



Lubbock Metropolitan Planning Organization

Working Together



**Transportation Policy Committee
October 21, 2025 8:30 a.m.
1314 Avenue K, City Council Chambers
Lubbock Texas 79401**

1. Call to Order the meeting of the Transportation Policy Committee.
2. **EXECUTIVE SESSION** -- Convene into executive session in accordance with Tex. Gov't Code §551.074 to discuss the appointment, employment, evaluation, reassignment, duties, discipline or dismissal of a public officer or employee (Director of Transportation).
3. **RECONVENE:** The Transportation Policy Committee will reconvene into open session to act, if necessary, regarding matters discussed in Executive Session(s), including the appointment of a Director of Transportation.

Regular Session:

4. Acknowledgement of Quorum of the Transportation Policy Committee.
5. Safety Procedures.
6. Public Comment Period/Acknowledgement of Guests of the Transportation Policy Committee.
7. Consider and discuss the appointment of the Lubbock MPO Director of Transportation.
8. Approval of the September 16, 2025 meeting minutes of the Transportation Policy Committee.
9. Discuss and take appropriate action regarding the 2026 Title VI Plan to align with new Federal Executive Orders.
10. Discuss and take appropriate action regarding the recommended Planning Targets for the 2026 Unified Transportation Program (UTP).
11. Discussion and take appropriate action on the MPO's Funding Philosophy for Federal Formula Funds.
12. Discuss and take appropriate action regarding the Draft Safety Action Plan.
13. Reports:
 - Monthly Financial Schedule

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

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

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)."

The above referenced NOTICE OF MEETING was posted on the bulletin board outside the South entrance of City Hall, 1314 Avenue K, Lubbock, Texas, on the 14th day of October 2025 at 4:30 p.m. by:



Tammy Walker, Transportation Planning Technician

Agenda item 1

Call to order the meeting of the Transportation Policy Committee.

AGENDA ITEM 2

EXECUTIVE SESSION:

Convene into executive session in accordance with Tex. Gov't Code §551.074 to discuss the appointment, employment, evaluation, reassignment, duties, discipline or dismissal of a public officer or employee (Director of Transportation).

AGENDA ITEM 3

RECONVENE:

The Transportation Policy Committee will reconvene into open session to act, if necessary, regarding matters discussed in Executive Session(s), including the appointment of a Director of Transportation.

AGENDA ITEM 4

Acknowledgement of Quorum of the Transportation Policy Committee.

AGENDA ITEM 5

Safety Procedures.

Discussion: None

Staff Recommendation: Review

Safety Procedures
1314 Avenue K, City Council Chambers
Lubbock Texas 79401

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 window and doors
2. Exit Council Chambers and use the stairwell by the elevators to go to the basement. Emergency personnel will direct you to areas of the basement, and sit/crouch down on floor and remain calm.
3. Remain there until the all clear signal has been given by emergency personnel.

Fire

If you hear the fire alarm: Evacuate immediately by exiting the Council Chambers, south facing doors, or the south facing door in the Council Conference room. Continue to the main Citizen Towers doors facing south or east and meet in the parking lots across the streets. The last person to exit the room should shut the door if there is no danger to that person.

If you discover the fire in the building try to isolate the fire by shutting the doors and pulling the fire alarm nearest you. Exit the building.

Gas Leak, Odor, Toxic Fume

Exit the building following the guidelines set for fire. DO NOT pull fire alarm or use your phone as it may trigger an explosion. Call 911 outside.

Workplace Violence, Terrorism Incident

1. Remain calm, call 911.
2. The main doors of the Citizen Tower will lock. Lock all doors to the Council Chambers, if possible.
3. Those present will exit the room as instructed by the senior city employee and will be directed where to go for safety.
4. When emergency personnel arrive **DO EXACTLY AS THEY DIRECT YOU TO** in order to alleviate as much confusion as possible.

AGENDA ITEM 6

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 7

Consider and discuss the appointment of the Lubbock MPO Director of Transportation.

AGENDA ITEM 8

Approval of the September 16, 2025 meeting minutes of the Transportation Policy Committee.

DISCUSSION: Review and approve the meeting minutes dated September 16, 2025.

ACTION REQUIRED: Consider approval.

STAFF RECOMMENDATION: Recommends approval

**Minutes of the
Transportation Policy Committee
Lubbock Metropolitan Planning Organization
September 16, 2025**

The meeting of the Transportation Policy Committee of the Lubbock Metropolitan Planning Organization was held at the Lubbock City Hall located at 1314 Avenue K, Lubbock TX 79401, City Council Chambers at 8:30 a.m. on September 16, 2025.

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

TPC Members:

Curtis Parrish, Judge, Lubbock County
Dr. Jennifer Wilson, Vice-Chair, Councilwoman, City of Lubbock
Mark W. McBrayer, Mayor, City of Lubbock
Jarrett Atkinson, City Manager, City of Lubbock
Mike Dalby, Commissioner, Lubbock County
Chris Mandrell, General Manager, Citibus
Charlotte McDonald, Councilwoman, City of Wolfforth

Staff/Guests:

David Jones, Lubbock MPO, Director
Martin Lucero, Lubbock MPO, Assistant Director
Tammy Walker, Lubbock MPO, Transportation Planning Tech
Ayla Ryan, Lubbock MPO, GIS Analyst/Modeler
Slater Elza, Underwood Law Firm
Rodshadi Moore, Assistant Director of Public Works, Lubbock County
Eric Rejino, Assistant City Manager, City of Lubbock
David Bragg, Vice-Chair, Transportation Advisory Committee, Assistant Division Director of Public Works, City of Lubbock
Randy Criswell, Chair, Transportation Advisory Committee, City Manager, City of Wolfforth
Bailey Radcliff, City of Lubbock, Assistant City Engineer
Sgt. Green, LPD, Cooper ISD
Brent Brieger, Assistant Director of Road and Bridge, Lubbock County

Call to Order:

Chair Judge Curtis Parrish called the Transportation Policy Committee Meeting to order at 8:32 a.m.

The Committee moved to the next item.

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

Chair Judge Curtis Parrish acknowledged a quorum.

Safety Procedures:

Safety procedures were reviewed.

The Committee moved to the next item.

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

Chair Judge Curtis Parrish welcomed guests which included representatives of the City of Lubbock, City of Wolfforth, Lubbock County and Cooper ISD.

There was no public comment.

The Committee moved to the next item.

Approval of the August 19, 2025 meeting minutes of the Transportation Policy Committee.

Chair Judge Curtis Parrish asked the Policy Committee if there were any corrections or comments regarding the meeting minutes of August 19, 2025. There were no corrections.

Mike Dalby made a motion to approve the meeting minutes of August 19, 2025. Chris Mandrell seconded the motion and it was approved unanimously.

The Committee moved to the next item.

Discuss and take appropriate action regarding the calendar of events for the proposed Call for Projects for the 2027/2030 Transportation Improvement Program (TIP).

Martin Lucero stated that at the September TAC meeting the Committee discussed and reviewed the procedures for the Call for Projects, the Decision Lens process which is how projects are evaluated and the different categories that apply to Decision Lens. He stated that the Committee had decided that the Decision Lens is still a great tool for project evaluations and ranking.

