

**LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM**

DATE: 2-17-15	SUBJECT: RESOLUTION Approving Resolution No. MPO 2015-01 designating the MPO Director as the Title VI/Nondiscrimination Coordinator for the Laredo Metropolitan Planning Organization (MPO).	
INITIATED BY: TxDOT	STAFF SOURCE: Nathan Bratton, Director of Planning	
PREVIOUS ACTION: None.		
BACKGROUND: <p>Title VI, of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq) prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance.</p> <p>Recipients and Subrecipients of Federal financial assistance are required to comply with various nondiscrimination laws and regulations. As MPO's indirectly receive Federal assistance from TxDOT, they are considered Subrecipients.</p> <p>Title VI/Nondiscrimination laws require that the MPO designate a Title VI Coordinator who has the responsibility for initiating and monitoring Title VI activities. The Coordinator's responsibilities may include:</p> <ul style="list-style-type: none"> • Assisting program personnel to correct Title VI problems or discriminatory practices or policies found through self-monitoring and review activities • Being the focal point for Title VI implementation and monitoring of programs and/or activities receiving federal financial assistance • Ensuring that Title VI requirements are included in policy directives and that the procedures used have built in safeguards to prevent discrimination • Implementation of procedures for the prompt processing of Title VI external discrimination complaints • Attendance at training on Title VI and other nondiscrimination authorities • Efforts to coordinate the development and implementation of a Title VI and related statutes training program • Developing Title VI information for public dissemination, and where appropriate, in languages other than English • Maintaining meeting agendas/minutes demonstrating that civil rights requirements are being addressed by the Title VI Coordinator 		
COMMITTEE RECOMMENDATION: The LUTS Technical Committee recommends approval.	STAFF RECOMMENDATION: Staff recommends approval.	

RESOLUTION NO. MPO 2015-01

**BY THE LAREDO URBAN TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE**

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

WHEREAS, MPO's indirectly receive Federal assistance from TxDOT, therefore are considered Subrecipients; and,

WHEREAS, Recipients and Subrecipients of Federal financial assistance are required to comply with various nondiscrimination laws and regulations; and,

WHEREAS, Title VI/Nondiscrimination laws require that MPO's designate a Title VI Coordinator who has the responsibility for initiating and monitoring Title VI activities; and,

NOW THEREFORE BE IT RESOLVED, that the Laredo Urban Transportation Study, as the designated Metropolitan Planning Organization for the Laredo Urban Area, approves the designation of the MPO Director as the Title VI/Nondiscrimination Coordinator for the Laredo Metropolitan Planning Organization (MPO).

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

We certify that the above resolution was adopted on February 17th, 2015 at a public meeting of the Policy Committee of the Laredo Urban Transportation Study.

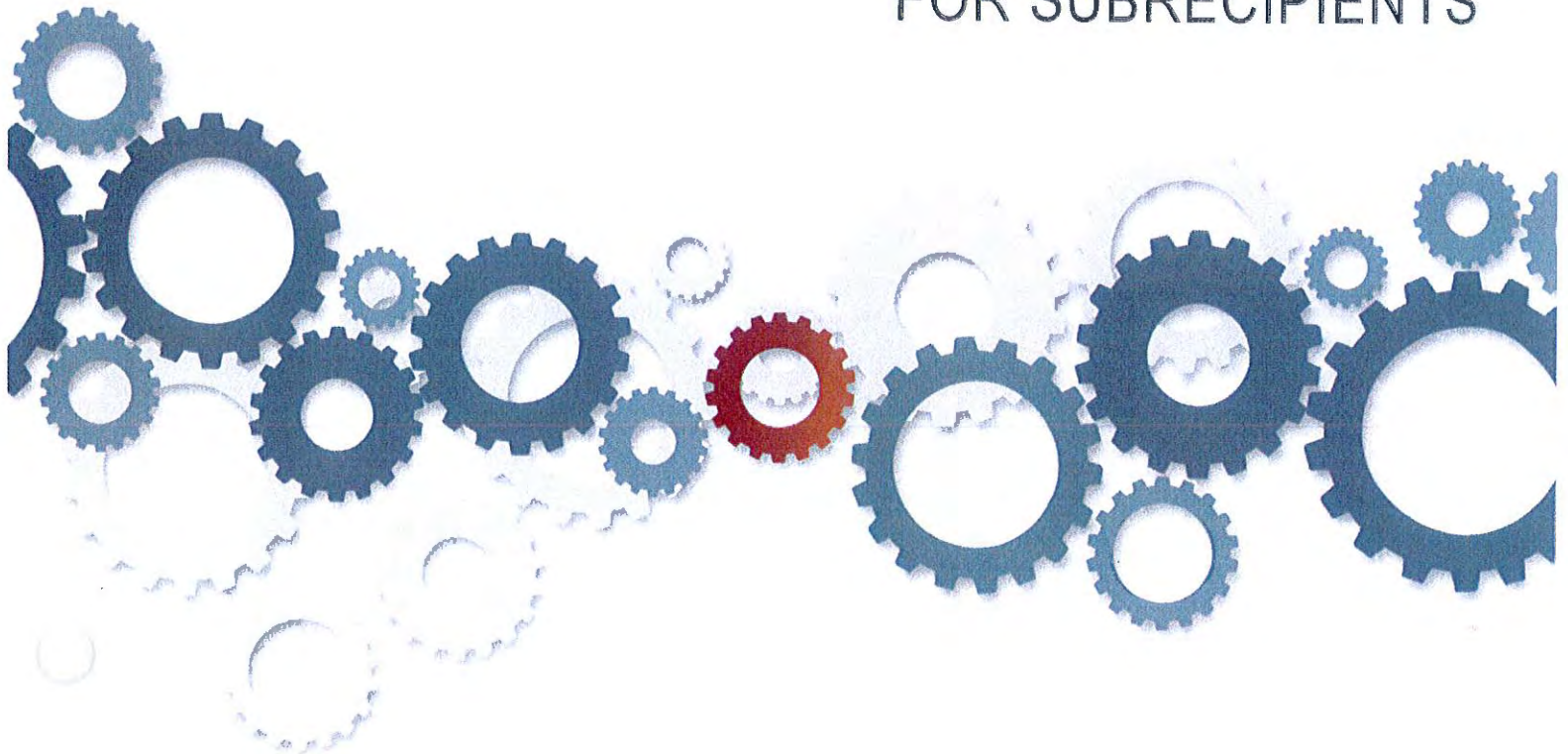
Nathan Bratton
MPO Director

Melisa Montemayor
TxDOT Laredo District Administrator



Title VII/ Nondiscrimination

TECHNICAL ASSISTANCE GUIDE
FOR SUBRECIPIENTS



Introduction

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


Recipients of Federal financial assistance are required to comply with various nondiscrimination laws and regulations. 23 Code of Federal Regulations (CFR) 200.5(n) defines “*recipient*” as any entity or individual to whom Federal assistance is extended, either directly or indirectly through another recipient, for any program. The term “*subrecipient*” in this document is used to identify a recipient that indirectly receives Federal assistance from TxDOT, a direct recipient. Subrecipients include, but are not limited to, cities, counties, consultants, contractors, suppliers, universities, colleges, planning agencies, and other recipients of Federal-aid highway funds.

In accordance with 23 CFR 200.9(b)(7), TxDOT is required to conduct Title VI reviews of its subrecipients to effectively monitor compliance with Title VI/Nondiscrimination requirements. TxDOT’s Office of Civil Rights (OCR) has developed this guide as a resource to assist subrecipients understand and comply with the requirements of Title VI and related nondiscrimination laws and regulations and to help prepare for a Title VI review. This guide is a framework upon which subrecipients may build its Title VI program. This guide does not establish any new legal requirements, nor is it a comprehensive listing of all aspects of the Title VI requirements and the OCR’s compliance review process. Rather, the purpose of this guide is to familiarize subrecipients with the Title VI review process and to highlight some recommendations that OCR strongly encourages subrecipients incorporate into their Title VI program. Following the recommendations in this guide will not ensure compliance with all aspects of Title VI, but should both improve a subrecipient’s ability to comply with certain aspects of the Title VI/Nondiscrimination requirements and facilitate the OCR’s Title VI review. Note also that this guide does not cover every situation and compliance determinations are made on a case-by-case basis. For additional information or assistance, contact the OCR at (512) 416-4750.

