of good repair (SGR) for the nation’s public transportation assets. Transit asset management is a business model that uses transit asset condition to guide the optimal prioritization of funding. Currently, there is an estimated \$85.9 billion transit SGR backlog.

The regulations apply to all Transit Providers that are recipients or subrecipients of Federal financial assistance under 49 U.S.C. Chapter 53 and own, operate, or manage transit capital assets used in the provision of public transportation.

State of Good Repair

The condition in which a capital asset is able to operate at a full level of performance. A capital asset is in a state of good repair when that asset:

- 1. Is able to perform its designed function,
- 2. Does not pose a known unacceptable safety risk, and
- 3. Its lifecycle investments must have been met or recovered.

TAM Plans

Tier I vs. Tier II Applicability

The Final Rule groups providers into two categories: Tier I and Tier II.

Tier I	Tier II
Operates rail	Subrecipient of 5311 funds
OR	OR
≥ 101 vehicles across all fixed route modes	American Indian Tribe
OR	OR
≥ 101 vehicles in one non-fixed route mode	≤ 100 vehicles across all fixed route modes
	OR
	≤ 100 vehicles in one non-fixed route mode

TAM Plan Elements

The following graphic shows the TAM Plan elements that are required by each category of provider. Since Tier II providers generally operate less complex systems, their TAM Plan requirements are not as extensive.

Tier I & II

- 5. TAM and SGR Policy
- 6. Implementation Strategy
- 7. List of Key Annual Activities
- 8. Identification of Resources
- 9. Evaluation Plan

Tier I Only

Assets Included in Plan

It is expected that all assets used in the provision of public transit will be included in the TAM Plan asset inventory. This includes (with the exception of equipment) assets that are owned by a third party or shared resources. The inventory must include all service vehicles, and any other owned equipment assets over \$50,000 in acquisition value. Agencies only need to include condition assessment for assets for which they have direct capital responsibility.

Plan Responsibility

Tier I providers must develop and carry out their own TAM plans. Tier II providers may develop their own plans or participate in a Group Plan, which is compiled by a Group Plan Sponsor (generally the State DOT or designated §5310 recipient). Tier II §5307 sub-recipients are not required to be offered a Group Plan, but may participate in one if a Sponsor invites them. Each Transit Provider must designate an Accountable Executive to ensure that the necessary resources are available to carry out the TAM plan and the Transit Agency Safety Plan, regardless of whether it develops its own TAM Plan or participates in a Group Plan.

Performance Management

Asset performance is measured by asset class, which means a subgroup of capital assets within an asset category. The following table shows assets for which performance needs to be reported to the NTD and the measure which will be reported.

Assets: <i>Only those for which agency has direct capital responsibility</i>	Performance Measure
Equipment: Non-revenue support-service and maintenance vehicles	Percentage of non-revenue vehicles met or exceeded Useful Life Benchmark
Rolling Stock: Revenue vehicles by mode	Percentage of revenue vehicles met or exceeded Useful Life Benchmark
Infrastructure: Only rail fixed-guideway, track, signals and systems	Percentage of track segments with performance restrictions
Facilities: Maintenance and administrative facilities; and passenger stations (buildings) and parking facilities	Percentage of assets with condition rating below 3.0 on FTA TERM Scale

Target Setting

Targets should be set by each transit provider or TAM plan sponsor for each applicable asset class for the coming year. Initial targets must be set by January 1, 2017 and then every fiscal year thereafter. It is recognized that Transit Providers may not have complete data while setting initial targets. To the extent feasible, targets should be supported by data such as the most recent condition data and reasonable financial projections for the future, but the overall end goal is to be in a system-wide SGR.

Timeframes/Reporting

TAM Plans

A TAM plan must be updated in its entirety at least every 4 years, and it must cover a horizon period of at least 4 years. An initial TAM plan must be by October 1, 2018.

NTD

Each entity developing a TAM Plan will have to report annually to FTA's National Transit Database (NTD). This submission should include: (1) projected targets for the next fiscal year; (2) condition assessments and performance results; and (3) a narrative report on changes in transit system conditions and the progress toward achieving previous performance targets.



Additional Information

Mshadoni Smith (Mshadoni.Smith@dot.gov)

Final Rule Docket Number: FTA-2016-16883

<https://www.transit.dot.gov/TAM>

Useful Life Benchmark

The expected lifecycle of a capital asset for a particular Transit Provider's operating environment, or the acceptable period of use in service for a particular Transit Provider's operating environment

April 2017



FEDERAL TRANSIT ADMINISTRATION

TAM Performance Measures

Background

In 2012, MAP-21 mandated FTA to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The TAM Final Rule 49 USC 625 became effective Oct. 1, 2016 and established four performance measures. The performance management requirements outlined in 49 USC 625 Subpart D are a minimum standard for transit operators. Providers with more data and sophisticated analysis expertise are allowed to add performance measures and utilize those advanced techniques in addition to the required national performance measures.

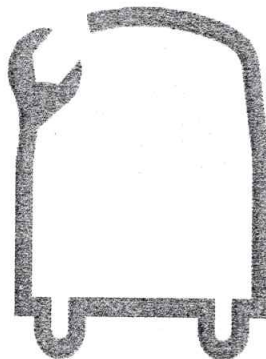
Performance Measures

Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).

Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB.

Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.

Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile.



TRANSIT ASSET MANAGEMENT

Data To Be Reported - Optional Report Year 2017, Mandatory Report Year 2018

Rolling Stock: The National Transit Database (NTD) lists 23 types of rolling stock, including bus and rail modes. Targets are set for each mode an agency, or Group Plan Sponsor, has in its inventory.

FTA default ULB or Agency customized ULB: Default ULBs represent maximum useful life based on the TERM model. Agencies can choose to customize based on analysis of their data OR they can use the FTA provided default ULBs.

Equipment: Only 3 classes of non-revenue service vehicles are

collected and used for target setting: 1) automobiles, 2) other rubber tire vehicles, and 3) other steel wheel vehicles.

Facilities: Four types of facilities are reported to NTD. Only 2 groups are used for target setting 1) Administrative and Maintenance and 2) Passenger and Parking.

Infrastructure: The NTD lists 9 types of rail modes; the NTD collects data by mode for track and other infrastructure assets.

BRT and Ferry are NTD fixed guideway modes but are not included in TAM targets.

TAM Performance Metrics: The NTD collects current year performance data. The NTD will collect additional Asset Inventory Module (AIM) data but targets forecast performance measures in the next fiscal year.

TAM Narrative Report: The TAM Rule requires agencies to submit this report to the NTD annually. The report describes conditions in the prior year that led to target attainment status.

www.transit.dot.gov/TAM/ULBcheatsheet



FEDERAL TRANSIT ADMINISTRATION

TERM Scale: Facility condition assessments reported to the NTD have one overall TERM rating per facility. Agencies are not required to use TERM model for conducting condition assessment but must report the facility condition assessment as a TERM rating score.

What You Need to Know About Establishing Targets

Include:

- Only those assets for which you have direct capital responsibility.
- Only asset types specifically referenced in performance measure.

Group Plans:

- Only one unified target per performance measure type.
- Sponsors may choose to develop more than one Group Plan.

MPOs:

- MPOs must establish targets specific to the MPO planning area for the same performance measures for all public transit providers in the MPO planning area within 180 days of when the transit provider establishes its targets.
- Opportunity to collaborate with transit providers.

Example Target Calculations

Rolling Stock and Equipment: Each target is based on the agency's fleet and age. Agencies set only one target per mode/class/asset type. If an agency has multiple fleets in one asset type (see example BU and CU) of different service age, it must combine those fleets to calculate the performance metric percentage of asset type that exceeds ULB and to set the following fiscal year's target. The performance metric calculation does not include emergency contingency vehicles.

Asset Category	Vehicle Class/Type	Fleet Size	Vehicle age	default ULB	FY 16 Performance Metric (% Exceeding ULB)	FY17 Target
Rolling Stock	Over the road bus (BU)	10	5	14 years	0%	60%
		15	13	14 years		
	Cutaway bus (CU)	19	8	10 years	21%	21%
		5	12	10 years		
	Mini Van (MV)	5	5	8 years	0%	0%
	Van (VN)	1	10	8 years	67%	67%
		2	5	8 years		
Equipment	Auto (AO)	5	4	8 years	0%	0%

This example assumes no new vehicle purchases in the calculation of targets for FY17, therefore the FY17 target for over the road bus (BU) increases due to the second fleet vehicles aging another year and exceeding the default ULB. If an agency is more conservative, then it might set higher value targets. If an agency is more ambitious or expects funding to purchase new vehicles, then it might set lower value targets.

There is no penalty for missing a target and there is no reward for attaining a target. Targets are reported to the NTD annually on the A-90 form. The fleet information entered in the inventory forms will automatically populate the A-90 form with the range of types, classes, and modes associated with the modes reported.



FEDERAL TRANSIT ADMINISTRATION

Default Useful Life Benchmark (ULB) Cheat Sheet

Source: 2017 Asset Inventory Module Reporting Manual, Page 53

Transit Agencies will report the age of all vehicles to the National Transit Database. FTA will track the performance of revenue vehicles (Rolling Stock) and service vehicles (Equipment), by asset class, by calculating the percentage of vehicles that have met or exceeded the useful life benchmark (ULB).

FTA has set a default ULB as the expected service years for each vehicle class in the table below. ULB is the average age-based equivalent of a 2.5 rating on the FTA Transit Economic Requirements Model (TERM) scale. Transit agencies can adjust their Useful Life Benchmarks with approval from FTA.

Vehicle Type		Default ULB (in years)
AB	Articulated bus	14
AG	Automated guideway vehicle	31
AO	Automobile	8
BR	Over-the-road bus	14
BU	Bus	14
CC	Cable car	112
CU	Cutaway bus	10
DB	Double decked bus	14
FB	Ferryboat	42
HR	Heavy rail passenger car	31
IP	Inclined plane vehicle	56
LR	Light rail vehicle	31
MB	Minibus	10
MO	Monorail vehicle	31
MV	Minivan	8
	Other rubber tire vehicles	14
RL	Commuter rail locomotive	39
RP	Commuter rail passenger coach	39
RS	Commuter rail self-propelled passenger car	39
RT	Rubber-tired vintage trolley	14
SB	School bus	14
	Steel wheel vehicles	25
SR	Streetcar	31
SV	Sport utility vehicle	8
TB	Trolleybus	13
TR	Aerial tramway	12
VN	Van	8
VT	Vintage trolley	58



FEDERAL TRANSIT ADMINISTRATION

AGENDA ITEM 7

Discuss and take appropriate action regarding Resolution 2018-12 adopting the Texas Department of Transportation (TxDOT) safety performance targets pursuant to the Safety Performance Management (Safety PM) program and advancing it to the TxDOT and Federal Highway Administration (FHWA).

Discussion: The Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015 and continued the Highway Safety Improvement Program (HSIP) with only minor changes. The FAST Act confirmed the overall purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements. The Safety Performance Management (TPM) program, which FHWA defines as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. The Safety PM Final Rule supports the Highway Safety Improvement Program (HSIP), as it establishes safety performance-measure requirements for the purpose of carrying out the HSIP and to assess fatalities and serious injuries on all public roads.

The Safety PM Final Rule establishes five performance measures as the five-year rolling averages to include:

1. Number of fatalities
2. Rate of fatalities per 100 million Vehicles Miles Traveled (VMT)
3. Number of serious Injuries
4. Rate of serious injuries per 100 VMT
5. Number of non-motorized fatalities and non-motorized serious injuries

These safety performance measures are applicable to all public roads regardless of ownership or functional classification.

The Safety PM Final Rule also establishes the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) are to establish and report their safety targets, and the process that FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets. The Safety PM Final Rule also establishes a common national definition for serious injuries. 23 U.S.C. 134(h)(2), 49 U.S.C. 5303(h)(2) and 49 U.S.C. 5304 (d)(2) all require the MPOs to establish performance targets for federal aid highway measures and public transportation established by the USDOT and to include discussions in the TIP/STIP as to how the planned program will achieve the targets set by the State and the MPO. MPOs will establish targets for the same five safety performance measures for all public roads in the MPO planning area. The targets will be established in coordination with the State, to the maximum extent practicable. The MPO can either agree to support the State DOT targets or establish numerical targets specific to the

MPO planning area. MPO's targets are reported to the State DOT, which must be able to provide the targets to FHWA, upon request.

As with other performance measurement data and programming, it is my recommendation that the MPO adopt the State's targets and simply work to support their efforts to reduce fatalities and serious injuries. Approval of Resolution 2018-12, in your agenda backup, will accomplish that task and will advance it to the Policy Committee. I have also included some FHWA information in your backup regarding this issue for your information. The staff will make a short presentation and answer any questions.

Action required: Adopt TxDOT's Safety PM Targets

Action recommended: Approve the Resolution.



Lubbock Metropolitan Planning Organization

Working Together



Resolution 2018-12 Resolution Adopting the Safety Targets Established by The Texas Department of Transportation

WHEREAS, Moving Ahead for Progress in the 21st Century Act and subsequent Fixing America's Surface Transportation Act require the implementation of Performance Measures to assist in the transportation planning process; and

WHEREAS, The Texas Department of Transportation has adopted its Strategic Highway Safety Plan, a data-driven statewide-coordinated safety plan to help reduce fatalities and serious injuries on all public roads; and

WHEREAS, the State of Texas Department of Transportation has established targets for 5 Safety Performance measures based on a five-year rolling averages for:

1. Number of Fatalities
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT; and
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries, and

WHEREAS, the Texas Department of Transportation has officially established safety targets in the Highway Safety Improvement Program annual report dated August 31, 2017, and has adopted identical safety targets for number of fatalities, rate of fatalities, and number of serious injuries as set forth in the Strategic Highway Safety Plan, and as shown in Exhibit No.1, attached hereto.

WHEREAS, The FAST Act also requires each MPO to either support the safety targets established by TxDOT or adopt a separate set of targets no later than 180 days after TxDOT adoption.

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

Section 1: That, the Transportation Policy Committee of the LMPO hereby agrees to adopt and support the Texas Department of Transportation 2018 safety targets for the five safety performance measures shown on Exhibit No. 1.

Section 2: That, the Transportation Policy Committee of the LMPO hereby agrees and resolves that it will plan and program projects that contribute to the accomplishment of said targets.

Passed and adopted by the Transportation Policy Committee on this, the _____ Day of _____, 2018.

