



## MPO POLICY COMMITTEE MEETING

www.laredompo.org

**Meeting Date & Time:** September 21st, 2022 at 1:30 p.m.

**Meeting Location:** City of Laredo Council Chambers, 1110 Houston St., Laredo, Texas 78040

**Meeting Link:** <http://laredotx.swagit.com/live>

**Laredo TV:** Spectrum TV channel 1300

### AGENDA:

- I. CHAIRPERSON TO CALL MEETING TO ORDER
- II. CHAIRPERSON TO CALL ROLL
- III. CITIZEN COMMENTS

Speakers are required to fill out witness cards, which must be submitted to MPO Staff no later than 1:45 p.m. the day of the meeting. Speakers shall identify themselves at the microphone. Comments are limited to three (3) minutes per speaker. No more than three (3) persons will be allowed to speak on any side of an issue. Should there be more than three (3) people who wish to speak on a specific issue, they should select not more than three (3) representatives to speak on their behalf. The presiding officer may further limit public on the interest of order or time. Speakers may not transfer their minutes to any other speaker. Comments should be relevant to MPO business and delivered in a professional manner. No derogatory remarks shall be permitted.

#### IV. ITEMS REQUIRING POLICY COMMITTEE ACTION:

- A. Approval of the minutes for the meeting held on August 17th, 2022.
- B. Receive public testimony and approve Resolution No. MPO 2022-07, adopting the updated 2022 Public Participation Plan.
- C. Receive public testimony and initiate a 10-day public review and comment period for the following proposed amendments to the 2023-2026 Transportation Improvement Program (TIP):



## MPO POLICY COMMITTEE MEETING AGENDA

1. **Addition** of project CSJ 0922-33-205 intended to provide for the construction of new 4 lane [off-system] highway with continuous turn lane. The estimated construction cost is \$35,280,000. Category 7 funds in the amount of \$16,500,000 have been allocated for this project. Other funding amounts include \$14,780,000 in Category 3-local and \$4,000,000 in Category 12 Strategic Partnership funds. The project sponsor is the Webb County City of Laredo Regional Mobility Authority and the proposed letting date is FY 2026. The project sponsor is the Webb County City of Laredo Regional Mobility Authority and the proposed letting date is FY 2026.
  2. **Reprogramming/addition** of project CSJ 0922-33-076 for the realigning of Flecha Ln. and Las Cruces Blvd. **Purpose** of amendment is to add this project to the 2023-2026 TIP as the updated letting date for this project has been changed to FY 2023. This project was previously included in the FY 2021-2024 TIP.
  3. **Reprogramming/addition** of project CSJ 0922-33-093 (Calton Rd. and Santa Maria Ave. Interchange) for the construction of a grade separation interchange. **Purpose** of amendment is to add this project to the 2023-2026 TIP as the updated letting date for this project has been changed to FY 2023. This project was previously included in the FY 2021-2024 TIP.
  4. **Transit revision** to increase FY 2023-2026 total transit funding from \$69,929,560 to \$88,274,585 for an increase of \$18,345,025.
- D. Receive public testimony and initiate a 10-day public review and comment period for the following proposed revisions to the 2020-2045 Metropolitan Transportation Plan (MTP):
1. **Revision** of *Appendix A – Short Range Projects Identified in the MTP and Listed in the TIP* as necessary to incorporate and reflect the proposed revisions to the 2023-2026 TIP.
- E. Discussion with possible action on the allocation and programming of Category 7 funds, including for project CSJ 0086-16-008 Loop 20 interchange at Lomas del Sur Blvd., and any other matters incident thereto.
- F. Discussion with possible action on submitting a planning grant application for the U.S. Department of Transportation Reconnecting Communities Pilot Program in collaboration with the Downtown Tax Increment Reinvestment Zone (TIRZ) No. 1 and Laredo Main Street, and any other matters incident thereto.
- G. Discussion with possible action on exploring the feasibility of a Transportation Reinvestment Zone (TRZ) in North Laredo-Webb County including along FM 1472.



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- H. Discussion with possible action on El Metro's request to terminate the Advanced Funding Agreements (AFAs) for the ADA Bus Stops and Bicycle Plazas project CSJ 0922-33-181 and 0922-33-202, and any other matters incident thereto.
  - I. A motion to authorize a 2022 Call for Projects for the Laredo Webb County Area MPO Transportation Alternatives Set-Aside (TASA) Program and approve the TASA Program Application Guidelines and funding levels.
  - J. Discussion with possible action on the Hachar-Reuthinger Road project.
- V. REPORT(S) AND PRESENTATIONS (No action required).
- A. Status report by the Regional Mobility Authority (RMA).
  - B. Presentation by Webb County Engineering on a proposed strategy to accelerate the construction of Outer Loop Segments 1, 2, and 3 by leveraging local funds and Category 7 funds.

### VI. DIRECTOR'S COMMENTS

### VII. ADJOURNMENT

#### **NOTICE INFORMATION:**

Notice of this meeting was posted at the municipal government offices, 1110 Houston Street, Laredo, Texas, at a place convenient and readily accessible to the public at all times. Said notice was posted 72 hours before the meeting date and time. The agenda and meeting information was also posted online at <http://www.laredompo.org/agendas-minutes/>.

All meetings of the MPO Committee are open to the public. Persons who plan to attend this meeting and who may need auxiliary aid or services such as: interpreters for persons who are deaf or hearing impaired, readers of large print or Braille, or a translator for the Spanish language are requested to contact MPO Staff at 956-794-1613, or via email at [aquijano@ci.laredo.tx.us](mailto:aquijano@ci.laredo.tx.us) at least two working days prior to the meeting so that appropriate arrangements can be made. Materials in Spanish may also be provided upon request.

Disability Access Statement: This meeting is wheelchair accessible. The accessible ramps are located at 1110 Victoria and 910 Flores. Accessible parking spaces are located at City Hall, 1110 Victoria.

Ayuda o Servicios Auxiliares: Todas las reuniones del Comité del MPO están abiertas al público. Personas que planean asistir a esta reunión y que pueden necesitar ayuda o servicios auxiliares como: interpretes para personas con discapacidad auditiva, lectores de letra grande o en Braille, o un traductor para el idioma español deben comunicarse con el personal del MPO al 956-794-1613 o por correo electrónico [aquijano@ci.laredo.tx.us](mailto:aquijano@ci.laredo.tx.us) por lo menos dos días laborales antes de



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la reunión para que se puedan hacer los arreglos apropiados. Material en español está disponible mediante una petición.

**Declaración de Acceso a la Discapacidad:** Esta reunión permite el acceso a personas en silla de ruedas. Las rampas de acceso están ubicadas en 1110 Victoria y 900 Flores. Los espacios de estacionamiento para discapacitados se encuentran por la calle Victoria.

**Información en español:** Si usted desea esta información en español o si desea explicación sobre el contenido, por favor llámenos al teléfono (956) 794-1613 o comuníquese con nosotros mediante correo electrónico a [aquijano@ci.laredo.tx.us](mailto:aquijano@ci.laredo.tx.us).

### **POLICY COMMITTEE MEMBERSHIP:**

#### City of Laredo Representatives:

Honorable Pete Saenz, Mayor and LWCAMPO Chairperson  
Honorable Ruben Gutierrez, Jr., City Councilmember, District V  
Honorable Dr. Marte Martinez, City Councilmember, District VI

#### County of Webb Representatives:

Honorable Tano E. Tijerina, Webb County Judge and LWCAMPO Vice-Chairperson  
Honorable Jesse Gonzalez, Webb County Commissioner, Pct. 1  
Honorable John Galo, Webb County Commissioner, Pct. 3

#### Laredo Mass Transit Board Representative:

Honorable Vanessa Perez, City Councilmember, District VII

#### State Representative:

Mr. David M. Salazar, Jr. P.E., TxDOT District Engineer

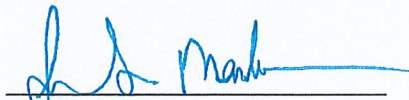
#### Private Sector Representative (Member at Large):

Mr. Humberto "Tito" Gonzalez, Jr., P.E.

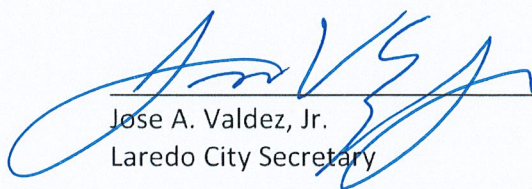
#### Ex-Officio Representatives:

Honorable Judith Zaffirini, State Senator, District 21  
Honorable Richard Raymond, State Representative, District 42  
Honorable Tracy O. King, State Representative, District 80

### **AGENDA REVIEWED:**



Juan S. Mendive,  
LWCAMPO Interim Director



Jose A. Valdez, Jr.  
Laredo City Secretary





# LAREDO & WEBB COUNTY

## AREA METROPOLITAN PLANNING ORGANIZATION

### POLICY COMMITTEE

#### MEETING MINUTES

August 17<sup>th</sup>, 2022

LIVE WEB LINK: <http://laredotx.swagit.com/live>  
PUBLIC ACCESS CHANNEL: Spectrum TV channel 1300

#### I. CHAIRPERSON TO CALL MEETING TO ORDER

Mayor Pete Saenz called the meeting to order at 1:32 P.M.

#### II. CHAIRPERSON TO CALL ROLL

Graciela Briones, LWCAMPO Staff, called roll and verified a quorum existed.

Judge Tijerina made a motion to excuse members not present.

Second: CM. Dr. Martinez  
For: 5  
Against: 0  
Abstained: 0

Motion carried unanimously

#### **Regular members present:**

Honorable Pete Saenz, Mayor and LWCAMPO Chairperson  
Honorable Tano E. Tijerina, Webb County Judge  
Honorable Ruben Gutierrez, Jr., City Councilmember, District V  
Honorable Dr. Marte A. Martinez, City Councilmember, District VI (joined the meeting at 1:34)  
Honorable Vanessa Perez, City Councilmember, District VII (joined the meeting at 1:36 p.m.)  
Honorable Jesse Gonzalez, Webb County Commissioner, Pct. 1 (joined the meeting at 1:35 p.m.)  
David M. Salazar, Jr., P.E., TxDOT District Engineer  
Humberto "Tito" Gonzalez, Jr., P.E., Member at Large

#### **Regular members not present:**

Honorable John Galo, Webb County Commissioner, Pct. 3



**Ex-Officio members not present:**

Honorable Judith Zaffirini, State Senator, District 21  
Honorable Richard Raymond, State Representative, District 42  
Honorable Tracy O. King, State Representative, District 80

**LWCAMPO Staff present:**

Juan Mendive, LWCAMPO Interim Director  
Graciela Briones, LWCAMPO Planner  
Julio Niño, LWCAMPO Planner  
Angie Quijano, LWCAMPO Administrative Assistant

**Others:**

Luis Perez Garcia, Webb County Engineering  
Guillermo Cuellar, Webb County Engineering  
Ramon Chavez, COL Engineering Department  
Orlando Navarro, COL Planning Department  
Eduardo Bernal, Transit, El Metro  
Sara Garza, TxDOT  
Luis Villarreal, TxDOT  
Jason Hinojosa, TxDOT  
Jose Vargas, TxDOT  
Kirk Fauver,  
Jed Brown, RMA  
Melisa Montemayor, HNTB, Inc.  
Victor Linares, ARIVA Surveying Engineering Construction  
Jonathan Vazquez, ARIVA Surveying Engineering Construction

**III. CITIZEN COMMENTS**

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**IV. ITEMS REQUIRING POLICY COMMITTEE ACTION:**



CM. Dr. Martinez joined the meeting at 1:34 p.m.

**A. Approval of the minutes for the meetings held on July 20th, 2022**

CM. Dr. Martinez made a motion to approve the minutes of July 20th, 2022.

Second: Judge Tijerina  
For: 5  
Against: 0  
Abstained: 0

Motion carried unanimously

CM. Ruben Gutierrez joined the meeting at 1:35 p.m.

CM. Vanessa Perez joined the meeting at 1:36 p.m.

**B. Discussion with possible action on gap funding for the Vallecillo Road Project, and any other matters incident thereto. (Requested by Mayor Pete Saenz).**

Juan Mendive, Interim MPO Director, stated that the item was placed on the agenda to discuss the funding gap for Vallecillo Road. He also stated the idea was to look at Category 7 monies to see what could be funded. He further mentioned that the action that the MPO committee would take would be to decide what years of funding the committee would want to program towards Vallecillo Road and how much. After that, MPO Staff would need to come back with TIP amendments to be able to add the funding to the TIP.

Mayor Saenz stated that he had conversations with Mr. Williams, Executive Director of TxDOT. Mayor Saenz stated that Mr. Williams stated TxDOT was willing to help with the overpass for Vallecillo.

Jed Brown, RMA, stated, the ask that the RMA had before the committee was that they receive two years of MPO's Category 7 dollars after Hachar is fully funded.

David Salazar, TxDOT District Engineer, stated the Hachar-Reuthinger would include the overpass on IH 35 and the roadway itself. He mentioned that the grade crossing on Mines Road was not funded yet. He further said TxDOT was currently working on planning for design and plan work but no funds were available at this time.

Humberto Gonzalez, TxDOT, stated that the funds available right now were to construct an overpass on Hachar-Reuthinger within TxDOT Right-of-Way. The funds allocated were approximately \$53 million of Category 7 for a divided highway that in the future could be



interstate highways and would connect at FM 1472 and IH35. He stated that there is a consultant on board already working on a design of the elevated connection for Hachar-Reuthinger to the overpass and such part is not funded yet.

Judge Tijerina requested to put an item on the next agenda regarding the \$7 million needed for the Lomas del Sur project.

Mr. Salazar, TxDOT, stated that the Vallecillo letter that came through, TxDOT usually abstains from voting on Category 7 MPO funds. On the allocation of the \$13 million for Vallecillo to the RMA, TxDOT would be voting in support of that item based on the fact that the Executive Director and the Transportation Commission Chairman have so elected to support the project. He also stated that the letter from Mr. Bruce stated that TxDOT was willing to immediately begin planning and design efforts for the project which is the overpass of IH35 and would work to pursue future funding opportunities for its delivery. He stated it meant that TxDOT would have to find funding for the \$45 million.

CM. Perez stated her concerns regarding starting a project before starting another one. She stated the area by the trade bridges was dying to relief and believed Vallecillo was the opportunity to get something going.

Mr. Salazar stated that for the Hachar-Reuthinger project, TxDOT was waiting on the last fiscal year 2023 in MPO funds so there could be a letting date of August of 2023. He also asked how soon Vallecillo would take to let.

Mr. Brown, RMA, stated the letting date would be January 2026.

Mr. Salazar, TxDOT, stated Vallecillo would let in 2026 and then could allocate \$13 million of the MPO dollars to that letting date, then take the 7 million and allocate it now and proceed with the Lomas del Sur project with the assumption that design and work are still missing.

Melisa Montemayor, HNTB, stated the project could be let in fiscal year 2026. With that in mind, funds of cat 7 fiscal year 2025 and 2026 fit perfectly with the letting schedule without requesting any acceleration of category 7 funds.

Judge Tijerina made a motion to fund the gap for \$16.5 million for Vallecillo Road project with Category 7 funds FY 2026-2027.

Second:	CM. Dr. Martinez
For:	8
Against:	0
Abstained:	0



Motion carried unanimously

CM. Gutierrez left the meeting at approximately 1:00 p.m.

Judge Tijerina left the meeting at approximately 1:05 p.m.

**C. Discussion with possible action on connecting International Blvd. north of US 59/Loop 20 to IH-35 and other necessary mobility improvements in Northeast Laredo, and any other matters incident thereto. (Requested by Dr. Marte A. Martinez).**

Dr. Martinez stated that when Loop 20 was designed, there was no off-ramp to McPherson road, only an on-ramp. He stated the traffic counts are equal to the Loop and IH35. Right now, as it stands, people have to exit through international which already had a lot of traffic. He further stated he has had conversations with TxDOT about the off-ramp and stated he was advised that there is not enough distance to create an off-ramp. He stated there is a possibility to add an off-ramp, if the on-ramp was removed but in order to do that, there would need to be another exit. He stated what he was looking for was a secondary exit to alleviate traffic and congestions on the northeast part of town. He further stated the goal was to extend McPherson north and extend International Blvd north all the way up to mile marker 13.

Mr. Salazar, TxDOT, stated when the McPherson overpass was constructed, there was only enough funds for McPherson, so the overpass was constructed and the on-ramp was constructed. Then, funding for International Blvd was available and an on-ramp and off-ramp was constructed. He stated the proximity of McPherson and International Blvd was so close to each other that with Federal Highway Administration (FHWA) regulations, an off and on-ramp cannot be placed. He stated at that time, the best solution on that area right now was an on-ramp on McPherson. He stated the concern was if there was an alternate route for all the subdivisions, the schools back towards IH35 where they have another exit and alleviate that traffic that is coming out of McPherson, then at that point TxDOT would certainly look at it and would be able to remove the on-ramp and place an off-ramp that would be associated with a study that would be conducted at that point.

Mr. Mendive stated the project would need to be added to the MTP and make sure the project is fiscally constrained project list so there's funds for the future. Cost estimates and more project information would be needed in order to be able to program in the long-range transportation plan.

Orlando Navarro, Planning Director, stated there was an annexation for an elementary school done right behind the United 9<sup>th</sup> grade campus. He stated there was a need for an



exit to come to McPherson and also to take East Point Rd and bring it north to connect in hopes that the road can be done sooner than later from the developer.

Cm. Dr. Martinez made a motion to **add** the project to the MTP on the physically constrained project list.

Second: CM. J. Gonzalez  
For: 6  
Against: 0  
Abstained: 0

Motion carried unanimously

**D. Discussion with possible action on the Hachar-Reuthinger Road project.**

CM. H. Gonzalez stated the project was still on schedule with letting date of August 2023. He stated that was the only update they had.

**V. REPORT(S) AND PRESENTATIONS (No action required)**

**A. Presentation on Planning and Environmental Linkages (PEL) by Federal Highway Administration (FHWA) representative, Kirk D. Fauver.**

Kirk Fauver, FHWA, gave a brief presentation on Planning and Environment Linkages (PEL). He presented the overview of the PEL benefits, flexibility in PEL approaches, the PEL best practices, and the FHWA PEL resources.

**B. Presentation by TxDOT on the status of ongoing projects.**

Jose Vargas, TxDOT, gave a brief presentation and status of ongoing projects.

**C. Status report by the Regional Mobility Authority (RMA).**

Jed Brown, RMA, provided a status report which included the following:

1. FM 1472 and Killam Industrial Blvd. Turn Lanes – The commencement of work at Killam Industrial Blvd. at FM 1472 occurred in early May 2022. In May and June, the acceleration lane construction of FM 1472 had been ongoing. The contractor has had struggles with resources due to COVID issues with staff. This resulted in delays for progressing on the Killam Industrial Blvd. section of the project during the latter month of July. On Friday the 12<sup>th</sup> of August, the contractor placed low profile concrete barrier along Killam Industrial Blvd. for the construction of the dedicated right turn lane to commence. **As of the week of the 8<sup>th</sup> of August, the project is 25% complete.** Based



on discussions with the contractor, we estimate that project will advance significantly over the next 2 weeks and be 50% complete by the end of August. Substantial completion of the project is anticipated for October 2022.

2. Los Presidentes (Cuatro Vientos to Brownwood) – Construction is ongoing. Our 12<sup>th</sup> construction progress meeting was held on 8/02/22. Paving of the street is 100% complete. Construction of the sidewalk and curb is ongoing. Street is largely complete from Cuatro Vientos to Isla Mujeres. The placement of the irrigation system is ongoing. A major critical path item that is pending is the revised design and construction for the 18-inch water main. The City of Laredo is working to develop the updated plans and issue to the Contractor. Based on the current status of items on the project, substantial completion is projected for late September/ early October completion. The project has been delayed due to lack of water for 2 to 3 weeks and the need for a revised water main design. **Overall the project is 90% complete.**
3. Loop 20 South (Cuatro Vientos) Acceleration/ Deceleration Lane Project - The project was awarded to Anderson Columbia in October 2021. Construction to commenced on the week of the 14th of March. The paving is largely complete. Major critical path item that is still pending is the installation of the proposed illumination on the Northbound and Southbound Lanes of Cuatro Vientos. The project is scheduled for completion in September 2022. **Overall, the project is approximately 90% complete.**
4. Loop 20 South (Cuatro Vientos) TRZ Study Update – Study commenced in May with the execution of the City of Laredo and WCCL RMA ILA. To date the team has met with representatives of the Laredo Economic Development Corporation and representatives of property owners in the study area. On 8/09/2022, the team met with Ms. Vanessa Guerra of the City Planning Department to discuss upcoming developments from local stake holders. The team will be conducting one-on-one stake holder meetings over the next 6 weeks. The study is scheduled for completion in **October 2022.**
5. Springfield Phase III – NTP was provided by the City of Laredo to AZAR Services, LLC on 12/15/21. Currently, the contractor is continuing to progress on the project. As in other projects, the supply of materials is continuing to be constrained. Substantial completion is scheduled for October 2022. **Overall, the project is approximately 65% complete.**
6. Webb County Fair Grounds TIA – The RMA team has completed the existing conditions analysis for the study. On 8/10/22, the RMA Team met internally for a status of progress of the project. Currently, the study is addressing the trip distribution for 2025 and 2035 traffic projections. The 2025 traffic projections will account for the 1<sup>st</sup> phase of the fair grounds to be constructed. The 2035 traffic projections will account for the US 59 immediate improvements of a 6-lane rural divided highway configuration and the full build out of the fair ground improvements. The timeframe for completion of the study is **December of 2022.**
7. River Road Corridor Study – The MPO Policy Committee approved moving forward with the Study. The WCCL RMA and the MPO have executed the Inter Local Agreement. The study has officially commenced. Duration of the study is estimated for 12 months. Currently, the team has begun identifying the environmental constraints of the

area (archaeological, water, biological, etc.). The Team will begin developing possible alignments over the next 2 to 4 weeks. The Team will commence reaching out to stakeholders to obtain input for possible alignments in the area in October 2022.

8. Safe Streets and Roads for All (SS4A) Grant – In partnership with the MPO and the City of Laredo, the RMA is developing the grant application to develop an action to prevent roadway deaths and serious injuries. Currently, the team is developing the scope of the action plan that will be included as part of the grant application narrative. The team has developed a list of local and state level elected officials to obtain letters of support for the grant application. The grant application for this study will be requesting \$2M from the FHWA. The application is due on September 15, 2022. The team anticipates submitting the application one week prior to the due date.
9. Vallecillo Road – As stated previously, on July 7th from US Congressman Henry Cuellar, he notified the RMA that Congress will provide a \$3 million earmark towards Vallecillo. This reduced the project funding gap from \$17.5 million to \$14.5 million. In our continued effort for funding to reduce the remaining gap, the project partners (WCCL RMA, City of Laredo, Killam Company) met with TxDOT Officials along with State and Federal elected officials for an in-person meeting with some individuals attending virtually on the 3<sup>rd</sup> of August. The meeting was very productive and a lot of good information was shared among the parties. The project funding was discussed in detail. The RMA will present the key takeaways from this meeting to the MPO Policy Committee members at the 8/17 MPO Policy Committee meeting. Attendees at the meeting included the following:
  - A. Attendees in support of the project:
    - Mr. Jed A. Brown – WC-CL RMA Chair
    - United States Congressman Henry Cuellar
    - Texas Secretary of State John Scott
    - State Senator Judith Zaffirini
    - State Representative Richard Raymond
    - State Representative Tracy King
    - Mayor Pete Saenz
    - Council Member Vanessa Perez
    - Mr. Cliffe Killam, Killam Development
    - Ms. Melisa Montemayor – WC-CL RMA GEC (HNTB)
  - B. Attendees from TxDOT:
    - Mr. Marc William - TxDOT Executive Director
    - Mr. Lance Williams – TxDOT Chief Engineer
    - Mr. David Salazar – TxDOT Laredo District Engineer



10. Other Items:

- The WC-CL RMA Board of Directors is tentatively scheduled to meet in September

**VI. DIRECTOR'S COMMENTS**

Mr. Mendive provided the following report:

**A. Administrative modification to the 2023-2026 Transportation Improvement Program (TIP) to incorporate an updated MPO/TxDOT Self-Certification Statement.**

1. As per TxDOT's request to MPOs, an administrative modification to the 2023-2026 Transportation Improvement Program (TIP) will be required to incorporate a revised Self-Certification Statement, which reflects updated language in accordance with the new Infrastructure Investment and Jobs Act (IIJA).

**B. MPO 2022 Transportation Alternatives (TA) Set-Aside Call for Projects update.**

2. The draft guidelines for the MPO 2022 Transportation Alternatives Set-Aside (TASA) Call for Projects have been reviewed by the Active Transportation Committee and Technical Committee. Both committees recommended approval pending FHWA's review. The guidelines will be submitted to FHWA for their review. We plan to bring an action item to the Policy Committee meeting in September to consider approving the guidelines and authorizing the Call for Projects.

**C. Schedule of upcoming meetings.**

3. Upcoming regularly scheduled meetings:
  - Active Transportation Committee – August 31, 2022
  - Technical Committee – September 13, 2022
  - Policy Committee – September 21, 2022

**VII. ADJOURNMENT**

CM. Dr. Martinez made a motion to adjourn the meeting at 3:03 p.m.

Second: CM. J. Gonzalez

For: 6  
Against: 0  
Abstained: 0

Motion carried unanimously

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Juan S. Mendive  
Interim LWCAMPO Director

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Pete Saenz, Mayor and LWCAMPO  
Chairperson



**LAREDO WEBB COUNTY  
METROPOLITAN PLANNING ORGANIZATION  
ACTION ITEM**

<b>DATE:</b> 09-21-2022	<b>SUBJECT: A RESOLUTION</b> Receive public testimony and approve Resolution No. MPO 2022-07, adopting the updated 2022 Public Participation Plan (PPP).	
<b>INITIATED BY:</b> Staff		<b>STAFF SOURCE:</b> Juan S. Mendive, Interim MPO Director
<b>PREVIOUS ACTION:</b> The Policy Committee initiated a 45-day public review and comment period on July, 20, 2022.		
<b>BACKGROUND:</b>  <p>The Public Participation Plan provides MPO staff with the framework to facilitate communication &amp; consultation between agencies making decisions &amp; the communities affected by them. As per 23 CFR 450.316, MPOs are required to develop &amp; use a documented public participation plan. This document serves an update to the previously adopted, May 15, 2017, version of the PPP. The overall objective is to ensure the process will be proactive, provide complete information, timely public notice, full access to key decision, &amp; opportunities for early &amp; continuing involvement as per 23 CFR 450.316(b).</p> <p>MPOs, as a recipient of federal funds, must comply with Title VI of the Civil Rights Act of 1964, including Executive Order 12898 (Environmental Justice) &amp; Executive Order 13166(Limited English Proficiency). This plan outlines the procedures, tools, techniques, &amp; expectations for public outreach &amp; education on transportation issues as outlined by federal legislation.</p> <p>The PPP shall be updated and re-approved every 5 years. Additionally, MPO staff may conduct an annual MOE on the methodology of the public outreach process.</p> <p>A minimum public comment period of 45 calendar days is required before the initial draft is adopted or an amendment to the public participation plan is approved by the MPO Policy Committee.</p> <p>Public Comments – No public comments were received during the 45-day public review and comment period.</p>		
<b>COMMITTEE RECOMMENDATION:</b> The Technical Committee recommends approval.		<b>STAFF RECOMMENDATION:</b> Staff recommends approval.

