Laredo Urban Transportation Study

Metropolitan Planning Organization Policy Committee

Notice of Public Meeting

City of Laredo City Hall
City Council Chambers
1110 Houston Street
Laredo, Texas
February 16, 2016
12:00 noon

MEETING AGENDA

I. CHAIRPERSON TO CALL MEETING TO ORDER

II. CHAIRPERSON TO CALL ROLL

III. COMMITTEE AND DIRECTOR'S REPORTS (No action required)

IV. ITEMS REQUIRING POLICY COMMITTEE ACTION

A. Approval of the minutes for the meetings held on December 21, 2015 and January 19, 2016.

B. Receive public testimony and initiate a 20-day public review and comment period for the proposed Limited English Proficiency Plan.

C. Receive public testimony and initiate a ten-day public review and comment period for the following proposed amendment(s) of the 2015-2018 Transportation Improvement Program (TIP):

1. *Addition* of project CSJ 2150-04-067 intended to provide the design and construction of one additional travel lane (northbound) on FM 1472, from Killam Industrial Boulevard to 0.3 miles north of Mueller Boulevard, with an estimated total project cost of 4.482 million dollars. Projected letting date is August of 2016.
2. *Addition* of project CSJ 0922-33-166 intended to provide the development of the schematic, environmental document and preliminary engineering for a 5 lane rural roadway, from 0.1 miles east of Beltway Parkway to IH 35 West Frontage Road. Estimated cost for said phases of the project is $300,000.

D. Receive public testimony and initiate a 10 day public review and comment period for the following proposed revision(s) of the 2015-2040 Laredo Metropolitan Transportation Plan (MTP):

1. Amending Table 12-10, entitled Roadway and Bicycle/Pedestrian Project Summary and Table 12-11, entitled Roadway projects, and Figure 12-1, entitled Federally funded Roadway, Bicycle and Pedestrian Projects, by:

    a. ***Adding*** project CSJ 2150-04-067 intended to provide the design and construction of one additional travel lane (northbound) on FM 1472, from Killam Industrial Boulevard to 0.3 miles north of Mueller Boulevard, with an estimated total project cost of 4.482 million dollars. Projected letting date is August of 2016.
    b. ***Adding*** of project CSJ 0922-33-166 intended to provide the development of the schematic, environmental document and preliminary engineering for a 5 lane rural roadway, from 0.1 miles east of Beltway Parkway to IH 35 West Frontage Road. Estimated cost for said phases of the project is $300,000.

E. Discussion and possible action on TxDOT's Strategic Projects Office findings on Loop 20 funding.

F. Discussion with possible action to receive public testimony and initiate a ten-day public review and comment period for a proposed amendment of the Highway MTP/TIP to program Loop 20/U.S. 59 from International Blvd. to Business U.S. 59 for engineering, Right-of-Way acquisition, and construction:

    a. Plan formulated by MPO staff and Dannenbaum Engineering
    b. Plan formulated by Regional Mobility Authority

G. Discussion and possible action on railroad issues affecting the City of Laredo including but not limited to, Quiet Zones, Secure Corridor and traffic congestion.

H. Discussion with possible action on Hachar Road.

I. Discussion with possible action on Mines Road.

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

A. Presentation by TxDOT, Laredo District, on the funding (current and future projected) available to TxDOT, Laredo District and the Laredo MPO and the application of said funding to projects in the Laredo District.

B. Status on Government Accountability Office (GAO) report on railroad issues (U.S. Border Communities Ongoing DOT Efforts Could Help Address Impacts of International Freight Rail).

C. Status report on the Regional Mobility Authority (RMA).

VI. ADJOURNMENT

THIS NOTICE 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 BY FEBRUARY 12, 2016, BY 5:00 P.M.

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 Ms. Vanessa Guerra, City Planning, 1120 San Bernardo Ave. at (956) 794-1613, vguerra@ci.laredo.tx.us, at least five working days prior to the meeting so that appropriate arrangements can be made. Materials in Spanish may also be provided upon request.

Información en Español: Personas que planean asistir a esta reunión y que pueden necesitar ayuda o servicios, auxiliares como: intérpretes para personas sordas o con discapacidad auditiva, lectores de letra grande o en Braille, o un traductor para el idioma español deben comunicarse con la Sra Vanessa Guerra, en el Departamento de Planificación de la Ciudad, 1120 San Bernardo Ave. al (956) 794-1613, vguerra@ci.laredo.tx.us, al menos cinco días hábiles antes de la reunión para que los arreglos apropiados se pueden hacer. Materiales in español se proveerán a petición.

CITY OF LAREDO REPRESENTATIVES:

Honorable Pete Saenz, Mayor and LUTS Chairperson
Honorable Roque Vela, Jr., City Councilmember, District V
Honorable Charlie San Miguel, City Councilmember, District VI

LAREDO MASS TRANSIT BOARD REPRESENTATIVE:

Honorable Roberto Balli, City Councilmember, District VIII

COUNTY OF WEBB REPRESENTATIVES:

Honorable Tano E. Tijerina, Webb County Judge
Honorable John Galo, Webb County Commissioner, Pct. 3
Honorable Jaime Canales, Webb County Commissioner, Pct. 4

STATE REPRESENTATIVES:

Mr. Pete Alvarez, P.E., District Engineer
Ms. Melisa Montemayor, District Administrator

***** EX-OFFICIO *****

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

Nathan R. Bratton
MPO Director

Doanh "Zone" T. Nguyen
Interim-City Secretary

Laredo Urban Transportation Study

Metropolitan Planning Organization Policy Committee
City of Laredo Council Chambers
1110 Houston St. -Laredo, Texas

MINUTES OF THE DECEMBER 21, 2015 MEETING

LAREDO, TEXAS
1755

I. CHAIRPERSON TO CALL MEETING TO ORDER

Mayor Pete Saenz called the meeting to order at 12:00 p.m.

II. CHAIRPERSON TO CALL ROLL

Vanessa Guerra, MPO Coordinator, called roll and verified that a quorum did exist.

Regular members present:

Honorable Pete Saenz, Mayor and LUTS Chairperson
Honorable Tano E. Tijerina, Webb County Judge (joined the meeting at 12:05 p.m.)
Honorable Roque Vela, Jr., City Councilmember, District V
Honorable Roberto Balli, City Councilmember, District VIII
Honorable John Galo, Webb County Commissioner, Pct. 3
Honorable Jaime Canales, Webb County Commissioner, Pct. 4 (joined the meeting at 12:03 p.m.)
Pete Alvarez, TxDOT
Melisa Montemayor, TxDOT

Regular members not present:

Honorable Charlie San Miguel, City Councilmember, District VI

Ex-Officio Members Not Present:

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

Staff (Of Participating LUTS Agencies) Present:

City: Nathan R. Bratton, City Planning/LUTS Staff
Vanessa Guerra, City Planning/LUTS Staff
Angie Quijano, City Planning/LUTS Staff
Roberto Murillo, Traffic Safety Department
Robert Peña, Traffic Safety Department

State: Ana Duncan, TxDOT
Albert Ramirez, TxDOT
Sara Garza, TxDOT
Carlos Rodriguez, TxDOT

Others: Anthony Garza, Dannenhaum Engineering
Richard Ridings, Howard, Needles, Tammen, & Bergendoff (HNTB, Inc.)
Antonio Rodriguez, HNTB, Inc.
Ruben Soto, Regional Mobility Authority (RMA)
Mike Graham, TxDOT
Luis Perez Garcia, Webb County Engineering

III. COMMITTEE AND DIRECTOR'S REPORTS (No action required)

Neither the Committee, nor the MPO Director had any new business to report.

IV. ITEMS REQUIRING POLICY COMMITTEE ACTION

A. Approval of the minutes for the meeting held on November 16, 2015

Cm. Galo made a motion to **approve** the minutes of November 16, 2015.

Second: Cm. Balli
For: 7
Against: 0
Abstained: 0

Motion carried unanimously

B. Discussion and possible action to re-schedule the monthly Policy Committee meetings of January 18th, 2016 and February 15th, 2016 to Tuesday, January 19th, and Tuesday, February 16th, 2016 due to the Martin Luther King and President's Day holiday, respectively.

Cm. Balli made a motion to **approve** rescheduling the monthly Policy Committee meetings of January 18th, 2016 and February 15th, 2016 to Tuesday, January 19th, and Tuesday, February 16th, 2016 due to the Martin Luther King and President's Day holiday, respectively.

Second: Cm. Montemayor
For: 7
Against: 0
Abstained: 0

Motion carried unanimously

Cm. Canales joined the meeting at 12:03 p.m.

Judge Tijerina joined the meeting at 12:05 p.m.

C. Receive public testimony and approve the Transportation Alternatives Program (TAP) Project Selection Procedures.

Cm. Galo made a motion to **open** a public hearing.

Second:	Cm. Vela
For:	8
Against:	0
Abstained:	0

Motion carried unanimously

Cm. Galo made a motion to **close** the public hearing and **approve** the Transportation Alternatives Program (TAP) Project Selection Procedures.

Second:	Cm. Vela
For:	8
Against:	0
Abstained:	0

Motion carried unanimously

D. Discussion with possible action on the proposed allocation of $4.82 million of FY 16 Proposition 1 Category 2 (MPO) funds to project CSJ 2150-04-067 for the widening of pavement to provide additional travel lanes, on FM 1472 (Mines Road) from Killam Industrial Blvd. to 0.3 north of Mueller Blvd., with an estimated letting date of August 2016.

Pete Alvarez, TxDOT, stated the project would be another opportunity to provide additional lanes on FM 1472 to improve congestions.

Cm. Canales asked how much funding would remain if said funding is used.

Albert Ramirez, TxDOT, stated TxDOT would use all MPO funding if the Policy Board chooses to approve the item.

Melisa Montemayor, TxDOT, stated said project is under design and would not be funded for construction until the Policy Board makes the final approval.

Cm. Tijerina made a motion to **approve** the item for the proposed allocation of $4.82 million of FY 16 Proposition 1 Category 2 (MPO) funds to project CSJ 2150-04-067 for the widening of pavement to provide additional travel lanes, on FM 1472 (Mines Road) from Killam Industrial Blvd. to 0.3 north of Mueller Blvd., with an estimated letting date of August 2016.

Second: Cm. Galo
For: 8
Against: 0
Abstained: 0

Motion carried unanimously

E. Discussion with possible action on the proposed amendment of the Highway MTP/TIP to program Loop 20/U.S. 59 from International Blvd. to Business U.S. 59 for Engineering, Right-of-Way acquisition, and Construction.

Pete Alvarez, TxDOT, requested to postpone the item till the January 2016 meeting. A presentation by TxDOT's Strategic Projects Office will be given at that time.

Ruben Soto, Chairman, Regional Mobility Authority (RMA), suggested waiting the 30 days and postpone the item till the January 2016 meeting.

Mayor Saenz concurred with the postponement of the item till the January 2016 meeting.

Albert Ramirez, TxDOT, stated that the funding projections especially for the Proposition 7 funds are not currently known, and require further analysis.

Cm. Galo requested to meet with TxDOT before the January 2016 meeting.

Cm. Alvarez stated the study should be complete and presented at the next meeting.

Cm. Canales made a motion to **approve** the item contingent to making changes in the next 30 days.

Second: Cm. Vela
For: 2
Against: 5 (Cm. Galo, Mayor, Cm. Alvarez, Cm. Montemayor, Cm. Balli)
Abstained: 0

Motion failed

Cm. Balli made a motion to **bring back** the item to the January 19, 2016 meeting.

Second: Cm. Galo
For: 8
Against: 0
Abstained: 0

Motion carried unanimously

F. Discussion with possible action on Hachar Road.

G. Discussion with possible action on Mines Road.

No discussion or any action was taken on agenda items # F and G.

V. TECHNICAL COMMITTEE REPORT(S) (No action required)

A. Status report on the Regional Mobility Authority (RMA).

Ruben Soto, RMA Chairman, gave a brief status report on the RMA. He stated the RMA requested an audit waiver from the County and the City of Laredo. The item was posted on the County agenda and was approved. The City of Laredo's approval is still pending. He also stated a presentation on Vallecillo Road by the Texas Transportation Institute (TTI) was given at their previous meeting. The Vallecillo road project discussion resulted in the determination that a more accurate estimate of total future project cost is necessary.

Cm. Montemayor left the meeting at 12:54 p.m.

Mr. Soto also stated a presentation by Mario Espinoza from the Central Texas Mobility Authority was also given.

VI. ADJOURNMENT

Cm. Tijerina made a motion to **adjourn** the meeting at 12:56 p.m.

Second:	Cm. Vela
For:	7
Against:	0
Abstained:	0

Motion carried unanimously

Prepared by: _____
Angie Quijano,
MPO Staff

Reviewed by: _____
Vanessa Guerra,
MPO Coordinator

Reviewed by: _____
Nathan R. Bratton,
MPO Director

_____
Melisa Montemayor,
District Administrator

Laredo Urban Transportation Study

Metropolitan Planning Organization Policy Committee
City of Laredo Council Chambers
1110 Houston St. -Laredo, Texas

MINUTES OF THE JANUARY 19, 2016 MEETING

LAREDO, TEXAS
1755

I. CHAIRPERSON TO CALL MEETING TO ORDER

Cm. Vela called the meeting to order at 12:10 p.m.

II. CHAIRPERSON TO CALL ROLL

Nathan R. Bratton, MPO Director, called roll and verified that a quorum did not exist.

Regular members present:

Honorable Roque Vela, Jr., City Councilmember, District V
Honorable Roberto Balli, City Councilmember, District VIII
Honorable Jaime Canales, Webb County Commissioner, Pct. 4
Pete Alvarez, TxDOT

Regular members not present:

Honorable Pete Saenz, Mayor and LUTS Chairperson
Honorable Tano E. Tijerina, Webb County Judge
Honorable Charlie San Miguel, City Councilmember, District VI
Honorable John Galo, Webb County Commissioner, Pct. 3
Melisa Montemayor, TxDOT

Ex-Officio Members Not Present:

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

Staff (Of Participating LUTS Agencies) Present:

City: Nathan R. Bratton, City Planning/LUTS Staff
Vanessa Guerra, City Planning/LUTS Staff
Angie Quijano, City Planning/LUTS Staff
Roberto Murillo, Traffic Safety Department
Sara Garza, TxDOT
Carlos Rodriguez, TxDOT

Others: Mike Graham, TxDOT
David Platowski, TxDOT
Richard Ridings, Howard, Needles, Tammen, & Bergendoff (HNTB, Inc.)
Ruben Soto, Regional Mobility Authority (RMA)
Antonio Rodriguez, HNTB, Inc.

Cm. Vela stated quorum was not achieved. No items were discussed and no action was taken. The meeting was adjourned at 12:12 p.m.

Prepared by: _____
Angie Quijano,
MPO Staff

Reviewed by: _____
Vanessa Guerra,
MPO Coordinator

Reviewed by: _____
Nathan R. Bratton,
MPO Director

_____
Melisa Montemayor,
District Administrator

LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM

DATE: 02-16-16	**SUBJECT:** A MOTION(S) Receive public testimony and initiate a 20 day public review and comment period for the proposed Limited English Proficiency Plan
INITIATED BY: Staff/FHWA	**STAFF SOURCE:** Nathan Bratton MPO Director
PREVIOUS ACTION: None	

BACKGROUND:

Executive Order 13166

On August 11, 2000, President William J. Clinton signed an executive order, Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency, to clarify Title VI of the Civil Rights Act of 1964. The executive order identifies differential treatment towards those with the inability to speak, read, write, or understand English as a type of national origin discrimination. These individuals have been defined by Executive Order 13166 as persons with Limited English Proficiency (LEP), therefore are entitled to language assistance under Title VI of the Civil Rights Act of 1964 with respect to a particular type of service, benefit, or encounter.

Executive Order 13166 applies to all federal agencies and all programs and operations of entities that receive funding from the federal government, including state departments of transportation, metropolitan planning organizations (MPOs) including the Laredo Metropolitan Planning Organization, regional transportation agencies, regional, state, and local transit operators. Federal financial assistance includes grants, cooperative agreements, training, use of equipment, donations of surplus property, and other assistance.

Purpose

The purpose of the Limited English Proficiency Plan is to address the responsibilities of the Laredo Metropolitan Planning Organization as a recipient of federal financial assistance as they relate to the needs of individuals with limited English proficiency skills. The plan was prepared in accordance to Title VI of the Civil Rights Act of 1964 which states:

> "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity that receives Federal financial assistance."

COMMITTEE RECOMMENDATION:	**STAFF RECOMMENDATION:**
The LUTS Technical Committee approval	Staff recommends approval.

Limited English Proficiency Plan

Laredo Metropolitan Planning Organization

ADOPTED _____

Laredo Metropolitan Planning Organization
1120 San Bernardo
Laredo, TX 78040

Limited English Proficiency Plan
Table of Contents

INTRODUCTION

The purpose of the Limited English Proficiency Plan is to address the responsibilities of the Laredo Metropolitan Planning Organization as a recipient of federal financial assistance as they relate to the needs of individuals with limited English proficiency skills. The plan was prepared in accordance to Title VI of the Civil Rights Act of 1964 which states:

> "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity that receives Federal financial assistance."

Executive Order 13166

On August 11, 2000, President William J. Clinton signed an executive order, Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency, to clarify Title VI of the Civil Rights Act of 1964. The executive order identifies differential treatment towards those with the inability to speak, read, write, or understand English as a type of national origin discrimination. These individuals have been defined by Executive Order 13166 as persons with Limited English Proficiency (LEP), therefore are entitled to language assistance under Title VI of the Civil Rights Act of 1964 with respect to a particular type of service, benefit, or encounter.

Executive Order 13166 applies to all federal agencies and all programs and operations of entities that receive funding from the federal government, including state departments of transportation, metropolitan planning organizations (MPOs) including the Laredo Metropolitan Planning Organization, regional transportation agencies, regional, state, and local transit operators. Federal financial assistance includes grants, cooperative agreements, training, use of equipment, donations of surplus property, and other assistance.

Plan Summary

The Laredo Metropolitan Planning Organization has developed this Limited English Proficiency Plan to help identify reasonable steps for providing language assistance to persons with limited English proficiency (LEP) who wish to access services provided. As defined by Executive Order 13166, LEP persons are those who do not speak English as their primary language and have limited ability to read, speak, write or understand English. This plan outlines how to identify a person who may need language assistance, the ways in which assistance may be provided, staff training that may be required, and how to notify LEP persons that assistance is available.

In order to prepare this plan, the Laredo Metropolitan Planning Organization used the four-factor LEP analysis which considers the following factors:

1. The number or proportion of LEP persons in the LAREDO MPO study area.
2. The frequency with which LEP persons come in contact with the Laredo MPO staff.
3. The nature and importance of services provided by the Laredo MPO to the LEP population.
4. The interpretation services available to the Laredo MPO and overall cost to provide LEP assistance. A summary of the results of the four-factor analysis is in the following section.

FOUR-FACTOR ANALYSIS

This plan uses the recommended four-factor analysis of an individual assessment considering the four factors outlined above. The Laredo Metropolitan Planning Organization (LAREDO MPO) has examined each of the following factors to determine the level and extent of language assistance measures required to sufficiently ensure meaningful access to the LAREDO MPO's resources. The LAREDO MPO based the recommendations on the results of the analysis.

Factor 1: The number or proportion of LEP persons in the study area who may be served by the Laredo MPO.

The Census Bureau has a range of four classifications of how well people speak English. The classifications are 'very well,' 'well,' 'not well,' and 'not at all.' For our planning purposes, we are considering people that speak English 'not well' or 'not at all' as Limited English Proficient persons. Furthermore, the data is a reflection of the approximate LEP population within Laredo, which covers the LAREDO MPO study area and the surrounding rural areas within the county.

The LAREDO MPO staff reviewed the 2010-2014 American Community Survey 5-Year Estimates and determined that 213,214 persons in Laredo Metro Area (91.2% of the population) speak a language other than English. Of those 213,214 persons, 44.2% have limited English proficiency; that is, they speak English "less than very well" **See Appendix A.**

As seen in **Table 1**, of those persons with limited English proficiency within the LAREDO MPO study area, 90.6% speak Spanish, 0.2% speak Indo-European (such as French, German, and Slavic) , and 0.4% speaks Asian or other Pacific Islander Languages (including Korean, Chinese, Vietnamese, and Tagalog). **See Appendix B.**

Table 1 Language Spoken at home by LEP in Laredo

	Spanish Language Spoken at Home	Indo-European Language Spoken at Home	Asian and Pacific Islander Language Spoken at Home	Other Language Spoken at Home
5-17 years old	55,427	19	140	16
18-64 years old	136,961	460	688	16
65 and older	19,387	88	12	0
Total	**211,775**	**567**	**840**	**32**
Percent of Language Group that speak English "very well"	**51.4%**	**75.3%**	**69.2%**	**100%**
Percent of Language Group that speak English less than "very well"	**48.6%**	**24.7%**	**30.8%**	**0%**

Source: U.S. Census Bureau, 2010-2014 American Community Survey, Language Spoken at Home

Factor 2: The frequency with which LEP persons come in contact with the Laredo MPO .

The LAREDO MPO has served as the Metropolitan Planning Organization for the transportation needs of the Laredo Metropolitan Planning Area since 1979. Public meetings and workshops are held at the LAREDO MPO's office or in locations accessible by transit or bike routes.

LAREDO MPO staff has contact with LEP persons at public meetings, community outreach events, and in day to day activities. Additionally, there are many LEP persons who come into contact with LAREDO MPO partners, such as the Laredo El Metro.

Factor 3: The nature and importance of services provided by the Laredo MPO to the LEP population.

The LAREDO MPO is responsible for the regional planning process for all modes of transportation, and provides technical assistance to the local governments of Laredo in planning, coordinating, and implementing transportation decisions for the area. However, the LAREDO MPO does not include any

direct service or program that requires vital, immediate or emergency assistance, such as medical treatment or services for basic needs (like food or shelter).