Nondiscrimination Laws and Executive Orders

TxDOT's Title VI practices and reviews are governed by a wide range of requirements, including federal laws, regulations, and executive orders. Title VI requirements include, but are not limited to:

- **Title VI of the Civil Rights Act of 1964** is a federal law that protects individuals, groups and organizations from discrimination on the basis of race, color or national origin in federally assisted programs and activities. Since other nondiscrimination authorities have expanded the scope and range of Title VI application and reach, reference to Title VI includes other provisions of federal statutes and related authorities to the extent that they prohibit discrimination in programs and activities receiving federal financial assistance.
- **The 1970 Uniform Act (42 U.S.C. 4601)** prohibits unfair and inequitable treatment of persons displaced or whose property will be acquired as a result of federally assisted programs or activities.
- **Section 162(a) of the Federal-Aid Highway Act of 1973 (Section 324, Title 23 U.S.C.)** prohibits discrimination based on sex (gender).
- **Section 504 of the Rehabilitation Act of 1973** prohibits discrimination based on a handicap/disability.
- **The Age Discrimination Act of 1975 (Section 6101-6107, Title 42 U.S.C.)** prohibits discrimination based on age.
- **The Civil Rights Restoration Act of 1987, P.L. 100-209** further clarified the intent of Title VI to include all programs and activities of entities whether those programs and activities are federally funded or not.
- **23 CFR Part 200**, the Federal Highway Administration's Title VI Program Implementation and Review Procedures.
- **49 CFR Part 21**, the U.S. Department of Transportation's Implementing Regulations of Title VI of the Civil Rights Act of 1964.
- **Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations***, addresses disproportionate adverse environmental, social and economic impacts that may exist in communities, specifically minority and low-income populations.
- **Executive Order 13166, *Improving Access to Services for Persons with Limited English Proficiency***, addresses access to services for persons whose primary language is not English and who have limited ability to read, write, speak or understand English.



TITLE VI REQUIREMENT #3
Title VI/Nondiscrimination Coordinator

Designate a Title VI Coordinator who has a responsible position in the organization and has easy access to the head of the agency. The Title VI Coordinator should be responsible for monitoring Title VI activities.

Recommendations:

- Organizational chart or other literature should identify the Title VI Coordinator
- The Title VI Coordinator's responsibilities should include:
 - Assisting program personnel to correct Title VI problems or discriminatory practices or policies found through self-monitoring and review activities
 - Being the focal point for Title VI implementation and monitoring of programs and/or activities receiving federal financial assistance
 - Ensuring that Title VI requirements are included in policy directives and that the procedures used have built in safeguards to prevent discrimination
 - Implementation of procedures for the prompt processing of Title VI external discrimination complaints
 - Attendance at training on Title VI and other nondiscrimination authorities
 - Efforts to coordinate the development and implementation of a Title VI and related statutes training program
 - Developing Title VI information for public dissemination, and where appropriate, in languages other than English
- Maintain meeting agendas/minutes demonstrating that civil rights requirements are being addressed by the Title VI Coordinator
- Contractors, consultants, and suppliers are not required to identify a Title VI Program Coordinator

Note: The important consideration is the individual's duties, not his or her title per se.

Presentation by the Texas Department of Transportation
on MPO Proposition 1 funding, Coordinated Border
Infrastructure (CBI) funding, and project selection.



TEXAS DEPARTMENT OF TRANSPORTATION



PROPOSITION 1 FUNDING

Candidate Projects for Laredo

February 17, 2015

Proposition 1 Funding

- On November 4, 2014, Texas voters approved the ballot measure known as Proposition 1

“The Constitutional amendment providing for the use and dedication of certain money transferred to the state highway fund to assist in the completion of transportation construction, maintenance, and rehabilitation projects, not to include toll roads.”

- \$1.74 billion was certified and would be available for transfer to the State Highway fund for FY 2015.
- Legislative Budget Board (LBB) and Office of the Governor approved a plan to distribute the funding using existing formulas adopted by the Texas Transportation Commission (TTC)
 - 40% to metropolitan planning organizations (MPOs) to address congestion (Category 2 mobility)
 - 30% to TxDOT Districts to address connectivity (Category 11 formulas)
 - 15% to TxDOT Districts to address maintenance needs (Category 1 maintenance)
 - 15% to TxDOT Districts for roads in Texas’ energy sector.

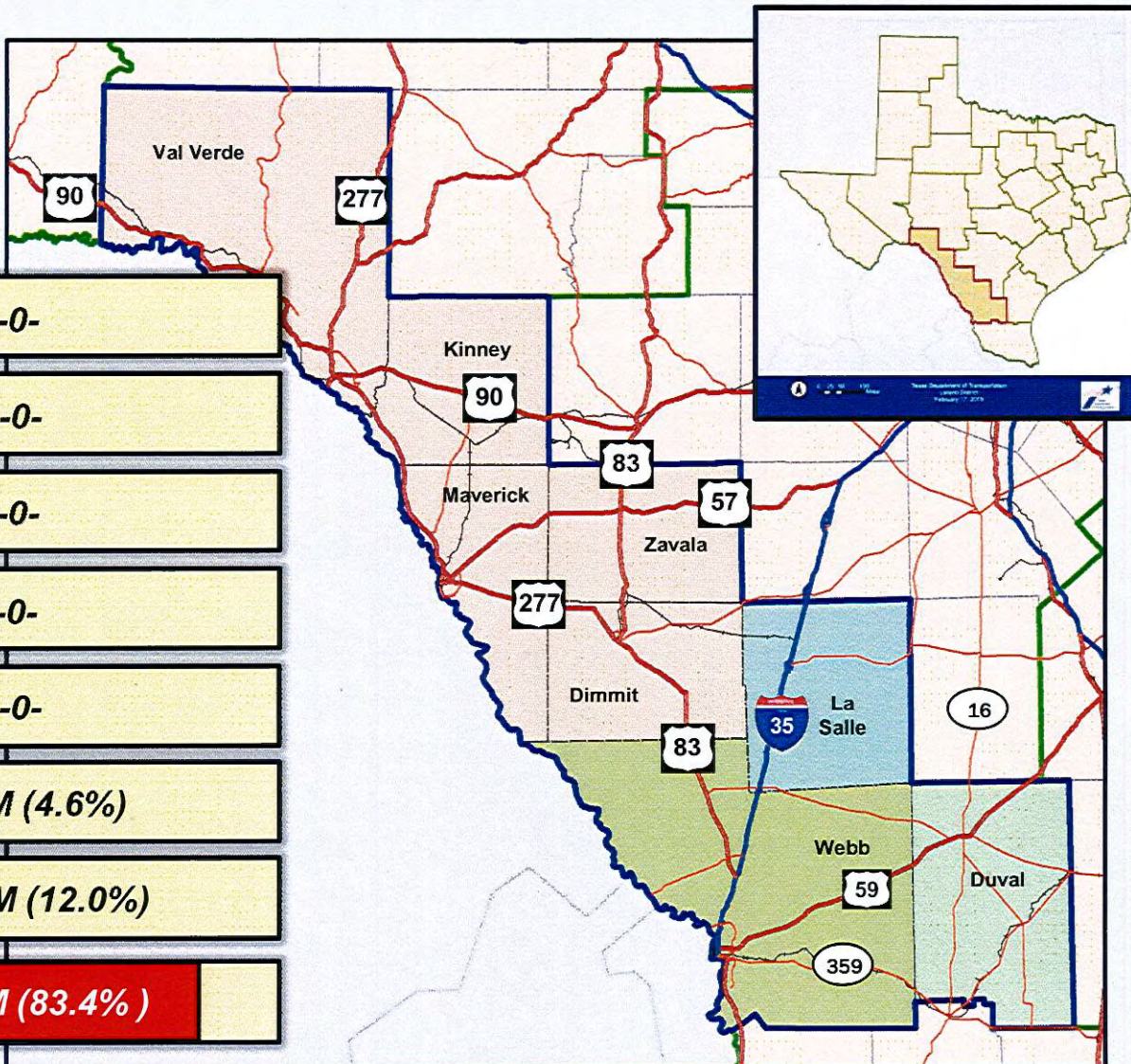
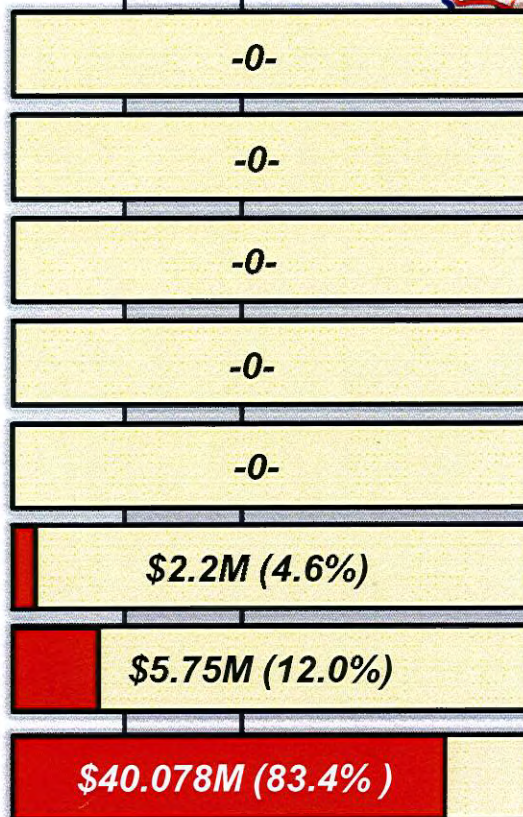
Proposition 1 Funding

