

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 19, 2019
1:30 p.m.**

MEETING AGENDA

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

Speakers are required to fill out witness cards, which must be submitted to MPO Staff no later than 15 minutes after the start of the meeting. Speakers shall identify themselves at the microphone. Comments are limited to three (3) minutes per speaker. No more than three (3) persons will be allowed to speak on any side of an issue. Should there be more than three (3) people who wish to speak on a specific issue, they should select not more than three (3) representatives to speak on their behalf. The presiding officer may further limit public comment in the interest of order or time. Speakers may not transfer their minutes to any other speaker. Comments should be relevant to City business and delivered in a professional manner. No derogatory remarks shall be permitted.

- IV. ITEMS REQUIRING POLICY COMMITTEE ACTION
 - A. Approval of the minutes for the meeting held on January 22, 2019.
 - B. A motion to authorize a 2019 Call For Projects for the Laredo MPO Transportation Alternatives (TA) Set-Aside Program, in order to allocate \$1,176,000 in TA federal funds, requiring a 20% match of \$294,000, totaling \$1,470,000 in total project costs.
 - C. A motion to allocate \$43 million dollars from the 2020 Unified Transportation Plan (UTP) to the frontage road projects on highway US 59-Future IH 69. This allocation will fund a portion of the frontage roads needed along US 59.

- D. Discussion with possible action on that section of IH 35, between the Milo Interchange and Shiloh Drive, regarding issues pertaining to access by adjoining land owners and frontage roads.
- E. Discussion with possible action on lighting on Cuatro Vientos Road.
- F. Discussion with possible action on the proposed Mines Road Bike Tract.
- G. Discussion with possible action regarding pedestrian and bicycle facilities in order to safely cross Loop 20 at the intersection of Del Mar.
- H. Discussion with possible action regarding pedestrian and bicycle facilities in order to safely cross Del Mar under IH 35 and allocation of funding regarding same.
- I. Discussion with possible action on the River Road Project.
- J. Discussion with possible action on Hachar-Reuthinger Road.
- V. REPORT(S) AND PRESENTATIONS (No action required).
 - A. Update on the status of the Bike Master Plan.
 - B. Status report by TxDOT on the Outer Loop Alignment Study.
 - C. Status report by TxDOT on ongoing projects.
 - D. 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 15TH, 2019, BY 1:30 P.M.

All meetings of the MPO Committee are open to the public. Persons who plan to attend this meeting and who may need auxiliary aid or services, such as: interpreters for persons who are deaf or hearing impaired, readers of large print or Braille, or a translator for the Spanish language are requested to contact 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.

Disability Access Statement - This meeting is wheelchair accessible. The accessible entrances are located at 1110 Victoria and 900 Flores. Accessible parking spaces are located at City Hall, 1110 Victoria.

Ayuda o Servicios Auxiliares: Todas las reuniones del Comité del MPO están abiertas al

público. Personas que planean asistir a esta reunión y que pueden necesitar ayuda o servicios, auxiliares como: intérpretes para personas 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.

Declaración de Acceso a la Discapacidad: Esta reunión es accesible para sillas de ruedas. Las entradas accesibles están ubicadas en 1110 Victoria y 900 Flores. Las plazas de aparcamiento accesibles se encuentran en el Ayuntamiento, 1110 Victoria.

Información en Español: Si usted desea esta información en español o si desea explicación sobre el contenido, por favor llámenos al teléfono (956) 794-1623 o comuníquese con nosotros mediante correo electrónico a vguerra@ci.laredo.tx.us.

CITY OF LAREDO REPRESENTATIVES:

Honorable Pete Saenz, Mayor and LUTS Chairperson
Honorable George Altgelt, City Councilmember, District VII
Vacant (yet to be appointed)

LAREDO MASS TRANSIT BOARD REPRESENTATIVE:

Honorable Roberto Balli, City Councilmember, District VIII

COUNTY OF WEBB REPRESENTATIVES:

Honorable Tano E. Tijerina, Webb County Judge
Honorable Jesse Gonzalez, Webb County Commissioner, Pct. 1
Honorable John Galo, Webb County Commissioner, Pct. 3

STATE REPRESENTATIVES:

Mr. David M. Salazar, Jr., 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



Vanessa Guerra
Acting MPO Director

Jose A. Valdez, Jr.
City Secretary

Laredo Urban Transportation Study

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



MINUTES OF THE JANUARY 22, 2019 MEETING

Regular members present:

Honorable Pete Saenz, Mayor and LUTS Chairperson
Honorable Tano E. Tijerina, Webb County Judge
Honorable George Altgelt, City Councilmember, District VII (joined the meeting at 2:47 p.m.)
Honorable Melisa Montemayor, District Administrator
David Salazar, TxDOT District Engineer
Honorable John Galo, Webb County Commissioner, Pct. 3

Regular members not present:

Honorable Jesse Gonzalez, Webb County Commissioner, Pct. 1
Honorable John Galo, Webb County Commissioner, Pct. 3
Honorable Roberto Balli, City Councilmember, District VIII

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: Vanessa Guerra, City Planning/LUTS Staff
Angie Quijano, City Planning/LUTS Staff
Robert Eads, City of Laredo Traffic Safety
Robert Peña, City of Laredo Traffic Safety
Rosa Soto, Transit, El Metro

State: Roberto Rodriguez, TxDOT
Ana Duncan, TxDOT
Danny Magee, TxDOT
Carlos Rodriguez, TxDOT
Mike Graham, TxDOT

County: Luis Perez Garcia, Webb County Engineering
Guillermo Cuellar, Webb County Engineering

Nathan R. Bratton, Webb County Civil Division

Others: Julia Wallace, Laredo Morning Times
Linda Teniente, City of Laredo Real Estate Division
Victoria Dominguez, City of Laredo Real Estate Division
Dr. Marte Martinez, City Councilmember, District VI
Mario Maldonado, Executive Director of Transportation
Ramon Chavez, Executive Director of Public Services
Antonio Rodriguez, HNTB, Inc.
Ruben Soto, Regional Mobility Authority (RMA)
Bill Frawley, Texas Transportation Institute

I. CHAIRPERSON TO CALL MEETING TO ORDER

Honorable Mayor Saenz called the meeting to order at 1:36 p.m.

II. CHAIRPERSON TO CALL ROLL

Vanessa Guerra, Acting MPO Director, called roll and verified a quorum existed.

III. CITIZEN COMMENT

Speakers are required to fill out witness cards, which must be submitted to MPO Staff no later than 15 minutes after the start of the meeting. Speakers shall identify themselves at the microphone. Comments are limited to three (3) minutes per speaker. No more than three (3) persons will be allowed to speak on any side of an issue. Should there be more than three (3) people who wish to speak on a specific issue, they should select not more than three (3) representatives to speak on their behalf. The presiding officer may further limit public comment in the interest of order or time. Speakers may not transfer their minutes to any other speaker. Comments should be relevant to City business and delivered in a professional manner. No derogatory remarks shall be permitted.

IV. ITEMS REQUIRING POLICY COMMITTEE ACTION

A. Approval of the minutes for the meeting held on December 17, 2018.

Judge Tijerina made a motion to **approve** the minutes December 17, 2018.

Second: CM. Galo
For: 5
Against: 0
Abstained: 0

Motion carried unanimously

B. Receive public testimony and approve Resolution No. MPO 2019-01 adopting the the pavement, bridge, and travel time reliability performance measures and targets, established by the Texas Department of Transportation (TxDOT), as required by Fixing America’s Surface Transportation Act of 2015 (FAST), which are as follows:

Performance Measure	Baseline	2020 Target	2022 Target
Pavement on Interstate Highway (IH)			
% in "good" condition			66.40%
% in "poor" condition			0.30%
Pavement on Non- Interstate Highway (NHS)			
% in "good" condition	54.40%	52.00%	52.33%
% in "poor" condition	13.80%	14.30%	14.30%
NHS Bridge Deck Condition			
% in "poor" condition	0.88%	0.80%	0.80%
% in "good" condition	50.63%	50.58%	50.42%
Reliability			
IH Level of Travel Time Reliability	79.60%	61.20%	56.60%
Non-IH Travel Time Reliability			55.40%
Truck Travel Reliability	1.5	1.7	1.79

Judge Tijerina made a motion to **open** a public hearing.

Second: CM. Galo
 For: 5
 Against: 0
 Abstained: 0

Motion carried unanimously

Judge Tijerina made a motion to **close** the public hearing and **approve** Resolution No. MPO 2019-01 adopting the the pavement, bridge, and travel time reliability performance measures and targets, established by the Texas Department of Transportation (TxDOT), as required by Fixing America’s Surface Transportation Act of 2015 (FAST).

Second: CM. Galo
 For: 5
 Against: 0
 Abstained: 0

Motion carried unanimously

C. Receive public testimony and approve Resolution No. MPO 2019-02 adopting the Texas Department of Transportation’s 2019 targets for the five federal Safety Performance Measures, as listed below:

2019 Safety Targets	Number of Fatalities (FARS/CRIS/ARF DATA)	Rate of Fatalities (FARS/CRIS/ARF DATA)	Number of Serious Injuries (FARS/CRIS DATA)	Serious Injury Rate (CRIS DATA)	Total Number of Non-Motorized Fatalities and Serious Injuries (FARS/CRIS DATA)
2015	3,582	1.39	17,110	6.63	2,036
2016	3,776	1.39	17,602	6.49	2,301
2017	3,726	1.36	17,546	6.39	2,148
2018	3,891	1.46	18,130	6.64	2,309
2019	3,980	1.47	18,367	6.60	2,394
2019 Target as a 5 year Average:	3,791	1.414	17,751	6.550	2,237.6

Judge Tijerina made a motion to **open** a public hearing.

Second: CM. Galo
 For: 5
 Against: 0
 Abstained: 0

Motion carried unanimously

CM. Galo made a motion to **close** the public hearing and **approve** Resolution No. MPO 2019-02 adopting the Texas Department of Transportation’s 2019 targets for the five federal Safety Performance Measures.

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

Motion carried unanimously

D. Discussion with possible action on the River Road Project.

Ramon Chavez, City of Laredo Executive Director of Public Services, stated that 100 percent of the Right of Way (ROW) needed to be acquired. After acquiring the ROW, a funding source needed to be identified.

E. Discussion with possible action on Hachar-Reuthinger Road.

Vanessa Guerra, Acting MPO Director, stated that as it pertained to the Hachar section of the project, on July 16, 2018 City Council adopted Resolution No. 2018-R-96 authorizing the City Manager to execute a 380 agreement for the roadway traversing the 5,135 acres located West of IH 35 at the Unitec overpass across the Hachar Trust property to FM 1472. She stated she had spoken to Mr. Nicolas Van Steenberg, Project Manager, and he stated the contract would be executed upon the County initiating work on the County's portion of work.

Luis Perez Garcia, Webb County Engineer, stated that with regards to the Reuthinger section of the project, that the County had been working with TxDOT to move the project forward.

Mayor Saenz welcomed Councilmember Dr. Marte Martinez to the Committee.

Nathan Bratton, Webb County Civil Legal Division, stated all work completed by the consultant had been reviewed by Mr. Luis Perez Garcia. He also stated that he anticipated there would be no change orders on this project. Mr. Bratton stated the County had already spoke to the consultant and asked for a project initiation meeting. He also stated that the County had been speaking to Mr. Roberto Rodriguez from TxDOT to ascertain if a State Letter of Authorization was needed. He stated that if the letter is not needed, the County would need confirmation of same in writing. If a letter was needed, then TxDOT should move forward to provide the letter to the County.

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

A. Presentation by Bill Frawley of the Texas Transportation Institute on resiliency.

Bill Frawley, Texas Transportation Institute gave a brief presentation on resiliency.

He stated the following:

- Resilience or resiliency is the ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.
- The FAST Act requires agencies to take resiliency into consideration during transportation planning processes.

Steps to Incorporate Resiliency:

- **Assessing Criticality** - Stakeholder input is essential for identifying assets that are critical to the community.
- **Using Climate Data** - It is important to be able to concisely convey projected changes in climate in terms that are understandable to transportation practitioners and supported by robust science.

- **Assessing Vulnerability** - The use of indicators, which draw on existing data that is well-known to planners, can provide a good starting point for screening assets.

Mr. Frawley also stated the opportunities for incorporation of resiliency included regional vision and goals, long-range transportation plan, project evaluation and prioritization, and project development.

Strategies for Agencies with Limited Staff or Resources:

Resiliency strategies that may have a low or moderate cost and be more feasible for agencies with limited resources include:

- Update the existing project selection process to result in funding projects that contribute to resilience;
- Develop a template for standard operating procedures for emergency response that can be used by municipalities in the area;
- Develop a disaster mitigation plan; and
- Identify alternate routes based on existing infrastructure to improve redundancy of the network.
- Partnerships and Prioritization

What can the Laredo MPO do?