As the agency responsible for administering all federal funds for urban transportation improvements within the urbanized area of Laredo, the LAREDO MPO must make sure that all segments of the population, including LEP persons, have been involved or have had the opportunity to be involved with the planning process. The impact of proposed transportation investments on underserved and underrepresented population groups is part of the evaluation process for the use of federal funds in three major areas for the LAREDO MPO:

- Metropolitan Transportation Plan (MTP)
- Transportation Improvement Program (TIP)
- Unified Planning Work Program (UPWP)

Inclusive public participation is a priority in other LAREDO MPO plans, studies and programs as well. Transportation improvements resulting from these planning activities have an impact on all residents in the region. Understanding and continued involvement are highly encouraged throughout the process. The LAREDO MPO encourages input from all stakeholders, and every effort is made to insure the planning process is as inclusive as possible.

As a result of the long-range transportation planning process, selected projects receive approval for federal funding and progress towards project planning and construction under the responsibility of local jurisdictions or state transportation agencies. These state and local organizations have additional policies to ensure LEP individuals can participate in the process that shapes where, how and when a specific transportation project is implemented.

Factor 4: The resources available to the Laredo MPO, and overall cost to provide LEP assistance.

The LAREDO MPO currently uses capable and competent bilingual staff members for in-house translation of documents for Spanish-speaking LEP persons. Additionally, bilingual staff has been utilized for Spanish interpretation at public meetings and community outreach events. The use of in-house translation and interpretation services functions as a cost-effective approach to accommodate the Spanish LEP language group. Although cost-effective, the use of translation services outside the MPO are used when in-house translations are constrained by limited staff time.

The use of translation/interpretation services for LEP groups other than Spanish has yet to become necessary. However, shall the need arise for these services the LAREDO MPO will assess the costs to provide these services on an "as-needed" basis.

SAFE HARBOR STIPULATION

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

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

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

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

Within the LAREDO MPO study area, approximately 48.6 percent of the total population is considered LEP. **See Table 1**. Of the total LEP population, only one LEP language group, Spanish-speaking individuals, meets the population threshold for which written translations of vital documents can be provided to meet the safe harbor standard.

The remaining three LEP language groups located within the LAREDO MPO study area, however, do not constitute the 5% or 1,000 persons of population threshold for which written translations of vital documents can be provided meet the safe harbor standard. Based on the LAREDO MPO budget and the number of staff, it is deemed that written translations of core documents would be so burdensome as to defeat the legitimate objectives of our programs. It is more appropriate for the LAREDO MPO to proceed with oral interpretation options for compliance with LEP regulations for the remaining LEP language groups. **See Appendix.**

LIMITED ENGLISH PROFICIENCY (LEP) IMPLEMENTATION PLAN

Based on the four-factor analysis above, the Laredo Metropolitan Planning Organization has decided to implement a plan to meet requirements under Title VI of the Civil rights Act of 1964, which seeks to improve access to services for persons with Limited English Proficiency (LEP).

Identifying LEP Individuals

The four-factor analysis above indicates that a large proportion of LEP persons are Spanish-speaking. In comparison, the remaining language groups combined equal approximately 1% of LEP persons within the LAREDO MPO study area. All language assistance services for LEP individuals will be focused towards the Spanish-speaking LEP language group, however the LAREDO MPO will continue to assess the need for language assistance to other LEP language groups by:

- Posting a notice of the LEP Plan and the availability of interpretation or translation services free of charge in languages LEP person would understand.
- All LAREDO MPO staff will be provided with "I Speak" cards to assist in identifying the language interpretation needed if the occasion arises.
- All LAREDO MPO staff will be informally surveyed periodically on their experience concerning any contacts with LEP persons during the previous year.
- When the LAREDO MPO sponsors an informational meeting or event, an advanced public notice of the event should be published including special needs related to offering a translator (LEP) or interpreter (sign language for hearing impaired individuals).

Language Assistance Measures

Language measures currently used and planned to be used by the LAREDO MPO to address the needs of LEP persons include the following:

- Translation of vital documents in Spanish;
    - Unified Planning Work Program (Summary)
    - Title VI Complaint Form
    - Public Participation Plan
    - Limited English Proficiency Plan
- Posting advertisements/public notices of public meetings in Spanish (includes posters, flyers, newspaper ads)

- Provide a Spanish version of all online surveys
- Posting public notices in Spanish in a local all Spanish language newspaper
- Providing Outreach literature in Spanish (includes brochures, pamphlets, handouts, etc)
- Translation of vital documents or other literature for other LEP language groups will be offered upon request at no cost
- Provide oral interpreter services at any meeting or public hearing, with advance notice of seven calendar days. Interpreter to include foreign language and the hearing impaired.
- Posting notices in appropriate languages informing LEP persons of available services on the LAREDO MPO website and other social media sites
- Prepare printed information on where to obtain language assistance to give or send to individuals, if necessary

Staff Training

In order to establish meaningful access to information and services for LEP individuals, staff that regularly interact with the public, and those who will serve as translators or interpreters, will be trained on the LAREDO MPO's LEP policies and procedures. Training will ensure that staff members are effectively able to work in person and/or by telephone with LEP individuals.

The following training will be provided to all staff:

- Information on the Title VI Policy and LEP responsibilities
- Description of language assistance services offered to the public.
- Use of the "I speak" cards
- Documentation of language assistance requests
- How to handle a potential Title VI/LEP complaint.

All contractors or subcontractors performing work for the LAREDO MPO will be required to follow the Title VI/LEP guidelines.

Providing Notice to LEP Persons

USDOT LEP guidance says:

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

The guidance provides several examples of notification including:

1. Signage when free language assistance is available with advance notice.
2. Stating in outreach documents that language services are available from the agency.
3. Working with community-based organizations and other stakeholders to inform LEP individual of the recipient's services, including the availability of language assistance services.
4. Including notices in local newspapers in languages other than English.
5. Providing notices on non-English-language radio and television about the availability of language assistance services and how to get them.
6. Providing presentations and/or notices at schools and religious organizations upon request.

The LAREDO MPO will provide statements in public information and public notices, as outlined in our Public Participation Plan, that persons requiring language assistance or special accommodations will be provided, with reasonable advance notice to the MPO.

Monitoring and Updating the LEP Plan

The LAREDO MPO will update the LEP Plan as required. At a minimum, the plan will be reviewed and updated when new data from the U. S. Census becomes available, or when it is clear that higher concentrations of LEP individuals are present within the LAREDO MPO service area. Updates will include the following:

- How the needs of the LEP persons have been addressed.
- Determination of the current LEP population in the service area.
- Determination as to whether the need for translation services has changed.
- Determine whether the LAREDO MPO's financial resources are sufficient to fund language assistance resources needed.
- Determine whether complaints have been received concerning the agency's failure to meet the needs of LEP individuals.
- Maintain a Title VI complaint log, including LEP to determine issues and basis of complaints.

DISSEMINATION OF THE LAREDO MPO LEP PLAN

The LAREDO MPO will provide access to the LEP Plan on its website at LaredoMPO.org

Copies of the LEP Plan will be provided, on request, to any person(s) requesting the document via phone, in person, by mail or email. LEP persons may obtain copies/translations of the plan upon request. Any questions or comments regarding this plan should be directed to the Laredo Metropolitan Planning Organization.

Laredo Metropolitan Planning Organization
1120 San Bernardo
Laredo, Texas 78040

Phone: 956-794-1613
Fax: 956-791-7494
Email: nbratton@ci.laredo.tx.us

Appendix A – Language Spoken at Home
2010-2014 American Community Survey 5-Year Estimates

U.S. Census Bureau

AMERICAN FactFinder

S1601 | LANGUAGE SPOKEN AT HOME

2010-2014 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Laredo, TX Metro Area				
	Total		Percent of specified language speakers		
			Speak English "very well"		Speak English less than "very well"
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Population 5 years and over	233,758	+/-67	55.8%	+/-1.1	44.2%
Speak only English	8.8%	+/-0.6	(X)	(X)	(X)
Speak a language other than English	91.2%	+/-0.6	51.5%	+/-1.1	48.5%
Spanish or Spanish Creole	90.6%	+/-0.6	51.4%	+/-1.1	48.6%
Other Indo-European languages	0.2%	+/-0.1	75.3%	+/-7.8	24.7%
Asian and Pacific Island languages	0.4%	+/-0.1	69.2%	+/-12.3	30.8%
Other languages	0.0%	+/-0.1	100.0%	+/-66.3	0.0%
SPEAK A LANGUAGE OTHER THAN ENGLISH					
Spanish or Spanish Creole	211,775	+/-1,320	51.4%	+/-1.1	48.6%
5-17 years	55,427	+/-826	63.2%	+/-2.0	36.8%
18-64 years	136,961	+/-764	50.0%	+/-1.4	50.0%
65 years and over	19,387	+/-205	27.8%	+/-2.1	72.2%
Other Indo-European languages	567	+/-165	75.3%	+/-7.8	24.7%
5-17 years	19	+/-27	100.0%	+/-73.1	0.0%
18-64 years	460	+/-143	77.2%	+/-7.2	22.8%
65 years and over	88	+/-75	60.2%	+/-37.5	39.8%
Asian and Pacific Island languages	840	+/-260	69.2%	+/-12.3	30.8%
5-17 years	140	+/-49	75.7%	+/-26.4	24.3%
18-64 years	688	+/-272	69.0%	+/-12.3	31.0%
65 years and over	12	+/-21	0.0%	+/-32.0	100.0%
Other languages	32	+/-32	100.0%	+/-66.3	0.0%
5-17 years	16	+/-24	100.0%	+/-79.6	0.0%
18-64 years	16	+/-19	100.0%	+/-79.6	0.0%
65 years and over	0	+/-30	-	**	-
CITIZENS 18 YEARS AND OVER					
All citizens 18 years and over	123,517	+/-1,567	64.8%	+/-1.3	35.2%
Speak only English	8.8%	+/-0.6	(X)	(X)	(X)
Speak a language other than English	91.2%	+/-0.6	61.4%	+/-1.5	38.6%
Spanish or Spanish Creole	90.7%	+/-0.6	61.2%	+/-1.4	38.8%
Other languages	0.5%	+/-0.2	88.1%	+/-9.8	11.9%

1 of 4 01/07/2016

Subject	Laredo, TX Metro Area				
	Total		Percent of specified language speakers		
			Speak English "very well"		Speak English less than "very well"
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
PERCENT IMPUTED					
Language status	2.8%	(X)	(X)	(X)	(X)
Language status (speak a language other than English)	2.6%	(X)	(X)	(X)	(X)
Ability to speak English	2.8%	(X)	(X)	(X)	(X)

Subject	Laredo, TX Metro Area Percent of specified language speakers Speak English less than "very well" Margin of Error
Population 5 years and over	+/-1.1
Speak only English	(X)
Speak a language other than English	+/-1.1
Spanish or Spanish Creole	+/-1.1
Other Indo-European languages	+/-7.8
Asian and Pacific Island languages	+/-12.3
Other languages	+/-56.3
SPEAK A LANGUAGE OTHER THAN ENGLISH	
Spanish or Spanish Creole	+/-1.1
5-17 years	+/-2.0
18-64 years	+/-1.4
65 years and over	+/-2.1
Other Indo-European languages	+/-7.8
5-17 years	+/-73.1
18-64 years	+/-7.2
65 years and over	+/-37.5
Asian and Pacific Island languages	+/-12.3
5-17 years	+/-28.4
18-64 years	+/-12.3
65 years and over	+/-92.0
Other languages	+/-56.3
5-17 years	+/-79.6
18-64 years	+/-79.6
65 years and over	**
CITIZENS 18 YEARS AND OVER	
All citizens 18 years and over	+/-1.3
Speak only English	(X)
Speak a language other than English	+/-1.5
Spanish or Spanish Creole	+/-1.4
Other languages	+/-9.8
PERCENT IMPUTED	
Language status	(X)
Language status (speak a language other than English)	(X)
Ability to speak English	(X)

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Methodological changes to data collection in 2013 may have affected language data for 2013. Users should be aware of these changes when using multi-year data containing data from 2013.

Methodological changes to data collection in 2013 may have affected language data for 2013. Users should be aware of these changes when using multi-year data containing data from 2013.

While the 2010-2014 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas, in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic

entities

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

Appendix B- Language Spoken at Home for the Population 5 Years and Over

U.S. Census Bureau

AMERICAN FactFinder

B16001 | LANGUAGE SPOKEN AT HOME BY ABILITY TO SPEAK ENGLISH FOR THE POPULATION 5 YEARS AND OVER
Universe: Population 5 years and over
2010-2014 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

	Laredo city, Texas		Laredo, TX Metro Area	
	Estimate	Margin of Error	Estimate	Margin of Error
Total	220,862	+/-267	233,759	+/-87
Speak only English	19,702	+/-1,354	20,544	+/-1,335
Spanish or Spanish Creole:	199,711	+/-1,372	211,775	+/-1,320
Speak English "very well"	103,966	+/-2,341	109,857	+/-2,397
Speak English less than "very well"	95,745	+/-2,386	102,918	+/-2,459
French (incl. Patois, Cajun):	13	+/-16	13	+/-16
Speak English "very well"	5	+/-9	5	+/-9
Speak English less than "very well"	8	+/-13	8	+/-13
French Creole:	0	+/-30	0	+/-30
Speak English "very well"	0	+/-30	0	+/-30
Speak English less than "very well"	0	+/-30	0	+/-30
Italian:	1	+/-4	1	+/-4
Speak English "very well"	1	+/-4	1	+/-4
Speak English less than "very well"	0	+/-30	0	+/-30
Portuguese or Portuguese Creole:	0	+/-30	0	+/-30
Speak English "very well"	0	+/-30	0	+/-30
Speak English less than "very well"	0	+/-30	0	+/-30
German:	70	+/-80	70	+/-80
Speak English "very well"	69	+/-80	69	+/-80
Speak English less than "very well"	1	+/-4	1	+/-4
Yiddish:	0	+/-30	0	+/-30
Speak English "very well"	0	+/-30	0	+/-30
Speak English less than "very well"	0	+/-30	0	+/-30
Other West Germanic languages:	35	+/-54	35	+/-54
Speak English "very well"	35	+/-54	35	+/-54
Speak English less than "very well"	0	+/-30	0	+/-30
Scandinavian languages:	0	+/-30	0	+/-30
Speak English "very well"	0	+/-30	0	+/-30
Speak English less than "very well"	0	+/-30	0	+/-30
Greek:	0	+/-30	0	+/-30
Speak English "very well"	0	+/-30	0	+/-30
Speak English less than "very well"	0	+/-30	0	+/-30
Russian:	34	+/-33	34	+/-33
Speak English "very well"	11	+/-16	11	+/-16
Speak English less than "very well"	23	+/-24	23	+/-24
Polish:	5	+/-8	5	+/-8

1 of 4 01/18/2016

	Laredo city, Texas		Laredo, TX Metro Area	
	Estimate	Margin of Error	Estimate	Margin of Error
Speak English "very well"	4	+/-8	4	+/-8
Speak English less than "very well"	1	+/-3	1	+/-3
Serbo-Croatian:	0	+/-30	0	+/-30
Speak English "very well"	0	+/-30	0	+/-30
Speak English less than "very well"	0	+/-30	0	+/-30
Other Slavic languages:	0	+/-30	0	+/-30
Speak English "very well"	0	+/-30	0	+/-30
Speak English less than "very well"	0	+/-30	0	+/-30
Armenian:	0	+/-30	0	+/-30
Speak English "very well"	0	+/-30	0	+/-30
Speak English less than "very well"	0	+/-30	0	+/-30
Persian:	0	+/-30	0	+/-30
Speak English "very well"	0	+/-30	0	+/-30
Speak English less than "very well"	0	+/-30	0	+/-30
Gujarati:	0	+/-30	0	+/-30
Speak English "very well"	0	+/-30	0	+/-30
Speak English less than "very well"	0	+/-30	0	+/-30
Hindi:	161	+/-100	161	+/-100
Speak English "very well"	114	+/-77	114	+/-77
Speak English less than "very well"	47	+/-45	47	+/-45
Urdu:	0	+/-30	0	+/-30
Speak English "very well"	0	+/-30	0	+/-30
Speak English less than "very well"	0	+/-30	0	+/-30
Other Indic languages:	248	+/-172	248	+/-172
Speak English "very well"	188	+/-138	188	+/-138
Speak English less than "very well"	60	+/-37	60	+/-37
Other Indo-European languages:	0	+/-30	0	+/-30
Speak English "very well"	0	+/-30	0	+/-30
Speak English less than "very well"	0	+/-30	0	+/-30
Chinese:	26	+/-25	26	+/-25
Speak English "very well"	12	+/-16	12	+/-16
Speak English less than "very well"	14	+/-17	14	+/-17
Japanese:	243	+/-271	243	+/-271
Speak English "very well"	179	+/-223	179	+/-223
Speak English less than "very well"	64	+/-65	64	+/-65
Korean:	116	+/-100	116	+/-100
Speak English "very well"	75	+/-67	75	+/-67
Speak English less than "very well"	41	+/-39	41	+/-39
Mon-Khmer, Cambodian:	0	+/-30	0	+/-30
Speak English "very well"	0	+/-30	0	+/-30
Speak English less than "very well"	0	+/-30	0	+/-30
Hmong:	0	+/-30	0	+/-30
Speak English "very well"	0	+/-30	0	+/-30
Speak English less than "very well"	0	+/-30	0	+/-30
Thai:	0	+/-30	0	+/-30
Speak English "very well"	0	+/-30	0	+/-30
Speak English less than "very well"	0	+/-30	0	+/-30
Laotian:	0	+/-30	0	+/-30
Speak English "very well"	0	+/-30	0	+/-30
Speak English less than "very well"	0	+/-30	0	+/-30
Vietnamese:	19	+/-42	19	+/-42
Speak English "very well"	5	+/-8	5	+/-8
Speak English less than "very well"	14	+/-42	14	+/-42
Other Asian languages:	92	+/-70	92	+/-70
Speak English "very well"	30	+/-34	30	+/-34
Speak English less than "very well"	62	+/-71	62	+/-71
Tagalog:	334	+/-150	334	+/-150
Speak English "very well"	270	+/-124	270	+/-124
Speak English less than "very well"	64	+/-58	64	+/-58

	Laredo city, Texas		Laredo, TX Metro Area	
	Estimate	Margin of Error	Estimate	Margin of Error
Other Pacific Island languages:	10	+/-17	10	+/-17
Speak English "very well"	10	+/-17	10	+/-17
Speak English less than "very well"	0	+/-30	0	+/-30
Navajo:	0	+/-30	0	+/-30
Speak English "very well"	0	+/-30	0	+/-30
Speak English less than "very well"	0	+/-30	0	+/-30
Other Native North American languages:	0	+/-30	0	+/-30
Speak English "very well"	0	+/-30	0	+/-30
Speak English less than "very well"	0	+/-30	0	+/-30
Hungarian:	0	+/-30	0	+/-30
Speak English "very well"	0	+/-30	0	+/-30
Speak English less than "very well"	0	+/-30	0	+/-30
Arabic:	5	+/-11	5	+/-11
Speak English "very well"	5	+/-11	5	+/-11
Speak English less than "very well"	0	+/-30	0	+/-30
Hebrew:	10	+/-17	10	+/-17
Speak English "very well"	10	+/-17	10	+/-17
Speak English less than "very well"	0	+/-30	0	+/-30
African languages:	1	+/-3	1	+/-3
Speak English "very well"	1	+/-3	1	+/-3
Speak English less than "very well"	0	+/-30	0	+/-30
Other and unspecified languages:	16	+/-24	16	+/-24
Speak English "very well"	16	+/-24	16	+/-24
Speak English less than "very well"	0	+/-30	0	+/-30

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Methodological changes to data collection in 2013 may have affected language data for 2013. Users should be aware of these changes when using multi-year data containing data from 2013.

While the 2010-2014 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '*' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.

'****' means that the estimate is not applicable or not available.

3

Appendix C – Title VI Complaint Form

TITLE VI COMPLAINT FORM

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP CODE: _____

HOME TELEPHONE NO: (_____) _____

WORK TELEPHONE NO: (_____) _____

WERE YOU DISCRIMINATED AGAINST BECAUSE OF:

[ ] RACE [ ] NATIONAL ORIGIN
[ ] COLOR
[ ] OTHER _____

DATE OF ALLEGED INCIDENT: _____

EXPLAIN AS CLEARLY AS POSSIBLE WHAT HAPPENED AND HOW YOU WERE DISCRIMINATED AGAINST. INDICATE WHO WAS INVOLVED. BE SURE TO INCLUDE NAMES AND CONTACT INFORMATION OF ANY WITNESSES. IF MORE SPACE IS NEEDED PLEASE USE THE BACK OF THE FORM.

_____
_____
_____
_____
_____
_____
_____
_____
_____
_____
_____
_____
_____

HAVE YOU FILED THIS COMPLAINT WITH ANY OTHER FEDERAL, STATE, OR LOCAL AGENCY; OR WITH ANY FEDERAL OR STATE COURT? _____YES _____NO

IF YES, CHECK ALL THAT APPLY:

_____FEDERAL AGENCY _____FEDERAL COURT _____STATE AGENCY _____STATE COURT

_____LOCAL AGENCY

PLEASE PROVIDE INFORMATION ABOUT A CONTACT PERSON AT THE AGENCY/COURT WHERE THE COMPLAINT WAS FILED.

NAME_____

ADDRESS_____

CITY, STATE, AND ZIP CODE _____

TELEPHONE NUMBER_____

PLEASE SIGN BELOW. YOU MAY ATTACH ANY WRITTEN MATERIALS OR OTHER INFORMATION THAT YOU THINK IS RELEVANT TO YOUR COMPLAINT.

_____

SIGNATURE DATE

PLEASE MAIL THIS FORM TO:

LAREDO METROPOLITAN PLANNING ORGANIZATION

1120 San Bernardo Ave.

Laredo, Texas 78040

Appendix D – Title VI Non-Discrimination Policy Statement

THE LAREDO METROPOLITAN PLANNING ORGANIZATION IS COMMITTED TO ENSURING THAT NO PERSON IS EXCLUDED FROM PARTICIPATION IN, OR DENIED THE BENEFITS OF, OR BE SUBJECTED TO DISCRIMINATION IN THE RECEIPT OF ITS SERVICES OR PROGRAMS ON THE BASIS OF RACE, COLOR OR NATIONAL ORIGIN OR ANY OTHER CHARACTERISTICS PROTECTED BY LAW, INCLUDING TITLE I OF THE CIVIL RIGHTS ACT OF 1964, AS AMENDED. FURTHER, UNDER THE AMERICANS WITH DISABILITIES ACT (ADA) OF 1990, NO ENTITY SHALL DISCRIMINATE AGAINST AN INDIVIDUAL WITH A PHYSICAL OR MENTAL DISABILITY IN CONNECTION WITH THE PROVISION OF TRANSPORTATION SERVICE.