Martin Lucero discussed the 10-year (2026-2035) funding allocation worksheet and stated that the allocations are based on TxDOT's and Federal funds. He discussed all the category funding and brought attention to the CR10 funds that will "disappear" in FY 2028 due to the current administration's orders.

Martin Lucero reported on the Call for Projects for the 2027-2030 TIP. He discussed the timeline for the call and the process to ensure that projects are in the portal and ready for approval.

There was discussion regarding CR10 funds and the Energy Sector and what those funds are used for. There was no further discussion or questions.

Dr. Jennifer Wilson made a motion to approve the calendar of events for the Call for Projects for the FY 2027-2030 TIP. Mayor Mark McBrayer seconded the motion and it was approved unanimously.

The Committee moved to the next item.

Discuss and take appropriate action regarding Resolution 2025-12 authorizing the rollover of the FY 2024 – 5307 and 5339 funding for Citibus to FY 2025 consistent with the 2025-2028 Transportation Improvement Program (TIP).

Martin Lucero stated that an Administrative Amendment was completed and performed for the 25-28 allocations for 5307 and 5339 funding rollovers. He stated that FTA had notified the transit provider that the FY 2024 allocations for those categories hadn't been identified and that corrections needed to be made. Martin Lucero stated in order to correct a portion of the identified FY 24 funds the FY 24 ID numbers had been applied to the FY 2025. He stated that this was a time sensitive project and had to be completed by September 25, 2025.

Martin Lucero stated that since FY 24 5339 and 5307 allocations had been corrected, the FY 25 5307 and 5339 also needed to be updated, which was more than a 20% increase, and needed a public comment period for the November revisions. Martin Lucero stated that two opportunities to comment were available.

Chris Mandrell reiterated what Martin Lucero had stated.

Martin Lucero asked the Policy Committee to approve the Resolution and that if any adverse comments were received the MPO would bring back the agenda item.

There was no further discussion.

Charlotte McDonald made a motion to approve Resolution 2025-12 regarding the funding rollover for 5339 and 5307 allocations. Mike Dalby seconded the motion and it was approved unanimously.

The Committee moved to the next item.

Reports:

Category 7 funding priority discussion: David Jones stated that the TAC had a discussion regarding the Cat 7 funding and how it could possibly be moved to smaller local projects.

David Jones invited Randy Criswell, Chair of the TAC to report on the outcome.

Randy Criswell summarized the TAC discussion on Cat 7 funding. He also stated that he would be in favor of seeing some of the Cat 7 allocations applies to smaller local projects, like the Alcove project, and not always on larger TxDOT projects. He reported on the need for the Alcove project to move forward sooner. He stated that the TAC did agree that the Decision Lens was a good tool for project selection and was adequate to help chose projects and the TAC also decided that it leaves discretion to make changes if needed.

Mike Dalby asked if this helps to make Cat 7 available for local projects and his support for that.

Jarret Atkinson stated he echoes the remarks made by Commissioner Dalby. He stated he recalls being in the meeting when Cat 7 funding was decided years ago and at the time agreed with the decision.

Mike Dalby asked if the Policy Committee has the power to change that recommendation of the past and how allocations are used and if the TPC was obligated to follow the TAC's recommendation.

Randy Criswell stated that there were no TAC members who wanted to "dig in" and say this is what I would like to see happen regarding the Cat 7 allocations. He stated just to be clear, the TAC believes the Decision Lens does work and helps to push those projects forward.

Mike Dalby stated that he would like to see this discussion return as an agenda item for further discussion.

Mayor Mike McBrayer asked if the Committee has discretion to use the funds as they see fit.

Martin Lucero stated, yes, and that the MPO will add this topic as an agenda item at the next TAC meeting and that this is in perfect timing for the upcoming Call for Projects for the 2027-2030 TIP as this will help rank each project and allow for re-evaluation of the projects and make sure that all priorities are met. Martin Lucero stated that the only Category funding that is dedicated is Cat 2 for the LP 88 projects.

Jarrett Atkinson asked if staff could please provide the resolution and meeting minutes regarding the Cat 2 funding and its dedication to that project.

There was more discussion regarding Decision Lens.

Chair Curtis Parrish stated that the TAC needs to validate the reasons for not following the Decision Lens rankings and the Policy Committee would need to validate reasons for not following the TAC's recommendation if needed.

Dr. Jennifer Wilson stated that ultimately the rankings from Decision Lens is up to the Committees to follow and it is up to the Policy Committee to make that final decision on which projects are selected as long as they are qualifying projects for category funding and meets criteria. Chair Curtis Parrish stated yes.

Chris Mandrell asked what type of projects have been funded with Cat 7 allocations. Martin Lucero discussed the Upland project, a pedestrian facility and stated it has been applied to LP 88.

The Committee asked to have this discussion brought forward at the next meetings of the TAC and TPC.

Don't miss your flight: David Jones stated that US Reps have introduced the Don't Miss Your Flight Action that, if passed, would use federal funding to create incentives to improve surface transportation within 5 miles of a public airport. He stated that the funding would improve access to airports, reduce congestion, rehabilitate roads, rail or transit and make catching a flight in and out of the airport easier and faster. David Jones stated that discretionary grant program will use existing Highway Trust funds to make improvements to reach nearly \$1.4 billion in 2040 and \$1.7 billion in 2050 to an estimated \$19.3 billion over the next 5 years.

FHWA Notice of Redistribution of Unused Obligation Authority: David Jones stated the FHWA has issued an annual August Redistribution Notice which reallocates unused Federal Aid Highway Program obligation authority across the states before the end of the fiscal year. This year \$7.62 billion in additional obligation authority was made available for redistribution totaling more than \$8.19 billion. David Jones discussed the process of how it is distributed and how much each state receives.

American Public Transportation Association proposed legislation regarding Policy Board voting seats: David Jones stated that MPOs play a crucial role in deciding which projects receive funding under Chapter 53 and that APTA strongly advocates for public transit operators to receive voting seats on the boards of MPOs. David Jones discussed the proposed legislation.

TxDOT statement on the passing of Commission Chairman J. Bruce Bugg, Jr.: David Jones stated that TxDOT has released a statement regarding the passing of J. Bruce Bugg, Jr and how Bugg was a steadfast leader whose vision and dedication

helped shape the future of transportation across our state. He stated his commitment to improving safety, expanding mobility and strengthen Texas' infrastructure has left an enduring legacy that will benefit generation to come.

Monthly Financial Report: David Jones reported the Statement of Revenue and Expenses were through July 2025 and were 168% allocated and expenses were at 60%. David Jones also discussed the FY 24 carryover as requested by Jarrett Atkinson at the August meeting.