Jeff Griffith, Chairperson
LMPO Transportation Policy Committee

ATTEST:

Tammy Walker, MPO Secretary

APPROVED AS TO CONTENT:

H. David Jones,
Transportation Planning Director

APPROVED AS TO FORM:

Matthew Wade
Attorney for the MPO

Exhibit 1

TxDOT Established Safety Performance Targets for FY 2018

2018 Safety Targets	Number of Fatalities (FARS/CRIS/ARF DATA)	Rate of Fatalities (FARS/CRIS/ARF DATA)	Number of Serious Injuries (FARS/CRIS DATA)	Serious Injury Rate (CRIS DATA)	Total Number of Non-Motorized Fatalities and Serious Injuries (FARS/CRIS DATA)
2014	3,536	1.45	17,133	7.05	1,893
2015	3,516	1.36	17,096	6.62	2,203
2016	3,775	1.44	17,578	6.71	2,304
2017	3,801	1.45	17,890	6.68	2,224
2018 Target	3,891	1.46	18,130	6.64	2,309
2018 Target as a 5-year Average:	3,704	1.43	17,565	6.74	2,151

U.S. Department of Transportation

Federal Highway Administration

1200 New Jersey Avenue, SE

Washington, DC 20590

202-366-4000

Safety

Safety Performance Management (Safety PM)

icon

General Information

Overview

Safety Performance Management (Safety PM) is part of the overall [Transportation Performance Management](#) (TPM) program, which FHWA defines as a strategic approach that uses system information to make investment and policy decision to achieve national performance goals. The Safety PM Final Rule supports the Highway Safety Improvement Program (HSIP), as it establishes safety performance measure requirements for the purpose of carrying out the HSIP and to assess fatalities and serious injuries on all public roads.

The Safety PM Final Rule establishes five performance measures as the five-year rolling averages to include:

1. Number of Fatalities
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The Safety PM Final Rule also establishes the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to establish and report their safety targets, and the process that FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets. The Safety PM Final Rule also establishes a common national definition for serious injuries. Below are helpful resources to support the implementation of the Safety PM Final Rule.

Resources

U.S. Department of Transportation

Federal Highway Administration

1200 New Jersey Avenue, SE

Washington, DC 20590

202-366-4000

Safety

Safety Performance Management (Safety PM)

icon

State Safety Performance Targets

Overview

Here you will find information on the Highway Safety Improvement Program's (HSIP) safety performance management measures and State safety performance targets.



The Federal Highway Administration (FHWA) published the [Safety PM Final Rule](#) in the Federal Register on March 15, 2016, with an effective date of April 14, 2016.

Performance management is a critical element in roadway safety and is measured by the number of lives lost and serious injuries sustained on our Nation's roadways. The State's safety performance targets will help improve data, foster transparency and accountability, and allow safety progress to be tracked at the national and State level. States use the safety performance management framework to assist them in making progress toward improving road safety through the HSIP, which requires a data-driven, strategic approach to improving highway safety through performance.

States are required to set annual safety performance targets in the HSIP Report. The annual measures States set targets for include:

- Number of fatalities (The total number of persons suffering fatal injuries in a motor vehicle crash during a calendar year).
- Rate of fatalities per 100 million vehicle miles traveled (VMT) (The ratio of total number of fatalities to the number of vehicle miles traveled (VMT expressed in 100 Million VMT) in a calendar year).
- Number of serious injuries (The total number of persons suffering at least one serious injury in a motor vehicle crash during a calendar year).
- Rate of serious injuries per 100 million VMT (The ratio of total number of serious injuries to the number of VMT (VMT expressed in 100 Million VMT) in a calendar year).
- Number of non-motorized fatalities and number of non-motorized serious injuries combined (The combined total number of non-motorized fatalities and non-motorized serious injuries involving a motor vehicle during a calendar year).

There are three common measures (Number of fatalities; Rate of Fatalities per VMT and Number of serious injuries) that require States to set identical targets for NHTSA's Highway Safety Grants Program

in the State's Highway Safety Plan and FHWA's Highway Safety Improvement Program. This requirement allows States to align their safety performance targets and work collaboratively to achieve them.

State Safety Performance Targets

FHWA shares the vision that zero fatalities on our Nation's roadways is the only acceptable goal. FHWA also recognizes that reaching zero fatalities will require time and significant effort by everyone. The State's annual safety performance targets represent an important step in helping States work toward the ultimate goal of eliminating traffic deaths and serious injuries. The safety performance targets portrayed on this website are considered interim performance levels that make progress toward the long-term goal of zero fatalities.

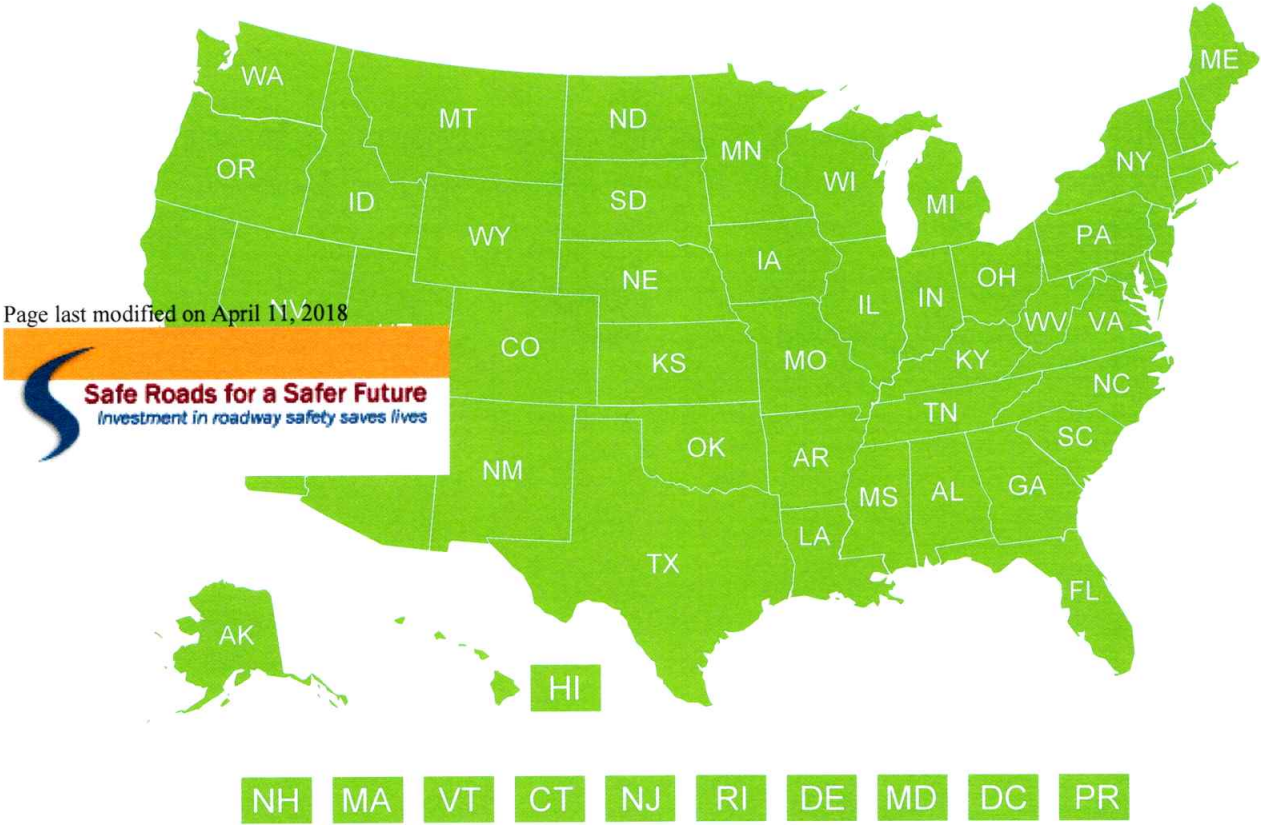
The safety performance targets are provided by the States, address calendar year 2018 and are based on a 5-year rolling average (2014-2018). FHWA does not prescribe a methodology for States to set their annual safety performance targets. States have the flexibility to use the methodology they deem most appropriate. The agency encourages States to review data sets and trends and consider factors that may affect targets. The safety performance targets should be data-driven, realistic, and attainable and should align with the performance management framework and legislative intent.

State Target Achievement

FHWA will determine whether a State has met or made significant progress toward its 2018 safety performance targets at the end of the following calendar year when target-year data is available (approximately December 2019) and report findings to States and the public by March 2020. A State is considered to have met or made significant progress when at least four out of the five safety performance targets are met or the actual outcome for the safety performance target is better than baseline performance.

Directions: Click on a State to view their safety targets.

Please note: FHWA posted baseline data States submitted in their HSIP reports to help bring context to their safety performance targets. This data may result in some discrepancies among published DOT safety data due to data sources and reporting years used when establishing the safety performance targets..

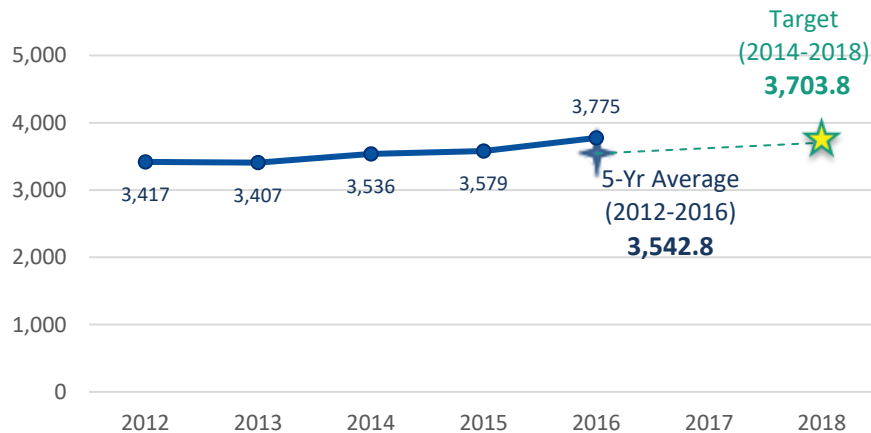




Texas

Statewide 2018 (2014-2018 average) Safety Performance Targets

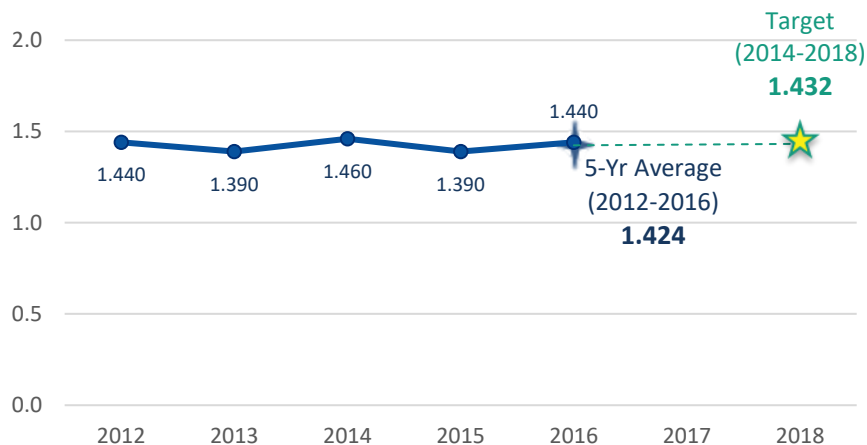
Number of Fatalities



Basis for Target

The 2018 Target expressed as a 5-year average would be as follows: Year (Target or Actual Data) Source 2014(3,536)FARS 2015(3,516)ARF 2016(3,775)CRIS 2017(3,801)Target 2018(3,891)Target 2018 Target expressed as 5-year average = 3,703.8

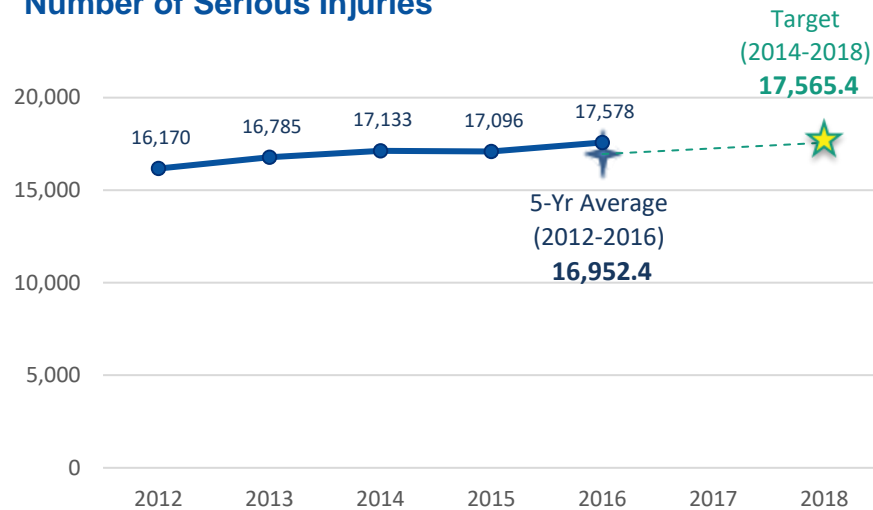
Fatality Rate



Basis for Target

The 2018 Target expressed as a 5-year average would be as follows: Year (Target or Actual Data) Source 2014(1.45)FARS 2015(1.36)ARF 2016(1.44)CRIS 2017(1.45)Target 2018(1.46)Target 2018 Target expressed as 5-year average = 1.432

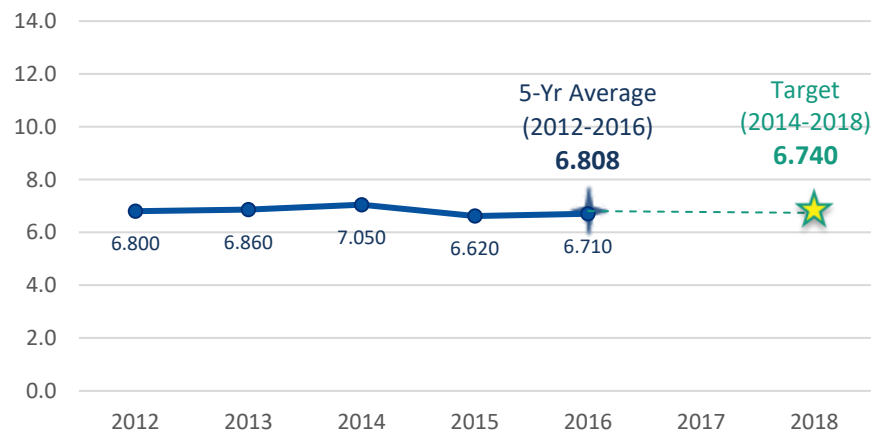
Number of Serious Injuries



Basis for Target

The 2018 Target expressed as a 5-year average would be as follows: Year(Target or Actual Data) Source 2014(17,133)CRIS 2015(17,096)CRIS 2016(17,578)CRIS 2017(17,890)Target 2018(18,130)Target 2018 Target expressed as 5-year average = 17,565.4