- Identify the vulnerable assets
- Determine solution feasibility
- Communicate
- Partner agencies (Including international partners)
- Advocacy groups
- Traveling public
- Develop Maps
- Enhance ITS messaging
- Coordinate with partner agencies

B. Status report to discuss the intersection of IH 35 and Mann Road and the traffic related issues at said intersection.

Robert Eads, Traffic Safety Department Director, stated the best thing to do, which would be costly, was to widen the Right-of-Way (ROW) for about 12 ft. He stated the other option would be for TxDOT to provide signage indicating for left lane must turn left. However, TxDOT mentioned it reluctance to follow this option as in doing that, it would cause backup to the off ramp of IH 35.

Danny Magee, TxDOT, stated that the current lane configuration was the best for current traffic. He stated that it might not be the best situation, but it was better to leave as is.

C. Status report by TxDOT on the Outer Loop Alignment Study.

Roberto Rodriguez, TxDOT, gave a brief update and stated TxDOT had a work authorization with the consultant and at the moment the consultant was collecting data to update the schematic.

Judge Tijerina requested for TxDOT to send him a draft alignment for the outer loop.

D. Status report by TxDOT on ongoing projects.

Carlos Rodriguez, TxDOT, gave a brief presentation on the item which included:

Under Construction (Carlos G. Rodriguez, P.E.):

- SL20 Over KCS RR Grade Separation:
 - Work is 87% Completed. Anticipated Termination Date: Early Summer 2019
- US 59 Over IH 35 Overpass:
 - Work is 55% Completed. Anticipated Termination Date: Winter 2019
- SH 359 From City of Laredo to Duval County:
 - Work To start in Late January 2019. Anticipated Termination Date: Summer 2020
 - US 83 From Dimmit County Line to 3.4 MI S of SH 44:
 - Work To start in spring 2019. Anticipated Termination Date: Summer 2022

The major mobility projects (funded) included:

US 59 (Future IH-69W):

- 5 Overpasses (Interchanges):
 - Shiloh- \$21.5 million, Letting February 2022
 - Del Mar- \$24.1 million, Letting February 2022
 - University- \$16.9 million, Letting February 2022
 - Jacaman- \$19.7 million, Letting August 2021
 - Airport- \$14.8 million, Letting August 2024

IH 69:

- Widening IH 69 to 6 Lanes from World Trade GSA to IH 35. FM 1472 Improvements \$18.34 million, Letting August 2020

IH 35:

- Bridge Replacement and Widening to 6 lanes at UPRR- North of Shiloh - \$54.0 million, Letting December 2019

- Direct Connector # 5, West on US 59 to IH 35 South \$30.0 million, Letting December 2019
- IH 35 widening to 6 lanes at US 59 Interchange, \$5.0 million, Letting December 2019
- Bridge Replacement and Widening to 6 lanes at Uniroyal Interchange - \$65 million, Letting September 2021
- Bridge Replacement and Widening to 6 lanes at UPRR- Mile Marker 18 - \$75 million, Letting September 2021

Not Funded/ Under Development:

- IH 35/US 59 Construct Direct Connectors (4 Remaining) Approximately \$90 million
- IH 35 at Carriers and Unnamed Overpass, Widening of bridges Approximately \$45 million
- IH 35 from Mile Marker 20 to Mile Marker 30 (1 mile North of Border Patrol Inspection), Widening to 6 lanes Approximately \$70 million
- US 59 (Future IH69W) from Business 59 to International Blvd, Upgrade to Freeway (Main Lanes and Frontage Roads) approximately \$107 million
- SH 359 Widening (Undivided /Divided Highway) 4.0 Miles East of SL 20 to 5 Miles East approximately \$25 million
- US 83 Widening to 4 Lanes Divided From IH 35 to SH 255 approximately \$55 million
- FM 3338 Widening to 5 lanes From FM 1472 to SH 255 approximately \$45 million
- Under Study–Laredo Outer Loop approximately \$480 million

CM. Altgelt joined the meeting at 2:47 p.m.

Projects Funded To Let Up to FY 2023:

- Mobility: \$345 million
- Preventive Maintenance, Rehabilitation, and Safety: (up to FY 22) \$247 million

Projects Under Design Up to PS&E (Ready to Let)

- Mobility: \$437 million

Projects Under Study

- Laredo Outer Loop approximately \$480 million

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

Antonio Rodriguez, HNTB, Inc., and Ruben Soto, RMA Chairman, spoke in favor of the RMA. Mr. Rodriguez stated the RMA would be developing the grant application for the Infrastructure for Rebuilding America (INFRA) Grant program. He stated City of Laredo would be the primary sponsor and would submit the application. The project

to be submitted was the upgrade of Loop 20 (Future IH 69W) to Interstate Standards, from International Boulevard to University Boulevard, which equates to approximately 4 miles of roadway. The total construction cost of the project is approximately \$132,500,000. The 3 proposed overpasses in the project (Shiloh Drive, Del Mar, and University Boulevard) are currently funded in the Laredo MPO Transportation Improvement Plan (TIP) for \$79,531,845. The RMA has committed to contribute \$10,000,000 to the construction cost of the project. If the grant application is approved, the City of Laredo would have up to 18 months from the time of the award to obligate the \$7,500,000 to the construction of the project.

CM. Montemayor made a motion to **allow** the RMA to apply for Infra Grant and to prepare the application for the City of Laredo for the project of the upgrade of Loop 20 (Future IH 69W) to Interstate Standards from International Boulevard to University Boulevard which equates to approximately 4 miles to roadway.

Second: CM. Altgelt
For: 5
Against: 0
Abstained: 0

Motion carried unanimously

VI. ADJOURNMENT

CM. Algelt made a motion to **adjourn** the meeting at 3:45 p.m.

Second: CM. Galo
For: 5
Against: 0
Abstained: 0

Motion carried unanimously

Vanessa Guerra,
Acting MPO Director

Pete Saenz, Mayor and LUTS
Chairperson

**LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM**

DATE: 2-19-19	SUBJECT: MOTION Authorizing a 2019 Call For Projects for the Laredo MPO Transportation Alternatives (TA) Set-Aside Program, in order to allocate \$1,176,000 in TA federal funds, requiring a 20% match of \$294,000, totaling \$1,470,000 in total project costs.
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INITIATED BY: TxDOT	STAFF SOURCE: Vanessa Guerra, Acting MPO Director
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PREVIOUS ACTION:
Previous TAP Call For Projects were authorized on February 11th, 2016, October 17, 2016, and March 19th, 2018.

BACKGROUND:

What is the Transportation Alternatives (TA)-Set-Aside Program - The FAST Act eliminated the MAP-21 Transportation Alternatives Program (TAP) and replaced it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

Eligible Projects - Largely, TA eligibilities are the same as those under the prior TAP. Types of projects eligible under TA for the Laredo MPO planning area include: non-motorized, active transportation bicycle and pedestrian facilities, community improvement activities such as landscaping and corridor beautification, planning, design and construction of urban thoroughfares/boulevards, and infrastructure and activities intended to improve safety and access to schools, etc. (See attached USDOT/FHWA Transportation Alternatives (TA) Set Aside Implementation Guidance)

The Laredo Metropolitan Planning Area includes the entire City of Laredo, and portions of Webb County.

Project Selection Process - The MPO Policy Committee, with assistance of MPO Staff, is responsible for selecting projects for the Laredo MPO Planning Area through a competitive process. In general, project selection procedures entail an issuance of a call for projects, project submittal, project evaluation based on the selection criteria, selection, and finally project implementation.

Approximately \$144,000 in TA funds remain from the 2018 allocation and \$344,000 is anticipated to be available in fiscal year 2019, in 2020 and in 2021, respectively.

Tap Funds							
Year	ALLOCATION	AWARD AMT	REMAINING ALLOCATION	Awarded	Project	Obl. Status	Year Obl. Req.
2013	\$345,484			Yes	Zacate Hike and Bike Project	yes	By Sept of 2016
2014	\$351,202	\$1,000,000	\$47,888	Yes	Zacate Hike and Bike Project	yes	By Sept of 2017
2015	\$351,202			yes	Zacate Hike and Bike Project	yes	By Sept of 2018
2016	\$358,015	\$717,903	-\$47,888	Yes	River Vega Hike and Bike Proj.	?	By Sept of 2019
2017	\$312,000			yes	River Vega Hike and Bike Proj.	?	By Sept of 2020
2018	\$344,000	\$200,000	\$144,000	partial	Transit Bus Stop Project	?	By Sept of 2021
2019	\$344,000	\$0	\$344,000				By Sept of 2022
2020	\$344,000	\$0	\$344,000				By Sept of 2023
2021	\$344,000	\$0	\$344,000				By Sept of 2024
	\$3,093,903	\$1,917,903	\$1,176,000				

COMMITTEE RECOMMENDATION: Approval	STAFF RECOMMENDATION: Approval.
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Transportation Alternatives (TA) Set-Aside Program Application Guidelines

2019 CALL FOR PROJECTS

**THE LAREDO URBAN TRANSPORTATION STUDY (LUTS)
METROPOLITAN PLANNING ORGANIZATION (MPO)**

**APPLICATION DEADLINE:
NOMINATION PACKAGES DUE BY:
APRIL 30TH, 2019
4:00 PM, CENTRAL STANDARD TIME**

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

The Laredo MPO must have the submitted application "in hand" at the City of Laredo, City Secretary offices by the application deadline. A postmark by the established deadline does not constitute an on-time application. In addition, supplemental information, other than administrative clarifications, will not be accepted after the application deadline. Incomplete applications or those not submitted by the deadline will not be accepted. Project sponsors are encouraged to submit their proposals far enough in advance of the submission deadline to allow Laredo MPO staff to review proposals for completeness.

Project proposals must consist of ten (10) original hard copies (including attachments) and one (1) electronic copy of all files on a CD, or USB drive.

Project proposals should be mailed or hand-delivered to:

Mail
Laredo MPO
Attn: City Secretary
City of Laredo
P.O. Box 579
Laredo, TX 78042-0579

Physical Location
Laredo MPO
Attn: City Secretary
City of Laredo
3rd Floor City Hall
1110 Houston St.
Laredo, Texas 78040

The information in this application is public record. Therefore, applicants should not include information regarded as confidential.

Table of Contents

- A. Program Overview for the Laredo MPO area
- B. Eligible TA-SET ASIDE PROGRAM Project Categories for the Laredo MPO area
- C. Eligible Entities to Receive TA-SET ASIDE PROGRAM Funds
- D. Funding and Match Requirements for the MPO area
- E. Program Call Sequence of Events
- F. Project Implementation

A. PROGRAM OVERVIEW (for the Laredo MPO area)

The TA Set-Aside program is authorized under the current transportation bill - Fixing America's Surface Transportation Act (FAST Act). The TA Set-Aside Program is similar to the former Transportation Alternatives, Transportation Enhancements, and Safe Routes to School programs.

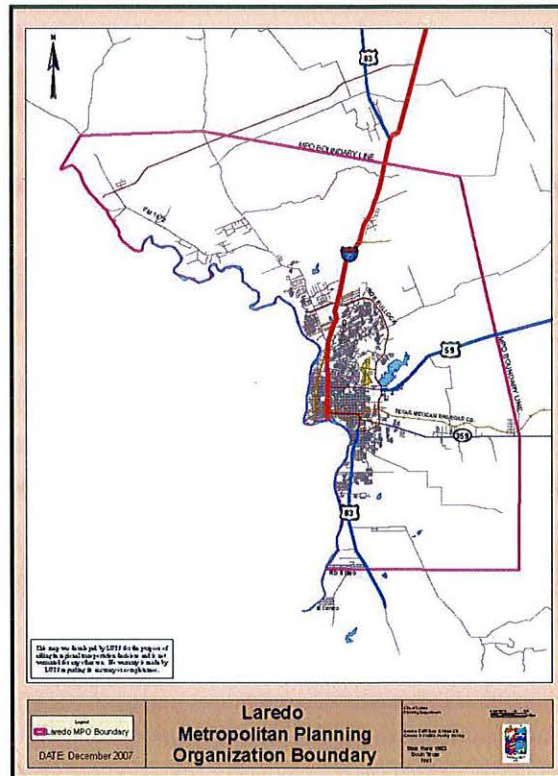
Be aware that the program rules have undergone changes since the 2012/2013 Transportation Enhancement Program Call by the Texas Department of Transportation (TxDOT).

Please study the rules and become familiar with all of the program requirements for the Transportation Alternative (TA) – Set Aside Program - for the Laredo MPO Planning Area. General types of projects eligible under Transportation Alternative (TA) – Set Aside Program for the Laredo MPO planning area include: on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, improved safety and access to schools, and boulevards and similar multi-modal roadways.