Farewell Adieu: David Jones stated:

- First, I want each of you to know how much I have appreciated working with you and other Policy Boards representing your interests across the City and across the state. It has truly been my pleasure.
- Second, I want to share some fun facts with you that shed light on my legacy to the City and County.
- It begins on April 19, 1971, just after the tornado, 54 years ago, employee 04336 which by the way is the second oldest in HR's system currently. There is an 03 number that belongs to a police officer. But in those 54 years I have worked with 9 City Managers, 16 Mayors and City Councils, 4 County Judges and 14 different Commissioner's Court and 11 TxDOT District Engineers. In fact, who could forget sitting in meetings in the early 70's Arch Lamb, Alton Brazzel and Coy Biggs, and Oscar Crane the District Engineer and Jim Bertram and myself working to actually create this very agency that we all represent today.
- When I started my employment, my first job was to complete the road design and drainage layout for the Melonie Park South subdivision and others that followed. Later as Senior Planner I supervised the completion through adoption of Lubbock's first complete Comprehensive Land Use Plan during the infamous HUD 701 Planning Program. And don't forget the Model Cities!!
- I also supervised the completion through adoption of the first update of the City's Zoning Ordinance that included our first sign ordinance, and RV parking ordinance.
- I supervised the land acquisition phase of the Canyon Lakes project, and completion of the earth work and soil cement dams in the project.
- I also worked with Orvil Alderson at the original Urban Renewal Agency before it was folded into the Community Development Dept. as you know it today.
- My 14 years at the Airport included a complete overhaul of the parking lot, complete overhaul of the big runway 17/35, overhaul of the old terminal building

to accommodate the Silent Wings Museum. I even helped reassembled the gilder and other displays in the museum.

- Another thing I'm proud of, is that I argued zone cases, zoning board of adjustment cases, junk car cases and abandoned housing cases for the City for nearly 20 years. During that time, I met and worked with, and even did battle with, many colorful people, the likes of which included Rureul Nash, Buddy Barron, Roy Middleton, Jack Alderson, Ray Diekemper, Jack Kastsman, Ron Betenbought, Buster Long (South Plains Mall), his boys Harold and Jerrel Long, Roger Battistoni, John Mossier, JW Chaptman, Jan Fouts and many more.
- As you might expect, there were also some colorful staffers that kept everyone on their toes. Back in the 70's, we only had 3 legal officers: Fred Senter, City Attorney, Ken Jones Assistant Attorney and a trial attorney. Ken Jones would always tell us, if it will Xerox, It's legal. Police Chief JT Alley and his famous Western String ties, Fire Chief Hershel Sharp that started everyday with an Irish Coffee, Parks Director Stumpy Hamilton. Whenever you needed him, he was usually in the card room at the Country Club. City Secretary Mrs. Levinea Lowe who ran a tight ship. Ms. Lowe's shop would hum like a well-oiled machine. 3 rows of 4 ladies pounding away on standard manual typewriters. Onion skin paper, carbon paper, and ink erasers. A sound you can never forget. Mr. Mack (NB McCollugh) built a tractor in the 80's, one purchase order at a time just to show the Council.
- And Finally, there were some memorable events like the tug of war between Councilwoman Carolyn Jordon and Councilman Brice Campbell about the crack in the floor at the new fire station at the airport. In 1976 the fight was leading news for months.
- Another 70's event was the challenge to our at large voting system that had everyone's attention, Urban Renewal condemnation cases, Gilbert Herrera and his Brown Berets marching in downtown supporting Azlan Park, hence the memorial that still stands today, the magic water meter on the east side where everyone could go and find some spirits, L.O. White our Housing Director who delivered paychecks to all the fire stations each payday. And not to say the least about an unsolved mystery about our Zoning Administrator, A.J. Prim, who one day went over to the east side for a meeting and hasn't been heard from since. And finally, I would guess today, of everyone assembled here, no one remembers the two-city sanitation strikes. One in 1969 and one in 1972. Yours truly, worked both of them. I waked the alley, threw the cans and took my lunch under the shade of the smelly trash truck. We dumped West of the where the Loop 289 is now, North of E 50th St. They protested for better pay and working conditions and was tied to the strike in Corpus Christi at the same time.

- And so, as Walter Winchell would sign on and off of his radio broadcast with “Good evening Mr. and Mrs. America, from border to border and coast to coast and all the ships at sea, I’m headed for my next chapter”.

Chair Curtis Parrish stated that “we talked yesterday and you know exactly how I feel. Your service to this Community, City and State will forever, we will forever be in your debt. Thank you for teaching this goofy attorney all things transportation. I’ve valued our friendship, your mentorship and service to the MPO and the Community. Again, thank you.

Chair Curtis Parrish adjourned the meeting of the Transportation Policy Committee at 9:32 a.m.

AGENDA ITEM 9

Discuss and take appropriate action regarding the 2026 Title VI Plan to align with new Federal Executive Orders.

Discussion: Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance. As a subrecipient of federal funds, the Metropolitan Planning Organization (MPO) is required to maintain a current Title VI Plan in compliance with Federal Highway Administration (FHWA) and TxDOT guidance.

The MPO must make critical, substantive amendments to its Title VI Plan to ensure compliance with a series of recent Federal Executive Orders (EOs) from the current administration. These EOs effect a fundamental change in the interpretation and enforcement of Title VI.

Required Plan Amendments for Legal Compliance

The updated 2026 Title VI Plan formally adopts amendments reflecting the following mandatory legal and enforcement shifts:

1. Elimination of Disparate Impact Liability (EO 14281)
 - Previous Standard: The MPO's Title VI Plan previously considered the "disparate impact" standard, which addresses policies that result in disproportionate outcomes for protected groups, even without a proven intent to discriminate.
 - New Policy: Executive Order 14281 specifically revokes the legal basis for disparate impact liability under Title VI. The MPO's updated plan now adheres to the federal policy that enforcement actions will solely focus on intentional discrimination. Staff is directed to cease reviewing projects and programs for differences in outcomes among groups as potential indicators of discrimination.
2. Termination of DEI and Equity Initiatives (EOs 14151, and 14173)
 - The MPO's revised plan will eliminate all references to and the use of terminology associated with "Diversity, Equity, and Inclusion (DEI)" and "environmental justice."
 - These terms and associated programs are to be terminated as required by EOs directing federal agencies and contractors to dismantle programs considered "illegal DEI" and revoke previous environmental justice orders. The MPO will prioritize core non-discrimination and equal access language.

Compliance and Certification Context

TxDOT Status: The MPO recently completed the TxDOT Subrecipient Compliance Assessment Tool (SCAT) survey and received a Green (Satisfactory) status.

Action required: Approve resolution 2025-15 adopting 2026 Title VI Plan.

Staff recommendation: Approve the resolution.



Lubbock Metropolitan Planning Organization

Working Together



RESOLUTION 2025-15

A RESOLUTION OF THE TRANSPORTATION POLICY COMMITTEE OF THE LUBBOCK METROPOLITAN PLANNING ORGANIZATION ADOPTING THE 2026 TITLE VI PLAN

WHEREAS, Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq.) and related nondiscrimination statutes prohibit discrimination based on race, color, or national origin in programs and activities receiving federal financial assistance; and

WHEREAS, the Lubbock Metropolitan Planning Organization (LMPO), as a recipient of federal transportation funds through the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), is required to adopt and maintain a Title VI Plan to ensure compliance with these nondiscrimination requirements; and

WHEREAS, the objective of the Title VI Plan is to implement strategies to prevent disproportionately high and adverse human health or environmental effects of LMPO programs, policies, and activities on minority and low-income populations, consistent with Executive Order 12898 on Environmental Justice and Executive Order 13166 on Limited English Proficiency; and

WHEREAS, the Title VI Plan has been developed in accordance with the requirements of the FHWA and FTA to ensure equitable access, participation, and benefits in the metropolitan transportation planning process.