TO OBTAIN MORE INFORMATION ON THE LAREDO METROPOLITAN PLANNING ORGANIZATION'S NONDISCRIMINATION OBLIGATIONS OR TO FILE A TITLE VI COMPLAINT, CONTACT:

LAREDO METROPOLITAN PLANNING ORGANIZATION
1120 San Bernardo Ave.
Laredo, Texas 78040

YOU MAY FILE A WRITTEN COMPLAINT NO LATER THAN 180 CALENDAR DAYS AFTER THE DATE OF THE ALLEGED DISCRIMINATION.

INFORMATION ON NON-ENGLISH ALTERNATIVE FORMATS MAY BE OBTAINED FROM THE LAREDO METROPOLITAN PLANNING ORGANIZATION OFFICE.

Appendix E – "I Speak" Identification Cards

2004 Census Test

United States Census 2010

LANGUAGE IDENTIFICATION FLASHCARD

☐ ضع علامة في هذا المربع إذا كنت تقرأ أو تتحدث العربية.	1. Arabic
☐ Ցույցում եք տալիս նշում կատարեք այս քառակուսում, եթե խոսում կամ կարդում եք հայերեն:	2. Armenian
☐ যদি আপনি বাংলা পড়েন বা বলেন তা হলে এই বাক্সে দাগ দিন।	3. Bengali
☐ ឈូសបញ្ជាក់ក្នុងប្រអប់នេះ បើអ្នកអាន ឬនិយាយភាសា ខ្មែរ។	4. Cambodian
☐ Motka i kahhon ya yangin ûntûngnu' manaitai pat ûntûngnu' kumentos Chamorro.	5. Chamorro
☐ 如果你能读中文或讲中文，请选择此框。	6. Simplified Chinese
☐ 如果你能讀中文或講中文，請選擇此框。	7. Traditional Chinese
☐ Označite ovaj kvadratić ako čitate ili govorite hrvatski jezik.	8.Croatian
☐ Zaškrtněte tuto kolonku, pokud čtete a hovoříte česky.	9. Czech
☐ Kruis dit vakje aan als u Nederlands kunt lezen of spreken.	10. Dutch
☐ Mark this box if you read or speak English.	11. English
☐ اگر خواندن و نوشتن فارسي بلد هستيد، اين مربع را علامت بزنيد.	12. Farsi

DB-3309

U.S. DEPARTMENT OF COMMERCE
Economics and Statistics Administration
U.S. CENSUS BUREAU

☐ Cocher ici si vous lisez ou parlez le français.	13. French
☐ Kreuzen Sie dieses Kästchen an, wenn Sie Deutsch lesen oder sprechen.	14. German
☐ Σημειώστε αυτό το πλαίσιο αν διαβάζετε ή μιλάτε Ελληνικά.	15. Greek
☐ Make kazye sa a si ou li oswa ou pale kreyòl ayisyen.	16. Haitian Creole
☐ अगर आप हिन्दी बोलते या पढ़ सकते हों तो इस बक्स पर चिह्न लगाएँ।	17. Hindi
☐ Kos lub voj no yog koj paub twm thiab hais lus Hmoob.	18. Hmong
☐ Jelölje meg ezt a kockát, ha megérti vagy beszéli a magyar nyelvet.	19. Hungarian
☐ Markaam daytoy nga kahon no makabasa wenno makasaoka iti Ilocano.	20. Ilocano
☐ Marchi questa casella se legge o parla italiano.	21. Italian
☐ 日本語を読んだり、話せる場合はここに印を付けてください。	22. Japanese
☐ 한국어를 읽거나 말할 수 있으면 이 칸에 표시하십시오.	23. Korean
☐ ?ໃຫ້ເຫມາຍໃສ່ຊ່ອງນີ້ ຖ້າທ່ານອ່ານຫຼືປາກພາສາລາວ.	24. Laotian
☐ Prosimy o zaznaczenie tego kwadratu, jeżeli posługuje się Pan/Pani językiem polskim.	25. Polish

DB-3309

U.S. DEPARTMENT OF COMMERCE
Economics and Statistics Administration
U.S. CENSUS BUREAU

☐ Assinale este quadrado se você lê ou fala português.	26. Portuguese
☐ Însemnaţi această căsuţă dacă citiţi sau vorbiţi româneşte.	27. Romanian
☐ Пометьте этот квадратик, если вы читаете или говорите по-русски.	28. Russian
☐ Обележите овај квадратић уколико читате или говорите српски језик.	29. Serbian
☐ Označte tento štvorček, ak viete čítať alebo hovoriť po slovensky.	30. Slovak
☐ Marque esta casilla si lee o habla español.	31. Spanish
☐ Markahan itong kuwadrado kung kayo ay marunong magbasa o magsalita ng Tagalog.	32. Tagalog
☐ ให้กาเครื่องหมายในช่องสี่เหลี่ยมถ้าท่านอ่านหรือพูดภาษาไทย.	33. Thai
☐ Maaka 'i he puha ni kapau 'oku ke lau pe lea fakatonga.	34. Tongan
☐ Відмітьте цю клітинку, якщо ви читаєте або говорите українською мовою.	35. Ukranian
☐ اگر آپ اردو پڑھتے یا بولتے ہیں تو اس خانے میں نشان لگائیں۔	36. Urdu
☐ Xin đánh dấu vào ô này nếu quý vị biết đọc và nói được Việt Ngữ.	37. Vietnamese
☐ באצייכנט דעם קעסטל אויב איר לייענט אדער רעדט אידיש.	38. Yiddish

Vanessa Guerra

From: Randy Aguilar <Randy.Aguilar@txdot.gov>
Sent: Wednesday, January 13, 2016 11:06 AM
To: Vanessa Guerra
Subject: FM 1472 Widening

Vanessa,

The widening of FM 1472 information is as follows:
CSJ:2150-04-067
From: Killam Industrial Blvd
To: 0.3 Mi N of Mueller Blvd
Desc: Widening of pavement to provide additional travel lane.

Randy Aguilar
956-712-7457
Randy.Aguilar@txdot.gov

LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM

DATE:	**SUBJECT:** MOTION
2-16-16	Receive public testimony and initiate a ten-day public review and comment period for the following proposed amendment(s) of the 2015-2018 Transportation Improvement Program (TIP): A. *Addition* of project CSJ 2150-04-067 intended to provide the design and construction of one additional travel lane (northbound) on FM 1472, from Killam Industrial Boulevard to 0.3 miles north of Mueller Boulevard, with an estimated total project cost of 4.482 million dollars. Projected letting date is August of 2016. B. *Addition* of project CSJ 0922-33-166 intended to provide the development of the schematic, environmental document and preliminary engineering for a 5 lane rural roadway, from 0.1 miles east of Beltway Parkway to IH 35 West Frontage Road. Estimated cost for said phases of the project is $300,000. TIP 15-18/REV 04

INITIATED BY: TxDOT/MPO	**STAFF SOURCE:** Nathan Bratton, MPO Director

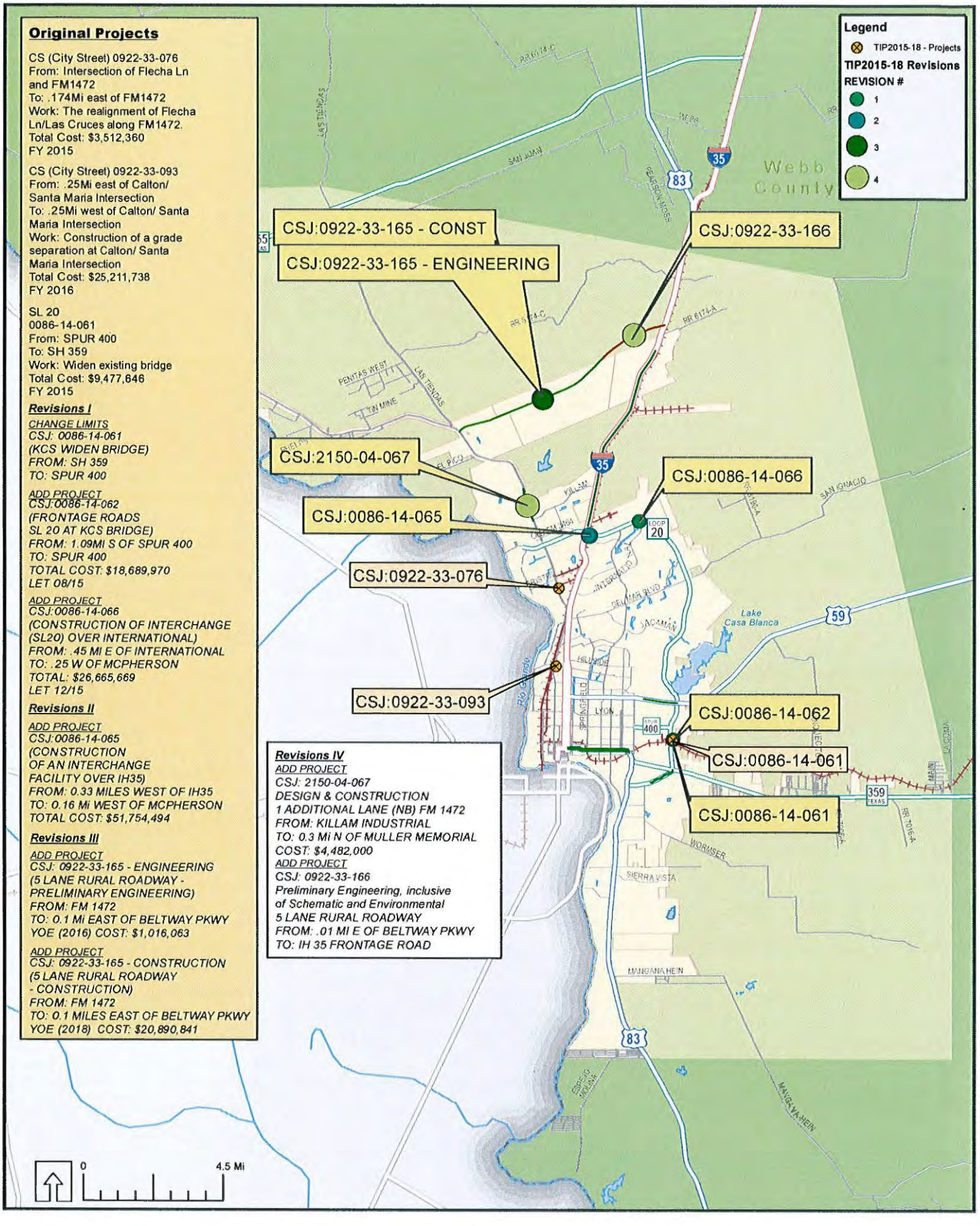
PREVIOUS ACTION:
The MPO Policy Committee approved resolution MPO No. 2014-02 on April 24, 2014, adopting the 2015-2018 Transportation Improvement Program. On April 20th, 2015, the Policy Committee approved Resolution MPO No. 2015-03 adopting Revision 1. On July 20, 2015, the Policy approved Resolution No. MPO 2015-07 adopting Revision 2. On 10-19-15, the Policy Committee approved Resolution No. MPO 2015-10 adopting proposed Revision 3.

On December 21, 2015, the Policy Committee approved the allocation of 4.482 million dollars in Proposition 1, Category 2 (MPO) funds to the project identified as CSJ 2150-04-067 for the widening of pavement to provide additional travel lanes on FM 1472 (Mines Road) from Killam Industrial Boulevard to 0.3 miles north of Mueller Boulevard with an estimated letting date of August 2016.

BACKGROUND: Moving Ahead for Progress in the 21st Century (MAP21) requires that Metropolitan Planning Organizations (MPOs) in cooperation with the State and affected transit operators develop Transportation Improvement Programs (TIP) for their planning areas. In Laredo, the TIP document identifies project and their associated funding for project to be constructed within the next four years. The local TIP then becomes part of the State Transportation Improvement Program (STIP). The document is required to be fully financially constrained and will include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available within the time period that is projected for completion of the project.

COMMITTEE RECOMMENDATION: Approval of the allocation of 4.482 million in Proposition 1 Category 2 (MPO) funds CSJ 2150-04-067. The Committee recommended adding the CSJ 0922-33-166 to the proposed May revision submittal.	**STAFF RECOMMENDATION:** Approval.

2015-2018 TIP
LOCATIONS OF PROJECTS FOR PROPOSED REVISIONS



Original Projects

CS (City Street) 0922-33-076
From: Intersection of Flecha Ln and FM1472
To: .174Mi east of FM1472
Work: The realignment of Flecha Ln/Las Cruces along FM1472.
Total Cost: $3,512,360
FY 2015

CS (City Street) 0922-33-093
From: .25Mi east of Calton/ Santa Maria Intersection
To: .25Mi west of Calton/ Santa Maria Intersection
Work: Construction of a grade separation at Calton/ Santa Maria Intersection
Total Cost: $25,211,738
FY 2016

SL 20
0086-14-061
From: SPUR 400
To: SH 359
Work: Widen existing bridge
Total Cost: $9,477,646
FY 2015

Revisions I

CHANGE LIMITS
CSJ: 0086-14-061
(KCS WIDEN BRIDGE)
FROM: SH 359
TO: SPUR 400

ADD PROJECT
CSJ:0086-14-062
(FRONTAGE ROADS SL 20 AT KCS BRIDGE)
FROM: 1.09MI S OF SPUR 400
TO: SPUR 400
TOTAL COST: $18,689,970
LET 08/15

ADD PROJECT
CSJ:0086-14-066
(CONSTRUCTION OF INTERCHANGE (SL20) OVER INTERNATIONAL)
FROM: .45 MI E OF INTERNATIONAL
TO: .25 W OF MCPHERSON
TOTAL: $26,665,669
LET 12/15

Revisions II

ADD PROJECT
CSJ:0086-14-065
(CONSTRUCTION OF AN INTERCHANGE FACILITY OVER IH35)
FROM: 0.33 MILES WEST OF IH35
TO: 0.16 Mi WEST OF MCPHERSON
TOTAL COST: $51,754,494

Revisions III

ADD PROJECT
CSJ: 0922-33-165 - ENGINEERING
(5 LANE RURAL ROADWAY - PRELIMINARY ENGINEERING)
FROM: FM 1472
TO: 0.1 Mi EAST OF BELTWAY PKWY
YOE (2016) COST: $1,016,063

ADD PROJECT
CSJ: 0922-33-165 - CONSTRUCTION
(5 LANE RURAL ROADWAY - CONSTRUCTION)
FROM: FM 1472
TO: 0.1 MILES EAST OF BELTWAY PKWY
YOE (2018) COST: $20,890,841

Revisions IV

ADD PROJECT
CSJ: 2150-04-067
DESIGN & CONSTRUCTION
1 ADDITIONAL LANE (NB) FM 1472
FROM: KILLAM INDUSTRIAL
TO: 0.3 Mi N OF MULLER MEMORIAL
COST: $4,482,000

ADD PROJECT
CSJ: 0922-33-166
Preliminary Engineering, inclusive of Schematic and Environmental
5 LANE RURAL ROADWAY
FROM: .01 MI E OF BELTWAY PKWY
TO: IH 35 FRONTAGE ROAD

Vanessa Guerra

From: Randy Aguilar <Randy.Aguilar@txdot.gov>
Sent: Wednesday, February 10, 2016 11:34 AM
To: Vanessa Guerra
Subject: Hachar Road Extension

Vanessa,

The Hachar Road extension (Ruthinger) has Federal approval to use CBI for it.
CSJ:0922-33-166
From: 0.1 Mile East of Beltway Parkway
To: IH 35 West Frontage Road
Desc: Preliminary Engineering, inclusive of Schematic and Environmental.

The Federal approval is for $300,000 CBI for PE, Schematic and Env.
Let August 2016

Randy Aguilar
956-712-7457
Randy.Aguilar@txdot.gov

Vanessa Guerra

From: Randy Aguilar <Randy.Aguilar@txdot.gov>
Sent: Wednesday, February 10, 2016 11:34 AM
To: Vanessa Guerra
Subject: Hachar Road Extension

Vanessa,

The Hachar Road extension (Ruthinger) has Federal approval to use CBI for it.
CSJ:0922-33-166
From: 0.1 Mile East of Beltway Parkway
To: IH 35 West Frontage Road
Desc: Preliminary Engineering, inclusive of Schematic and Environmental.

The Federal approval is for $300,000 CBI for PE, Schematic and Env.
Let August 2016

Randy Aguilar
956-712-7457
Randy.Aguilar@txdot.gov

LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM

DATE:	**SUBJECT:** A MOTION(S)
2-16-16	Receive public testimony and initiate a 10 day public review and comment period for the following proposed revision(s) of the 2015-2040 Laredo Metropolitan Transportation Plan (MTP): A. Amending Table 12-10, entitled Roadway and Bicycle/Pedestrian Project Summary and Table 12-11, entitled Roadway projects, and Figure 12-1, entitled Federally fund Roadway, Bicycle and Pedestrian Projects, by: 1. ***Adding*** project CSJ 2150-04-067 intended to provide the design and construction of one additional travel lane (northbound) on FM 1472, from Killam Industrial Boulevard to 0.3 miles north of Mueller Boulevard, with an estimated total project cost of 4.482 million dollars. Projected letting date is August of 2016. 2. ***Adding*** of project CSJ 0922-33-166 intended to provide the development of the schematic, environmental document and preliminary engineering for a 5 lane rural roadway, from 0.1 miles east of Beltway Parkway to IH 35 West Frontage Road. Estimated cost for said phases of the project is $300,000. MTP15-40/REV 03

INITIATED BY:	**STAFF SOURCE:**
Staff	Nathan Bratton, MPO Director

PREVIOUS ACTION:
On December 15, 2014, the Policy Committee adopted the 2015-2040 Metropolitan Transportation Plan (MTP). The Policy Committee approved revision #1 of the MTP on April 20, 2015. On October 19th, 2015 the Policy Committee approved Resolution No. MPO 2015-11 adopting Revision 2.

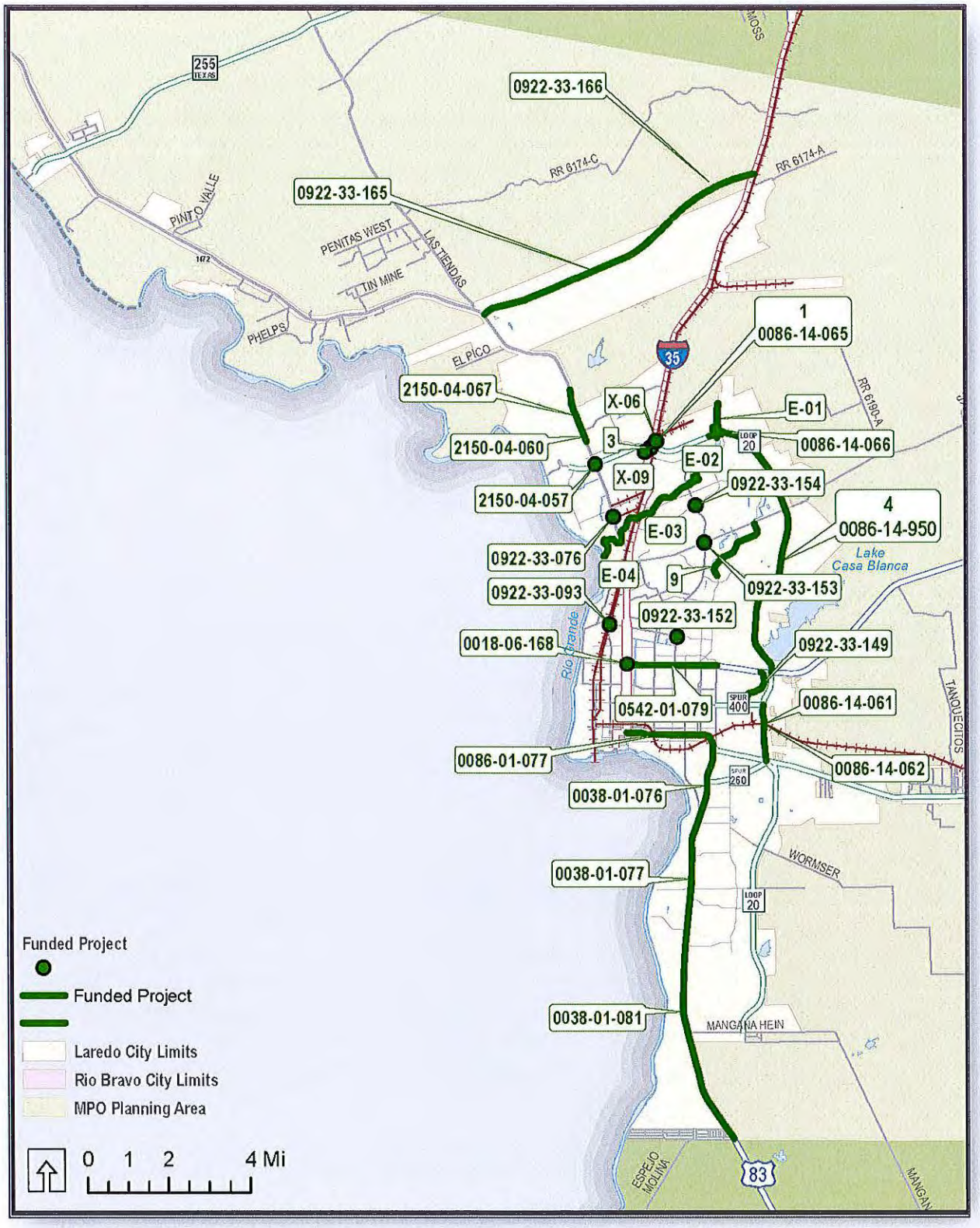
On December 21, 2015, the Policy Committee approved the allocation of 4.482 million dollars in Proposition 1, Category 2 (MPO) funds to the project identified as CSJ 2150-04-067 for the widening of pavement to provide additional travel lanes on FM 1472 (Mines Road) from Killam Industrial Boulevard to 0.3 miles north of Mueller Boulevard with an estimated letting date of August 2016.