**RESOLUTION NO. MPO 2022-07**

BY THE LAREDO WEBB COUNTY AREA  
METROPOLITAN PLANNING ORGANIZATION  
POLICY COMMITTEE

**ADOPTING THE 2022 PUBLIC PARTICIPATION PLAN**

**WHEREAS**, the Laredo Webb County Area Metropolitan Planning Organization (LWCAMPO), as the designated Metropolitan Planning Organization, has reviewed the updated Public Participation Plan; and,

**WHEREAS**, the Laredo Webb County Area Metropolitan Planning Organization (LWCAMPO) finds that the updated Public Participation Plan meets federal and state requirements, and meets the transportation planning needs of the Laredo Metropolitan Area;

**NOW THEREFORE BE IT RESOLVED**, that the Laredo Webb County Area Metropolitan Planning Organization (LWCAMPO), as the designated Metropolitan Planning Organization, approved the updated Public Participation Plan, which is attached hereto and made a part hereof for all purpose.

We certify that the above resolution was adopted on September 21<sup>st</sup>, 2022 at a public meeting of the Policy Committee of the Laredo Webb County Area Metropolitan Planning Organization (LWCAMPO).

---

Honorable Pete Saenz  
Mayor of Laredo and Chairperson of the  
MPO Policy Committee

---

Juan S. Mendive  
Interim MPO Director

---

David M. Salazar, P.E.  
TxDOT District Engineer





2022

# Public Participation Plan



# LAREDO & WEBB COUNTY

AREA METROPOLITAN PLANNING ORGANIZATION



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# INTRODUCTION

## WHAT IS A METROPOLITAN PLANNING ORGANIZATION (MPO)?

Metropolitan Planning Organizations (MPOs) serve a critical and federally mandated role in the planning and decision-making process of the transportation system. In 1962, Congress passed the Federal Highway Act, which requires that all urbanized areas with populations of 50,000 or more establish MPOs to ensure that federally funded transportation projects and programs are based on a continuous, cooperative, and comprehensive planning process (3-C planning process).

The establishment of MPOs provides the regional view that enables transportation projects to be planned and delivered at a scale that is specifically tailored to the region. The regional view enables agencies to form connections across jurisdictional boundaries that facilitate cooperation in priority-setting as well as in the decision-making process for all modes of transportation. Transportation planning requires developing strategies for operating, managing, maintaining and financing the transportation system whilst furthering long-range goals. The MPO's role is to plan and program transportation improvements based on the local priorities and needs, as defined by the region's city and county governments. These local priorities and needs are then integrated into a state's Department of Transportation improvement program and directly impact how the state will build and manage the Interstate Highway System and state roads. That is, how well the transportation system performs, i.e. meets regional goals, affects current and long-range public policy concerns at the local, regional, state, and federal levels.

## WHO IS LWCAMPO

The Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO) is the federally designated MPO to develop and implement the 3-C planning process for the Laredo Urban area. It shall be hereinafter referred to as the "MPO". The Laredo Urban Area, as determined by the 2010 Census, has surpassed 200,000 in population and was designated a Transportation Management Area (TMA) effective July 18, 2012. The TMA is currently designated as an attainment area for the purpose of compliance with the Clean Air Act. The current TMA extends to the city limits of the City of Laredo, the City of Rio Bravo as well as portions of the County of Webb.



The transportation planning process reflects the vision goals and objectives that have been established as desirable “futures for the community”. The MPO’s mission statement is: “to set transportation related policy, identify existing and future local transportation needs in cooperation with TxDOT, and propose and recommend projects for all modes of transportation including mass transit and active transportation, with special attention to freight.”

In order to align said goals and objectives with federal and state policies and guidelines the MPO’s planning committees exercise the following measures:

- ◆ Make comprehensive consideration of various alternative strategies
- ◆ Ensure that the evaluation process encompasses a diverse set of concerns
- ◆ Promote collaborative participation of numerous transportation-related agencies and organizations
- ◆ Foster an open, timely, and meaningful involvement of the public

In addition, the MPO provides a forum for said local government and transportation agencies as well as the general public to ensure the region’s transportation needs are cooperatively met.

## **LWCAMPO’s MAJOR PLANNING COMMITTEES**

LWCAMPO functions under a committee structure that is composed of a policy committee, technical committee, and planning staff to support transportation planning activities. A set of by-laws establishes the structure and representation of the MPO.

### **THE MPO POLICY COMMITTEE (POLICY COMMITTEE)**

The MPO Policy Committee was established pursuant to 23 USC 134 and is designated to implement the metropolitan planning process. The 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 board. As the governing body of the MPO, the Policy Committee shall have decision-making authority over issues such as:

- ◆ The Metropolitan Transportation Plan (MTP)
- ◆ The Transportation Improvement Program (TIP)
- ◆ The Unified Planning Work Program (UPWP)
- ◆ The Congestion Management Plan (CMP)

Voting members of the Policy Committee must include representation of local elected officials, officials of agencies that administer or operate major modes or systems of transportation, and appropriate state officials, as per 23 CFR 450.310.

### **THE MPO TECHNICAL REVIEW COMMITTEE (TECHNICAL COMMITTEE)**

The Technical Committee is the body of the MPO responsible for professional and technical review of work programs, policy recommendations, and transportation planning activities. The Technical Committee shall review issues for accuracy and advise the Policy Committee on recommended actions. The Technical Committee is composed of representatives of the City of Laredo, the County of Webb, the Texas Department of Transportation (TxDOT), and private sector representatives.



**City of Laredo:**



- ◆ Mayor (Chairperson)
- ◆ 2 City Councilmembers (Mayoral appointees)

**Laredo Mass Transit Board:**



- ◆ 1 Laredo Mass Transit Board Member (Appointed by Board's Presiding Officer/Mayor)

**County of Webb:**



- ◆ County Judge
- ◆ 2 County Commissioners (Webb County Judge Appointees)

**State of Texas:**



- ◆ TxDOT District Engineer

**Member at Large:**



- ◆ Member Appointed by the Policy Committee

**\*EX-Officio\*  
State of Texas:**



- ◆ State Senator(s)
- ◆ State Representative(s)





**City Representatives**



- ◆ LWCAMPO Director (Chairperson)
- ◆ Laredo City Planner
- ◆ The Gen. Manager of the City Transit System
- ◆ Laredo Director of Traffic Safety
- ◆ Laredo Airport Manager
- ◆ Laredo City Engineer
- ◆ Laredo Bridge Director

**County & Regional Representatives**



- ◆ Webb County Planning Director
- ◆ South Texas Development Council
- ◆ Regional Planning Director
- ◆ The Gen. Manager of the Rural Transit System
- ◆ Webb County Engineer

**State Representatives**



- ◆ TxDOT Planning Rep. (Vice-Chairperson)
- ◆ TxDOT Planning Rep.
- ◆ TxDOT Area Engineer
- ◆ TxDOT TPP Field Rep.

**Federal Representative**



- ◆ FHWA Planning Rep. (Austin)

**Private Sector Representative**



- ◆ A Rep. of Kansas City Southern Railroad Co. (KCS)
- ◆ A Rep. of Union Pacific Railroad Co.
- ◆ A Rep. of the Laredo Transportation Assoc.
- ◆ A Transportation Provider (Shall Serve on the Laredo Transportation)

**School System Representative**



- ◆ A Rep. of the Laredo Independent School District (LISD)
- ◆ A Rep. of the United Independent School District (UISD)
- ◆ A Rep. of Texas A&M International University (TAMIU)
- ◆ A Rep. of Laredo College (LC)

## MPO PLANNING DOCUMENTS

In accordance with federal and state mandates, the MPO develops as well as collaborates in the production of planning related documents such as, the Metropolitan Transportation Plan (MTP), the Transportation Improvement Plan (TIP), the Unified Planning Work Program (UPWP), the Congestion Management Process (CMP), and the Unified Transportation Plan (UTP).

### METROPOLITAN TRANSPORTATION PLAN (MTP)

The MTP is an official, comprehensive, intermodal transportation plan developed and adopted for the Laredo-Webb County Metropolitan Area through the transportation planning process. Additionally, the MTP is the long-range, financially constrained transportation plan for the region covering a planning horizon of 25 years.

The MTP identifies the existing and future transportation needs and develops coordinated strategies to provide the necessary transportation facilities essential for the continued mobility and economic vitality of the Laredo-Webb County area. These coordinated transportation strategies include roadway development and operations, truck and rail freight movement, transit operations, bikeways and pedestrian facilities. The development of the MTP is required under the Safe, Accountable, Flexible, Efficient, Transportation, Equity Act: A legacy for Users (SAFETEA-LU) to assure the continuation of federal transportation funds.

As per 40 CFR 81.344, the Laredo & Webb County TMA area is designated as an attainment area and, as such, is subjected to a 5-year benchmark for conducting periodic updates to MTP. Said update period may require the MPO to make revisions to the MTP. These may occur due to changes in project priorities, funding availability, or state and/or federal guidance.

### TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The TIP is a federally required short-range program of transportation projects based on the long-range MTP and covers a period of 4 years. Fixing America's Surface Transportation Act (FAST Act) requires that MPOs, in cooperation with the state and affected transit operators, develop a TIP for their respective Metropolitan Planning Area (MPA) in conformance with 23 CFR 450.326 and 23 CFR 450.316. These Transportation Programs then become part of the State Transportation Improvement Program (STIP).

The TIP is financially constrained and the transportation projects identified in the TIP must be consistent with the MTP. All projects included in this document are eligible for federal funding provided through the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

### UNIFIED PLANNING WORK PROGRAM (UPWP)

The Unified Planning Work Program (UPWP) is an annual statement of work identifying planning priorities and activities to be carried out within LWCAMPO's MPA, i.e. Laredo, TX and portions of Webb County. Additionally, the UPWP includes a description of the planning work and coordinated efforts to carry out the continuing, cooperative and comprehensive transportation planning process for the aforementioned MPA. An MPO is required to perform all planning tasks set forth in federal laws and regulations, i.e. 23 CFR 450.308(c), many of which are conducted annually.

The UPWP is a one-year transportation planning work program which describes in detail transportation planning programs, and activities to be performed in LWCAMPO for FY2022. However, some tasks require more than one year to complete and are carried forward from one UPWP to the next. To effectively identify all work tasks, the Laredo MPO prepares the UPWP with input from federal, state and local jurisdictions, and transportation providers in the region.

## OTHER PLANNING DOCUMENTS

### CONGESTION MANAGEMENT PLAN (CMP)

A Congestion Management Process (CMP) is a systematic and regionally accepted approach for managing congestion. It provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs. As per 23 CFR 450.322, MPOs are required to develop and implement a CMP within their designated TMA.

The CMP is intended to move congestion management strategies into the funding and implementation stages of project development. Congestion management is the application of congestion management and reduction strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods.

Development of the CMP is a flexible process that allows MPO's to develop and design their own approaches and processes to fit their individual needs. The CMP is an on-going process, continuously progressing and adjusting overtime as goals and objectives change, new information sources become available, and new strategies are identified and evaluated.

### UNIFIED TRANSPORTATION PLAN (UTP)

The development of transportation work across the State of Texas is guided by the Unified Transportation Plan (UTP). The UTP is a 10-year plan that selects and funds the state's highest priority transportation projects with the intent to develop or begin construction over the next 10 years. Additionally, the UTP provides information on the available funding projections associated with said projects but does not guarantee that projects will or can be built. The project selection process is a collaborative effort between TxDOT, elected officials, MPOs, and public input. However, the UTP's public participation process is conducted by the state.

Any changes to the UTP may trigger the need for changes to the associated MPO planning documents. MPO's will conduct public participation efforts as prescribed by the planning document in question.

# PPP DEVELOPMENTAL PROCESS

## BACKGROUND

The MPO developed the current Public Participation Plan (PPP) in conformance with the requirements of 23 CFR 450.316. On May 15, 2017 the PPP was adopted by the Policy Committee after a required 45-day public review and comment period. The PPP replaced the previous iteration of public engagement, i.e. the Public Involvement Process (PIP), as per the requirements of the FAST Act. This Document serves as an update to the previously adopted version of the PPP.

## PRINCIPLES OF THE PUBLIC PARTICIPATION PLAN (PPP)

### PURPOSE OF THE PUBLIC PARTICIPATION PLAN

LWCAMPO believes that when the public is engaged in the planning process, the needs of the community are better addressed and met. The PPP serves as a tool to provide MPO staff with the framework to facilitate communication and consultation between agencies making decisions and the communities affected by them. The result of effective and inclusive public engagement in the transportation planning process offers opportunities for the cooperative development of transportation projects and plans that reflect the needs of the community.

### GOAL & OBJECTIVE OF THE PUBLIC PARTICIPATION PLAN

Public involvement is a key component to the transportation and planning process and requires MPO staff to proactively provide community stakeholders with access to information and with timely public notices. It also provides MPO staff the opportunity to explain the potential tradeoffs between desired outcomes and the possible alternatives available within fiscal constraint. Likewise, the MPO is committed to providing community members with fair and accessible opportunities for meaningful public involvement.

Public participation activities in the Laredo-Webb County Area involve stakeholders such as:

- ◆ Elected Officials
- ◆ City, County, & State Departments
- ◆ Environmental & Natural Disaster Planning Organizations
- ◆ Emergency Response Planning Organizations
- ◆ Regional Mobility Authority (RMA)
- ◆ Public & Private Sector Transportation Organizations
- ◆ Freight, Logistics, & Manufacturing Interests
- ◆ Economic Development & Tourism Interests
- ◆ Federal Partners
- ◆ Members of The General Public
- ◆ Business Community
- ◆ International Partners

In order to fulfill the intended goal of the PPP, MPO staff will provide every opportunity for meaningful involvement of citizens in the transportation planning process. This includes implementing measures of effective public involvement to evaluate their degree of effectiveness, as per the aforementioned federal legislation. They include:

- ◆ Providing early & continuing public involvement opportunities throughout the transportation planning & programming process



- ◆ Seeking out & considering the needs of those traditionally underserved by existing transportation systems, such as low-income & minority households, as prescribed by the Americans with Disabilities Act (ADA), Title VI, Environmental Justice, and Limited English Proficiency (LEP)
- ◆ Providing for the employment of visualization techniques to describe metropolitan transportation plans and TIP's.

## MEASURES OF EFFECTIVENESS (MOE)

LWCAMPO is committed to provide effective public outreach strategies that fosters fair and accessible opportunities for meaningful public involvement. The Measures of Effectiveness (MOEs) review process will measure the effectiveness of public outreach strategies and update public outreach activities based on a qualitative and quantitative evaluation. This ensures that the public outreach process will effectively meet its public participation goals as well as reflect the most current and effective public outreach methods during the transportation planning process.

### QUALITATIVE & QUANTITATIVE EVALUATION

The qualitative evaluation process will allow MPO staff to improve the quality of public engagement activities and, in turn, improve the communication process between MPO staff, members of the community, stakeholders, and all other involved parties in the transportation planning process. This provides MPO staff the opportunity to explain the potential tradeoffs between desired outcomes and the possible alternatives available within fiscal constraint. Likewise, the MPO is committed to providing community members with fair and accessible opportunities for meaningful public involvement.

As part of the MOE process, MPO staff may conduct surveys and polls that focus on evaluating the methodology of the public outreach process. These surveys and polls will obtain qualitative feedback from members of the community, as well as from those in the notification database, at the conclusion of a public involvement activity. Said feedback is a key component in the improvement of future events as well as to aid MPO in evaluating and modifying the meeting process as deemed necessary.

Examples of qualitative measures include, but are not limited to, the following:

- ◆ Soliciting feedback through surveys or polls (online or in person) to measure the perceived level of satisfaction with a particular public input event
- ◆ Satisfaction with the outcome of the process of public involvement activities
- ◆ Satisfaction with sense of fair treatment
- ◆ Gauge participants' level of interest / reason for attending: "Why did you decide to attend?"
- ◆ Method of Notification: "How did you hear about this event?"

The quantitative evaluation process will assist MPO staff in obtaining a holistic measure of the overall impact of public involvement activities via the collection of quantitative information. Any public involvement activity data, such as sign-in/registration form data, that is collected and compiled by MPO staff may be used to measure and evaluate the overall outreach impact of public involvement activities on a case by case basis. This process allows MPO staff to modify and implement changes to the public outreach process or its components, e.g. scheduling process of public involvement activities, as deemed necessary.

Examples of quantitative information includes, but are not limited to, the following:

#### *Public involvement activities*

- ◆ Event name, topic, & location (in-person/virtual)
- ◆ Number of attendees

- ◆ Demographic data of attendees (where applicable)
- ◆ Contact data (where applicable)
- ◆ Engagement strategy (ex. presentation, workshop, survey, poll, etc.)
- ◆ Number of public comments received (where applicable)
- ◆ Number of surveys or polls completed
- ◆ Data from media advertisement types utilized
  - ◆ Data from social media engagements (where applicable)
- ◆ Number of public involvement activities
  - ◆ Ex: Meetings, workshops, presentations, etc.

#### *MPO Website interaction database*

- ◆ Number of “Contact Us” solicitations
  - ◆ Subject
  - ◆ Contact information
  - ◆ Comment
- ◆ Number of “Add Me” to the Notification Database requests
  - ◆ Subject
  - ◆ Contact information
  - ◆ Comment

#### *Public comments, Polls, & Survey data*

- ◆ Topic
- ◆ Contact information (where applicable)
- ◆ Number of responses or comment submissions
- ◆ Comment subjects
  - ◆ Responses to public comments (where applicable)

#### *Participant responses to Polls/Surveys*

- ◆ Participant response measures & analysis
  - ◆ Closed-ended question responses (e.g. Nominal, Ordinal, Ratio)
  - ◆ Rank-Order, contingency, & feeling thermometer responses

### **FEDERAL REQUIREMENTS & GUIDELINES**

LWCAMPO’s Public Participation Plan (PPP) adheres to federal requirements, guidelines and expectations of public involvement during the development of the transportation planning process. This plan outlines the procedures, tools, techniques, and expectations for public outreach and education on transportation issues as outlined by federal legislation.

#### **INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT (ISTEA)**

The 1991 ISTEA emphasized the efficiency of the intermodal transportation system. Its purpose was to develop a National Intermodal Transportation System that is economically efficient, environmentally sound, provide the foundation for the Nation to compete in the global economy and will move people and goods in an energy efficient

manner.

### TRANSPORTATION EQUITY ACT FOR THE 21ST CENTURY (TEA-21)

TEA-21 was signed by the President in 1998 to build on the initiatives established in ISTEA with a particular focus on equity through access, opportunity and fairness.

### THE SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS (SAFETEA-LU)

SAFETEA-LU was enacted in 2005 and authorized the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period of 2005-2009.

### MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY ACT (MAP-21)

MAP-21 was enacted in 2012 and created a streamlined and performance-based surface transportation program. It builds on many of the highway, transit, bike, and pedestrian programs and policies that were established in 1991.

### FIXING AMERICA'S SURFACE TRANSPORTATION ACT (FAST ACT)

The FAST Act of 2015 continues the legacy of greater public involvement that began with the passage of ISTEA, TEA-21, SAFETEA-LU, and MAP-21, which all emphasized the need for public participation throughout the metropolitan and statewide transportation planning process.

Additionally, the FAST Act requires MPO's to develop and use a documented participation plan that defines a process for improving involvement in the metropolitan transportation planning process for the following entities:

- ◆ Individuals
- ◆ Affected Public Agencies
- ◆ Representatives of Public Transportation Employees
- ◆ Public Ports
- ◆ Providers of Freight Transportation Services
- ◆ Private Providers of Transportation (Including Intercity Bus Operators)
- ◆ Representatives of Users of Public Transportation
- ◆ Representatives of Users of Pedestrian Walkways & Bicycle Transportation Facilities
- ◆ Representatives of The Disabled
- ◆ Employer-based Commuting Programs (Such as Carpool Program, Vanpool Program, Parking Cash-out Program, Shuttle Program, or Telework Program)
- ◆ Freight Shippers

Likewise, under federal regulation 81 FR 93473, the Fast Act also includes other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process within the scope of aforementioned public participation process.

### THE AMERICANS WITH DISABILITIES ACT (ADA)

The 1990 American with disability Act (ADA) requires that “no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity.” All participation activities and information pertaining to such activities must be accessible to persons

with disabilities. For more information visit [https://www.ada.gov/2010\\_regs.htm](https://www.ada.gov/2010_regs.htm)

## TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

States that “no person shall on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal funds. The entire institution, whether educational, private or governmental must comply with Title VI and related Federal civil rights laws, not just the program or activity receiving federal funds.

The MPO will also adhere to the executive orders regarding environmental justice and providing outreach to persons with limited English proficiency, as regulated under Title VI of the Civil Rights Act.

## EXECUTIVE ORDER 12898: ENVIRONMENTAL JUSTICE

The Federal Environmental Justice in Minority Populations and Low-Income Populations (Executive Order 12898) of 1994- requires MPO to appropriately identify and address disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations. This includes ensuring that underserved groups, such as low-income and minority populations, are identified and given increased opportunities for effective participation in the MPO’s decision-making process.

## EXECUTIVE ORDER 13166: LIMITED ENGLISH PROFICIENCY

Improving Access to Services for Persons with Limited English Proficiency (LEP) (Executive Order 13166) of 2000- requires MPOs to provide persons with limited English proficiency accessibility to the same programs and activities as those normally provided in English.

Examples of the tools and techniques utilized by the MPO, to meet the aforementioned expectations as outlined by federal legislation, can be found in **Appendix B**.



# REVISIONS TO PLANNING & PROGRAM DOCUMENTS

As previously described, all primary planning documents are designated as “living” documents and, as such, are required to be updated periodically as well as undergo revisions as deemed necessary. Revisions are implemented via a program adoption, amendments or administrative modifications as per 23 CFR 450.104 and the Texas Administrative Code (TAC) - Title 43 Part 1 Chapter 16. Additionally, LWCAMPO’s Bylaws are also subject to revisions that require a public comment period prior to approval by the Policy Committee.

**Revisions** are defined as a change that occurs between the periodic update schedules of the MTP, TIP, UPWP, CMP, or PPP.

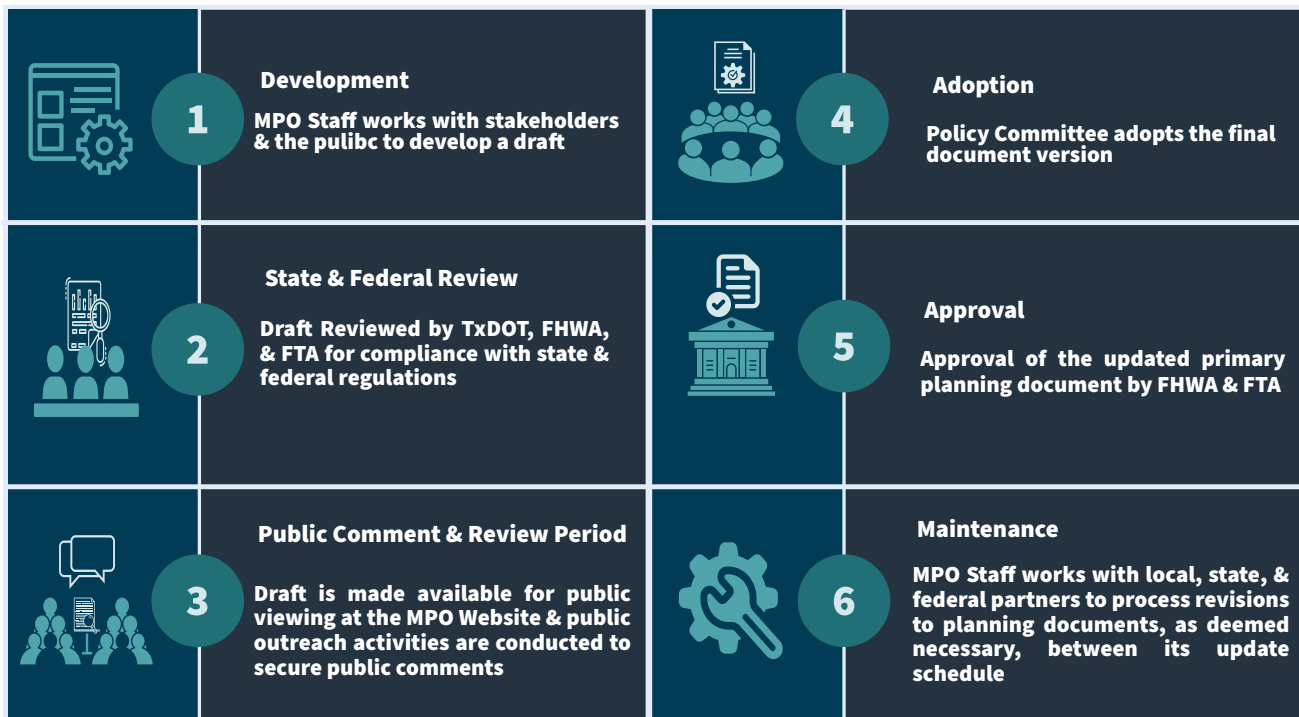
- ◆ **Amendments** are defined as *substantive*, i.e. *major, revisions* that require a public comment period prior to approval by the Policy Committee
- ◆ Amending process varies between planning documents, e.g. MTP, TIP, UPWP, & CMP
- ◆ Changes to projects included for illustrative purposes do not require amendments, e.g. wishlist projects
- ◆ **Administrative modifications** are defined as *non-substantive*, i.e. *minor, revisions* that do not require a public comment period nor require approval by the Policy Committee
- ◆ MPO staff will brief the Policy & Technical Committees at their respective meetings
- ◆ Minor revisions do not require an agenda action item at public meetings

The Update and Revision process is summarized below:

## Scheduled Updates of Planning Documents

**Primary Planning documents are required to be updated as well as undergo revisions, as deemed necessary, between update periods**

### Update Process:



## **SCHEDULED UPDATES & REVISIONS TO THE BYLAWS**

### UPDATES

MPO Bylaws may be updated as deemed necessary as per state & federal guidelines.

### REVISIONS TO THE BYLAWS

#### *AMENDMENTS*

Amendments to the LWCAMPO Bylaws are performed as deemed necessary and require a 10-day public comment period prior to approval from the Policy Committee.

Substantive, i.e. major changes, to the Bylaws include:

- ◆ Modifications to the format, language, grammar, or other changes that would alter the context, procedures, or intent of the approved version of the Bylaws

#### *ADMINISTRATIVE MODIFICATIONS*

Minor changes to the LWCAMPO Bylaws are performed as deemed necessary and do not require a formal public comment period nor approval from the Policy Committee.