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

Section 1: The Chairperson of the Transportation Policy Committee is hereby authorized and directed to execute Resolution 2025-15 and adopt the LMPO Title VI Plan for and on behalf of the LMPO as required by the FHWA and FTA. Said Plan is attached hereto and incorporated herein by reference and shall be included in the minutes of this Committee.

Section 2: Pursuant to U.S. Department of Transportation Order 1050.2A, the Title VI Plan and associated Language Assistance Plan shall be integrated into the LMPO Public Participation Plan to ensure full and fair access to the transportation planning process.

Section 3: Pursuant to U.S. DOT Order 1050.2A and Executive Order 13166, the Limited English Proficiency (LEP) Plan shall also be incorporated as part of the LMPO Public Participation Plan and the LMPO Title VI Plan.

Section 4: The Disadvantaged Business Enterprise (DBE) Program shall be recognized as a complementary component of the LMPO Title VI Plan to further promote equal opportunity in federally assisted contracts and procurements.

Section 5: As part of ongoing transparency, FHWA and FTA will be notified of any complaint of discrimination or violation pursuant to applicable regulations.

Section 6: This resolution supersedes any previous Title VI adoption resolutions and affirms the LMPO's ongoing commitment to nondiscrimination, equity, and inclusive public participation in all aspects of the transportation planning process.

PASSED AND ADOPTED by the Transportation Policy Committee of the Lubbock Metropolitan Planning Organization this **21st day of October, 2025**.

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

ATTEST:

Tammy Walker, MPO Secretary

APPROVED AS TO CONTENT:

Martin Lucero,
Executive Director

APPROVED AS TO FORM:

Slater Elza
Attorney for the MPO

Agenda Item 10

Discuss and take appropriate action regarding the recommended Planning Targets for the 2026 Unified Transportation Program (UTP).

DISCUSSION: The UTP is the Texas Department of Transportation's (TxDOT's) 10-year plan that guides statewide transportation project development and authorizes the distribution of construction dollars. Governed by Transportation Code §201.991 and Texas Administrative Code, Chapter 16, the Texas Transportation Commission is required to adopt the UTP annually, prior to August 31st.

The 2026 UTP, continues to emphasize flexibility to effectively advance projects through the development process and into construction letting windows. The targets presented are best estimates based on current available funding sources, projected over the next ten years.

Development of Preliminary Planning Targets:

The UTP is driven by TxDOT's anticipated investment strategies and projected funding availability across the 12 established funding categories. The preliminary planning targets for the 2026 UTP were developed based on the following key financial assumptions and strategy:

1. Investment Continuity: Maintaining the investment strategy by applying program category allocation ratios from the prior year's UTP (2025 UTP) to the 2026 UTP total forecast.
2. Revenue Impact Mitigation: Implementing a proportional reduction in funding allocations across select categories to account for the potential impact of known revenue constraints.
3. Statutorily Protected Categories: Four categories (5, 7, 9, and 10) are unaffected by the revenue reduction strategy as their formulas and allocations are set by federal rules or specific statutory direction.
4. Priority Preservation & Safety: Categories 1, 6, and 8 (focused on preservation and safety) are explicitly protected and will not be reduced.
5. Exclusion of Programmed Funds: Category 3 (Non-Traditionally Funded Projects) is excluded, as its funding is primarily derived from estimates provided by Metropolitan Planning Organizations (MPOs) and District Engineers (DEs) based on local contributions.

6. Proportional Reduction: The remaining four categories (2, 4, 11, and 12) will have their respective allocations reduced proportionally to absorb the necessary system-wide funding adjustment.

Required District Programming Alignment:

Based on the preliminary targets, TxDOT is requesting that Districts and MPOs adjust their local programming to align with the new financial constraints. Specifically:

1. Program projects up to but not exceeding the assigned planning targets.
2. Accelerate or delay existing projects within the current 10-year plan to ensure alignment with the FY 2026 UTP.
3. Identify opportunities to move projects into earlier or later letting years if they fall outside the current Transportation Improvement Program (TIP) window.

District Investment Strategy and Priorities

The Lubbock District's primary priorities shape the preliminary targets and influence how the UTP categories are applied:

- The District prioritizes Category 1 (Preventive Maintenance and Rehabilitation) funds to address ongoing maintenance needs. Staff collaborates with local partners to prioritize these monies, frequently grouping pavement projects to increase the accessibility and efficiency of investment in both urban and rural areas.
- Category 2 (Metropolitan and Urban Corridor Projects) funding is limited to projects inside Lubbock County and requires coordination with the MPO.
- Category 4 (Statewide Connectivity Corridor Projects) focuses on regional connectivity, while Category 7 (Metropolitan Mobility and Rehabilitation) addresses growth and demand in the Lubbock MPO.
- Successful partnerships between TxDOT and local agencies have resulted in over \$114 million in transportation improvements, including the SL 88 (Lubbock Loop 88) section between Avenue U and Chicago Avenue and the U.S. 87 and FM 41 interchange.

Action required: Receive report on TxDOT 2026 UTP

Action recommended: None.

UTP FUNDING CATEGORIES DESCRIPTIONS

TABLE 26: COMMON PROJECT TYPES IN THE UTP FUNDING CATEGORIES

FUNDING CATEGORY	PROJECT TYPES
Category 1: Preventive Maintenance and Rehabilitation	Road surface treatment
	Road rehab and restoration
	Freeway operational improvements
	Widening (freeway or non-freeway)
	All other project types
Category 2: Metropolitan and Urban Corridor Projects	Widening (freeway or non-freeway)
	Freeway interchanges
	New location roadways (freeway or non-freeway)
	Roadway operational improvements
	All other project types
Category 4: Statewide Connectivity Corridor Projects	Widening (freeway or non-freeway)
	New-location highways
	Freeway interchanges
	Roadway operational improvements
	All other project types
Category 5: Congestion Mitigation and Air Quality Improvement	Roadway operational improvements
	Bike and pedestrian infrastructure
	Public transit, commute alternatives
	Freeway interchanges
	Traffic management technology and signals
Category 6: Structures Replacement and Rehabilitation	All other project types
	Bridge replacement
	Bridge maintenance
	Bridge rehab or widening
	All other project types
Category 7: Metropolitan Mobility and Rehabilitation	Widening (freeway or non-freeway)
	New-location urban highways
	Roadway operational improvements
	Road rehab and restoration
	Transit, roadside assistance, etc.
Category 8: Safety	All other project types
	Safety improvement projects
	Medians and safety barriers
	Intersections and rail crossings
	Turn lanes, passing lanes, shoulders

FUNDING CATEGORY	PROJECT TYPES
Category 9: Transportation Alternatives	Bike and pedestrian infrastructure
	Safety rest areas
	All other project types
	Bike and pedestrian infrastructure
	Coastal ferry facilities
Category 10: Supplemental Transportation Projects	Transit, roadside assistance, etc.
	Culvert & storm drainage work
	Roadway operational improvements
	All other project types
	Rural passing lanes (Super 2)
Category 11: District Discretionary	Widening (freeway or non-freeway)
	Road rehab and restoration
	Safety improvement projects
	Road surface treatments
	All other project types
Category 12: Strategic Priority	Widening (freeway or non-freeway)
	New-location highways
	Freeway interchanges
	All other project types

Figure 1 - Category Funding Distributions



The 12 Funding Categories are defined as follows:

CATEGORY 1

PREVENTIVE MAINTENANCE AND REHABILITATION

Category 1 addresses preventive maintenance and rehabilitation of the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets.