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

Approximately \$1,176,000 is anticipated to be available to fund Transportation Alternative (TA) – Set Aside Program projects in the Laredo Metropolitan Planning Area for fiscal years (2018 – \$144,000, 2019 – \$344,000, 2020 - \$344,000, and 2021 - \$344,000) . Said funds (\$1,176,000) require a 20% match, or \$294,000 in matching funds, totaling \$1,470,000 in total project costs. The MPO Policy Committee, with assistance of MPO Staff, is responsible for selecting projects for the Laredo MPO Planning Area through a competitive process. The Laredo Metropolitan Planning Area includes the entire City of Laredo, and portions of Webb County

Laredo Metropolitan Planning Area



The following list is not all inclusive; however it identifies the most basic program facts. Please contact the Laredo MPO early in the process for questions related to submitting a nomination package.

- **There is no limitation on the number of applications that may be submitted by an eligible entity.** However, entities submitting more than one application must rank the projects by priority. In addition, a separate resolution of local cash-match commitment from the eligible entity project sponsor (e.g. local government/agency) must be provided for each submitted application.
- **Federal guidance states that projects must be principally for transportation rather than purely recreational and must have logical endpoints.** For example, if a project proposes a looped trail system within a city park, this would be considered recreational and would not be considered eligible.
- **Consistent with other Federal-aid highway programs, Transportation Alternative (TA) – Set Aside Program funds are administered by TxDOT.** After project selection, a determination will be made as to whether the project will be administered by TxDOT or the local entity.
- **The Transportation Alternatives (TA) Set Aside Program is *not* a grant.** The funds provided are on a cost reimbursement basis. Therefore, it is important to understand that the applicant will need adequate cash flow to accommodate the payment of 100 percent of the project costs. Applicants will be reimbursed with the Federal portion after the work has been accomplished.

- **The local match must be cash.** A resolution of local cash-match commitment from the eligible entity project sponsor (e.g. local government/agency) must be provided with the application. **In certain limited circumstances in-kind contributions non-cash donations may be considered but only after consultation with FHWA and TxDOT. Consultation should occur prior to application submission.**
- **The eligible entity project sponsor is responsible for any and all cost overruns.**
- **The Laredo MPO Policy Committee will approve all final projects and funding levels.** Itemized budgets submitted for Transportation Alternative (TA) – Set Aside Program funding will be reviewed by the Federal Highway Administration (FHWA), TxDOT, and the Laredo MPO to ensure work activities are eligible and itemized costs are reasonable. Based on available funds, project application requests for Transportation Alternative (TA) – Set Aside Program funds may not be fully funded.
- **Prior to Project Letting.** Applicants must have a fully executed Advanced Funding Agreement (AFA) with the Laredo TxDOT District and comply with all applicable state and federal requirements related to the development of federal-aid highway projects. The AFA must be executed within one year from the date of selection by the MPO Policy Committee or risk loss of federal funding.
- **Administrative Fee.** TxDOT may impose an administrative fee of up to 15% of the project cost. The fee is an eligible expense covered with awarded funds but for which applicants must account when calculating the availability of funds for construction.
- **Selected projects must be included in the MPO's Transportation Improvement Program and the Statewide Transportation Improvement Program prior to project letting.**
- **Commence Construction.** Transportation Alternative (TA) – Set Aside Program Projects must advance to construction within three years from the date of selection by the MPO Policy Committee or risk loss of federal funding.
- **All on-system projects must follow TxDOT procedures.**
- **Regardless of whether the projects are located within the right-of-way of a Federal-aid highway, the treatment of projects will require:** project agreements, authorization to proceed prior to incurring costs, prevailing wage rates (Davis-Bacon), Buy America, and competitive bidding.
- **Projects should benefit the general public, and not only a private entity.**

B. ELIGIBLE TRANSPORTATION ALTERNATIVE (TA) – SET ASIDE PROGRAM PROJECT CATEGORIES (for the Laredo MPO area)

The Federally funded Transportation Alternative (TA) – Set Aside Program offers opportunities to expand transportation choices and enhance the transportation experience through several categories of activities related to the surface transportation system. The Transportation Alternative (TA) – Set Aside Program categories set forth below are eligible for application in the 2019 Call for Projects- for the Laredo MPO area.

1. Provision of Facilities for Active Transportation (pedestrians and bicycles)

Active transportation projects are those that make non-motorized transport safe, convenient, and appealing. Such projects eligible for Transportation Alternative (TA) – Set Aside Program funding include the following activities as defined in 23 U.S.C. 101(a)(29) or 213, as such provisions were in effect on the day before the date of enactment of the FAST Act.

- a. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
- b. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- c. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- d. Construction of turnouts, overlooks, and viewing areas.

2. Community Improvement Activities

- a. Inventory, control, or removal of outdoor advertising.
- b. Landscaping and other scenic beautification. Under the "Community Improvement Activities" category, projects such as streetscaping and corridor landscaping may be eligible under this program if selected through the required competitive process.

3. Urban Thoroughfares/Boulevards

Transportation Alternative (TA) – Set Aside Program funds are eligible for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways, often parallel to freeway facilities. Transportation Alternative (TA) – Set Aside Program projects are not required to be located along Federal-aid highways.

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

pedestrian and transit user accommodations, on- street parking, and other amenities and design elements suitable for the adjoining land uses.

A boulevard is defined as a:

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

Source: ITE: Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, page 52.

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

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

4. Provision of Facilities that Improve Safety and Access to Schools (infrastructure and non- infrastructure)

The Safety and Access to Schools project category includes the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school. For purposes of this Call for Projects, this category includes similar “Active Transportation” category projects that improve safety and access to any public or private school including elementary, secondary, and higher education institutions.

a. Infrastructure-related projects.

http://www.fhwa.dot.gov/environment/safe_routes_to_school/guidance/#toc123542197

Eligible infrastructure-related projects include the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including:

- Sidewalk improvements
- Traffic-calming and speed-reduction improvements
- Pedestrian and bicycle crossing improvements
- On-street bicycle facilities
- Off-street bicycle and pedestrian facilities
- Secure bicycle parking facilities
- Traffic diversion improvements in the vicinity of schools (Section 1404(f)(1)(A))

Some examples of Infrastructure Related projects are:

- Sidewalk improvements: new sidewalks, sidewalk widening, sidewalk gap closures, sidewalk repairs, curbs, gutters, and curb ramps.
- Traffic calming and speed reduction improvements: roundabouts, bulb-outs, speed humps, raised crossings, raised intersections, median refuges, narrowed traffic lanes, lane reductions, full- or half-street closures, automated speed enforcement, and variable speed limits.
- Pedestrian and bicycle crossing improvements: crossings, median refuges, raised crossings, raised intersections, traffic control devices (including new or upgraded traffic signals, pavement markings, traffic stripes, in-roadway crossing lights, flashing beacons, bicycle-sensitive signal actuation devices, pedestrian countdown signals, vehicle speed feedback signs, and pedestrian activated signal upgrades), and sight distance improvements.
- On-street bicycle facilities: new or upgraded bicycle lanes, widened outside lanes or roadway shoulders, geometric improvements, turning lanes, channelization and roadway realignment, traffic signs, and pavement markings.
- Off-street bicycle and pedestrian facilities: exclusive multi-use bicycle and pedestrian trails and pathways that are separated from a roadway.
- Secure bicycle parking facilities: bicycle parking racks, bicycle lockers, designated areas with safety lighting, and covered bicycle shelters.
- Traffic diversion improvements: separation of pedestrians and bicycles from vehicular traffic adjacent to school facilities, and traffic diversion away from school zones or designated routes to a school.
- **(The above listing is not inclusive of all eligible projects)**

Project Location

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

b. Non-infrastructure-related activities.

http://www.fhwa.dot.gov/environment/safe_routes_to_school/guidance/#toc123542199

Eligible non-infrastructure activities *are* activities to encourage walking and bicycling to school, including:

- public awareness campaigns and outreach to press and community leaders
- traffic education and enforcement in the vicinity of schools
- student sessions on bicycle and pedestrian safety, health, and environment

Safety and educational activities for pedestrians and bicyclists is not an eligible activity, except for activities targeting children in kindergarten through 8th grade.

Some examples of Non-Infrastructure Related projects are:

- Creation and reproduction of promotional and educational materials.
- Bicycle and pedestrian safety curricula, materials and trainers.

- Training, including SRTS training workshops that target school- and community-level audiences.
- Photocopying, duplicating, and printing costs, including CDs, DVDs, etc.
- Mailing costs.
- Costs for additional law enforcement or equipment needed for enforcement activities.
- Equipment and training needed for establishing crossing guard programs.

(The above listing is not inclusive of all eligible projects)

Project Location

Traffic education and enforcement activities must take place within approximately two miles of a primary or middle school (grades K – 8). Other eligible activities under the non-infrastructure portion of the SRTS Program do not have a location restriction. Education and encouragement activities are allowed at private schools as long as other non-infrastructure program criteria are fulfilled.

NOTE: In accordance with FAST Act, Transportation Alternative (TA) – Set Aside Program funds cannot be used for the following elements of Eligible Projects and also cannot be counted toward the minimum local funding match:

- Promotional activities, except as permitted under SRTS (non-Infrastructure implementation activities related to education, encouragement, and enforcement)
- General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas and pavilions, etc.
- Routine maintenance and operations

C. ENTITIES ELIGIBLE TO RECEIVE TRANSPORTATION ALTERNATIVE (TA) – SET ASIDE PROGRAM FUNDS

The Eligible Entities to receive Transportation Alternative (TA) – Set Aside Program funds are:

- Local governments
- Regional transportation authorities
- Transit agencies
- School districts, local education agencies, or schools
- Tribal governments
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails

Nonprofit organizations are not eligible as direct grant recipients for Transportation Alternative (TA) – Set Aside Program funds. However, nonprofits are allowed to partner with an eligible entity on a Transportation Alternative (TA) – Set Aside Program projects.

D. FUNDING AND MATCH REQUIREMENTS (for the Laredo MPO area) Funding

Target

The Laredo MPO Policy Committee has established the following funding target \$1,176,000 as the maximum funding award per project in the Laredo MPO planning area. There is no limitation on the number of project awards per Eligible Entity receiving Transportation Alternative (TA) – Set Aside Program funds. However, Eligible Entities must provide proof of local match funding availability for each of the Entity's submitted project applications.

Minimum Local Match Requirements

The Laredo MPO Policy Committee has established a 20% minimum local match requirement. **The local match must be cash except that in certain limited circumstances in-kind contributions non-cash donations may be considered but only after consultation with FHWA and TxDOT**

For most Transportation Alternative (TA) – Set Aside Program projects, including Safe Routes to Schools (SRTS) projects funded with Transportation Alternative (TA) – Set Aside Program funds, the Federal share is the same as for the general Federal aid highway program: 80 percent Federal/20 percent Local.

. E. PROGRAM CALL SEQUENCE OF EVENTS

Nomination Submission to the Laredo MPO

Project nominations must be coordinated with and delivered to City of Laredo, City Secretary's office before the deadline. Project nominators are limited to local entities eligible to receive and manage Federal transportation funds.

Evaluation and Selection Process

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

The Laredo MPO will evaluate eligible projects that are submitted by eligible entities through a competitive process for the Laredo MPO area. Recommended projects and specific funding allocations under the competitive process will be provided to the MPO Policy Committee. The MPO Policy Committee will make final selection of projects and funding allocations. The Laredo MPO will notify all selected project nominating entities. Consistent with other Federal-aid highway programs, Transportation Alternative (TA) – Set Aside Program funds are administered by TxDOT.

Through this program, the Laredo MPO Policy Committee seeks to prioritize investments in multi-modal transportation projects including facilities for pedestrians, bicyclists, and other non-drivers. Projects submitted under this Call for Projects will be evaluated to identify the projects or programs that represent the best use of available Transportation Alternative (TA) – Set Aside Program funds by implementing the priorities adopted by the MPO Policy Committee and the transportation needs of local communities and the region. Project evaluations applications submitted for this Call for Projects will be based on evaluation criteria, scoring points, and other factors as approved by the Laredo MPO Policy Committee and listed on the following page.

