



Finding of No Significant Impact for a FHWA Project

Proposed Action: Loop 88 Segment 4

Project Limits: From US 87 to US 84 (Slaton)

City: Lubbock

County: Lubbock

State: Texas

TxDOT CSJ(s): 1502-03-006

In accordance with 23 CFR Section 771.119 and Section 771.121, the Texas Department of Transportation (TxDOT) has determined that Loop 88 Segment 4 will not have a significant impact on the human or natural environment.

This Finding of No Significant Impact (FONSI) for the Preferred Alternative is based on the final Environmental Assessment (EA) dated August 2020 and the entire project record. This decision documents the selection of Build Alternative, presented in the final EA as the Preferred Alternative, which is described as:

The TxDOT Lubbock District is proposing to construct Segment 4 of Loop 88m from 0.5 miles east of US 87 to US 84 (Slaton) in Lubbock County, Texas. The proposed improvements would construct a six-lane divided freeway, three lanes in each direction, with two-lane frontage roads in each direction. The mainlanes would consist of six 12-foot-wide travel lanes with 10-foot-wide outside shoulders and 11-foot-wide inside shoulders. The frontage roads consist of two 12-foot-wide travel lanes with 8-foot-wide outside shoulders and 4-foot-wide inside shoulders. The proposed ROW width is 400 feet.

A Notice of Availability of the draft EA was issued on May 24, 2020.

A public hearing for this project was held on June 9, 2020.

No changes to the draft EA were made as a result of comments received on the draft EA during the posted comment period or from comments made at the public hearing.

Public Hearing Documentation has been prepared and is available for review on request.

The final EA and reports contained in the file of record have been independently evaluated by TxDOT and determined to adequately and accurately discuss the need, purpose, alternatives, environmental issues, impacts of the proposed project, and appropriate mitigation measures. These documents provide sufficient evidence and analysis for determining that preparation of an Environmental Impact Statement is not required. These documents are incorporated by reference into this decisional document.

Based upon TxDOT's review and consideration of the analysis and evaluation contained in the EA for this project, and after careful consideration of all social, economic, and environmental factors, including input from the public involvement process, TxDOT hereby issues this Finding of No Significant Impact for the Loop 88 Segment 4 project from US 87 to US 84 (Slaton).

TxDOT will ensure adherence and completion of all project commitments described in the final EA August 2020, Section 8.0 TxDOT will ensure that any and all local, state, or federal permit requirements and conditions are met and otherwise complied with.



Finding of No Significant Impact for a FHWA Project

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and the Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

DocuSigned by:

Carlos Swonke

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TxDOT Environmental Affairs Division Director

10/26/2020

Date

Transportation Improvement Program And Financial Plan for Projects with Obligation Authority

FISCAL YEAR 2019 – 2022

October 1, 2018 – September 30, 2022



**Submitted by the
Lubbock Metropolitan Planning Organization**

Prepared in Cooperation with the

**City of Lubbock City of Wolfforth Lubbock County
Texas Department of Transportation
Citibus**

**United States Department of Transportation
Federal Highway Administration
Federal Transit Administration**

Disclaimer Statement

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

**Draft approval by TPC: May 15, 2018
Final approval by TPC: June 19, 2018**

THURSDAY, JUNE 14, 2018
9:27:09 AM

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2019-2022
GROUPED PROJECTS
LUBBOCK METROPOLITAN PLANNING ORGANIZATION
FY 2020