CATEGORY 2

METROPOLITAN AND URBAN AREA CORRIDOR PROJECTS

Category 2 addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation. Projects must be located on the state highway system.

CATEGORY 3

NON-TRADITIONALLY FUNDED TRANSPORTATION PROJECTS

Category 3 is for transportation projects that qualify for funding from sources not traditionally part of the State highway Fund, including state bond financing (such as Proposition 12 and Proposition 14), the Texas Mobility Fund, pass-through financing, regional revenue and concession funds, and funding provided by local or military entities. Category 3 also contains funding for the development costs of design-build projects.

CATEGORY 4

STATEWIDE CONNECTIVITY CORRIDOR PROJECTS

Category 4 addresses mobility on major state highway system corridors, which provide connectivity between urban areas and other statewide corridors. Projects must be located on the designated highway connectivity network that includes:

- Texas Highway Trunk System
- National Highway System (NHS)
- Connections to Major Seaports or Border Crossings
- National Freight Network
- Hurricane Evacuation Routes

CATEGORY 5

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT

Category 5 addresses attainment of national Ambient Air Quality Standard in non-attainment areas (currently the Dallas-Fort Worth, Houston, San Antonio, and El Paso metro areas). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles.

CATEGORY 6

STRUCTURES REPLACEMENT AND REHABILITATION

Category 6 addresses bridge improvements through the following sub-programs:

- Highway Bridge Program
- Bridge Maintenance and Improvement Program
- Bridge System Safety Program

CATEGORY 7

METROPOLITAN MOBILITY AND REHABILITATION

Category 7 addresses transportation needs within the boundaries of MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs). This funding can be used on any roadway with a functional classification greater than a local road or rural minor collector.

CATEGORY 8

SAFETY

Category 8 addresses highway safety improvements through the sub-programs listed below. Common Category 8 project types include medians, turn lanes, intersections, traffic signals, and rumble strips.

CATEGORY 9

TRANSPORTATION ALTERNATIVES PROGRAM

Category 9 handles the federal Transportation Alternatives (TA) Set-Aside Program. These funds may be awarded for the following activities:

- Construction of sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act.
- Construction of infrastructure-related projects that provide safe routes for non-drivers.

The Texas Transportation Commission may supplement the funds allocated to individual districts in response to special initiatives, safety issues, or unforeseen environmental factors. Supplemental funding is not required to be allocated proportionately among the districts and is not required to be allocated according to the formulas specified above. In determining whether to allocate supplemental funds to a particular district, the Commission may consider safety issues, traffic volumes, pavement widths, pavement conditions, oil and gas production, well completion, or any other relevant factors.

CATEGORY 10

SUPPLEMENTAL TRANSPORTATION PROJECTS

Category 10 addresses a variety of transportation improvements through the following sub-programs:

- Supplemental Transportation Projects (Federal) Federal discretionary and congressional high-priority projects.
- Carbon Reduction Program (CRP) Addresses improvements designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.
- Federal Lands Access Program (FLAP) Addresses transportation facilities located on, are adjacent to, or provide access to federal lands.
- Texas Parks and Wildlife Department (TPWD) Construction and rehabilitation of roadways within or adjacent to state parks and other TPWD properties. Subject to memorandum of agreement between TxDOT and TPWD.
- Green Ribbon Program Projects to plant trees and other landscaping to help mitigate the effects of air pollution in air quality non-attainment or near non-attainment counties.
- Americans with Disabilities Act (ADA) Pedestrian Program Addresses construction or replacement of on-system pedestrian facilities to make the system more accessible and safer for all pedestrians including those with disabilities.
- Landscape Incentive Awards Allows TxDOT to execute joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community Achievement Awards Program. The awards recognize participating cities' or communities' efforts in litter control, quality of life issues, and beautification programs and projects.
- Railroad Grade Crossing and Replanking Program Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide).

CATEGORY 11

DISTRICT DISCRETIONARY

Category 11 addresses TxDOT district transportation needs through the sub-programs listed below. Common Category 11 project types include roadway maintenance or rehabilitation, added passing lanes (Super 2), and roadway widening (non-freeway).

CATEGORY 12

STRATEGIC PRIORITY

Category 12 addresses projects with specific importance to the state, including those that improve:

- Congestion and connectivity
- Economic opportunity
- Energy sector access
- Border and port connectivity
- Efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report
- The ability to respond to both man-made and natural emergencies

Agenda Item 11

Discussion and Action on the MPO's Funding Philosophy for Federal Formula Funds.

DISCUSSION: The Transportation Policy Committee requested for the TAC to provide a formal recommendation on how the LMPO should allocate its share of federal formula funds. The central question was whether the formula funds, which MPO has discretion over, should be prioritized for state Department of Transportation (DOT) projects, local government projects, or a specific mixture of both.

The LMPO's Transportation Improvement Program (TIP) is the four-year plan that accounts for all funded improvements along federally classified roadways in the region, regardless of whether they are local or state-led. This is a cooperative process designed to ensure a coordinated and consistent transportation network. However, a key issue has arisen regarding how the MPO's specific share of federal formula funds are programmed within this framework.

- **Sub allocated vs. statewide funds:**

It's important to understand the two main sources of federal funding. Some funds are directly sub-allocated to the MPO to program. Other funds are held at the state level by the DOT. The focus of this discussion was on the funds that the LMPO controls.

- **Balancing priorities:**

The request was to review the current approach in allocating these funds. The committee was asked to consider and decide on a clear policy that defines how to balance the need for both local and state projects. For example, should funding categories be reserved exclusively for local projects, or should all categories be open to both?

Cooperation and Coordination

The relationship between MPO and state DOT priorities for funding is cooperative and coordinated.

- **Consistency:**

MPO TIPs and the state STIP must be consistent with one another. Federal law mandates this coordination to ensure a cohesive and comprehensive transportation network.

- **Performance targets:**

The MPO planning process incorporates federally mandated performance measures and targets for safety, pavement condition, and other metrics. This ensures both MPO and state DOT projects contribute to achieving these regional and statewide goals.

- **Public input:**

Both MPOs and state DOTs must provide opportunities for public involvement during the planning and project selection processes, which can influence prioritization decisions.

Action Required: Approve Resolution 2025-16

Staff Recommendation: Approval Resolution 2025-16.