Evaluation Category	Scoring (pts)	Description	Factors
Making Network Linkages and Connections	25	Improves connections between neighborhoods, and community facilities	<ul style="list-style-type: none"> ➤ Network continuity (gap closures, extension of facilities) ➤ Facilities providing access to rail stations or bus stops (trails, sidewalks, on-street bicycle facilities)
Implementing Active Transportation and Mobility Plan	20	Improves ability to use walking and bicycling facilities for everyday activities including travel to work, school, and shopping	<ul style="list-style-type: none"> ➤ Implements a planned facility in <i>any</i> local On-Street Bicycle Facility Plan, Pedestrian Facility Plan, SRTS Plan, or other related community Master Plan adopted by the City or County Governing Body
Improving Safety	15	Provides safer and less intimidating facilities for pedestrians, bicyclists, and other non-drivers	<ul style="list-style-type: none"> ➤ Improving safety in areas with high numbers of crashes ➤ Improving crossings, signalization, traffic calming ➤ Provides separate facilities for various transportation modes
Reducing Barriers	10	Improves access and/or provides safe crossings for pedestrians, bicyclists, and other non-drivers at an existing obstacle to travel	<ul style="list-style-type: none"> ➤ Provides a grade-separated crossing under or over a barrier (e.g. water body, major roadways, railroads)
Connecting to Employment, Households, and Activity Centers	10	Provides access to major destinations and large number of residents or employees	<ul style="list-style-type: none"> ➤ Proximity to employment districts, schools, households, and other special generators ➤ Provides direct connections to transit (shared use paths, sidewalks, and on street bikeways)
Providing Environmental Benefits	10	Helps reduce congestion and improves air quality	<ul style="list-style-type: none"> ➤ Congestion and air quality benefits ➤ Benefits and impacts to the environment
Serving Disadvantaged (Environmental Justice) Areas	5	Provides access in underserved communities	<ul style="list-style-type: none"> ➤ Improves access for areas with greater percentages of minorities and low-income households compared to the planning area average
Creating Economic Dev. Opportunities	5	Results in benefits exceeding costs	<ul style="list-style-type: none"> ➤ Investment provides increased benefit to the community and the region through revitalization, redevelopment, and job creation
Total			
Project Readiness and Other Factors (additional bonus)	15	Project readiness/ability to initiate construction quickly	<ul style="list-style-type: none"> ➤ Associated with TxDOT proposed "off-system" roadways ➤ Status of stakeholder/community feedback and support ➤ Status of engineering/design ➤ Status of environmental approvals (if applicable) ➤ Additional local funding overmatch ➤ Geographic distribution

F. PROJECT IMPLEMENTATION

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

Please remember that the project may be eliminated from the program if:

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

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

- C. A motion to allocate \$43 million dollars from the 2020 Unified Transportation Plan (UTP) to the frontage road projects on highway US 59-Future IH 69. This allocation will fund a portion of the frontage roads needed along US 59.

Angelica Quijano

From: Roberto Rodriguez III <Roberto.Rodriguez@txdot.gov>
Sent: Wednesday, February 13, 2019 10:21 AM
To: Vanessa Guerra; Angelica Quijano
Cc: Melisa Montemayor; David Salazar
Subject: New Policy Item- MPO Meeting (02/19/19)

Vanessa,

The Laredo District will like to include the following item on the agenda of the next MPO meeting:

A motion to allocate \$ 43.00 Million dollars from the 2020 Unified Transportation Plan (UTP) to the frontage road projects on highway US 59-Future IH 69. This allocation will fund a portion of the frontage roads needed along US 59.

Please let us know if you need additional information.

Thanks,
Roberto Rodriguez, P.E.
TP&D-Advanced Planning Supervisor
Laredo District
1817 Bob Bullock Lp
Laredo TX 78043
(956) 712-7735 (Direct)
(956) 333-4075 (Cell)

A Texas Department of Transportation (TxDOT) message

BE SAFE. DRIVE SMART.

2019 Unified Transportation Program

Laredo

Project Listing
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Maverick County

CSJ 0300-01-098	District LAREDO	COUNTY MAVERICK	UTP AUTHORITY Let	TOLL No	US 277	Ranking Tier 2
Limits From	0.30 MI W OF US 57					
Limits To	0.30 MI E OF US 57					
Project Description	REHABILITATION OF EXISTING HIGHWAY		Previously Authorized			
			Est Const Cost: \$2,868,020			
Programmed Construction Funding						
Category	Description	Authorized	Other	Total		
10	COORD BORDER INFRASTRUCT	\$2,868,020	\$0	\$2,868,020		
Total		\$2,868,020	\$0	\$2,868,020		

Val Verde County

CSJ 0922-11-032	District LAREDO	COUNTY VAL VERDE	UTP AUTHORITY Let	TOLL No	VA	Ranking Tier 3
Limits From	109 LF SOUTH OF UP-RR TRACKS,					
Limits To	ALDERETE LANE					
Project Description	REHABILITATION OF EXISTING HIGHWAY		Previously Authorized			
			Est Const Cost: \$3,306,000			
Programmed Construction Funding						
Category	Description	Authorized	Other	Total		
10	COORD BORDER INFRASTRUCT	\$3,306,000	\$0	\$3,306,000		
10	LANDSCAPE INCENTIVE AWDS	\$0	\$326,139	\$326,139		
3	LOCAL	\$0	\$30,000	\$30,000		
Total		\$3,306,000	\$356,139	\$3,662,139		

CS Ranking Tier **3**

CSJ 0922-11-036	District LAREDO	COUNTY VAL VERDE	UTP AUTHORITY Let	TOLL No	CS	Ranking Tier 3
Limits From	FRONTERA ROAD					
Limits To	NICHOLSON STREET					
Project Description	REHABILITATION OF EXISTING HIGHWAY		Previously Authorized			
			Est Const Cost: \$1,500,000			
Programmed Construction Funding						
Category	Description	Authorized	Other	Total		
10	COORD BORDER INFRASTRUCT	\$1,500,000	\$0	\$1,500,000		
Total		\$1,500,000	\$0	\$1,500,000		

Webb County

CSJ 0018-06-183	District LAREDO	COUNTY WEBB	UTP AUTHORITY Let	TOLL No	IH 35	Ranking Tier 1
Limits From	0.5 MI SOUTH OF US59-SL20					
Limits To	0.50 MI EAST OF IH35 / US59-SL20					
Project Description	CONSTRUCTION OF DIRECT CONNECTOR INTERCHANGE (DC#5)		Previously Authorized			
			Est Const Cost: \$30,000,000			
Programmed Construction Funding						
Category	Description	Authorized	Other	Total		
4	REGIONAL CONNECTIVITY	\$30,000,000	\$0	\$30,000,000		
Total		\$30,000,000	\$0	\$30,000,000		

IH 35 Ranking Tier **1**

CSJ 0018-06-136	District LAREDO	COUNTY WEBB	UTP AUTHORITY Construct	TOLL No	IH 35	Ranking Tier 1
Limits From	SHILOH DRIVE					
Limits To	0.25 MILES N. OF US 59/ IH 69W					
Project Description	WIDEN OF MAINLANES AND RR GRADE SEPARATION		Previously Authorized			
			Est Const Cost: \$54,000,000			
Programmed Construction Funding						
Category	Description	Authorized	Other	Total		
12	STRATEGIC PRIORITY	\$18,000,000	\$0	\$18,000,000		
4	URBAN CONNECTIVITY	\$27,000,000	\$0	\$27,000,000		
2M	METRO CORRIDOR	\$9,000,000	\$0	\$9,000,000		
Total		\$54,000,000	\$0	\$54,000,000		

2019 Unified Transportation Program

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Project Listing
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CSJ 0086-14-078	District LAREDO	COUNTY WEBB	UTP AUTHORITY Construct	TOLL No	US 59	Ranking Tier 2
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Limits From 0.50 MI S OF JACAMAN
Limits To 0.50 MI N OF JACAMAN

Previously Authorized

Project Description CONSTRUCTION OF INTERCHANGE

Est Const Cost: \$19,691,424

Programmed Construction Funding

Category	Description	Authorized	Other	Total
12	STRATEGIC PRIORITY	\$17,000,000	\$0	\$17,000,000
2M	METRO CORRIDOR	\$2,691,424	\$0	\$2,691,424
Total		\$19,691,424	\$0	\$19,691,424

CSJ 0922-33-178	District LAREDO	COUNTY WEBB	UTP AUTHORITY Construct	TOLL No	CS	Ranking Tier 3
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Limits From WORLD TRADE INTERNATIONAL BRIDGE
Limits To .

New Project

Project Description CONSTRUCTION OF INSPECTION BOOTHS

Est Const Cost: \$10,000,000

Programmed Construction Funding

Category	Description	Authorized	Other	Total
10	COORD BORDER INFRASTRUCT	\$0	\$10,000,000	\$10,000,000
3	LOCAL	\$0	\$300,000	\$300,000
Total		\$0	\$10,300,000	\$10,300,000

CSJ 0018-05-089	District LAREDO	COUNTY WEBB	UTP AUTHORITY Construct	TOLL No	IH 35	Ranking Tier 1
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Limits From 0.500 MI S OF UNIROYAL INTERCHANGE
Limits To 2.68 MI N OF UNIROYAL INTERCHANGE

Previously Authorized

Project Description REPLACEMENT OF EXISTING BRIDGE

Est Const Cost: \$65,000,000

Programmed Construction Funding

Category	Description	Authorized	Other	Total
4	REGIONAL CONNECTIVITY	\$65,000,000	\$0	\$65,000,000
Total		\$65,000,000	\$0	\$65,000,000

CSJ 0018-05-094	District LAREDO	COUNTY WEBB	UTP AUTHORITY Construct	TOLL No	IH 35	Ranking Tier 1
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Limits From 2.68 MI N OF UNIROYAL INT(MM 16.0)
Limits To 1.2 MI N OF US 83 INT(MM 19.674)

Previously Authorized

Project Description OVERPASS REPLACEMENT AND WIDENING OF FREEWAY (6 LANES)

Est Const Cost: \$75,000,000

Programmed Construction Funding

Category	Description	Authorized	Other	Total
4	REGIONAL CONNECTIVITY	\$75,000,000	\$0	\$75,000,000
Total		\$75,000,000	\$0	\$75,000,000

CSJ 0086-14-075	District LAREDO	COUNTY WEBB	UTP AUTHORITY Construct	TOLL No	US 59	Ranking Tier 2
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Limits From 0.50 MI S OF DEL MAR BLVD
Limits To 0.50 MI N OF DEL MAR BLVD

Previously Authorized

Project Description CONSTRUCTION OF INTERCHANGE

Est Const Cost: \$24,100,000

Programmed Construction Funding

Category	Description	Authorized	Other	Total
2M	METRO CORRIDOR	\$24,100,000	\$0	\$24,100,000
Total		\$24,100,000	\$0	\$24,100,000

CSJ 0086-14-076	District LAREDO	COUNTY WEBB	UTP AUTHORITY Construct	TOLL No	US 59	Ranking Tier 2
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Limits From 0.50 MI S OF SHILOH ROAD
Limits To 0.50 MI N OF SHILOH ROAD

Previously Authorized

Project Description CONSTRUCTION OF INTERCHANGE

Est Const Cost: \$21,500,000

Programmed Construction Funding

Category	Description	Authorized	Other	Total
2M	METRO CORRIDOR	\$21,500,000	\$0	\$21,500,000
Total		\$21,500,000	\$0	\$21,500,000

2019 Unified Transportation Program

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CSJ 0086-14-079 District LAREDO COUNTY WEBB UTP AUTHORITY Construct TOLL No **US 59** Ranking Tier 2

Limits From 0.50 MI S OF UNIVERSITY BLVD
Limits To 0.50 MI N OF UNIVERSITY BLVD **Previously Authorized**
Project Description CONSTRUCTION OF INTERCHANGE Est Const Cost: \$16,850,000

Programmed Construction Funding

Category	Description	Authorized	Other	Total
2M	METRO CORRIDOR	\$16,850,000	\$0	\$16,850,000
	Total	\$16,850,000	\$0	\$16,850,000

CSJ 0922-33-166 District LAREDO COUNTY WEBB UTP AUTHORITY Develop TOLL No **CS** Ranking Tier 3

Limits From 0.1 MILE EAST OF BELTWAY PARKWAY
Limits To IH 35 WEST FRONTAGE ROAD **Previously Authorized**
Project Description NEW 5 LANE RURAL HIGHWAY Est Const Cost: \$21,740,668

Programmed Construction Funding

Category	Description	Authorized	Other	Total
10	COORD BORDER INFRASTRUCT	\$300,000	\$0	\$300,000
7	STP-MM/REHABILITATION	\$0	\$21,440,668	\$21,440,668
	Total	\$300,000	\$21,440,668	\$21,740,668

CSJ 0086-14-077 District LAREDO COUNTY WEBB UTP AUTHORITY Develop TOLL No **US 59** Ranking Tier 2

Limits From 0.50 MI S OF INTERNATIONAL AIRPORT
Limits To 0.50 MI N OF INTERNATIONAL AIRPORT **Previously Authorized**
Project Description CONSTRUCTION OF INTERCHANGE Est Const Cost: \$14,785,990