BACKGROUND: The Laredo Metropolitan Transportation Plan is an official, comprehensive, intermodal transportation plan developed and adopted for the metropolitan planning area. 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 Laredo. 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 Transportation Equity Act for the 21st Century (TEA-21), and the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005, and Moving Ahead for Progress in the 21st Century (Map 21) to assure the continuation of federal transportation funds. The plan must address, at a minimum, a continuous twenty-year planning horizon.

As of December 11, 2007, SAFETEA-LU required that all revisions to the Transportation Improvement Program (TIP) shall also be reflected in the Metropolitan Transportation Plan (MTP). That is a continued requirement under MAP21.

COMMITTEE RECOMMENDATION:	**STAFF RECOMMENDATION:**
Approval.	Approval.

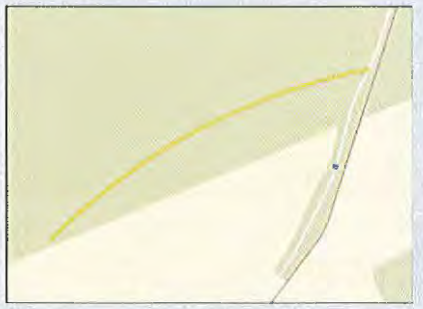
Figure 12-1: Roadway and Bicycle and Pedestrian Projects



0922-33-166 Hachar Parkway

Description: Development of Schematic, environmental document, and preliminary engineering for 5 five lane rural roadway from 0.1 miles east of Beltway Parkway to IH 35 West Frontage Road.

Letting Year: 2016
Total Project Cost (2016 Dollars): $300,000
YOE Cost: $300,000
Programmed Amount:
Category 10: $300,000
Funding: Federally funded
Environmental Impacts and Environmental Justice:
The project is close to 100-year flood plains, but it is not near low income areas or cultural resources.



2150-04-067 FM 1472 (Mines Road): ***Design and construct additional travel lane (Northbound)***

Description: The project will provide for the design and construction of one additional travel lane (northbound) on FM 1472 (Mines Road) , from Killam Industrial Boulevard to 0.3 miles north of Mueller Boulevard.

Letting Year: 2016
Total Project Cost (2016 Dollars): $4,482,000
YOE Cost: $4,482,000
Programmed Amount:
Prop 1 : Category 2: $4,482,000
Other Amount: None
Funding: Federally funded
Environmental Impacts and Environmental Justice:

Table 12-10: Roadway and Bicycle/Pedestrian Projects Summary

Cat	CSJ No./ID	Roadway	Limits	Description	Letting Year	Project Cost		Projected Revenue	
						Total Project Cost (in 2014 dollars)	Year of Expenditure Cost	Federal Revenue	Other Revenue(RMA and Local Sources)
7, 11	0086-14-061	Loop 20	SH 359 to Spur 400	Widen existing bridge	2015	N/A	$10,655,472	$8,524,378	$2,131,094
1, 2, 4	0086-14-062	Loop 20	1.09 S. of Spur 400 to Spur 400	New Nonfreeway frontage road	2015	N/A	$17,613,584	$1,506,867	$16,106,717
8	0018-06-168	IH 35	At US 59 intersection	Improve traffic signal on frontage road	2015	$96,146	$99,992	$81,702	$18,290
8	0038-01-076	US 83	Palo Blanco to SH 359	Improve traffic signals - interconnect signals	2015	$124,873	$129,868	$109,625	$20,243
8	0038-01-077	US 83	Cielito Lindo to Palo Blanco	Improve traffic signals – interconnect signals	2015	$171,131	$177,976	$131,375	$46,601
8	0086-01-077	US 83	IH 35 to SH 359	Improve traffic signals - interconnect signals	2015	$174,922	$181,919	$153,625	$28,294
8	0542-01-079	US 59	IH 35 to Arkansas	Improve traffic signals - interconnect signals	2015	$140,963	$146,602	$123,750	$22,852
8	2150-04-057	FM 1472	At Loop 20	Improve traffic signal, interconnect signals, and install overhead guide signs	2015	$90,700	$94,328	$77,074	$17,254
8	2150-04-060	FM 1472	Killam Industrial Blvd to Pellegrino	Install raised median	2015	$149,669	$155,656	$128,438	$27,218
9	9	Alexander Hike and Bike Trail	Zacate Dam to Del Mar Blvd	Construct hike and bike trail	2015	$986,078	$1,025,521	$1,025,521	$0
10	0086-14-051	Loop 20	0.50 mi west of Milo interchange to 3000 feet east of Havana	Schematic, environmental, ROW-survey/mapping & PSE	2015	$4,256,385	$4,426,640	$4,000,845	$425,795
10	0922-33-076	At the intersection of FM 1472 and Flecha Ln/Las Cruces Dr		Re-align intersection	2015	$3,377,269	$3,512,360	$1,440,411	$2,071,949
11	0922-00-060	VA	Districtwide	Upgrade bridge rail and MBGF	2015	$3,059,036	$3,181,397	$2,500,000	$681,397
12	0038-01-081	US 83	Cielito-Lindo Blvd (NB) to Espejo Molina Rd (NB)	Resurface of existing highway	2015	$253,823	$263,976	$6,593,622	$0
1,2M, 11	0086-14-066	Loop 20	0.45 m. east of Internation Blvd.to 0.25 m. west of Mcpherson	Construction of interchange	2016	N/A	$22,777,543	$583,634	$22,193,909
9	E-01	Manadas Creek Hike and Bike Trail, Phase III	United High School to Loop 20	Construct hike and bike trail	2016	$886,846	$959,213	$959,213	$0
10	0922-33-093	Calton Rd	Santa Maria Ave	Construct overpass	2016	$23,309,669	$25,211,738	$12,926,124	$12,285,614
10	0086-14-058	Loop 20	East of International Blvd to US 59/Loop 20 interchange	Schematic, environmental, ROW-survey/mapping & PSE	2016	$3,880,224	$4,196,850	$3,500,000	$696,850
11	0922-00-056	VA	Districtwide	Upgrade bridge rail and MBGF	2016	$3,089,177	$3,341,254	$2,500,000	$841,254
Local	0922-33-165	Hachar Parkway	FM 1472 to 0.1 m. E. of Beltway Parkway	Schematic, environmental for 5.07 miles of 5 lane rural roadway	2016	$1,016,063	$1,016,063	$0	$1,016,562
10 (CBI)	0922-33-166	Hachar Parkway	0.1 m. E. of Beltway Parkway to IH 35	Schematic, environmental, and preliminary engineering for a 5 lane rural roadway.	2016	$300,000	$300,000	$300,000	$60,000
Prop 1 (Cat 2)	2150-04-067	FM 1472 (Mines Rd.)	Killam Industrial Blvd to 0.3 miles north of Mueller Blvd.	Construct one additional northbound travel lane	2016	$4,482,000	$4,482,000	$4,482,000	$0
2, 7, 12	1/0086-14-065	Loop 20	At IH 35	Construct overpass and approach roadways	2017	$32,509,223	$36,568,455	$22,652,967	$13,915,488
8	0922-33-152	McPherson Rd	At Calton Rd	Install raised median	2017	$231,362	$260,251	$203,829	$56,422
8	0922-33-153	McPherson Rd	At Del Mar Blvd	Install raised median and add right turn lane	2017	$573,721	$645,358	$505,445	$139,913
8	0922-33-154	McPherson Rd	At International Blvd	Install raised median	2017	$347,446	$390,830	$306,098	$84,732
9	E-02	Manadas Creek Hike and Bike Trail, Phase IV	McPherson Rd to North Central Park	Construct hike and bike trail	2017	$335,305	$377,172	$377,172	$0
11	0922-33-149	Chacon Creek	Eastwoods Park to US 59	Construction of a pedestrian trail at Chacon Creek in Laredo (Phase 3)	2017	$1,786,746	$2,009,846	$1,410,000	$599,846
2, 7	3	Loop 20	At IH 35	Construct ramps from IH 35 southbound to Loop 20 eastbound, and from Loop 20 westbound to IH 35 southbound	2018	$44,200,000	$51,707,748	$9,276,602	$42,431,146
9	E-03	Manadas Creek Hike and Bike Trail, Phase V	IH 35 to McPherson Rd	Construct hike and bike trail	2018	$654,910	$766,152	$766,152	$0
Local	0922-33-925	Hachar Parkway	FM 1472 to 0.1 m. E. of Beltway Parkway	Construction of 5.07 miles of 5 lane rural roadway	2018	$20,890,841	$23,499,354	$0	$23,499,354
9	E-04	Manadas Creek Hike and Bike Trail, Phase VI	Rio Grande River NW of water treatment plant	Construct hike and bike trail	2019	$746,471	$908,196	$908,196	$0
11	0922-00-951	VA	Districtwide	Upgrade bridge rail and MBGF	2019	$3,089,178	$3,758,457	$2,500,000	$1,258,457
7, 10	4/0086-14-950	Loop 20	International Blvd to US 59	Upgrade to interstate standards, including overpasses at Shiloh Dr, Del Mar Blvd, University Blvd, Jacaman Rd, and Airport	2020	$391,400,000	$495,245,864	$116,608,517	$378,637,347
11	0922-00-953	VA	Districtwide	Upgrade bridge rail and MBGF	2020	$3,089,177	$3,908,795	$2,500,000	$1,408,795
11	0922-00-955	VA	Districtwide	Upgrade bridge rail and MBGF	2021	$3,089,178	$4,065,147	$2,500,000	$1,565,147
11	0922-00-960	VA	Districtwide	Upgrade bridge rail and MBGF	2022	$3,089,178	$4,227,753	$2,500,000	$1,727,753
11	0922-00-970	VA	Districtwide	Upgrade bridge rail and MBGF	2023	$3,089,178	$4,396,863	$2,500,000	$1,896,863
Local	0922-33-950	Hachar Parkway	0.1 m. E. of Beltway Parkway to IH 35	Construction of 3.55 miles of 5 lane rural roadway	2025	$24,544,444	$28,193,851	$0	$28,193,851
7	X-06	IH 35	At Loop 20	Construct ramp from Loop 20 Westbound to IH 35 Northbound	2037	$35,520,000	$87,546,696	$7,454,863	$80,091,833
7	X-09	IH 35	At Loop 20	Construct ramp from Loop 20 Eastbound to IH 35 Southbound	2039	$35,520,000	$94,690,506	$7,454,863	$87,235,643
			Total			$83,506,726	$947,117,246	$232,072,908	$721,434,483

E. Discussion with possible action to on TxDOT's Strategic Projects Office findings on Loop 20 funding.

F. Discussion with possible action to receive public testimony and initiate a ten-day public review and comment period for a proposed amendment of the Highway MTP/TIP to program Loop 20/U.S. 59 from International Blvd. to Business U.S. 59 for engineering, Right-of-Way acquisition, and construction:

   a. Plan formulated by MPO staff and Dannenbaum Engineering
   b. Plan formulated by Regional Mobility Authority

Laredo Urban Transportation Study Metropolitan Transportation Organization 10 Year UTP Funding Projections

	Fiscal Year	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	
	Proposition 1 MPO Only*	$ 4,482,000.00	$ 2,379,823.00	$ 2,379,823.00	$ 2,379,823.00	$ 2,475,015.92	$ 2,574,016.56	$ 2,676,977.22	$ 2,784,056.31	$ 2,895,418.56	$ 3,011,235.30	$ 28,038,188.87
	Proposition 7 MPO Only**			$ 9,875,309.00	$ 9,875,309.00	$ 11,554,111.53	$ 11,554,111.53	$ 11,554,111.53	$ 11,554,111.53	$ 11,554,111.53	$ 11,554,111.53	$ 89,075,287.18
	Category 7 MPO	$ 3,850,000.00	$ 3,990,000.00	$ 4,050,000.00	$ 4,110,000.00	$ 4,180,000.00	$ 4,240,000.00	$ 4,300,000.00	$ 4,360,000.00	$ 4,420,000.00	$ 4,470,000.00	$ 41,970,000.00
	CBI***	$ 17,902,055.82										$ 17,902,055.82
	Subtotals	$ 26,234,055.82	$ 6,369,823.00	$ 16,305,132.00	$ 16,365,132.00	$ 18,209,127.45	$ 18,368,128.09	$ 18,531,088.75	$ 18,698,167.84	$ 18,869,530.09	$ 19,035,346.83	$ 176,985,531.87
	TIP / STIP Years (2015-2018)											
	UTP Years (2016-2025)											
	Estimated Total Funding Available	**$ 26,234,055.82**	**$ 6,369,823.00**	**$ 16,305,132.00**	**$ 16,365,132.00**	**$ 18,209,127.45**	**$ 18,368,128.09**	**$ 18,531,088.75**	**$ 18,698,167.84**	**$ 18,869,530.09**	**$ 19,035,346.83**	**$ 176,985,531.87**

	Obligated to Loop 20 @ I35 ($40 mil - current CC estimate)
	Obligated to Loop 20 from International to I59 in current MTP in FY 2020
	Obligated
	Unobligated

Phase I Project Programming

	Project	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	
	I-35 Interchange Facility @ Loop 20 (CSJ: 0086-14-065)	$ 4,482,000.00										
	Loop 20 PS&E from International to I-59	$ 4,833,207.00										
	Hachar Loop PS&E from FM 1472 to I-35 (interim section - 5 lane rural)	$ 1,500,000.00										
	Airport Overpass and Roadway to US-59 ROW		$ 4,806,663.03									
	LP 20 Airport Rdwy to 59 Construction			$ 19,604,815.69								
	Jacaman Overpass ROW				$ 8,807,487.54							
	University Overpass ROW				$ 3,606,471.79							
	LP 20 Airport Overpass Construction				$ 15,229,570.30							
	University Overpass Construction					$ 15,235,741.22						
	Jacaman Overpass Construction						$ 21,517,350.49					
	University to Delmar Road ROW						$ 1,763,924.83					
	Delmar Overpass ROW							$ 5,003,016.81				
	Jacaman to University Roadway ROW							$ 5,274,323.21				
	Delmar Overpass Construction								$ 23,761,033.25			
	Shiloh Overpass ROW									$ 13,288,291.63		
	University to Delmar Road Construction									$ 5,072,850.34		
	Shiloh Overpass Construction										$ 22,363,364.55	
	Unallocated Funds	$ 15,418,848.82	$ 16,982,008.79	$ 13,682,325.10	$ 2,403,927.47	$ 5,377,313.69	$ 464,166.46	$ 8,717,915.20	$ 3,655,049.78	$ 4,163,437.90	$ 835,420.18	

	Design Phase
	ROW Phase
	Construction Phase

Based on estimates, considered to be "reasonaby forseeable" for future I-69 corridor planning,* Updated to reflect the $600 million FY 2017 estimate provided by TxDOT in November 2015, ** Based on most recent TxDOT literature. All assumptions were based on current revenue estimates in the 2016 UTP and literature from TxDOT regarding Proposition 1 and 7 amounts. These amounts do not include Proposition 1 and/or 7 amounts that the TxDOT Laredo District may receive in addition to the disbursments to the LUTS MPO. This model is based on the assumption that Loop 20 will be a Non-Tolled corridor.*** includes a balance of $1,174,667.82 from the existing MPO allocation to the Loop 20 Project (CSJ: 0086-14-051).

Laredo Urban Transportation Study Metropolitan Transportation Organization MTP Long Term Funding Projections

Fiscal Year	2026**	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	
MPO Funds *	$ 19,870,767.01	$ 20,268,182.35	$ 20,673,546.00	$ 21,087,016.92	$ 21,508,757.26	$ 21,938,932.40	$ 22,377,711.05	$ 22,825,265.27	$ 23,281,770.58	$ 23,747,405.99	$ 24,222,354.11	$ 24,706,801.19	$ 25,200,937.21	$ 25,704,955.96	$ 26,219,055.08	$ 343,633,458.38
Subtotals	$ 19,870,767.01	$ 20,268,182.35	$ 20,673,546.00	$ 21,087,016.92	$ 21,508,757.26	$ 21,938,932.40	$ 22,377,711.05	$ 22,825,265.27	$ 23,281,770.58	$ 23,747,405.99	$ 24,222,354.11	$ 24,706,801.19	$ 25,200,937.21	$ 25,704,955.96	$ 26,219,055.08	$ 343,633,458.38
MTP Years (2016-2040)																
Estimated Total Funding Available	**$ 19,870,767.01**	**$ 20,268,182.35**	**$ 20,673,546.00**	**$ 21,087,016.92**	**$ 21,508,757.26**	**$ 21,938,932.40**	**$ 22,377,711.05**	**$ 22,825,265.27**	**$ 23,281,770.58**	**$ 23,747,405.99**	**$ 24,222,354.11**	**$ 24,706,801.19**	**$ 25,200,937.21**	**$ 25,704,955.96**	**$ 26,219,055.08**	**$ 343,633,458.38**

Unobligated

Phase I Project Programming

Project	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	
Jacaman to University Roadway Construction	$ 16,145,360.79															
Delmar Road to Shiloh Road ROW	$ 3,499,993.73															
Delmar Road to Shiloh Road Const		$ 10,763,573.86														
Airport to Jacaman Rdwy ROW			$ 8,335,763.96													
Airport to Jacaman Rdwy Construction			$ 15,290,142.11													
Shiloh Road to Havana ROW				$ 10,027,904.04												
Shiloh Road to Havana Road Construction					$ 38,558,625.71											
Unallocated Funds	$ 225,412.49	$ 9,730,020.98	$ 6,777,660.91	$ 17,836,773.79	$ 786,905.34	$ 22,725,837.74	$ 45,103,548.79	$ 67,928,814.07	$ 91,210,584.64	$ 114,957,990.63	$ 139,180,344.74	$ 47,432,638.93	$ 72,633,576.15	$ 98,338,532.11	$ 124,557,587.18	

ROW Phase
Construction Phase

*Due to the Loop 20 corridor having an I-69 designation the outer years of the MTP need only be reasonably foreseeable for programming. Estimates are based on MPO dollars from the 2015-2024 UTP years and assume funding remains at anticipated 2025 levels with a 2% inflation factor.** includes FY 2025 carryover balance

Project		I-35 Interchange Facility @ Loop 20 (CSJ: 0086-14-065) Scheduled letting: August 2016				
ORIGINAL ESTIMATE - 7/20/15 by TxDOT						
ROW	0.00%	$0.00				
Construction Engineering	4.69%	$1,976,456.00				
2016 Construction Cost - TxDOT		$42,141,921.00				
Contingency	2.99%	$1,260,043.00				
Indirect	5.74%	$2,418,946.00				
Total Project Cost		$47,797,366.00				
CURRENT LUTSMPO TIP LISTING - 7/20/15						
Funding by Category	Phase	Total	Federal	State	Local	
CBI*	Construction	39,100,000.00	31,280,000.00	7,820,000.00	0.00	
11 - District Discretionary	Construction	2,141,921.00	1,713,537.00	428,384.00	0.00	
TOTAL PROGRAMMED FUNDS		**41,241,921.00**				
LATEST ESTIMATE - 10/1/15 - DEC						
Reconciliation						
Letting Year		2016				
Preliminary Engineering						
ROW	0.00%	$0.00				
Construction Engineering	4.69%	$1,976,456.00				
2016 Construction Cost**		$28,996,533.00				
Contingency	2.99%	$1,260,043.00				
Indirect	5.74%	$2,418,946.00				
Total Project Cost		$34,651,978.00				
PROPOSED PROGRAMMING - Q4 2016						
Funding by Category	Phase	Total	Federal	State	Local	
CBI	Construction	22,372,612.00	17,898,089.60	4,474,522.40	0.00	
Proposition 1	Construction	4,482,000.00	0.00	4,482,000.00	0.00	
11 - District Discretionary	Construction	2,141,921.00	1,713,537.00	428,384.00	0.00	
TOTAL PROGRAMMED FUNDS		28,996,533.00				
CBI FUNDS to Redistribute from I 35 project		**$16,727,388.00**				
Note: * based on the 9/18/15 LUTS MPO Meeting request to shift $300,000 for the Hachar Loop Phase II advanced planning costs to Webb County from CBI. ** Based on most recent project cost estimate by DEC and includes an additional $1.0 million to fund recent ramp changes						

Project		**Loop 20 PS&E from International to I-59** **Scheduled letting: March 2016**				
	LATEST ESTIMATE - 10/1/15 - DEC					
Preliminary Engineering						
ROW		$64,413,840.57				
Construction Cost		$170,704,077.40				
Construction Engineering						
Contingency						
Indirect						
PS&E*	**2.83%**	**$4,833,207.00**				
Total Project Cost		$239,951,124.97				
YOE Cost		$4,833,207.00				
	PROPOSED PROGRAMMING					
Funding by Category	Phase	Total	Federal	State	Local	
CBI	PS&E	4,833,207.00	3,866,565.60	966,641.40	0.00	
TOTAL PROGRAMMED FUNDS		4,833,207.00				
CBI FUNDS to Redistribute		**$11,894,181.00**				
* based off of the latest estimate including the design of the Hike and Bike along Loop 20, requires negotiation and approval of fee by TxDOT.						

Project		Hachar Loop PS&E from FM 1472 to I-35 (interim section - 5 lane rural) Scheduled letting: July 2016				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW		$13,538,062.00				
Construction Cost		$36,317,276.00				
Construction Engineering	4.50%	$1,634,277.42				
Contingency	6.50%	$2,360,622.94				
Indirect	6.20%	$2,251,671.11				
PS&E *	**4.13%**	**$1,500,000.00**				
Total Project Cost		$57,601,909.47				
YOE Cost						
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
CBI	PS&E	1,500,000.00	1,200,000.00	300,000.00	0.00	
TOTAL PROGRAMMED FUNDS		1,500,000.00				
CBI FUNDS to Redistribute		**$10,394,181.00**				

* based off of the latest construction estimate , requires negotiation and approval of fee by TxDOT. Assumes roadway may be taken on system.