Ten Year Funding Allocation – District and MPO

Category	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Total
CAT 1: PREVENTIVE MAINTENANCE AND REHABILITATION	\$ 87,846,211	\$ 85,183,568	\$ 91,480,258	\$ 78,993,189	\$ 75,219,224	\$ 62,880,120	\$ 63,884,607	\$ 66,335,125	\$ 68,584,945	\$ 69,875,871	\$ 750,283,118
CAT 2: METROPOLITAN AND URBAN CORRIDOR PROJECTS	\$ 5,751,892	\$ 6,700,198	\$ 7,702,896	\$ 8,852,015	\$ 9,258,438	\$ 9,014,618	\$ 8,937,251	\$ 8,563,179	\$ 9,107,734	\$ 8,991,715	\$ 82,879,937
CAT 4: STATEWIDE CONNECTIVITY CORRIDOR PROJECTS – URBAN	\$ 4,385,464	\$ 5,103,376	\$ 5,864,967	\$ 6,738,207	\$ 7,046,588	\$ 6,864,560	\$ 6,807,183	\$ 6,522,753	\$ 6,936,387	\$ 6,847,764	\$ 63,117,249
CAT 7: METROPOLITAN MOBILITY AND REHABILITATION	\$ 8,489,714	\$ 8,167,278	\$ 8,167,278	\$ 8,167,278	\$ 8,167,278	\$ 8,167,278	\$ 8,167,278	\$ 8,167,278	\$ 8,167,278	\$ 8,167,278	\$ 81,995,216
CAT 9: TRANSPORTATION ALTERNATIVES	\$ 990,560	\$ 950,181	\$ 950,181	\$ 950,181	\$ 950,181	\$ 950,181	\$ 950,181	\$ 950,181	\$ 950,181	\$ 950,181	\$ 9,542,189
CAT 10: CARBON REDUCTION	\$ 992,598	\$ 992,598	\$ 992,598	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$ 2,977,794
CAT 11: DISTRICT DISCRETIONARY	\$ 4,015,203	\$ 4,302,568	\$ 4,464,511	\$ 4,617,211	\$ 4,720,282	\$ 4,501,716	\$ 4,425,431	\$ 4,423,353	\$ 4,523,562	\$ 4,569,992	\$ 44,563,830
CAT 11: ENERGY SECTOR	\$ 7,869,478	\$ 11,562,106	\$ 12,600,843	\$ 13,580,303	\$ 14,241,424	\$ 12,839,486	\$ 12,350,178	\$ 12,336,851	\$ 12,979,614	\$ 13,277,423	\$ 123,637,707
CAT 11: SAFETY	\$ 2,817,393	\$ 3,351,723	\$ 3,652,842	\$ 3,936,776	\$ 4,128,427	\$ 3,722,021	\$ 3,580,177	\$ 3,576,313	\$ 3,762,643	\$ 3,848,974	\$ 36,377,289
Total	\$ 123,158,513	\$ 126,313,596	\$ 135,876,374	\$ 125,835,160	\$ 123,731,842	\$ 108,939,980	\$ 109,102,286	\$ 110,875,033	\$ 115,012,344	\$ 116,529,198	\$ 1,195,374,329



- Current Fiscal Year and the subsequent committed two years.



- Federal funding categories under MPO discretionary programming.



- TxDOT Districts identify projects, MPOs screen them, and TxDOT's Transportation Planning and Programming Division scores all projects statewide, the Texas Transportation Commission establishes the overall funding.



Lubbock Metropolitan Planning Organization

Working Together



Resolution 2017-03

WHEREAS, the preamble to House Bill 20 passed by the 84th Texas Legislature stipulates, among other things, that the Texas Transportation Commission (TTC) is required to develop a performance based planning and programming process dedicated to providing the executive and legislative branches of government with indicators that quantify and qualify progress toward attaining the seven strategic goals adopted by the Commission and the legislature and shown on Exhibit B; and

WHEREAS, Texas Transportation Code (TTC), Section 201.9911 requires each Metropolitan Planning Organization (MPO) to develop a 10-year plan in order to program funding allocated to the region by the Texas Transportation Commission (TTC); and

WHEREAS, TTC 201.9911 requires the first four years of the plan to be developed to meet the Transportation Improvement Program (TIP) requirements of 23 U.S.C. 134 or 135, as applicable; and

WHEREAS, TTC 201.9932 requires each MPO to develop its own project recommendation criteria, shown on Exhibit A, which also shall include consideration of six additional selection criteria prescribed by 201.9932 and shown on Exhibit B; and

WHEREAS, the Texas Administrative Code Section 16.105 (d)(1)(A) also specifies that the Commission shall consider certain criteria for project selection which are implied to be the same criteria stipulated in TTC 201.9932 that the MPO must consider and which are also shown on Exhibit B; and

WHEREAS, the projects selected for the 10-year plan have been determined to support and make progress toward the achievement of the seven national goals set out at 23 U.S.C. 150 (b), Exhibit B, adopted to implement a national performance and outcome-based planning program in key programming areas including safety, infrastructure condition, congestion, system reliability, emissions, and freight movement; and

WHEREAS, the projects selected for the 10-year plan have been determined to satisfy the eight general purposes set out at 49 U.S.C. 5301 for public transportation, Exhibit B; and

WHEREAS, the 10-year plan has been developed pursuant to and is consistent with the MPO's public involvement plan, Title VI and Environmental Justice plans; and

WHEREAS, the 10-year plan has been determined to support intercity bus and commuter van pools (23 U.S.C. 134 (c) (2) and (i)(2)) as appropriate and as described on Exhibit B; and

WHEREAS, the 10-year plan has been determined to support the eleven listed criteria that describe the scope of the transportation planning process set out at 23 U.S.C. 134 (h)(1)(I) and (A-J), shown on Exhibit B; and

WHEREAS, the 10-year plan has been determined to support the representation or make up of the Policy Board pursuant to 23 U.S.C. 134 (d)(3), Exhibit B, respecting the MPO's bylaws regarding board representation from the public transportation sector; and

WHEREAS, the 10-year plan has been determined to be consistent with the requirement to preserve the existing and future transportation infrastructure, Exhibit B, as described in 23 U.S.C. 134 (i)(2)(G); and

WHEREAS, the 10-year plan project selection process also considers the role that intercity buses play in reducing congestion, pollution, and energy consumption along with strategies that preserve and enhance the intercity bus systems described at 23 U.S.C. 134 (i)(2)(H) and (i)(b)(A) and shown on Exhibit B; and

WHEREAS, the 10-year plan has been developed consistent with the consultation and pursuant to the public outreach requirements described at 23 U.S.C. 134 (g)(3)(A) and (i)(b)(A) and shown on Exhibit B; and

WHEREAS, the 10-year plan addresses the congestion management requirements described at 23 U.S.C. 134 (k)(3) shown on Exhibit B, along with the LMPO's Congestion Management Program Goals.

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 re-affirms the project selection criteria approved for the 2012-2040 Metropolitan Transportation Plan shown on Exhibit A as the criteria to be used to develop the 10-year transportation plan required by TTC 201.9911.

Section 2. That; the Transportation Policy Committee of the LMPO approves the additional project selection criteria shown on Exhibit B and required by TTC Section 201 and 23 U.S.C. 134 as appropriate to be made a part of the project selection criteria for the LMPO transportation planning process in order to implement the 10-year plan.

Section 3. That; the Transportation Policy Committee of the LMPO approves Amendment No. 1 to the 2017-2020 TIP respecting the directives contained in Exhibit D, made a part of this resolution.