Administrative modifications to the MPO Bylaws include:

- ◆ Minor corrections to the format, language, grammar, or other changes that would not alter the context, procedures, or intent of the approved version of the Bylaws

## **SCHEDULED UPDATES & REVISIONS TO THE PPP**

### UPDATES

All planning documents, including the PPP, are designed to be “living” documents in order to adapt primary planning document policies to the changes in federal and state laws and guidelines. The PPP shall be updated and re-approved every 5 years. Additionally, MPO staff may conduct an annual MOE on the methodology of the public outreach process. This includes conducting a public survey as well as conducting a notification database member survey that will focus on obtaining input on public outreach methodology and activities conducted throughout the year and make amendments as deemed necessary.

The MOE review process will measure the effectiveness of public outreach strategies and update public outreach activities based on a qualitative and quantitative evaluation. This ensures that the PPP will effectively meet its public participation goals as well as reflect the most current and effective public outreach methods during its lifecycle.

Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable. A scheduled update of the PPP requires a 45-day public review period prior to its adoption by the Policy Committee, as per federal guidelines.

### REVISIONS TO THE PPP

#### *AMENDMENTS*

The PPP may be amended as deemed necessary between the scheduled update time period. Major changes to the PPP require a formal public review and comment period of no less than 45 days prior to approval by the Policy Committee. Substantive changes include but are not limited to:

- ◆ Removal of a public involvement activity that would significantly reduce the opportunity for public review & comment

## ADMINISTRATIVE MODIFICATIONS

Minor changes to the PPP are performed as necessary between the scheduled update time period and do not require a public review and comment period nor approval by the Policy Committee. MPO staff may brief the Policy and Technical Committees on administrative modifications to the PPP at their respective meetings. Administrative modifications include but are not limited to:

- ◆ Minor corrections to the format, language, grammar, or other changes that would not alter the context, procedures, or intent of the approved version of the PPP.
- ◆ Refine outreach activities or strategies as determined by MOE review

## SCHEDULED UPDATES & REVISIONS TO THE MTP & TIP

### UPDATES

As per 40 CFR 81.344, the Laredo & Webb County TMA area is designated as an attainment area and, as such, is required to conduct periodic updates to the MTP every 5 years. In addition, MPO staff will develop a call for projects procedure in conjunction with the MTP's update process.

The TIP is designed and developed to conform to the requirements of 23 CFR 450.316(a) as well as the planning factors identified in the FAST Act. The TIP is updated every 2 years and covers a 4-year period.

The adoption process for both documents requires a public review and comment period prior to final action by the Policy Committee. The MTP and TIP shall both undergo a public review and comment period of no less than 20 days during their respective scheduled update. In addition, both the MTP and TIP shall respectively include at least one map designating the conceptual limits of project locations.

Presentations on the proposed MTP draft shall be made to the Technical and Policy Committee prior to its adoption. The MPO will explore best practice measures to disseminate the MTP draft to members of the notification database. In an effort to provide additional opportunities for input, the MPO may arrange presentations of the MTP draft to local governing bodies, such as the City of Laredo and Webb County.

### REVISIONS TO THE MTP & TIP

#### AMENDMENTS

The MTP and TIP may be amended as deemed necessary between their respective scheduled update time period. A major change will require a formal public review and comment period prior to final approval by the Policy Committee. The MTP and TIP shall both undergo a public review and comment period of no less than 10 days during their respective amendment process.

Substantive, i.e. major, changes to the TIP or MTP refer to amendments applied to reflect changes to federal & state laws as well as modifications to a project's scope that would require re-demonstration of fiscal constraint, where applicable. This excludes changes to projects listed for illustrative purposes, i.e. wish list projects.

As per federal and state regulations, 23 CFR 450.324, 23 CFR 450.326 and Texas Administrative Code (TAC) Chapter 16 Part 1 Subchapter B § 16.51, 16.52, and 16.53 and Subchapter C §16.101(k)(1) & (C)(ii), modifications to project details, listed under the TIP or MTP, that will trigger an amendment process include:

- ◆ Addition, deletion, or substitution of projects
- ◆ Major change in project cost, overall project/project phase initiation dates
- ◆ Major change of project's design concept or design scope
  - ◆ Amendment required if change is greater than 50% of approved cost estimate and revised cost estimate is greater than \$1,500,000

- ◆ Changing project termini
- ◆ Change in the number of through traffic lanes
- ◆ Change in the number of stations of fixed guideway transit projects

#### *ADMINISTRATIVE MODIFICATIONS*

Minor changes to either the MTP or TIP are performed as necessary between their respective scheduled update time periods. Non-substantive, i.e. minor, changes do not require a public review and comment period nor approval by the Policy Committee. MPO staff may brief the Policy and Technical Committees on administrative modifications, applied to either the MTP or TIP, at their respective meetings.

As per federal and state regulations, 23 CFR 450.324, 23 CFR 450.326 and Texas Administrative Code (TAC) Chapter 16 Part 1 Subchapter B § 16.51, 16.52, and 16.53 and Subchapter C §16.101(k)(1) & (C)(ii), administrative modifications include but are not limited to:

- ◆ Minor corrections to the format, language, grammar, or other changes that would not alter the context, procedures, or intent of the approved version of the MTP or TIP
- ◆ Minor changes to overall project/project phase costs
  - ◆ MTP & TIP: Change in the estimated cost is not greater than 50% of approved cost and revised cost is less than \$1,500,000 &;
  - ◆ Change in the cost estimate is not caused by a change in project work scope or limits
  - ◆ Minor changes to funding sources or previously included projects
  - ◆ Minor changes to overall project/project phase initiation dates

### **SCHEDULED UPDATES & REVISIONS TO THE UPWP**

#### UPDATES

Scheduled updates to the UPWP occur on an annual basis and require a public review comment period prior to final approval by the Policy Committee. The time frame of the public review and comment period for an update shall be no less than 20 days.

#### REVISIONS TO THE UPWP

#### *AMENDMENTS*

The UPWP may be amended as deemed necessary between its scheduled update time period. A major change will not require a formal public review and comment period but will require approval by the Policy Committee.

As per 23 CFR Part 420 and Chapter 16 Subchapter B §16.52 (b)(6) & (7), modifications to tasks or overall budget that will trigger an amendment process include:

- ◆ Adding new work tasks or changing the scope of existing work tasks
- ◆ Deleting a work task
- ◆ If the costs incurred by the MPO, on individual work tasks, exceed 25% of that task’s budget
  - ◆ Costs incurred by the MPO shall not exceed the total budgeted amount of the UPWP without approval of the MPO Policy Committee & TxDOT



## *ADMINISTRATIVE MODIFICATIONS*

Non-substantive, i.e. minor changes to the UPWP are performed as necessary. Additionally, minor changes do not require a public review and comment period nor approval by the Policy Committee. MPO staff may brief the Policy and Technical Committees on administrative modifications, applied to the UPWP, at their respective meetings.

Administrative modifications to tasks or overall budget that will not trigger an amendment process include:

- ◆ Minor corrections to the format, language, grammar, or other changes that would not alter the context, procedures, or intent of the approved version
- ◆ Refining the scope of a task

## **UPDATES & REVISIONS TO THE CMP**

### UPDATES

The CMP is an on-going process, continuously progressing and adjusting overtime as goals and objectives change, new information sources become available, and new strategies are identified and evaluated. MPO staff shall continuously evaluate and perform periodic updates to ensure that proper and effective analysis tools are being utilized to evaluate the anticipated performance and expected benefits of future strategies.

As per 40 CFR 81.344, the Laredo & Webb County TMA area is designated as an attainment area and, as such, is subjected to a 5 year benchmark for conducting periodic updates to the CMP as a part of the MTP update process. The public comment period shall be no less than 20 days.

### REVISIONS TO THE CMP

#### *AMENDMENTS*

Amendments to the CMP are applied to reflect changes to the network or CMP strategies. Substantive, i.e. major changes, require a 10 day formal public review and comment and period prior to approval by the Policy Committee.

Major changes to the CMP that will trigger the amendment process are as follows:

- ◆ Deleting a CMP activity
- ◆ Changing the scope of existing CMP strategies

#### *ADMINISTRATIVE MODIFICATIONS*

Non-substantive, i.e. minor, changes to the CMP are performed as necessary. Additionally, minor changes do not require a public review and comment period nor approval by the Policy Committee. MPO staff may brief the Policy and Technical Committees on administrative modifications, applied to the CMP, at their respective meetings.

Minor changes to the CMP include:

- ◆ Minor corrections to the format, language, grammar, or other changes that would not alter the context, procedures, or intent of the approved version
- ◆ Refining the scope of a CMP activity
  - ◆ E.g.: Minor corrections to the format, language, grammar, or other changes that would not alter the context or intent of the original scope
  - ◆ Providing additional details for clarity without altering the context or intent of the original scope

Table 1.0 Summarizes the Revision Process - Public Review & Comment Period Schedule:

TABLE 1.0: REVISION PROCESS - PUBLIC REVIEW & COMMENT PERIOD SCHEDULE

	Type of Revision	Frequency	Comment Period
<b>Bylaws</b>	Amendment	As Necessary	10 days
	Update	Every 5 years <sup>1</sup>	45 days
<b>PPP</b>	Amendment	As Necessary	45 days
	Update	Every 5 years	20 days
<b>MTP</b>	Amendment	As Necessary	10 days
	Update	Every 2 years	20 days
<b>TIP</b>	Amendment	As Necessary	10 days
	Update	Annually	20 days
<b>UPWP</b>	Amendment	As Necessary	N/A
	Update	Continuous <sup>2</sup>	20 days
<b>CMP</b>	Amendment	As Necessary	10 days

<sup>1</sup> Note: The Current version of the PPP is has an update schedule of 3-5 years whereas the 2022 PPP will be updated every 5 years but will be evaluated & updated regularly between update periods

<sup>2</sup> Note: CMP data (e.g. vehicular crash data) is updated continuously & compiled annually to evaluate the anticipated performance & expected benefits of future strategies that will help build upon the current/upcoming TIP & MTP

# COMMUNICATION PROCESS & PUBLIC INVOLVEMENT

The effectiveness of public involvement and outreach strategies requires the implementation of an efficient communication process between MPO staff, members of the community, stakeholders, and all other involved parties in the transportation planning process. Maintaining a consistent degree of effectiveness in the dynamics of public involvement and communication processes requires MPO staff to maximize public involvement by increasing public awareness.

This consists of disseminating information through several means, such as:

- ◆ Notification Database
- ◆ Media Outlets
- ◆ Request For Information & Record Retention

Likewise, public review and comment periods as well as the feedback obtained from other public outreach activities, e.g. surveys and polls, are essential to aligning transportation planning to meet the community's needs. LWCAMPO may provide public participation opportunities that include, but not limited to, the following formats:

- ◆ Public Meetings
- ◆ Public Appearances
- ◆ Public Workshops
- ◆ Public Review & Comment Period(s)
- ◆ Project Solicitation
- ◆ LWCAMPO Website
- ◆ Social Media Platforms

## COMMUNICATION PROCESS

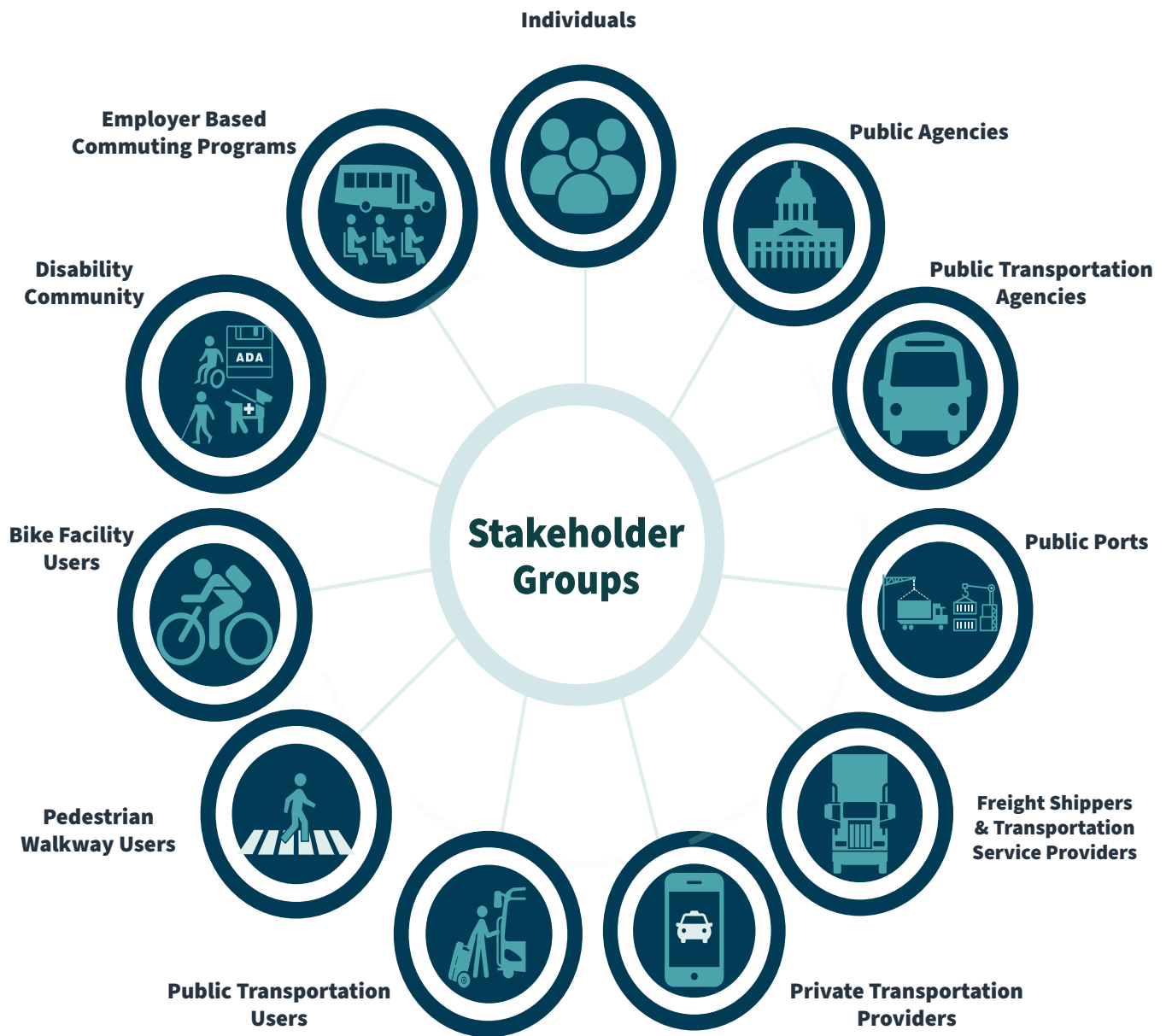
### NOTIFICATION DATABASE

All members of the notification database will be advised on periodic updates to planning documents, policies, and programs, public meetings, public appearances, announcement of public review and comment periods, and other information as deemed necessary. The LWCAMPO website will provide the contact information for interested parties to request to join, request for removal or request for updating of member information.

The MPO shall maintain a database of those interested in receiving notifications of public meetings and/or public appearances as per 23 CFR 450.316(a) and 23 CFR 450.316(b).

23 CFR 450.316(a) includes:

- ◆ Individuals
- ◆ Affected Public Agencies
- ◆ Representatives of Public Transportation Employees
- ◆ Public Ports
- ◆ Providers of Freight Transportation Services
- ◆ Private Providers of Transportation (Including Intercity Bus Operators)
- ◆ Representatives of Users Of Public Transportation
- ◆ Representatives of Users of Pedestrian Walkways & Bicycle Transportation Facilities
- ◆ Representatives of The Disabled
- ◆ Employer-based Commuting Programs (Such as Carpool Program, Vanpool Program, Parking Cash-out Program, Shuttle Program, or Telework Program)
- ◆ Freight Shippers



23 CFR 450.316(a)

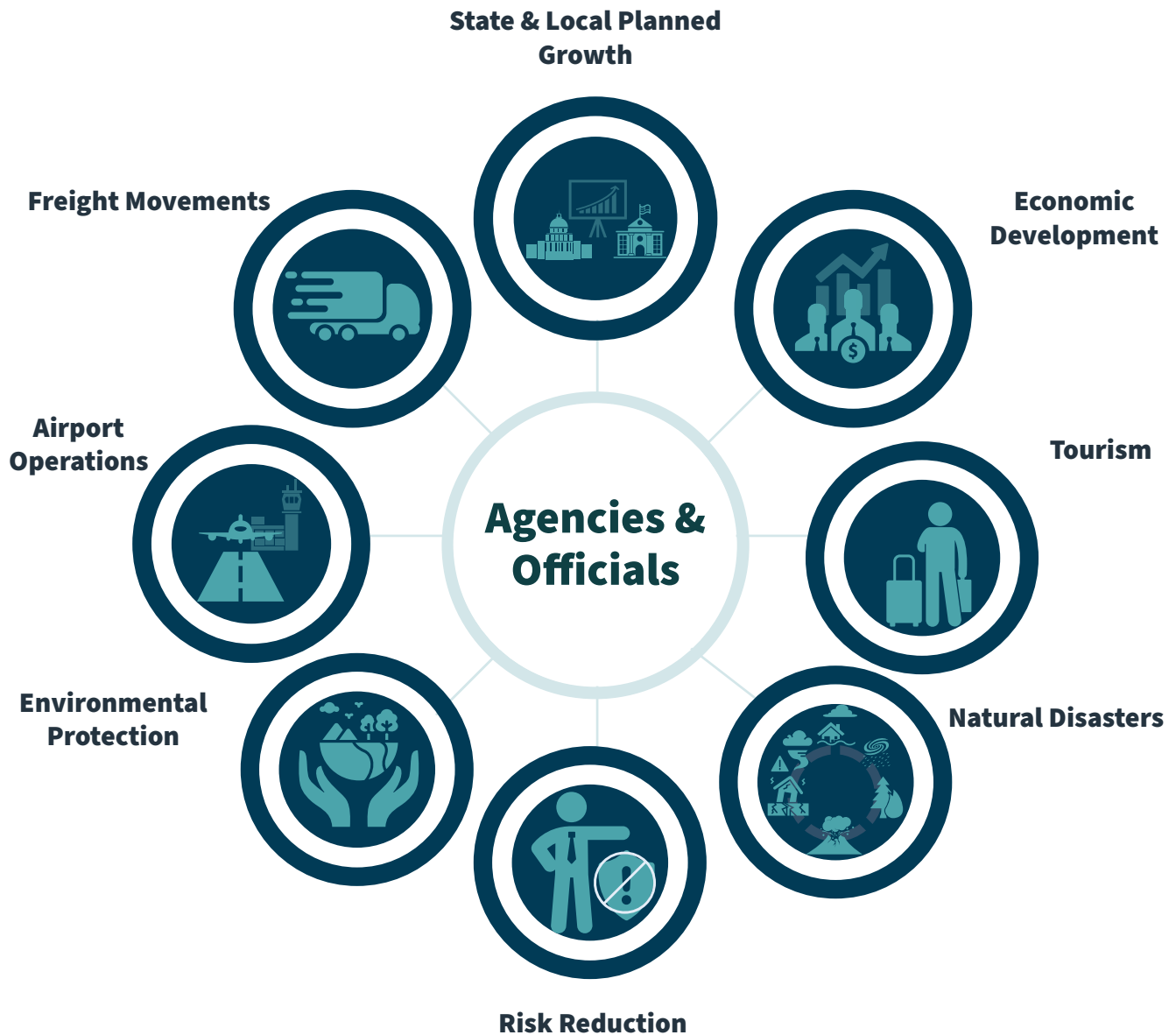
**Note:** Other interested parties will also be provided with reasonable opportunities to be involved in the metropolitan transportation planning process.



23 CFR 450.316(b) refers to agencies and officials that the MPO shall consult during the development of MTPs and TIPs. Including those are affected by transportation in the following capacities:

- ◆ State & Local Planned Growth
- ◆ Economic Development
- ◆ Tourism
- ◆ Natural Disasters
- ◆ Risk Reduction
- ◆ Environmental Protection
- ◆ Airport Operations
- ◆ Freight Movements

In addition, the aforementioned agencies and officials include those involved in coordinating the planning process of transportation (to the maximum extent practicable) with the previously mentioned planning activities.



23 CFR 450.316(b)

## MEDIA OUTLETS

MPO staff may disseminate public notices via media outlets that include, but are not limited to:

- ◆ Print Media
- ◆ Internet
- ◆ Social Media
- ◆ Email
- ◆ Print Media

## PRINT MEDIA

Note: Print media may include, but is not limited to, printed materials for public distribution, e.g. flyers & handouts, as well as the publication of a public notice to the newspaper with the highest general circulation in the Laredo and Webb County area.

## INTERNET

The Internet refers to the MPO website and other web-based technologies such as various forms of social media platforms. Together with traditional media outlets, the Internet facilitates the interaction between government agencies, stakeholders, and the general public. LWCAMPO's communication process will incorporate and rely on the aforementioned web-based technologies in an effort to capitalize on the expanded participation and interactive opportunities made available by mobile digital devices.

The LWCAMPO website (<http://www.laredompo.org>) shall be routinely maintained by MPO staff. The MPO website will serve as an archive for all information related to public participation as well as the reference point for members of the public to learn more about the transportation planning process.

The MPO website content consists of, but not limited to, the following:

- ◆ Calendar of events
- ◆ MOU's & Updated Performance Targets
- ◆ Current & archived meeting information
  - ◆ Agendas, Minutes, & Packets
- ◆ Public involvement & outreach outlets
  - ◆ Informational/Interactive Maps
  - ◆ MPO general contact information
  - ◆ Public notices
  - ◆ Public comment form
  - ◆ Public polls & surveys
  - ◆ Request for public notification
    - ◆ Provide contact information for removal or updating of member's information
  - ◆ Hyperlinks to the host website at which the Policy Committee Meeting Live Stream options are located
    - ◆ Hyperlinks to the host website at which the previous public meetings are located
- ◆ Title VI
  - ◆ Title VI Documents & Forms
    - ◆ Provided in English & Spanish
  - ◆ Complaint Process
  - ◆ Resources

- ◆ Environmental Justice Resources
  - ◆ Limited English Proficiency Plan (LEP)
- ◆ Current & past versions of major planning documents & studies
  - ◆ Current & past agendas & other related documents

### *SOCIAL MEDIA*

Social media accounts will be frequently maintained by MPO staff in order to disseminate information to the public. LWCAMPO's social media presence is intended to provide online updates to the general public and direct them to our website for more information on transportation planning or to download planning and other related documents. Social media will also be used as a public outreach and engagement tool.

Information received by social media users in the form of comments, i.e. direct messages, or any other methods, will not constitute official public comments. The MPO shall adhere to the guidelines and provisions stipulated in the City of Laredo Social Media Policy. A copy of the policy can be found in Appendix A.1

### *EMAIL*

Communication via Email is a vital component of the MPO's communication process. MPO staff may utilize Email to expand outreach capabilities beyond the limit of the more traditional methods of communication, e.g. telephone, physical mail, & telefax, in the following manner:

- ◆ Facilitate the flow of information between members of the notification database
- ◆ Facilitates ability to conduct best practice measures for expansion & maintenance of the notification database such as:
  - ◆ Processing of Public Notification Request Forms
  - ◆ Processing requests for removal from notification database
  - ◆ Processing of requests for updating contact information of members of the notification database.
  - ◆ Removal process of Email addresses that are no longer in service

### *PUBLIC NOTICE*

The communication process for public involvement and outreach varies per planning document. MPO staff will oversee the implementation of the notice requirements in the form and manner prescribed by the Texas Open Meetings Act §551.041 as well as in compliance with Title VI of the Civil Rights Act of 1964, e.g. Limited English Proficiency Plan (LEPP).

The purpose for providing public notice is to facilitate timely and reasonable access to documents relevant to transportation planning and to provide adequate time for public review and comment during key decision points, such as scheduled updates or amendments to planning documents. Public notices shall be continuously posted to the MPO website to include the latest renditions of meeting agendas and minutes, as well information related to new and ongoing planning activities or other public involvement activities, as deemed necessary.

Information relayed via public notices includes, but is not limited to:

- ◆ Notice of availability of planning related documents for public viewing
- ◆ Notice of upcoming public meetings, i.e. may consist of meeting agenda
- ◆ Notice of upcoming public review & comment period(s), in reference to:
  - ◆ Proposed changes to MPO policies, procedures, plans, or programs;
  - ◆ All other related/supporting documents as deemed necessary

## *TIMEFRAME FOR PUBLIC MEETING NOTICE*

As per the Texas Open Meeting Act, the public notice dissemination time frame is 72 hours in advance of a public meeting.

The 72-hour in advance public notice timeframe refers to, but is not limited to, the following:

### *Posting of Public Meeting Agenda:*

- ◆ The Policy Committee Meeting agenda constitutes as the public notice & shall be posted at a location that is accessible to the public
- ◆ MPO staff will oversee that the Policy Committee Meeting agenda is physically posted at the Laredo City Hall, within the aforementioned time frame, as per Texas Open Meetings Act §551.043(a)
- ◆ Meetings held by MPO staff for the purpose of securing public comment shall have a public notice posted in the aforementioned manner
- ◆ Webb County, TxDOT, & El Metro are provided with the Policy Committee meeting agenda so that it can be posted & disseminated, at their convenience & within the aforementioned timeframe

### *Newspaper Publication of Public Notices:*

- ◆ Public Meeting Notices shall be published in local newspapers of general circulation in Laredo, Texas & the Webb County area in advance of a scheduled public meeting in which Policy Committee action is required
- ◆ The public notice consists of providing the meeting agenda action item(s), for consideration by the Policy Committee, in summary in both English & Spanish
- ◆ The notice will reference the MPO website as the location of technical information, planning documents, and other related materials that are available for public viewing

### *Public Notices Communicated via the Internet:*

- ◆ Notification of public meetings shall be continuously posted to the MPO website as required by the Texas Open Meetings Act §551.043(b)
- ◆ This public notice consists of providing the action item(s), for consideration by the Policy Committee, in summary in both English & Spanish
- ◆ Other web-based technologies, such as various forms of social media platforms, may be utilized to mirror public notices posted at the MPO website
- ◆ All notices will provide a hyperlink to the MPO website

### *Public Notices Communicated via Email:*

- ◆ An Email notice is sent to members of the notification database in advance of a scheduled public meeting
- ◆ The notice may also include information such as the point of contact or hyperlinks to the MPO website location at which technical information, planning documents, & other related materials that are available for public viewing

The following summarizes the public notice process for public meetings:

# Public Meeting Notice

Public Meeting Notice

## Notice Requirement: 72 Hours in Advance



## REQUEST FOR INFORMATION & RECORD RETENTION

Requests for public records or information shall be conducted as prescribed by the Open Records Act of Texas, as amended. The MPO shall retain public records in accordance with the Texas Open Meeting Act, the Public Information Act, and the Texas State Library & Archives Commission (TSLAC).