Programmed Construction Funding

Category	Description	Authorized	Other	Total
2M	METRO CORRIDOR	\$12,355,990	\$0	\$12,355,990
	Total	\$12,355,990	\$0	\$12,355,990

STATEWIDE

Funding Category	2019 UTP Funding Authorizations
1 - Preventive Maintenance and Rehabilitation	\$13,787,540,000
2 - Metro and Urban Area Corridor Projects	\$12,639,370,000
3 - Non-Traditionally Funded Transportation Projects	\$5,394,760,000
4 - Statewide Connectivity Corridor Projects	\$12,105,420,000
5 - Congestion Mitigation and Air Quality Improvement	\$2,220,410,000
6 - Structures Replacement and Rehabilitation	\$3,489,560,000
7 - Metropolitan Mobility and Rehabilitation	\$4,506,150,000
8 - Safety	\$3,349,350,000
9 - Transportation Alternatives	\$880,500,000
10 - Supplemental Transportation Projects	\$536,490,000
11 - District Discretionary	\$3,141,920,000
12 - Strategic Priority	\$13,308,000,000
TOTAL UTP FUNDING: CATEGORIES 1-12	\$75,359,470,000
Notes:	

Category 10 includes Federal Earmark Match

Category 2: Metropolitan (TMA) and Urbanized (Non-TMA) Corridor 10-YR Programming and Planning Summary (Total All Cat 2 Funds)

District/MPO/Division	Program Base Adjustment*	FY19 Program Allocation	FY19 Total Planning Target (10 year program)	Current Approved Programming	Balance Available for Programming
(ABL) AbileneMPO	(\$5,150,000)	\$ 68,200,000	\$ 63,050,000	\$36,650,000	\$26,400,000
(AMA) Amarillo MPO	\$14,260,000	\$ 108,400,000	122,660,000	\$122,660,000	\$0
(ATL) Texarkana MPO	\$270,000	\$ 43,500,000	43,770,000	\$43,770,800	\$0
(AUS) CAMPO TMA	\$139,510,000	\$ 1,177,750,000	1,317,260,000	\$1,024,544,690	\$292,720,000
(BMT & HOU) HGAC TMA	(\$232,100,000)	\$ 3,295,400,000	3,063,300,000	\$2,495,963,198	\$567,340,000
(BMT) JOHRTS MPO	(\$12,010,000)	\$ 297,020,000	285,010,000	\$285,010,000	\$0
(BRY) Bryan-College Station MPO	\$10,070,000	\$ 134,200,000	144,270,000	\$133,870,000	\$10,400,000
(CRP) Corpus Christi TMA	\$1,770,000	\$ 181,930,000	183,700,000	\$154,500,000	\$29,200,000
(DAL, FTW & PAR) NCTCOG TMA	(\$56,500,000)	\$ 3,831,870,000	3,775,370,000	\$2,911,774,154	\$863,600,000
(ELP) El Paso TMA	\$16,650,000	\$ 371,190,000	387,840,000	\$387,835,380	\$0
(LRD) Laredo TMA	\$7,600,000	\$ 112,480,000	120,080,000	\$86,497,414	\$33,580,000
(LBB) Lubbock TMA	\$760,000	\$ 113,730,000	114,490,000	\$114,490,000	\$0
(ODA) Permian Basin MPO	(\$1,190,000)	\$ 175,240,000	174,050,000	\$140,355,000	\$33,700,000
(PAR) Sherman-Denison MPO	\$11,450,000	\$ 85,500,000	96,950,000	\$33,286,022	\$63,660,000
(PHR) Harlingen-San Benito MPO	(\$600,000)	\$ 89,800,000	89,200,000	\$89,190,000	\$10,000
(PHR) Hidalgo County TMA	\$2,510,000	\$ 365,630,000	368,140,000	\$365,750,426	\$2,390,000
(PHR) Brownsville TMA	(\$6,630,000)	\$ 99,070,000	92,440,000	\$92,143,000	\$300,000
(SJT) San Angelo MPO	(\$3,050,000)	\$ 44,270,000	41,220,000	\$37,110,000	\$4,110,000
(SAT) AAMPO	(\$66,710,000)	\$ 1,202,290,000	1,135,580,000	\$1,135,525,000	\$60,000
(TYL) Tyler MPO	(\$11,310,000)	\$ 162,000,000	150,690,000	\$140,730,000	\$9,960,000
(TYL) Longview MPO	\$540,000	\$ 80,600,000	81,140,000	\$79,270,000	\$1,870,000
(WAC) Killeen-Temple TMA	(\$410,000)	\$ 244,850,000	244,440,000	\$190,450,000	\$53,990,000
(WAC) Waco MPO	(\$14,210,000)	\$ 228,650,000	214,440,000	\$80,000,000	\$134,440,000
(WFS) Wichita Falls MPO	(\$2,270,000)	\$ 55,740,000	53,470,000	\$22,025,000	\$31,450,000
(YKM) Victoria MPO	(\$4,490,000)	\$ 70,060,000	65,570,000	\$47,200,000	\$18,370,000
Statewide	-	-	-	-	-
Statewide Unallocated	-	-	-	-	-
TOTAL	\$ (211,240,000)	\$ 12,639,370,000	\$ 12,428,130,000	\$ 10,250,600,084	\$ 2,177,550,000

Notes:

Funding allocations and project listings identified in the UTP that generally involve allocations in Categories 2, 4, 11 and 12 may be subject to further consideration by the Texas Transportation Commission to ensure that the Texas Department of Transportation and designated Planning Organizations (TxDOT Districts and Metropolitan Planning Organizations) have complied with the proper performance requirements. Any proposed revisions to funding allocations or project listings will be addressed in future updates to the UTP

Fiscal Year Authorizations represent proposed authorized funding on programmed projects. Total 10-year funding is current proposed distribution plus base adjustments/FTRs previously approved by the Texas Transportation Commission.

MPO 10-year target allocations are based on the funding target formula with TMAs receiving 87% of Category 2 funding and MPOs operating in areas that are non-TMA receiving 13% of Category 2 funding. Distribution formula factors include total vehicle miles, population, on-system lane miles, truck on-system vehicle miles, congestion, crash and poverty factors.

Overall programming may not exceed the total 10-year funding target available. TxDOT administration may approve funding adjustments between fiscal years to achieve statewide letting and programming targets.

*The program base adjustment column includes funds carried forward from FY18 and earlier into the new program. These adjustments include projects that let for construction, funds previously authorized, and other impacts to the cashflow forecast.

Traditional Planning Target Funding Summary by District/MPO/DIV: Cats 1, 2, 4, 5, 6, 7, 8, 9, 10, 11 and 12