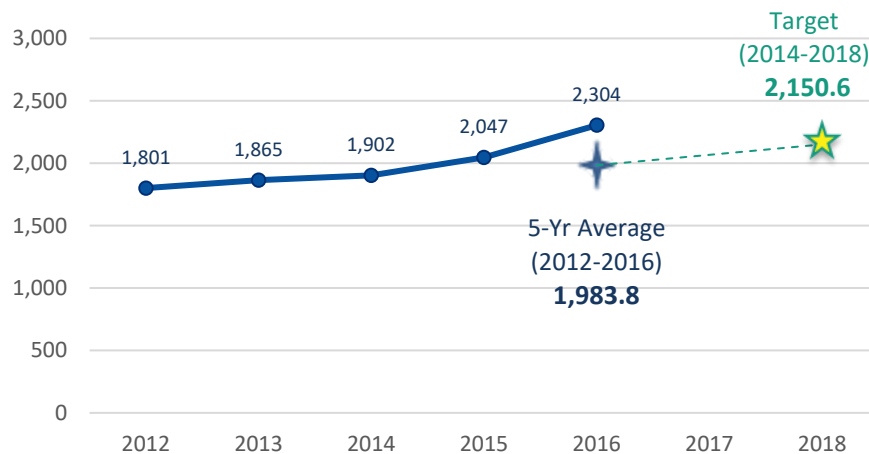
Serious Injury Rate



Basis for Target

The 2018 Target expressed as a 5-year average would be as follows: Year (Target or Actual Data) Source 2014(7.05)CRIS 2015(6.62)CRIS 2016(6.71)CRIS 2017(6.68)Target 2018(6.64)Target 2018 Target expressed as 5-year average = 6.740

Number of non-motorized fatalities and serious injuries



Basis for Target

The 2018 Target expressed as a 5-year average would be as follows: Year (Target or Actual Data) Source 2014(1,893)FARS-CRIS 2015(2,023)FARS-CRIS 2016(2,304)CRIS 2017(2,224)Target 2018(2,309)Target 2018 Target expressed as 5-year average = 2150.6

Additional Comments

TxDOT used a linear trend analysis to establish target(s), and analyzed the linear trend analysis of different data sets including three to five years of raw data as well as the moving averages for those data sets. While utilizing the linear trend analysis projections, the slope is determined to be a positive factor or negative factor. The targets are consistent with the methodology used to establish Strategic Highway Safety Plan (SHSP) targets, and therefore the targets are identical to the Highway Safety Plan (HSP) targets. The SHSP uses a data-driven, multi-year collaborative process to establish safety targets. The consensus of the SHSP stakeholder and executive teams is to utilize a methodology of establishing targets that would result in a 2% reduction from the original trend line projection in 2022. The proposed reduction of 2% by 2022, which only applies to positive slope projection trends, would be achieved by reducing each intermediate year by the following reduction percentages: Year (Reduction) 2017 (0.0%) 2018 (0.4%) 2019 (0.8%) 2020 (1.2%) 2021 (1.6%) 2022 (2.0%) When the slope analysis projects a negative slope, the target set will mirror the projection determined by the slope.

The information displayed is provided by the State in their Highway Safety Improvement Program Report and has not been reviewed by FHWA for accuracy. Any questions about individual State reports should be directed to the respective State DOT.

Texas Data Summary							
	2012	2013	2014	2015	2016	5-Year Average (2012- 2016)	2018 Target (2014- 2018)
Number of Fatalities	3,417	3,407	3,536	3,579	3,775	3,542.8	3,703.8
Fatality Rate	1.440	1.390	1.460	1.390	1.440	1.424	1.432
Number of Serious Injuries	16,170	16,785	17,133	17,096	17,578	16,952.4	17,565.4
Serious Injury Rate	6.800	6.860	7.050	6.620	6.710	6.808	6.740
Number of Non- Motorized Fatalities and Serious Injuries	1,801	1,865	1,902	2,047	2,304	1,983.8	2,150.6

Metropolitan Planning Organization Safety Performance Measures Fact Sheet

Safety Performance Measures

The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for 5 safety performance measures. This document highlights the requirements specific to MPOs and provides a comparison of MPO and State DOT responsibilities.

How do MPOs establish HSIP targets?

Coordination is the key for all stakeholders in setting HSIP targets. Stakeholders should work together to share data, review strategies and understand outcomes. MPOs must work with the State DOT. MPOs should also coordinate with the State Highway Safety Office, transit operators, local governments, the FHWA Division Office, National Highway Transportation Safety Administration (NHTSA) Regional Office, law enforcement and emergency medical services agencies, and others. By working together, considering and integrating the plans and programs of various safety stakeholders, MPOs will be better able to understand impacts to safety performance to establish appropriate HSIP targets. Coordination should start with the Strategic Highway Safety Plan (SHSP). More information on the SHSP is available at <http://safety.fhwa.dot.gov/hsip/shsp/>.

MPOs establish HSIP targets by either:

1. agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target or
2. committing to a quantifiable HSIP target for the metropolitan planning area.

To provide MPOs with flexibility, MPOs may support all the State HSIP targets, establish their own specific numeric HSIP targets for all of the performance measures, or any combination. MPOs may support the State HSIP target for one or more individual performance measures and establish specific numeric targets for the other performance measures.

HSIP Safety Targets Established by MPOs	
1	Number of fatalities
2	Rate of fatalities
3	Number of serious injuries
4	Rate of serious injuries
5	Number of non-motorized fatalities and non-motorized serious injuries

If an MPO agrees to support a State HSIP target, the MPO would ...	If an MPO establishes its own HSIP target, the MPO would...
<ul style="list-style-type: none"> ■ Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area ■ Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan) ■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP ■ Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets 	<ul style="list-style-type: none"> ■ Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State ■ Estimate vehicles miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets ■ Include safety (HSIP) performance measures and HSIP targets in the MTP ■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP ■ Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets



Volumes for HSIP Rate Targets: MPOs that establish fatality rate or serious injury rate HSIP targets must report the VMT estimate used for such targets, and the methodology used to develop the estimate, to the State DOT. For more information on volumes for HSIP rate targets, see http://www.fhwa.dot.gov/planning/processes/tools/technical_guidance/index.cfm.

Roads addressed by MPO HSIP Targets: HSIP targets cover all public roadways within the metropolitan planning area boundary regardless of ownership or functional classification, just as State HSIP targets cover all public roads in the State.

How do MPOs with multi-State boundaries establish HSIP targets?

MPOs with multi-State boundaries must coordinate with all States involved. If an MPO with multi-State boundaries chooses to support a State HSIP target, it must do so for each State. For example, an MPO that extends into two States would agree to plan and program projects to contribute to two separate sets of HSIP targets (one for each State). If a multi-State MPO decides to establish its own HSIP target, the MPO would establish the target for the entire metropolitan planning area.

When do MPOs need to establish these targets?

States establish HSIP targets and report them for the upcoming calendar year in their HSIP annual report that is due August 31 each year. MPOs must establish HSIP targets within 180 days of the State establishing and reporting its HSIP targets. Since FHWA deems the HSIP reports submitted on August 31, MPOs must establish HSIP targets no later than February 27 of each year.

Where do MPOs report targets?

While States report their HSIP targets to FHWA in their annual HSIP report, MPOs do not report their HSIP targets directly to FHWA. Rather, the State(s) and MPO mutually agree on the manner in which the MPO reports the targets to its respective DOT(s). MPOs must include baseline safety performance, HSIP targets and progress toward achieving HSIP targets in the system performance report in the MTP.

Whether an MPO agrees to support a State HSIP target or establishes its own HSIP target the MPO would include in the MTP a systems performance report evaluating the condition and performance of the transportation system with respect to the safety performance targets described in the MTP including progress achieved by the MPO in achieving safety performance targets

Top 5 Things to Know about MPO HSIP Safety Performance Targets

✓	All MPOs must set a target for each of the 5 HSIP Safety Performance Measures
✓	MPOs may adopt and support the State's HSIP targets, develop their own HSIP targets, or use a combination of both
✓	MPOs must establish their HSIP targets by February 27 of the calendar year for which they apply
✓	MPO HSIP targets are reported to the State DOT
✓	MPO HSIP targets are not annually assessed for significant progress toward meeting targets; State HSIP targets are assessed annually

Assessment of Significant Progress

While FHWA will determine whether a State DOT has met or made significant progress toward meeting HSIP targets, it will not directly assess MPO progress toward meeting HSIP targets. However, FHWA will review MPO performance as part of ongoing transportation planning process reviews including the Transportation Management Area certification review and the Federal Planning Finding associated with the approval of the Statewide Transportation Improvement Program.



AGENDA ITEM 8

Discuss and take appropriate action regarding Resolution 2018-13 approving the 2018 TxDOT Agreement with Metropolitan Planning Organization regarding the TxDOT/MPO planning agreement.

Discussion: Since 2006, the relationship between MPOs, the State of Texas, and the MPO's fiscal agent has been governed by a prescribed operating agreement more commonly referred to as the "planning agreement" mandated pursuant to 23 C.F.R. 450.314. The current agreement was set to expire September 30, 2017 but it was extended by TxDOT to September 30, 2018. The new agreement has been distributed to all 25 MPOs in Texas and the planning staff is anxious to get them executed and returned so TxDOT can execute. The new agreement is included in your agenda backup.

The agreement stipulates the duties and responsibilities for the State, the MPO, and the fiscal agent (City of Lubbock) with regard to how each will interact with the other to carry out the continuing, cooperative, and comprehensive metropolitan planning process.

The new agreement embraces the new transportation performance management initiatives, stipulates human resources responsibilities for MPO personnel, and sets in place the new 2 C.F.R. 200 Revised, Cost Principles for State, Local and Indian Tribes for financial accountability in place of the old OMB A-133 circular.

The new agreement required by 23 C.F.R. 450.314 will expire on its own terms on September 30, 2024 with two options to extend for two additional years each. With the noted exceptions above and the new expiration date, the agreement is the same as all the previous editions.

I recommend the TPC approve Resolution 2018-13 which adopts the agreement and sends it to the Commission for ratification.

Action required: Approve the FY TxDOT planning agreement.

Action recommended: Approve Resolution 2018-13.



Lubbock Metropolitan Planning Organization

Working Together



Resolution 2018-13

WHEREAS, 23 United States Code (USC) §134 and 49 U.S.C. §5303 require that MPOs, in cooperation with the TxDOT and transit agencies, develop transportation plans and programs for urbanized areas of the State; and

WHEREAS, 23 Code of Federal Regulations (CFR) 450.314 requires the MPO, State, and public transportation operators within each metropolitan planning area to enter into a written agreement to clearly identify the responsibilities of the parties in carrying out the metropolitan planning process; and

WHEREAS, TxDOT participates in the Consolidated Planning Grant program in which federal transit planning funds authorized under 49 U.S.C. §5303 are transferred to the Federal Highway Administration, combined with additional federal funds, and distributed to the state as a single distribution; and

WHEREAS, the federal share payable for authorized activities using the Consolidated Planning grant funds is eighty percent (80%) of allowable costs; and

WHEREAS, Texas Transportation Code §221.003 authorizes the Department to expend federal and state funds for improvements to the state highway system; and

WHEREAS, Texas Transportation Code §201.703 authorizes the Department to expend federal funds and to provide state matching funds for allowable costs necessary for the improvement of roads not in the state highway system; and

WHEREAS, this agreement outlines the requirements and responsibilities of the parties for federal reimbursement using Consolidated Planning Grant funds and other federal transportation funds that may be used for planning (e.g., Surface Transportation Program, National Highway System, Congestion Mitigation and Air Quality, etc.); and

WHEREAS, the Governor of the State of Texas and the City of Lubbock have executed an agreement pursuant to the MPO designation; and

WHEREAS, an area equal to or larger than the above-mentioned urbanized area has been delineated in accordance with federal and state guidelines where required metropolitan transportation planning activities may take place; and

WHEREAS, 23 Code of Federal Regulations (CFR) §420.117(a) requires that in accordance with 49 C.F.R. §18.40, the Department shall monitor all activities performed by its staff or by sub-recipients with Federal Highway Administration (FHWA) planning

and research funds to assure that the work is being managed and performed satisfactorily and that time schedules are being met; and

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

Section 1: That, the Transportation Policy Committee of the LMPO approves the 2018 Texas Department of Transportation “Agreement with Metropolitan Planning Organization” defining the duties and responsibilities of the Stakeholders regarding the metropolitan planning process.

Passed and adopted by the Transportation Policy Committee on this, the _____ Day of _____, 2018.

Jeff Griffith, Chairperson
LMPO Transportation Policy Committee

ATTEST:

Tammy Walker, MPO Secretary

APPROVED AS TO CONTENT:

H. David Jones,
Transportation Planning Director

APPROVED AS TO FORM:

Matthew Wade
Attorney for the MPO

STATE OF TEXAS §

COUNTY OF TRAVIS §

AGREEMENT WITH METROPOLITAN PLANNING ORGANIZATION

THIS AGREEMENT is made by and between the State of Texas, acting through the Texas Department of Transportation, called the “Department,” the Lubbock Metropolitan Planning Organization (MPO) Policy Committee, called the “MPO”, which has been designated by the Governor of the State of Texas as the MPO of the **Lubbock** Urbanized Area, and the **City of Lubbock**, which serves as the Fiscal Agent for the MPO.