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
5 - LUBBOCK	LUBBOCK	1502-01-028	FM 1585	E,R	LUBBOCK		\$ 176,220	
LIMITS FROM 0.5 MI NORTH OF US 62						REVISION DATE: 07/2018		
LIMITS TO: 0.5 MI EAST OF US 87						MPO PROJ NUM: 4021		
PROJECT PRELIMINARY ENGINEERING						FUNDING CAT(S): #Type!		
DESCR:								
REMARKS USE GROUPED 500000957 FOR ROW PHASE_TPP_LAM						PROJECT HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 88,200	COST OF APPROVED PHASES:	TOTAL:	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 0		\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CONST COST:	\$ 1,800,000							
CONST ENG:	\$ 88,020		\$ 176,220					
CONTING:	\$ 20,340							
IND COSTS:	\$ 0							
BND FINANCING:	\$ 0							
TOTAL PRJ COST:	\$ 2,071,440							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
5 - LUBBOCK	LUBBOCK	1502-01-033	SL 88	E,R	LUBBOCK		\$ 112,959	
LIMITS FROM US 84 (SHALLOWATER)						REVISION DATE: 07/2018		
LIMITS TO: US 84 (SLATON)						MPO PROJ NUM: 4019		
PROJECT PRELIMINARY ENGINEERING						FUNDING CAT(S): #Type!		
DESCR:								
REMARKS						PROJECT HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 56,537	COST OF APPROVED PHASES:	TOTAL:	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 0		\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CONST COST:	\$ 1,153,825							
CONST ENG:	\$ 56,422		\$ 112,959					
CONTING:	\$ 13,038							
IND COSTS:	\$ 0							
BND FINANCING:	\$ 0							
TOTAL PRJ COST:	\$ 1,327,822							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
5 - LUBBOCK	LUBBOCK	1502-02-002	SL 88	E,R	LUBBOCK		\$ 112,959	
LIMITS FROM US 84						REVISION DATE: 07/2018		
LIMITS TO: US 62						MPO PROJ NUM: 4019		
PROJECT PRELIMINARY ENGINEERING						FUNDING CAT(S): #Type!		
DESCR:								
REMARKS						PROJECT HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 56,537	COST OF APPROVED PHASES:	TOTAL:	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 0		\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
CONST COST:	\$ 1,153,825							
CONST ENG:	\$ 56,422		\$ 112,959					
CONTING:	\$ 13,038							
IND COSTS:	\$ 0							
BND FINANCING:	\$ 0							
TOTAL PRJ COST:	\$ 1,327,822							

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

* FUNDING NOT FIXED

THURSDAY, JUNE 14, 2018
9:27:09 AM

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2019-2022
GROUPED PROJECTS
LUBBOCK METROPOLITAN PLANNING ORGANIZATION
FY 2020

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
5 - LUBBOCK	LUBBOCK	1502-03-006	SL 88	E,R	LUBBOCK		\$ 155,278	
LIMITS FROM US 87						REVISION DATE: 07/2018		
LIMITS TO: US 84 (SLATON)						MPO PROJ NUM: 4019		
PROJECT PRELIMINARY ENGINEERING						FUNDING CAT(S): #Type!		
DESCR:								
REMARKS						PROJECT HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 77,719	COST OF APPROVED PHASES:	TOTAL:	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ 0	\$ 155,278	\$	0	0	0	0	0
CONST COST:	\$ 1,506,092							
CONST ENG:	\$ 77,560							
CONTING:	\$ 17,923							
IND COSTS:	\$ 0							
BND FINANCING:	\$ 0							
TOTAL PRJ COST:	\$ 1,825,275							

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

* FUNDING NOT FIXED



Lubbock Metropolitan Planning Organization

Working Together



Resolution 2018-10

WHEREAS, 23 U.S. C. 134 (c) (1) requires Metropolitan Planning Organizations (MPOs) designated under subsection (d) in cooperation with the State and public transportation operators, to develop a long range Metropolitan Transportation Plan (MTP) through a performance-driven, outcome-based approach to planning for metropolitan areas of the State in order to accomplish the objectives set out in this subsection; and

WHEREAS, 23 U.S.C.134(c)(2) stipulates that the MTP for each metropolitan area shall provide for the development and integrated management and operation of transportation systems and facilities including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities and commuter vanpool providers that function as an intermodal transportation system for the metropolitan planning area and as an integral part of an intermodal transportation system for the State and the United States; and