- Of that certified amount, \$48,028,000 was distributed to the Laredo District.
 - Category 1 Maintenance \$10,250,000
 - Category 2 Mobility \$6,110,000
 - Category 11 \$10,378,000
 - Energy Sector \$21,290,000
- On December 19, 2014, the Laredo MPO was notified that they will receive \$6,110,000, in funding for this fiscal year.
- The Legislative Budget Board (LBB) set forth guidelines for the use of these funds:
 - Must be used for on-system roadways
 - Cannot be used for toll road projects, projects including tolled elements or projects proposed for future tolling.
 - Strongly encouraged to let on or before December 2015

2015 Proposition 1 Funds Distribution In The Laredo District:

Proposition 1 Funds Allocated To The Laredo District (\$48,028,000)

- Val Verde County
- Kinney County
- Zavala County
- Maverick County
- Dimmit County
- La Salle County
- Duval County
- Webb County



Prop 1 Candidate Projects

Projects	Letting Date	Project Cost	Category 1 Maintenance	Category 2 Mobility (MPO)	Category 11 Connectivity	Energy Sector
SL 20 – International Interchange (WEBB)	Dec. 2015	\$22,048,000		\$758,000		\$21,290,000
SL 20 – Frontage Road Bridges over KCS Railroad (WEBB)	Aug. 2015	\$15,730,000		\$5,352,000	\$10,378,000	
FM 1472 – Concrete Pavement (WEBB)	May 2015	\$2,300,000	\$2,300,000			
IH 35 Reconstruction (LA SALLE)	Mar. 2015	\$2,200,000	\$2,200,000			
US 59 Rehabilitation (DUVAL)	Aug. 2015	\$5,750,000	\$5,750,000			
	TOTAL	\$48,028,000	\$10,250,000	\$6,110,000	\$10,378,000	\$21,290,000

A statewide public meeting was held on January 20, 2015, which presented this recommended list of projects to be included in an amended Unified Transportation Plan (UTP), which the Texas Transportation Commission will consider for approval on February 26, 2015.

Category 1 – Maintenance Projects

■ IH 35 (La Salle County)

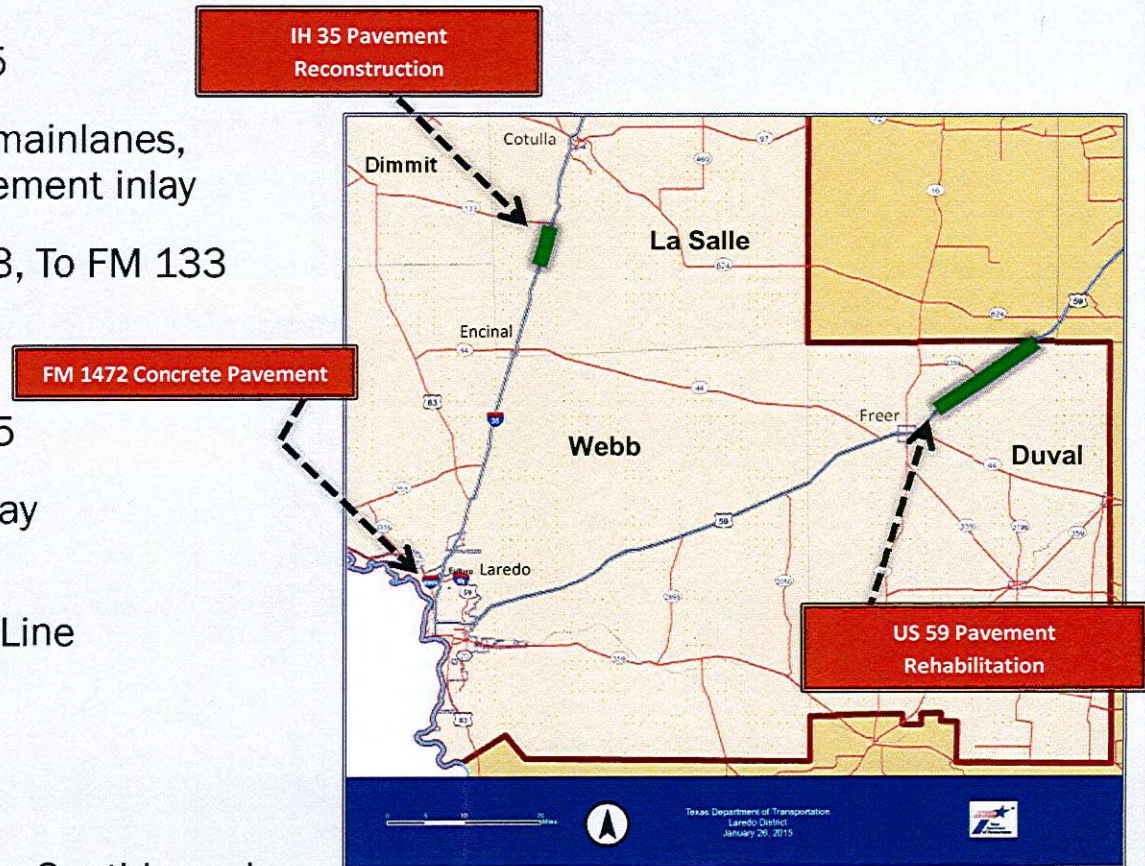
- Scheduled to Let – March 2015
- Reconstruction of southbound mainlanes, including Asphalt Concrete Pavement inlay
- From 2.6 miles south of FM 133, To FM 133

■ US 59 (Duval County)