All official meeting materials shall be retained by the MPO for a minimum of 3 years or longer if required by TSLAC. Official meeting materials include, but are not limited to, the following:

- ◆ Meeting Notices
- ◆ Newspaper Publications
- ◆ Meeting Minutes
- ◆ Sign-in Sheets
- ◆ Audio/Video Recordings
- ◆ Documents Proposed for Adoption or Revision
- ◆ Public Comments

Note: The City of Laredo is the fiscal agent of the MPO, and as such, is the custodian of any request for public records. Members of the public may complete their request for public records at the City Attorney's Office- Laredo Open Records Center webpage at one of the following links:

For instructions on completing a request online:

[Laredo Open Records Center](#)



For instructions on completing a requests in writing:

[Laredo Open Records Center-FAQs](#)

## **PUBLIC INVOLVEMENT**

The public involvement process includes the methods, strategies, and techniques implemented via public outreach activities. Public involvement is an on-going and continuously progressing process that is adjusted based on the requirements of individual transportation planning programs as well as by the type of event. MPO staff is committed to developing the necessary tools to inform, engage, and foster an effective communication process via public outreach activities. Examples of public outreach activities are as follows:

- ◆ Public Meetings
- ◆ Public Appearances
  - ◆ Presentations, workshops, or other public involvement activities conducted by MPO staff, transportation stakeholders, or special interest groups
- ◆ Public input
  - ◆ Surveys
  - ◆ Polls
  - ◆ Securing public comments in regard to final drafts of planning documents and/ or studies developed by the MPO
- ◆ Virtual Public Involvement Tools (VPI) / Visualization Techniques
  - ◆ Mobile Apps (e.g. El Metro App)
  - ◆ Online Mapping Tools
    - ◆ Geographic Information Systems (GIS) maps
  - ◆ Crowdsourcing (i.e. via interactive GIS maps)
  - ◆ Project Visualizations
    - ◆ Use of software programs to produce infographics for MPO website and/or exhibits (e.g. GIS StoryMaps)
  - ◆ Online Public Meetings
    - ◆ Sharing hyperlinks to live or recorded MPO public meetings or other public appearance events on MPO website
  - ◆ All-In-One Platforms (e.g. project specific landing pages on MPO website)
  - ◆ Digital Tools to Enhance In-Person Events (e.g. using screen sharing software at public meetings)

VPI tools will enable LWCAMPO to expand its reach as it will allow people to interact with information, related to the transportation planning process, at a time and/or place of their choice. For instance, in the event, and under certain circumstances, that in-person public meetings or public appearances are not able to be conducted, the MPO will hold virtual meetings as authorized by state & federal regulations, such as the virtual meetings held in response to the Pandemic.

The following infographic provides further examples of Public Outreach Activities:

# EXAMPLES OF PUBLIC OUTREACH ACTIVITIES



## Advertisements

May involve paid newspaper ad space as well as posting to social media & MPO webpage to ensure that information receives adequate geographic coverage



## Advisory Committee

The ATC Advisory Committee makes recommendations on improving & promoting active modes of transportation to the Technical & Policy Committees



## Contact Database Notifications

Allows members to receive periodic updates on MPO transportation planning related activities



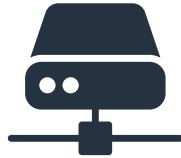
## Exhibit Tables

Information tables to showcase transportation projects & related activities as well as promote public participation activities to the community



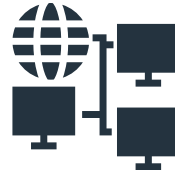
## Focus Groups

Small group meetings that address specific transportation planning issues



## Information Database

Allows important information, from various sources, to be inputted, sorted, & easily retrieved (e.g. participants, stakeholders, & state & federal agencies)



## MPO Website Maintenance

Facilitates immediate electronic access to information such as calendars, agendas, primary planning documents, interactive maps, links, etc.



## Newsletter

Periodic e-news letter that provides summaries of MPO plans, studies, public outreach event calendar & other related activities



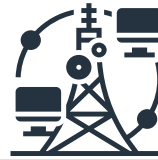
## Presentations

Focused on addressing the issues that concern or directly affect those in attendance



## Public Appearances

Facilitates discussions, collaboration with other departments / agencies, & securing feedback from the public (e.g. planning nights)



## Public Broadcasts & Video Streaming

Extends coverage of public meetings to those unable to attend in person via public access broadcast &/or streaming over the internet



## Public Meetings

Provides a forum to ensure the region's transportation needs are cooperatively met (e.g. policy committee meetings)



## Public Surveys & Polls

May be conducted in person, mailed, or made available online to secure feedback on public outreach events or other related activities



## Public Workshops

Interactive meetings between transportation stakeholders, MPO staff, & the public to increase awareness as well as securing meaningful feedback from the community



## Social Media Platforms

Extends public outreach opportunities & refers, those who wish to get involved in the transportation planning process, to the MPO website



## Visualization Techniques

Interactive visioning tools used to help the public better understand the relationship between transportation planning, land use, & / or other specific transportation planning activity details

## PUBLIC MEETINGS

Public meetings provide the MPO with opportunities to collaborate and coordinate with various transportation stakeholders in the development of policies, plans, and programs as well as make significant changes, to the aforementioned categories, as deemed necessary.

In addition, public events allow MPO staff and transportation stakeholders to host workshops to address transportation planning related topics to other transportation stakeholders, such as government agencies, special interest groups, and community members.

## COMMITTEE MEETINGS

As the governing body of the MPO, the Policy Committee holds public meetings to conduct business for LWCAMPO, e.g. make final decisions on MPO policies, plans, and programs. In contrast, the Technical Committee holds meetings to provide technical advice and information to the Policy Committee. Additionally, the Active Transportation Committee is a subcommittee of the MPO that holds meetings to provide ongoing recommendations, information, and feedback on MPO active transportation related activities, e.g. improving and promoting active modes of mobility, to the Policy Committee.

## PUBLIC APPEARANCES

Public Appearances will be held to provide information pertaining transportation planning-related issues as well as to secure public input during the development process of individual transportation programs, plans, or policies. MPO staff may schedule appearances at special interest group meetings, e.g. neighborhood organizations, to gather input from residents. Such meetings provide an additional avenue through which the MPO seeks out and considers the needs of those traditionally underserved segments of the population, including low-income and minority households.

The MPO is committed to make every effort to comply with requests from special interest groups to present or discuss information related to specific issues within the transportation planning process. Special interest groups that wish to present at these events should contact the MPO, with ample time, to coordinate proper arrangements. Presentations made by transportation stakeholders, special interest groups, or MPO staff shall be focused on the interest and concerns of the audience. All significant comments received will be recorded and presented to the Policy Committee.

## PUBLIC MEETING & PUBLIC APPEARANCE REGULATIONS

All public meetings and public appearances shall be conducted in compliance with federal and state regulations set by the American with Disabilities Act of 1990 (ADA), Title VI of the 1964 Civil Rights Act, and the Texas Open Meeting Act. Likewise, LWCAMPO will comply with requests for public records or information as well as the record retention of public records as prescribed by the Open Records of Texas, the Texas Open Meeting Act, the Public Information Act, and the Texas State Library & Archives Commission (TSLAC).

The American with Disabilities Act of 1990 (ADA) ensures equal opportunity for people with disabilities in areas such as: employment, public accommodations, transportation, state and local government services, and telecommunications. LWCAMPO shall facilitate participation by people with disabilities via the following guidelines:

- ◆ MPO staff shall make every effort to accommodate requests from persons with disabilities.
- ◆ Groups or people with special needs should notify the MPO in advance of a public meeting or public appearance
- ◆ All public meeting & public appearance notifications will provide the MPO's contact information to facilitate special requests for accommodations

- ◆ MPO staff will arrange reasonable accommodations to meet their needs.

LWCAMPO shall facilitate participation of traditionally underserved groups including low-income, minority, and limited English proficiency as prescribed by Title VI of the 1964 Civil Rights Act. This includes addressing Title VI issues via individual plans for Environmental Justice and for Limited English Proficiency. The LEP was developed to help the MPO identify reasonable procedures for providing language assistance to populations who are self-described in the Census Category of “Speaks English less than very well”. MPO staff will ensure that every effort will be made to accommodate the aforementioned traditionally underserved groups via the following guidelines:

- ◆ Public meetings & public appearances will be held at accessible locations & within reasonable distance to public transit routes
- ◆ All public meeting & public appearance notifications will provide the MPO’s contact information to facilitate special requests for language interpretation assistance
- ◆ Notices will be made available in both English & Spanish
- ◆ MPO staff will arrange reasonable accommodations to meet their needs

The Texas Open Meeting Act requires all state and local government entities to conduct open meetings and make all information pertaining to government conduct and actions accessible to the public. Additionally, the public will be given the opportunity to participate at every public meeting or public appearance event conducted by the MPO via the following guidelines:

- ◆ MPO staff shall audio & video record public meetings held by the MPO Policy Committee
- ◆ All Policy Committee meetings are scheduled in a manner that makes them accessible to the community as well as made available over public access broadcast & video streamed on the web
- ◆ MPO Policy Committee Meeting Agenda(s) shall be posted at City Hall & continuously posted to the MPO website
- ◆ Minutes of public meetings shall be prepared by MPO staff and will constitute the official record of the proceedings for Policy Committee meetings
- ◆ MPO staff shall prepare a meeting packet that includes the meeting agenda, action items for consideration by the Policy Committee, status reports on specific projects, in relation to transportation planning, & the MPO Director’s Report
  - ◆ Action items may include the minutes of the previous Policy Committee Meeting
  - ◆ Members of the Policy Committee will receive the meeting packet prior to a scheduled meeting of the Policy Committee
- ◆ Persons attending the MPO Policy Committee meeting will be asked to register on a sign in sheet
- ◆ In the event, and under certain circumstances, that in-person MPO Policy Committee meetings are not able to be conducted, the MPO will hold virtual meetings as authorized by state & federal regulations, such as the virtual meetings held in response to the Pandemic.
  - ◆ Virtual meetings will be made available over public broadcast and video streamed on the web

## PUBLIC REVIEW & COMMENT

The adoption, scheduled update, or amendment process of certain documents may require a 10, 20, or 45-day public review and comment period prior to final action by the Policy Committee. Once the public review and comment period is initiated, MPO staff shall inform the public via a public notice as well as continuously post said notice to the MPO website. The public may contact the MPO office with any questions or concerns related to the aforementioned processes during normal business hours or send their questions and/or concerns via the MPO website.

## *RESPONSE TO PUBLIC COMMENTS*

MPO staff shall present a summary of oral or written public comments received, as well as the responses to said comments, to the Policy Committee prior to final action on the respective plan, program, policy, or procedure, i.e. PPP, MTP, TIP, CMP. In addition, the final version of the MTP and TIP will include a summary of significant comments, and their respective responses, in the document upon which the comments were made.

Significant comments received during the public participation process of the MTP or TIP will be summarized, analyzed, and included within the applicable document, and presented for final approval by the Policy Committee.

## *ADDITIONAL RESPONSES TO PUBLIC COMMENTS*

In the case the final version of the MTP or TIP differs significantly from the one made available for public review and comment, an additional opportunity for public comment will be made available. This process is summarized as follows:

- ◆ If the final version of the MTP or TIP differs from the version made available in previous public review & comment period:
  - ◆ An additional 10-day public review & comment opportunity shall be made available
- ◆ If the additional public review & comment period requires that significant changes be made to the MTP or TIP:
  - ◆ A second additional 10-day public review & comment opportunity shall be made available prior to the adoption of the final version, of the MTP or TIP, by the Policy Committee
- ◆ Significant comments received during any additional public review & comment period(s) will be summarized, analyzed, and included within the applicable document, and presented for final approval by the Policy Committee

This process is summarized in the next page:



## Additional Opportunity for Public Review & Comment Period for MTP or TIP:

In the case the final version of the MTP or TIP differs significantly from the one made available for public review & comment, an additional opportunity for public comment will be made available



This process is summarized as follows:



1

If the final version of the MTP or TIP differs significantly from the version made available in previous public comment & review period:

- ◆ An additional 10 day public comment & review period is made available



2

If the additional public review & comment period requires that significant changes be made to the MTP or TIP:

- ◆ A second additional 10 day public review & comment opportunity is made available



3

Significant comments received during any additional public review & comment period(s) will be summarized, analyzed, and included within the applicable document

- ◆ Final version of the MTP or TIP is reviewed by Technical & Policy Committee (prior to document adoption)



4

Final version of MTP or TIP is adopted by the Policy Committee



5

Approval of the updated MTP or TIP document by TxDOT, FHWA, & FTA



6

MPO staff works with local, state, & federal partners to process revisions to MTP or TIP, as deemed necessary, between their respective update schedule

# SUMMARY

The Laredo & Webb County Area MPO is committed to provide effective public outreach strategies that foster fair and accessible opportunities for meaningful public involvement. This transportation planning process reflects the vision, goals, and objectives that have been established as desirable futures for the community. The MPO's mission statement is: "to set transportation related policy, identify existing and future local transportation needs in cooperation with TxDOT, and propose and recommend projects for all modes of transportation including mass transit and active transportation, with special attention to freight."

The public involvement and outreach strategies presented in this Public Participation Plan were developed specifically to meet the needs of the residents of the Laredo TMA while adhering to federal & state mandates. All planning documents, including the PPP, are designed to be "living" documents in order to adapt primary planning document policies to the changes in federal and state laws and guidelines. The Measures of Effectiveness (MOEs) review process will measure the effectiveness of public outreach strategies and update public outreach activities based on a qualitative and quantitative evaluation. This ensures that the public outreach process will effectively meet its public participation goals as well as reflect the most current and effective public outreach methods during the transportation planning process. This includes making information relevant and easier to understand.

Public participation procedures for the MTP & TIP are specified herein detail. The MPO will make every effort to facilitate the participation of traditionally underserved groups including low-income, minority, and limited English proficiency, as prescribed by Title VI of the 1964 Civil Rights Act. This includes addressing Title VI issues via individual plans for Environmental Justice and for Limited English Proficiency.

The MPO will employ visualization techniques to describe metropolitan transportation plans and TIP's, as deemed necessary. LWCAMPO is committed to increasing the understanding the general public has of the transportation planning process and to encourage the public to actively participate in the decision-making process.

A summary of the goals & objectives of the PPP can be found in the next page.



# GOAL & OBJECTIVES OF THE PUBLIC PARTICIPATION PLAN (PPP)

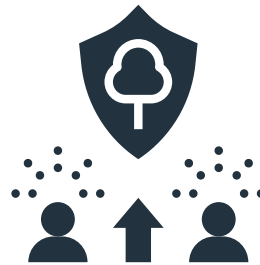
## Goal

The goal of the PPP is to foster fair & accessible opportunities for meaningful public involvement through public outreach strategies that make information relevant & easier to understand. This also includes a process for measuring progress on involving the public in the transportation planning process

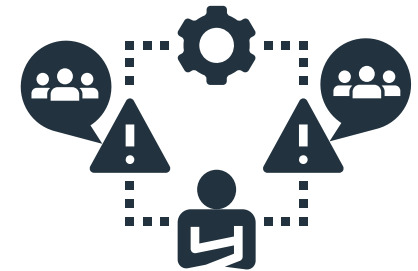
## Objectives



Provide access to relative information to the residents of the Laredo & Webb County region & other stakeholders



Raise awareness & offer opportunities for public input



Stimulate dialogue about the transportation related challenges facing the Laredo & Webb County region



Solicit participation from a broad range of groups & individuals in the Laredo Transportation Management Area (TMA)



Build public support for & understanding of transportation improvements outlined in the MTP, TIP, & other transportation plans/programs



Develop & incorporate realistic solutions into the Metropolitan Transportation Plan (MTP) & Transportation Improvement Program (TIP) that address the diverse mobility needs of the region's residents, businesses, & visitors

## Measures of Effectiveness

The Measures of Effectiveness (MOE's) review process will measure the effectiveness of public outreach strategies & update public outreach activities based on qualitative & quantitative evaluation as well as assure the compliance of all federal & state guidelines

# GLOSSARY OF ACRONYMS

**ADA** - Americans with Disabilities Act of 1990

**ATC** - Active Transportation Committee

**CFR** - Code of Federal Regulations

**CMP**- Congestions Management Process

**EPA** - Environmental Protection Agency

**FAST Act**- Fixing America’s Surface Transportation Act

**FHWA** - Federal Highway Administration

**FTA** - Federal Transit Administration

**GIS**- Geographic Information System

**ISTEA** - Intermodal Surface Transportation Efficiency Act

**LEP** - Limited English Proficiency

**LEPP** - Limited English Proficiency Plan

**LWCAMPO**- Laredo & Webb County Area Metropolitan Planning Organization

**MAP-21** - Moving Ahead for Progress in the 21st Century Act

**MOE**- Measures of Effectiveness

**MPA**- Metropolitan Planning Area

**MPO** - Metropolitan Planning Organization

**MTP**- Metropolitan Transportation Plan

**PIP** - Public Involvement Process

**PPP** - Public Participation Plan

**RMA**- Regional Mobility Authority

**SAFETEA-LU**- The Safe, Accountable, Flexible, Efficient, Transportation, Equity Act: A Legacy for Users

**STIP**- Statewide Transportation Improvement Program

**TAC**- Texas Administrative Code

**TEA-21** - Transportation Equity Act for the 21st Century

**TIP**- Transportation Improvement Program

**TxDOT**- Texas Department of Transportation

**TMA**- Transportation Management Area

**TOMA** - Texas Open Meetings Act

**TSLAC** - Texas State Library & Archives Commission

**UPWP** - Unified Planning Work Program

**USC** - United States Code

**UTP** - Unified Transportation Plan

**VPI** - Virtual Public Involvement



# APPENDIX A: SOCIAL MEDIA POLICY

LWCAMPO adheres to the guidelines and provisions stipulated in the City of Laredo Social Media Policy. A copy of the policy can be found below or, alternatively, by visiting the following link:

[City of Laredo Social Media Policy](#)



# CITY OF LAREDO

## SOCIAL MEDIA POLICY

### A. PURPOSE.

The City has a legitimate government interest in effective, efficient, and consistent communications with the public. While the City’s website ([www.ci.laredo.tx.us](http://www.ci.laredo.tx.us)) is the City’s primary Internet presence, the City recognizes that, when used appropriately, social media may be useful in reaching a broader audience in furtherance of the City’s goals.

### B. OBJECTIVE.

The objective of this Policy is to maintain the integrity of the City’s presence in social media and to ensure that social media is used appropriately and within City guidelines and policies. Given the multitude of concerns (legal, political, and ethical) raised by social networking (Facebook, Instagram, Twitter, etc.), this Social Media Policy (“Policy”) establishes prudent and acceptable practices regarding the City of Laredo’s official social media sites.

### C. SCOPE.

This policy applies to all City employees, including temporary employees and volunteers for the City of Laredo when working with social media tools on behalf of the City. However, that this policy does not apply to social media sites established by any of the City’s elected officials for campaign or personal purposes. Pursuant to Section 2.06 of the City of Laredo Ethics Code, City staff time shall not be used to establish, maintain, or directly promote a city official’s private social media accounts. City officials are further individually responsible by law to ensure compliance with laws pertaining to campaigning, open meetings, open records, and all other applicable laws related to private social media accounts.

### D. DEFINITIONS.

***City Social Media Sites*** – Includes the official (primary) and all department (secondary) pages, sections or posting locations in social media websites established or maintained by an employee of the City who is authorized to do so as part of the employee’s job and that are used to communicate with the public on City business.

***Social Media*** –Internet-based technology communications tools with a focus on immediacy, interactivity, user participation, and information sharing. These venues include social networking sites, forums, weblogs (blogs, vlogs, microblogs), online chat sites, and video/photo posting sites or any other such similar output or format. Examples include Facebook, Twitter, and YouTube.

***Social media administrators***– City employees expressly designated by the City Manager or their department directors to maintain oversight of a social media site. A social media administrator’s authority is limited to the policies and procedures of the City.

## **A. ESTABLISHMENT.**

Effective as of the date of this Social Media Policy’s initial adoption, any new departmental (secondary) social media site of the City must be approved by the City Manager or his or her designee. No other City social media site is permissible. Requests to establish departmental social media sites must contain an explanation of the business necessity for establishing such a site. Said requests are to be submitted to the Public Information Officer who will review and recommend approval or denial of the request to the City Manager’s Office. Attached as **Exhibit A** is the City’s social media sites in existence as of the date of this Policy.

## **B. Responsibility**

Each department director is responsible for implementing the provisions of this directive and designating a social media administrator. The Public Information Officer, or his or her designee, shall be the social media administrator responsible for oversight of the City’s official (primary) social media sites. All social media administrators of the City shall:

- (1) Ensure the City’s social media sites are regularly maintained and kept current.
- (2) Ensure that all information posted to a City’s social media site is accurate, professionally presented, respectful, relevant, and on topic with the mission. Care must be taken to ensure that grammar and spelling are correct. Mistakes must be corrected quickly.
- (3) Review information posted to the social media sites to ensure the content is appropriate, professional, and consistent with the City’s policies and the purpose for which the site exists. Frequent review of sites that provide opportunity for comment or other interaction is essential.
- (4) Enroll in and maintain archival third party account.

## A. LIMITED CONTENT OF CITY SOCIAL MEDIA SITES

The City's social media sites must be structured narrowly to focus discussions on a particular interest of the City rather than creating a "public forum." Each City social media site shall include an introductory statement which clearly specifies the purpose and topical scope of the blog and social network site. **The City reserves the right to restrict or remove any content that is deemed in violation of this policy or any applicable law.** Information that is proprietary, subject to the attorney-client privilege, or privacy laws, and information not subject to disclosure under the Texas Public Information Act, shall not be posted on any City social media site.

Comments from the public are allowed on the City's social media sites and shall be monitored daily to ensure the comments are not in violation of this Policy. Social media sites that allow comments must contain the following text on the site itself or must include a link to the location on the City's website containing the following text:

- (1) "City's Comment Policy. The purpose of this site is to present matters of public interest in the City of Laredo, Texas. We encourage you to submit comments, but please note that this is not a traditional public forum. Comments posted to this page will be monitored.
- (2) The City reserves the right to delete comments that: contain false information, obscene language or sexual content, threaten or defame any person or organization, support or oppose political candidates, political organizations or ballot propositions, promote illegal activity, commercial services or products, infringe on copyrights or trademarks or are not topically related to the particular posting."

Comments violating the City's Comments Policy shall be removed promptly. When a person's comment is removed, the City should try to post a reason for removing the post (i.e. "A comment to this post was removed because it endorsed a political candidate. This is in violation of the City's comment policy (link to policy)"). Removed comments shall be archived by a third party service provider, at the time of the policy adoption the City has a contract with Archive Social. The City further reserves the right to remove or block repeat individual violators from commenting on any of the City's social media sites.

## B. SECURITY.

Applications (such as streaming video, music, photos, subscriptions to RSS feeds) can cause clutter and security risks to a social media website. An application may be removed if not determined to serve a City purpose and/or or does not come from a trusted source.

## **A. RECORDS RETENTION AND PUBLIC INFORMATION.**

- (1) Pursuant to Section 441.158 of the Texas Government Code, the Texas State Library and Archives Commission promulgates records retention schedules for records of local governments. The City has schedules and policies for retention of its records. The retention period for a record depends on the content of that record, regardless of the medium in which it is maintained. The general guidelines for archive, capture, and retention of social media content is attached hereto as **Appendix B**. The Public Information Officer and the Departments maintaining a City social media site shall preserve records on a City server for the required retention period in a format that preserves the integrity of the original record and is easily accessible.
- (2) The City of Laredo social media sites are subject to the Texas Public Information Act (TPIA), found in Ch. 552 of the Texas Government Code. Content in City social media, including a list of subscribers and posted communications, is public record. Users of City social media sites shall be notified that public information requests must be directed to the City Attorney's Office as the designated City Public Information Coordinator. Content submitted for posting that is deemed not suitable for posting by the City of Laredo because it is not topically related to the particular social media site objective being commented upon, or is deemed prohibited content based on the criteria in E (2) of this policy, shall be retained pursuant to the records retention schedule along with a description of the reason the specific content is deemed not suitable for posting.

## **B. GENERAL GUIDELINES FOR PARTICIPATION IN SOCIAL MEDIA.**

The City of Laredo understands that social networking and Internet services have become a common form of communication in the workplace and among stakeholders and citizens. Employees that choose to participate in social media while a City employee should adhere to the following guidelines.

- (1) City policies, rules, regulations and standards of conduct apply to employees that engage in social networking activities while conducting City business. Use of a City e-mail address and communication by a city employee in his or her official capacity will constitute conducting City business.
- (2) Employees who participate in social media outlets on or off-duty are subject to the same standards for such communications as set forth herein.
- (3) Although minimal personal computer usage is allowed during the work day for employees, participating in non-work-related social media outlets while on duty is assumed to impact productivity and cause performance issues and therefore is prohibited. This notwithstanding, the City may allow employees to participate in existing social networking sites as part of their job duties..

- (1) Confidential or proprietary information or similar information of third parties who have shared such information with the City of Laredo should not be shared on social media outlets
- (2) Employees shall follow all copyright laws, public records laws, retention laws, fair use and financial disclosure laws and any others laws that might apply.
- (3) Employees shall not use their City email account or password in conjunction with a personal social networking site.
- (4) Employees shall not cite vendors, suppliers, clients, citizens, co-workers or other stakeholders without their approval.
- (5) City resources, work time, social media tools, or a City employee's official position shall not be used for personal profit, business interests, or to participate in political activity. For example, a building inspector may not use the City's logo (or its likeness), email, or work time to promote a side business as a plumber.
- (6) Personal or business venture social media account names shall not be in any way tied or similar to the City. For example, CityofLaredoCop would not be an appropriate personal account name.