WHEREAS, 23 U.S.C.(c)(3) stipulates that the process for developing the long range plan shall provide for consideration of all modes of transportation and shall be continuing, cooperative and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed; and

WHEREAS, 23 U.S.C.134(i) stipulates a 20 year forecast period updated every four (4) years including performance measures, targets, system reports, financial plans, and consultation with federal, state, tribal, and other land management and regulatory agencies; and

WHEREAS, the development of the fiscal 2019-2022 Transportation Improvement Program contemplates an amendment to the current 2012-2040 Metropolitan Transportation Plan pursuant the rules and regulations promulgated at 23 U.S.C.134, 49 U.S.C.5303, 43 TAC 16.51, and Section 201.9911 of the Texas Transportation Code.

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

Section 1: That; the Transportation Policy Committee of the LMPO approves Amendment No. 7 to the 2012-2040 MTP by adding the following projects to the constrained plan and declaring fiscal constraint.

- MPO 4074-Consultant Study/Wolfforth-Loop 88 Analysis
- MPO 4075-50th St., RR intx @ Milwaukee Ave
- MPO 4076-Ave P, 146th St. to Woodrow Rd.
- MPO 4054-Indiana, F.M. 1585 to Woodrow Rd.

Section 2: That; the Transportation Policy Committee of the LMPO approves the additional change of advancing MPO 4015 (34th St, Ave Q to Southeast Dr.) from the illustrative-unconstrained plan to the constrained plan and declaring fiscal constraint; and

Section 3: That; the Transportation Policy Committee of the LMPO approves the additional change of removing MPO 4058 (Loop 289, Slide (FM 1730) to IH 27) and MPO 4012 (82nd St, Quaker Ave to Elgin Ave) from the constrained plan and placing them back into the illustrative unconstrained plan for purposes of achieving fiscal constraint for the 2019-2022 TIP and FY 18 10 year plan; and

Section 4: That; the Transportation Policy Committee of the LMPO approves a change in limits to MPO 40-7 (Woodrow Rd, Slide (FM 1730) to U.S. 87) by segmenting it into MPO 40-7.A (Woodrow Rd, Loop 493 to Indiana) and MPO 40-7.B (Woodrow Rd, Indiana to Slide) and declaring fiscal constraint; and

Section 5: That; the Transportation Policy Committee of the LMPO approves a change in limits to MPO 4021 (Loop 88) by segmenting it into two additional links MPO 4021.3E (Loop 88 (Ph 3E), 0.5 Miles East of Quincy Ave to FM 179) and MPO 4021.3F ((Loop 88, Quintsna Ave to 0.5 Miles East of FM 179) and companion segment U.S. 62 to Quintsna Ave)) and declaring fiscal constraint; and

Section 6: That; the Transportation Policy Committee of the LMPO approves a change in the limits to MPO 4019 (Loop 88 U.S. 84 (Shallowater) to U.S. 84 (Slaton) by segmenting it into three additional links MPO 4019.1D & MPO 4019.2D (Loop 88 U.S. 84 to U.S. 62) and MPO 4019.4E (Loop 88 U.S. 87 to U.S. 84 (Slaton) and advancing it from the illustrative unconstrained plan to the constrained plan and declaring fiscal constraint; and

Section 7: That; the Transportation Policy Committee of the LMPO includes in Amendment No. 7 to the 2012-2040 Metropolitan Transportation Plan that certain Amendment No. 2 to the 2017-2020 TIP for the Transit Program Of Projects in order to maintain eligibility and fiscal constraint including the 2019-2022 Transit Program of Projects; and

Section 8: That, the Transportation Policy Committee of the LMPO includes in Amendment No. 7 to the 2012-2040 Metropolitan Transportation Plan the 2012-2040 constrained financial plan (**Exhibit A**).