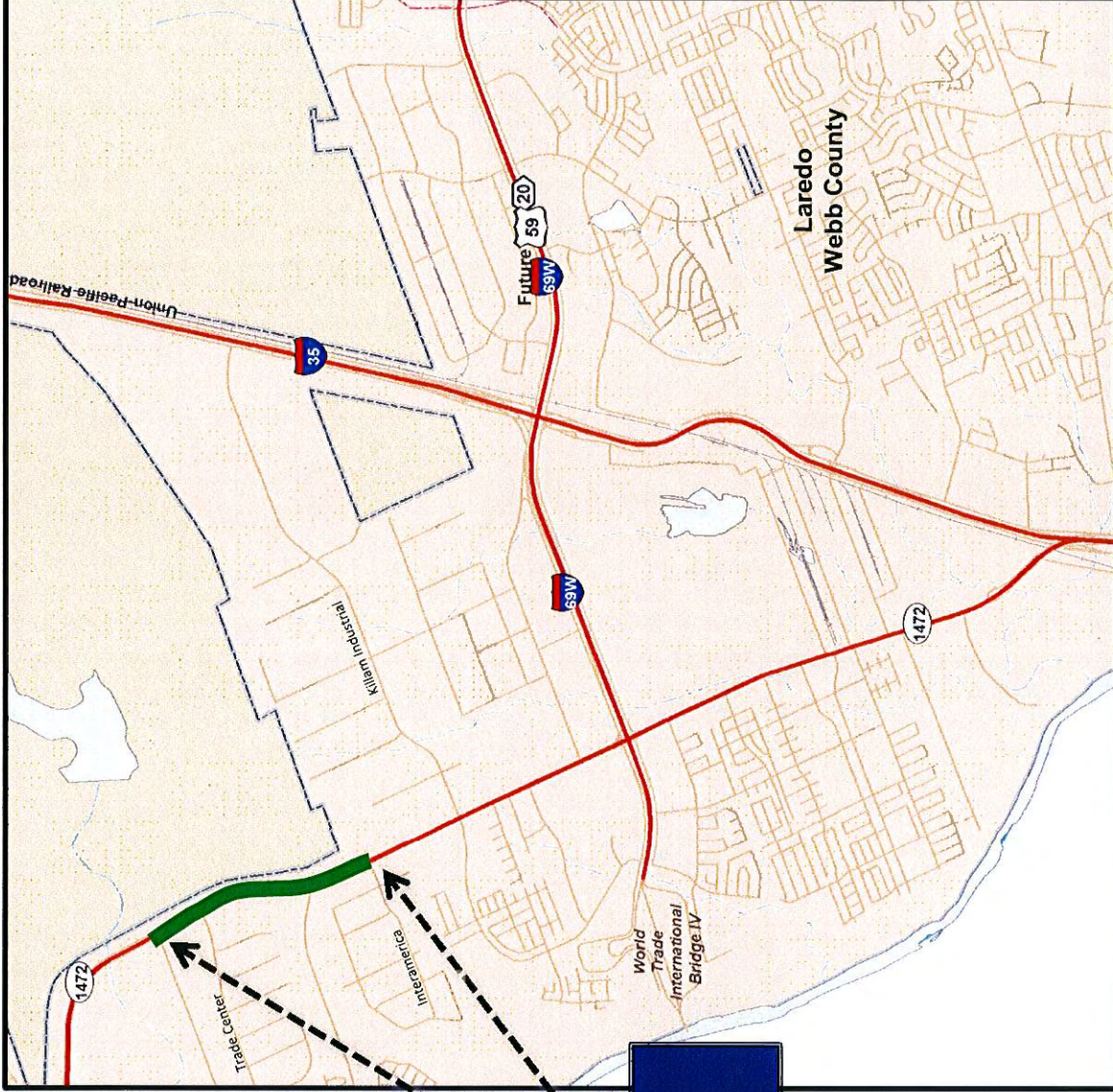
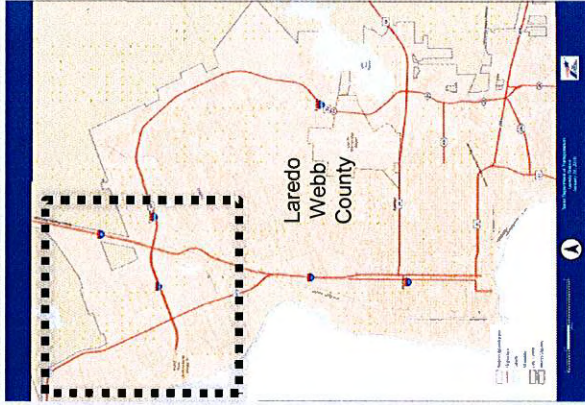
- Scheduled to Let – August 2015
- Rehabilitation of Existing Highway
- From 5.3 miles North of SH 44, To the Duval/McMullen County Line

■ FM 1472 (Webb County)

- Scheduled to Let – May 2015
- Proposed Concrete Pavement for Southbound lanes
- From Trade Center Boulevard, To Interamerica Boulevard.



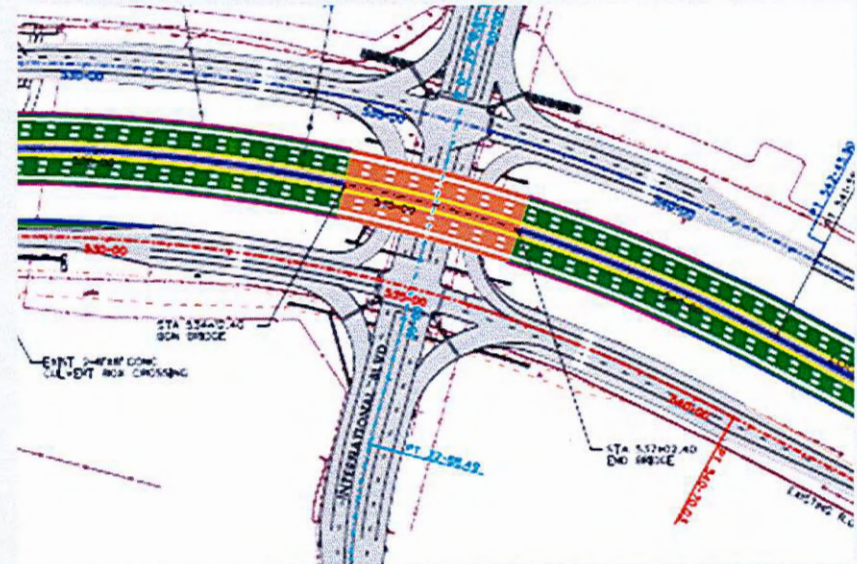
Category 1: FM 1472 Concrete Pavement Project



FM 1472
Concrete Pavement Project
\$2.3 Million

SL 20 - International Interchange

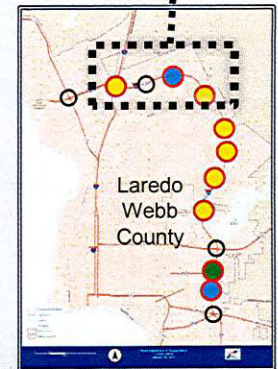
- Project limits
 - From: 0.25 miles west of McPherson,
To: 0.45 miles east of International
- Estimated Cost \$22.05 million
 - Proposed Prop 1 funds
(Category-Energy Sector) - \$21,290,000
 - Proposed Prop 1 funds
(Category 2 MPO) - \$758,000
- PS&E is 95% complete
- This project does not require ROW acquisition or Railroad coordination
- This project is able to meet the guidelines set forth by the LBB
- This project will also complete the construction that remains pending over the McPherson bridge.
 - Under the McPherson project, the bridge was fully constructed. However, pavement surface was only partially constructed for use of one lane/shoulder in each direction.



SL 20 (west of IH 35 to east of International)

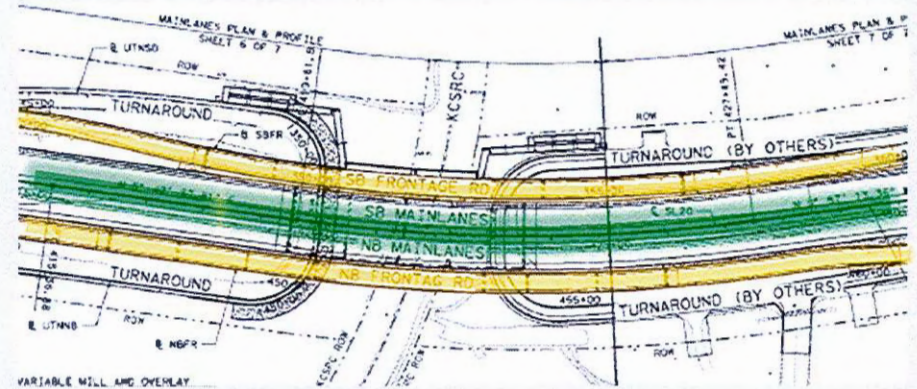


- Overpass at McPherson
 - Completed in April 2013 (\$14.6 million)
- SL 20/International Interchange
 - Scheduled to Let - December 2015
 - Estimated Cost \$22.05 million