CBI Cheat Sheet	
Currently Allocated to I-35	$ 40,000,000.00
Committed to Mines Road Study	$ (600,000.00)
Committed to Phase II Hachar Schematics and Environmental (County)	$ (300,000.00)
Freed up from LP 20 @ I-35 CC Estimate Update	$ 16,727,388.00
Remaining on Loop 20 International to I-59 Contract (see AFA)	$ 1,174,667.82
Total	$ 17,902,055.82
Used by Loop 20 PS&E	$ (4,833,207.00)
Used by Hachar PS&E	$ (1,500,000.00)
Used by Airport Overpass Construction	$ -
Used by University Overpass Construction	$ -
Balance	$ 11,568,848.82

Project		Airport Overpass and Roadway to US-S9 ROW Scheduled letting: Jan 2017				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW		$4,806,663.03				
Construction Cost		$34,390,806.27				
Construction Engineering	4.50%	$1,547,586.28				
Contingency	6.50%	$2,235,402.41				
Indirect	6.20%	$2,132,229.99				
PS&E						
Total Project Cost*		$45,112,687.98				
YOE Cost		$4,806,663.03				
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
Proposition 1	ROW	2,379,823.00	0.00	2,379,823.00	0.00	
Category 7	ROW	2,426,840.03	1,941,472.03	485,368.01	0.00	
TOTAL PROGRAMMED FUNDS		4,806,663.03	1,941,472.03	2,865,191.01	0.00	

*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used

Project		LP 20 Airport Rdwy to 59 Construction Scheduled letting: May 2018				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW		$4,806,663.03				
Construction Cost		$19,604,815.69				
Construction Engineering	4.50%	$882,216.71				
Contingency	6.50%	$1,274,313.02				
Indirect	6.20%	$1,215,498.57				
PS&E						
Total Project Cost*		$27,783,507.02				
YOE Cost		$19,604,815.69				
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
Proposition 1	Construction	2,379,823.00	0.00	2,379,823.00	0.00	
Proposition 7	Construction	9,875,309.00	0.00	9,875,309.00	0.00	
Category 7	Construction	$7,349,683.69	5,879,746.95	1,469,936.74	0.00	
TOTAL PROGRAMMED FUNDS		19,604,815.69	5,879,746.95	13,725,068.74	0.00	

*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used

Project		Jacaman Overpass ROW Scheduled letting: September 2017 - FY 2018				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW		$8,807,487.54				
Construction Cost		$19,691,423.83				
Construction Engineering	4.50%	$886,114.07				
Contingency	6.50%	$1,279,942.55				
Indirect	6.20%	$1,220,868.28				
PS&E						
Total Project Cost*		$31,885,836.27				
YOE Cost		$8,807,487.54				
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
Category 7	Construction	2,113,476.28	1,690,781.02	422,695.26	0.00	
CBI	Construction	6,694,011.27	5,355,209.01	1,338,802.25	0.00	
			0.00	0.00	0.00	
TOTAL PROGRAMMED FUNDS		8,807,487.54	7,045,990.03	1,761,497.51	0.00	

*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used

Project		University Overpass ROW Scheduled letting: September 2017 - FY 2018				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW		$3,606,471.79				
Construction Cost		$14,361,147.35				
Construction Engineering	4.50%	$646,251.63				
Contingency	6.50%	$933,474.58				
Indirect	6.20%	$890,391.14				
PS&E						
Total Project Cost*		$20,437,736.49				
YOE Cost		$3,606,471.79				
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
CBI	ROW	3,606,471.79	2,885,177.43	721,294.36	0.00	
TOTAL PROGRAMMED FUNDS		3,606,471.79	2,885,177.43	721,294.36	0.00	

*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used

Project		LP 20 Airport Overpass Construction Scheduled letting: September 2018 - FY 2019				
	LATEST ESTIMATE - 10/1/15 - DEC					
Preliminary Engineering						
ROW		$4,806,663.03				
Construction Cost		$14,785,990.58				
Construction Engineering	4.50%	$665,369.58				
Contingency	6.50%	$961,089.39				
Indirect	6.20%	$916,731.42				
PS&E						
Total Project Cost*		$22,135,843.99				
YOE Cost		$15,229,570.30				
	PROPOSED PROGRAMMING					
Funding by Category	Phase	Total	Federal	State	Local	
Proposition 1	Construction	2,379,823.00	0.00	2,379,823.00	0.00	
Proposition 7	Construction	9,875,309.00	0.00	9,875,309.00	0.00	
Category 7	Construction	1,706,072.53	1,364,858.03	341,214.51	0.00	
CBI	Construction	1,268,365.76	1,014,692.61	253,673.15	0.00	
TOTAL PROGRAMMED FUNDS		15,229,570.30	2,379,550.64	12,850,019.66	0.00	

*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used

Project		University Overpass Construction Scheduled letting: September 2019 - FY 2020				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW		$3,606,471.79				
Construction Cost		$14,361,147.35				
Construction Engineering	4.50%	$646,251.63				
Contingency	6.50%	$933,474.58				
Indirect	6.20%	$890,391.14				
PS&E						
Total Project Cost*		$20,437,736.49				
YOE Cost		$15,235,741.22				
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
Proposition 1	Construction	2,475,015.92	0.00	2,475,015.92	0.00	
Proposition 7	Construction	11,554,111.53	0.00	11,554,111.53	0.00	
Category 7	Construction	1,206,613.77	965,291.02	241,322.75	0.00	
TOTAL PROGRAMMED FUNDS		15,235,741.22	965,291.02	14,270,450.20	0.00	

*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used

Project		Jacaman Overpass Construction Scheduled letting: September 2020 - FY 2021				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW		$8,807,487.54				
Construction Cost		$19,691,423.83				
Construction Engineering	4.50%	$886,114.07				
Contingency	6.50%	$1,279,942.55				
Indirect	6.20%	$1,220,868.28				
PS&E						
Total Project Cost*		$31,885,836.27				
YOE Cost		$21,517,350.49				
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
Proposition 1	Construction	2,574,016.56	0.00	2,574,016.56	0.00	
Proposition 7	Construction	11,554,111.53	0.00	11,554,111.53	0.00	
Category 7	Construction	7,389,222.40	5,911,377.92	1,477,844.48	0.00	
TOTAL PROGRAMMED FUNDS		21,517,350.49	5,911,377.92	15,605,972.57	0.00	

*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used

Project		University to Delmar Road ROW Scheduled letting: September 2020 - FY 2021				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW		$1,763,924.83				
Construction Cost		$4,248,432.30				
Construction Engineering	4.50%	$191,179.45				
Contingency	6.50%	$276,148.10				
Indirect	6.20%	$263,402.80				
PS&E						
Total Project Cost*		$6,743,087.48				
YOE Cost		$1,763,924.83				
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
Category 7	ROW	1,763,924.83	1,411,139.86	352,784.97	0.00	
TOTAL PROGRAMMED FUNDS		1,763,924.83	1,411,139.86	352,784.97	0.00	

*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used

Project		Delmar Overpass ROW Scheduled letting: September 2021 - FY 2022				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW		$5,003,016.81				
Construction Cost		$20,496,476.01				
Construction Engineering	4.50%	$922,341.42				
Contingency	6.50%	$1,332,270.94				
Indirect	6.20%	$1,270,781.51				
PS&E						
Total Project Cost*		$29,024,886.69				
YOE Cost		$5,003,016.81				
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
Proposition 7	Construction	5,003,016.81	0.00	5,003,016.81	0.00	
TOTAL PROGRAMMED FUNDS		5,003,016.81	0.00	5,003,016.81	0.00	

*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used

Project		Jacaman to University Roadway ROW Scheduled letting: September 2021 - FY 2022				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW		$5,274,323.21				
Construction Cost		$12,745,296.90				
Construction Engineering	4.50%	$573,538.36				
Contingency	6.50%	$828,444.30				
Indirect	6.20%	$790,208.41				
PS&E						
Total Project Cost*		$20,211,811.17				
YOE Cost		$5,274,323.21				
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
Proposition 1	Construction	2,676,977.22	0.00	2,676,977.22	0.00	
Proposition 7	Construction	2,597,345.99	0.00	2,597,345.99	0.00	
TOTAL PROGRAMMED FUNDS		5,274,323.21	0.00	5,274,323.21	0.00	

*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used

Project		Delmar Overpass Construction Scheduled letting: September 2022 - FY 2023				
	LATEST ESTIMATE - 10/1/15 - DEC					
Preliminary Engineering						
ROW		$5,003,016.81				
Construction Cost		$20,496,476.01				
Construction Engineering	4.50%	$922,341.42				
Contingency	6.50%	$1,332,270.94				
Indirect	6.20%	$1,270,781.51				
PS&E						
Total Project Cost*		$29,024,886.69				
YOE Cost		$23,761,033.25				
	PROPOSED PROGRAMMING					
Funding by Category	Phase	Total	Federal	State	Local	
Proposition 1	Construction	2,784,056.31	0.00	2,784,056.31	0.00	
Proposition 7	Construction	15,507,860.26	0.00	15,507,860.26	0.00	
Category 7	Construction	5,469,116.68	4,375,293.34	1,093,823.34	0.00	
TOTAL PROGRAMMED FUNDS		23,761,033.25	4,375,293.34	19,385,739.91	0.00	

*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used

Project		Shiloh Overpass ROW Scheduled letting: September 2023 - FY 2024				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW		$13,288,291.63				
Construction Cost		$18,183,461.88				
Construction Engineering	4.50%	$818,255.78				
Contingency	6.50%	$1,181,925.02				
Indirect	6.20%	$1,127,374.64				
PS&E						
Total Project Cost*		$34,599,308.96				
YOE Cost		$13,288,291.63				
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
Proposition 1	Construction	2,895,418.56	0.00	2,895,418.56	0.00	
Proposition 7	Construction	10,392,873.07	0.00	10,392,873.07	0.00	
TOTAL PROGRAMMED FUNDS		13,288,291.63	0.00	13,288,291.63	0.00	

*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used

Project		University to Delmar Road Construction Scheduled letting: September 2023 - FY 2024				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW		$1,763,924.83				
Construction Cost		$4,248,432.30				
Construction Engineering	4.50%	$191,179.45				
Contingency	6.50%	$276,148.10				
Indirect	6.20%	$263,402.80				
PS&E						
Total Project Cost*		$6,743,087.48				
YOE Cost		$5,072,850.34				
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
Proposition 7	Construction	1,161,238.46	0.00	1,161,238.46	0.00	
Category 7	Construction	3,911,611.89	3,129,289.51	782,322.38	0.00	
TOTAL PROGRAMMED FUNDS		5,072,850.34	3,129,289.51	1,943,560.84	0.00	

*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used

Project		Shiloh Overpass Construction Scheduled letting: September 2024 - FY 2025				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW		$13,288,291.63				
Construction Cost		$18,183,461.88				
Construction Engineering	4.50%	$818,255.78				
Contingency	6.50%	$1,181,925.02				
Indirect	6.20%	$1,127,374.64				
PS&E						
Total Project Cost*		$34,599,308.96				
YOE Cost		$22,363,364.55				
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
Proposition 1	Construction	3,011,235.30	0.00	3,011,235.30	0.00	
Proposition 7	Construction	11,554,111.53	0.00	11,554,111.53	0.00	
Category 7	Construction	7,798,017.72	6,238,414.17	1,559,603.54	0.00	
TOTAL PROGRAMMED FUNDS		22,363,364.55	6,238,414.17	16,124,950.38	0.00	

*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used

Project		Jacaman to University Roadway Construction Scheduled letting: FY 2026				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW		$5,274,323.21				
Construction Cost		$12,745,296.90				
Construction Engineering	4.50%	$573,538.36				
Contingency	6.50%	$828,444.30				
Indirect	6.20%	$790,208.41				
PS&E						
Total Project Cost*		$20,211,811.17				
YOE Cost		$16,145,360.79				
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
State / Federal MPO Funds	ROW	16,145,360.79	TBD	TBD	TBD	
TOTAL PROGRAMMED FUNDS		16,145,360.79	0.00	0.00	0.00	

*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used

Project		Delmar Road to Shiloh Road ROW Scheduled letting: FY 2026				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW		$3,499,993.73				
Construction Cost		$4,248,432.30				
Construction Engineering	4.50%	$191,179.45				
Contingency	6.50%	$276,148.10				
Indirect	6.20%	$263,402.80				
PS&E						
Total Project Cost*		$8,479,156.38				
YOE Cost		$3,499,993.73				
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
State / Federal MPO Funds	ROW	3,499,993.73	TBD	TBD	TBD	
TOTAL PROGRAMMED FUNDS		3,499,993.73	0.00	0.00	0.00	

*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used

Project		Delmar Road to Shiloh Road Const Scheduled letting: FY 2027				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW		$1,763,924.83				
Construction Cost		$8,496,864.60				
Construction Engineering	4.50%	$382,358.91				
Contingency	6.50%	$552,296.20				
Indirect	6.20%	$526,805.61				
PS&E						
Total Project Cost*		$11,722,250.14				
YOE Cost		$10,763,573.86				
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
State / Federal MPO Funds	ROW	10,763,573.86	TBD	TBD	TBD	
TOTAL PROGRAMMED FUNDS		10,763,573.86	0.00	0.00	0.00	

*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used

Project		Airport to Jacaman Rdwy ROW Scheduled letting: FY 2028				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW		$8,335,763.96				
Construction Cost		$11,045,923.98				
Construction Engineering	4.50%	$497,066.58				
Contingency	6.50%	$717,985.06				
Indirect	6.20%	$684,847.29				
PS&E						
Total Project Cost*		$21,281,586.87				
YOE Cost		$8,335,763.96				
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
State / Federal MPO Funds	ROW	8,335,763.96	TBD	TBD	TBD	
TOTAL PROGRAMMED FUNDS		8,335,763.96	0.00	0.00	0.00	

*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used

Project		Airport to Jacaman Rdwy Construction Scheduled letting: FY 2028				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW		$8,335,763.96				
Construction Cost		$11,045,923.98				
Construction Engineering	4.50%	$497,066.58				
Contingency	6.50%	$717,985.06				
Indirect	6.20%	$684,847.29				
PS&E						
Total Project Cost*		$21,281,586.87				
YOE Cost		$15,290,142.11				
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
State / Federal MPO Funds	ROW	15,290,142.11	TBD	TBD	TBD	
TOTAL PROGRAMMED FUNDS		15,290,142.11	0.00	0.00	0.00	

*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used

Project		Shiloh Road to Havana ROW Scheduled letting: FY 2029				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW		$10,027,904.04				
Construction Cost		$27,044,244.28				
Construction Engineering	4.50%	$1,216,990.99				
Contingency	6.50%	$1,757,875.88				
Indirect	6.20%	$1,676,743.15				
PS&E						
Total Project Cost*		$41,723,758.34				
YOE Cost		$10,027,904.04				
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
State / Federal MPO Funds	ROW	10,027,904.04	TBD	TBD	TBD	
TOTAL PROGRAMMED FUNDS		10,027,904.04	0.00	0.00	0.00	

*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used

Project		**Shiloh Road to Havana Road Construction** **Scheduled letting: FY 2030**				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW		$10,027,904.04				
Construction Cost		$27,044,244.28				
Construction Engineering	4.50%	$1,216,990.99				
Contingency	6.50%	$1,757,875.88				
Indirect	6.20%	$1,676,743.15				
PS&E						
Total Project Cost*		$41,723,758.34				
YOE Cost		$38,558,625.71				
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
State / Federal MPO Funds	ROW	38,558,625.71	TBD	TBD	TBD	
TOTAL PROGRAMMED FUNDS		38,558,625.71	0.00	0.00	0.00	

*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used

G. Discussion with possible on railroad issues affecting the City of Laredo including but not limited to, Quiet Zones, Secure Corridor and traffic congestion.

H. Discussion with possible on Hachar Road.

I. Discussion with possible on Mines Road.

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

A. Presentation by TxDOT, Laredo District, on the funding (current and future projected) available to TxDOT, Laredo District and the Laredo MPO and the application of said funding to projects in the Laredo District.

B. Status on Government Accountability Office (GAO) report on railroad issues (U.S. Border Communities Ongoing DOT Efforts Could Help Address Impacts of International Freight Rail).

C. Status report on the Regional Mobility Authority (RMA).

United States Government Accountability Office

Report to Congressional Committees

January 2016

U.S. BORDER COMMUNITIES

Ongoing DOT Efforts Could Help Address Impacts of International Freight Rail

GAO-16-274

January 2016

GAO Highlights

U.S. BORDER COMMUNITIES

Ongoing DOT Efforts Could Help Address Impacts of International Freight Rail

Highlights of GAO-16-274, a report to congressional committees

Why GAO Did This Study

About 93 trains a day on average crossed into the continental United States from Canada and Mexico in 2014, according to DOT's Bureau of Transportation Statistics (BTS). Trains enter and leave the United States through 30 POEs—23 on the northern border and 7 on the southern border. Although international freight rail plays an important role in U.S. economic and trade interests, the movement of rail through U.S. communities at the border can result in blocked highway-rail grade crossings and vehicle traffic congestion. House Report 113-464 accompanying the Departments of Transportation, and Housing and Urban Development Appropriations Act included a provision for GAO to review the impact of international rail crossings on U.S. border communities.

This report (1) describes the factors that affect the movement of freight rail and the actions taken by federal agencies and others to expedite freight rail in selected POEs and (2) examines what is known about the impacts of freight rail operations on highway-rail grade crossings in POE communities. GAO visited four POE communities that were selected in part based on BTS's 2010–2014 data on average incoming train volume. In each POE, GAO interviewed officials from local and state governments, the railroad, CBP, and FRA. GAO also interviewed officials from DOT, CBP, the Border Trade Alliance, and the Association of American Railroads.

What GAO Recommends

GAO is not making recommendations in this report. DOT and CBP provided technical comments, which were incorporated.

View GAO-16-274. For more information, contact Susan Fleming (202) 512-2834 or flemings@gao.gov

What GAO Found

Factors such as inspections and crew changes affect freight rail movements in the four U.S. border port of entry (POE) communities GAO visited, which can result in blocked highway-rail grade crossings. Federal agencies and others have taken actions to expedite rail in these communities. As part of its mission to safeguard the border, U.S. Customs and Border Protection (CBP) scans inbound rail cars on both borders using the Rail Vehicle and Cargo Inspection System (R-VACIS), a machine used to detect anomalies and threats to national security. CBP generally requires trains to slow in order to pass through R-VACIS. To expedite freight rail and reduce blocked highway-rail grade crossings, CBP, for example, adjusted its procedures to allow certain trains to go through R-VACIS faster at two POEs on the northern border. Similarly, crew changes can result in stopped trains and blocked U.S. highway-rail grade crossings, particularly on the southern border. U.S. Department of Transportation (DOT) officials stated that crew changes are required due to differences in safety regulations between the U.S. Federal Railroad Administration (FRA) and Mexico. Railroads have expressed interest in eliminating such crew changes but face challenges such as FRA and labor union safety concerns.

The impacts of international freight rail on highway-rail grade crossings in communities GAO visited vary based on border-specific factors and community characteristics, and DOT improvement efforts including the issuance of a final rule could provide better data for help determining these impacts in the future. Inspections and crew changes, as well as rail traffic levels, can vary across POEs. For example, some factors play a role at southern, but not northern POEs. In addition, freight rail impacts vary based on community characteristics such as the availability of overpasses. State and local officials face data limitations, which reduce their ability to quantify rail-related community impacts. For example, local officials often do not have data on the number and length of trains passing through the community. In September 2014, GAO recommended that DOT improve the availability of national data to assess freight impacts on traffic congestion. DOT agreed and has actions under way. In January 2015, the FRA issued a final rule requiring railroads to update FRA's highway-rail crossing inventory once every 3 years. Prior to this rule, railroads voluntarily submitted data that were not always updated. DOT data efforts could better equip state and local governments to define the extent of blocked highway-rail grade crossings in communities nationwide, including at rail border communities.

A Highway-Rail Grade Crossing in Laredo, Texas

Source: GAO. | GAO-16-274

Contents

Figures

Abbreviations

AAR	Association of American Railroads
BLET	Brotherhood of Locomotive Engineers and Trainmen
BTS	Bureau of Transportation Statistics
CBP	Customs and Border Protection
DOT	Department of Transportation
FRA	Federal Railroad Administration
MAP-21	Moving Ahead for Progress in the 21st Century Act
MPO	metropolitan planning organization
POE	port of entry
R-VACIS	Rail Vehicle and Cargo Inspection System

U.S. GOVERNMENT ACCOUNTABILITY OFFICE
441 G St. N.W.
Washington, DC 20548

January 28, 2016

The Honorable Susan Collins
Chairman
The Honorable Jack Reed
Ranking Member
Subcommittee on Transportation, Housing
and Urban Development, and Related Agencies
Committee on Appropriations
United States Senate

The Honorable Mario Diaz-Balart
Chairman
The Honorable David Price
Ranking Member
Subcommittee on Transportation, Housing
and Urban Development, and Related Agencies
Committee on Appropriations
United States House of Representatives

Approximately 34,000 trains—about 93 trains a day on average—crossed into the continental United States from Canada and Mexico through 30 ports of entry (POE) in 2014, according to the U.S. Department of Transportation's (DOT) Bureau of Transportation Statistics (BTS).[1] The vast majority of these trains carry freight such as chemicals, lumber, and manufactured goods.[2] According to BTS, freight rail carried about 15 percent of the total value of all U.S. freight flows between the United States and Canada and Mexico in 2014. In that year, trucks carried the majority (about 60) percent of these freight flows, which amounted to $1.2 trillion worth of freight, in total.

[1]The BTS does not collect data on outbound trains. However, trains also leave the United States through these same POEs. This 30 excludes Warroad and Baudette, Minnesota, which are in transit POEs, meaning that trains pass through but do not stop for inspection in the U.S. This also excludes Skagway, Alaska, because it is outside the continental U.S.

[2]Passenger trains pass into the U.S. through three northern POEs: Blaine, Washington; Buffalo-Niagara Falls, New York; and Champlain-Rouses Pt., New York. Amtrak runs 2 inbound trains a day through Blaine and 1 inbound train per day at the two New York POEs.