W I T N E S S E T H

WHEREAS, 23 United States Code (USC) §134 and 49 USC §5303 require that MPOs, in cooperation with the Department and transit agencies, develop transportation plans and programs for urbanized areas of the State; and

WHEREAS, 23 Code of Federal Regulations (CFR) 450.314 requires the MPO, State, and public transportation operators within each metropolitan planning area to enter into a written agreement to clearly identify the responsibilities of the parties in carrying out the metropolitan planning process; and

WHEREAS, 23 USC §104(d) authorizes Metropolitan Planning funds and 49 USC §5305 authorizes funds to be made available to MPOs designated by the Governor to support the urban transportation planning process; and

WHEREAS, the Department participates in the Consolidated Planning Grant program in which federal transit planning funds authorized under 49 USC §5305 are transferred to the Federal Highway Administration, combined with additional federal funds, and distributed to the state as a single distribution; and

WHEREAS, the federal share payable for authorized activities using the Consolidated Planning Grant funds is eighty percent (80%) of allowable costs; and

WHEREAS, Texas Transportation Code §221.003 authorizes the Department to expend federal and state funds for improvements to the state highway system; and

WHEREAS, Texas Transportation Code §201.703 authorizes the Department to expend federal funds and to provide state matching funds for allowable costs necessary for the improvement of roads not in the state highway system; and

WHEREAS, this agreement outlines the requirements and responsibilities of the parties for federal reimbursement using Consolidated Planning Grant funds and other federal transportation funds that may be used for planning (e.g., Surface Transportation Program, National Highway System, Congestion Mitigation and Air Quality, etc.); and

WHEREAS, the Governor of the State of Texas and the City of Lubbock have executed an agreement pursuant to the MPO designation; and

WHEREAS, an area equal to or larger than the above-mentioned urbanized area has been delineated in accordance with federal and state guidelines where required metropolitan transportation planning activities may take place; and

WHEREAS, 23 Code of Federal Regulations (CFR) §420.117(a) requires that in accordance with 49 CFR §18.40, the Department shall monitor all activities performed by its staff or by sub-recipients with Federal Highway Administration (FHWA) planning and research funds to assure that the work is being managed and performed satisfactorily and that time schedules are being met; and

NOW THEREFORE, it is agreed as follows:

A G R E E M E N T

Article 1. Agreement Period

- A. This agreement becomes effective when signed by the last party whose signing makes the agreement fully executed. The Department shall not continue its obligation to the MPO under this agreement if the Governor's designation of the MPO is withdrawn; if federal funds cease to become available; or if the agreement is terminated as provided below.
- B. This agreement expires on September 30, 2024. No fewer than one hundred and twenty (120) days before the expiration date, the Department may, at its sole discretion, exercise in writing an option to extend the agreement by a period of no more than two years. The Department may exercise this option no more than two times. If all terms and conditions of this agreement remain viable and no amendment to the existing agreement or new

agreement is required, a letter from the Department to the MPO shall constitute renewal of this agreement subject to all terms and conditions specified in this agreement. However, an amendment or a new agreement may be executed, if necessary.

Article 2. Responsibilities of the Department

The responsibilities of the Department are as follows:

- A. Assist in the development of the Unified Planning Work Program (UPWP), approve the format of work programs submitted by the MPO, and, where required by federal law or regulation, monitor the MPO's performance of activities and expenditure of funds under a UPWP. Where monitoring is not required, the Department is responsible for reviewing the MPO's activities and expenditure of funds, and will comment on and make suggestions relating to those activities and expenditures.
- B. Develop a time line for development of the UPWP by the MPO; and in consultation with the MPOs, shall develop a standard UPWP format to be used by all MPOs.
- C. Make available to the MPO its share of all federal metropolitan planning funds and provide the required non-federal match as authorized by the Texas Transportation Commission. The Department will distribute federal transportation planning funds to the MPO based on a formula developed by the Department, in consultation with the MPOs, and approved by FHWA, the Federal Transit Administration (FTA), and other applicable federal agencies.
- D. Provide to the MPO, as appropriate, technical assistance and guidance for the collection, processing, and forecasting of socio-economic data needed for the development of traffic forecasts, plans, programs, and planning proposals within the metropolitan area, including collecting, processing, and forecasting vehicular travel volume data in cooperation with the MPO, as appropriate.
- E. Jointly promote the development of the intermodal transportation system within the metropolitan area by identifying points in the system where access, connectivity, and coordination between the modes and inter-urban facilities would benefit the entire system.
- F. Share with the MPO information and information sources concerning transportation planning issues that relate to this agreement.
- G. Cooperatively develop and share information with the MPO related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).

Article 3. Responsibilities of the MPO

The MPO is an organization created to ensure that existing and future expenditures on transportation projects and programs are based on a continuing, cooperative, and comprehensive planning process. The responsibilities of the MPO are as follows:

- A. Document planning activities in a UPWP to indicate who will perform the work, the schedule for completing it, and all products that will be produced. In cooperation with the Department and public transportation operators as defined by 23 CFR Part 450, the MPO must annually or bi-annually develop a UPWP that meets federal requirements.
- B. Prepare and submit to the Department an annual performance and expenditure report of progress no later than December 31 of each year. A uniform format for the annual report will be established by the Department, in consultation with the MPOs.

- C. Use funds provided in accordance with 43 Texas Administrative Code (TAC) §16.52 and Article 2 (Responsibilities of the Department) of this agreement to develop and maintain a comprehensive regional transportation planning program in conformity with the requirements of 23 USC §134, 49 USC §5303, and the Texas Comptroller of Public Accounts Uniform Grant Management Standards (UGMS).
- D. Develop a Metropolitan Transportation Plan (MTP), a Transportation Improvement Program (TIP), and a UPWP for the Metropolitan Planning Area (MPA), all of which are consistent with the Statewide Long-Range Transportation Plan (SLRTP), as required by the state and federal law. At a minimum, the MPO shall consider in their planning process the applicable factors outlined in 23 USC §134.
- E. Assemble and maintain an adequate, competent staff with the knowledge and experience that will enable them to perform all appropriate MPO activities required by law.
- F. Forecast, collect, and maintain appropriate socio-economic, roadway, and travel data on a timely basis, in cooperation with the Department.
- G. Prepare all required plans, programs, reports, data, and obtain required certifications in a timely manner.
- H. Share information with the Department and information sources concerning transportation planning issues.
- I. Exercise sole responsibility to hire, supervise, evaluate, and terminate the MPO Transportation Planning Director.

Article 4. Responsibilities of the MPO Policy Committee

The MPO Policy Committee is the policy body that is the forum designated under 23 USC §134 with the responsibility for establishing overall transportation policy for the MPO and for making required approvals. The MPO Policy Committee is comprised of those governmental agencies identified in the original designation agreement and those agencies or organizations subsequently added to the membership of the committee. The responsibilities of the MPO, acting through its Policy Committee, are as follows:

- A. Ensure that requirements of 23 USC §§134 and 135 and 49 USC, Chapter 53, are carried out.
- B. Use funds provided in accordance with Article 2 (Responsibilities of the Department) of this agreement to develop and maintain a comprehensive regional transportation planning program in accordance with requirements of 23 USC §134 and 49 USC §5303.
- C. Develop and adopt an MTP for the MPA that is consistent with the SLRTP required by state and federal laws; a TIP and a UPWP; and other planning documents and reports that may be required by state or federal laws or regulations.
- D. Exercise sole responsibility to hire, supervise, evaluate, and terminate the MPO Transportation Planning Director.
- E. Provide planning policy direction to the MPO Transportation Planning Director.

Article 5. Responsibilities of the Fiscal Agent

The Fiscal Agent for the MPO is the entity responsible for providing fiscal, human resource, and staff support services to the MPO. The responsibilities of the Fiscal Agent are as follows:

- A. Maintain required accounting records for state and federal funds consistent with current federal and state requirements.
- B. Provide all appropriate funding, as identified by fiscal year in the UPWP, to allow the MPO staff to effectively and efficiently operate the program.
- C. Provide human resource services to the MPO.

- D. Provide benefits for the MPO staff that shall be the same as the Fiscal Agent normally provides its own employees; or as determined through an agreement between the MPO and the Fiscal Agent. Costs incurred by the Fiscal Agent for these benefits may be reimbursed by the MPO.
- E. Establish procedures and policies for procurement and purchasing, when necessary, in cooperation with the MPO.

Article 6. Responsibilities of the MPO Transportation Planning Director

The responsibilities of the MPO Transportation Planning Director are as follows:

- A. Administer the MPO's UPWP. The Director shall serve in a full-time capacity and shall take planning policy direction from and be responsible to the designated MPO Policy Committee.
- B. Act as a liaison to the Department, relevant to the Department's transportation planning activities.
- C. Oversee and direct all MPO transportation planning staff work performed using MPO funds.
- D. Prepare and submit all required plans, programs, reports, data, and certifications in a timely manner.
- E. Develop and present to the MPO Policy Committee an MTP for the MPA that is consistent with the SLRTP required by state and federal laws; a TIP and a UPWP; and other planning documents and reports that may be required by state or federal laws or regulations.
- F. Share with the Department information and information resources concerning transportation planning issues.

Article 7. Unified Planning Work Program

- A. Each year the MPO shall submit to the Department a program of work that includes goals, objectives, and tasks required by each of the several agencies involved in the metropolitan transportation planning process. This program of work is to be called the Unified Planning Work Program (UPWP), or any successor name. The UPWP shall be approved by the MPO Policy Committee, in accordance with 23 CFR §450.314.
- B. The UPWP will be prepared for a period of one (1) year or two (2) years unless otherwise agreed to by the Department and the MPO. The UPWP shall reflect only that work that can be accomplished during the time period of the UPWP, in accordance with TAC §16.52.
- C. The UPWP shall reflect transportation planning work tasks to be funded by federal, state, or local transportation, or transportation related (e.g. air quality) planning funds. The budget and statement of work will be included in the UPWP. The MPO may not incur costs until final approval of the UPWP is granted. The maximum amount payable will not exceed the budget included in the UPWP.
- D. The effective date of each UPWP will be October 1st of each year or the date of approval from the appropriate oversight agency, whichever occurs later. On that date, the UPWP shall constitute a new federal project and shall supersede the previous UPWP.
- E. The UPWP shall comply with all applicable federal and state requirements and will describe metropolitan transportation and transportation-related planning activities anticipated in the area.
- F. The use of federal metropolitan transportation planning funds shall be limited to transportation planning activities affecting the transportation system within the boundaries of a designated metropolitan planning area. If an MPO determines that data collection and analysis activities relating to land use, demographics, or traffic or travel information, conducted outside its boundaries, affects the transportation system within its boundaries,

then those activities may be undertaken using federal planning funds, if the activities are specifically identified in an approved UPWP. Any other costs incurred for transportation planning activities outside the boundaries of a designated metropolitan planning area are not eligible for reimbursement.

- G. Travel outside the State of Texas by MPO staff and other agencies participating in the MPO planning process must be approved by the Department if funded with federal transportation planning funds. The MPO must receive approval prior to incurring any costs associated with the actual travel (e.g., registration fee). This provision will not apply if the travel is at the request of the Department. Travel to the State of Arkansas by the Texarkana MPO staff and travel to the State of New Mexico by the El Paso MPO staff shall be considered in-state travel.
- H. The cost of travel incurred by elected officials serving on the MPO Policy Committee is eligible for reimbursement with federal transportation planning funds in accordance with 43 TAC §16.52.
- I. The use of federal transportation planning funds is limited to corridor/subarea level planning or multimodal or system-wide transit planning studies. Major investment studies and environmental studies are considered corridor level planning. Unless otherwise authorized by federal law or regulation, the use of such funds beyond environmental document preparation or for specific project level planning and engineering (efforts directly related to a specific project instead of a corridor) is not allowed.
- J. Failure to adhere to the time line developed by the Department may result in a delay in the authorization to the MPOs to proceed in incurring costs.
- K. A UPWP will not be approved if it is submitted in a format other than the standard format developed by the Department. The UPWP and subsequent amendments may be submitted electronically.
- L. The MPO shall not incur any costs for work outlined in the UPWP or any subsequent amendments (i.e., adding new work tasks or changing the scope of existing work tasks) prior to receiving approval from the Department. Any costs incurred prior to receiving Department approval are not eligible for reimbursement from federal transportation planning funds.
- M. Costs incurred by the MPO shall not exceed the total budgeted amount of the UPWP without prior approval of the MPO Policy Committee and the Department. Costs incurred on individual work tasks shall not exceed that task budget by 25 percent without prior approval of the MPO Policy Committee and the Department. If the costs exceed 25 percent of the task budget, the UPWP shall be revised, approved by the MPO Policy Committee, and submitted to the Department for approval.
- N. The MPO Policy Committee must approve the UPWP and any subsequent revisions, and shall not delegate the approval authority, except for corrective actions. Corrective actions do not change the scope of work, result in an increase or decrease in the amount of task funding, or affect the overall budget. Examples include typographical, grammatical, or syntax corrections.
- O. Should any conflict be discovered between the terms of this agreement and the UPWP, the terms of this agreement shall prevail.
- P. The MPO is not authorized to request payment for any work it may perform that is not included in the current UPWP.

Article 8. Compensation

The Department's payment of any cost incurred under this agreement is contingent upon all of the following:

- A. Federal funds are available to the Department in a sufficient amount for making payments.

- B. The incurred cost is authorized in the UPWP. The maximum amount payable under this agreement shall not exceed the total budgeted amount outlined in the UPWP in accordance with 43 TAC §16.52.
- C. The cost has actually been incurred by the MPO and meets the following criteria:
 - 1. Is verifiable from MPO records;
 - 2. Is not included as match funds for any other federally-assisted program;
 - 3. Is necessary and reasonable for the proper and efficient accomplishment of program objectives;
 - 4. Is the type of charge that would be allowable under 2 CFR 200 Revised, "Cost Principles for State, Local, and Indian Tribal Governments" and the state's UGMS; and
 - 5. Is not paid by the Department or federal government under another assistance program unless authorized to be used as match under the other federal or state agreement and the laws and regulations to which it is subject.
- D. After October 1st of each year, the Department will issue a work order to the MPO establishing the effective date of work and the total funds authorized. If the UPWP is subsequently revised, necessitating a revision to the original work order, or the Department deems a revision necessary, a revised work order may be issued at any time throughout the fiscal year. If the amount in the UPWP differs from the amount in the work order, the amount in the work order prevails.
- E. The MPO is authorized to submit requests for payment of authorized costs incurred under this agreement on a semi-monthly basis, but no more than twenty four (24) times a year and no less than monthly as expenses occur. Each request for payment shall be submitted in a manner acceptable to the Department, which includes, at a minimum, the following information:
 - 1. UPWP budget category or line item;
 - 2. Description of the cost;
 - 3. Quantity;
 - 4. Price;
 - 5. Cost extension; and
 - 6. Total costs
- F. The MPO shall submit the final bill from the previous fiscal year to the Department no later than December 31st of the calendar year in which that fiscal year ended. Any bills submitted after December 31 for a fiscal year in which the funds have been de-obligated will be processed against the current year's UPWP.
- G. Payment of costs is contingent upon compliance with the terms of Article 3 (Responsibilities of the MPO) of this agreement. Noncompliance may result in cancellation of authorized work and suspension of payments after a thirty (30) day notification by the Department to the MPO.

Article 9. Reporting

To permit program monitoring and reporting, the MPO shall submit reports as required in Article 3 (Responsibilities of the MPO) of this agreement. If task expenditures overrun or underrun a budgeted task amount by twenty-five percent (25%) or more, the annual performance and expenditure report must include an explanation for the overrun or underrun.