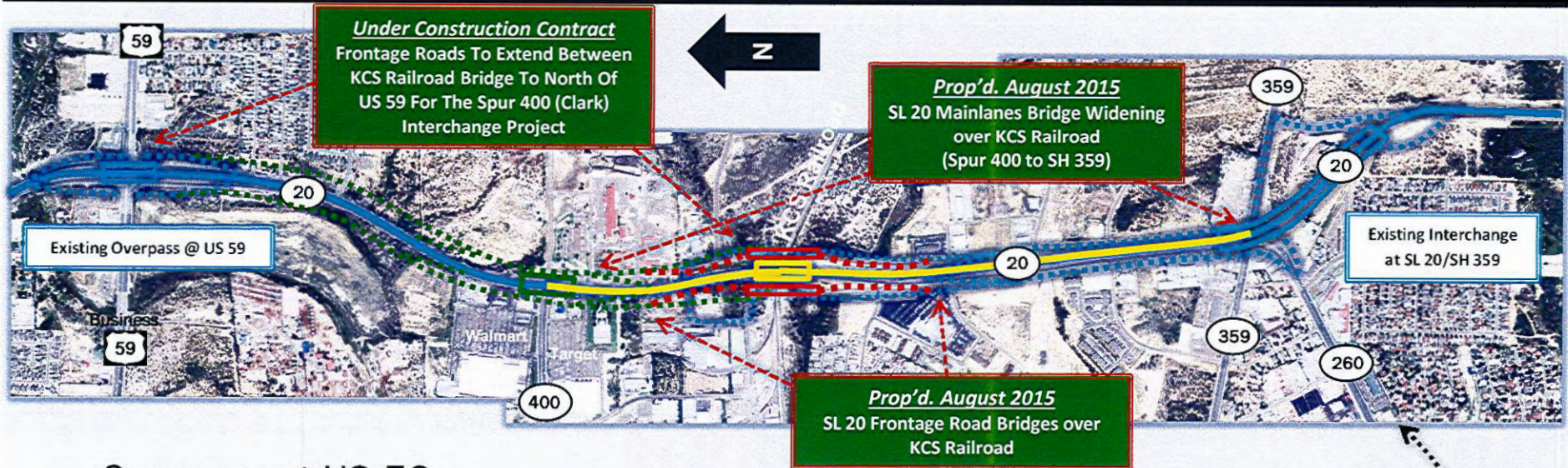


SL 20 – Frontage Road bridges over KCS Railroad

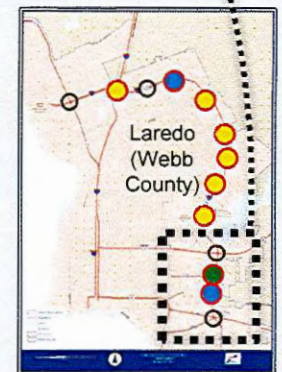
- Project Limits
 - From 1.09 miles S of Spur 400 (Maria Luisa), To Spur 400
- Estimated Cost \$15.73 million
 - Proposed Prop 1 funding (Category 11) - \$10,378,000
 - Proposed Prop 1 funding (Category 2 MPO) - \$5,352,000
- Will provide continuous frontage roads between SH 359 and US 59.
- No additional ROW needed.
- Railroad coordination with Kansas City Southern is already being completed as part of KCS Bridge widening project.
- Allows for concurrent construction with the KCS Bridge widening and Loop 20/Spur 400 interchange.
- This project is able to meet the guidelines set forth by the LBB.



SL 20 (US 59 to SH 359)



- Overpass at US 59
 - Completed in November 2008 (\$20.5 million)
- SL 20/SH 359 Interchange
 - Completed in January 2014 (\$18.1 million)
- SL 20/Spur 400 Interchange Project
 - Project let in August 2014 (\$33.8 million)
 - Utility Relocations underway/Construction estimated to begin by August 2015
- SL 20 Mainlanes Bridge Widening over KCS Railroad
 - Scheduled to let - August 2015
- SL 20 Frontage Road Bridges over KCS Railroad
 - Scheduled to let with Mainlanes Bridge Widening Project - August 2015



Prop 1 Candidate Projects

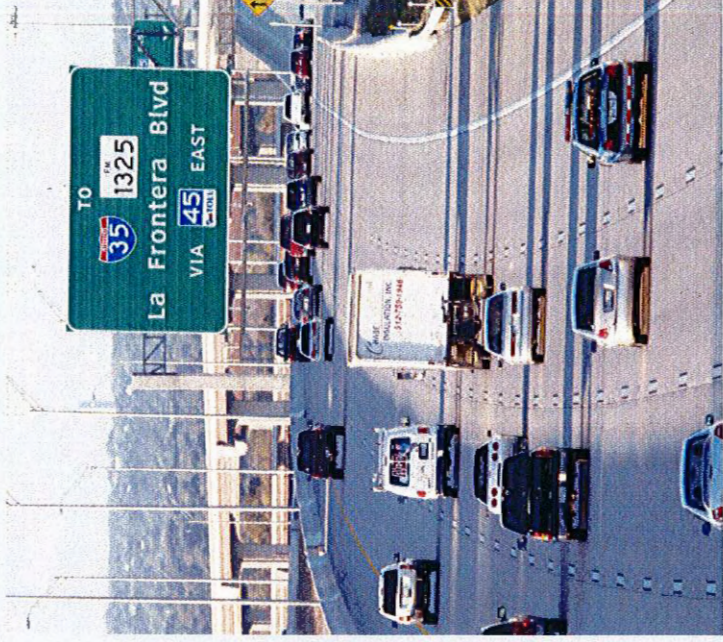
Projects	Letting Date	Project Cost	Category 1 Maintenance	Category 2 Mobility (MPO)	Category 11 Connectivity	Energy Sector
SL 20 – International Interchange (WEBB)	Dec. 2015	\$22,048,000		\$758,000		\$21,290,000
SL 20 – Frontage Road Bridges over KCS Railroad (WEBB)	Aug. 2015	\$15,730,000		\$5,352,000	\$10,378,000	
FM 1472 – Concrete Pavement (WEBB)	May 2015	\$2,300,000	\$2,300,000			
IH 35 Reconstruction (LA SALLE)	Mar. 2015	\$2,200,000	\$2,200,000			
US 59 Rehabilitation (DUVAL)	Aug. 2015	\$5,750,000	\$5,750,000			
	TOTAL	\$48,028,000	\$10,250,000	\$6,110,000	\$10,378,000	\$21,290,000

- Must be used for on-system roadways
- Cannot be used for toll road projects, projects including tolled elements or projects proposed for future tolling.
- Strongly encouraged to let on or before December 2015

QUESTIONS?