Although international freight rail plays an important role in U.S. economic and trade interests, the movement of rail through U.S. border communities where POEs are located can temporarily block highway-rail grade crossings and contribute to traffic congestion. We have previously reported that overall freight rail traffic has increased since 2009 and may exacerbate traffic congestion concerns in many communities nationwide.[3] In addition, due to customs inspections and other processes at rail POEs, communities in these areas may face additional time that highway-rail grade crossings are blocked. In particular, as trains enter the United States, they are subject to inspections by the Department of Homeland Security's U.S. Customs and Border Protection (CBP). Trains entering from Mexico are also subject to equipment safety inspections required by the Federal Railroad Administration (FRA). Similarly, freight trains leaving the United States may be subject to inspections by Canadian or Mexican customs agencies. In addition, crew changes may occur, when the train is handed off between foreign and U.S. crews. As a result, trains may travel at slow speeds through or temporarily stop in rail POE communities. When this occurs as trains travel through highway-rail grade crossings, vehicle traffic must wait for the train to clear, potentially resulting in queues of vehicles, wait times, and increased congestion.

The House Report accompanying the Departments of Transportation, and Housing and Urban Development, and Related Agencies Appropriations Act of 2015 included a provision for us to review international rail border crossing times and the blockage of highway-rail grade crossings on the U.S. side.[4] This report (1) describes the factors that affect the movement of freight rail through selected ports of entry and the actions taken by federal agencies and others to expedite freight rail in these locations, and (2) examines what is known about the impacts of freight rail operations on highway-rail grade crossings in U.S. port of entry communities.

To determine the factors that affect the movement of freight rail and the impacts of freight rail operations on highway-rail grade crossings in U.S. border communities, we selected nine rail POE communities—Nogales, Arizona; El Paso, Eagle Pass, Brownsville, and Laredo, Texas; Blaine,

[3]GAO, *Freight Transportation: Developing National Strategy Would Benefit from Added Focus on Community Congestion Impacts.* GAO-14-740 (Washington, D.C., Sep. 19, 2014).

[4]H. R. Rep. No. 113-464 accompanying Pub. L. No. 113-235, 128 Stat. 2130 (2015).

Washington; Ranier, Minnesota; Port Huron, Michigan; and Rouses Point, New York. We selected communities that had at least one incoming train per day from 2010 through 2014 based on BTS border crossing data and excluded certain rail POEs, such as those outside of the continental United States or those with largely grade-separated infrastructure, meaning the rail line rarely intersects with vehicular traffic.[5] Of these, we conducted visits to four rail POE communities—Brownsville and Laredo, Texas; Ranier, Minnesota; and Blaine, Washington—that were selected to include communities with heavy inbound train traffic and a mix of northern and southern border locations. At each site visit, we interviewed representatives from the city or county, the metropolitan planning organization (MPO, if applicable),[6] the state department of transportation, CBP, FRA regional office, and the Brotherhood of Locomotive Engineers and Trainmen (BLET)—a union representing train operators. We also interviewed representatives from the five railroads that operate trains passing through each of the four rail POE communities we visited. For the remaining five of nine selected communities that we did not visit, we interviewed local officials by phone.[7] Furthermore, we interviewed officials and reviewed documents from CBP, DOT, FRA, and Department of State and interviewed representatives of the American Association of State Highway and Transportation Officials, the Border Trade Alliance, and the Association of American Railroads (AAR). To examine what is known about the impacts of international freight rail operations on highway-rail grade crossings, we reviewed relevant DOT documentation such as the reporting requirements for the National Highway-Rail Crossing Inventory and interviewed DOT officials on available data sources. To estimate the total time highway-rail grade crossings are blocked in eight of the nine selected rail POE communities;[8] we calculated the average time that freight trains would block key intersections in these communities based

[5]BTS does not collect data on outbound trains.

[6]Metropolitan planning organizations (MPO) are federally mandated entities responsible for carrying out the metropolitan transportation planning process in urbanized areas with a population of more than 50,000 people. (23 USC 134).

[7]We also interviewed officials from MPOs in Detroit, Michigan, and Buffalo, New York, to understand the impacts of international freight rail in these communities.

[8]Brownsville was excluded because at the time of our visit in late June to early July 2015, the new international rail bridge was nearing completion, and as a result, the railroad was in the process of changing its travel pattern, making it difficult to characterize the impacts of freight rail on the community.

on the average speed of trains, length of trains, and frequency of trains that were reported by railroad representatives. We attempted to collect data from five railroads,[9] but we received incomplete information in response and were able to analyze information from two of these railroads.[10] Finally, we observed the CBP inspection process and the geography and relevant highway-rail crossings in each community we visited to gain additional insights related to international freight rail and the related POEs.

We conducted this performance audit from February 2015 to January 2016 in accordance with generally accepted government auditing standards. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

Background

Canada and Mexico are the United States' first and third largest trading partners, respectively, and most freight between the United States and these countries is transported by truck and rail. Freight trains include bulk freight and intermodal freight. Bulk freight—such as grain, automobiles and component parts, coal, and chemicals—are transported in rail cars. For example, railroads deliver automotive parts made in the United States to assembly plants in Mexico by rail, and return finished automobiles from Mexico by rail. In addition, according to AAR representatives, bulk freight such as grain and lumber enters the United States along the northwestern border with Canada. Further, "intermodal" freight consists of containers carried by rail and transferred to or from other transportation modes, such as ships or trucks. For example, intermodal freight containers arrive at Prince Rupert in western Canada from Asia by ship and are transferred to rail and exported to the United States, entering through Ranier, Minnesota. Intermodal freight generally consists of consumer goods such as furniture and computers and, according to FRA, has been the fastest

[9]These railroads were: Kansas City Southern Railway Company, Union Pacific Railroad Company, BNSF Railway Company, Canadian National Railway Company, and Canadian Pacific Railway.

[10]We received information from three railroads, but information from one of these railroads was incomplete.

growing segment of the freight rail industry in the United States since 1980.

Inbound international rail traffic has grown over the past 5 years, but the increase is not uniform across U.S. POEs and is projected to increase further in certain POEs. According to BTS data, the number of inbound trains increased 6 percent on the northern border and 29 percent along the southern border from 2010 through 2014.[11] All international rail traffic enters and exits the continental United States through 30 different rail POEs—23 along the Canadian border and 7 along the Mexican border.[12,13] The top 8 rail POEs on the northern and southern borders carried 68 percent of inbound rail traffic while 14 rail POEs—mainly along the northern border—received less than one inbound train a day on average over the past five years according to BTS data (see fig. 1). Ranier, Minnesota, and Laredo, Texas, have the highest number of inbound trains on the northern and southern borders with an average of 10 and 9 trains per day from 2010 through 2014, or an average of 3,675 and 3,466 inbound trains per year, respectively. Some stakeholders predict growth in international rail traffic in certain POEs. For example, representatives from one railroad noted that intermodal traffic through Ranier, Minnesota, will continue to grow since the port at Prince Rupert in Canada has announced an expansion of its capacity. In addition, carmakers announced that they have added additional plants and

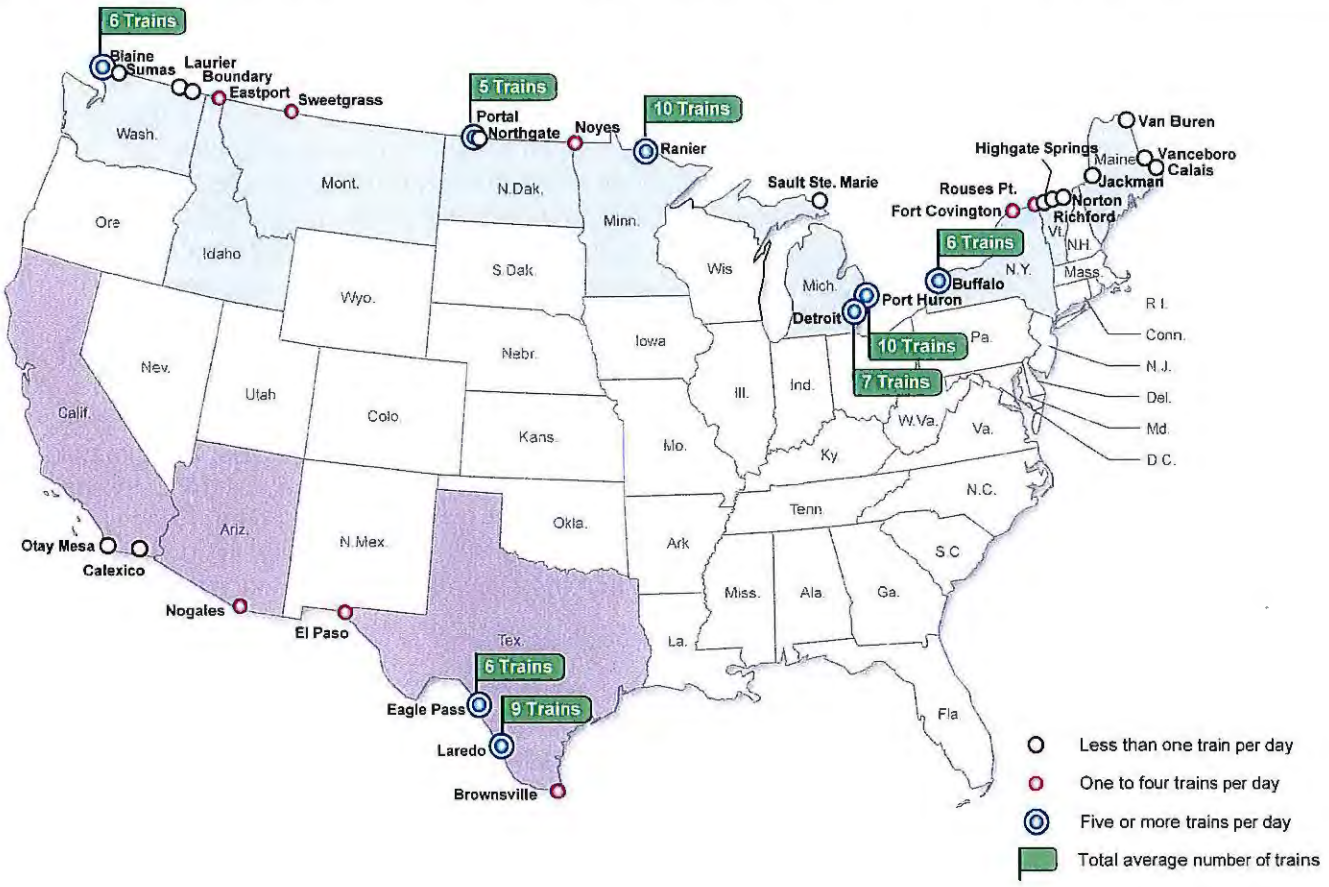
[11]BTS does not collect data on outbound trains. However, railroad representatives in the four POEs we visited noted that the same number of trains travel inbound as outbound in those locations on a typical day.

[12]This 30 excludes Warroad and Baudette, Minnesota, which are in transit POEs, meaning that trains pass through but do not stop in the U.S., and thus are not subject to full CBP inspections. This number also excludes Skagway, Alaska, because it is outside the continental U.S. In some cases, the official POE name differs from the name of the U.S. community with the international rail line. For the remainder of this report we will refer to the name of the rail POE communities rather than the POE name. As a result, we refer to the International Falls POE as Ranier, Minnesota; the Pembina, North Dakota POE as Noyes, Minnesota; the Buffalo-Niagara Falls POE as Buffalo, New York; the Champlain-Rouses Pt. POE as Rouses Pt., New York; and the Trout River/Fort Covington/Chateaugay POE as Fort Covington, New York.

[13]According to BTS data, there were 88 POEs where at least one truck per day entered the continental United States in 2014.

increased capacity in Mexico, which is likely to result in additional automotive traffic by rail over the southern border.[14]

Figure 1: The 30 Rail Port of Entry Communities and Average Daily Number of Inbound Trains, 2010–2014



Source: GAO analysis of Bureau of Transportation Statistics data and Map Resources (map). | GAO-16-274

[14]Audi of America, Inc., *Audi on track for growth in Mexico,* (Ingolstadt, Germany: Jan. 22, 2014); The BMW Group, *BMW group to build plant in Mexico,* (Munich, Germany and Mexico City, Mexico: Mar. 7, 2014); General Motors Co., *GM to Invest $5 billion in Mexico from 2013-2018,* (Federal District, Mexico: GM News, Dec. 11, 2014); Honda, *Honda Increases North American Manufacturing Footprint with Production Start of Fuel-Efficient, Subcompact Vehicles at New Auto Plant in Mexico,* (Celaya, Mexico: Feb. 21, 2014).

Train movements can result in blocked highway-rail grade crossings, where vehicular traffic must wait to cross the tracks when trains are slowed or stopped (see fig. 2). The amount of time that highway-rail grade crossings are blocked depends on a number of factors, and is typically a function of the number, speed, and length of trains. Blocked highway-rail grade crossings can contribute to community vehicular congestion, and communities face challenges prioritizing and funding projects to alleviate these impacts. Negative community effects resulting from blocked highway-rail grade crossings include delays to motorists, blocked emergency vehicles, and quality of life impacts.[15] State and local departments of transportation, which have primary responsibility for building, maintaining, and operating roads, can plan and fund projects to alleviate freight-related traffic congestion. In addition, some MPOs assist state and local governments in planning and prioritizing such projects, including grade separation projects such as overpasses and underpasses to allow vehicular traffic to bypass freight rail movements. The freight rail system operates almost exclusively on infrastructure that is owned, built, maintained, and funded by private railroads, particularly the seven largest freight railroads.[16] Generally, train movements within the United States are dispatched, or controlled, by railroad personnel located in the United States.[17]

[15]GAO-14-740.

[16]These railroads are referred to as Class I railroads. Freight railroads are classified based on operating revenues. Class I railroads have annual operating revenues of $467 million or more. As of 2013, AAR reported that the seven Class I railroads are BNSF Railway Company, CSX Transportation, Grand Trunk Corporation, Kansas City Southern Railway Company, Norfolk Southern Combined Railroad Subsidiaries, Soo Line Corporation, and Union Pacific Railroad Company.

[17]See 49 C.F.R. § 241.9—Prohibition against extraterritorial dispatching; exceptions.

Figure 2: A Highway-Rail Grade Crossing in Laredo, Texas

Source: GAO. | GAO-16-274

While DOT has a role in directing federal transportation policy, including freight rail, FRA issues regulations as part of its role to oversee the safety and reliability of the national freight network. In 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) transportation reauthorization established a framework for a national freight policy and, among other things, directed DOT to develop a national freight strategic plan.[18] The plan was to be developed in consultation with state departments of transportation and other transportation stakeholders and was to include best practices to mitigate the impacts of freight movements on communities. MAP-21 also required DOT to encourage states to develop freight plans with a description of procedures to guide states' investment decisions involving freight transportation. FRA issues regulations that set requirements for train crews and equipment operating in the United States. Additionally, FRA manages a National Highway-Rail Crossing Inventory that provides a uniform national database of the nation's highway-rail grade crossings, which can be used for planning and implementation of crossing safety improvements. According to the FRA, train lengths in general have been increasing in recent years and agency

[18]Pub. L. No. 112-141, §1115, 126 Stat. 405, 468. 23 U.S.C. § 167(f).

regulations do not place restrictions on the amount of time trains can block highway-rail grade crossings or on train lengths. Representatives from two railroads noted that current maximum train lengths are generally 10,000 feet—or about 2 miles. These representatives noted that these maximum train lengths are largely determined based on the capacity of the current rail system infrastructure.

As part of its mission to safeguard U.S. borders while enabling legitimate trade and travel, CBP has personnel, including CBP Agricultural Specialists, located at rail POEs that scan inbound trains for security threats. CBP procedures generally include the following, which CBP officials said may vary slightly by POE:

- *Advanced targeting:* About 2 hours before the train arrives at the border, CBP electronically obtains the train's manifest, which provides information on the train's contents, from the railroad. Using CBP's Automated Targeting System, CBP officials identify rail cars deemed high-risk for additional inspection.[19] For example, as part of efforts to identify high-risk shipments, CBP Agricultural Specialists check the manifest against U.S. quarantine regulations.

- *Rail Vehicle and Cargo Inspection System (R-VACIS):* Inbound trains slow to pass through R-VACIS, a machine that produces an image of the inside of railcars using gamma radiation technology (see fig. 3). CBP officers review the scanned images for anomalies that may indicate the presence of un-manifested goods and contraband, including threats that could pose a risk to national security.

[19]CBP's Automated Targeting System is an Intranet-based enforcement and decision support system that compares traveler, cargo, and conveyance information against intelligence and other enforcement data.

Figure 3: R-VACIS in Blaine, Washington, (left) and a train proceeding through R-VACIS in Laredo, Texas (right)

Source: GAO. | GAO-16-274

- *Secondary physical inspections:* Depending on the outcome of the advanced targeting and R-VACIS scan, CBP conducts secondary physical inspections of rail cars.

Both DOT and CBP participate in working groups consisting of representatives from the United States, Canada, and Mexico that seek to improve processes related to the safety and fluidity of international trade, including freight rail. Coordination between the United States and Mexico and Canada is generally framed by larger government-to-government partnerships. The U.S.-Canada Beyond the Border Initiative addresses cross border policies and the U.S.-Canada Regulatory Cooperation Council coordinates the joint development of regulatory standards between the United States and Canada, and the High Level Economic Dialogue between Mexican and U.S. officials is designed, in part, to secure trade flows and cross-border cooperation between the two countries. In addition, the Transportation Border Working Group between

the United States and Canada and the U.S.-Mexico Joint Working Committee on Transportation Planning focus on transportation issues. For example, the U.S.-Mexico Joint Working Committee on Transportation Planning led efforts to create border master plans to prioritize transportation needs along the southern border, including at rail POEs. To develop these border master plans, local, regional, state, and federal stakeholders on both sides of the border coordinated to prioritize transportation projects.

Inspections and Crew Changes Affect Rail Movements in Selected POE Communities, and Some Actions Have Been Taken to Expedite Trains

Customs Inspections Affect Train Movements on Both Borders and CBP Has Modified Procedures in Certain Locations

In all four communities we visited, stakeholders such as railroads, local officials, and BLET representatives identified R-VACIS inspection procedures, which affect inbound trains, as a key source of reduced train speeds. CBP has directed that inbound trains pull through the R-VACIS at a predetermined rate of speed set by CBP in order to obtain and review quality scans.[20] The impacts of R-VACIS inspections on train movements and highway-rail grade crossings can vary by the location of the R-VACIS. According to CBP officials, the machine is typically located right at the international border, with the exception of three locations on the northern border. The R-VACIS in Blaine is located approximately 3 miles inland from the Canadian border.[21] According to a railroad representative in Blaine, the average maximum length of trains at this POE is 6,500 feet.

[20]According to a 2004 CBP report, R-VACIS can scan moving freight train rail cars with a speed up to 5 miles per hour.

[21]CBP officials say the inland location of R-VACIS in Blaine is due to building restrictions on protected land near the border.

Based on our calculations, it would take a train of this length approximately 15 minutes to pass through the R-VACIS at 5 miles per hour and may affect one or two highway-rail grade crossings. In contrast, CBP officials stated that the R-VACIS machines at the Port Huron and Detroit, Michigan, POEs are located in Canada. Trains pass through the R-VACIS in these locations at a predetermined speed and, once scanned, can proceed to enter the United States at a higher speed. CBP officials noted that these placements, which resulted from a Declaration of Principles for the improved security of rail shipments from Canada to the United States, were necessary because the tunnel infrastructure at these POEs requires that trains exit at high speeds. CBP officials also noted that they do not have the authority to physically inspect cargo in Canada.[22]

In addition, when secondary physical inspections occur, they may require trains to slow and stop, and CBP officials stated that the location of the inspections varies by POE and threat level CBP designated to the shipment. CBP officials also said that higher-risk threats, such as shipments containing suspected unauthorized persons (known as stowaways) or weapons, are inspected immediately and that lower-risk threats, such as paperwork discrepancies, are inspected later further away from the border. For example, CBP officials stated that CBP does not use R-VACIS to intentionally scan for people; however, CBP officials in Laredo said that if CBP officers do detect a stowaway on the train, the individual must immediately be secured and removed and could result in the train being stopped for about 45 minutes, during which highway-rail grade crossings on the U.S. side may be blocked. CBP officials in Laredo stated that eight stowaways were inadvertently detected on these trains last year, mostly at night. Meanwhile, more routine secondary physical inspections may involve stopping the train, uncoupling cars, reversing, stopping, and going forward again in order to set aside a rail car for CBP. Depending on the rail infrastructure at the POE, this process may result in

[22]According to CBP officials, if CBP officers want to physically inspect a train, they notify CBP officers in the United States to conduct the inspection upon its arrival. These officials also stated that in order to physically inspect cargo in Canada, CBP would require greater authority than that provided by the signing of a Declaration of Principles with Canadian Customs which requires legislative approval in both countries to go into effect.

trains blocking highway-rail grade crossings.[23] For example, in Blaine, a BLET representative noted that putting a rail car aside for CBP, which generally occurs near the location of the R-VACIS, can take over an hour while blocking highway-rail grade crossings.

As previously mentioned, CBP's primary mission is to maintain national security, and CBP officials report that they operate on risk-based assessments. However, CBP has taken steps to expedite customs inspections at some POEs. CBP officials note that at the POE level, CBP often works together with local communities to develop protocols to expedite rail and minimize the impact on vehicular traffic. In at least two POEs on the northern border, CBP has adjusted the R-VACIS procedures to expedite freight rail. In Blaine, CBP allows empty coal trains through at an increased speed predetermined by CBP during daylight hours unless information received indicates a security risk or there is an operational need, thereby reducing the estimated average blocked highway-rail grade crossing time. In Ranier, a CBP official noted that CBP held meetings to review operations and, as a result, increased the maximum allowable R-VACIS speeds to a predetermined rate of speed set by CBP. One CBP official stated that CBP will not sacrifice security for expediency. In addition, at one POE, the railroad coordinated with CBP to expedite secondary inspections. Specifically, in Ranier, railroad officials said that the railroad invested approximately $10 million in equipment, staff, and infrastructure to build a "live lift" system to allow the removal of only the container of interest from intermodal trains for immediate inspection, instead of uncoupling the entire car which could hold several containers (see fig. 4). CBP officials and representatives from the railroad in Ranier stated that this investment reduced the overall secondary physical inspection process time and train delays, as well as the amount of time trains blocked a nearby highway-rail grade crossing.