Article 10. Indemnification

- A. The MPO shall save harmless the Department and its officers and employees from all claims and liability that are due to activities of the MPO, its agents, or its employees

performed under this agreement and that are caused by or result from error, omission, or negligent act of the MPO or of any person employed by the MPO.

- B. To the extent possible under state law, the MPO shall also save harmless the Department from any and all expense, including but not limited to, attorney fees that may be incurred by the Department in litigation or otherwise resisting claims or liabilities that may be imposed on the Department as a result of the activities of the MPO, its agents, or its employees.

Article 11. Inspection of Work and Retention of Documents

- A. The Department and, when federal funds are involved, the U. S. Department of Transportation (USDOT), and their authorized representatives shall have the right at all reasonable times to inspect or otherwise evaluate the work performed or being performed under this agreement and the premises on which it is being performed.
- B. If any inspection or evaluation is made on the premises of the MPO or a subcontractor, the MPO shall provide or require its subcontractor to provide all reasonable facilities and assistance for the safety and convenience of the inspectors in the performance of their duties. All inspections and evaluations shall be performed in a manner that will not unduly delay the work.
- C. The MPO agrees to maintain all books, documents, papers, computer generated files, accounting records, and other evidence pertaining to costs incurred and work performed under this agreement, and shall make those materials available at its office during the time period covered and for seven (7) years from the date of final payment under the UPWP. Those materials shall be made available during the specified period for inspection by the Department, the USDOT, and the Office of the Inspector General of the USDOT and any of their authorized representatives for the purpose of making audits, examinations, excerpts, and transcriptions.
- D. The state auditor may conduct an audit or investigation of any entity receiving funds from the Department directly under this agreement or indirectly through a subcontract under this agreement. Acceptance of funds directly under this agreement or indirectly through a subcontract under this agreement acts as acceptance of the authority of the state auditor, under the direction of the legislative audit committee, to conduct an audit or investigation in connection with those funds. An entity that is the subject of an audit or investigation must provide the state auditor with access to any information the state auditor considers relevant to the investigation or audit under the state's UGMS.

Article 12. Work Performance

All work performed under this agreement shall be carried out in a professional and orderly manner, and the products authorized in the UPWP shall be accurate and exhibit high standards of workmanship.

Article 13. Disputes

The MPO shall be responsible for the settlement of all contractual and administrative issues arising out of procurement entered into in support of work under this agreement. In the event of a dispute between the Department and the MPO concerning the work performed under this agreement in support of the urban transportation planning process, the dispute shall be resolved through binding arbitration. Furthermore, the arbiter shall be mutually acceptable to the Department and the MPO.

Article 14. Non-Collusion

The MPO shall warrant that it has not employed or retained any company or person, other than a bona fide employee working for the MPO, to solicit or secure this agreement, and that it has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift, or any other consideration contingent upon or resulting from the award or making of this agreement. If the MPO breaches or violates this warranty, the Department shall have the right to annul this agreement without liability or, in its discretion, to deduct from the agreement price or consideration, or otherwise recover the full amount of the fee, commission, brokerage fee, gift, or contingent fee.

Article 15. Subcontracts

- A. Any subcontract for services rendered by individuals or organizations not a part of the MPO's organization shall not be executed without prior authorization and approval of the subcontract by the Department and, when federal funds are involved, the USDOT. All work in the subcontract is subject to the state's UGMS. If the work for the subcontract is authorized in the current approved UPWP, and if the MPO's procurement procedures for negotiated contracts have been approved by the Department either directly or through self-certification by the MPO, the subcontract shall be deemed to be authorized and approved, provided that the subcontract includes all provisions required by the Department and the USDOT.
- B. Subcontracts in excess of \$25,000 shall contain all required provisions of this agreement.
- C. No subcontract will relieve the MPO of its responsibility under this agreement.

Article 16. Termination

- A. The Department may terminate this agreement at any time before the date of completion if the Governor withdraws his designation of the MPO. The Department or the MPO may seek termination of this agreement pursuant to Article 13 (Disputes) if either party fails to comply with the conditions of the agreement. The Department or the MPO shall give written notice to all parties at least ninety (90) days prior to the effective date of termination and specify the effective date of termination.
- B. The Department may terminate this agreement for reasons of its own, subject to agreement by the MPO.
- C. The parties to this agreement may terminate this agreement when its continuation would not produce beneficial results commensurate with the further expenditure of funds. In this event, the parties shall agree upon the termination conditions.
- D. Upon termination of this agreement, whether for cause or at the convenience of the parties, all finished or unfinished documents, data, studies, surveys, reports, maps, drawings, models, photographs, etc., prepared by the MPO shall, at the option of the Department, be delivered to the Department.
- E. The Department shall reimburse the MPO for those eligible expenses incurred during the agreement period that are directly attributable to the completed portion of the work covered by this agreement, provided that the work has been completed in a manner satisfactory and acceptable to the Department. The MPO shall not incur new obligations for the terminated portion after the effective date of termination.

Article 17. Force Majeure

Except with respect to defaults of subcontractors, the MPO shall not be in default by reason of failure in performance of this agreement in accordance with its terms (including any failure by the MPO to progress in the performance of the work) if that failure arises out of causes beyond the control and without the default or negligence of the MPO. Those causes may include but are not limited to acts of God or of the public enemy, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, and unusually severe weather. In every case, however, the failure to perform must be beyond the control and without the fault or negligence of the MPO.

Article 18. Remedies

- A. Violation or breach of agreement terms by the MPO shall be grounds for termination of the agreement. Any costs incurred by the Department arising from the termination of this agreement shall be paid by the MPO.
- B. This agreement shall not be considered as specifying the exclusive remedy for any dispute, but all remedies existing at law and in equity may be availed of by either party and shall be cumulative.

Article 19. Gratuities

- A. Employees of the Department or the MPO shall not accept any benefits, gifts, or favors from any person doing business with, or who may do business with the Department or the MPO under this agreement.
- B. Any person doing business with, or who may do business with the Department or the MPO under this agreement, may not make any offer of benefits, gifts, or favors to Department or the MPO employees. Failure on the part of the Department or the MPO to adhere to this policy may result in termination of this agreement.

Article 20. Compliance with Laws

The parties to this agreement shall comply with all federal and state laws, statutes, rules, and regulations, and the orders and decrees of any courts or administrative bodies or tribunals in any matter affecting the performance of this agreement, including without limitation, workers' compensation laws, minimum and maximum salary and wage statutes and regulations, and licensing laws and regulations. When required, the MPO shall furnish the Department with satisfactory proof of its compliance.

Article 21. Successors and Assigns

No party shall assign or transfer its interest in this agreement without written consent of the other parties.

Article 22. Debarment Certifications

The MPO is prohibited from making any award or permitting any award at any tier to any party that is debarred or suspended or otherwise excluded from or ineligible for participation in federal assistance programs under Executive Order 12549, Debarment and Suspension. By executing this agreement, the MPO certifies that it is not currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Assistance Programs under Executive

Order 12549 and further certifies that it will not do business with any party that is currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Assistance Programs under Executive Order 12549. The MPO shall require any party to a subcontract or purchase order awarded under this agreement as specified in 49 CFR Part 29 (Debarment and Suspension) to certify its eligibility to receive federal funds and, when requested by the Department, to furnish a copy of the certification.

Article 23. Equal Employment Opportunity

The parties to this agreement agree to comply with Executive Order 11246 entitled "Equal Employment Opportunity" as amended by Executive Order 11375 and as supplemented in Department of Labor Regulations (41 CFR §60).

Article 24. Pertinent Non-Discrimination Authorities

During the performance of this Agreement, each party, for itself, its assignees, and successors in interest agree to comply with the following nondiscrimination statutes and authorities; including but not limited to:

- A. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- B. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of federal or federal-aid programs and projects).
- C. Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), as amended, (prohibits discrimination on the basis of sex).
- D. Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.) as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27.
- E. The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age).
- F. Airport and Airway Improvement Act of 1982, (49 U.S.C. Chapter 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex).
- G. The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the federal-aid recipients, subrecipients and contractors, whether such programs or activities are federally funded or not).
- H. Titles II and III of the Americans with Disabilities Act, which prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38.
- I. The Federal Aviation Administration's Nondiscrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex).
- J. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high

and adverse human health or environmental effects on minority and low-income populations.

- K. Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, the parties must take reasonable steps to ensure that LEP persons have meaningful access to the programs (70 Fed. Reg. at 74087 to 74100).
- L. Title IX of the Education Amendments of 1972, as amended, which prohibits the parties from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq.).

Article 25. Nondiscrimination on the Basis of Disability

The MPO agrees that no otherwise qualified disabled person shall, solely by reason of his disability, be excluded from participation in, be denied the benefits of, or otherwise be subject to discrimination under this agreement. The MPO shall ensure that all fixed facility construction or alteration and all new equipment included in the project comply with applicable regulations regarding Nondiscrimination on the Basis of Disability in Programs and Activities Receiving or Benefiting from Federal Financial Assistance, set forth in 49 CFR Part 27, and any amendments to it.

Article 26. Disadvantaged Business Enterprise (DBE) Program Requirements

If federal funds are used:

- A. The parties shall comply with the Disadvantaged Business Enterprise Program requirements established in 49 CFR Part 26.
- B. The MPO shall adopt, in its totality, the State's federally approved DBE program.
- C. The MPO shall incorporate into its contracts with subproviders an appropriate DBE goal consistent with the State's DBE guidelines and in consideration of the local market, project size, and nature of the goods or services to be acquired. The MPO shall submit its proposed scope of services and quantity estimates to the State to allow the State to establish a DBE goal for each MPO contract with a subprovider. The MPO shall be responsible for documenting its actions.
- D. The MPO shall follow all other parts of the State's DBE program referenced in TxDOT Form 2395, Memorandum of Understanding Regarding the Adoption of the Texas Department of Transportation's Federally-Approved Disadvantaged Business Enterprise by Entity, and attachments found at web address http://ftp.dot.state.tx.us/pub/txdot-info/bop/dbe/mou/mou_attachments.pdf.
- E. The MPO shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any U.S. Department of Transportation (DOT)-assisted contract or in the administration of its DBE program or the requirements of 49 CFR Part 26. The MPO shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure non-discrimination in award and administration of DOT-assisted contracts. The State's DBE program, as required by 49 CFR Part 26 and as approved by DOT, is incorporated by reference in this Agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this Agreement. Upon notification to the MPO of its failure to carry out its approved program, the State may impose sanctions as provided for under 49 CFR Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).

- F. Each contract the MPO signs with a contractor (and each subcontract the prime contractor signs with a sub-contractor) must include the following assurance: *The contractor, sub-recipient, or sub-contractor 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 Agreement, which may result in the termination of this Agreement or such other remedy as the recipient deems appropriate.*

Article 27. Procurement and Property Management Standards

- A. The parties to this Agreement shall adhere to the procurement standards established in Title 49 CFR §18.36, to the property management standards established in 2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and to the Texas Uniform Grant Management Standards. The State must pre-approve the MPO's procurement procedures for purchases to be eligible for state or federal funds.
- B. The MPO agrees to comply with applicable Buy America requirements set forth in the Surface Transportation Assistance Act of 1978 (Pub. L. 95-599) §401 and the FTA's Buy America regulations in 49 CFR Part 661.
- C. The MPO agrees to comply with the cargo preference requirements set forth in 46 USC §55305 and Maritime Administration regulations set forth in 46 CFR Part 381.

Article 28. Environmental Protection and Energy Efficiency

- A. The MPO agrees to comply with all applicable standards, orders, or requirements issued under Section 306 of the Clean Air Act, 42 USC §7602; Section 508 of the Clean Water Act 33 USC §1368; Executive Order 11738 and Title 40 CFR, "Protection of Environment." The MPO further agrees to report violations to the Department.
- B. The MPO agrees to recognize standards and policies relating to energy efficiency that are contained in the State energy conservation plan issued in compliance with the Energy Policy and Conservation Act (Pub. L. 94-163).

Article 29. Federal Reimbursement

The MPO shall be responsible for any funds determined to be ineligible for federal reimbursement, and shall reimburse the Department the amount of those funds previously provided to it by the Department.

Article 30. Control of Drug Use

The MPO agrees to comply with the terms of the FTA regulation, "Prevention of Alcohol Misuse and Prohibited Drug Use in Mass Transit Operations," set forth in 49 CFR Part 655.

Article 31. Lobbying Certification

In executing this agreement, each signatory certifies to the best of that signatory's knowledge and belief, that:

- A. No federal appropriated funds have been paid or will be paid by or on behalf of the parties 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 agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with federal contracts, grants, loans, or cooperative agreements, the signatory for the MPO shall complete and submit the Federal Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- C. The parties shall require that the language of this certification shall be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and all sub-recipients shall certify and disclose accordingly. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC §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.

Article 32. Amendments

Any change to one or more of the terms and conditions of this agreement shall not be valid unless made in writing and agreed to by the parties before the change is implemented.

Article 33. Distribution of Products

- A. The MPO shall provide a number of copies to be specified by the Department of all information, reports, proposals, brochures, summaries, written conclusions, graphic presentations, and similar materials developed by the MPO and financed, in whole or in part, as provided in this agreement. All reports published by the MPO shall contain the following prominent credit reference to the Department, USDOT, FHWA, and FTA:
Prepared in cooperation with the Texas Department of Transportation and the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration.
- B. Upon termination of this agreement, all documents prepared by the MPO or furnished to the MPO by the Department, shall be delivered to the Department. All documents, photographs, calculations, programs, and other data prepared or used under this agreement may be used by the Department without restriction or limitation of further use.

Article 34. Legal Construction

In case any one or more of the provisions contained in this agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, that invalidity, illegality, or unenforceability shall not affect any other provisions and this agreement shall be construed as if it did not contain the invalid, illegal, or unenforceable provision.

Article 35. Sole Agreement

This agreement constitutes the sole and only agreement between the parties and supersedes any prior understandings or written or oral agreements between the parties respecting the subject matter of this agreement.

Article 36. Copyrights

The Department and the USDOT shall, with regard to any reports or other products produced under this agreement, reserve a royalty-free, nonexclusive and irrevocable right to reproduce, publish, or otherwise use, and to authorize others to use the work for government purposes.