TEXAS DEPARTMENT OF TRANSPORTATION



CBI FUNDING

Candidate Projects for Laredo

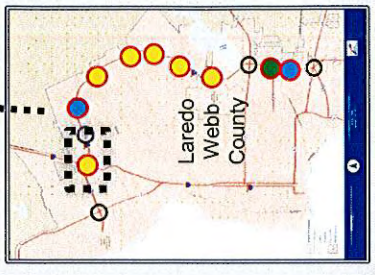
February 17, 2015

CBI Funding

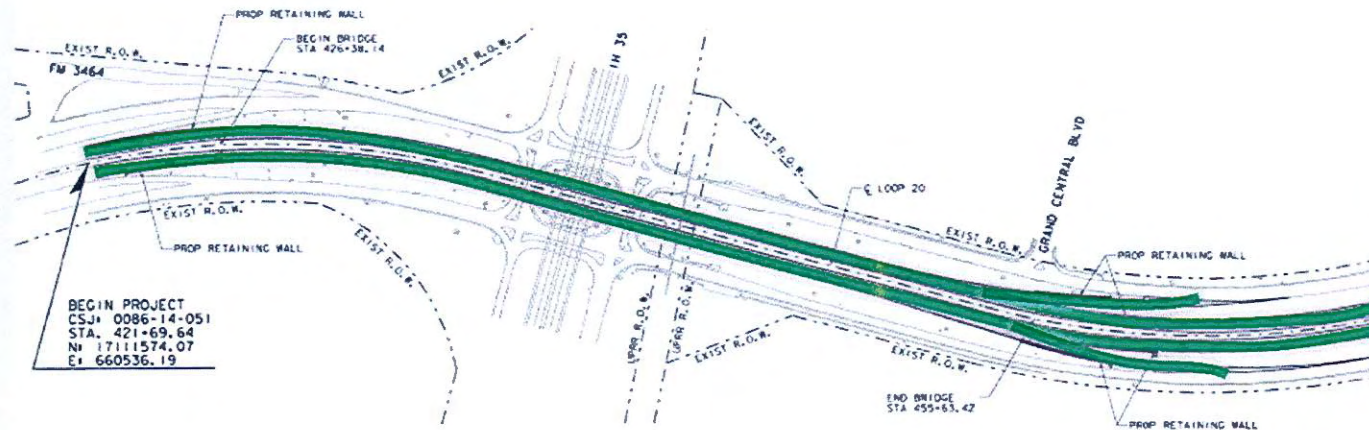
Funding Allocations	Amount
Original Allocation of CBI funds for I-69/SL 20 corridor Webb County/City of Laredo RMA Petition	\$48,367,669
Cuatro Vientos City Street Connectors (additional AFA allocation)	(\$2,038,725)
Cuatro Vientos City Street Connectors (Change Orders)	(\$142,818)
Preliminary Engineering Allocation for I-69 (International to US 59/SL20) (Webb County Contract – Dannenbaum Engineering)	(\$3,500,000)
Available Balance:	\$42,686,126

CBI Candidate Project: SL 20 - Mainlanes over IH 35

Projects	Letting Date	Estimated Project Cost
SL 20 - Mainlanes over IH 35 (WEBB)	August 2016	\$40,000,000



CBI Candidate Project: SL 20 – Mainlanes over IH 35



- Project limits
 - From: 0.330 miles west of IH 35
 - To: 0.160 miles west of McPherson
- Estimated Cost - \$40 million
- PS&E is 95% complete
- Project does not require ROW acquisition
- Coordination between Union Pacific Railroad/TxDOT is in early stages with agreement anticipated for mid 2016.

CANDIDATE PROP 1 & CBI PROJECTS IN LAREDO							
	LETTING DATE	TOTAL COST	PROP 1 CAT 1 MAINTENANCE	PROP 1 CAT 2 (MPO)	PROP 1 CAT 11	PROP 1 ENERGY SECTOR	CBI (Designated to SL 20/I-69 in WCCL-RMA Petition)
AVAILABLE FUNDS --->			\$ 10,250,000	\$ 6,110,000	\$ 10,378,000	\$ 21,290,000	\$ 42,686,126
IH 35 - Reconstruction (LA SALLE)	Mar-15	\$ 2,200,000	\$ 2,200,000				
FM 1472 - Roadway Improvements (WEBB)	May-15	\$ 2,300,000	\$ 2,300,000				
US 59 - Rehabilitation (DUVAL)	Aug-15	\$ 5,750,000	\$ 5,750,000				
SL 20 - International Interchange (WEBB)	Dec-15	\$ 22,048,000		\$ 758,000		\$ 21,290,000	
SL 20 - Frontage Road Bridges over KCS Railroad (WEBB)	Aug-15	\$ 15,730,000		\$ 5,352,000	\$ 10,378,000		
PROPOSITION 1 TOTAL		\$ 48,028,000					
SL 20 - Mainlanes Bridge over IH 35 (WEBB)	Aug-16	\$ 40,000,000					\$ 40,000,000
TOTAL		\$ 122,438,000		\$48,028,000			\$ 40,000,000

PROPOSITION 1:

A statewide public meeting was held on January 20, 2015, which presented this recommended list of projects to be included in an amended Unified Transportation Plan (UTP), which the Texas Transportation Commission will consider for approval on February 26, 2015.

The Legislative Budget Board (LBB) set forth guidelines for the use of these funds:

- Must be used for on-system roadways
- Cannot be used for toll road projects, projects including tolled elements or projects proposed for future tolling.
- Scheduled to let on or before December 2015

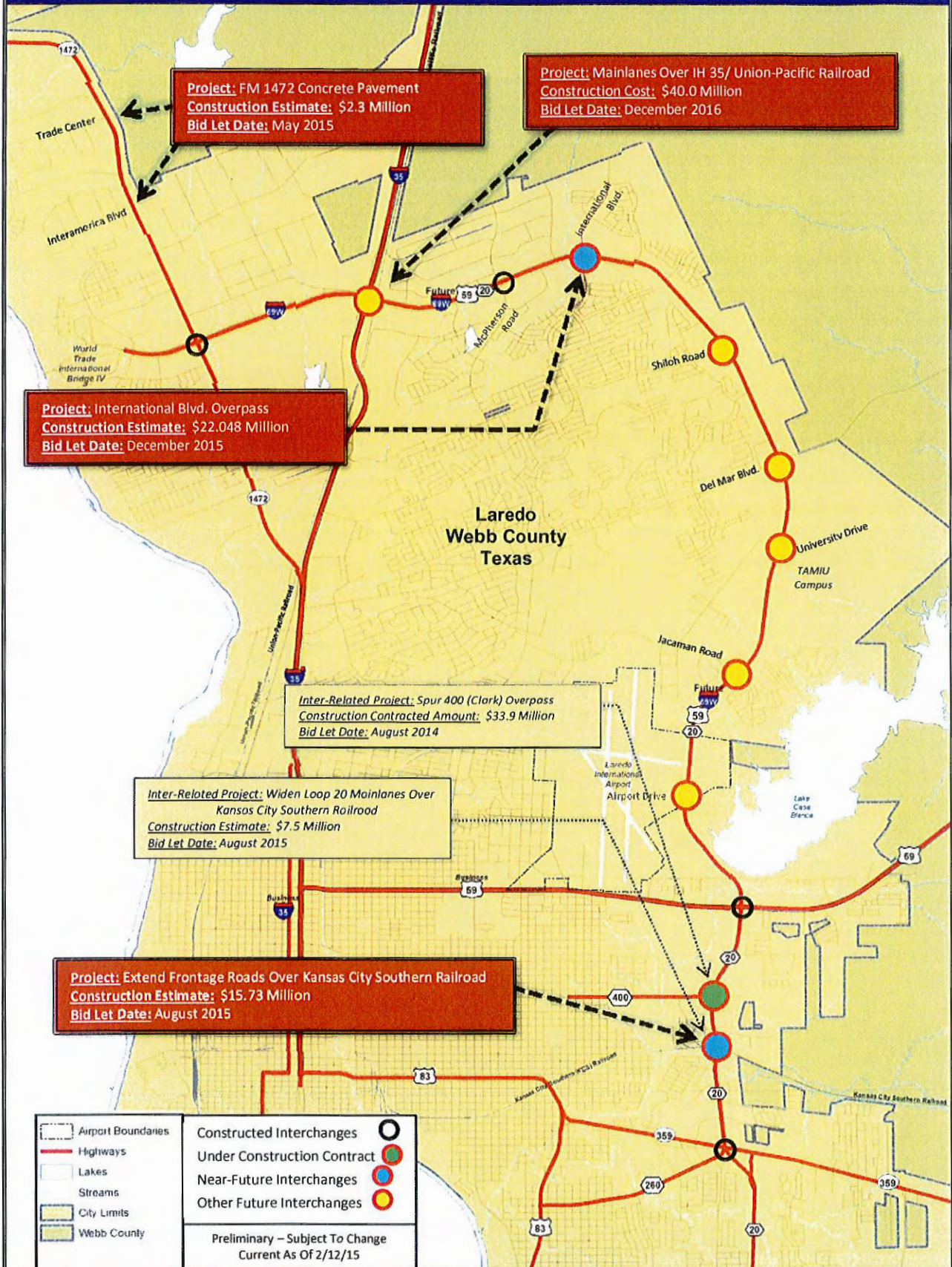
CBI FUNDS:

CBI funds referenced above have been allocated in the Webb County and City of Laredo RMA (WCCL-RMA) Petition approved in February 2014, for use by the WCCL-RMA. Funds are proposed to be reallocated from the Loop 20/I-69 project (CSJ 0086-14-950) to the IH 35 mainlanes project (CSJ 0086-14-065). Concurrence by Webb County, City of Laredo, Laredo MPO, TxDOT, WCCL-RMA, and FHWA is proposed.