Section 4. That; the Transportation Policy Committee of the LMPO approves Amendment No. 6 to the 2012-2040 MTP respecting the directives contained in Exhibit E, made a part of this resolution.

Section 5. That; the Transportation Policy Committee of the LMPO approves the prioritized list of candidate projects, Exhibit C, to advance to the Texas Transportation Commission as the LMPO's 10-year plan and further asserts that the plan is consistent with rules developed by the TTC to implement a performance-based planning and programming process dedicated to providing the executive and legislative branches of the state government with indicators that quantify and qualify progress toward achieving TxDOT goals and objectives established by the legislature and the TTC.

Section 6. That; the Transportation Policy Committee of the LMPO approves the accompanying financial plan, Exhibit F, demonstrating that Amendment No. 1 to the 17/20 TIP, Amendment No. 6 to the MTP and the 10-year plan are fiscally constrained.

Section 7. That; the Transportation Policy Committee of the LMPO finds that in developing the 10-year plan to support TxDOT's 10-year Unified Transportation Program (UTP) and financial forecast associated with Proposition 1 and Proposition 7 funding that the LMPO desires to place all of the FY 18 allocation of Proposition 1 funding on MPO 4022, F.M. 179 from 19th Street to 82nd Street.

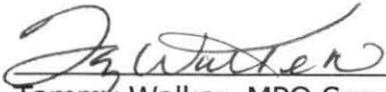
Section 8. That; the Transportation Policy Committee of the LMPO finds that in developing the 10-year plan to support TxDOT's 10 year Unified Transportation Program (UTP) and financial forecast associated with Proposition 1 and Proposition 7 funding that the LMPO's priority project for Category 2 funding is 4021-Loop 88 as it might be segmented from time to time to advance to construction.

Passed and adopted by the Transportation Policy Committee on this, the 28th
Day of February, 2017.



Maurice Pearl, Chairman
LMPO Transportation Policy Committee

ATTEST:



Tammy Walker, MPO Secretary

APPROVED AS TO CONTENT:



H. David Jones, LMPO
Transportation Planning Director



Lubbock Metropolitan Planning Organization

Working Together



Resolution 2025-16

A Resolution of the Transportation Policy Committee of the Lubbock Metropolitan Planning Organization Regarding Category Funding Priorities for the Transportation Improvement Program (TIP)

WHEREAS, 23 U.S.C. §134(c)(1) and 49 U.S.C. §5303(c) and (j) require each Metropolitan Planning Organization (MPO), in cooperation with the State and public transportation operators, to develop a Transportation Improvement Program (TIP) through a performance-driven, outcome-based planning process for the Metropolitan Planning Area (MPA); and

WHEREAS, the TIP must provide for the development, management, and operation of an integrated, multimodal transportation system, including accessible pedestrian walkways and bicycle facilities, serving the MPA; and

WHEREAS, 23 U.S.C. §134(j)(1)(A) requires the MPO to develop a TIP containing projects that are consistent with the adopted Metropolitan Transportation Plan (MTP) and the ten-year plan, reflecting the investment priorities of the MTP and supporting progress toward established performance targets; and

WHEREAS, 23 U.S.C. §134(j)(1)(B) further requires that the MPO provide adequate opportunity for participation by interested persons in the development of the TIP; and

WHEREAS, 23 U.S.C. §134(j)(2)(A) specifies that the TIP must include a priority list of proposed federally supported projects and strategies to be carried out within each four-year period, accompanied by a financial plan demonstrating fiscal constraint and implement ability; and

WHEREAS, the Transportation Policy Committee (TPC) of the Lubbock Metropolitan Planning Organization (LMPO) has directed the Technical Advisory Committee (TAC) to identify and recommend funding priorities for categorical federal and state funding programs for the current TIP cycle;

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

Section 1: The TPC hereby adopts the following category funding priorities for the current TIP cycle:

- Category 1 – Preventive Maintenance and Rehabilitation: Funding priority assigned to the TxDOT Lubbock District.

- Category 2 – Metropolitan and Urban Area Corridor Projects: Funding priority assigned to the TxDOT Lubbock District.
- Category 4 – Statewide Connectivity Corridor Projects: Funding priority assigned to the TxDOT Lubbock District.
- Category 7 – Metropolitan Mobility and Rehabilitation: Funding priority assigned to local, off-system capacity projects. If Category 7 funds cannot be obligated or are at risk of lapse, the Committees may consider and advance alternative project or projects, on or off system.
- Category 10CR – Carbon Reduction Program (CRP): The TPC reaffirms continued support for all projects in the 2025–2028 TIP currently utilizing Category 10CR funds.
- Category 11 – District Discretionary: Funding priority assigned to the TxDOT Lubbock District.
- Category 12 – Strategic Priority: Funding priority assigned to the TxDOT Lubbock District.

Section 2: This resolution shall apply only to the current TIP cycle and may be amended by the Transportation Policy Committee as necessary to maintain consistency with federal and state planning requirements or project delivery needs.

PASSED AND ADOPTED by the Transportation Policy Committee of the Lubbock Metropolitan Planning Organization this **21st day of October, 2025.**

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

ATTEST:

Tammy Walker, MPO Secretary

APPROVED AS TO CONTENT:

Martin Lucero,
Executive Director

APPROVED AS TO FORM:

Slater Elza
Attorney for the MPO

Agenda Item 12

Discuss and take appropriate action regarding the Draft Safety Action Plan.

DISCUSSION: The Lubbock MPO has completed a draft Safety Action Plan. The SAP is the federally required initial step for government agencies within the Lubbock MPO to become eligible to seek implementation or demonstration project grant funding in the future, for safety initiatives. Beyond funding, the SAP also raises community awareness about local transportation safety issues. It identifies high-risk areas, focusing on locations with the most frequent fatal and serious injury crashes, and outlines data-driven strategies or countermeasures to improve safety in these areas.

The MPO is the regional coordinator and administrator for data linked to the Safety Action Plan, such as strategy and funding. When a neighboring planning organization has a federally approved Safety Action Plan, a Metropolitan Planning Organizations have received guidance on non-duplicative responsibility for safety planning within its jurisdiction. As SPAG and the City of Lubbock have both received federal funds to create their own SAP the LMPO goal was to maintain regional coordination, localize and institutionalize safety planning activities, and include their findings as is pertinent into the overall transportation plan.

Key MPO actions regarding a Safety Action Plan

- **Establish a strong relationship:**

Initiate formal discussions and establish agreements with the surrounding planning organization to clarify roles and responsibilities and ensure the plans are not conflicting.

- **Share data and resources:**

Work together to share crash data, safety analysis, and performance metrics. This prevents duplicative efforts and ensures a consistent, data-driven approach across the broader region.

- **Promote regional initiatives:**

Sustain local participation in broader safety efforts and communicate how the adjacent plan addresses the MPO's safety needs.

Develop a localized plan or program

- **Address unique needs:** While the adjacent plan provides a foundation, the MPO must address safety issues and priorities unique to its specific metropolitan area.
- **Create regional action plans:** The MPO can develop its own Regional Safety Action Plan that aligns with the larger plan. It should also incorporate the goals and actions from the adjacent plan into its own local considerations.