Article 37. Federal Funding Accountability and Transparency Act Requirements

- A. Any recipient of funds under this agreement agrees to comply with the Federal Funding Accountability and Transparency Act and implementing regulations at 2 CFR Part 170, including Appendix A. This agreement is subject to the following award terms:
<http://www.gpo.gov/fdsys/pkg/FR-2010-09-14/pdf/2010-22705.pdf> and
<http://www.gpo.gov/fdsys/pkg/FR-2010-09-14/pdf/2010-22706.pdf>
- B. The MPO agrees that it shall:
 - 1. Obtain and provide to the Department a Central Contracting Registry (CCR) number (Federal Acquisition Regulation, Part 4, Sub-part 4.1100) if this award provides for more than \$25,000 in Federal funding. The CCR number may be obtained by visiting the CCR web-site at <https://www.sam.gov/portal/public/SAM/>;
 - 2. Obtain and provide to the Department a Data Universal Numbering System (DUNS) number, a unique nine-character number that allows the Federal government to track the distribution of federal money. The DUNS number may be requested free of charge for all businesses and entities required to do so by visiting the Dun & Bradstreet on-line registration website at <http://fedgov.dnb.com/webform>; and
 - 3. Report the total compensation and names of its top five (5) executives to the Department if:
 - i. More than 80% of annual gross revenues are from the Federal government, and those revenues are greater than \$25,000,000; and
 - ii. The compensation information is not already available through reporting to the U.S. Securities and Exchange Commission.

Article 38. Single Audit Report

If federal funds are used:

- A. The parties shall comply with the single audit report requirements stipulated in 2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.
- B. If threshold expenditures of \$750,000 or more are met during the fiscal year, the MPO must submit a Single Audit Report and Management Letter (if applicable) to TxDOT's Compliance Division, 125 East 11th Street, Austin, TX 78701 or contact TxDOT's Compliance Division by email at singleaudits@txdot.gov.
- C. If expenditures are less than the threshold during the MPO's fiscal year, the MPO must submit a statement to TxDOT's Compliance Division as follows: "We did not meet the \$_____ expenditure threshold and therefore, are not required to have a single audit performed for FY _____."

- D. For each year the Project remains open for federal funding expenditures, the MPO will be responsible for filing a report or statement as described above. The required annual filing shall extend throughout the life of the Agreement, unless otherwise amended or the Project has been formally closed out and no charges have been incurred within the current fiscal year.

Article 39. Notices

All notices to any party by the other parties required under this agreement shall be delivered personally or sent by certified or U.S. mail, postage prepaid, addressed to the party at the following addresses:

MPO:	Transportation Planning Director Lubbock Metropolitan Planning Organization 916 Main Street Suite 531 Lubbock, Texas 79401
Fiscal Agent:	Office of the City Manager 1625 13 th Street {Enter Street Address} Lubbock, Texas 79401
Department:	Director, Transportation Planning & Programming Division Texas Department of Transportation 125 E. 11 th Street Austin, Texas 78701

All notices shall be deemed given on the date delivered or deposited in the mail, unless otherwise provided in this agreement. Any party may change the above address by sending written notice of the change to the other parties. Any party may request in writing that notices shall be delivered personally or by certified U.S. mail and that request shall be honored and carried out by the other parties.

Article 40. Signatory Warranty

Each signatory warrants that the signatory has necessary authority to execute this agreement on behalf of the entity represented.

THIS AGREEMENT IS EXECUTED by the Department, the MPO, and the Fiscal Agent in triplicate.

THE MPO

Signature

Jeff Griffith

Typed or Printed Name

Chairman, Transportation Policy Committee
Title

Date**THE FISCAL AGENT**

Signature

Typed or Printed Name

Title

Date

THE FISCAL AGENT

CITY OF LUBBOCK

Daniel M. Pope

Date

ATTEST:

Rebecca Garza, City Secretary

APPROVED AS TO CONTENT:

Jarrett Atkinson, City Manager

APPROVED AS TO FORM:

City Attorney

THE DEPARTMENT

Signature

Typed or Printed Name

Director, Transportation Planning and
Programming Division, Texas Department of
Transportation

Title

Date

Agenda Item 9

Discuss and take action regarding the programming documentation and certification information to support the FY 2019/2022 Transportation Improvement Program (TIP) selected priority program of projects.

Discussion: On February 28, 2018 the Lubbock MPO issued an agency call for projects for Surface Transportation Block Grant Program (STBG) funded projects in support of the development of the FY 2019-2022 Transportation Improvement Program (TIP).

18 projects were received by the MPO on March 1, 2018. The MPO staff began compiling technical data and scoring the projects against the sponsor's recommended priorities and presented a recommended priority Program of Projects to the Transportation Advisory Committee at their April 1, 2018 meeting. The list was subsequently adopted by the Policy Committee at their May 15th, 2018 meeting. The approved TIP map that interprets the Program of Projects is included in your backup as well as the approved prioritized program of projects.

Setting the program of projects aside, we need to focus now on the supporting documentation for the TIP. Remember the TIP is stipulated at 23 C.F.R. 450 and 49 C.F.R. 613. Additionally, TxDOT prescribes a template in the Statewide and Metropolitan planning rules. The supporting document is included in a separate email. It satisfies the template requirement and the federal regulations and is most notably updated with the new transportation management initiatives regarding the 3-C planning process.

The staff will review pertinent highlights and ask the board to approve the supporting document and certifications and advance it to TxDOT, FHWA and FTA for their deliberation.

Action Required: Approve the document and certification.

Staff Recommendation: Approve the document and certifications and advance to TxDOT, FHWA and FTA.

*Amendment No. 1: January 16, 2018

** Amendment No. 2- May 15, 2018

**Lubbock MPO
Program of Projects-10 Year Plan**

CSJ	MPO ID	Year/Description	Estimated Cost ¹ (Not YOY)	Category
		Year 2019		
0880-04-032	4022*	FM 179, 800' North on State Hwy 114 to Donald Preston Dr (82 nd St.)	17,000,000	Prop 1/Cat 2M/ Cat 11
TBD	4074**	Consultant study/Wolfthorpe Loop 88 analysis	40,000	Cat 7
1502-01-033	4019**	Loop 88 US 84 (Shallowater) to US 84 (Slaton)	1,153,825	(PE only)
1502-02-002	4019.1D & 2D**	Loop 88 US 84 to US 62	1,153,825	(PE only)
1502-03-006	4019.4E**	Loop 88 US 87 to US 84 (Slaton)	1,586,092	(PE only)
		Year 2020²		
0905-06-095	40-8*	Upland, 66 th to 82 nd St.	7,000,000	Cat 7
		Year 2021		
	40-7(a)**	Woodrow Rd, Loop 493 to Indiana	6,153,958	Cat 7
	40-7(b)**	Woodrow Rd, Indiana to Slide	6,153,958	Cat 7
	4049**	University, FM 1585 to Woodrow Rd	7,817,203	Cat 7
	40-2**	Milwaukee, 104 th St to FM 1585	12,340,664	Cat 7
0905-06-096	40-9*	Upland, 82 nd to 98 th	7,000,000	Cat 7/Cat 12
1502-01-029	4021.3A	Phase 3A Loop 88, Memphis to Ave U	50,000,000	Prop 7/Cat 2M
0905-06-097	4067	Upland, 98 th to 114 th	12,689,534	Cat 7/Cat 12
	40-5**	Milwaukee, Erskine to 4 th St	10,564,353	Cat 7
1502-01-030	4021.3B	Loop 88 (Ph 3B), Chicago to Memphis	50,000,000	Cat2M/Cat 11
		Year 2022		
0053-18-046	4063	2500' West of Loop 289 to Zenith Ave	19,350,000	Cat 4
0783-01-102	4023	Interchange @ US 84 & Loop 289	19,350,000	Cat 4

*Amendment No. 1: January 16, 2018

** Amendment No. 2- May 15, 2018

	4054	Indiana, FM 1585 to Woodrow Road	5,700,000	Cat 7
	40-6**	Erskine, Milwaukee to Frankford	10,967,578	Cat 7
	4011**	34 th St, Upland to Milwaukee	13,577,683	Cat 7
	4039**	98 th St, Alcove to Upland	8,495,041	Cat 7
	4014**	34 th St, Slide to Quaker	11,702,990	Cat 7
	4076**	Ave P, 146 th St to Woodrow Rd	2,080,000	Cat 7
	4075**	50 th St, RR intx @ Milwaukee	1,430,801	Cat 7
	4015**	34 th St, Ave Q to Southeast Dr	7,446,090	Cat 7
	4055**	66 th St, MLK to E. Loop 289	7,329,303	Cat 7
		Year 2023		
1502-01-031 0068-01-073	4021.3C 4021.3C	Loop 88 (Ph. 3C), Avenue U to 0.5 mi east of US 87 & Intx (US 87 connector)	50,000,000	Cat 2M/Cat 7/Cat 11
		Year 2024		
0131-08-022	4071	US 82, West of MLK to Zenith(Bridge)	7,000,000	Cat 4
		Year 2025		
1502-01-032	4021.3D	Loop 88 (Ph. 3D), Quincy to Chicago	60,000,000	Prop 7
		Year 2026		
	4041**	98 th St, Upland to Milwaukee	12,633,884	Cat 7
		Year 2027		
	4021.3E**	Loop 88 (Ph 3E), 0.5 Miles East of Quincy Ave to FM 179	60,000,000	Prop 7
		Year 2028		
		N/A		

***Amendment No. 1: January 16, 2018**
**** Amendment No. 2- May 15, 2018**

		Year 2029		
1502-01-040	4021.3F**	Loop 88, (Ph 3F), Quintsna Ave to 0.5 miles East of FM 179	60,000,000	Prop 7
1502-02-001	4021.3F**	Loop 88 (Ph 3F), 0.5 mi west of US 62 to Quintsna Ave	60,000,000	Prop 7

1. All costs are not "Year of Expenditures".
2. Pursuant to Texas Transportation Code 201.9911 the first four years of the 10 year plan shall be developed to meet the Transportation Improvement Plan (TIP) requirements of 23 U.S.C. 134 or 135, as applicable. Therefore, Years 2019-2022 show the previously adopted 19/22 TIP. Years 2019-2028 make up the proposed 10-year plan.



Lubbock Metropolitan Planning Organization

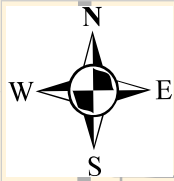
FY 2019-2022 Transportation Improvement Program (TIP)

Transportation Advisory Committee Approval 05/01/2018
Transportation Policy Committee Approval 05/15/2018

FY 2019-2022 Surface Transp/Metro Mobility Projects

- Year 2019
- Year 2020
- Year 2021
- Year 2022
- Wolfforth City Limits
- Lubbock City Limits
- Hydrography
- Roadways
- Metropolitan Area Boundary
- County Boundary

ID	Year 2019	Estimated Cost
*4022	FM 179, 800' N of SH 114 to Donald Preston Drive (82 nd)	17,000,000 (Cat 1/Cat 2M/Cat 11)
**4074	Wolfforth Loop 88 consultant study	40,000 (Cat 7)
**4019	Loop 88, US 84 (Shallowater to Slaton) Engr only	1,153,825
**4019 1D, 2D	Loop 88, US 84 to US 62 – Engr only	1,153,825
**4019 4E	Loop 88, US 87 to US 84 (Slaton) Engr only	1,586,092
Year 2020		
*40-8	Upland, 66 th to 82 nd St	7,000,000 (Cat 7)
Year 2021		
4021.3A	Loop 88 Ph 3a, Memphis to Ave U	50,000,000(Prop 7/Cat 2M)
4021.3B	Loop 88 Ph 3b, Chicago to Memphis	50,000,000(Cat 2M/Cat 11)
4067	Upland, 98 th to 114 th St	12,689,534 (Cat 7/Cat 12)
*40-9	Upland, 82 nd to 98 th	10,015,517 (Cat 3/Cat 7/Cat 12)
**40-2	Milwaukee, 104 th St to FM 1585	12,340,664 (Cat 7)
**40-5	Milwaukee, Erskine to 4 th St	10,564,353 (Cat 7)
**4049	University, FM 1585 to Woodrow Rd	7,817,203 (Cat 7)
**40-7A	Woodrow Rd, Loop 493 to Indiana	6,153,958 (Cat 7)
**40-7B	Woodrow Rd, Indiana to Slide	6,153,958 (Cat 7)
Year 2022		
4063	US 84 and SE Loop 289 improvements	19,350,000 (Cat 4)
4023	US 84 and SE Loop 289 interchange	19,350,000 (Cat 4)
4054	Indiana, FM 1585 to Woodrow Rd	5,700,000 (Cat 7)
**40-6	Erskine, Milwaukee to Frankford	10,967,578 (Cat 7)
**4011	34 th St, Upland to Milwaukee	13,577,683 (Cat 7)
**4014	34 th St, Slide to Quaker	11,702,990 (Cat 7)
**4015	34 th St, Ave Q to SE Dr	7,446,090 (Cat 7)
**4039	98 th St, Alcove to Upland	8,495,041 (Cat 7)
**4055	66 th St, MLK to E Loop 289	7,329,303 (Cat 7)
**4075	50 th St, RR intx @ Milwaukee	1,430,801 (Cat 7)
**4076	Ave P, 146 th St to Woodrow Rd	2,080,000 (Cat 7)



Agenda Item 10

Discuss and take action to recommend Resolution 2018-15 to adopt and advance the FY 2019 Unified Planning Work Program (UPWP) to TxDOT, FHWA, and FTA for action.

Discussion: The current surface transportation law, the FAST Act, mandates that the metropolitan transportation planning process be developed and implemented through the Unified Planning Work Program (UPWP), pursuant to 23 CFR §450.314. In general, the purpose of the UPWP is to identify how federal funds made available to the MPO will be spent and to identify each of the agencies spending those funds as part of the transportation planning process. The FAST Act and the Texas Administrative Code also prescribe the format MPO's must follow to complete the UPWP.

The MPO, in cooperation with the Texas Department of Transportation (TxDOT) and operators of publicly owned transit systems, must annually develop a UPWP that meets the requirements of 23 CFR §420.111 and 23 CFR §450.314. The MPO will be responsible for adhering to the UPWP development time frame and document format developed by TxDOT. Failure to adhere to these requirements may result in funding delays to the MPO.

TxDOT's responsibility is outlined in detail by 43 TAC §15.4. In general, TxDOT will be responsible for reviewing and processing the UPWP through the federal agencies. Where federal laws or regulations require the monitoring of the MPO's activity performance and fund expenditures under the UPWP, TxDOT will be responsible for this monitoring. Where federal monitoring is not required, TxDOT will monitor, comment on and make suggestions relating to the MPO's activities and expenditures.

Work tasks approved in the UPWP reflect transportation planning elements as outlined in the federal regulations. The UPWP also reflects the priorities of the local officials represented on the policy board. Of note, in this regard, are the sub-tasks 2.2, 3.2, and 5.1 which shows a change in the responsible party to the LMPO. Again for the FY 19 budget, the staff is recommending two of the same sub-consultant activities as the previous year. Those activities include 2.2 the GIS database development and maintenance program, and 3.2 the maintenance of eligibility and operations for the local public transit system. Also of note a new sub-task (task 1.3 legal costs) to provide for anticipated representation of private outside counsel. This will be the first full year for this activity in our UPWP.