PROJECT INFORMATION			
	SL 20 - FRONTAGE ROAD BRIDGES AT KCS RR (WEBB)	SL 20 - INTERNATIONAL (WEBB)	IH 35 / U-P Railroad (WEBB)
PROJECT DESCRIPTION:	Construct non-freeway frontage road bridges over KCS Railroad (This project is proposed to let in conjunction with a separately funded project to widen the mainlanes bridge over KCS Railroad)	Construct Loop 20 mainlanes bridge over International Blvd. (including the connection to mainlanes at McPherson)	Construct SL 20 mainlanes bridge over IH 35 and UP Railroad (including the connection to mainlanes at McPherson)
PROJECT LIMITS:	From : 1.09 miles South of Spur 400 (Maria Luisa) To: Spur 400	From: 0.25 miles West of McPherson To: 0.45 miles east of International	From: 0.33 miles West of IH 35 To: 0.16 miles West of McPherson
LETTING DATE:	Aug-15	Dec-15	Aug-16
CONSTRUCTION ESTIMATE (in millions):	\$15.73 M	\$22.0 M	\$40.0 M

Candidate Proposition 1 & CBI Projects In Laredo

With Associated Projects



Texas Department of Transportation
 Laredo District



**LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM**

DATE: 2/17/15	SUBJECT: RESOLUTION Discussion with possible action on Resolution No. MPO 2015-02 supporting and recommending the allocation of the Coordinated Border Infrastructure (CBI) funds (identified in the Regional Mobility Authority petition) for the construction of the main lanes over IH35 project (CSJ 0086-14-065) and the letting of said project in the fiscal year 2016.	
INITIATED BY: Nathan Bratton, Director of Planning		STAFF SOURCE: Nathan Bratton, Director of Planning
PREVIOUS ACTION: None		
<p>Background:</p> <p>Purpose of Coordinated Border Infrastructure (CBI) Program To improve the safe movement of motor vehicles at or across the land border between the U.S. and Canada and the land border between the U.S. and Mexico. This program replaces the TEA-21 Coordinated Border Infrastructure discretionary program which ends after 2005.</p> <p>Eligible Use of Funds States may use funds in a border region, defined as any portion of a border State within 100 miles of an international land border with Canada or Mexico, for the following types of improvements to facilitate/expedite cross border motor vehicle and cargo movements:</p> <ul style="list-style-type: none"> • improvements to existing transportation and supporting infrastructure • construction of highways and related safety and safety enforcement facilities related to international trade • operational improvements, including those related to electronic data interchange and use of telecommunications • modifications to regulatory procedures • international coordination of transportation planning, programming, and border operation with Canada and Mexico. • <p>Funding/Formula Funded by contract authority, funds are subject to the overall Federal-aid obligation limitation, not transferable except as permitted for transfer to GSA (see below), and remain available until expended.</p> <p>Funds are to be apportioned among border States based on factors related to the movement of people and goods through the land border ports of entry within the boundaries of the State as follows:</p> <ul style="list-style-type: none"> • 20% based on number of incoming commercial trucks • 30% number of incoming personal motor vehicles and buses • 25% based on weight of incoming cargo by commercial trucks • 25% based on number of land border ports of entry 		

MPO RESOLUTION NO. 2015-02

BY THE LAREDO URBAN TRANSPORTATION STUDY METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

SUPPORTING AND RECOMMENDING THE ALLOCATION OF THE IN COORDINATED BORDER INFRASTRUCTURE (CBI) FUNDS IDENTIFIED IN THE REGIONAL MOBILITY AUTHORITY PETITION FOR THE CONSTRUCTION OF THE MAIN LANES OVER IH 35/US 59 PROJECT (CSJ 0086-14-065) AND THE LETTING OF SAID PROJECT IN THE FISCAL YEAR 2016.

WHEREAS, the upgrade of Loop 20/US 59 to highway standards has been identified as essential to the region's continued economic growth; and,

WHEREAS, Webb County hired Dannenbaum Engineering Corporation to develop the engineering plans for the main lanes over Interstate Highway (IH) 35 project (CSJ 0086-14-065); and,

WHEREAS, the plans are substantially complete; and,

WHEREAS, no additional Right-of-Way (ROW) is required; and,

WHEREAS, the project is essentially shovel ready; and,

WHEREAS, the project could be let in fiscal year 2016; and,

WHEREAS, CBI funds were originally identified by Webb County and the City of Laredo in the Petition to form the WCCL-RMA, (approved by the Texas Transportation Commission on February 26, 2014); and

WHEREAS, the Regional Mobility Authority (RMA) petition proposed to allocate approximately forty eight million dollars (\$48,000,000) in Coordinated Border Infrastructure (CBI) funds for the improvement of Loop 20; and

WHEREAS, the construction of the main lanes project will enhance system performance and relieve congestion on Loop 20; and,

WHEREAS, the Laredo Metropolitan Planning Organization recognizes the main lanes over IH 35 project is a high priority and can be accelerated by the cooperative , and recommend and supports the use of said CBI funds for the main lanes over Interstate Highway 35 (CSJ 0086-14-065) and letting of the project in FY-2016.

NOW THEREFORE BE IT RESOLVED, that the Laredo Urban Transportation Study, as the designated Metropolitan Planning Organization:

MPO RESOLUTION NO. 2015-02

Section 1. Supports and recommends the allocation of Coordinated Border Infrastructure (CBI) funds identified in the Regional Mobility Authority petition for the construction of the main lanes over IH35 project (CSJ 0086-14-065) and the letting of said project in the fiscal year 2016.

Section 2. Requests that the Webb County-City of Laredo Regional Mobility Authority (WCCL-RMA) commit to using Coordinated Border Infrastructure (CBI) funds that were originally identified by Webb County and the City of Laredo in their Petition to form the WCCL-RMA, as approved by the Texas Transportation Commission on February 26, 2014, for the construction of the Loop 20/US 59 Main lanes over the Union-Pacific Railroad and IH 35 (Construction CSJ: 0086-14-065) in fiscal year 2016. The MPO realizes that the acceleration of this project is contingent on the finalization of mandatory coordination with the Union-Pacific Railroad to cross over their right-of-way and tracks.

2. The Laredo MPO requests that the WCCL-RMA commit to working in partnership with the TxDOT – Laredo District to finalize the completion of the Plans, Specifications and Estimates (PS&E) and coordination with the Union-Pacific Railroad and that the Laredo District shall accept the responsibility for the completion of the environmental clearance, the PS&E, Railroad coordination, bid letting, awarding of the construction contract and direct oversight of the construction. It is recognized that the WCCL-RMA will be a full partner in implementing and funding this work.

3. The TxDOT-Laredo District will commit to processing a revision of the Unified Transportation Plan (UTP) as soon as possible that will reschedule the construction bid letting of the Loop 20/US 59 Main lanes Over IH 35 Project in FY 2016. The Laredo MPO and City of Laredo will commit to revising in a timely manner all of the planning documents that are their responsibility.

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

We certify that the above resolution was adopted on February 17th, 2015 at a public meeting of the Policy Committee of the Laredo Urban Transportation Study.