# City of Laredo Social Media Policy

## APPENDIX A

### EXISTING SOCIAL MEDIA SITES



## City of Laredo Social Media Policy

### APPENDIX B

## GENERAL RECORDS RETENTION GUIDELINES

### **CORRESPONDENCEGR1000-26**

- **General – 2 years**

### **COMPLAINTSGR1000-24**

- **Resolution + 2 years**

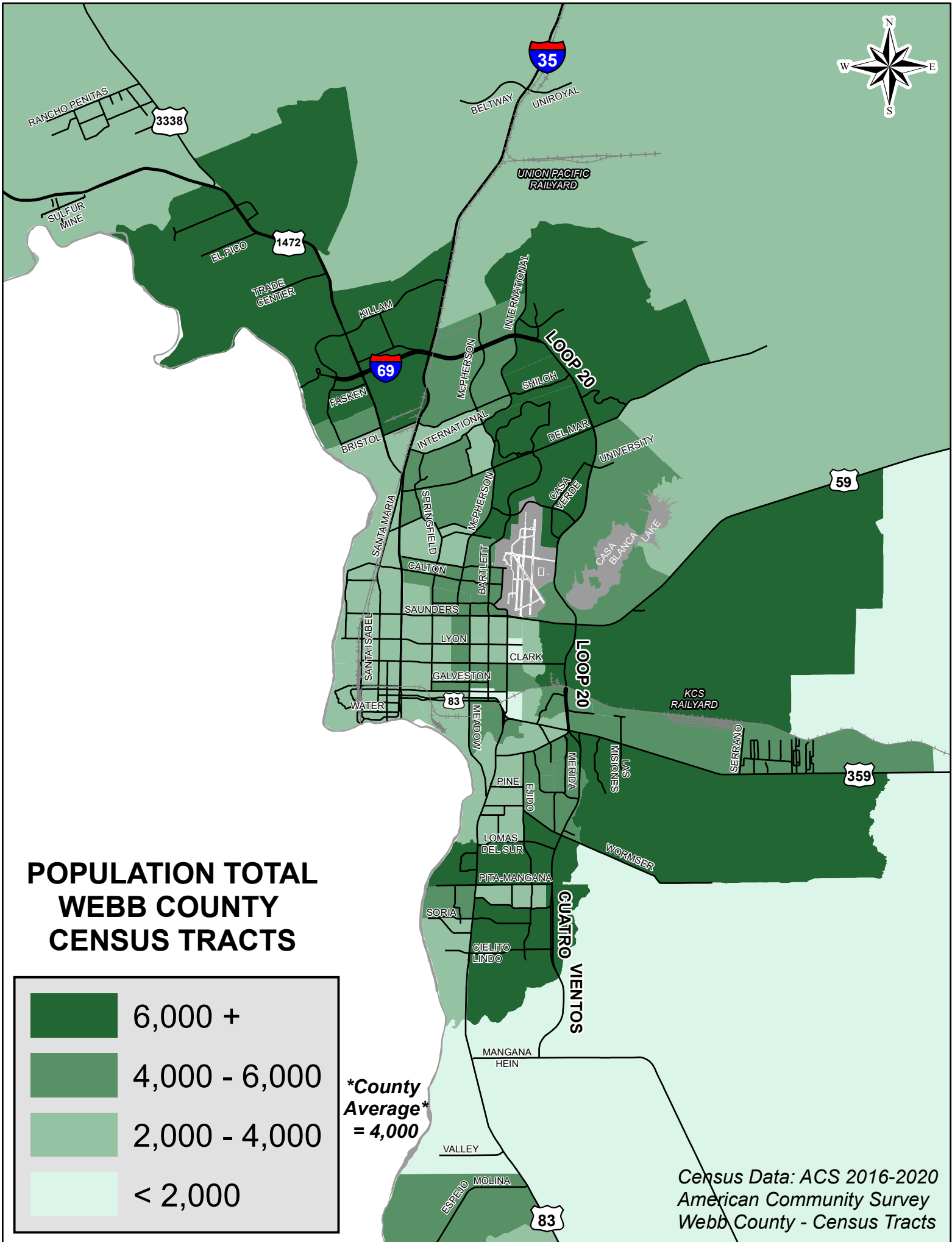
### **AdvertisementsofUpcomingEvents -3Tex.Admin.Code§6.91(8)(2000)**

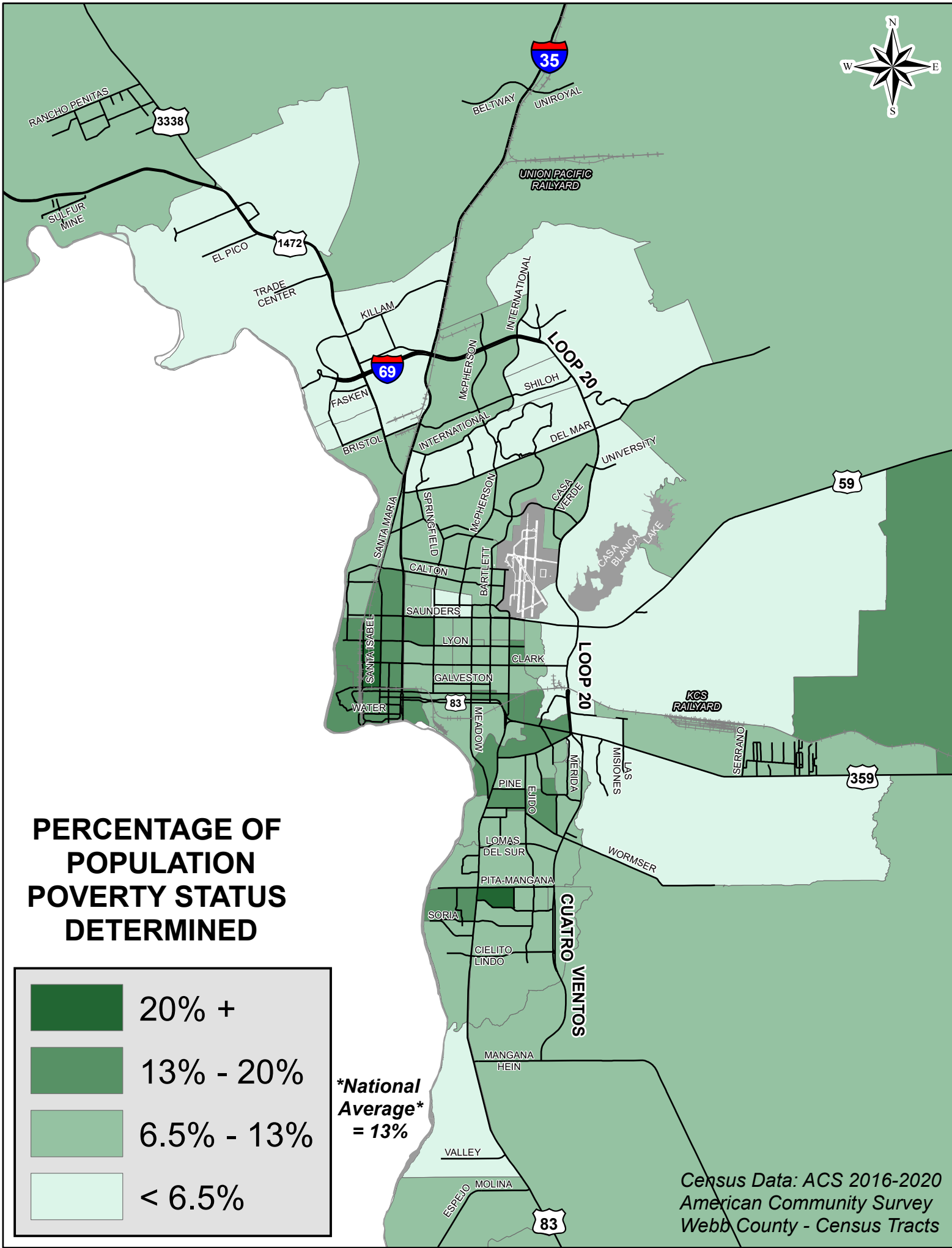
- **No archival, capture, or retention required.**

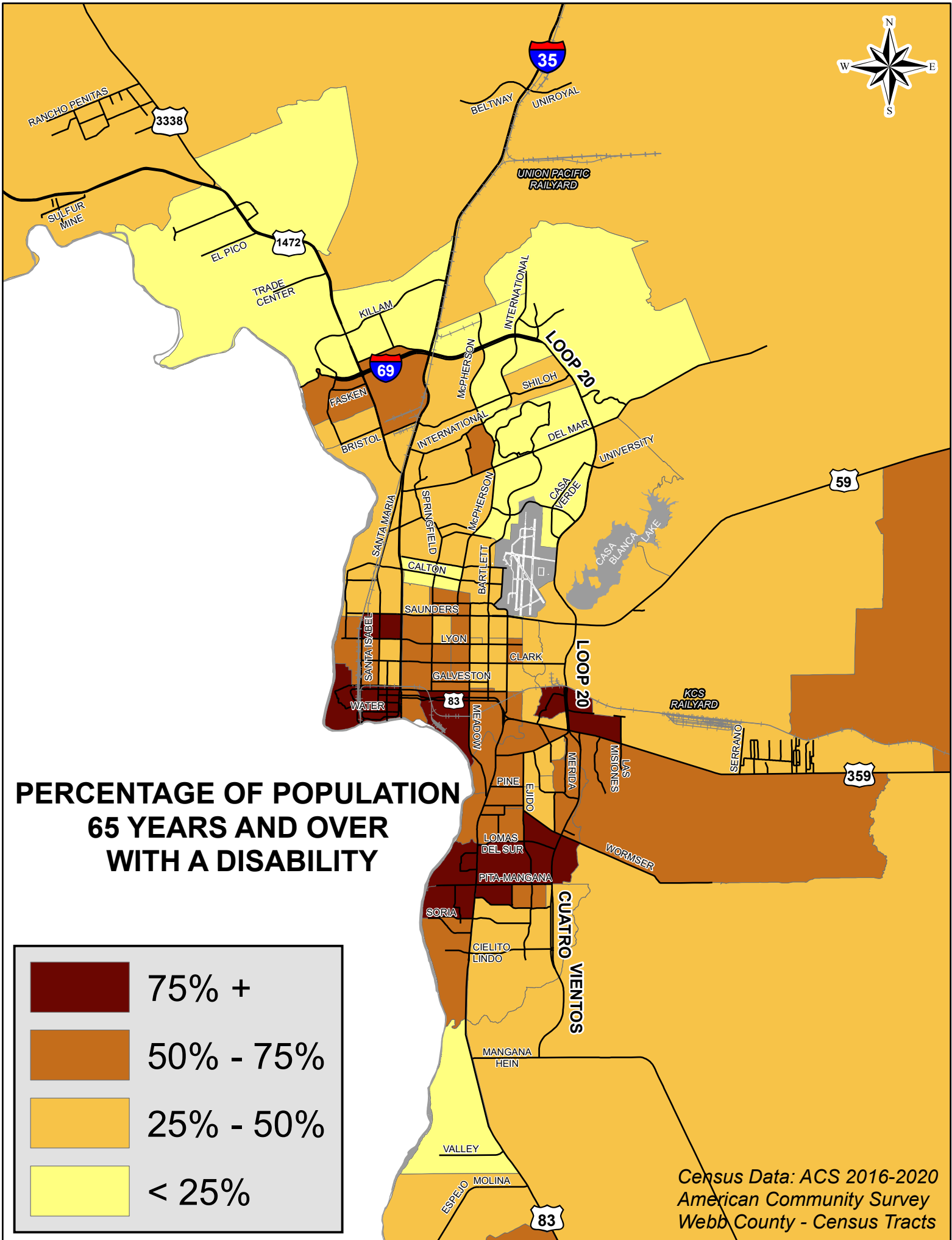
**(Information shared that is cursory and minimal with no lasting importance or need beyond its initial purpose of informing do not require capture and retention).**

# APPENDIX B: MAPS RELEVANT TO PUBLIC PARTICIPATION

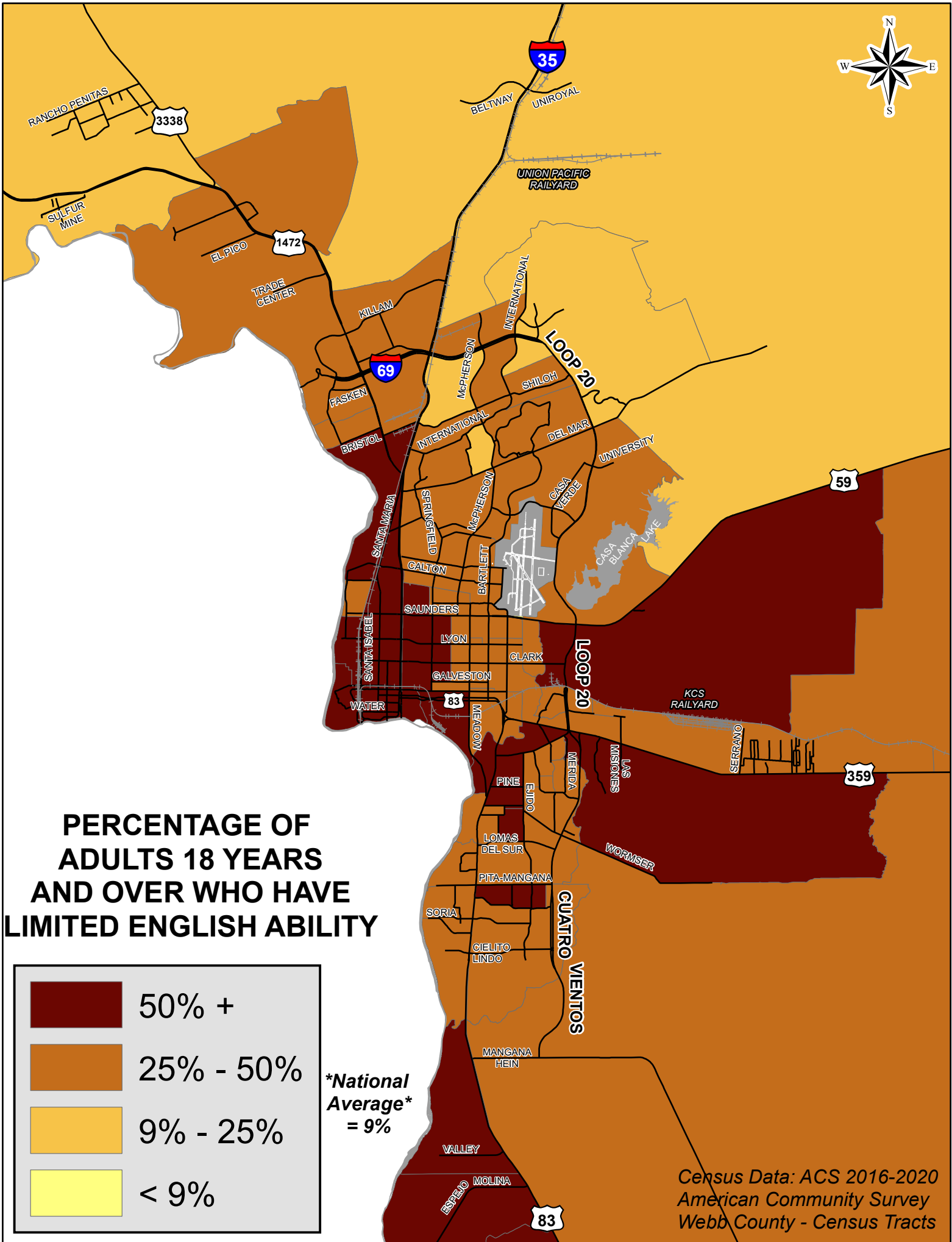
The following maps provide examples of the tools & techniques the MPO utilizes to fulfill the requirements outlined by federal legislation, identify public outreach strategies, and facilitate public participation activities:

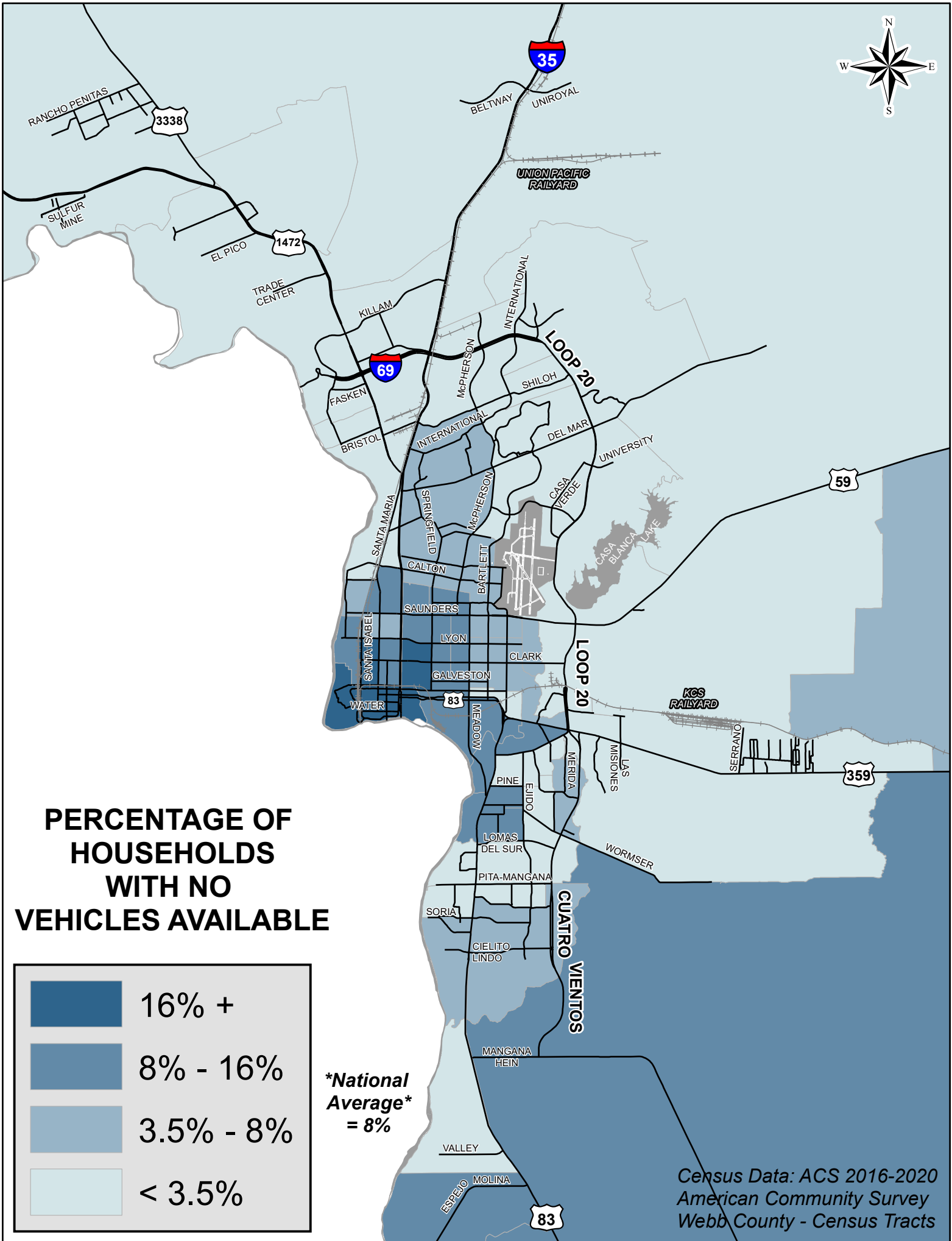


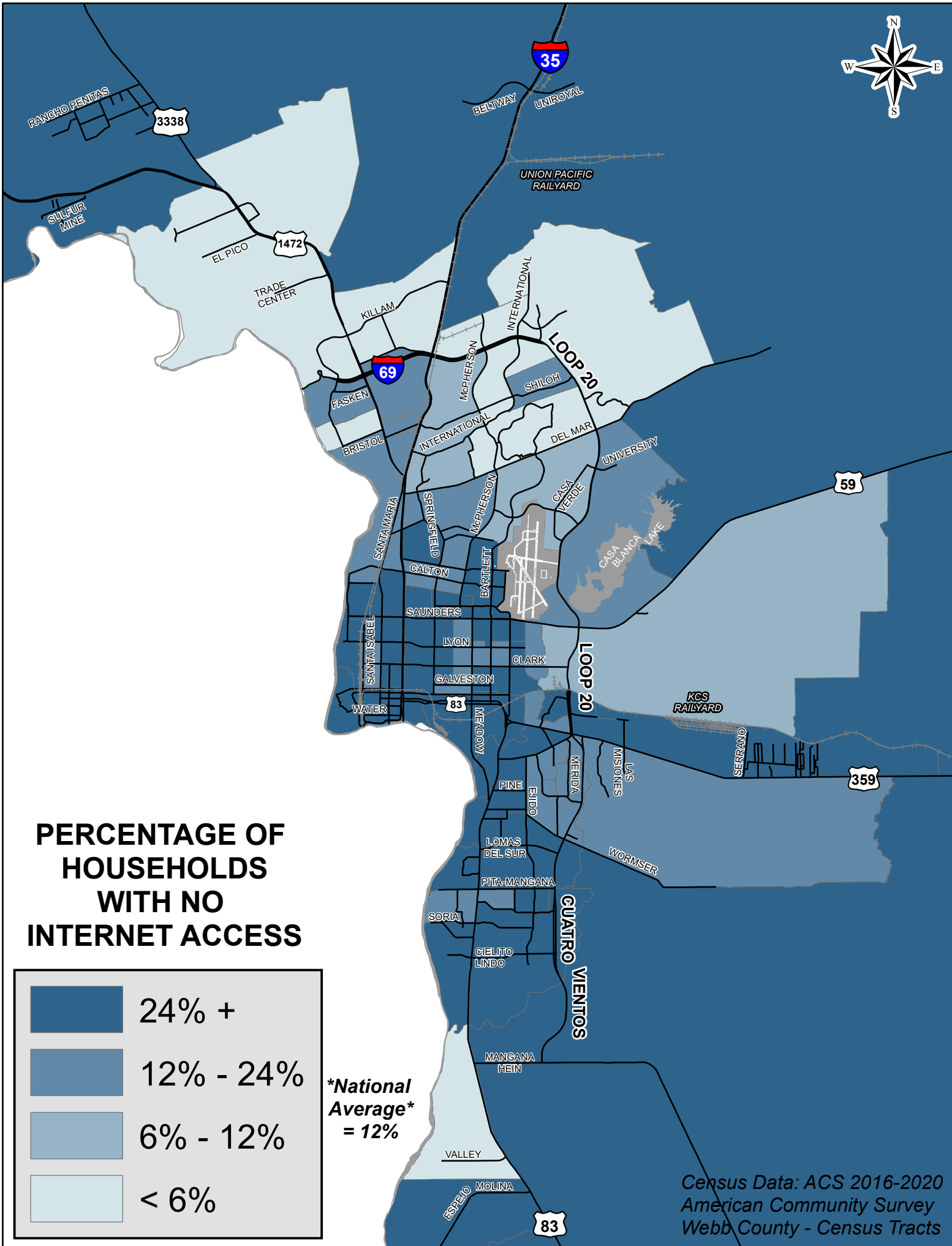
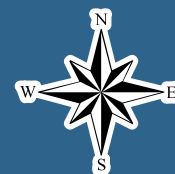












**LAREDO WEBB COUNTY  
METROPOLITAN PLANNING ORGANIZATION  
ACTION ITEM**

<b>DATE:</b>  09-21-22	<b>SUBJECT: MOTION</b> Receive public testimony and initiate a 10-day public review and comment period for the following proposed amendment(s) of the 2021-2024 Transportation Improvement Program (TIP):	
	<ol style="list-style-type: none"> <li>1. <b>Addition</b> of project CSJ 0922-33-205 (Vallecillo Road) intended to provide for the construction of new 4 lane [off-system] highway with continuous turn lane. The estimated construction cost is \$35,280,000. Category 7 funds in the amount of \$16,500,000 have been allocated for this project. Other funding amounts include \$14,780,000 in Category 3-local and \$4,000,000 in Category 12 Strategic Partnership funds. The project sponsor is the Webb County City of Laredo Regional Mobility Authority and the proposed letting date is FY 2026.</li> <li>2. <b>Reprogramming/addition</b> of project CSJ 0922-33-076 for the realigning of Flecha Ln. and Las Cruces Blvd. <b>Purpose</b> of amendment is to add this project to the 2023-2026 TIP as the updated letting date for this project has been changed to FY 2023. This project was previously included in the FY 2021-2024 TIP.</li> <li>3. <b>Reprogramming/addition</b> of project CSJ 0922-33-093 (Calton Rd. and Santa Maria Ave. Interchange) for the construction of a grade separation interchange. <b>Purpose</b> of amendment is to add this project to the 2023-2026 TIP as the updated letting date for this project has been changed to FY 2023. This project was previously included in the FY 2021-2024 TIP.</li> <li>4. <b>Transit revision</b> to increase FY 2023-2026 total transit funding from \$69,929,560 to \$88,274,582 for an increase of \$18,345,022.</li> </ol>	
	<b>INITIATED BY:</b> MPO Staff/El Metro	<b>STAFF SOURCE</b> Juan S. Mendive, Interim MPO Director
<b>PREVIOUS ACTION:</b> The MPO Policy Committee approved Resolution No. MPO 2022-05 adopting the 2023-2026 TIP.		
<b>BACKGROUND:</b>  The Transportation Improvement Program (TIP) is a federally required document which MPO's develop in cooperation with all their planning partners to program mobility and transit projects for a four-year period. On May 18 <sup>th</sup> , 2022, the MPO Policy Committee approved the Laredo MPO 2023-2026 TIP. All MPO TIP documents are subsequently combined to form the Statewide Transportation Improvement Program (STIP). Revisions to the TIP involving major changes require a public review and comment period and formal action by the MPO Policy Committee.		
	<b>TECHNICAL COMMITTEE RECOMMENDATION:</b> Approval	<b>STAFF RECOMMENDATION:</b> Approval

# 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

1. Federal law requires that Metropolitan Planning Organizations (MPOs) in cooperation with the State and affected transit operators develop a Transportation Improvement Program (TIP) for their planning areas for a four-year period.
2. All MPO TIP documents are subsequently combined to form the Statewide Transportation Improvement Program (STIP). TxDOT amends the STIP on a quarterly basis.
3. Revisions to the TIP involving major changes require a public review and comment period and formal action by the MPO Policy Committee prior to being added to the STIP.
4. Our MPO Public Participation Plan requires a 10-day public review and comment period for amendments to the TIP.





# PROPOSED TIP AMENDMENTS

1. **Addition** of project CSJ 0922-33-205 intended to provide for the construction of new 4 lane [off-system] highway with continuous turn lane. The estimated construction cost is \$35,280,000. Category 7 funds in the amount of \$16,500,000 have been allocated for this project. Other funding amounts include \$14,780,000 in Category 3-local and \$4,000,000 in Category 12 Strategic Partnership funds. The project sponsor is the Webb County City of Laredo Regional Mobility Authority and the proposed letting date is FY 2026.
2. **Reprogramming/addition** of project CSJ 0922-33-076 for the realigning of Flecha Ln and Las Cruces Blvd. **Purpose** of amendment is to add this project to the 2023-2026 TIP as the updated letting date for this project has been changed to FY 2023. This project was previously included in the FY 2021-2024 TIP.
3. **Reprogramming/addition** of project CSJ 0922-33-093 (Calton Rd. and Santa Maria Ave. Interchange) for the construction of a grade separation interchange. **Purpose** of amendment is to add this project to the 2023-2026 TIP as the updated letting date for this project has been changed to FY 2023. This project was previously included in the FY 2021-2024 TIP.



# PROPOSED TIP AMENDMENTS

**Transit:** Revision in funding amounts for federal programs 5307 (Urbanized Area Formula), 5339 (Bus & Bus Facilities), and 5310 (Seniors & People w/ Disabilities) for FY 2023-2026:

- Increase FY 2023-2026 total transit funding from \$69,929,560 to \$88,274,582 for an increase of \$18,345,022.

Transit Program		FY 2023	FY 2024	FY 2025	FY 2026	Total
Total Funds	Original	\$17,482,390	\$17,482,390	\$17,482,390	\$17,482,390	<b>\$69,929,560</b>
	New	\$28,639,868	\$19,878,238	\$19,878,238	\$19,878,238	<b>\$88,274,582</b>





# METROPOLITAN TRANSPORTATION PLAN (MTP) AMENDMENTS

- **Revision** of Appendix A – Short Range Projects Identified in the MTP and Listed in the TIP as necessary to incorporate and reflect the proposed revisions to the 2023-2026 TIP.
- The projects with proposed amendments to the TIP are currently listed in the MTP, but project information needs to be updated to reflect the proposed changes and added to Appendix A of the MTP.
- Our Public Participation Plan requires a 10-day public review and comment period for amendments to the MTP.