[23]According to a CBP Laredo official, as of October 2015, routine physical inspections at this POE are being conducted at the railroad's secondary exam station or warehouse. According to this official, only immediate threats result in stopped trains at the rail POE crossing.

Figure 4: The "Live Lift" System at Ranier, Minnesota

Source: GAO. | GAO-16-274

CBP officials in Laredo and DOT officials stated that trains going into Mexico are also subject to customs inspections, including R-VACIS scans, conducted by Mexican customs officials, which can result in slowed and stopped outbound trains and blocked highway-rail grade crossings in the United States.[24] AAR representatives stated that Mexico is becoming more aware of the need to streamline processes and increase efficiency, particularly now that automobile manufacturing is expanding in Mexico, and U.S. railroads have been working with Mexican officials and other stakeholders to improve processes. For example, AAR

[24]CBP officials and railroad representatives at the two northern border POEs we visited stated that Canada does not use R-VACIS to scan inbound trains, and does not stop trains at the border for inspections. As a result, trains generally leave the United States at unimpeded speeds on the northern border. For example, a railroad representative in Blaine reported that outbound trains go through Blaine at a minimum of 45 miles per hour.

representatives said that they meet regularly with customs agencies in the United States, Canada, and Mexico, and that they support a Trans-border Committee comprised of member railroads from all three countries to promote simplification and the development of electronic reporting systems to expedite freight rail traffic. At the POE level, CBP officials do not have authority over train movements once trains have crossed the border into Mexico or Canada.[25]

Brake Inspections Affect Inbound Trains on the Southern Border, and FRA Has Waived Certain Requirements to Expedite Trains

Trains entering the United States from Mexico must stop at the border for FRA-required brake inspections, and FRA has waived certain requirements to expedite this process.[26] FRA regulation requires crews to perform full brake tests on trains at the origin location or at the interchange point, which is generally at the border as the trains enter the United States.[27] An FRA region official stated that full brake tests were previously conducted with the whole train on the U.S. side, which could block highway-rail grade crossings for up to an hour. These brake tests include performing an air leakage test to ensure air brake pressure is maintained throughout the train, as well as a visual inspection of each car's air brakes.[28] Since the early 2000s, FRA has granted waivers to railroads to conduct abbreviated brake inspections at the border, provided the railroad submits a waiver request that meets certain criteria and is consistent with railroad safety. U.S. railroads on the southern border now have FRA brake inspection waivers in all but one POE, and FRA officials and railroad and BLET representatives said that such waivers to allow abbreviated brake tests have resulted in expedited train movements.[29]

[25]We did not speak with Mexican or Canadian customs officials for this report.

[26]Railroads must submit a waiver petition to FRA for consideration, and FRA will publish a notice seeking public comment and may conduct a field investigation or a public hearing if necessary. If FRA determines to grant a waiver, such waivers last for up to 5 years and may be renewed upon request.

[27]On the northern border, according to DOT officials, FRA accepts brake inspections conducted in Canada due to greater harmonization of FRA regulations with Canadian regulations and strong similarities in safety requirements.

[28]49 C.F.R. § 232.205 *Class I Brake test-initial terminal inspection* states that each train and each car in the train will receive a Class I brake test by a qualified person, who has the required training, qualification, designation, and instruction to perform such functions. Throughout this report we refer to Class I brake tests as full brake tests.

[29]FRA has issued brake waivers for both of the southern POEs we visited—Laredo and Brownsville, Texas.

The abbreviated brake tests allowed through the waiver can take 20 to 25 minutes according to BLET representatives in Laredo. An abbreviated brake test requires a visual roll-by inspection and a set-and-release test of the air brakes where the crew uses an end of train device to ensure air pressure is reaching the end of the train.[30] As a condition of the waiver, crews are then required to conduct a full brake inspection at a U.S. rail yard away from the border.

Despite FRA's efforts to expedite brake inspections along the southern border, inbound trains sometimes arrive from Mexico with missing or damaged equipment which can cause delays. According to BLET and railroad representatives in Laredo, trains from Mexico often arrive in the United States with missing "end-of-train devices" that are required for the abbreviated brake test, which can cause delays up to an hour as train crews locate a replacement device. In addition, railroad and BLET representatives in Laredo noted that it is common for other train equipment to be tampered with, a situation that requires the train to be stopped until repairs can be completed.

The Rail Safety Improvement Act of 2008 prohibits FRA from accepting mechanical and brake inspections of rail cars performed in Mexico before entering the United States unless, among other criteria, FRA certifies that the inspections are being performed under regulations and standards equivalent to those applicable in the United States.[31] Moreover, according to DOT officials, FRA officials cannot verify brake inspections conducted in Mexico, in part, because the FRA officials face challenges coordinating with their counterparts due to security concerns.[32] As a result, brake inspections occur on the border between the United States and Mexico,

[30]49 C.F.R. § 232.211 *Class III Brake tests-trainline continuity inspection.* Throughout this report we refer to Class III brake tests as abbreviated brake tests. An "end-of-train device" is a portable electronic device placed at the end of freight trains to monitor air brake pressure.

[31]Under Pub. L. No. 110-432 § 416, 122 Stat. 4890 (2008) as codified in 49 U.S.C. § 20107. For brake tests to be accepted from Mexico, inspections must meet certain criteria that are certified by the Secretary of Transportation.

[32]The Department of State places travel restrictions on U.S. government employees in Mexico. U.S. government employees are subject to movement restrictions and a curfew between the hours of midnight and 6 a.m. in the Mexican state of Tamaulipas due to violent crime. This includes Matamoros and Nuevo Laredo, which are the cities adjacent to Brownsville and Laredo, respectively.

typically on a bridge. According to DOT officials, greater harmonization between the pertinent U.S. and Mexican regulations could result in the United States' accepting brake inspections conducted in Mexico. DOT officials noted that although they would like to discuss rail regulatory and safety issues with Mexico and considers rail-related issues on occasion, no rail regulation harmonization efforts are currently underway, in part because Mexico is currently restructuring its rail regulatory body in an effort to increase its rail investments and networks. Furthermore, the U.S.-Mexico working group's coordination efforts such as the U.S.-Mexico Joint Working Committee on Transportation Planning, have had limited initiatives focused specifically on freight rail issues, having instead focused on issues facing passenger vehicles and freight trucks. As we have previously mentioned, 60 percent of the freight that moves between the United States and Canada and Mexico is carried by truck.

Crew Changes Affect Inbound and Outbound Trains on the Southern Border due to Factors Such as Differing Safety Regulations

DOT officials told us that inbound and outbound trains on the southern border are required to stop at the border to change crew due to lack of comparable rail safety regulations between the United States and Mexico.[33] While a BLET representative stated that crew changes can take 3 to 5 minutes, this can vary greatly depending on crew availability. For example, BLET and railroad representatives in Laredo noted that crews, who deliver trains to the rail yard and then are driven by a rail crew van to the border to pick up another train, can get delayed at the yard or on the way back to the border by traffic congestion. Such delays, according to a BLET representative in Laredo, can result in crew changes exceeding 2 or 3 hours. FRA regulations establish minimum federal safety standards for the eligibility, training, testing, certification, and monitoring of all locomotive engineers and conductors.[34] According to DOT officials, the lack of Mexican safety regulations for the qualification and certification of

[33]FRA stated that crew changes are not mandatory on the northern border as the safety and qualification regulations and labor unions in Canada more closely resemble those in the United States. Of the two locations on the northern border we visited, only crews in Ranier changed at the border, which railroad representatives noted was in part for logistical and transportation considerations. Ranier city officials noted that eliminating crew changes could increase speeds and reduce the amount of time Ranier's one highway-rail grade crossing is blocked. However, railroad representatives noted that eliminating crew changes, which do not result in stopped trains blocking this highway-rail grade crossing, would have a minimal impact on speeds at this location.

[34]49 C.F.R. Parts 240 and 242 *Qualification and certification of locomotive engineers and conductors.*

locomotive engineers and conductors that are comparable to FRA regulations prohibits the United States from allowing Mexican crews to operate trains in the United States. In addition, as previously mentioned, while greater regulatory harmonization could result in Mexican crews being able to operate in the United States, DOT officials noted that Mexico is currently focused on creating a rail transport regulatory agency. According to DOT, FRA will invite Mexico to attend the annual North American Rail Safety Working Group Meeting in 2016 in an effort to encourage further harmonization.

Two railroads have expressed interest in developing an international pool of crew to eliminate the need for crew changes on the southern border; however, DOT and CBP officials, and BLET representatives cited barriers to this initiative. Specifically, DOT officials stated that qualification and certification regulations, varying operating rules and hours of service for crews, and labor and union concerns would need to be addressed. Additionally, CBP officials in Laredo stated that they do not currently have the capability needed to facilitate processing an international crew.[35] BLET representatives also noted concerns such as liability for damages and personal injury and security if U.S. crews were to operate in Mexico, since federal workplace laws are not applicable to U.S. citizens injured on the job while working abroad.[36] BLET representatives also noted concerns with personal security of crew members while on board the train or when returning to the United States by vehicle after delivering the train to its destination in Mexico. These representatives also noted that exceeding the federal maximum allowable hours of service might become an issue given delays re-entering the United States at the vehicle border crossing.[37]

CBP and FRA have limited information on the effects of the above factors on rail movements. Although CBP has personnel located at the border, it does not have visibility into all factors affecting train movements. For example, trains are often operated at restricted speeds through POEs,

[35]CBP officials stated that crews from Mexico and Canada require proper admissibility documents to enter the United States.

[36]Federal Employers Liability Act c. 149, 35 Stat.65 (1908) codified as amended in 45 U.S.C. § 51, *New York Central Railroad Company v. Chisholm, Administrator, 268 U.S. 29 (1925).*

[37]49 U.S.C. §21103 set the hours of work and rest of train employees.

meaning speeds are dictated by factors such as the train's stopping distance and the train operator's range of vision. According to BLET representatives in Ranier, speeds can be anywhere from 0.5 to 10 miles per hour through town due to the long stopping distances of heavy trains combined with limited visibility as a result of factors such as inclement weather or the track curvature, regardless of factors such as CBP inspections. Meanwhile FRA, which is primarily focused on the safety of trains operating within the United States, does not have staff located at POEs. Instead, FRA officials stated that they rely on voluntary reporting from railroads on any delays occurring and the reasons for these delays. FRA officials noted that it is difficult to obtain data from railroads on the cause and extent of train-related delays in POEs. CBP and FRA officials stated that they rely on communication with stakeholders to inform decisions such as modifying CBP procedures or brake test waiver requirements. As discussed later in this report, FRA has undertaken efforts to improve the availability of data on freight rail movements, including those at POEs.

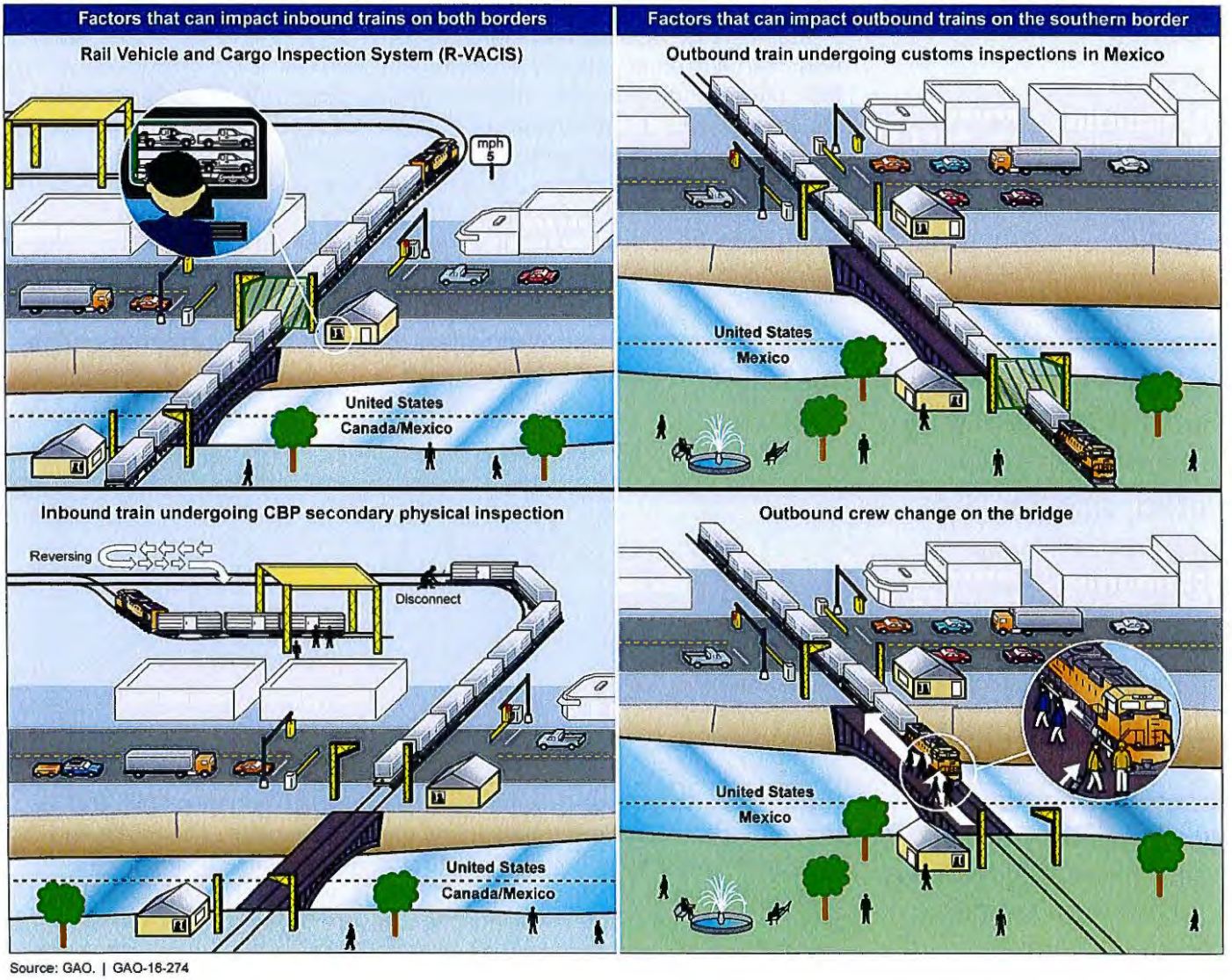
International Freight Rail Impacts Vary by Community GAO Visited, and DOT's Data Improvement Efforts Could Help Determine the Extent of Blocked Highway-Rail Grade Crossings

Impacts of International Freight Rail on Communities GAO Visited Vary Based on Border-Specific Factors and Community Characteristics

The factors noted above—customs inspections, brake inspections, and crew changes—can slow or stop trains travelling through U.S. POEs and consequently block highway-rail grade crossings in those communities, but different POEs are affected differently. As noted in Figure 5, the effect of factors such as customs inspections can vary based on whether the community is located on the southern or northern border. For example, an outbound crew change can result in the train stopped in one or more highway-rail grade crossings on the southern border, but is less likely to occur on the northern border because of greater harmonization, among

other factors, between U.S. and Canadian safety regulations. In addition, although U.S. customs inspections can block U.S. highway-rail grade crossings for inbound trains on both borders, foreign customs inspections primarily impact outbound trains on the southern border.

Figure 5: Examples of Factors That Can Affect the Time That Highway-Rail Grade Crossings Are Blocked in U.S. Port of Entry Communities



Source: GAO. | GAO-16-274

The extent to which the above factors may result in a train blocking a highway-rail grade crossing and delaying vehicular traffic also vary due to community characteristics, such as the number and location of highway-rail grade crossings and the availability of overpasses. For example, as noted below, in Ranier, railroad representatives estimated that one key highway-rail grade crossing is blocked for about 8 hours per day. In contrast, MPO officials in Buffalo and Detroit reported that international freight rail movements have minimal impact on traffic congestion in those cities because the rail lines are largely grade-separated, meaning the rail line rarely intersects with vehicular traffic.

Furthermore, we have previously found that although communities may have long-standing concerns with the negative effects of highway-rail grade crossings, they have varying levels of quantified information on impacts such as traffic delay times or costs.[38] Similarly, POE communities we visited provided some estimates of the amount of time highway-rail grade crossings are blocked, but were unable to provide data on the actual extent of blockage. For example, local officials in Blaine note that hour-long traffic disruptions can result from blocked highway-rail grade crossings, with 30 minutes waiting for the train and another 30 minutes waiting for the vehicle traffic queue to clear. However, local officials reported they did not have information on how regularly such delays occurred due to a lack of data.

The following discussion of the rail POE communities we visited illustrates how their characteristics impacted highway-rail grade crossings.

[38]GAO-14-740.

- **Ranier, Minnesota:** Ranier is a community of 145 according to the 2010 Census, and is located about 3 miles northeast from the larger community of International Falls, Minnesota. Within Rainer, there is one highway-rail grade crossing—Spruce Street (see fig. 6).

Figure 6: At-Grade and Grade Separated Highway-Rail Crossings in Ranier, Minnesota

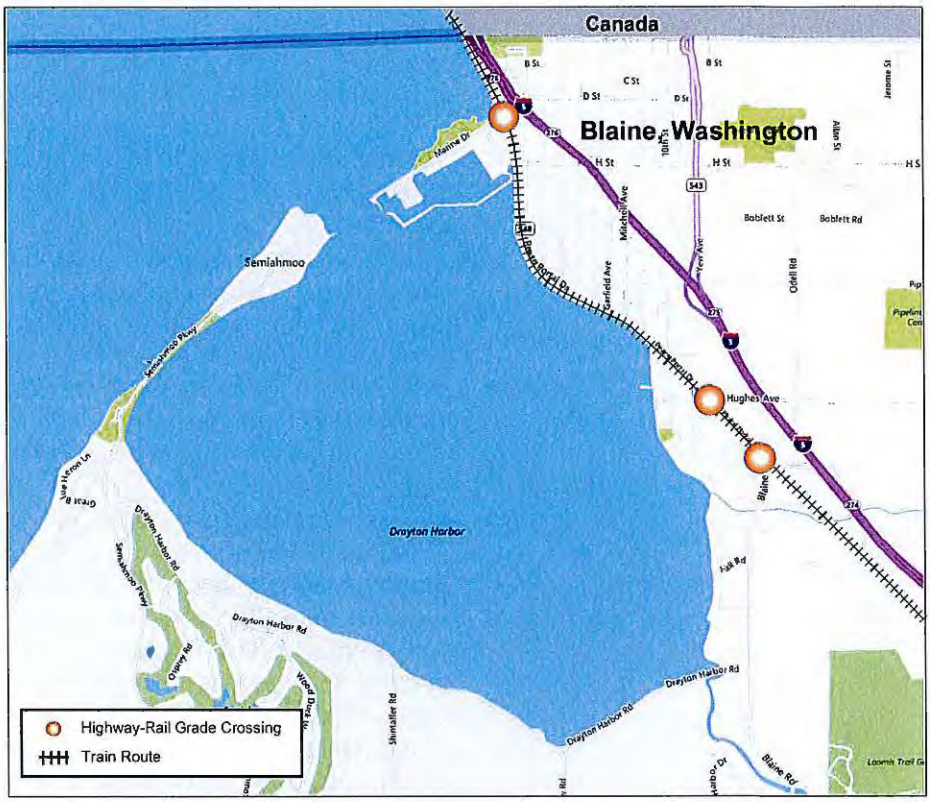
Sources: GAO analysis of Federal Railroad Administration data and MapInfo. | GAO-16-274

Spruce Street is blocked about 8 hours per day by the 20–22 trains traveling through per day—about 11 in each direction—according to representatives from the railroad. These representatives arrived at this total by estimating that a southbound train takes about 25 minutes to pass the highway-rail grade crossing, and a northbound train takes about 15 minutes, which amounts to over 7 hours a day for 11 trains to pass in each direction. These representatives report that the train traffic is distributed across nighttime and daytime hours because of

the railroad's aim to move traffic over its network evenly, which results in about one train travelling through Spruce Street per hour, including through the night. Speeds are slowed for inbound trains through Spruce Street due to CBP's R-VACIS, although, as mentioned previously, CBP has taken efforts to expedite R-VACIS and the railroad and CBP have worked together to implement the live lift system to expedite secondary inspections. According to local officials, the blockage of Spruce Street has had a debilitating effect on businesses located north of Spruce Street. These officials report that due to the proximity of the Spruce Street intersection to Rainy Lake, it is impossible to build an overpass at that location. However, an overpass located approximately a mile away helps vehicle traffic reroute to get around the train. According to an FRA region official, the situation in Ranier does not constitute a serious effect on vehicle traffic, particularly compared with POE communities on the southern border and given the presence of the overpass.

- **Blaine, Washington:** Blaine, which is 35 miles south of Vancouver, Canada, is bordered on the north by the U.S./Canada border. The community—population 4,684 according to the 2010 Census—includes both Central Blaine to the east and West Blaine, where the Semiahmoo resort and marina are located. The rail line is located close to the waterfront through Central Blaine. Local officials report that two key highway-rail grade crossings are affected by freight rail movements— Hughes Avenue, a sole access point to a neighborhood of approximately 300 residents; and Bell Road, a key route connecting Central Blaine to West Blaine's resort and marina (see fig. 7).

Figure 7: Highway-Rail Grade Crossings in Blaine, Washington



Sources: GAO analysis of Federal Railroad Administration data and MapInfo. | GAO-16-274

According to railroad representatives, 12 freight trains pass per day—6 in each direction—through Blaine, at both day and nighttime hours.[39] Local officials attribute issues related to blocked highway-rail grade crossings in Blaine to the R-VACIS; however, as mentioned previously, CBP has adjusted its procedures to enable certain trains to go through R-VACIS faster. Local officials were unable to provide data on the amount of time Hughes Avenue and Bell Road are blocked, and noted that it is difficult to fund traffic studies that take

[39]In addition, according to the state DOT, 4 passenger trains pass through Blaine per day—2 northbound and 2 southbound. This Amtrak route runs from Oregon to Vancouver, Canada. However, according to local officials, passenger trains travel through Blaine at higher speeds than freight trains and are less of an issue in terms of blocked highway-rail grade crossings.

train traffic into account, in part because the railroad does not contribute funding. Within Blaine there are no overpasses to enable traffic to reroute around trains. Furthermore, local officials reported it is not feasible to construct overpasses over Hughes Avenue and Bell Road due to geographic limitations such as the location of homes and a creek.