Nathan Bratton.
MPO Director

Melisa Montemayor
TxDOT District Administrator

**LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM**

DATE: 2/17/15	SUBJECT: Discussion with possible action on the programming of \$6,110,000 in funds allocated to the MPO resulting from the passage of the Proposition 1 constitutional amendment.
INITIATED BY: Staff	STAFF SOURCE: Nathan Bratton, Director of Planning
PREVIOUS ACTION: On 1/20/15, the Policy Committee discussed the item and requested a presentation on the funding and proposed projects.	
<p>Background: <i>(See attached TxDOT letter dated December 19th, 2014)</i></p> <p>The Laredo MPO will receive \$6,100,000 in funding for this fiscal year.</p> <p>These funding are distributed by formula and intended for use on facilities on the state highway system, not to include toll roads.</p> <p>The allocation of these funds are at the discretion of the MPO's, in coordination with TxDOT, and should be programmed on projects of strategic importance. The funds may not be used on toll roads or project that include tolled elements, or used in any manner that supplant existing TxDOT funding that could be directed to tolled projects.</p> <p>Per TxDOT letter dated 12-19-14 <i>(see attached)</i>, the MPO's are strongly encouraged to expedite the programming of these funds in order to start construction by no later than the end of the next calendar year (2015).</p>	



125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8588 | WWW.TXDOT.GOV

December 19, 2014

2014 DEC 30 AM 10 04

Mr. Nathan Bratton
Director
Laredo Metropolitan Planning Organization
1120 San Bernardo Avenue
Laredo, Texas 78041

Dear Mr. Bratton,

This week, Texas Department of Transportation (TxDOT) recently requested and received approval from the Legislative Budget Board (LBB) for the distribution of \$1.74 billion of funding for fiscal year 2015 to be distributed in response to passage of the Proposition 1 constitutional amendment. In accordance with legislative requirements, this funding is distributed by formula for use on facilities on the state highway system, not to include toll roads. Part of the funding distribution includes an allocation to be distributed to Metropolitan Planning Organizations using the Category 2 funding formulas. The LBB approved TxDOT's request to distribute 40% of the available funding through this formula for distribution in Category 2.

Based upon this allocation the Laredo MPO will receive \$6,110,000 in funding for this fiscal year.

Consistent with the administrative rules for TxDOT's Unified Transportation Program (UTP) and direction outlined to the department by the LBB, the allocation of these funds are at the discretion of the MPOs, must be coordinated with TxDOT, and should be programmed on projects of strategic importance. The LBB also emphasizes that the funds cannot be used for toll road projects, projects that include tolled elements, or used in a manner that supplants existing TxDOT funding that could be directed to tolled projects. Additionally, we are strongly encouraged to expedite the programming of these funds in order to start construction by no later than the end of next calendar year.

We understand that MPOs and TxDOT district offices have already been working together on potential project opportunities under Proposition 1. Over the next several months, we understand each of the MPOs will need to take steps to update your local Transportation Improvement Programs and potentially other planning documents. Similarly, TxDOT will be updating our UTP through a process that will begin with a statewide public meeting on January 20, 2015. At that time, we intend to publish a draft list of projects to be considered as part of the UTP revision that will be considered by our Commission in February. Your local district will be coordinating with you so that projects by TxDOT and the MPOs are consistent.

This is an exciting and important time for addressing our transportation needs across the State of Texas and we look forward to working with you to deliver these funds to projects of strategic importance. Please feel free to contact me or your local TxDOT District office if you have questions or need additional information on this program.

Sincerely,

Marc D. Williams, P.E.
Director of Planning

cc: James Koch, P.E., Director Transportation Planning and Programming, TxDOT
Melisa Montemayor, Laredo District Administrator, TxDOT

OUR GOALS

MAINTAIN A SAFE SYSTEM • ADDRESS CONGESTION • CONNECT TEXAS COMMUNITIES • BEST IN CLASS STATE AGENCY
An Equal Opportunity Employer

**MPO Staff Report on the Federal Transit Administration (FTA) Federal
Highway Administration (FHWA) review findings from the Laredo
“Mock Certification”**

FTA-FHWA Review Findings from Laredo "Mock" Certification Review

Draft Date: December 4, 2014

Commendations

- Laredo TMA is commended on the timely development and future adoption of its 2040 MTP which includes the eight planning areas of MAP-21 and was formed after extensive public involvement and interagency coordination.
- Laredo TMA is commended on its excellent working relations with the TxDOT TPP Traffic Analysis Section and efforts to update its new regional travel demand model as part of the 2040 MTP development.
- Laredo TMA is commended on the development of a draft primer on the MPO planning process, and should continue efforts to educate decision-makers and the general public on the metropolitan planning process.
- Laredo TMA is commended on its efforts to update and make more accessible metropolitan planning-related products, agreements, policies, meeting agendas/minutes, and other studies and documents related to the transportation planning process on its Internet homepage website. We are of the understanding the Laredo TMA is also in the midst of updating its Internet homepage website to make it more streamlined and easier to navigate for the general public and transportation decision-makers.
- Laredo TMA is commended on its use of regional roundtable workshops to incorporate input and recommendations from private freight providers and railroad representatives (as well as safety/security agencies) as part of the 2040 MTP update.
- Laredo TMA is commended on its efforts to develop its first bicycle and pedestrian plan in FY 2015. This plan will provide the MPO and its planning partners with the tools it needs to create an environment conducive to walking or cycling as a viable mode choice, as well as providing recreational opportunities to promote healthy lifestyles.
- Laredo TMA is commended on its efforts to include a member of the regional transit authority on its Transportation Policy Committee board per MAP-21 requirements.

Recommendations

- Laredo TMA needs to update its FY 15-18 TIP to include the eight planning areas of Moving Ahead for Progress in the 21st Century (MAP-21).
- Laredo TMA needs to develop a Title VI/EJ Working Group in order to develop procedures for the purpose of improving data collection, monitoring and analysis tools that assess the needs of, and analyze potential impacts on minorities and low-income populations. The purpose of this effort will be to ensure that transportation-related programs and policies do not have a disproportionately high and adverse human health or environmental effects on minority and low-income populations.
- Laredo TMA should explore publishing its announcements of major transportation planning-related products (including the TIP/STIP and MTP Updates and revisions) in Spanish language newspapers within the metropolitan area.
- Laredo TMA should consider the development of Measures of Effectiveness (MOE) to measure the effectiveness of its public involvement process to ensure success in reaching out to all citizens, especially low-income and minority populations, and effectively engaging the public in the development of TIPs and MTP updates. The Laredo TMA should be periodically reviewing the effectiveness of its public involvement process to ensure a full and open participation by all members of its community.
- Laredo TMA is encouraged to complete its Limited English Proficiency (LEP) plan and procedures as part of its FY 2015 UPWP work program to accommodate minority and low-income communities and populations that are not proficient in English.
- Laredo TMA needs to develop Transportation Alternatives Program (TAP) criteria and procedures for funding and selection of alternative transportation enhancements and bicycle-pedestrian programs and projects under Category 9 of the UTP.
- Laredo TMA is encouraged to attend and participate in the “Managing the Travel Demand Forecasting Process” offered by the TxDOT Transportation Planning & Programming (TPP Traffic Analysis) Division.
- Laredo TMA should consider the hosting and development of an EPA-DOT-HUD Livability Summit over the course of the next calendar year in order to spur actions for moving forward livability and sustainability projects and programs within the metropolitan planning area.

- Laredo TMA will need to incorporate Management & Operations (M&O) estimated revenues and costs over a 25-year period into the 2040 MTP in a table summary format for both highway and transit modes.
- Laredo TMA is encouraged to participate in a future 1.5 day PEL Workshop over the next fiscal year- possibly in the San Antonio region. The Laredo TMA is also encouraged to take additional NEPA training within the near future.
- Laredo TMA needs to include Year of Expenditure (YOE) costs for each individual highway project identified within the 2040 MTP update.
- Laredo TMA needs to consider alternative funding revenues for its transit-related projects including, but not limited to STP-MM (UTP Category 7) and possibly UTP Categories 2 and 9 as part of its metropolitan planning process.
- Laredo TMA needs to ensure full operation of its Congestion Management Process (CMP) to show implementation efforts prior to the upcoming TMA on-site certification review in CY 2015.
- Laredo TMA needs to make efforts to coordinate, collaborate, and communicate with TxDOT, city, county transportation (highway/transit) agencies in order to address future revenue forecast projections over the 25-year period of the MTP and the four-year TIP.
- Laredo TMA needs to set up regularly scheduled Technical Advisory Committee meetings and agendas, prior to the monthly Transportation Policy Committee meetings. Schedules of future TAC and TPC meetings should be placed on the MPO website homepage for easy access by committee members and the general public.

TxDOT Staff report on the status of Spur 400