Passed and adopted by the Transportation Policy Committee on this, the
15th Day of May, 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 A
Resolution 2018-10**

**LUBBOCK METROPOLITAN PLANNING ORGANIZATION
2012 - 2040 METROPOLITAN TRANSPORTATION PLAN**

PLANNED IMPROVEMENTS FOR TRANSPORTATION INFRASTRUCTURE AND PUBLIC TRANSPORTATION DELIVERY - AMENDMENT #7

APPROVED 6/14/2012

Amendment No. 1 5/21/2013

Amendment No. 2 3/18/2014

Amendment No. 3 8/19/2014

Amendment No. 4 3/17/2015

Amendment No. 5 4/19/2016

Adoption of 1720 TIP 4/19/2016

Amendment No. 6 2/28/2017

Year of Expenditure Costs (Thousands)

Supporting Amendment #1720 TIP - Supporting development of 10 yr plan

Supporting development of the 2015-2022 TIP & FY 2018 - 10 YR plan

Project Limits

MPO Proj #	Other ID #	Project Name	From	To	Type	Description	2012 Construction Costs	2012 P.E. & CPS Costs	2012 Utility Costs	2012 ROW Costs	Total Cost	YOY	YOY Cost	Beginning Balance
012R		114th Street	Quaker Avenue	Indiana Avenue	C	Widen Non-Freeway	450,000	100,000	100,000	0	0	2013	650,000	641,527,516
045R		Milwaukee Avenue	94th Street	104th Street	C	Widen Non-Freeway	5,650,000	900,000	100,000	0	0	2014	6,650,000	640,877,516
Placeholder		Various	Various Locations	Various Locations	CI	Placeholder	8,859,995	768,280	100,000	0	0	2016	9,728,275	634,227,516
40-2	049R	Milwaukee Avenue	104th Street	FM 1585	C	Widen Non-Freeway	12,241,417	2,661,180	100,000	30,000	15,032,597	2019	\$19,021,030	624,499,241
40-4	013R	University Avenue	98th Street	114th Street	C	Widen Non-Freeway	7,763,000	1,687,100	115,500	181,300	9,746,900	2017	\$11,858,594	605,478,211
40-5	017R	Milwaukee Avenue	Erskine Avenue	4th Street	C	Widen Non-Freeway	7,311,087	1,589,367	100,000	30,000	9,030,454	2016	\$10,564,253	593,619,617
40-6	016R	Erskine Avenue	Milwaukee Avenue	Frankford Avenue	C	Widen Non-Freeway	7,594,216	1,650,916	100,000	30,000	9,375,132	2016	\$10,967,578	581,055,264
40-7		Woodrow Road	Slide (FM1730)	U.S. 87	C	Widen Non-Freeway	11,057,894	1,250,023	0	0	\$12,307,917	2020	\$14,398,522	557,689,164
40-8	018R	Upland Avenue	66th Street	82nd Street	C	Widen Non-Freeway	11,064,090	1,106,469	30,000	1,108,125	\$13,309,284	2018	\$13,887,184	543,801,980
40-9	020R	Upland Avenue	82nd Street	98th Street	C	Widen Non-Freeway	7,933,467	1,034,800	327,250	720,000	\$10,015,517	2019	\$7,847,508	535,954,472
40-10		Upland Avenue	Alcove Avenue	U.S. 62/82	C	Widen Non-Freeway	1,748,000	380,000	100,000	360,000	\$2,588,000	2023	\$3,810,872	532,123,600
40-11	019R	34th Street	Upland Avenue	Milwaukee Avenue	C	Widen Non-Freeway	4,437,390	964,650	200,000	30,000	\$5,632,040	2024	\$8,670,266	523,453,334
40-13		82nd Street	Frankford Avenue	Quaker Avenue	RI	Widen Non-Freeway	7,874,780	1,929,300	500,000	0	\$10,304,080	2025	\$16,497,163	506,956,171