- **Laredo, Texas:** The 2010 census reported that Laredo is a city of approximately 236,000, and every day about 22 trains travel through Laredo—11 inbound and 11 outbound, according to CBP officials. Information provided by one of the railroads indicates that this traffic is fairly evenly split between daytime and nighttime hours. According to a 2006 study prepared for the MPO and the city, Laredo has over 80 highway-rail grade crossings which are split fairly evenly between two rail lines, which are operated by two different railroads and carry traffic in different directions through the city. A railroad representative noted that train traffic has recently been evenly split between these two rail lines. One of these rail lines bisects the downtown area, with 13 at-grade highway-rail crossings located at about every block (see fig. 8).

Figure 8: Selected Highway-Rail Grade Crossings in Laredo, Texas

Sources: GAO analysis of Federal Railroad Administration data and MapInfo. | GAO-16-274

According to an MPO official, the majority of complaints regarding blocked highway-rail grade crossings are along this downtown portion of the rail line. CBP officials in Laredo noted that a single stopped train can stretch from the border to near Interstate 35, a distance of approximately 2 miles, blocking all of the highway-rail grade crossings in between, including the 13 located downtown. These officials noted that this can affect traffic downtown, including lawyers who are cut off from the federal courthouse located on the other side of the rail line from their offices. In 2012, the Laredo region developed a Border Master Plan, which convened local, regional, and federal officials on both the U.S. and Mexico side of the border to prioritize border transportation projects. According to Texas state DOT officials, the Border Master Plan demonstrated the need for accurate data, including on current and future vehicular traffic levels, for analyzing costs and benefits and prioritizing projects. In addition, in 2015, a Laredo MPO-commissioned study gathered data on the number of trains passing through the community and speed from the Highway Rail Crossing Inventory, as well as vehicular traffic counts. However, since this study was primarily focused on actions to reduce train horn noise, it did not calculate the total amount of time highway-rail grade crossings are blocked.[40]

- **Brownsville, Texas:** A community of about 175,000 people according to the 2010 Census, Brownsville currently has about 4 to 8 trains pass through the community per day, according to a railroad representative. On August 25, 2015, the first new international rail crossing between the United States and Mexico in 105 years was inaugurated in Brownsville. The new rail bridge relocates rail traffic away from the downtown area to the outskirts of Brownsville, with only one highway-rail grade crossing, and eliminates 14 highway-rail grade crossings downtown. Although moving the rail line outside of town has been discussed in other southern rail POE communities such as El Paso and Laredo, only Brownsville has succeeded in moving the rail

[40]Under the train horn rule, locomotive engineers must begin to sound train horns at least 15 seconds in advance of all public highway-rail grade crossings. The rule also provides an opportunity for communities to mitigate the effects of train noise by establishing "quiet zones." To do so, communities must first mitigate the increased risk caused by the absence of a horn, such as implementing lights and gates at highway-rail grade crossings. 49 C.F.R. Part 222.

POE out of the downtown area.[41] A Cameron County official noted that project planning began in the 1990s, that much of the data used to prioritize the project was taken from a detailed feasibility study, and that other communities should now have an easier time proposing similar projects given that states are more involved with freight rail planning. According to a county official, the U.S. portion of the project cost over $40 million and most of the funding came from federal sources, including the American Recovery and Reinvestment Act of 2009.[42] According to a railroad representative, the railroad agreed to transfer a portion of its existing right of way land to the county in exchange for the new right of way and infrastructure constructed by the county. Therefore, the railroad's contribution to the project was the value of the land exchange rather than directly contributing funding for the new construction. In addition, a county official noted that coordinating with officials from Mexico and CBP were key challenges. Specifically, this official noted that monitoring the progress of the project on the Mexican side and coordinating with CBP on its requirements for the new bridge, such as the relocation of R-VACIS, posed challenges. CBP officials in Brownsville noted that the project did not begin with good coordination, and cited the need for strong coordination as a "lesson learned." CBP, FRA region, and Brownsville MPO officials noted that the long-term success of the new rail bridge will largely depend on development of the area.[43] These officials stated that increased development may result in new highway-rail grade crossings, which could result in traffic issues over time. A railroad representative noted that rail traffic through Brownsville is expected to increase in the future.

The effect that freight rail may have on communities also varies based on the time of day that trains pass through the rail POE communities, as well

[41]A new rail POE is currently being studied in Santa Teresa, New Mexico, to divert rail traffic away from downtown El Paso, Texas. In addition, Laredo, Texas, has proposed three different locations for a new rail bridge over the years, although according to a representative from one railroad that operates through Laredo, none of the these proposals is currently being actively pursued.

[42]Pub. L. No. 111-5 123 Stat. 115 (2009). According to the county official, the costs for the bridge on the Mexico side were $80 million, for a total project cost of over $120 million.

[43]According to the Brownsville MPO representative, the City of Brownsville is responsible for zoning changes. This representative recommends changing the zoning in the immediate vicinity of the new rail corridor, which currently allows for residential development.

as efforts made by railroads to prevent trains from blocking certain highway-rail grade crossings. For example, as noted above, trains pass through Ranier, Minnesota, around the clock, at an average of one per hour according to railroad representatives. Therefore, about half of the trains run through at night, when vehicle traffic is less and traffic congestion not an issue. In addition, according to railroad representatives and MPO officials in El Paso, trains cross the border during night time and early morning hours due to a Juarez, Mexico, city ordinance that restricts train movements to those times. In some situations, railroads have worked to avoid blocking certain highway-rail grade crossings. For example, in Laredo, a railroad representative noted that crews make best efforts to avoid blocking a trucking route and street with a school nearby during school hours. In addition, in Blaine, a CBP official reported that the railroad tries to limit the number of trains going through the community during the morning rush hour to avoid delaying school buses.

DOT's Data Improvement Efforts May Help Determine Extent of Blocked Highway-Rail Grade Crossings in Rail POE Communities

We have previously found that a lack of publicly available data on freight rail movements and estimates of their impacts on vehicular traffic in communities across the United States creates difficulties in defining the extent of the problem and prioritizing potential solutions.[44] Specifically, we found that limitations in both national and state and local data on freight rail movements reduce the ability of state or local officials to quantify freight rail community impacts nationwide and that these limitations create challenges to appropriately prioritizing efforts to address freight rail impacts against other types of funding priorities. At the national level, data on freight-related traffic congestion for local communities have limitations in terms of timeliness and completeness. At the local level, communities have limited data such as the number of trains and length of trains assigned by date, speed, and time. As we have previously found, communities often find it difficult to communicate with the railroad industry to obtain information on the number, timing, and speed of trains.

We requested data directly from the railroads in order to quantify the extent that freight rail movements blocked highway-rail grade crossings in a selection of rail POE communities. Specifically, we requested data on the number of trains, the length of trains, and the speed of trains from railroads that operate in these POEs. This information would allow us to

[44]GAO-14-740.

estimate train blockage time at highway-rail grade crossings in these communities. However, although we requested data directly from the five railroads that operate in eight selected rail POE communities,[45] we received complete information from two of the railroads.[46] Based on this data, we calculated the time selected highway-rail grade crossings are blocked and found highway-rail grade crossings in two communities—Ranier and one of the two rail lines in Laredo—to be blocked on average 16-19 minutes per train.[47]

Recent DOT efforts could help improve the availability of freight rail data needed to assess community impacts such as blocked highway-rail grade crossings for communities across the country, including POE communities. FRA maintains the National Highway-Rail Crossing Inventory that includes information such as the estimated number of daily trains in communities and the typical range of speed of trains that pass through a highway- rail grade crossing. However until recently this information was voluntarily submitted by railroads and states and according to FRA officials was not always current. On January 6, 2015, FRA issued a final rule requiring railroads to update the inventory once every 3 years.[48] FRA officials said that the rule should improve the quality of the data, but that these improvements will not be fully evident for several years. Improved information on the average number of daily trains could better equip state and local governments to identify community congestion impacts from freight rail—including blocked highway-rail grade crossings located in POE communities along the border. Furthermore, in

[45]We selected these communities based on BTS data on the number of inbound trains. BTS does not collect data on number of outbound trains or train length or speed.

[46]We received information from three railroads but information from one of these railroads was incomplete. We did not receive information from two railroads. As one railroad representative noted, it is problematic for railroads to obtain information on train speeds as speeds are typically managed by maintaining average speeds between points along a route's corridor. A representative from another railroad referred us to the national Highway-Rail Crossing Inventory for all data.

[47]This includes both inbound and outbound trains. While the data from these railroads allowed us to calculate examples of blockage times, they do not allow us to calculate the range of blockage times that might be experienced in communities with different rail patterns. In particular, if we had obtained data on trains with different lengths and different speeds, we may have identified a different range of blockage times.

[48]49 C.F.R. Part 234, 80 Fed. Reg. 746 (Jan. 6, 2015). This final rule implemented section 204(a) of Rail Safety Improvement Act of 2008, Pub. L. No. 110-432, Division A, Title II (Oct. 16, 2008) codified at 49 U.S.C. § 20160.

a November 2015 letter to congressional committees regarding a surface transportation bill, DOT Secretary Anthony Foxx noted that given the concerns regarding blocked crossings in many communities, FRA would benefit from authorization and funding to study blocked crossings to collect information as to the severity, frequency, and other characteristics of railroad operations that block highway-rail grade crossings. Secretary Foxx also noted that neither the House or Senate versions of the bill propose such authorization and funding. On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, which did not contain such provisions regarding blocked crossings.[49]

In addition, in September 2014, we issued a report on freight-related community impacts and recommended, among other things, that DOT incorporate additional information to help states define and prioritize local community impacts of national freight movements, including traffic-congestion impacts, and to establish what data could be consistently collected and analyzed in order to prioritize impacts of freight on local traffic congestion in its final guidance to states in the development of their state freight plans.[50] We also recommended that DOT include a strategy for improving the availability of national data needed to quantify, assess, and establish measures of freight trends and impacts on local traffic congestion for inclusion in its National Freight Strategic Plan. DOT agreed with our recommendations. On October 18, 2015, DOT issued a draft *National Freight Strategic Plan* for public comment. The draft noted that DOT should work closely with state and local governments and international partners, as well as private stakeholders, to coordinate strategies and investments and noted that new freight traffic data sources and improved public-private cooperation on state freight plans will assist in this effort. The draft also noted that DOT should continue to engage in strong border infrastructure planning with border states through working groups with Canada and Mexico. We will continue to monitor the status of DOT's response to our recommendations and DOT's efforts related to the *National Freight Strategic Plan*. A DOT strategy on data to prioritize the impacts of freight related traffic congestion in the *National Freight*

[49]However, the Act stated that FRA shall develop a model of a state-specific highway-rail grade crossing action and distribute the plan to each state not later than one year after enactment. The plan shall include, among other things, methodologies for identifying and evaluating highway-rail grade crossing safety risks, including the risks posed by blocked highway-rail grade crossings due to idling trains. See Pub. L. No 114-94 § 11401 (2015).

[50]GAO-14-740.

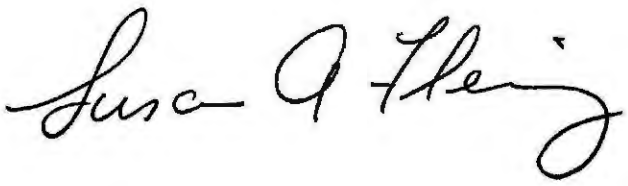
Strategic Plan, along with improvements to the National Highway-Rail Crossing Inventory, could help address data limitations at both the national and local levels and help communities—including POE communities—better define impacts from blocked highway-rail grade crossings and prioritize projects to mitigate such impacts.

Agency Comments

We provided a draft of this report to DOT and CBP for review and comment. In a response (reproduced in app. II), DOT highlighted efforts to minimize community impacts of international freight rail movement. DOT and CBP provided technical comments, which we incorporated.

We are sending copies of this report to the appropriate congressional committees, the Secretary of the Department of Transportation, and the Secretary of the Department of Homeland Security, and other interested parties. In addition, the report is available at no charge on the GAO website at http://www.gao.gov.

If you or your staffs have any questions about this report, please contact Susan Fleming at (202) 512-2834 or Flemings@gao.gov. Contact points for our Offices of Congressional Relations and Public Affairs may be found on the last page of this report. Major contributors to this report are listed in appendix III.



Susan A. Fleming
Director, Physical Infrastructure Issues

Appendix I: Objectives, Scope, and Methodology

This report (1) describes factors that affect the movement of freight rail through selected ports of entry and the actions taken by federal agencies and others to expedite freight rail in these locations, and (2) examines what is known about the impacts of freight rail operations on highway-rail grade crossings in U.S. port of entry communities.

To determine the factors that affect the movement of freight rail through selected ports of entry and the actions taken to expedite freight rail in these locations, we interviewed officials and reviewed documents from Customs and Border Protection (CBP), the U.S. Department of Transportation (DOT), the Federal Railroad Administration (FRA), and Department of State. We also interviewed representatives from the American Association of State Highway and Transportation Officials, the Border Trade Alliance, the Association of American Railroads, and the Brotherhood of Locomotive Engineers and Trainmen (BLET)—a union which represents train operators that we identified from prior GAO work. We interviewed FRA officials and reviewed FRA documentation regarding crew changes and brake inspections, including applicable regulations and FRA waiver decisions regarding brake inspections. We also interviewed DOT, FRA, and CBP officials and reviewed documentation on international working groups involving transportation issues on both the northern border (i.e., the U.S.- Canada Regulatory Cooperation Council and the Transportation Border Working Group) and the southern border (i.e., the U.S.-Mexico High Level Economic Dialogue and the U.S.-Mexico Joint Working Committee on Transportation Planning). To determine what is known about the impacts of freight rail operations on highway-rail grade crossings in U.S. POE communities, we also reviewed previous GAO reports and recommendations and interviewed DOT officials on available data sources and reviewed relevant documentation, such as the reporting requirements for the National Highway-Rail Crossing Inventory.

To determine the factors that affect the movement of freight rail and the impacts of freight rail operations on highway-rail grade crossings, we selected nine rail POE communities— Nogales, Arizona; El Paso, Eagle Pass, Brownsville, and Laredo, Texas; Blaine, Washington; Ranier, Minnesota; Port Huron, Michigan; and Rouses Point, New York. These communities were selected because they had at least one inbound train on average per day from 2010 through 2014, according to DOT's Bureau of Transportation Statistics' (BTS) Border Crossing data. As part of this selection, we excluded 11 communities where the rail POEs were in transit (where trains pass through but are not subject to full CBP procedures), outside of the continental United States, did not cross incorporated communities, or have largely grade-separated infrastructure.

We conducted visits to four of these selected communities—Brownsville and Laredo, Texas; Ranier, Minnesota; and Blaine, Washington—that were selected based on factors such as those with heavy inbound train volume from 2010 through 2014 according to BTS data, complaints received by CBP about blocked crossings, and a mix of northern and southern border locations. We also selected locations where actions had been taken to mitigate congestion or expedite rail, such as Brownsville, Texas, for its construction of a new international rail bridge. At each of the four site visits, we interviewed representatives from the city or county, the Metropolitan Planning Organization (if applicable), the state department of transportation, the FRA regional office, and BLET. We also interviewed representatives from the 5 railroads that operate trains through each selected POE. In each site visit we also interviewed officials from CBP and observed their inspection process as well as the geography and relevant highway-rail crossings of the community. We calculated the average time that freight trains would block key highway-rail grade crossings in selected communities based on the average speed of trains, length of trains, and frequency of trains that were reported by railroad representatives. To do so, we developed a data collection instrument and attempted to collect information from five railroads[1] on the number, length, and speed of trains passing over the three highway-rail grade crossings closest to the international border on a typical weekday in July 2015 in eight of the selected communities. [2] As we note in the report, although we requested information from five railroads, we received incomplete information in response and were able to analyze information from two of these railroads.[3] In order to better understand the impacts of international rail in these communities, we spoke to local officials from the city or MPO by phone in each of the five selected communities that we did not visit (Nogales, Arizona; El Paso and Eagle Pass, Texas; Port Huron, Michigan; and Rouses Point, New York). We also interviewed

[1]These railroads were: Kansas City Southern Railway Company, Union Pacific Railroad Company, BNSF Railway Company, Canadian National Railway Company, and Canadian Pacific Railway.

[2]Brownsville was excluded because at the time of our visit in late June to early July 2015, the new international rail bridge was nearing completion, and as a result, the railroad was in the process of changing its travel pattern, making it difficult to characterize the impacts of freight rail on the community.

[3]We received information from 3 railroads but information from one of these railroads was incomplete.

officials from the MPOs in Detroit, Michigan and Buffalo, New York, to understand the impacts of international freight rail in these communities.

We developed maps to provide context regarding the level of international freight rail traffic and impacts on communities. Specifically, we used BTS data to calculate the average number of inbound trains per day from 2010 through 2014 by POE and displayed this information on a map. To determine the reliability of BTS data, we reviewed related documentation and interviewed knowledgeable agency officials. We determined these data were sufficiently reliable for our purpose of providing contextual information. We also developed maps including the location of at-grade and grade separated highway-rail crossings for three of the four communities we visited—Ranier, Minnesota; Laredo, Texas; and Blaine, Washington. We did not include a map of Brownsville, Texas, since its rail traffic patterns are currently changing due to the construction of a new international rail bridge. To develop these maps, we used data from the National Highway-Rail Crossing Inventory, as well as maps and observations obtained from our in-person visits to these communities. By reviewing related documentation, interviewing knowledgeable DOT officials, and comparing the data to our site visits, we determined the data were sufficiently reliable for the purpose of developing maps.

Appendix II: Comments from the U.S. Department of Transportation

U.S. Department of Transportation
Office of the Secretary of Transportation

Assistant Secretary for Administration

1200 New Jersey Avenue, SE
Washington, DC 20590

JAN 14 2016

Susan Fleming
Director, Physical Infrastructure Issues
U.S. Government Accountability Office
441 G Street NW
Washington, DC 20548

Ms. Fleming,

The U.S. Department of Transportation has invested significant resources toward improving international freight rail movement while minimizing impacts to communities. Actions to reduce local impacts are critical as freight movements, particularly freight rail, are projected to increase substantially over the next 30 years. Highlights of our efforts include the following:

- Releasing a draft National Freight Strategic Plan for public comment that noted the need for closer collaboration between State and local governments, international partners, and private stakeholders to improve freight movement while minimizing the impacts to local communities. The draft plan also identified existing data gaps that this increased collaboration could help to fill.
- Engaging in working groups with Canada and Mexico to coordinate transportation planning and investment.
- Enhancing our highway-rail grade crossing data. The Federal Railroad Administration issued a final rule in early 2015 requiring states and railroads to update the National Highway-Rail Crossing Inventory at least once every three years.
- Requiring railroads to have an Emergency Notification System which allows the public to directly report potentially unsafe conditions immediately and directly to the railroads.

The Department is committed to building upon its efforts to improve the flow of freight movements while minimizing community impacts. We will continue to seek solutions to the most challenging issues in international freight rail movements, whether it is enhancing data on highway-rail grade crossings or ensuring that proper coordination occurs between States, local governments, private stakeholders, and our international partners.

We appreciate this opportunity to offer an additional perspective on the GAO draft report. Please contact Madeline M. Chulumovich, Director of Audit Relations and Program Improvement, at (202) 366-6512 with any questions or additional details about our comments.

Sincerely,

Jeff Marootian
Assistant Secretary for Administration

Appendix III: GAO Contacts and Staff Acknowledgments

GAO Contact

Susan Fleming, (202) 512-2834 or Flemings@gao.gov

Staff Acknowledgments

In addition to the individual named above, Sharon Silas (Assistant Director), Mark Braza, Delwen Jones, Rick Jorgenson, Emily Larson, John Mingus, Ian P. Moloney, Cheryl Peterson, Nada Raoof, and Malika Rice made key contributions to this report.

GAO's Mission

The Government Accountability Office, the audit, evaluation, and investigative arm of Congress, exists to support Congress in meeting its constitutional responsibilities and to help improve the performance and accountability of the federal government for the American people. GAO examines the use of public funds; evaluates federal programs and policies; and provides analyses, recommendations, and other assistance to help Congress make informed oversight, policy, and funding decisions. GAO's commitment to good government is reflected in its core values of accountability, integrity, and reliability.

Obtaining Copies of GAO Reports and Testimony

The fastest and easiest way to obtain copies of GAO documents at no cost is through GAO's website (http://www.gao.gov). Each weekday afternoon, GAO posts on its website newly released reports, testimony, and correspondence. To have GAO e-mail you a list of newly posted products, go to http://www.gao.gov and select "E-mail Updates."

Order by Phone

The price of each GAO publication reflects GAO's actual cost of production and distribution and depends on the number of pages in the publication and whether the publication is printed in color or black and white. Pricing and ordering information is posted on GAO's website, http://www.gao.gov/ordering.htm.

Place orders by calling (202) 512-6000, toll free (866) 801-7077, or TDD (202) 512-2537.

Orders may be paid for using American Express, Discover Card, MasterCard, Visa, check, or money order. Call for additional information.

Connect with GAO

Connect with GAO on Facebook, Flickr, Twitter, and YouTube.
Subscribe to our RSS Feeds or E-mail Updates.
Listen to our Podcasts and read The Watchblog.
Visit GAO on the web at www.gao.gov.

To Report Fraud, Waste, and Abuse in Federal Programs

Contact:

Website: http://www.gao.gov/fraudnet/fraudnet.htm
E-mail: fraudnet@gao.gov
Automated answering system: (800) 424-5454 or (202) 512-7470

Congressional Relations

Katherine Siggerud, Managing Director, siggerudk@gao.gov, (202) 512-4400, U.S. Government Accountability Office, 441 G Street NW, Room 7125, Washington, DC 20548

Public Affairs

Chuck Young, Managing Director, youngc1@gao.gov, (202) 512-4800
U.S. Government Accountability Office, 441 G Street NW, Room 7149
Washington, DC 20548