District/MPO/Division	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	TOTALS
Abilene	\$ 79,580,000	\$ 73,400,000	\$ 115,770,000	\$ 70,990,000	\$ 71,980,000	\$ 68,660,000	\$ 68,490,000	\$ 74,820,000	\$ 74,980,000	\$ 74,950,000	\$ 773,620,000
Amarillo	\$ 170,240,000	\$ 102,230,000	\$ 99,840,000	\$ 93,160,000	\$ 96,750,000	\$ 93,490,000	\$ 94,500,000	\$ 99,070,000	\$ 99,290,000	\$ 99,190,000	\$ 1,047,760,000
Atlanta	\$ 52,140,000	\$ 103,005,781	\$ 64,235,000	\$ 44,220,000	\$ 78,491,304	\$ 200,775,000	\$ 207,600,000	\$ 49,260,000	\$ 49,390,000	\$ 49,400,000	\$ 898,517,085
Austin	\$ 142,970,000	\$ 416,828,746	\$ 110,970,000	\$ 93,350,000	\$ 142,250,000	\$ 116,870,000	\$ 619,460,000	\$ 212,040,000	\$ 130,920,000	\$ 123,550,000	\$ 2,109,208,746
Beaumont	\$ 167,780,000	\$ 67,380,000	\$ 529,750,000	\$ 44,450,000	\$ 162,170,000	\$ 49,380,000	\$ 47,110,000	\$ 55,330,000	\$ 54,460,000	\$ 52,720,000	\$ 1,230,530,000
Brownwood	\$ 26,540,000	\$ 63,517,500	\$ 24,430,000	\$ 24,540,000	\$ 23,970,000	\$ 23,380,000	\$ 23,500,000	\$ 25,070,000	\$ 25,180,000	\$ 25,320,000	\$ 285,447,500
Bryan	\$ 70,440,000	\$ 61,080,000	\$ 262,750,000	\$ 285,940,000	\$ 309,770,000	\$ 63,860,000	\$ 140,090,000	\$ 148,770,000	\$ 68,660,000	\$ 68,160,000	\$ 1,479,520,000
Childress	\$ 29,870,000	\$ 42,800,000	\$ 28,240,000	\$ 28,370,000	\$ 27,950,000	\$ 27,510,000	\$ 27,670,000	\$ 29,010,000	\$ 29,170,000	\$ 29,340,000	\$ 299,930,000
Corpus Christi	\$ 110,690,000	\$ 231,360,000	\$ 96,400,000	\$ 176,560,000	\$ 116,800,000	\$ 95,590,000	\$ 119,600,000	\$ 104,770,000	\$ 312,150,000	\$ 104,030,000	\$ 1,467,950,000
Dallas	\$ 1,138,075,800	\$ 246,155,000	\$ 186,420,000	\$ 216,710,000	\$ 315,480,000	\$ 258,880,000	\$ 212,890,000	\$ 273,830,000	\$ 265,090,000	\$ 248,610,000	\$ 3,362,140,800
El Paso	\$ 141,240,000	\$ 48,960,000	\$ 53,630,407	\$ 64,228,369	\$ 57,810,000	\$ 49,130,000	\$ 46,200,000	\$ 56,320,000	\$ 55,170,000	\$ 52,910,000	\$ 625,598,776
Fort Worth	\$ 181,626,750	\$ 186,962,445	\$ 129,353,000	\$ 455,482,000	\$ 165,630,000	\$ 138,620,000	\$ 128,910,000	\$ 158,860,000	\$ 154,920,000	\$ 147,350,000	\$ 1,847,714,195
Houston	\$ 315,710,000	\$ 524,830,000	\$ 877,680,000	\$ 275,550,000	\$ 836,970,000	\$ 508,980,000	\$ 235,790,000	\$ 314,240,000	\$ 300,620,000	\$ 279,510,000	\$ 4,469,880,000
Laredo	\$ 123,500,000	\$ 61,340,000	\$ 102,430,000	\$ 207,540,000	\$ 69,910,000	\$ 64,600,000	\$ 63,970,000	\$ 72,620,000	\$ 72,540,000	\$ 72,160,000	\$ 910,610,000
Lubbock	\$ 83,650,000	\$ 66,920,000	\$ 73,260,000	\$ 73,420,000	\$ 76,290,000	\$ 71,980,000	\$ 71,420,000	\$ 78,820,000	\$ 78,810,000	\$ 78,480,000	\$ 753,050,000
Lufkin	\$ 144,991,000	\$ 186,142,910	\$ 32,980,000	\$ 212,000,000	\$ 100,660,000	\$ 32,350,000	\$ 32,550,000	\$ 33,910,000	\$ 34,110,000	\$ 34,320,000	\$ 844,013,910
Odessa	\$ 254,680,400	\$ 102,770,000	\$ 191,292,800	\$ 201,410,000	\$ 101,930,000	\$ 90,300,000	\$ 89,170,000	\$ 109,760,000	\$ 109,490,000	\$ 108,710,000	\$ 1,359,513,200
Paris	\$ 82,120,000	\$ 132,543,000	\$ 65,610,000	\$ 145,840,000	\$ 95,600,000	\$ 88,560,000	\$ 66,250,000	\$ 70,300,000	\$ 70,410,000	\$ 70,290,000	\$ 887,523,000
Pharr	\$ 238,594,600	\$ 119,740,000	\$ 115,020,000	\$ 53,530,000	\$ 164,410,000	\$ 63,500,000	\$ 59,110,000	\$ 115,585,000	\$ 71,060,000	\$ 67,640,000	\$ 1,068,189,600
San Angelo	\$ 70,160,000	\$ 128,225,352	\$ 52,170,000	\$ 52,320,000	\$ 58,079,100	\$ 49,290,000	\$ 57,680,000	\$ 54,820,000	\$ 54,930,000	\$ 54,920,000	\$ 632,594,452
San Antonio	\$ 314,960,000	\$ 619,380,000	\$ 493,800,000	\$ 163,530,000	\$ 212,310,000	\$ 185,230,000	\$ 176,010,000	\$ 207,540,000	\$ 204,030,000	\$ 196,960,000	\$ 2,773,750,000
Tyler	\$ 75,500,000	\$ 67,290,000	\$ 113,680,000	\$ 221,400,000	\$ 99,640,000	\$ 146,040,000	\$ 67,230,000	\$ 74,740,000	\$ 74,230,000	\$ 73,020,000	\$ 1,012,770,000
Waco	\$ 301,250,000	\$ 78,250,000	\$ 69,270,000	\$ 68,800,000	\$ 88,250,000	\$ 77,860,000	\$ 74,250,000	\$ 86,240,000	\$ 84,890,000	\$ 82,130,000	\$ 1,011,190,000
Wichita Falls	\$ 42,660,000	\$ 46,480,000	\$ 377,478,536	\$ 38,140,000	\$ 214,680,000	\$ 37,730,000	\$ 37,470,000	\$ 40,820,000	\$ 40,840,000	\$ 40,690,000	\$ 916,988,536
Yoakum	\$ 226,670,000	\$ 240,940,000	\$ 71,670,000	\$ 71,890,000	\$ 364,840,000	\$ 69,400,000	\$ 69,190,000	\$ 75,760,000	\$ 75,920,000	\$ 75,890,000	\$ 1,342,170,000
(ABL) Abilene MPO	\$ 10,290,000	\$ 8,180,000	\$ 3,380,000	\$ 3,120,000	\$ 9,470,000	\$ 6,180,000	\$ 4,900,000	\$ 8,280,000	\$ 7,710,000	\$ 6,690,000	\$ 68,200,000
(AMA) Amarillo MPO	\$ 16,350,000	\$ 13,000,000	\$ 5,380,000	\$ 4,960,000	\$ 15,060,000	\$ 9,820,000	\$ 7,780,000	\$ 13,160,000	\$ 12,260,000	\$ 10,630,000	\$ 108,400,000
(ATL) Texarkana MPO	\$ 6,560,000	\$ 5,220,000	\$ 2,160,000	\$ 1,990,000	\$ 6,040,000	\$ 3,950,000	\$ 3,120,000	\$ 5,280,000	\$ 4,920,000	\$ 4,260,000	\$ 43,500,000
(AUS) CAMPO TMA	\$ 212,300,000	\$ 178,800,000	\$ 97,410,000	\$ 93,330,000	\$ 203,430,000	\$ 146,910,000	\$ 125,160,000	\$ 183,920,000	\$ 174,560,000	\$ 157,360,000	\$ 1,573,180,000
(BMT & HOU) HGAC TMA	\$ 728,940,000	\$ 634,760,000	\$ 412,260,000	\$ 402,550,000	\$ 712,200,000	\$ 555,540,000	\$ 496,070,000	\$ 661,970,000	\$ 637,320,000	\$ 590,860,000	\$ 5,832,470,000
(BMT) JOHRTS MPO	\$ 44,810,000	\$ 35,620,000	\$ 14,740,000	\$ 13,600,000	\$ 41,260,000	\$ 26,900,000	\$ 21,330,000	\$ 36,050,000	\$ 33,580,000	\$ 29,130,000	\$ 297,020,000
(BRY) Bryan-College Station MPO	\$ 20,250,000	\$ 16,090,000	\$ 6,660,000	\$ 6,140,000	\$ 18,640,000	\$ 12,160,000	\$ 9,640,000	\$ 16,290,000	\$ 15,170,000	\$ 13,160,000	\$ 134,200,000
(CRP) Corpus Christi TMA	\$ 29,430,000	\$ 30,640,000	\$ 18,180,000	\$ 17,590,000	\$ 34,630,000	\$ 25,930,000	\$ 22,600,000	\$ 31,710,000	\$ 30,300,000	\$ 27,670,000	\$ 268,680,000
(DAL, FTW & PAR) NCTCOG TMA	\$ 822,590,000	\$ 712,260,000	\$ 452,540,000	\$ 440,890,000	\$ 800,660,000	\$ 618,220,000	\$ 548,830,000	\$ 741,450,000	\$ 712,480,000	\$ 658,150,000	\$ 6,508,070,000
(ELP) El Paso TMA	\$ 87,140,000	\$ 76,730,000	\$ 51,860,000	\$ 50,840,000	\$ 85,760,000	\$ 68,180,000	\$ 61,520,000	\$ 80,270,000	\$ 80,270,000	\$ 72,380,000	\$ 712,230,000
(LRD) Laredo TMA	\$ 23,220,000	\$ 19,990,000	\$ 12,320,000	\$ 11,970,000	\$ 22,510,000	\$ 17,150,000	\$ 15,110,000	\$ 20,740,000	\$ 19,890,000	\$ 18,270,000	\$ 181,170,000
(LBB) Lubbock TMA	\$ 23,450,000	\$ 20,180,000	\$ 12,730,000	\$ 12,080,000	\$ 22,740,000	\$ 17,310,000	\$ 15,240,000	\$ 20,940,000	\$ 20,070,000	\$ 18,440,000	\$ 183,180,000
(ODA) Permian Basin MPO	\$ 26,440,000	\$ 21,020,000	\$ 8,700,000	\$ 8,020,000	\$ 24,340,000	\$ 15,870,000	\$ 12,580,000	\$ 21,270,000	\$ 19,810,000	\$ 17,190,000	\$ 175,240,000
(PAR) Sherman-Denison MPO	\$ 12,900,000	\$ 10,250,000	\$ 4,240,000	\$ 3,910,000	\$ 11,880,000	\$ 7,740,000	\$ 6,140,000	\$ 10,380,000	\$ 9,670,000	\$ 8,390,000	\$ 85,500,000
(PHR) Harlingen-San Benito MPO	\$ 13,550,000	\$ 10,770,000	\$ 4,460,000	\$ 4,110,000	\$ 12,470,000	\$ 8,130,000	\$ 6,450,000	\$ 10,900,000	\$ 10,150,000	\$ 8,810,000	\$ 89,800,000
(PHR) Hidalgo County TMA	\$ 74,480,000	\$ 63,940,000	\$ 39,780,000	\$ 37,820,000	\$ 72,090,000	\$ 54,640,000	\$ 47,960,000	\$ 66,300,000	\$ 63,490,000	\$ 58,240,000	\$ 578,740,000
(PHR) Brownsville TMA	\$ 20,720,000	\$ 17,880,000	\$ 11,140,000	\$ 10,830,000	\$ 20,120,000	\$ 15,390,000	\$ 13,590,000	\$ 18,570,000	\$ 17,810,000	\$ 16,400,000	\$ 162,450,000
(SJT) San Angelo MPO	\$ 6,680,000	\$ 5,310,000	\$ 2,200,000	\$ 2,030,000	\$ 6,150,000	\$ 4,010,000	\$ 3,180,000	\$ 5,370,000	\$ 5,000,000	\$ 4,340,000	\$ 44,270,000
(SAT) AAMPO	\$ 232,080,000	\$ 192,650,000	\$ 109,930,000	\$ 105,900,000	\$ 218,400,000	\$ 160,810,000	\$ 138,710,000	\$ 198,800,000	\$ 189,350,000	\$ 171,920,000	\$ 1,718,550,000
(TYL) Tyler MPO	\$ 24,440,000	\$ 19,430,000	\$ 8,040,000	\$ 7,420,000	\$ 22,500,000	\$ 14,670,000	\$ 11,630,000	\$ 19,660,000	\$ 18,320,000	\$ 15,890,000	\$ 162,000,000
(TYL) Longview MPO	\$ 12,160,000	\$ 9,660,000	\$ 4,000,000	\$ 3,690,000	\$ 11,200,000	\$ 7,300,000	\$ 5,790,000	\$ 9,780,000	\$ 9,110,000	\$ 7,910,000	\$ 80,600,000
(WAC) Killeen-Temple TMA	\$ 42,710,000	\$ 35,360,000	\$ 18,370,000	\$ 17,500,000	\$ 40,370,000	\$ 28,600,000	\$ 24,060,000	\$ 36,270,000	\$ 34,290,000	\$ 30,700,000	\$ 308,230,000
(WAC) Waco MPO	\$ 34,490,000	\$ 27,420,000	\$ 11,350,000	\$ 10,470,000	\$ 31,760,000	\$ 20,710,000	\$ 16,420,000	\$ 27,750,000	\$ 25,850,000	\$ 22,430,000	\$ 228,650,000
(WFS) Wichita Falls MPO	\$ 8,410,000	\$ 6,680,000	\$ 2,770,000	\$ 2,550,000	\$ 7,740,000	\$ 5,050,000	\$ 4,000,000	\$ 6,770,000	\$ 6,300,000	\$ 5,470,000	\$ 55,740,000
(YKM) Victoria MPO	\$ 10,570,000	\$ 8,400,000	\$ 3,480,000	\$ 3,210,000	\$ 9,730,000	\$ 6,350,000	\$ 5,030,000	\$ 8,500,000	\$ 7,920,000	\$ 6,870,000	\$ 70,060,000
Bridge Division	\$ 253,000,000	\$ 351,750,000	\$ 353,560,000	\$ 355,440,000	\$ 357,380,000	\$ 359,380,000	\$ 361,460,000	\$ 363,610,000	\$ 365,840,000	\$ 368,140,000	\$ 3,489,560,000
Traffic Division	\$ 282,380,000	\$ 286,840,000	\$ 291,450,000	\$ 296,230,000	\$ 301,170,000	\$ 306,290,000	\$ 311,580,000	\$ 317,060,000	\$ 322,740,000	\$ 328,610,000	\$ 3,044,350,000
Design Division	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Railway-Highway Safety Program	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 150,000,000
Railroad Grade Crossing Program	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	\$ 35,000,000
Railroad Signal Maintenance Program	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 1,100,000	\$ 11,000,000
Texas Parks and Wildlife Program	\$ 20,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 10,000,000	\$ 110,000,000
Landscape Incentive Awards Program	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 20,000,000
Americans with Disabilities Act	\$ 45,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 180,000,000
PTN TA	\$ 15,620,000	\$ 15,620,000	\$ 15,620,000	\$ 15,620,000	\$ 15,620,000	\$ 15,620,000	\$ 15,620,000	\$ 15,620,000	\$ 15,620,000	\$ 15,620,000	\$ 156,200,000
TA Flex	\$ 15,530,000	\$ 45,530,000	\$ 45,530,000	\$ 45,530,000	\$ 45,530,000	\$ 45,530,000	\$ 45,530,000	\$ 45,530,000	\$ 45,530,000	\$ 45,530,000	\$ 425,300,000
Green Ribbon	\$ 21,390,000	\$ 11,000,000	\$ 11,000,000	\$ 11,000,000	\$ 11,000,000	\$ 11,000,000	\$ 11,000,000	\$ 11,000,000	\$ 11,000,000	\$ 11,000,000	\$ 120,390,000
Strategic Partnership Agreement with RMA's	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Federal Lands Access Program	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Statewide	\$ (46,548,550)	\$ 157,789,266	\$ (744,639,743)	\$ 225,569,631	\$ 708,999,596	\$ 1,470,905,000	\$ 1,111,580,000	\$ 2,06			

IV. ITEMS REQUIRING POLICY COMMITTEE ACTION

- D. Discussion with possible action on that section of IH 35, between the Milo Interchange and Shiloh Drive, regarding issues pertaining to access by adjoining land owners and frontage roads.
- E. Discussion with possible action on lighting on Cuatro Vientos Road.
- F. Discussion with possible action on the proposed Mines Road Bike Tract.
- G. Discussion with possible action regarding pedestrian and bicycle facilities in order to safely cross Loop 20 at the intersection of Del Mar.
- H. Discussion with possible action regarding pedestrian and bicycle facilities in order to safely cross Del Mar under IH 35 and allocation of funding regarding same.