Align planning documents and investment priorities

- **Integrate safety targets:** The MPO must either adopt the State's Highway Safety Improvement Program (HSIP) safety targets or commit to specific, quantifiable targets for its own metropolitan area. These targets must be included in the MPO's Metropolitan Transportation Plan (MTP).
- **Link projects to safety goals:** Incorporate the safety goals and performance targets from the State Strategic Highway Safety Plan (SHSP) and adjacent plans into the MPO's MTP and Transportation Improvement Program (TIP).

Action required: Approve Resolution 2025-14 adopting the LMPO Safety Action Plan.

Staff recommendation: Approve the resolution.



Lubbock Metropolitan Planning Organization

Working Together



Resolution 2025-14

A Resolution of the Transportation Policy Committee of the Lubbock Metropolitan Planning Organization Adopting the Comprehensive Safety Action Plan

WHEREAS, traffic crashes resulting in death or serious injury are not inevitable, but are largely preventable through coordinated efforts in planning, design, education, enforcement, and operations that account for all users of the transportation system; and

WHEREAS, it is a fundamental responsibility of government to protect the health, safety, and welfare of the public by ensuring that the transportation network is designed and operated to minimize preventable harm; and

WHEREAS, the State of Texas currently leads the nation in traffic fatalities, with 2023 recording the highest number of deaths since 1981 and the second-highest since statewide recordkeeping began in the 1940s; and

WHEREAS, Lubbock County continues to experience roadway crashes that demand a comprehensive and data-driven approach to improve planning, design, policy, enforcement, legal processes, education, and communication to address the systemic causes of severe crashes; and

WHEREAS, the Lubbock Metropolitan Planning Organization (LMPO), as the designated Metropolitan Planning Organization for the region, has developed a Comprehensive Safety Action Plan (CSAP) in alignment with the goals of the Safe Streets and Roads for All (SS4A) program and the LMPO Metropolitan Transportation Plan (MTP); and

WHEREAS, adoption of the Comprehensive Safety Action Plan will position the LMPO and its member agencies to access additional federal safety construction funds and to coordinate regional efforts to reduce fatal and serious injury crashes;

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

Section 1: The Lubbock MPO Policy Committee affirms its commitment to the goal of achieving zero deaths or serious injuries resulting from roadway crashes in Lubbock County by the year 2035.

Section 2: The Comprehensive Safety Action Plan establishes a data-driven framework incorporating best practices in planning, engineering, enforcement, education, and engagement to guide coordinated regional actions toward this Vision Zero objective.

Section 3: The Comprehensive Safety Action Plan places equity and vulnerability at the forefront, prioritizing improvements on the most hazardous corridors and addressing risks faced by the most vulnerable and transportation dependent populations to enhance community health and well being.

Section 4: The Comprehensive Safety Action Plan was developed using refined crash and roadway data, along with extensive public input gathered from residents, advocacy groups, and transportation stakeholders, ensuring that community concerns and needs are reflected in the strategies adopted.

Section 5: The Lubbock MPO is committed to tracking progress, challenges, and outcomes in implementing the zero fatality goal and will continue to maintain and enhance its regional safety database to support ongoing evaluation and improvement.

Section 6: The Lubbock MPO hereby adopts the Comprehensive Safety Action Plan and will incorporate its recommendations into MPO planning processes, project prioritization, education programs, and communication initiatives.

Section 7: The Lubbock MPO will collaborate with regional partners, including the Texas Department of Transportation, City of Lubbock, City of Wolfforth, Lubbock County, and regional transit agencies, to coordinate planning, design, maintenance, operations, and enforcement practices that collectively contribute to a safer countywide transportation system.

PASSED AND ADOPTED by the Transportation Policy Committee of the Lubbock Metropolitan Planning Organization this **21st day of October, 2025**.

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

Organization
Attest:

Tammy Walker, MPO Secretary

Approved as to Content:

Martin Lucero
Executive Director

Approved as to form:

Slater Elza
Attorney for the MPO

Agenda Item 13

Reports:

- **Monthly Financial Report**

Lubbock
Metropolitan Planning Organization
Statement of Revenues and Expenditures
FY 2025
Budget

ACCOUNT	DESCRIPTION	ACTUAL FY 2025 August	APPROVED BUDGET FY 2025	% BUDGET REALIZED
SOURCES				
TXDOT PL 112 ALLOCATION (Combined)		1,517,366	903,110	168.02
EXPENDITURES				
PAYROLL/BENEFITS				
8002 PAYROLL - FULL TIME		205,574	227,137	90.51
8003 PAYROLL - PART TIME		29,878	51,206	58.35
8005 PAYROLL - STABILITY PAY		500	650	0.77
8006 PAYROLL - TERMINAL PAY			27,500	0.00
8009 PAYROLL - EDUCATION INCENTIVE			-	0.00
8031 BENEFITS - RETIREMENT TMRS		37,645	45,728	82.32
8033 BENEFITS - SOCIAL SECURITY		17,202	21,293	80.79
8034 BENEFITS - GROUP INSURANCE		37,904	49,442	76.66
8035 BENEFITS - WORKERS COMPENSATION		1,183	2,500	47.34
8037 BENEFITS - BASIC LIFE INS		15	40	38.63
8038 BENEFITS - GROUP DENTAL		857	2,500	34.30
8042 BENEFITS - CITY PAID LTD			-	0.00
PAYROLL/BENEFITS SUBTOTAL		330,759	427,996	77.28
SUPPLIES				
8107 SUPPLIES - OFFICE SUPPLIES		4,041	7,000	57.72
8110 SUPPLIES - OTHER OFFICE SUPPLIES		-	-	0.00
SUPPLIES SUBTOTAL		4,041	7,000	57.72
OTHER CHARGES				
8302 PROFESSIONAL SERVICE		134,017	160,092	83.71
8303 BOARDS AND COMMISSIONS		182	470	38.79
8304 ADVERTISING AND PROMOTIONS		3,039	5,000	60.78
8309 IT		27,511	23,690	116.13
8406 CONTRIBUTIONS-OTHER		46,766	194,400	24.06
8503 BENEFITS-LIABILITY INSURANCE		2,928	6,481	45.18
8701 RENTAL LEASES		28,147	30,750	91.53
9101 TELEPHONE		1,056	3,881	27.21
9103 POSTAGE			250	0.00
9106 CAR ALLOWANCE		900	700	128.57
9110 PROFESSIONAL DUES		450	400	112.50
9111 TRAINING AND TRAVEL		10,705	35,000	30.59
9146 COMPUTER EQUIPMENT		9,400	7,000	134.29
Reserve			-	0.00
9154 OFFICE FURNITURE			-	0.00
OTHER CHARGES SUBTOTAL		265,102	468,114	56.63
CAPITAL OUTLAY				
9225 EQ CAP OUT-COMPUTER		-	-	0.00
CAPITAL OUTLAY SUBTOTAL		-	-	0.00
TOTAL EXPENDITURES		\$ 599,901	903,110	66.43
TOTAL REVENUE				
REVENUE OVER EXPENDITURES				
		\$ 917,465		