The purpose of this agenda item is to recommend the FY 19 draft UPWP to the Policy Committee contingent upon a successful public involvement campaign which will begin on June 11th. To support the process the MPO will conduct two public meetings, both meetings will be held at the LMPO office at 916 Main Street Suite 531. The first

meeting is scheduled on Tuesday, June 12 and a second meeting Thursday, June 14th from 4:00 to 5:30 p.m. If there are no adverse comments received, we will advance the Resolution and document to the Policy Committee on June 19, 2018. If we do get adverse comments, we will stop the process and bring it back for further action.

A copy of the draft UPWP is attached to this email for the board's review. The staff will review the highlights of the UPWP in more detail at the meeting and answer any questions and can be reached at any time during the public involvement period for questions or additional information.

Action required: Approve the Resolution and draft FY 19 UPWP.

Staff recommendation: Recommend approval.



Lubbock Metropolitan Planning Organization

Working Together



Resolution 2018-15

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

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

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

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

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

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

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

Section 1. That; the Transportation Policy Committee of the LMPO approves the FY 2019 Unified Planning Work Program (UPWP).

Passed and adopted by the Transportation Policy Committee on this, the _____ Day of _____, 2018.

Jeff Griffith, Chairperson
LMPO Transportation Policy Committee

ATTEST:

Tammy Walker, MPO Secretary

APPROVED AS TO CONTENT:

H. David Jones,
Transportation Planning Director

APPROVED AS TO FORM:

Matthew Wade
Attorney for the MPO

BUDGET SUMMARY -

TABLE 1 – SUMMARY UNIFIED PLANNING WORK PROGRAM – FY 19

UPWP	Description	TPF ¹ Funds	Local	STP/MM	TxDOT	Total Funds
1.0	Administration/Management	186,822				\$186,822
2.0	Data Development and Maintenance	123,250				\$123,250
3.0	Short Range Planning	94,359	25,600		0	\$119,959
4.0	Metropolitan Transportation Plan	57,886				\$ 57,886
5.0	Special Studies	10,174	65,000	200,000		\$275,174
	Total	\$472,491²	\$90,600	\$200,000	\$0	\$763,091

¹ TRANSPORTATION PLANNING FUNDS

² TPF	\$472,491
Estimated Unexpended Carryover	<u>389,640</u>
TOTAL TPF	\$862,131

² **Estimate based on prior years authorizations**

²Included combined allocations for PL 112 and FTA 5303

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

Lubbock
Metropolitan Planning Organization
Statement of Revenues and Expenditures
FY2018-2019
Budget

TPC Approved: May 15, 2018

ACCOUNT	DESCRIPTION	APPROVED BUDGET FY 2017-2018	% BUDGET REALIZED	PROPOSED FY 2018-2019 BUDGET	INCREASE <DECREASE>
SOURCES					
PL 112 (Combined)		858,197	0	858,197	0
		-			0
EXPENDITURES					
	PAYROLL/BENEFITS				
	8002 PAYROLL - FULL TIME	96,431	0.00	97,405	974
	8003 PAYROLL - PART TIME	0	0.00		
	8005 PAYROLL - STABILITY PAY	800	0.00	900	100
	8006 PAYROLL - TERMINAL PAY		0.00		
	8009 PAYROLL - EDUCATION INCENTIVE	0	0.00	0	0
	8031 BENEFITS - RETIREMENT TMRS	19,499	0.00	19,425	-74
	8033 BENEFITS - SOCIAL SECURITY	7,481	0.00	7,451	-30
	8034 BENEFITS - GROUP INSURANCE	21,964	0.00	21,964	0
	8035 BENEFITS - WORKERS COMPENSATION	1,426	0.00	1,426	0
	8037 BENEFITS - BASIC LIFE INS	14	0.00	14	0
	8038 BENEFITS - GROUP DENTAL	1,100	0.00	1,100	0
	8042 BENEFITS - CITY PAID LTD	0	0.00	0	0
	PAYROLL/BENEFITS SUBTOTAL	148,715	0.00	149,685	970
	SUPPLIES				
	8107 SUPPLIES - OFFICE SUPPLIES	6,000	0.00	6,000	0
	8110 SUPPLIES - OTHER OFFICE SUPPLIES		0.00		0
	SUPPLIES SUBTOTAL	- 6,000	0.00	6,000	0
	OTHER CHARGES				
	8302 PROFESSIONAL SERVICE	136,791	0.00	137,970	1,179
	8303 BOARDS AND COMMISSIONS	430	0.00	430	0
	8304 ADVERTISING AND PROMOTIONS	5,000	0.00	5,000	0
	8309 DATA PROCESSING	10,566	0.00	11,623	1,057
	8406 CONTRIBUTIONS-OTHER	114,400	0.00	114,400	0
	8503 BENEFITS-LIABILITY INSURANCE	5,368	0.00	5,744	376
	8701 RENTAL LEASES	17,637	0.00	17,990	353
	9101 TELEPHONE	1,100	0.00	1,100	0
	9103 POSTAGE	250	0.00	250	0
	9106 CAR ALLOWANCE	400	0.00	400	0
	9110 PROFESSIONAL DUES	400	0.00	400	0
	9111 TRAINING AND TRAVEL	20,000	0.00	20,000	0
	9146 COMPUTER EQUIPMENT	1,500	0.00	1,500	0
	Reserve	0	0.00	0	0
	9154 OFFICE FURNITURE	0	0.00	0	0
	OTHER CHARGES SUBTOTAL	- 313,842	0.00	316,807	2,965
	CAPITAL OUTLAY				
	9225 EQ CAP OUT-COMPUTER	0	0.00	0	0
	CAPITAL OUTLAY SUBTOTAL	0	0.00	0	0
TOTAL EXPENDITURES		- 468,557	0.00	472,491	3,934
		0			
TOTAL REVENUE		\$ 858,197		\$ 858,197	0
REVENUE OVER EXPENDITURES		\$ 389,640		\$ 385,706	0

AGENDA ITEM 11

Reports:

- **Association of Metropolitan Planning Organizations Policy Update on GHG final Rule and FY 19 Appropriations.**
- **Virgin Hyperloop One and Colorado DOT forge partnership.**
- **House of Representatives seek to pass "Stop Sexual Assault and Harassment in Transportation Act".**
- **Status report on the Lubbock Walk & Bike Pedestrian and Bicycle Master Plan.**
- **U.S. Senate at odds with Amtrak over the Southwest Chief's well-being.**
- **Survey results on ride-hailing services.**
- **Monthly Financial Report.**



Policy Update

May 24, 2018

Appropriations Update

Last night the House Appropriations Committee amended and approved the draft Transportation/HUD appropriations bill. The bill has not been scheduled for the House floor yet. The bill provides an additional \$4.25 billion in general funds for highways (FAST Act provided \$45.269 billion) and an additional \$800 million in general funds for mass transit formula funding above the levels called for in the FAST Act (\$9.939 billion). The transit Capital Investment Grants program is funded at \$2.614 billion - \$1.036 billion to cover all signed full funding grant agreements (FFGA), and \$1.050 billion for some new starts and core capacity projects without signed FFAs, and \$502.2 million for small starts projects. The bill was approved with 34 yeas and 17 nays. With the funding increases the disagreement was over the legislative riders that were in the bill which included a lot of trucking provisions.

In other infrastructure news the House T&C Committee unanimously approved HR 8, the Water Resources Development Act (WRDA) of 2018. WRDA legislation provides for improvements to the Nation's ports, inland waterways, locks, dams, flood protection, ecosystem restoration, and other water resources infrastructure.

May 25, 2018

GHG Final Rule Signed - The Green House Gas Performance Measure has been Repealed

On May 22, 2018, the Federal Highway Administration (FHWA) signed a final rule repealing the performance management measure in 23 CFR 490.507(b) that assessed the percent change in tailpipe carbon dioxide (CO₂) emissions, from the reference year 2017, on the National Highway System (NHS) (also referred to as the Greenhouse Gas (GHG) measure). The GHG measure was one of several performance measures that FHWA required State departments of transportation (State DOTs) and metropolitan planning organizations (MPOs) to use to assess performance in a variety of areas.

By repealing the GHG measure, FHWA will no longer require State DOTs and MPOs to undertake administrative activities to establish targets, calculate their progress toward

their selected targets, report to FHWA, and determine a plan of action to make progress toward their selected targets if they failed to make significant progress during a performance period. (See 23 CFR 490.105, 107, 109.)

May 16, 2018

FY19 Appropriations – Yesterday the House Appropriations Subcommittee on Transportation, Housing and Urban Development released the text of its 2019 funding bill.

The bill includes \$27.8 billion in discretionary appropriations for the Department of Transportation for fiscal year 2019. This is \$542 million above the fiscal year 2018 enacted level and \$11.7 billion above the President's request. In total budgetary resources, including offsetting collections, the bill provides \$87.8 billion to improve and maintain our nation's transportation infrastructure.

The bill targets funding to programs and projects that will increase efficiency, safety, reliability, and quality of life for the traveling public, and will help create jobs and spur economic growth.

- **BUILD (National Infrastructure Investments)** – The renamed BUILD program (formerly known as TIGER) is funded at \$750 million. Language is included to ensure a balanced allocation of funding among rural, suburban, and urban areas, and \$250 million is set aside for rural projects in areas under 200,000 in population. \$250 million is also set-aside for projects within the boundaries of seaport facilities and intermodal connectors serving those facilities. The Secretary shall not use the Federal share as a selection criteria in awarding projects funding.
- **Air** – Included in the legislation is \$17.7 billion in total budgetary resources for the Federal Aviation Administration (FAA) – \$310 million below the fiscal year 2018 enacted level and \$1.6 billion above the request.
- **Highways** – The bill is consistent with the FAST Act authorizations and allows \$46,007,596,000 from the Highway Trust Fund to be spent on the Federal-aid Highways Program, which is \$1 billion above the fiscal year 2018 level. In addition, the bill provides an extra \$4.25 billion in discretionary highway funding (general fund of the Treasury) – a total increase of \$2.76 billion for roads and bridges over fiscal year 2018. The additional funding is subject to the population suballocation under current law. Within these amounts, \$150 million is included to augment the Tribal Transportation Program and to fund projects of national significance on federal and tribal lands.
- **Rail** – Federal investments in rail infrastructure and safety programs are funded at \$3.2 billion, \$62.5 million over the fiscal year 2018 enacted level and \$2.1 billion above the President's request.
- The bill provides a total of \$1.9 billion for Amtrak, of which \$650 million is for the Northeast Corridor and \$1.3 billion is to support the national network.

- Federal-State Partnership for State of Good Repair grants are funded at \$500 million, which is \$250 million above the fiscal year 2018 enacted level.
- Consolidated Rail Infrastructure and Safety Improvements grants are funded at \$300 million, a decrease of \$292.5 million from the fiscal year 2018 enacted level, to fund capital and safety improvements, planning, environmental work, and research. Within this amount, the bill includes \$150 million for grants to rail operators to install positive train control (PTC) technologies.
- The bill prohibits funding for high-speed rail in California, the California High-Speed Rail Authority, and for the Federal Railroad Administration to administer a grant agreement with the Authority that contains a tapered match. The bill also prohibits the Surface Transportation Board from taking action regarding the construction of high-speed rail in California unless the Board has jurisdiction over the entire project.
- **Transit** – The bill provides \$13.6 billion in total budgetary resources for the Federal Transit Administration (FTA) – \$141 million above the fiscal year 2018 enacted level and \$2.5 billion above the request. Transit formula grants total \$9.9 billion – consistent with the FAST Act – to help local communities build, maintain, and ensure the safety of their mass transit systems.

Within total transit amount, \$2.6 billion is included for Capital Investment Grants projects, of which \$1 billion is included for current Full Funding Grant Agreements (FFGAs), and \$1 billion is dedicated to new projects.

Bill language limits the federal match for New Starts projects to 50 percent.

The bill provides an additional \$800 million in transit infrastructure grants – \$34 million less than the fiscal year 2018 enacted level. This includes \$350 million to help communities modernize their bus systems, \$250 million in formula grants to assist both rural and urbanized areas invest in transit, and \$200 million for capital assistance to transit systems across the country to maintain a state of good repair.

Virgin Hyperloop One, the Colorado Department of Transportation (CDOT), and AECOM are advancing to the second half of the Rocky Mountain Hyperloop feasibility study. Late last year, CDOT and Virgin Hyperloop One, working with AECOM, kicked off the hyperloop study, which will examine the technological and economic feasibility of a hyperloop transportation system in Colorado, based on an initial concept presented to Virgin Hyperloop One by CDOT and AECOM in 2016.

"The partnership between Virgin Hyperloop One and CDOT is an exciting one" said Amy Ford, chief of advanced mobility for CDOT. "We have received some very positive feedback from interested Colorado stakeholders during and following our outreach event. To me it's apparent that Colorado citizens are interested in the safety and mobility benefits a hyperloop system could bring to Colorado."

The study has developed an initial design concept for first hyperloop portal (station) located near the Denver International Airport at 72nd and Himalaya. The study will analyze multiple potential alignments to link this central point of connectivity across the Front Range, as well as the mountain resorts.

RELATED: Virgin Hyperloop One unveils end-to-end experience

"Colorado has it all, from booming sectors in aerospace, technology and renewable energy to the Rockies' natural splendor," said Rob Lloyd, CEO of Virgin Hyperloop One. "With so many drawn to the state, hyperloop will enable efficient, fast, effortless connections that link Coloradans across city limits to work, live, and play."



Hyperloop is a new ultra-high-speed mode of transportation that moves freight and people quickly, safely, on-demand and direct from origin to destination. Hyperloop will complement existing forms of transportation and will integrate seamlessly with the transport ecosystem. In a hyperloop, passengers or cargo pods accelerate gradually via

electric propulsion through a low-pressure tube. The pod quickly lifts above the track using magnetic levitation and glides at airline speeds for long distances due to ultra-low aerodynamic drag. Last year, Virgin Hyperloop One set a historic test speed record of nearly 240 miles per hour during its third phase of testing at DevLoop, the world's first full-system hyperloop test site located in North Las Vegas.

The hyperloop will differ from other fixed guideway modes of transportation by offering on-demand solutions and no fixed schedule. Passengers will be able to depart as soon as they arrive. The system will be dynamic with the ability to deploy pods based on up-to-the-second data points that continually optimize departures and arrivals. The hyperloop portal will also integrate seamlessly with existing transportation modes like the RTD A line.