Laredo MPO - District 22  
 FY 2023 - 2026 Transportation Improvement Program

Funding by Category

Category	Description	FY 2023		FY 2024		FY 2025		FY 2026		Total FY 2023 - 2026	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Urban Area (Non- TMA) Corridor Projects	\$105,450,000	\$105,450,000	\$15,047,414	\$15,047,414	\$0	\$0	\$0	\$0	\$120,497,414	\$120,497,414
3	Non-Traditionally Funded Transportation Project	\$1,741,799	\$1,741,799	\$10,750,000	\$10,750,000	\$0	\$0	\$14,780,000	\$14,780,000	\$27,271,799	\$27,271,799
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$65,000,000	\$65,000,000	\$0	\$0	\$65,000,000	\$65,000,000
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$52,213,781	\$52,213,781	\$1,250,000	\$1,250,000	\$0	\$0	\$16,500,000	\$16,500,000	\$69,963,781	\$69,963,781
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	TAP / TASA	\$921,850	\$921,850	\$0	\$0	\$0	\$0	\$0	\$0	\$921,850	\$921,850
10	Supplemental Transportation	\$18,040,423	\$18,040,423	\$0	\$0	\$0	\$0	\$0	\$0	\$18,040,423	\$18,040,423
10 CBI	Corridor Border	\$43,502,580	\$43,502,580	\$0	\$0	\$0	\$0	\$0	\$0	\$43,502,580	\$43,502,580
11	District Discretionary	\$1,500,000	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
11	Rider 11B	\$26,000,000	\$26,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$26,000,000	\$26,000,000
12	Strategic Priority	\$18,000,000	\$18,000,000	\$98,052,239	\$98,052,239	\$45,000,000	\$45,000,000	\$43,200,000	\$43,200,000	\$204,252,239	\$204,252,239
SBPE	Strategy Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 102	Strategy 102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>		<b>\$267,370,433</b>	<b>\$267,370,433</b>	<b>\$125,099,653</b>	<b>\$125,099,653</b>	<b>\$110,000,000</b>	<b>\$110,000,000</b>	<b>\$74,480,000</b>	<b>\$74,480,000</b>	<b>\$576,950,086</b>	<b>\$576,950,086</b>

Funding Participation Source

Source	FY 2023	FY 2024	FY 2025	FY 2026	Total FY 23-26
<b>Federal</b>	\$213,957,391	\$91,479,722	\$88,000,000	\$51,060,000	\$444,497,113
<b>State</b>	\$42,927,744	\$22,619,931	\$22,000,000	\$8,640,000	\$96,187,675
<b>Local Match</b>	\$8,743,501	\$250,000	\$0	\$0	\$8,993,501
CAT 3 - Local Contributions (LC)	\$1,741,799	\$10,750,000	\$0	\$14,780,000	\$27,271,799
CAT 3 - Prop 1	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 12	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14 Bonds	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Other - Strategy PE Budget	\$0	\$0	\$0	\$0	\$0
Other - Strategy 102 Budget	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$267,370,435</b>	<b>\$125,099,653</b>	<b>\$110,000,000</b>	<b>\$74,480,000</b>	<b>\$576,950,088</b>

**FY 2023 TRANSIT PROJECT DESCRIPTIONS**

**LAREDO MPO TRANSPORTATION IMPROVEMENT PROGRAM**

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Laredo	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information (reference number, etc)</b>		<b>Federal (FTA) Funds</b>	\$4,454,205
		<b>State Funds from TxDOT</b>	637,564
		<b>Other Funds</b>	14,039,099
<b>Apportionment Year</b>	2023	<b>Fiscal Year Cost</b>	<b>\$19,130,868</b>
<b>Project Phase</b>		<b>Total Project Cost</b>	\$19,130,868
<b>Brief Project Description:</b>	Funds will be used for operating and capital assistance for El Metro Transit bus operations, administration and maintenance.	<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<b>Sec 5307 ID Number</b>			
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Laredo	<b>Federal Funding Category</b>	<b>5339 C</b>
<b>MPO Project Information (reference number, etc)</b>		<b>Federal (FTA) Funds</b>	\$7,430,385
		<b>State Funds from TxDOT</b>	0
		<b>Other Funds</b>	1,331,245
<b>Apportionment Year</b>	2023	<b>Fiscal Year Cost</b>	<b>\$8,761,630</b>
<b>Project Phase</b>		<b>Total Project Cost</b>	\$8,761,630
<b>Brief Project Description:</b>	Funds will be used for capital purchases consisting of Low and No-Emission Heavy-Duty Buses.	<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<b>Sec 5307 ID Number</b>			
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Laredo	<b>Federal Funding Category</b>	<b>5310</b>
<b>MPO Project Information (reference number, etc)</b>		<b>Federal (FTA) Funds</b>	\$252,829
		<b>State Funds from TxDOT</b>	0
		<b>Other Funds</b>	44,617
<b>Apportionment Year</b>	2023	<b>Fiscal Year Cost</b>	<b>\$297,446</b>
<b>Project Phase</b>		<b>Total Project Cost</b>	\$297,446
<b>Brief Project Description:</b>	Funds will be use for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Projects includes Capital investment and Operating assistance.	<b>Trans. Dev. Credits Requested</b>	\$0

**Amendment Date & Action**

**Trans. Dev. Credits Awarded  
(Date & Amount)**

**General Project Information**

**Funding Information (YOE)**

<b>Project Sponsor</b>	City of Laredo	<b>Federal Funding Category</b>	<b>5339</b>
<b>MPO Project Information (reference number, etc)</b>		<b>Federal (FTA) Funds</b>	\$359,939
		<b>State Funds from TxDOT</b>	0
		<b>Other Funds</b>	89,985
<b>Apportionment Year</b>	2023	<b>Fiscal Year Cost</b>	<b>\$449,924</b>
<b>Project Phase</b>			
<b>Brief Project Description:</b>	Funds will be used for replacing farebox collection equipment, bus and van replacements and bus facility improvements.	<b>Total Project Cost</b>	\$449,924
		<b>Trans. Dev. Credits Requested</b>	\$0
<b>Sec 5339 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<b>Amendment Date &amp; Action</b>		<b>(Date &amp; Amount)</b>	

**FY 2024 TRANSIT PROJECT DESCRIPTIONS**

**LAREDO MPO TRANSPORTATION IMPROVEMENT PROGRAM**

Laredo District 22

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Laredo	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information (reference number, etc)</b>		<b>Federal (FTA) Funds</b>	\$4,454,205
		<b>State Funds from TxDOT</b>	637,564
		<b>Other Funds</b>	14,039,099
<b>Apportionment Year</b>	2024	<b>Fiscal Year Cost</b>	<b>\$19,130,868</b>
<b>Project Phase</b>			
<b>Brief Project Description:</b>	Funds will be used for operating and capital assistance for El Metro Transit bus operations, administration and maintenance.	<b>Total Project Cost</b>	\$19,130,868
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<b>Sec 5307 ID Number</b>			
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Laredo	<b>Federal Funding Category</b>	<b>5310</b>
<b>MPO Project Information (reference number, etc)</b>		<b>Federal (FTA) Funds</b>	\$252,829
		<b>State Funds from TxDOT</b>	0
		<b>Other Funds</b>	44,617
<b>Apportionment Year</b>	2024	<b>Fiscal Year Cost</b>	<b>\$297,446</b>
<b>Project Phase</b>			
<b>Brief Project Description:</b>	Funds will be use for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Projects includes Capital investment and Operating assistance.	<b>Total Project Cost</b>	\$297,446
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<b>Sec 5310 ID Number</b>			
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Laredo	<b>Federal Funding Category</b>	<b>5339</b>
<b>MPO Project Information (reference number, etc)</b>		<b>Federal (FTA) Funds</b>	\$359,939
		<b>State Funds from TxDOT</b>	0
		<b>Other Funds</b>	89,985
<b>Apportionment Year</b>	2024	<b>Fiscal Year Cost</b>	<b>\$449,924</b>
<b>Project Phase</b>			
<b>Brief Project Description:</b>	Funds will be used for replacing farebox collection equipment, bus and van replacements and bus facility improvements.	<b>Total Project Cost</b>	\$449,924
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<b>Sec 5339 ID Number</b>			
<b>Amendment Date &amp; Action</b>			

**FY 2025 TRANSIT PROJECT DESCRIPTIONS**

**LAREDO MPO TRANSPORTATION IMPROVEMENT PROGRAM**

Laredo District 22

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Laredo	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information (reference number, etc)</b>		<b>Federal (FTA) Funds</b>	\$4,454,205
		<b>State Funds from TxDOT</b>	637,564
		<b>Other Funds</b>	14,039,099
<b>Apportionment Year</b>	2025	<b>Fiscal Year Cost</b>	<b>\$19,130,868</b>
<b>Project Phase</b>			
<b>Brief Project Description:</b>	Funds will be used for operating and capital assistance for El Metro Transit bus operations, administration and maintenance.	<b>Total Project Cost</b>	\$19,130,868
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<b>Sec 5307 ID Number</b>			
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Laredo	<b>Federal Funding Category</b>	<b>5310</b>
<b>MPO Project Information (reference number, etc)</b>		<b>Federal (FTA) Funds</b>	\$252,829
		<b>State Funds from TxDOT</b>	0
		<b>Other Funds</b>	44,617
<b>Apportionment Year</b>	2025	<b>Fiscal Year Cost</b>	<b>\$297,446</b>
<b>Project Phase</b>			
<b>Brief Project Description:</b>	Funds will be use for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Projects includes Capital investment and Operating assistance.	<b>Total Project Cost</b>	\$297,446
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<b>Sec 5310 ID Number</b>			
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Laredo	<b>Federal Funding Category</b>	<b>5339</b>
<b>MPO Project Information (reference number, etc)</b>		<b>Federal (FTA) Funds</b>	\$359,939
		<b>State Funds from TxDOT</b>	0
		<b>Other Funds</b>	89,985
<b>Apportionment Year</b>	2025	<b>Fiscal Year Cost</b>	<b>\$449,924</b>
<b>Project Phase</b>			
<b>Brief Project Description:</b>	Funds will be used for replacing farebox collection equipment, bus and van replacements and bus facility improvements.	<b>Total Project Cost</b>	\$449,924
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<b>Sec 5339 ID Number</b>			
<b>Amendment Date &amp; Action</b>			



**FY 2026 TRANSIT PROJECT DESCRIPTIONS**

**LAREDO MPO TRANSPORTATION IMPROVEMENT PROGRAM**

Laredo District 22

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Laredo	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information</b> (reference number, etc)		<b>Federal (FTA) Funds</b>	\$4,454,205
		<b>State Funds from TxDOT</b>	637,564
		<b>Other Funds</b>	14,039,099
<b>Apportionment Year</b>	2026	<b>Fiscal Year Cost</b>	<b>\$19,130,868</b>
<b>Project Phase</b>			
<b>Brief Project Description:</b>	Funds will be used for operating and capital assistance for El Metro Transit bus operations, administration and maintenance.	<b>Total Project Cost</b>	\$19,130,868
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b> (Date & Amount)	\$0
<b>Sec 5307 ID Number</b>			
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Laredo	<b>Federal Funding Category</b>	<b>5310</b>
<b>MPO Project Information</b> (reference number, etc)		<b>Federal (FTA) Funds</b>	\$252,829
		<b>State Funds from TxDOT</b>	0
		<b>Other Funds</b>	44,617
<b>Apportionment Year</b>	2026	<b>Fiscal Year Cost</b>	<b>\$297,446</b>
<b>Project Phase</b>			
<b>Brief Project Description:</b>	Funds will be use for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Projects includes Capital investment and Operating assistance.	<b>Total Project Cost</b>	\$297,446
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b> (Date & Amount)	\$0
<b>Sec 5310 ID Number</b>			
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Laredo	<b>Federal Funding Category</b>	<b>5339</b>
<b>MPO Project Information</b> (reference number, etc)		<b>Federal (FTA) Funds</b>	\$359,939
		<b>State Funds from TxDOT</b>	0
		<b>Other Funds</b>	89,985
<b>Apportionment Year</b>	2026	<b>Fiscal Year Cost</b>	<b>\$449,924</b>
<b>Project Phase</b>			
<b>Brief Project Description:</b>	Funds will be used for replacing farebox collection equipment, bus and van replacements and bus facility improvements.	<b>Total Project Cost</b>	\$449,924
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b> (Date & Amount)	\$0
<b>Sec 5339 ID Number</b>			
<b>Amendment Date &amp; Action</b>			



Laredo - District Number 22

FY 2023 - 2026 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Transit Program		FY 2023			FY 2024			FY 2025		
		Federal	Match	Total	Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K	\$5,091,769	\$14,039,099	\$19,130,868	\$5,091,769	\$14,039,099	\$19,130,868	\$5,091,769	\$14,039,099	\$19,130,868
2	Sec. 5307 - Urbanized Formula <200K			\$0			\$0			\$0
3	Sec. 5309 - Fixed Guideway Investment			\$0			\$0			\$0
4	Sec. 5337 - State of Good Repair			\$0			\$0			\$0
5	Sec. 5339 - Bus & Bus Facilities >200k	\$7,790,324	\$1,421,230	\$9,211,554	\$359,939	\$89,985	\$449,924	\$359,939	\$89,985	\$449,924
6	Sec. 5310-Seniors&People w/Disabilities >200k	\$252,829	\$44,617	\$297,446	\$252,829	\$44,617	\$297,446	\$252,829	\$44,617	\$297,446
7	Sec. 5316 - JARC >200K			\$0			\$0			\$0
8	Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
9	Other FTA			\$0			\$0			\$0
10	Regionally Significant or Other (incl FHWA transfers)			\$0			\$0			\$0
<b>Total Funds</b>		<b>\$13,134,922</b>	<b>\$15,504,946</b>	<b>\$28,639,868</b>	<b>\$5,704,537</b>	<b>\$14,173,701</b>	<b>\$19,878,238</b>	<b>\$5,704,537</b>	<b>\$14,173,701</b>	<b>\$19,878,238</b>
Transportation Development Credits Requested				\$0			\$0			\$0
Transportation Development Credits Awarded				\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Programs		FY 2026			Total		
		Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K	\$5,091,769	\$14,039,099	\$19,130,868	\$20,367,076	\$56,156,396	\$76,523,472
2	Sec. 5307 - Urbanized Formula <200K			\$0	\$0	\$0	\$0
3	Sec. 5309 - Fixed Guideway Investment			\$0	\$0	\$0	\$0
4	Sec. 5337 - State of Good Repair			\$0	\$0	\$0	\$0
5	Sec. 5339 - Bus & Bus Facilities >200k	\$359,939	\$89,985	\$449,924	\$8,870,141	\$1,691,185	\$10,561,326
6	Sec. 5310-Seniors&People w/Disabilities >200k	\$252,829	\$44,617	\$297,446	\$1,011,316	\$178,468	\$1,189,784
7	Sec. 5316 - JARC >200K			\$0	\$0	\$0	\$0
8	Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0
9	Other FTA			\$0	\$0	\$0	\$0
10	Regionally Significant or Other (incl FHWA transfers)			\$0	\$0	\$0	\$0
<b>Total Funds</b>		<b>\$5,704,537</b>	<b>\$14,173,701</b>	<b>\$19,878,238</b>	<b>\$30,248,533</b>	<b>\$58,026,049</b>	<b>\$88,274,582</b>
Transportation Development Credits Requested				\$0			\$0
Transportation Development Credits Awarded				\$0			\$0

**Laredo Webb County Area MPO (Appendix A)**  
**Short Range Projects Identified in the Metropolitan Transportation Plan (MTP) and Listed in the Transportation Improvement Program (TIP)**  
**FY2023 - FY2026**

CSJ	PROJECT NAME	SCOPE	FROM	TO	PROJECT SPONSOR	CATEGORY	YOE COST	
<b>FY 2023</b>								
1	0922-33-166	Reuthinger Road	New location construction of 4-lane divided highway	0.1 mile East of Beltway Parkway	IH 35 West Frontage road	City	7	\$21,440,668
2	0922-33-165	Hachar Roadway Road	New location construction of 4-lane divided highway	FM 1472	0.100 miles E of Beltway Parkway	City	7, 7_CRRSAA, 3LC	\$32,514,912
3	0922-33-181	Improvement of 17 Bus Stops	Improve connections, accessibility and security for up to 17 bus stops	various locations		TxDOT	9-TAP	\$225,000
4	0086-01-073	SH 359 Widening	Widen roadway from 3-lane to 5-lane undivided Highway	4.06 miles E of SL 20	8.935 miles E of SL 20	TxDOT	11, 12	\$25,000,000
5	0086-02-023	SH 359 Widening	Widen roadway from 2-lane to 4-lane divided highway	8.935 miles E of SL 20	9.830 miles E of SL 20	TxDOT	11	\$6,000,000
6	0086-14-088	US 59 (Loop 20) Reconstruction	Reconstruction of existing 6-lane divided highway to proposed 6-lane freeway facility with 3-lane frontage roads at University Blvd. to Shiloh Dr.	0.36 mi South of University Blvd	0.51 mi South of Shiloh Dr.	TxDOT	2U, 10, 11,	\$45,394,778
7	0086-14-076	US 59 (Loop 20) Interchange at Shiloh Dr.	Construction of interchange at Shiloh Dr.	0.50 mi S of Shiloh Dr.	0.50 mi N of Shiloh Dr.	TxDOT	2M, 10	\$31,856,549
8	0086-14-089	US 59 (Loop 20) Reconstruction	Reconstruction of existing 6-lane highway to proposed 6-lane freeway with 3-lane frontage roads	0.51 mi South of Shiloh	International Blvd.	TxDOT	2U, 10, 11	\$38,390,491
9	0086-14-079	US 59 (Loop 20) Interchange at University Blvd.	Construction of Interchange at University Blvd.	0.50 mi s of University Blvd.	0.50 mi n of University Blvd.	TxDOT	2M, 10	\$19,364,639
10	0086-14-075	US 59 (Loop 20) Interchange at Del Mar Blvd.	Construction of Interchange at Del Mar Blvd.	0.50 mi South of Del Mar Blvd.	0.50 mi North of Del Mar Blvd.	TxDOT	2M, 10	\$28,446,123
11	0922-33-177	River Vega Trail	Construct hike & bike trail	Anna Park	LCC Campus	City	9-TAP	\$696,850
12	0922-33-076	FM1472/Flecha Lane	Realignment of Flecha Ln. and Las Cruces Blvd.	Intersection of FM 1472 and Flecha Ln.	0.174 miles east of FM 1472	City	10, 3LC	\$1,800,000
13	0922-33-093	Calton and San Maria Interchange	Construction of a grade separation interchange	0.25 m east of Calton/San Maria intersection	0.25 m west of Calton/San Maria Intersection	City	10, 3LC	\$16,240,154
<b>13 Projects</b>							<b>Total:</b>	<b>\$267,370,164</b>
<b>FY 2024</b>								
1	0922-33-213	World Trade Bridge Expansion	Preliminary engineering and construction for the expansion of the World Trade Bridge consisting of 8 lanes by building a new 8 lane bridge adjacent to the existing bridge for a total of 16 lanes after completion of the project.	World Trade Bridge		City	7, 3LC	\$12,000,000
2	0086-14-087	US 59 (Loop 20) Reconstruction	Reconstruction of existing 6-lane highway to proposed 6-lane freeway facility with 3-lane frontage roads at 0.4 mi N of airport to University Blvd.	0.4 mi North of E Corridor Rd (Airport).	0.36 mi South of University Blvd.	TxDOT	12	\$30,600,000
3	0086-14-086	US 59 (Loop 20) Reconstruction	Reconstruction of existing 6-lane divided highway to proposed 6-lane freeway facility with a section including 3-lane frontage roads at US 59 to 0.4 mi N of airport.	US 59	0.4 mi North of E Corridor Rd. (Airport)	TxDOT	12	\$29,290,676
4	0086-14-077	US 59 (Loop 20) Interchange at Airport	Construction of interchange at Airport	0.500 mi South of E Corridor Rd (Airport).	0.50 mi North of E Corridor Rd (Airport).	TxDOT	2M, 12	\$28,774,986
5	0086-14-078	US 59 (Loop 20) Interchange at Jacaman Rd.	Construction of interchange at Jacaman Rd.	0.50 mi s of Jacaman Rd	0.50 mi n of Jacaman Rd	TxDOT	12, 2M	\$24,433,991
<b>5 Projects</b>							<b>Total:</b>	<b>\$125,099,653</b>
<b>FY 2025</b>								
1	0018-05-089	Replace Bridge at Uniroyal Dr.	Replacement of bridge structure at Uniroyal Dr.	0.5 mi south of Uniroyal Interchange	2.68 mi north of Uniroyal Interchange	TxDOT	12, 4	\$110,000,000
<b>1 Project</b>							<b>Total:</b>	<b>\$110,000,000</b>
<b>FY 2026</b>								
1	0018-06-185	Direct Connector #3 and # 6	New Direct Connector (#3 and # 6) northbound and southbound IH 35 to US59 eastbound	0.5 mi east of IH35	0.5 mi north of US59	TxDOT	12	\$39,200,000
2	0922-33-205	Vallecillo Road	Construction of new 4 lane [off-system] highway with continuous turn lane	FM 1472	IH 35	RMA	7, 3LC, 12	\$35,280,000
<b>2 Projects</b>							<b>Total:</b>	<b>\$74,480,000</b>

**TOTAL OF 21 PROJECTS IN THE TOTAL AMOUNT OF:**

**\$576,949,817**

**Funding Category Types**

**CAT 1:** Preventive Maintenance and Rehabilitation

**CAT 2:** Metro Corridor Projects

**CAT 3:** Non Traditionally Funded - includes local funds, proposition 12 or 14, etc.

**CAT 7:** Metro Mobility and Rehabilitation

**CAT 9:** Transportation Enhancement (TE) and Transportation Alternative Program (TAP)

**CAT 10:** Supplemental Projects include CBI and Earmark funds

**CAT 11:** District Discretionary

**CAT 12:** Strategic Priority - addresses project with priority to State

**Prop 1:** Proposition 1: Effective in 2015 Highway Trust Fund allocation from gas tax revenue

**Prop 7:** Proposition 7: MPO allocations from formula funds diverted from state general sales, use tax, vehicle sales, and rental tax

**LAREDO WEBB COUNTY  
METROPOLITAN PLANNING ORGANIZATION  
ACTION ITEM**

<b>DATE:</b> 09-21-2022	<b>SUBJECT: MOTION</b> Discussion with possible action on the allocation and programming of Category 7 funds, including for project CSJ 0086-16-008 Loop 20 interchange at Lomas Del Sur Blvd., and any other matters incident thereto.	
<b>INITIATED BY:</b> Staff		<b>STAFF SOURCE:</b> Juan S. Mendive, Interim MPO Director
<b>PREVIOUS ACTION:</b> None		
<b>BACKGROUND:</b> <p>Category 7 funding addresses transportation needs within boundaries of metropolitan planning areas with population of 200,000 or greater also known as Transportation Management Areas (TMA). TxDOT distributes federal funds through Category 7 to each TMA in the state. The funding can be used on a roadway with a functional classification greater than a local road or rural minor collector. In consultation with TxDOT, the MPO selects the projects to be funded through Category 7.</p> <p>TxDOT is the project sponsor for the Loop 20 interchange at Lomas Del Sur Blvd. project (CSJ 0086-16-008). The estimated construction cost is \$30,240,000. This project is currently listed in the 2023 Unified Transportation Program (UTP) with a total of \$23,209,713 in Category 2 authorized. The funding gap is \$7,030,287. The MPO Technical Committee recommends allocating category 7 funds in the amount of \$7,030,287 to complete the funding for the project. The Technical Committee also recommends programming the funds for FY 2025, to allow remaining Category 7 funds in FY 2024 to be available for the Hachar Reuthinger Road project should they be needed.</p>		
<b>COMMITTEE RECOMMENDATION:</b> The Technical Committee recommends approval to allocate \$7,030,287 in Category 7 funds for FY 2025.		<b>STAFF RECOMMENDATION:</b> Staff recommends approval to allocate \$7,030,287 in Category 7 funds for FY 2025.