40-14		34th Street	Slide (FM1730)	Quaker Avenue	CI	Reconstruct 5 lanes	10,352,645	1,350,345	0	0	\$11,702,990	2020	\$17,457,432	489,498,739
40-16		34th Street	Quaker Avenue	Indiana Avenue	CI	Reconstruct 5 lanes	8,874,780	1,929,300	200,000	city	\$11,004,080	2015	\$0	489,498,739
4021.3A		Phase 3A Loop 88	Memphis Avenue U	Avenue U	C	Widen Non-Freeway	\$0	\$0	\$0	\$0	\$0	2020	75,000,000	414,498,739
4021.3B		Phase 3B Loop 88	Chicago Avenue U	Memphis Avenue U	C	Widen Non-Freeway	\$0	\$0	\$0	\$0	\$0	2022	75,000,000	339,498,739
4021.3C		Phase 3C Loop 88	Chicago Avenue U	US 87	C	Interchange	\$0	\$0	\$0	\$0	\$0	2024	75,000,000	264,498,739
4021.3D		Phase 3D Loop 88	Quincy Avenue U	Chicago Avenue U	C	Interchange	\$0	\$0	\$0	\$0	\$0	2026	75,000,000	189,498,739
40-22		FM 179	19th Street	FM 1585	C	Widen Non-Freeway	\$22,698,807	\$1,500,000	\$100,000	\$180,000	\$24,598,807	2018	\$17,000,000	172,498,739
40-23		Loop 289	US 84	US 84	C	Interchange	\$3,877,704	\$1,467,102	\$100,000	\$250,000	\$5,694,806	2023	\$38,700,000	133,798,739
40-24		114th Street	University Avenue	S.H. 87 (new)	C	Widen Non-Freeway	\$8,013,581	\$2,958,867	\$100,000	\$10,000	\$11,102,448	2018	\$8,565,774	125,232,965
40-25	014R	114th Street	Milwaukee Avenue	Slide Road	C	Widen Non-Freeway	\$4,496,974	\$1,687,750	\$115,000	\$180,000	\$6,479,724	2023	\$16,699,614	108,533,351
40-27	026R	University Avenue	114th Street	F.M. 1585	C	Widen Non-Freeway	\$4,009,290	\$1,488,346	\$100,000	\$100,000	\$5,697,636	2023	\$9,746,400	98,786,951
40-28	007R	98th Street	Milwaukee Avenue	Frankford Avenue	C	Widen Non-Freeway	\$4,057,443	\$1,530,200	\$100,000	\$100,000	\$5,117,643	2023	\$8,464,742	90,322,209
40-29	001R	114th Street	Slide (FM1730)	Quaker Avenue	C	Widen Non-Freeway	\$3,713,415	\$1,589,366	\$100,000	\$100,000	\$5,412,781	2018	\$6,600,125	81,722,084
40-30	040R	Milwaukee Avenue	Erskine Avenue	University Avenue	C	Widen Non-Freeway	\$3,951,440	\$1,467,102	\$100,000	\$100,000	\$5,548,542	2018	\$6,874,201	74,847,883
40-31	011R	114th Street	Indiana Avenue	University Avenue	C	Widen Non-Freeway	\$2,325,702	\$957,500	\$100,000	\$740,000	\$4,123,292	2023	\$6,202,000	60,300,109
40-32		Alcove Avenue	U.S. 84	82nd Street	C	Widen Non-Freeway	\$1,428,904	\$576,250	\$50,000	\$370,000	\$2,424,644	2023	\$6,653,109	50,653,109
40-34		MLK	U.S. 84	82nd Street	C	Widen Non-Freeway	\$2,680,845	\$1,012,650	\$115,500	\$180,000	\$3,989,995	2023	\$6,000,000	50,653,109
40-35	023R	Frankford Avenue	114th Street	FM 1585	C	Widen Non-Freeway	\$1,000,000	\$100,000	\$100,000	\$100,000	\$1,300,000	2018	\$1,710,711	48,942,398
40-49		University Avenue	FM 1585	Woodrow Road	CI	Widen Non-Freeway	\$1,000,000	\$100,000	\$100,000	\$100,000	\$1,300,000	2018	\$1,710,711	48,942,398