RELATED: Virgin Hyperloop One closes \$50M in financing

Virgin Hyperloop One, in partnership with AECOM, released an architectural rendering of the portal, located at the Denver International Airport, which features a public gathering plaza as well as subterranean, green-roof infrastructure that integrates into the landscape, and emerging smart city developments.

“Through our partnership with Virgin Hyperloop One and the Colorado Department of Transportation, we are defining the next generation of infrastructure and transportation systems to address the shifting way people and freight need to move,” said Travis Boone, an executive VP at AECOM. “The Rocky Mountain Hyperloop showcases how we imagine, partner, and innovate to help define mobility of the future.”

In addition to technical and economic aspects, the study will offer multiple opportunities for additional partners and stakeholders, such as local governments, businesses, and community groups to become part of this venture and to help make hyperloop a reality in Colorado.

House Bill Would Require Agencies to Address Sexual Harassment on Buses and Trains



Sexual harassment and assault is a pervasive problem for women who ride trains and buses, but most transit agencies don't have well-defined policies in place to prevent this widespread abuse.

A [new bill](#) sponsored by Oregon Democrat Peter DeFazio in the House of Representatives seeks to change that. The "Stop Sexual Assault and Harassment in Transportation Act" would require transit agencies to take measures to protect riders and employees.

The legislation would apply to all local transit agencies receiving federal funds, as well as Amtrak, all airlines, and intercity bus companies. They would have to develop clear, well-publicized protocols enabling passengers and employees to report cases of sexual harassment and assault, and to train staff how to respond to such complaints. In addition, U.S. DOT would collect data and publish reports on the extent of the problem.

Without a trusted channel of communication that victims can turn to, sexual harassment on buses and trains goes underreported. According to a 2007 survey of transit riders by the Manhattan Borough President, for instance, 63 percent of women had been sexually harassed on the subway, and 10 percent had been sexually assaulted, but only a small fraction of these offenses show up in official crime statistics.

The fact that NYPD recently recorded a sharp increase in sex crimes on the subway was taken mainly as a positive sign that police have [improved methods for reporting harassment and assault](#). Until recently, there was little effort to take women seriously

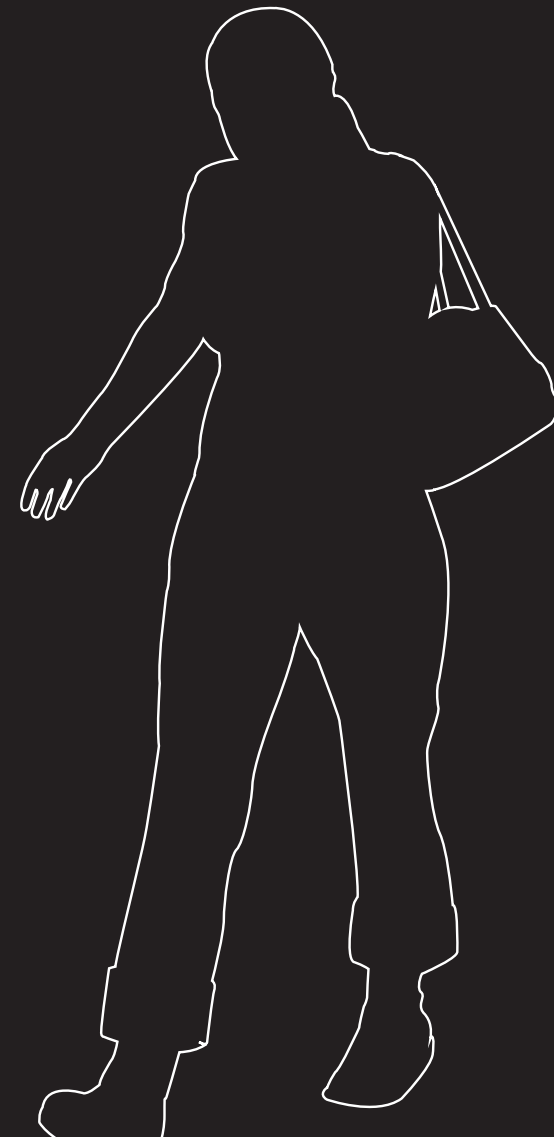
when they reported misconduct. But in 2014, New York's MTA created a portal on its website to let riders upload photos of harassers, and transit police have been working with anti-harassment advocates to train officers how to respond to incidents of abuse.

Apathy is still the norm in most places, but other agencies are starting to make a more concerted effort to prevent harassment on transit. In the Seattle region, [King County Metro](#) is trying to de-stigmatize the act of reporting harassment and encourage victims to come forward.

Transit agencies abroad have taken measures to prevent sexual harassment and violence. In Toronto, Paris, and some cities in Sweden offer on-demand "[night stops](#)" for bus passengers, so women can exit in locations they feel are safer than the official stops on a route. Some cities in China, like Guangzhou, have experimented with [women-only train cars](#), albeit with mixed success.

DeFazio's bill was introduced yesterday in the House Committee on Transportation and Infrastructure. All Democrats on the committee have signed on as co-sponsors, but no Republicans have joined them so far.

Regardless of whether the bill passes, it should still serve as a reminder for transit agencies in the #MeToo era that they need to do more to protect riders from sexual harassment and assault.



WALK & BIKE
LUBBOCK
DRAFT

Pedestrian and Bicycle Master Plan

Prepared for:

LUBBOCK METROPOLITAN PLANNING ORGANIZATION



FEBRUARY 2018

Prepared by:

Kimley»Horn



The Walk and Bike Lubbock Plan sets the stage for bringing the bicycle and pedestrian systems together into a unified network in the Lubbock Metropolitan Area. This plan builds on the work accomplished by the 1994 Comprehensive Bicycle Master Plan. Since the development of that plan, the Lubbock Metropolitan Area has seen the addition of more than 14 miles of bike lanes and now has more than 72 miles of signed bike routes, 12 miles of paved trails, and 15 miles of partially paved trails. Pedestrian improvements have been added recently as well, including shared sidepaths, curb ramps, and enhanced crossings.

Vision and Goals

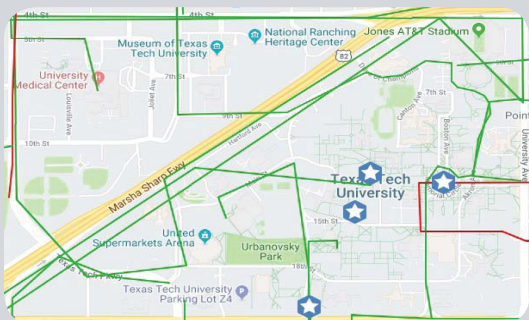
Walk and Bike Lubbock will create a **unified and integrated** regional bicycle and pedestrian system that **connects** people of **all ages and abilities** to desired destinations and encourages them to walk or bike for **transportation or recreational** purposes in a **safe** manner.

- » Complete
- » Continuous
- » Connected
- » Comfortable
- » Coherent
- » Constructible
- » Compliant
- » Culture

COMPLETE

CONNECTED

Bicycle and pedestrian routes should be planned carefully to connect people's origins to the destinations they visit most frequently.



COMFORTABLE

Walking and biking in Lubbock should be a comfortable, low-stress experience. This can be accomplished when proper facilities are in place which provide a high level of safety and protection.



COHERENT

The plan should be easy to understand on the map and on the ground. Proper signage and pavement markings can make bicycle and pedestrian routes simpler to navigate in a safe and efficient manner.



CONSTRUCTIBLE

The plan should take existing constraints into consideration, allowing for the implementation of facilities that are realistic and feasible to construct.



COMPLIANT

In order to connect people of all ages and abilities, bicycle and pedestrian facilities should be compliant with current and proposed standards for accessibility and design. These standards include:

- Americans with Disabilities Act (ADA)
- Public Rights-of-Way Accessibility Guidelines (PROWAG)
- American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities



A focus on culture is key to a successful bicycle and pedestrian system. Creating a culture that is friendly to all modes of travel includes education, enforcement, awareness, and visibility. Some may simply not know the laws and regulations regarding governing bicycle use on public roadways. Others may be unaware that walking or biking to their destination is a viable option, or they may feel discouraged from doing so because of a negative perception. The aim of this plan is to provide potential pedestrians and bicyclists additional options for walking and biking and to make it easier to understand how to get where they need to go. Added routes, facilities, signage, and markings can naturally make the bicycle and pedestrian system more visible to all, increasing awareness and subtly improving perception. When combined with education and enforcement of existing laws, carefully planned bicycle and pedestrian improvements can have a significant impact on culture.

[Rail News Home](#) » [Amtrak](#)

Rail News: Amtrak

6/5/2018

Lawmakers want meeting with Amtrak CEO to discuss Southwest route's future

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U.S. Sen. Martin Heinrich

Photo - Heinrich's Twitter account

A bipartisan group of U.S. lawmakers have expressed concerns to [Amtrak](#) leadership about the railroad's interest in maintaining its Southwest Chief route and long-distance passenger service.

U.S. Sen. Martin Heinrich (D-N.M.) led the group in writing to Amtrak President and Chief Executive Officer Richard Anderson about the lawmakers' concerns that Amtrak is considering withholding funding for the Southwest Chief route until additional financial investments in the route's infrastructure are made.

"The Southwest Chief is vital to the economic well-being of our communities. In many cases, the line is the only affordable alternative transportation option to the

highways for our citizens, and is an important link to public and private services in larger cities along the route for rural residents, including the elderly and disabled," the letter states.

In addition to Heinrich, the letter was signed by U.S. Sens. Tom Udall (D-N.M.), Michael F. Bennet (D-Colo.), Cory Gardner (R-Colo.), Pat Roberts (R-Kan.) and Jerry Moran (R-Kan.); and U.S. Reps. Steve Pearce (R-N.M.), Ben Ray Lujan (D-N.M.), Michelle Lujan Grisham (D-N.M.), Jared Polis (D-Colo.) and Lynn Jenkins (R-Kan.).

The lawmakers described Amtrak's lack of transparency about its changing position on the route as "troubling."

"We request Amtrak take the lead in developing cooperative plans to ensure the Southwest Chief's successful operation, including seeking funding from the various federal grant programs established to address these specific issues," the letter reads.

Amtrak has put conditions on its decision to contribute funds toward a Southwest Chief project, according to a report by *The Hill*.

The lawmakers' letter is in response to a message the national intercity passenger railroad sent to Congress responding to questions about the route's future. Amtrak, in its remarks to lawmakers, referenced a letter sent last year to the Colfax County Commission in New Mexico, in which the railroad said it would withhold matching funds for the route's rehab project until other stakeholders invest in infrastructure, *The Hill* reported.

65M people used ride-hailing services in Mass. in 2017, report says

Posted on May 14, 2018



Of the rides that started in Boston, 1.8 million left from Boston Logan International Airport. The report also found that 4.5 miles was the average length of the overall trips taken.

Photo via Lyft

BOSTON — A report found that in 2017 64.8 million people, or about 177,000 people every day, used a ride-hailing service in Massachusetts, *AP* reports.

A majority of the rides were concentrated in the Boston metropolitan area, with about 34.9 million of those trips originating in Boston. Of the rides that started in Boston, 1.8 million left from Boston Logan International Airport. The report also found that 4.5 miles was the average length of the overall trips taken.

RELATED: [Mobility On-Demand: The Future of Public Transportation](#)

The initial report, which takes a detailed look at the impact of ride-hailing services for the first time in the area, was made possible by a law signed in August 2016 that allowed the state to start collecting the data for the first time.

Lubbock
Metropolitan Planning Organization
Statement of Revenues and Expenditures
FY 2017-2018
Budget

ACCOUNT	DESCRIPTION	ACTUAL FY2017-18 thru April 2018	APPROVED BUDGET FY 2017/18	% BUDGET REALIZED
SOURCES		\$ 858,197	\$ 468,557	
TXDOT PL 112 ALLOCATION (Combined)		858,197	468,557	1.831575219
EXPENDITURES				
PAYROLL/BENEFITS				
8002 PAYROLL - FULL TIME		54559	96,431	0.57
8003 PAYROLL - PART TIME			0	0.00
8005 PAYROLL - STABILITY PAY		800	800	1.00
8006 PAYROLL - TERMINAL PAY				0.00
8009 PAYROLL - EDUCATION INCENTIVE		0	0	0.00
8031 BENEFITS - RETIREMENT TMRS		9970	19,499	0.51
8033 BENEFITS - SOCIAL SECURITY		3778	7,481	0.51
8034 BENEFITS - GROUP INSURANCE		10818	21,964	0.49
8035 BENEFITS - WORKERS COMPENSATION		186	1,426	0.13
8037 BENEFITS - BASIC LIFE INS		7	14	0.49
8038 BENEFITS - GROUP DENTAL		467	1,100	0.42
8042 BENEFITS - CITY PAID LTD			0	0.00
PAYROLL/BENEFITS SUBTOTAL		80,584	148,715	0.54
SUPPLIES				
8107 SUPPLIES - OFFICE SUPPLIES		3,815	6,000	0.64
8110 SUPPLIES - OTHER OFFICE SUPPLIES				0.00
SUPPLIES SUBTOTAL		3,815	6,000	0.64
OTHER CHARGES				
8302 PROFESSIONAL SERVICE		71,248	136,791	0.52
8303 BOARDS AND COMMISSIONS		169.9	430	0.40
8304 ADVERTISING AND PROMOTIONS		3,015	5,000	0.60
8309 DATA PROCESSING		7380	10,566	0.70
8406 CONTRIBUTIONS-OTHER		40132	114,400	0.35
8503 BENEFITS-LIABILITY INSURANCE		4,477	5,368	0.83
8701 RENTAL LEASES		10285	17,637	0.58
9101 TELEPHONE		1,056	1,100	0.96
9103 POSTAGE		0	250	0.00
9106 CAR ALLOWANCE		300	400	0.75
9110 PROFESSIONAL DUES		338	400	0.85
9111 TRAINING AND TRAVEL		7260	20,000	0.36
9146 COMPUTER EQUIPMENT		0	1,500	0.00
Reserve			0	0.00
9154 OFFICE FURNITURE			0	0.00
OTHER CHARGES SUBTOTAL		145,661	313,842	0.46
CAPITAL OUTLAY				
9225 EQ CAP OUT-COMPUTER			0	0.00
CAPITAL OUTLAY SUBTOTAL			0	0.00
TOTAL EXPENDITURES		230,061	468,557	0.49
TOTAL REVENUE		\$ 858,197	468,557	1.83
REVENUE OVER EXPENDITURES		\$ 628,136		
Estimated carryover				