I. Discussion with possible action on the River Road Project.

PROPOSED ROUTE IF FROM END TO END

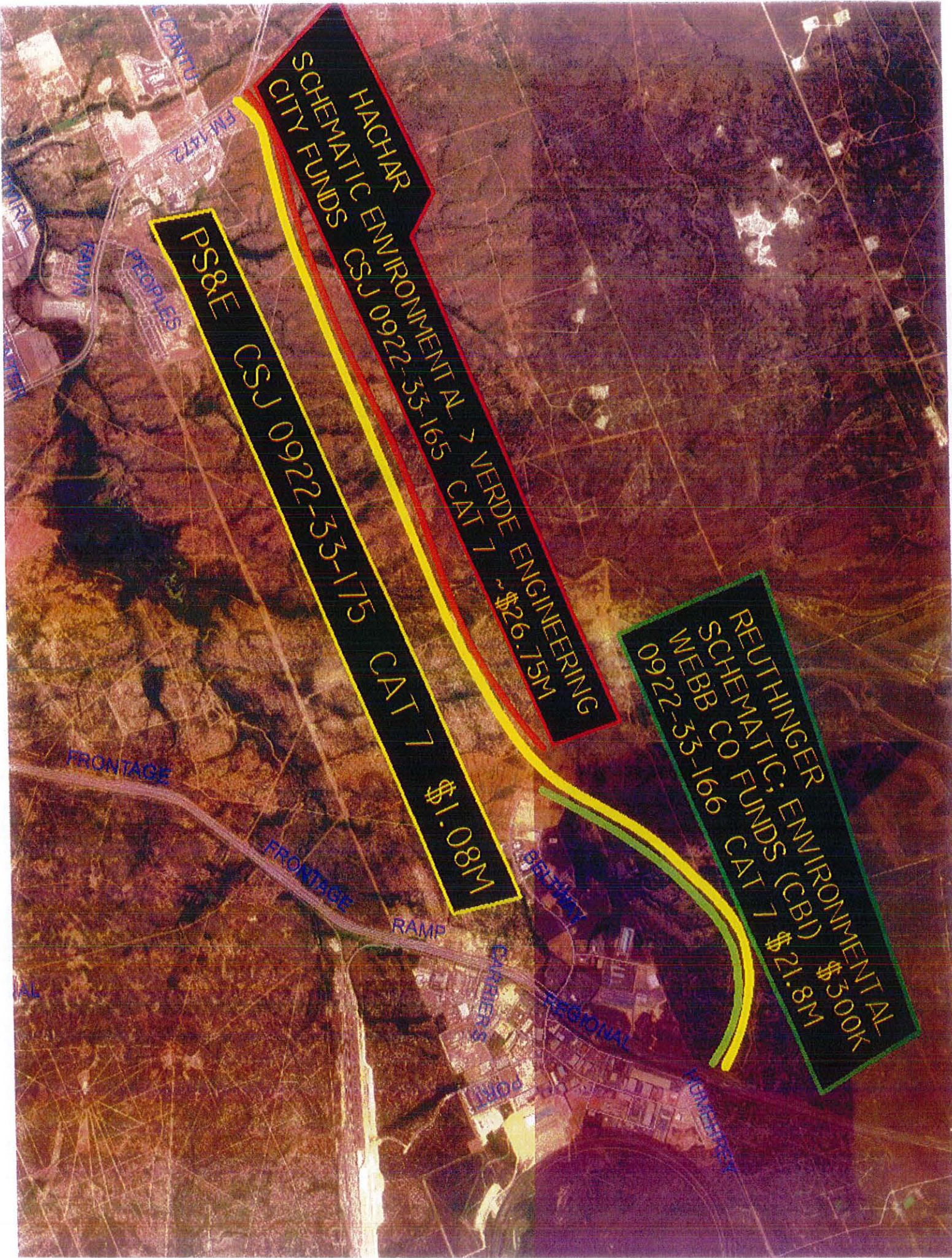


J. Discussion with possible action on Hachar-Reuthinger Road.

HACHAR
SCHEMATIC ENVIRONMENTAL > VERDE ENGINEERING
CITY FUNDS CSJ 0922-33-165 CAT 7 ~\$26.75M

PS&E CSJ 0922-33-175 CAT 7 \$1.08M

REUTHINGER
SCHEMATIC; ENVIRONMENTAL
WEBB CO FUNDS (CBI) \$300K
0922-33-166 CAT 7 \$21.8M



Cm. Altgelt was not present.

- 33. 2018-R-94 Resolution renaming Eastwoods Park to the Arturo N. Benavides, Sr. Park. The Facilities Naming Commission is in favor of the renaming of this park.

Motion to adopt Resolution 2018-R-094, adding "Memorial" after "Sr."

Moved: Cm. Torres

Second: Cm. Balli

For: 7

Against: 0

Abstain: 0

Cm. Altgelt was not present.

- 34. 2018-R-95 Authorizing the City's Delinquent Tax Attorney to arrange for the auction by the Webb County Sheriff, pursuant to Section 34.05 (b) and (c) of the Texas Tax Code, of the following properties subject to the recommended minimum bids specified herein:

Property #	Address	Current Minimum Bid	Recommended Minimum Bid
2	3201 Rosario	\$49,900	\$38,000
3	1404 Gates	\$45,700	\$33,500
6	1219 E. Musser	\$41,500	\$31,000

All above properties are more specifically described in attached Exhibit A.

Motion to adopt Resolution 2018-R-095.

Moved: Cm. Balli

Second: Cm. Torres

For: 7

Against: 0

Abstain: 0

Cm. Altgelt was not present.

- 35. 2018-R-96 Adopting a program under Texas Local Government Code Chapter 380 and authorizing the City Manager to execute an agreement made pursuant to Texas Local Government Code Chapter 380 relating to the development of a roadway traversing approximately 5,135 acres located West of IH 35 at the Unitec Overpass across the Hachar Trust property to FM 1472 (Mines Road); and providing an effective date.

Motion to adopt Resolution 2018-R-096.

Moved: Cm. Balli

Second: Cm. Torres
 For: 7

Against: 0

Abstain: 0

Cm. Altgelt was not present.

XIII (b) MOTIONS

36. Approving the submission of the 2018-2019 One Year Action Plan to the U.S. Department of Housing and Urban Development (HUD) request for funding in the amounts of \$3,729,949.00 in 44th Action Year Community Development Block Grant (CDBG) funds, \$1,178,458.00 through the HOME Investment Partnership Program (HOME), and \$306,204.00 through the Emergency Solutions Grant (ESG). An additional \$2,800.00 is anticipated to be received through CDBG program income, \$72,200.00 in Housing Rehabilitation Revolving Loan funds, and \$160,000.00 in HOME program income. Also authorizing the City Manager to execute all documents as a result of the Plan's submission. The plan identifies the projects proposed to be funded by HUD through entitlement program funds and anticipated program income, which are as follows:

44th AY Community Development Block Grant	
Community Development Administration	\$656,089
Housing Rehabilitation Administration	\$304,458
Housing Rehabilitation Loan Program	\$468,451
Code Enforcement	\$489,984
Graffiti Removal Program	\$49,944
Downtown Senior Recreational Program	\$145,225
Downtown Elderly Affordable Rental Housing	\$301,198
Rental Rehabilitation Program	\$350,000
Downtown Neighborhood Access Improvements	\$127,400
El Eden Park Improvements	\$120,000
Freddy Benavides Park Improvements	\$120,000
Sidewalks in District III	\$120,000
Eastwoods Neighborhood Park Improvements	\$20,000
Sidewalks in District IV	\$100,000
De Llano Park Improvements	\$120,000
Bike Lanes in District VII	\$120,000
Sidewalks in District VIII	\$120,000
TOTAL	\$3,732,749

Revolving Loan	
Housing Rehabilitation Revolving Loan Administration	\$9,452

City Council-Regular

Meeting Date: 07/16/2018

Initiated By: Cynthia Collazo, Deputy City Manager

Staff Source: Nathan Bratton

SUBJECT

2018-R-96 Adopting a program under Texas Local Government Code Chapter 380 and authorizing the City Manager to execute an agreement made pursuant to Texas Local Government Code Chapter 380 relating to the development of a roadway traversing approximately 5,135 acres located West of IH 35 at the Unitec Overpass across the Hachar Trust property to FM 1472 (Mines Road); and providing an effective date.

PREVIOUS COUNCIL ACTION

N/A

BACKGROUND

N/A

COMMITTEE RECOMMENDATION

N/A

STAFF RECOMMENDATION

N/A

Fiscal Impact

Fiscal Year:

Budgeted Y/N?:

Source of Funds:

Account #:

Change Order: Exceeds 25% Y/N:

FINANCIAL IMPACT:

Fiscal impact to be determined by the agreement.

RESOLUTION NO. 2018-R-96

ADOPTING A PROGRAM UNDER TEXAS LOCAL GOVERNMENT CODE CHAPTER 380 AND AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT MADE PURSUANT TO TEXAS LOCAL GOVERNMENT CODE CHAPTER 380 RELATING TO THE DEVELOPMENT OF A ROADWAY TRAVERSING APPROXIMATELY 5,135 ACRES LOCATED WEST OF IH 35 AT THE UNITEC OVERPASS ACROSS THE N.D. HACHAR TRUST PROPERTY TO FM 1472 (MINES ROAD); AND PROVIDING AN EFFECTIVE DATE

WHEREAS, Article III, Section 52-a of the Texas Constitution and Chapter 380 of the Texas Local Government Code authorizes a local government to establish and provide for the administration of one or more programs, for making loans and grants and providing personnel and services of the municipality, to promote state or local economic development and to stimulate business and commercial activity in the municipality; and

WHEREAS, under Chapter 380 of the Texas Local Government Code, the City of Laredo adopts an economic development program, as set forth in the Chapter 380 Economic Development Agreement between the City of Laredo and Verde Corp. (attached hereto as Exhibit A) to promote local economic development and stimulate business and commercial activity within the City limits; and

WHEREAS, Verde Corp ("Developer") owns or develops certain real property consisting of approximately 5,135 acres of land, known as the N.D. Hachar trust property (the "Property"), within the City of Laredo ("City") located approximately west of IH 35 at the Unitec overpass and continuing west to FM 1472 (Mines Road); and

WHEREAS, Developer intends to develop the Property as a multi-use project, including, industrial, commercial, multi and single family uses (the "Project"); and

WHEREAS, the development of the Project, as proposed, will contribute to the economic development of the City by creating new jobs and increased employment, generating increased development, increased real property value and tax revenue for the City, enhance public infrastructure, and have both a direct and indirect positive overall improvement/stimulus in the local and state economy; and

WHEREAS, the City and Developer are executing and entering into an Agreement to set forth certain terms and obligations of the City and Developer with respect to enhancing the Project by preparing for the initial construction of a multi-lane roadway, in an approximate 400 foot corridor to be defined during the development of an approved schematic and identified in the environmental process as defined and approved by the Texas Department of Transportation (TxDOT); and

WHEREAS, in consideration of the future construction of the overweight roadway traversing the Property, the City desires to make a grant, in an amount not to exceed Two Hundred

Seventy-Five Thousand Dollars (\$275,000.00), pursuant to Chapter 380 (the "380 Grant") to Developer as provided in this Agreement for costs and expenses incurred by Developer in completing an Environmental Assessment and securing a Finding of No Significant Impact (FONSI) for the proposed roadway and as an economic incentive for Developer to develop the property in a manner consistent with its approved master plan; and

WHEREAS, the Parties recognize that all agreements of the Parties hereto and all terms and provisions hereof are subject to the laws of the State of Texas and all rules, regulations and interpretations of any agency or political subdivision thereof at any time governing the subject matters hereof; and

WHEREAS, the Parties agree that all conditions precedent for the Agreement to become a binding agreement have occurred and been complied with, including all requirements pursuant to the Texas Open Meetings Act and all public notices and hearings; if any, have been conducted in accordance with Texas law;

NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LAREDO, TEXAS:

- Section 1. Findings.** The foregoing recitals are hereby found to be true and correct and adopted as findings of fact
- Section 2. Chapter 380 Program.** Exhibit A, attached hereto and incorporated by reference as if set out in full, is adopted as a Chapter 380 program.
- Section 3. Authorization.** The City Manager is hereby authorized to execute the Agreement attached hereto as Exhibit "A", and all documents necessary to accomplish the purposes of this resolution, provided said Agreement is first fully executed by an authorized representative of the Developer.
- Section 4. Open Meetings.** It is hereby officially found and determined that the meeting at which this resolution was passed was open to the public as required and that public notice of the time, place and purpose of said meeting was given as required by the Open Meetings Act, Chapter 551, Tex. Gov't Code.
- Section 5. Effective Date.** This Resolution shall take effect upon its adoption.

APPROVED AND ADOPTED on this the ____ day of July, 2018.

PETE SAENZ
MAYOR

ATTESTED:

Jose A. Valdez, Jr.
City Secretary

APPROVED AS TO FORM ONLY:

Kristina Laurel Hale
City Attorney

CHAPTER 380 ECONOMIC DEVELOPMENT AGREEMENT

This Agreement (hereinafter "Agreement") by and between the **CITY OF LAREDO, TEXAS**, a Texas home-rule municipal corporation (hereinafter "City") and **VERDE CORP.**, a Texas Corporation, (hereinafter "Developer") (City and Developer collectively referred to as the "Parties" and sometimes individually as a "Party"), is entered into upon the "Effective Date," as more clearly defined herein.