Laredo Webb County Area MPO Category 7 Funding											
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	Total
<b>Total Targets</b>	\$56,794,853	\$8,154,760	\$8,317,866	\$8,484,234	\$8,157,959	\$8,157,959	\$8,157,959	\$8,157,959	\$8,157,959	\$8,157,959	\$130,699,467
<b>MPO Programmed</b>	\$52,213,781	\$1,000,000	\$0	\$8,484,234	\$8,015,766	\$0	\$0	\$0	\$0	\$0	\$69,713,781
<b>Balance</b>	<b>\$4,581,072</b>	<b>\$7,154,760</b>	<b>\$8,317,866</b>	<b>\$0</b>	<b>\$142,193</b>	<b>\$8,157,959</b>	<b>\$8,157,959</b>	<b>\$8,157,959</b>	<b>\$8,157,959</b>	<b>\$8,157,959</b>	<b>\$60,985,686</b>

CSJ	MPO Programmed Projects	Programmed (\$)	Fiscal Year (FY)
0922-33-165	Hachar Roadway	\$30,773,113	FY 23
0922-33-166	Reuthinger Road	\$21,440,668	FY 23
0922-33-213	World Trade Bridge Expansion	\$1,000,000	FY 24
0922-33-205	Vallecillo Road	\$16,500,000	FY 26-27
<b>MPO Total Programmed</b>		<b>\$69,713,781</b>	

# LAREDO DISTRICT Listed Projects

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier	
<b>Webb County</b>											
1	IH 35	Replace Bridge at Uniroyal Dr - Laredo 0018-05-089	0.47 MI S OF UNIROYAL INTERCHANGE	3.22 MI N OF UNIROYAL INTERCHANGE	FY 2023-2026	\$110,000,001	No Funding Change	No	Cat. 4 Rural Cat. 12 Strategic Priority <b>TOTAL</b>	\$65,000,000 \$45,000,000 <b>\$110,000,000</b>	1
2	IH 35	Widen Freeway - Laredo (North) 0018-05-094	2.68 MI N OF UNIROYAL INT(MM 16.0)	1.2 MI N OF US 83 INT(MM 19.787)	FY 2027-2032	\$113,792,000	No Funding Change	No	Cat. 4 Rural -Remaining funding TBD- <b>TOTAL</b>	\$75,000,000 \$38,792,000 <b>\$113,792,000</b>	1
3	IH 35	Interchange at US 59 - Laredo 0018-06-185	0.50 MI EAST OF IH35	0.50 MI NORTH OF US59	FY 2023-2026	\$39,200,000	No Funding Change	No	Cat. 12 Strategic Priority <b>TOTAL</b>	\$39,199,999 <b>\$39,199,999</b>	1
4a	US 59	Upgrade to Freeway - Laredo (Northeast) 0086-14-075	0.54 MILES SOUTH OF DEL MAR BLVD	0.67 MILES NORTH OF DEL MAR BLVD	FY 2023-2026	\$28,446,123	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 10 Border Infrastructure <b>TOTAL</b>	\$24,100,000 \$4,346,123 <b>\$28,446,123</b>	1
4b	US 59	Upgrade to Freeway - Laredo (Northeast) 0086-14-076	0.51 MILES SOUTH OF SHILOH DRIVE	0.49 MILES NORTH OF SHILOH DRIVE	FY 2023-2026	\$31,856,549	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 10 Border Infrastructure <b>TOTAL</b>	\$21,500,000 \$10,356,549 <b>\$31,856,549</b>	1
4c	US 59	Upgrade to Freeway - Laredo (Northeast) 0086-14-079	0.36 MILES SOUTH OF UNIVERSITY BOULEVARD	0.26 MILES NORTH OF UNIVERSITY BOULEVARD	FY 2023-2026	\$19,364,639	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 10 Border Infrastructure <b>TOTAL</b>	\$16,850,000 \$2,514,639 <b>\$19,364,639</b>	1
4d	US 59	Upgrade to Freeway - Laredo (Northeast) 0086-14-088	0.93 MI SOUTH OF UNIVERSITY BLVD	0.51 MI SOUTH OF SHILOH DR	FY 2023-2026	\$45,394,778	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 10 Border Infrastructure Cat. 11 Border <b>TOTAL</b>	\$11,500,000 \$22,000,000 \$11,894,778 <b>\$45,394,778</b>	1
4e	US 59	Upgrade to Freeway - Laredo (Northeast) 0086-14-089	0.51 MI SOUTH OF SHILOH	INTERNATIONAL BLVD.	FY 2023-2026	\$38,397,917	No Funding Change	No	Cat. 1 Cat. 2 Metro/Urban Corridor Cat. 10 Border Infrastructure Cat. 11 Border <b>TOTAL</b>	\$7,426 \$31,500,000 \$4,285,269 \$2,605,222 <b>\$38,397,917</b>	1
5a	US 59	Upgrade to Freeway - Laredo Airport 0086-14-077	0.50 MI SOUTH OF E. CORRIDOR RD(AIRPORT)	0.50 MI NORTH OF E. CORRIDOR RD(AIRPORT)	FY 2023-2026	\$28,774,987	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 12 Strategic Priority <b>TOTAL</b>	\$12,355,990 \$16,418,996 <b>\$28,774,986</b>	1
5b	US 59	Upgrade to Freeway - Laredo Airport 0086-14-086	US 59	0.4 MI NORTH OF E. CORRIDOR RD.(AIRPORT)	FY 2023-2026	\$29,290,676	No Funding Change	No	Cat. 12 Strategic Priority <b>TOTAL</b>	\$29,290,676 <b>\$29,290,676</b>	1
6a	US 59	Upgrade to Freeway - Laredo (East) 0086-14-078	0.50 MI S OF JACAMAN RD	0.50 MI N OF JACAMAN RD	FY 2023-2026	\$24,433,991	No Funding Change	No	Cat. 2 Metro/Urban Corridor Cat. 12 Strategic Priority <b>TOTAL</b>	\$2,691,424 \$21,742,567 <b>\$24,433,991</b>	1
6b	US 59	Upgrade to Freeway - Laredo (East) 0086-14-087	0.12 MI S. OF E. CORRIDOR RD.(AIRPORT)	0.36 MI SOUTH OF UNIVERSITY	FY 2023-2026	\$30,600,000	No Funding Change	No	Cat. 12 Strategic Priority <b>TOTAL</b>	\$30,600,000 <b>\$30,600,000</b>	1
7	US 59	Widen Non-Freeway - Laredo 0542-01-094	7.49 MILES WEST OF FM 2895	THE INTERSECTION OF US 59 AND LOOP 20	FY 2027-2032	\$301,728,000	Funding Adjustment	No	Cat. 4 Rural <b>TOTAL</b>	\$301,728,000 <b>\$301,728,000</b>	1
8	SH 359	Widen Non-Freeway - Laredo 0086-01-073	4.06 MILES E OF SL 20	8.935 MILES E OF SL 20	FY 2023-2026	\$25,000,000	No Funding Change	No	Cat. 11 District Discretionary Cat. 11 Border Cat. 12 Strategic Priority <b>TOTAL</b>	\$1,500,000 \$5,500,000 \$18,000,000 <b>\$25,000,000</b>	3
9	SL 20	Interchange at Lomas del Sur Blvd - Laredo 0086-16-008	0.1 MILES SOUTH OF LOMAS DEL SUR BLVD	0.1 MILES NORTH OF LOMAS DEL SUR BLVD	FY 2027-2032	\$30,240,000	New Authorization	No	Cat. 2 Metro/Urban Corridor -Remaining funding TBD- <b>TOTAL</b>	\$23,209,713 \$7,030,287 <b>\$30,240,000</b>	2
10	Various	Vallecillo Road - Laredo 0922-33-205	FM 1472	IH 35	FY 2027-2032	\$35,280,000	New Authorization	No	Cat. 3 Local Cat. 7 Cat. 12 Strategic Partnership <b>TOTAL</b>	\$14,780,000 \$16,500,000 \$4,000,000 <b>\$35,280,000</b>	1

The Commission may approve additional funding for projects up to 25% in Categories 2, 4, and 12. For more information, see pg. 40.



**LAREDO WEBB COUNTY  
METROPOLITAN PLANNING ORGANIZATION  
ACTION ITEM**

<b>DATE:</b>  09-21-2022	<b>SUBJECT: MOTION</b> Discussion with possible action on submitting a planning grant application for the U.S. Department of Transportation Reconnecting Communities Pilot Program in collaboration with the Downtown Tax Increment Reinvestment Zone (TIRZ) No. 1 and Laredo Main Street, and any other matters incident thereto.	
<b>INITIATED BY:</b> Staff		<b>STAFF SOURCE:</b> Juan S. Mendive, Interim MPO Director
<b>PREVIOUS ACTION:</b> None		
<p><b>BACKGROUND:</b></p> <p>The Bipartisan Infrastructure Law established the Reconnecting Communities Pilot (RCP) discretionary grant program with the purpose of reconnecting communities by removing, retrofitting, or mitigating transportation facilities that create barriers to community connectivity, mobility, access, or economic development.</p> <p>The MPO, the Downtown TIRZ No. 1, and Laredo Main Street are proposing to apply for and submit a planning grant for the RCP grant program to develop a downtown mobility and connectivity study. The study would entail developing project recommendations to improve multimodal mobility in the downtown area, enhance connectivity with surrounding neighborhoods and international bridges, expand development opportunities, and assess the feasibility and impacts of recommended projects. Specifically, the study would identify existing barriers, recommend and prioritize critical projects, develop cost estimates, and provide technical assessments that support environmental review for future construction of projects.</p> <p>An objective of the project proposal is to align with previous studies and ongoing efforts by various downtown stakeholders to help revitalize downtown. Completing a planning study through the RCP grant program could help local entities become eligible for Capital Construction Grants within the RCP program in a future round of funding.</p> <p>The local match requirement is no less than 20% of eligible project costs and can be provided as cash or in-kind contribution. Staff recommends capping the funding request at \$400,000, requiring a match of \$100,000 with a total eligible project cost of \$500,000. The total costs would include public engagement activities and the development of a detailed multimodal mobility and connectivity planning study for the entire downtown area. The MPO intends to work with the proposed applicant partners to secure match commitments either in cash or through in-kind contributions (i.e. dedicated staff time).</p>		
<b>COMMITTEE RECOMMENDATION:</b> The Technical Committee recommends approval.		<b>STAFF RECOMMENDATION:</b> Staff recommends approval.



# Reconnecting Communities Pilot (RCP) Grant Program Fact Sheet

## What is this program and its goal?

The Bipartisan Infrastructure Law established the new RCP discretionary grant program, funded with \$1 billion over the next 5 years. The purpose of the RCP Program is to reconnect communities by removing, retrofitting, or mitigating transportation facilities, like highways or rail lines, that create barriers to community connectivity, including to mobility, access, or economic development. The program funds planning and capital construction to address infrastructure barriers, reconnect communities, and improve peoples' lives.



## What are examples of reconnecting solutions?

Solutions to knit communities back together can include high-quality public transportation, infrastructure removal, pedestrian walkways and overpasses, capping and lids, linear parks and trails, roadway redesigns and complete streets conversions, and main street revitalization.

## What types of grants are available for FY 2022?

This year, the RCP Program will provide up to \$195 million for two types of grants: Planning Grants and Capital Construction Grants. For more information and to review the Notice of Funding Opportunity, visit the [RCP Program website](#).

### Planning Grants - \$50M

- Study the removal, retrofit, or mitigation of an existing facility to restore community connectivity,
- Conduct public engagement, and
- Other transportation planning activities.

### Capital Construction Grants – \$145M

- Carry out a project to remove, retrofit, mitigate, or replace an existing eligible facility with a new facility that reconnects communities.

## Who is eligible to apply?

**Eligible Facilities** are highways or other transportation facilities that create a barrier to community connectivity, including barriers to mobility, access, or economic development, due to high speeds, grade separations, or other design factors. DOT is taking a broad view of "other transportation facilities," that might include railroads or transit lines.

**Eligible Planning Grant applicants** are States, units of local government, Tribal governments, Metropolitan Planning Organizations, and non-profit organizations.

**Eligible Capital Construction applicants** must be 1) the Facility Owner(s) or 2) eligible applicants for a Planning Grant, as long as the Facility Owner is a joint applicant, with evidence of endorsing the application.

The RCP Program welcomes applications from diverse local, Tribal, and regional communities regardless of size, location, and experience administering Federal funding. DOT encourages place-based partnerships headed by a lead applicant

### Technical Assistance

Prospective applicants should consult [www.transportation.gov/reconnecting](http://www.transportation.gov/reconnecting) for resources, FAQs, webinars, and case studies. A [new DOT Navigator](#) provides links to a wide range of existing DOT technical assistance resources.

Grant recipients, with a priority for those serving economically disadvantaged communities, will have access to further technical assistance coordinated through DOT's new partnership with the U.S. Department of Housing and Urban Development (HUD), to implement their projects.

## When is the deadline for applications?

Applications must be submitted by 11:59 PM EDT on Thursday, October 13, 2022 via [grants.gov](http://grants.gov).

- G. Discussion with possible action on exploring the feasibility of a Transportation Reinvestment Zone (TRZ) in North Laredo-Webb County including along FM 1472.



# CITY OF LAREDO

## Office of the City Manager

August 12, 2022

Humberto Gonzalez, P.E.  
Transportation Planning and Development Director  
1817 Bob Bullock Loop  
Laredo, Texas 78043-9770  
(956) 712-7400

Rosario C. Cabello  
Interim City Manager  
1110 Houston St.  
Laredo, Texas 78040  
(956) 791-7302

RE: Termination of Advance Funding Agreements  
Laredo MPO FY 2018 Transportation Alternatives Set-Aside Program  
ADA Bus Stops and Bicycle Plazas  
CSJ: 0922-33-181  
CSJ: 0922-33-202

At this time, we request to terminate the Advance Funding Agreements (AFA) for the "ADA Bus Stops and Bicycle Plazas" project. It is anticipated that the construction cost associated with the design, demolition, installation, and sidewalk requirements to meet ADA will substantially exceed the reimbursement amounts provided for construction.

Should you have any questions please contact Mr. Robert J. Garza at (956) 795-2280 ext. 234.

Sincerely,

A handwritten signature in black ink that reads 'Rosario C. Cabello'. The signature is written in a cursive style with a large, looping initial 'R'.

Rosario C. Cabello  
Interim City Manager

Cc: Riazul I. Mia, Assistant City Manager  
Juan S. Mendive, Interim MPO Director  
Ana Duncan, P.E., Transportation Engineer, TxDOT  
Janece Marquez, Contract Specialist, TxDOT

**LAREDO WEBB COUNTY  
METROPOLITAN PLANNING ORGANIZATION  
ACTION ITEM**

<b>DATE:</b> 09-21-2022	<b>SUBJECT: MOTION</b> A motion to authorize a 2022 Call for Projects for the Laredo Webb County Area MPO Transportation Alternatives Set-Aside (TASA) Program and approve the TASA Program Application Guidelines and funding levels.	
<b>INITIATED BY:</b> Staff		<b>STAFF SOURCE:</b> Juan S. Mendive, Interim MPO Director
<b>PREVIOUS ACTION:</b> None.		
<p><b>BACKGROUND:</b></p> <p>Under the Bipartisan Infrastructure Law (BIL), the TA Set-Aside (TASA) from the Surface Transportation Block Grant (STBG) Program provides funding for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments. In urbanized area with populations over 200,000, TA Set-Aside funds are distributed to MPOs. MPOs are required to develop a competitive process for selecting projects.</p> <p>Approximately \$714,000 is anticipated to be available to fund projects under the TA Set-Aside Program in the Laredo Metropolitan Planning Area for fiscal years 2022, 2023, and 2024 for a total amount of approximately <b>\$2.1 Million</b>. Said funds require a 20% match, or \$178,500 in matching funds per year, totaling \$892,500 in total project costs per year.</p> <p>The draft TASA Program Guidelines recommend a target of <b>\$1,000,000</b> as the maximum funding award per project in the Laredo MPO planning area.</p> <p>A committee of MPO Active Transportation, Technical and Staff members will evaluate eligible projects that are submitted by eligible entities through a competitive process. Recommended projects and specific funding allocations under the competitive process will be provided to the MPO Technical and Policy Committee. The MPO Technical Committee will provide recommendations for the selection of projects and funding allocations to the MPO Policy Committee. The MPO Policy Committee will make final selection of projects and funding allocations.</p>		
<b>COMMITTEE RECOMMENDATION:</b> The Technical Committee recommends approval.		<b>STAFF RECOMMENDATION:</b> Staff recommends approval.



# LAREDO & WEBB COUNTY

## AREA METROPOLITAN PLANNING ORGANIZATION

### 2022 Call for Projects

### Transportation Alternatives (TA) Set-Aside Program

### Application Guidelines

**APPLICATION PACKAGES DUE BY:  
4:00 PM, Friday, November 18, 2022**

**IMPORTANT:** Federal TASA funds have very specific requirements for program management along with detailed reporting. If you are unfamiliar with Federal regulations and program requirements, or have not received federal funds administered by TxDOT in the past, please review the documents associated with this Call for Projects to determine if your agency is willing, and has the institutional capacity, to comply with the required terms and conditions.

## **Transportation Alternatives (TA) Set-Aside Program Call for Projects for the Laredo & Webb County Area**

Application packages must be received by 4:00 PM, CST on Friday, November 18, 2022

- Project applications must consist of two (2) original hard copies (including attachments) and one (1) electronic copy of all files on a USB drive.
- A complete application must be submitted to the Laredo & Webb County Area MPO offices located at 1413 Houston St., Laredo, TX. 78040 by the application deadline.
- A postmark by the established deadline does not constitute an on-time application. In addition, supplemental information, other than administrative clarifications, will not be accepted after the application deadline.
- Project sponsors are encouraged to submit their applications far enough in advance of the submission deadline to allow LWCAMPO staff to review proposals for completeness.
- Incomplete applications or those not submitted by the deadline will not be accepted.
- Right-of-way (ROW) acquisition is not eligible for TASA fund reimbursement. Therefore, ROW acquisition is for informational purposes only.
- The information in this application is public record. Therefore, applicants should not include information regarded as confidential.
- Project applications should be mailed or hand-delivered to:

<b>2022 Transportation Alternative (TA) Set-Aside Project Call</b>
Laredo & Webb County Area MPO
Attn: Graciela S. Briones
1413 Houston St.
Laredo, Texas 78040

For questions regarding the application, scoring criteria, or project call timeline, please contact Mrs. Graciela S. Briones, Transportation Planner at [gbriones@ci.laredo.tx.us](mailto:gbriones@ci.laredo.tx.us)



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## **A. OVERVIEW**

On December 16, 2021, the Federal Highway Administration (FHWA) issued guidance (Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America, hereafter “Policy”) that serves as an overarching policy framework on the use of BIL resources. Among other guidance, the Policy expresses FHWA’s intent of ensuring that the funding and eligibilities provided by the BIL will be interpreted and implemented, to the extent allowable under statute, to encourage States and other funding recipients to invest in projects that upgrade the condition of streets, highways and bridges and make them safe for all users, while at the same time modernizing them so that the transportation network is accessible for all users, provides people with better choices across all modes, accommodates new and emerging technologies, is more sustainable and resilient to a changing climate, and is more equitable.

In enacting the BIL, Congress increased the size of the Transportation Alternative (TA) Set-Aside funding amounts. This presents opportunities to fund many smaller-scales but, critically important multimodal transportation projects at both the State and local level.

The TA Set-Aside program provides funding for a variety of transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments.

With its eligibilities including bicycle and pedestrian facilities, safe routes to school projects, and vulnerable road user safety assessments, Transportation Alternatives (TA) Set-Aside is a key program for helping States build Complete Streets that are safe for all users and achieve safe, connected, and equitable on-and off-road networks.

The FHWA encourages State and local agencies and other project sponsors to consider the use of funds from the TA Set-Aside to address safety and implement the Safe System approach wherever possible. Improvements to safety features, including traffic signs, pavement markings, and multimodal accommodations that are routinely provided as part of a broader Federal-aid highway project can and should be funded from the same source as the broader project as long as the use is eligible under that funding source. For the TA Set-Aside, this includes on- and off-road facilities.

The TA Set-Aside funds provide resources that can help achieve FHWA’s policy objective for the repair, rehabilitation, reconstruction, replacement, and maintenance of existing transportation infrastructure, especially the incorporation of safety, accessibility, multimodal, and resilience features. This includes projects that maximize the existing right-of-way for nonmotorized modes and transit options and increase safety, accessibility, and/or connectivity.

These guidelines provide information on the TA Set-Aside and, the provisions and requirements for the use of Federal-aid highway funds, project selection processes, and eligible activities.

### **Complete Streets**

As one approach to ensuring the safety of all roadway users, FHWA encourages States and communities to adopt and implement Complete Streets policies that prioritize the safety of all users in transportation network planning, design, construction, and operations. Section 11206

of the BIL defines Complete Streets standards or policies as those which “ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.” A complete street includes but is not limited to, sidewalks, bike lanes (or wide paved shoulders), special bus lanes, accessible public transportation stops, safe and accommodating crossing options, median islands, pedestrian signals, curb extensions, narrower travel lanes, and roundabouts. A Complete Street is safe, and feels safe, for everyone using the street. The TA Set-Aside is a key program flexibility to States in building Complete Streets to achieve safe, connected, and equitable networks.

### **Americans with Disabilities Act**

The Americans with Disabilities Act (ADA) of 1990 and Section 504 of the Rehabilitation Act of 1973 prohibit discrimination against people with disabilities and ensure equal opportunity and access for persons with disabilities. The Department of Transportation’s Section 504 regulations apply to recipients of the Department’s financial assistance (see 49 CFR 27.3(a)). Title II of the ADA applies to public entities regardless of whether they receive Federal financial assistance

The ADA requires that no qualified individual with a disability shall, because a public entity’s facilities are inaccessible to or unusable by individuals with disabilities, be excluded from participation in, or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any public entity (28 CFR 35.149). A public entity’s pedestrian facilities are considered a “service, program, or activity” of the public entity. As a result, public entities and recipients of Federal financial assistance are required to ensure the accessibility of pedestrian facilities in the public right-of-way, such as curb ramps, sidewalks, crosswalks, pedestrian signals, and transit stops in accordance with applicable regulations.

TA Set-Aside funds are available to improve accessibility and to implement recipients’ ADA transition plans and upgrade their facilities to eliminate physical obstacles and provide for accessibility for individuals with disabilities. The FHWA will provide oversight to recipients of TA Set-Aside funds to ensure that each public agency’s project planning, design, and construction programs comply with ADA and Section 504 accessibility requirements.

#### **1. TA Set-Aside Program purpose.**

Under the Bipartisan Infrastructure Law (BIL), the TA Set-Aside from the Surface Transportation Block Grant (STBG) Program provides funding for a variety of generally smaller-scale transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments. With its eligibilities including bicycle and pedestrian facilities, safe routes to school projects, and vulnerable road user safety assessments, Transportation Alternatives is a key program for helping States build Complete Streets that are safe for all users and achieve safe, connected, and equitable on-and off-road networks.

As noted above, the BIL established several new requirements for TA Set-Aside funds, including a certification by the Secretary before funds from the TA Set-Aside may be transferred to other apportioned programs. Project sponsors should study the rules and

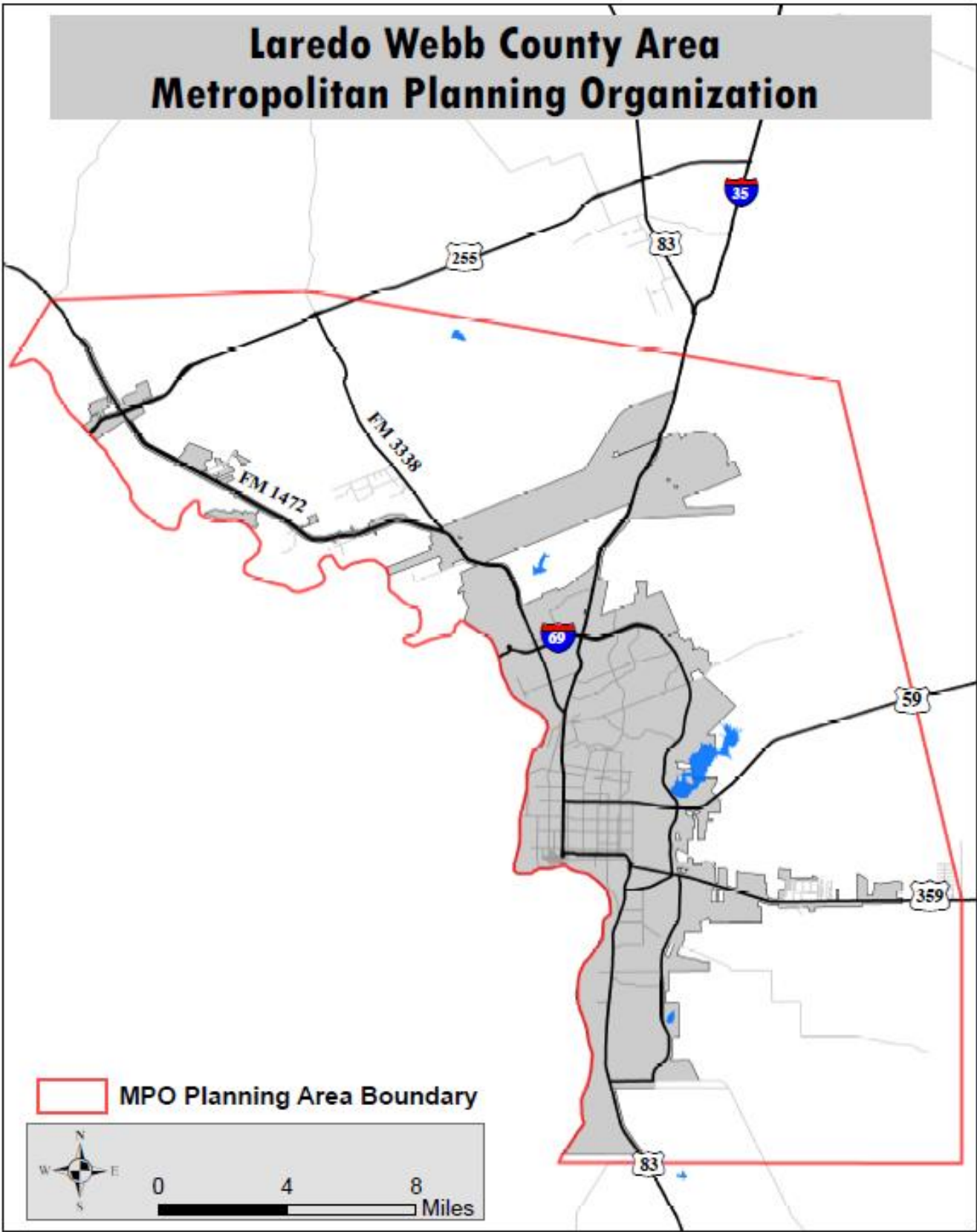
become familiar with all of the program requirements for the TA Set-Aside Program for the Laredo & Webb County Area MPO.

General types of projects eligible under TA Set-Aside Program for the Laredo & Webb County Area MPO include: on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, improved safety and access to schools, and boulevards and similar multi-modal roadways.

The Federally funded TA Set-Aside Program offers opportunities to expand transportation choices and enhance the transportation experience through several categories of activities related to the surface transportation system. The TA Set-Aside Program focuses on non-traditional transportation projects. TA Set-Aside Program projects must relate to surface transportation and be eligible under one or more of the qualifying categories.

DRAFT

MPO Planning Area Boundary Map



## 2. TA Set-Aside Program Facts

The following list is not all inclusive; however, it identifies the most basic program facts. Please contact the Laredo & Webb County Area MPO early in the process for questions related to submitting an application package.

- a) Eligible TA Set-Aside projects must be sponsored by an eligible entity and selected through the competitive selection process.
- b) **Project sponsors** should design projects that clearly fit into the eligible categories defined in this document. It is the responsibility of the project sponsor to present how the project aligns with the guidelines for eligible project activities.
- c) **There is no limitation on the number of applications that may be submitted by an eligible entity.** However, entities (individual Departments) submitting more than one application must rank the projects by priority. In addition, a separate resolution of local cash-match commitment from the eligible entity project sponsor (e.g. local government/agency) must be provided for each submitted application.
- d) Federal guidance states that **projects must be principally for transportation** rather than purely recreational and must have logical endpoints. For example, if a project proposes a looped trail system within a city park, this would be considered recreational and would not be considered eligible. However, the route to that park is eligible.
- e) Consistent with other Federal-aid highway programs, **TA Set-Aside Program funds (Category 9) are administered by TxDOT.** After project selection, a determination will be made as to whether the project will be administered by TxDOT or the local entity.
- f) **The TA Set-Aside Program is not a grant.** The funds provided are on a cost reimbursement basis. Therefore, it is important to understand that the applicant will need adequate cash flow to accommodate the payment of 100 percent of the project costs. Applicants will be reimbursed with the Federal portion after the work has been accomplished.
- g) **The local match must be cash.** A resolution of local cash-match commitment from the eligible entity project sponsor (e.g. local government/agency) must be provided with the application. In certain limited circumstances, **in-kind contributions non-cash donations may be considered** but only after consultation with FHWA and TxDOT. Consultation should occur prior to application submission.
- h) **The eligible entity project sponsor** is responsible for any and all cost overruns.
- i) **The Laredo & Webb County Area MPO Policy Committee will approve all final projects and funding levels.**



- Itemized budgets submitted for **TA Set-Aside Program** funding will be reviewed by the Federal Highway Administration (FHWA), TxDOT, and the Laredo MPO to ensure work activities are eligible and itemized costs are reasonable.
  - Project application requests for TA Set-Aside Program funds are subject to funding availability.
- j) **Prior to Project Letting.** Awarded entities must have a fully executed Advanced Funding Agreement (AFA) with the Laredo TxDOT District and comply with all applicable state and federal requirements related to the development of federal-aid highway projects. The AFA must be executed within one year from the date of selection by the MPO Policy Committee or risk loss of federal funding.
- k) **Administrative Fee.** TxDOT may impose an administrative fee of up to 15% of the project cost. The fee is an eligible expense covered with awarded funds but for which applicants must account when calculating the availability of funds for construction.
- l) **Selected projects** must be included in the MPO's Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP) prior to project letting. Some types of projects may be grouped by using applicable classifications under 23 CFR 771.117 (c) and (d).
- m) **Commence Construction.** TA Set-Aside Program Projects must advance to construction within three (3) years from the date of selection by the MPO Policy Committee or risk loss of federal funding.
- n) **All on-system projects** must follow TxDOT procedures.
- o) **Regardless of whether the projects are located** within the right-of-way of a Federal-aid highway, the treatment of projects will require: project agreements, authorization to proceed prior to incurring costs, prevailing wage rates (Davis-Bacon Act, Buy America, and competitive bidding).
- p) **Projects should benefit the general public, and not only a private entity.**
- q) TA Set-Aside Program projects are not required to be located **along Federal-aid highways.**



## B. ELIGIBLE ENTITIES

Under 23 U.S.C. 133(h)(4)(A), the eligible entities to receive TA Set-Aside Program funds are:

1. **A local government.** Local government entities include any unit of local government below a State government agency, except for an MPO representing an urbanized area with a population over 200,000. Examples include city, town, township, village, borough, parish, or county agencies.
2. **A regional transportation authority.** Regional transportation authorities are considered the same as the Regional Transportation Planning Organizations defined in the statewide planning section (23 U.S.C. 135(m)).
3. **A transit agency.** Transit agencies include any agency responsible for public transportation that is eligible for funds as determined by the Federal Transit Administration.
4. **A natural resource or public land agency.** Natural resource or public land agencies include any Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
  - State or local park or forest agencies.
  - State or local fish and game or wildlife agencies.
  - Department of the Interior land management agencies.
  - U.S. Forest Service.
5. **A school district, local education agency, or school.** School districts, local education agencies, or schools may include any public or nonprofit private school. Projects should benefit the general public and not only a private entity.
6. **A Tribal government.**
7. **A nonprofit entity.** The BIL removed the requirement that the nonprofit entity be responsible for the administration of local transportation safety programs.
8. **Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails** (other than a metropolitan planning organization that serves an urbanized area with a population of over 200,000 or a State agency) that the State determines to be eligible, consistent with the goals of 23 U.S.C. 133(h).

## C. ELIGIBLE PROJECTS OR ACTIVITIES

The BIL retained previous TA Set-Aside eligibility, amended the reference for SRTS projects, and added activities in furtherance of a vulnerable road user safety assessment, as defined in 23 U.S.C. 148(a). See 23 U.S.C. 133(h)(3).

The BIL also added eligibility for State DOTs to use funds for administrative and technical assistance, limited to 5 percent of the TA Set-Aside fund (after the RTP set-aside). 23 U.S.C. 133(h)(6)(C).

TA Set-Aside eligible projects consist of:

**Section 133(h)(3)(A):** Projects or Activities described in 23 U.S.C. 101(a)(29) or 23 U.S.C. 213 as in effect prior to the enactment of the FAST Act. Those sections contained the following eligible projects:

1. **Transportation Alternatives** as defined in 23 U.S.C. 101(a)(29) as it appeared prior to changes made by the FAST Act: The term “transportation alternatives” means any of the following activities when carried out as part of any program or project authorized or funded under title 23 U.S.C., or as an independent program or project related to surface transportation:
  - a) Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including 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 of 1990 (42 U.S.C. 12101 et seq.).
  - b) Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
  - c) Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
  - d) Construction of turnouts, overlooks, and viewing areas.
  - e) Community improvement activities, including:
    - Inventory, control, or removal of outdoor advertising;
    - Historic preservation and rehabilitation of historic transportation facilities;
    - Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control (see State DOTs Leveraging Alternative Uses of the Highway Right-of-Way Guidance); and,
    - Archaeological activities relating to impacts from implementation of a transportation project eligible under title 23, U.S.C.
  - f) Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
    - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff

- reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

**2. The Recreational Trails Program (RTP)** under 23 U.S.C. 206 of title 23 provides funds to the States to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. The RTP is an assistance program of the Department of Transportation's Federal Highway Administration (FHWA). Federal transportation funds benefit recreation including hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles. Any project eligible under the RTP also is eligible under the TA Set-Aside.

**3. The Safe Routes To School (SRTS) program**. The SRTS is a cross cutting program that empowers communities to make walking and bicycling to school a safe and routine activity once again. The Program makes funding available for a wide variety of programs and projects, from building safer street crossings to establishing programs that encourage children and their parents to walk and bicycle safely to school.

The purpose of this program is:

- a) To enable and encourage children, including those with disabilities, to walk and bicycle to school;
- b) To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
- c) To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

For purposes of this Call For Projects, the STRS program category includes similar “Active Transportation” category projects that improve safety and access to any public or private school including elementary, secondary, and higher education institutions.

Funds are available for **infrastructure-related projects** and **noninfrastructure-related activities**:

➤ **Infrastructure-related projects.**

Amounts apportioned to a State under this section may be used for construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including but not limited to the following:

- **Sidewalk improvements:** new sidewalks, sidewalk widening, sidewalk gap closures, sidewalk repairs, curbs, gutters, and curb ramps.
- **Traffic calming and speed reduction improvements:** roundabouts, bulb-outs, speed humps, raised crossings, raised intersections, median refuges, narrowed traffic lanes, lane reductions, full- or half-street closures, automated speed enforcement, and variable speed limits.
- **Pedestrian and bicycle crossing improvements:** crossings, median refuges, raised crossings, raised intersections, traffic control devices (including new or upgraded traffic signals, pavement markings, traffic stripes, in-roadway crossing lights, flashing beacons, bicycle-sensitive signal actuation devices, pedestrian

countdown signals, vehicle speed feedback signs, and pedestrian activated signal upgrades), and sight distance improvements.

- **On-street bicycle facilities:** new or upgraded bicycle lanes, widened outside lanes or roadway shoulders, geometric improvements, turning lanes, channelization and roadway realignment, traffic signs, and pavement markings.
- **Off-street bicycle and pedestrian facilities:** exclusive multi-use bicycle and pedestrian trails and pathways that are separated from a roadway.
- **Secure bicycle parking facilities:** bicycle parking racks, bicycle lockers, designated areas with safety lighting, and covered bicycle shelters.
- **Traffic diversion improvements:** separation of pedestrians and bicycles from vehicular traffic adjacent to school facilities, and traffic diversion away from school zones or designated routes to a school.

The above listing is not inclusive of all eligible projects; other types of projects may also be eligible if they meet the objectives of reducing speeds and improving pedestrian and bicycle safety and access.

Planning, design, and engineering expenses, including consultant services, associated with developing eligible infrastructure-related projects are also eligible to receive infrastructure funds.

Projects constructed with these funds must be accessible to persons with disabilities, per the Americans with Disabilities Act Accessibility Guidelines (ADAAG) at 28 CFR Part 36, Appendix A, as enforced by the U.S. Department of Justice and FHWA, and as required under Section 504 of the Rehabilitation Act.

### **Project Location.**

Public funds must be spent on projects within the public right-of-way (ROW). This may include projects on private land that have public access easements. Public property includes lands that are owned by a public entity, including those lands owned by public school districts. Construction and capital improvement projects also must be located within approximately two miles of a primary or middle school (grades K-8). Schools with grades that extend higher than grade 8, but which include grades that fall within the eligible range, are also eligible to receive infrastructure improvements.

For projects on private land, there must be a written legal easement or other written legally binding agreement that ensures public access to the project. There must be an easement filed of record, which specifies the minimum length of time for the agreement to maximize the public investment in the project. The project agreement should clearly state in writing:

- The purpose of the project.
- The minimum timeframe for the easement or lease.
- The duties and responsibilities of the parties involved.
- How the property will be used and maintained in the future.

The project must remain open for general public access for the use for which the funds were intended for the timeframe specified in the easement or lease. The public access should be comparable to the nature and magnitude of the investment of public funds.

Reversionary clauses may be appropriate in some instances. These clauses would assure that if the property is no longer needed for the purpose for which it was acquired, it would revert to the original owner.

For real property acquisition, all project sponsors must comply with the provisions of the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*. Regulations implementing this Act are found in *49 CFR Part 24*. These regulations will be applied to evaluating the acquisition of real property and any potential displacement activities.

➤ **Non-infrastructure related activities.**

Amounts apportioned to a State under this section may be used for activities to encourage walking and bicycling to school, including but not limited to the following:

- Public awareness campaigns and outreach to press and community leaders,
- Traffic education and enforcement in the vicinity of schools,
- Student sessions on bicycle and pedestrian safety, health, and environment, and
- Funding for training, volunteers, and managers of safe routes to school programs.

**Non-infrastructure** funds may be used for different purposes including but not limited to the following:

- Creation and reproduction of promotional and educational materials.
- Bicycle and pedestrian safety curricula, materials and trainers.
- Training, including SRTS training workshops that target school- and community-level audiences.
- Photocopying, duplicating, and printing costs, including CDs, DVDs, etc.
- Mailing costs.
- Costs for additional law enforcement or equipment needed for enforcement activities.
- Equipment and training needed for establishing crossing guard programs.

**Activity Location.**

Traffic education and enforcement activities must take place within approximately two miles of a primary, middle, or high school (Kindergarten through 12th grade) (23 U.S.C. 208(a) and (g)(2)(A)). Other eligible activities under the non-infrastructure portion of the SRTS program do not have a location restriction. Education and encouragement activities are allowed at private schools as long as other non-infrastructure program criteria are fulfilled.

NOTE: Projects and activities in each category should directly support increased safety and convenience for elementary and middle school children in grades K-8 to bicycle and/or walk to school. Projects may indirectly benefit high school age youth or the general public, however these constituencies cannot be the sole or primary beneficiaries.

- **SRTS coordinators** eligible under section 1404(f)(3) [now eligible under 23 U.S.C. 208(g)(3)].

4. **Planning, designing, or constructing Boulevards.** TA Set-Aside Program funds are eligible for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways often parallel to freeway facilities.

A boulevard is defined as:

- A walkable, low-speed (35 mph or less) divided arterial thoroughfare in urban environments designed to carry both through and local traffic, pedestrians and bicyclists.
- Boulevards may be long corridors, typically four lanes but sometimes wider, serve longer trips and provide pedestrian access to land.
- Boulevards may be high-ridership transit corridors.
- Boulevards are primary goods movement and emergency response routes and use vehicular and pedestrian access management techniques.
- Curb parking is encouraged on boulevards.

In accordance with FHWA guidance, an eligible "boulevard" project should demonstrate some of the following elements:

- Traffic calming measures.
- Context-sensitive bicycle and pedestrian facilities.
- Compliance with accessibility requirements and guidelines.
- Promotion of transit corridor through additional protected stops and routes.
- Environmentally efficient lighting, landscaping, and water-saving systems.

For purposes of the this Call for Projects, this category includes urban thoroughfares/boulevard roadways typically located in urban environments with low traffic speeds and designed with multi-modes of transportation including motor vehicles, bicyclists, pedestrians, and transit. These projects are context sensitive in design and consistent with the recommended practices set forth by the Institute of Transportation Engineers (ITE) *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*, often including "walkable" streetscapes with pedestrian and transit user accommodations, on-street parking, and other amenities and design elements suitable for the adjoining land uses.

#### 5. **Ineligible Activities**

TA Set-Aside funds cannot be used for the following activities of eligible projects:

- **MPO administrative purposes.** (Except list under Allocating Indirect Costs to Projects per Memo dated September 4, 2015).
- **Promotional activities.** (Except as permitted under the SRTS, non-Infrastructure implementation activities related to education, encouragement, and enforcement)
- **Routine maintenance and operations.** (Except trail maintenance and restoration as permitted under the RTP).
- **General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas, pavilions, or other facilities that do not serve an eligible TA Set-Aside, RTP, or SRTS purpose.**



## D. FUNDING AND MATCH REQUIREMENTS

TA Set-Aside is not a grant program in that no money is provided upfront. Approved costs are reimbursed only after an Advanced Funding Agreement (AFA) between TxDOT and the project sponsor is signed and a Resolution is authorized for the project. In order to get an approved Resolution, the project must obtain the following clearances: right-of-way clearance, utility clearance, railroad clearance, environmental (NEPA) clearance, and have an approved Plan, Specification and Estimate (PS&E) package. No activities performed prior to obtaining the Resolution are reimbursable through the awarded funding

TA Set-Aside funds are contract authority with obligations reimbursed from the Highway Account of the Highway Trust Fund.

TA Set-Aside funds are subject to the annual obligation limitation imposed on the Federal-aid Highway Program.

TA Set-Aside funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized. Failure to obligate the funds results in the loss of the funding. The funds will revert back to the MPO for re-allocation at the regional level.

### 1. Funding Target

The Laredo & Webb County Area MPO Policy Committee has established the following funding target \$1,000,000 as the maximum funding award per project in the Laredo MPO planning area. There is no limitation on the number of project awards per eligible entity receiving TA Set-Aside Program funds. However, eligible entities must provide proof of local match funding availability for each of the entity's submitted project applications.

### 2. Minimum Local Match Requirements

The Laredo & Webb County Area MPO Policy Committee has established a minimum local match requirement of 20 percent with projects eligible for reimbursement of up to 80 percent of allowable costs. The local match must be cash except that in certain limited circumstances in-kind contributions non-cash donations may be considered but only after consultation with FHWA and TxDOT.

Approximately \$714,000 are anticipated to be available in Category 9 to fund projects under the TA Set-Aside Program in the Laredo Metropolitan Planning Area for fiscal years 2022, 2023, and 2024 for a total amount of approximately \$2.1 Million. Said funds require a 20% match, or \$178,500 in matching funds per year, totaling \$892,500 in total project costs per year.



## E. PROGRAM CALL FOR PROJECTS SEQUENCE OF EVENTS

Events	Target Dates
Present final draft guidelines to Active Transportation Committee	July 27, 2022
Present final draft guidelines to Technical Committee	August 9, 2022
Present final draft guidelines to Policy Committee & authorize Call for Projects	September 21, 2022
Hold workshops for potential applicants	October 2022
Application deadline	November 18, 2022
Review applications	December 2022
Final selection by Policy Committee	January 2023

The Laredo & Webb County Area MPO (LWCAMPO) Policy Committee, with assistance of MPO Staff, is responsible for selecting projects for the Laredo MPO Planning Area through a competitive process.

For projects selected by LWCAMPO, the local project sponsor is responsible for completing all pre-construction activities (i.e. design, environmental clearance, right-of-way and utility relocation/coordination) with local funds. Category 9 funds can then be used to reimburse project sponsors for 80% of the costs that were paid by the local entity, up to the awarded amount. Construction inspection and construction management activities associated with approved projects are eligible uses of TA Set-Aside funds.

### 1. Application Process.

Project nominations must be coordinated with, and delivered to, Laredo & Webb County Area MPO office before the deadline. Project sponsors are limited to local entities eligible to receive and manage Federal transportation funds.

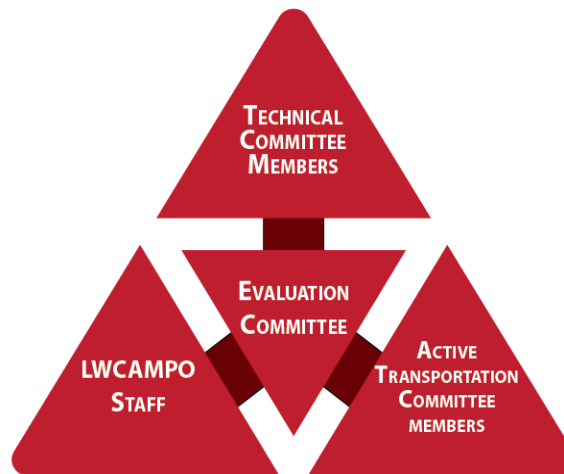
### 2. Competitive Evaluation and Selection Process.

The Laredo & Webb County Area MPO Policy Committee seeks to prioritize investments in multi-modal transportation projects including facilities for pedestrians, bicyclists, and other non-drivers through the TA Set-Aside program.

Projects submitted under this Call for Projects will be evaluated to identify the projects or programs that represent the best use of available funds by implementing the priorities adopted by the MPO Policy Committee and the transportation needs of local communities and the region.

MPO Staff will review each project submittal to ensure that all of the requested documentation has been included. Application packages failing to include any of the requested documentation will be considered incomplete and will not be given further consideration. The MPO will coordinate Federal eligibility with TxDOT and FHWA.

A committee of MPO Active Transportation, Technical and Staff members will evaluate eligible projects that are submitted by eligible entities through a competitive process for the Laredo MPO Planning Area.



Recommended projects and specific funding allocations under the competitive process will be provided to the MPO Technical and Policy Committee. The MPO Technical Committee will provide recommendations for the selection of projects and funding allocations to the MPO Policy Committee.

The LWCAMPO Policy Committee will make final selection of projects and funding allocations. Selected project entities will be notified.

**SELECTION PROCESS**



3. **Evaluation category and scoring criteria.** All project applications submitted for this Call for Projects will be based on evaluation criteria, scoring points, and other factors as approved by the Laredo & Webb County Area MPO Policy Committee and listed on the following table.

EVALUATION CATEGORY	SCORING (POINTS)	DESCRIPTION	FACTORS
Enhancing Network Connectivity	20	Improves connections between neighborhoods, and community facilities.	<ul style="list-style-type: none"> <li>• Network connectivity (gap closures, extension of facilities).</li> <li>• Facilities providing access to major destinations or bus stops, trails, sidewalks, on-street bicycle facilities.</li> <li>• Connects to existing facility on active transportation network.</li> </ul>
Implementing an Existing Plan	15	Improves ability to use walking and bicycling facilities for everyday activities including travel to work, school, and shopping. Proposed project or facility list is recommended in the LWCAMPO Active Transportation Plan or Metropolitan Transportation Plan.	<ul style="list-style-type: none"> <li>• Implements a planned facility in any local On-Street Bicycle Facility Plan, Pedestrian Facility Plan, SRTS Plan, or the related community Master Plan adopted by the City or County Government Body (i.e. Viva Laredo Comprehensive Plan, Active Transportation Plan, Metropolitan Transportation Plan)</li> </ul>
Improving Safety	15	Provides safer and less intimidating facilities for pedestrians, bicyclists, and other non-drivers.	<ul style="list-style-type: none"> <li>• Improving safety in areas with high numbers of crashes.</li> <li>• Improving crossings, signalization, traffic calming.</li> <li>• Provides separate facilities for various transportation modes.</li> </ul>
Project Readiness	15	Project readiness/ability to initiate construction.	<ul style="list-style-type: none"> <li>• Associated with TxDOT proposed "off-system" roadways.</li> <li>• Status of stakeholder/community feedback and support.</li> <li>• Status of engineering/design. Community partnership/support.</li> </ul>
Promoting Health	10	Improves access to physical fitness/wellness facilities, (e.g. bike/hike trails, medical plaza(s)/hospitals and/or clinics) Improves knowledge of facility locations (e.g. wayfinding signs).	<ul style="list-style-type: none"> <li>• Promotes healthy activities.</li> <li>• Provides access to health facilities.</li> </ul>
Reducing Barriers	10	Improves access and/or provides safe crossings for pedestrians, bicyclists, and other non-drivers at an existing obstacle to travel.	<ul style="list-style-type: none"> <li>• Provides a grade-separated crossing under or over a barrier (e.g. water body, major roadways, railroads).</li> </ul>
Creating Economic Development Opportunities	5	Provides access to major destinations, job centers, and large number of residents or employees.	<ul style="list-style-type: none"> <li>• Proximity to employment districts, schools, households, and other special generators.</li> <li>• Provides direct connections to transit (shared use paths, sidewalks, and on street bikeways).</li> <li>• Provides access to job centers. Investment provides increased benefit to the community and the region through revitalization, redevelopment, and job creation.</li> </ul>
Providing Environmental Benefits	5	Helps reduce congestion and improves air quality.	<ul style="list-style-type: none"> <li>• Congestion and air quality benefits.</li> <li>• Benefits and impacts to the environment.</li> </ul>
Serving Disadvantaged (Environmental Justice) Areas	5	Provides access in underserved communities.	<ul style="list-style-type: none"> <li>• Improves access for areas with greater percentages of minorities and low-income households compared to the planning area average.</li> </ul>
<b>TOTAL</b>	<b>100</b>		

## F. PROJECT IMPLEMENTATION

Projects must be developed as approved by the Laredo & Webb County Area MPO Policy Committee and as included in the project agreement with TxDOT. Changes in items of work or project scope that occur without advance TxDOT approval will not be reimbursed. The construction contractor will, in all cases, be chosen through a competitive bidding process approved by TxDOT. The contract will be awarded to the lowest responsive bidder.

Entities applying must ensure that the project timeline reported is realistic. The MPO and/or TxDOT may request periodic project status reports. Semi-annual reports to the MPO Policy Committee may be required after an entity enters into a project agreement with TxDOT.

The project may be eliminated from the program if:

- Implementation of the project would involve significant deviation from the activities as proposed in the application form;
- A construction contract has not been awarded or construction has not been initiated by the local entity within three (3) years from the date of selection; or
- The project agreement is not executed with TxDOT within one (1) year after the project is selected by the Laredo MPO Policy Committee.

The Laredo & Webb County Area MPO Policy Committee reserves the right to remove funding from a project for which the local sponsor is unable or unwilling to sign an agreement to implement the project or cannot provide the required minimum local match.

DRAFT

J. Discussion with possible action on the Hachar-Reuthinger Road project.

## Angelica Quijano

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**From:** Antonio Rodriguez <anrodriguez@HNTB.com>  
**Sent:** Thursday, September 15, 2022 3:39 PM  
**To:** Juan Mendive; Angelica Quijano  
**Cc:** Jed Brown; Douglas Howland; Melisa Montemayor; Jason Rodriguez; .62804 WCCL Project Documents Control  
**Subject:** MPO September RMA Status Update

**CAUTION:** This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Good afternoon, Juan. Please see the report from the WC-CL RMA for next week's MPO Policy Committee meeting. Please include in next week's packet for the Policy Committee members.

1. FM 1472 and Killam Industrial Blvd. Turn Lanes – The commencement of work at Killam Industrial Blvd. at FM 1472 occurred in early May 2022. Construction of the pavement widening components have been ongoing. For FM 1472, the bond breaker has been installed. Concrete pouring is tentatively scheduled for the week of the 19<sup>th</sup>. The grading for the widening of Killam Industrial Blvd. has been completed. For the traffic signal work, the foundation drill shafts have been set. The contractor is awaiting the traffic signal pole and assembly. **As of the week of the 12<sup>th</sup> of September, the project is 45% complete.** Substantial completion of the project is anticipated for mid-October 2022.
2. Los Presidentes (Cuatro Vientos to Brownwood) – Construction is ongoing. Our 13<sup>th</sup> construction progress meeting was held on 9/08/22. Paving of the street is 100% complete. Items completed last month include, installing sidewalk, irrigation and landscaping, and completing the concrete road tie into the Cuatro Vientos intersection. A major critical path item that is pending is the revised design and construction for the 18-inch water main. The City of Laredo is working to develop the updated plans and issue to the Contractor. Based on the current status of items on the project, substantial completion is projected for late October completion. The project has been delayed due to lack of water for 2 to 3 weeks and the need for a revised water main design. **Overall the project is 90% complete.**
3. Loop 20 South (Cuatro Vientos) Acceleration/ Deceleration Lane Project - The project was awarded to Anderson Columbia in October 2021. Construction to commenced on the week of the 14th of March. The paving is largely complete. Major critical path item that is still pending is the installation of the proposed illumination on the Northbound and Southbound Lanes of Cuatro Vientos. The project is scheduled for completion in late October 2022. **Overall, the project is approximately 95% complete.**
4. Loop 20 South (Cuatro Vientos) TRZ Study Update – Study commenced in May with the execution of the City of Laredo and WCCL RMA ILA. To date the team has been conducting one-on-one stake holder meetings and are anticipating completing the analysis and forecasting by the week of the 19th. The study is scheduled for completion in **October 2022.**
5. Springfield Phase III – NTP was provided by the City of Laredo to AZAR Services, LLC on 12/15/21. To date, the roadway concrete paving has been completed. Outstanding items include the tie-in driveways at Shiloh and the proposed water main along the north end of the project. The contractor will be commencing the shared use path for the project in September. Substantial completion is scheduled for October 2022. **Overall, the project is approximately 85% complete.**
6. Webb County Fair Grounds TIA – The RMA team has completed the existing conditions analysis for the study. The first submittal for internal review was submitted on the week of 22<sup>nd</sup> of August. The consultant has received the comments from the GEC is addressing the comments. Currently, the study is addressing the trip distribution for the 2035 traffic projections. The 2025 traffic projections will account for the 1<sup>st</sup> phase of the fair grounds to be constructed. The 2035 traffic projections will account for the US 59 immediate improvements of a 6-lane rural divided highway configuration and the full build out of the fair ground improvements. **The timeframe for completion of the study is December of 2022.**
7. River Road Corridor Study – Currently, the team has developed a list of stakeholder to participate in the Stakeholder Listening Sessions. The team has also developed a preliminary environmental constraints for the project area. The Team will commence reaching out to stakeholders to obtain input for possible alignments in

the area in October 2022. Total duration of the study is 12 months. **Completion of the study is anticipated in July 2023.**

8. Safe Streets and Roads for All (SS4A) Grant – In partnership with the MPO and the City of Laredo, the RMA developed the grant application to develop an action to prevent roadway deaths and serious injuries. The team obtained letters of support for the grant application federal, state and local elected officials for inclusion in the application. The grant application for this study requested \$2M from the FHWA. **The application was successfully submitted on September 9, 2022** which was 6 days prior to the due date of the applicaiton.
9. Vallecillo Road – In the last MPO Policy Committee meeting, funding for construction of the project was concluded. Subsequent to the dedication of \$16.5M dollars of Category 7 funds from the MPO, US Congressman Henry Cuellar has pledged \$3M of federal earmark funds. These monies are in addition to the \$14M dedicated to the project by the RMA, City of Laredo and the Killam Company. Now that the project is funded for construction, the RMA is working to submit the appropriate paperwork for the draft Advanced Funding Agreement with TxDOT and begin design of the project.

Other Items:

- The WC-CL RMA Board of Directors is scheduled to meet on September 21, 2022.

Thank you.

**Antonio Rodriguez, PE**

WCCL RMA GEC Deputy Program Manager

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- B. Presentation by Webb County Engineering on a proposed strategy to accelerate the construction of Outer Loop Segments 1, 2, and 3 by leveraging local funds and Category 7 funds.



# LAREDO & WEBB COUNTY

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## AREA METROPOLITAN PLANNING ORGANIZATION

### Director's Report September 21, 2022

1. On September 7th, MPO Staff attended a training at the Laredo TxDOT District office to learn more about Decision Lens, a software that helps with managing project data, prioritizing and scoring projects, conducting what-if scenarios, and program budgets to facilitate data-driven decision making.
2. Staff is developing RFPs for the 2025-2050 Metropolitan Transportation (MTP) update, the Long-Range Freight Mobility Plan, and for General Planning Services/On-Call Technical Assistance as programmed in the FY 2023 Unified Planning Work Program (UPWP).
3. Upcoming regularly scheduled meetings:
  - Active Transportation Committee – September 28, 2022
  - Technical Committee – October 11, 2022
  - Policy Committee – October 19, 2022