WHEREAS, the City has established this as a program in accordance with Article III, Section 52-a of the Texas Constitution and Chapter 380 of the Texas Local Government Code ("Chapter 380") under which the City has the authority to make loans or grants of public funds for the purposes of promoting local economic development and stimulating business and commercial activity within the City; and

WHEREAS, Verde Corp ("Developer") owns or develops certain real property consisting of approximately 5,135 acres of land, known as the N.D. Hachar trust property (the "Property"), within the City of Laredo ("City") located approximately west of IH 35 at the Unitec overpass and continuing west to FM 1472 (Mines Road); and

WHEREAS, Developer intends to develop the Property as a mixed use project, including, industrial, commercial, retail and multi-family uses (the "Project"); and

WHEREAS, in order to proceed with the Project, Environmental clearance pursuant to NEPA and TxDOT permits are required in order to construct roadway improvements that will promote the economic development of the City, enhance mobility, and increase public safety; and

WHEREAS, the City recognizes the positive economic impact that the Development will have through the production of new jobs, the attraction of new businesses, and the increased ad valorem and sales and use tax revenue to be generated by the Development for the City, and that without the Project the City would not receive these benefits; and

WHEREAS, the City has adopted Resolution No. 2018-R-96 authorizing City to make certain economic development grants to Developer in recognition of, and derived from the positive economic benefits that will accrue to City on account of the Project; and

WHEREAS, the City hereby establishes this Agreement as a program in accordance with Article III, Chapter 52-a of the Texas Constitution and Chapter 380 under which the City has the authority to make grants of public funds for the public purposes of promoting local economic development and stimulating business and commercial activity within the City; and

WHEREAS, to ensure that the benefits the City provides under this Agreement are utilized in a manner consistent with Article III, Section 52-a of the Texas Constitution, Chapter 380 and other law, Developer has agreed to comply with certain conditions for receiving those benefits; and

WHEREAS, in consideration of the future construction of an overweight roadway traversing the Property, the City desires to make a grant, in an amount not to exceed Two Hundred Seventy-

Exhibit A to 2018-R-95

Agreement

Five Thousand Dollars (\$275,000.00), pursuant to Chapter 380 (the "380 Grant") to Developer as provided in this Agreement for costs and expenses incurred by Developer in completing an Environmental Assessment and securing a Finding of No Significant Impact (FONSI) for the proposed roadway and as an economic incentive for Developer to develop the property in a manner consistent with his approved master plan; and

WHEREAS, the parties desire to enter into an agreement to provide the terms and conditions by which Developer shall be reimbursed for said costs and expenses; and

WHEREAS, the City and Developer agree that the provisions of this Agreement substantially advance a legitimate interest of the City by preparing the property for public infrastructure, expanding the tax base of the City, increasing employment and promoting economic development.

WHEREAS, the City has concluded and hereby finds that entering into this Agreement is in the best interests of the City.

NOW, THEREFORE, in consideration of the mutual benefits described in this Agreement, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the City and Developer agree as follows:

ARTICLE I RECITALS

Recitals. The recitals set forth above are declared true and correct by the Parties and are hereby incorporated as part of this Agreement.

ARTICLE II AUTHORITY AND TERM

1. Authority. The City's execution of this Agreement is authorized by Chapter 380 of the Texas Local Government Code and constitutes a valid and binding obligation of the City. The City acknowledges that Developer is acting in reliance upon the City's performance of its obligations under this Agreement in making the decision to commit substantial resources and money to the establishment of the Project, hereinafter established.
2. Term. This Agreement shall become enforceable upon the Effective Date, hereinafter established, and shall continue for twenty-four months or until the Maximum Grant Amount has been reached, unless otherwise extended, in writing, by the parties.

ARTICLE III DEFINITIONS

As used in this Agreement, the following terms shall have the meanings ascribed below. All undefined terms shall retain their usual and customary meaning as ascribed by common and ordinary usage.

"Effective Date" shall mean the date when signed by the last party whose signing makes the Agreement fully executed.

"Grant(s)" shall mean payments in the amount not to exceed Two Hundred Seventy-Five Thousand Dollars (\$275,000.00).

"Payment Request" shall mean a written request from Developer to the City for payment of the applicable Grant funds.

"Related Agreement" shall mean any other agreement by and between the City and the Developer, or any of its affiliated or related entities, relating to the Project.

ARTICLE IV ECONOMIC DEVELOPMENT GRANTS

1. Grants

- (a) Subject to the satisfaction of all the terms and conditions of this Agreement, the City agrees to provide Developer with a Grant of not more than Two Hundred Seventy-Five Thousand Dollars (\$275,000.00). The Grant shall be paid as follows:
- (1) A payment of grant funds in the lump sum amount of One Hundred Seventy-Five Thousand Dollars (\$175,000.00) within 30 days of the submission by Developer of a complete Schematic and Environmental Document (for an overweight corridor traversing the N.D Hachar Tract and the Reuthinger family tract from the Mines road to the west frontage road of L.H. 35) to TxDOT and receipt by City of a Payment Request.
 - (2) A payment of grant funds in the lump sum amount of One Hundred Thousand Dollars (\$100,000.00) within thirty (30) days of the issuance by TxDOT of FONSI for the aforementioned overweight corridor.
- (b) **Current Funds.** The Grants made hereunder shall be paid solely from lawfully available funds that have been appropriated by the City. Under no circumstances shall City's obligations hereunder be deemed to create any debt within the meaning of any constitutional or statutory provision. The Grant shall be paid solely from appropriations from the general funds of the City or from such other funds of the City as may be legally set aside for such purpose consistent with Article III, Section 52(a) of the Texas Constitution. Further, City shall not be obligated to pay any commercial bank lender or similar institution for any loan or credit agreement made by Developer. None of the City's obligations under this Agreement shall be pledged or otherwise encumbered in favor of any commercial lender and/or similar financial institution.
- (c) **Grant Limitations.** Under no circumstances shall the obligations of the City hereunder be deemed to create any debt within the meaning of any constitutional or statutory provision.

Further, the City shall not be obligated to pay a commercial bank, lender or similar institution for any loan or credit agreement made by the Developer. None of the obligations of the City under this Agreement shall be pledged or otherwise encumbered by the Developer in favor of any commercial lender and/or similar financial institution.

ARTICLE V CONDITIONS TO ECONOMIC DEVELOPMENT GRANTS

The obligation of the City to pay the Grant shall be conditioned upon Developer's continued compliance with and satisfaction of each of the conditions set forth in this Agreement.

1. **Condition Precedent to Payment.** Developer shall, as a condition precedent to the payment of any Grant, provide the City with a Payment Request on the letterhead of Developer, to include copies of any studies or documentation necessary to complete the submission to TxDOT and to obtain a FONSI and detailed invoices and/or, payment requests from Developers prime consultant.
2. **Progress Reports.** Periodically, every sixty days, Developer shall submit a brief report to City indicating the progress and percentage completed of the Schematic and Environmental Assessment and an estimate of the completion and submission of same to TxDOT.

ARTICLE VI COVENANTS AND DUTIES

1. **Developer's Covenants and Duties.** Developer makes these covenants and warranties to the City and agrees to timely and fully perform the obligations and duties contained in Article VII of this Agreement. Any false or substantially misleading statements contained herein or failure to timely and fully perform those obligations and duties within this Agreement shall be an act of Default by the Developer.
 - (a) Developer is authorized to do business and is in good standing in the State of Texas and shall remain in good standing in the State of Texas and the United States of America during any term of this Agreement.
 - (b) The execution of this Agreement has been duly authorized by Developer's authorized agent, and the individual signing this Agreement is empowered to execute such Agreement and bind the entity. Said authorization, signing, and binding effect is not in contravention of any law, rule, regulation, or of the provisions of Developer's by-laws, or of any agreement or instrument to which Developer is a party to or by which it may be bound.
 - (c) Developer is not a party to any bankruptcy proceedings currently pending or contemplated, and Developer has not been informed of any potential involuntary bankruptcy proceedings.

- (d) To its current, actual knowledge, Developer has acquired and maintained all necessary rights, licenses, permits, and authority to carry on its business in the City and will continue to use its best efforts to maintain all necessary rights, licenses, permits, and authority.
 - (e) Developer shall timely and fully comply with all of the terms and conditions of this Agreement.
 - (f) Developer agrees to complete, or cause to be completed, the documents required to submit a request to TxDOT for an Environmental Assessment of the proposed roadway and shall use its best efforts secure a FONSI at its sole cost and expense.
2. **City's Covenants and Duties. Grant Payment.** The City is obligated to pay Developer an amount not to exceed the Maximum Grant Amount from sources contemplated by this Agreement over a period not to exceed the expiration date, subject to Developer's timely and full satisfaction of all applicable duties and terms within this Agreement, as reasonably determined by the City Council of the City of Laredo, Texas.
 3. City shall fully cooperate with Developer in pursuing environmental clearance for the roadway area as described herein.
 4. **Substantial Compliance and Default.** Failure by either Party to timely and substantially comply with any performance requirement, duty, or covenant shall be considered an act of Default if uncured within sixty (60) days of receiving written notice from the other Party. Failure of Developer to timely and substantially cure a default will give the City the right to terminate this Agreement, as reasonably determined by the City Council of the City of Laredo, Texas.

ARTICLE VII DESCRIPTION AND SCOPE

Developer is responsible for the preparation, development and submission of a schematic, environmental document, covering the proposed alignment of an approximate 400 ft. wide strip of land crossing the N.D. Hachar tract from Mines Road (FM 1472) and traversing the property to approximately 0.1 mile east of Beltway Parkway, (as shown on the attached Exhibit A.), which complies with all applicable federal and state environmental laws and regulations, including but not limited to the National Environmental Policy Act, the National Historic Preservation Act of 1966 and the Endangered Species Act of 1973, which require environmental clearance of federal-aid projects for the environmental clearance of this Project, to include, written documentation from the appropriate regulatory agency or agencies that all environmental clearances have been obtained.

Developer shall coordinate its efforts with Webb County's efforts to prepare and submit a single, unified schematic and environmental assessment, pursuant to NEPA, for the remaining alignment of the 400 ft. wide strip of land which crosses the Reuthinger property and as shown

on the Location Map showing the Project Limits in the attached Exhibit "A".

City grants a license to Developer to use all documents, including but not limited to reports, drawings, and schematics that have been developed by City or its consultants for the preparation of a schematic document and environmental assessment.

ARTICLE VIII TERMINATION

1. **Termination.** This Agreement shall terminate upon the earliest occurrence of any one or more of the following:
 - (a) The written agreement of the Parties;
 - (b) Expiration of this Agreement; or
 - (c) Default by Developer; or
 - (d) The Payment of the Maximum Grant Amount.
2. **Termination by Maximum Grant Amount.** If the Agreement is terminated by reaching the Maximum Grant Amount, the City is required to issue a letter to the Developer stating that the Maximum Grant Amount has been reached.

ARTICLE IX DISPUTE RESOLUTION

1. **Mediation.** If a dispute arises out of or relates to this Agreement or the breach thereof, the Parties shall first in good faith seek to resolve the dispute through negotiation between the upper management of each respective Party. If such dispute cannot be settled through negotiation, the Parties agree to try in good faith to settle the dispute by mediation under the Commercial Mediation Rules of the American Arbitration Association before resorting to arbitration, litigation, or some other dispute resolution procedure; provided that a Party may not invoke mediation unless it has provided the other Party with written notice of the dispute and has attempted in good faith to resolve such dispute through negotiation. Notwithstanding the foregoing, any Party may seek immediate equitable relief, without attempting to settle a dispute through mediation, in any case where such Party is entitled to equitable relief by law, the terms of the Agreement, or otherwise. All costs of negotiation, mediation, and arbitration collectively known as alternate dispute resolution ("ADR") shall be assessed equally between the City and Developer with each party bearing their own costs for attorneys' fees, experts, and other costs of ADR and any ensuing litigation.
2. During the term of this Agreement, if Developer files and / or pursues an adversarial proceeding against the City regarding this Agreement without first engaging in good faith mediation of the dispute, then, at the City's option, all access to the Grants provided for hereunder may be deposited with a mutually acceptable escrow agent that will deposit such funds in an interest bearing account until the resolution of such adversarial proceeding.
3. Under no circumstances will the Grant funds received under this Agreement be used, either directly or indirectly, to pay costs or attorney fees incurred in any adversarial proceeding regarding this Agreement against City.

**ARTICLE X
ADDITIONAL PROVISIONS**

1. **Binding Agreement.** The terms and conditions of this Agreement shall be binding on and inure to the benefit of the City, Developer, and their respective successors and assigns. The City Manager shall be responsible for the administration of this Agreement and shall have the authority to execute any instruments, duly approved by the City Council of the City of Laredo, Texas, on behalf of the City related thereto.
2. **Mutual Assistance.** City and Developer will do all things reasonably necessary or appropriate to carry out the terms and provisions of this Agreement and to aid and assist each other in carrying out such terms and provisions.
3. **Representations and Warranties.** City represents and warrants to Developer that this Agreement is within their authority, and that they are duly authorized and empowered to enter into this Agreement, unless otherwise ordered by a court of competent jurisdiction. Developer represents and warrants to the City that it has the requisite authority to enter into this Agreement.
4. **Assignment.** Developer shall have the right to assign all of its rights, duties, and obligations under this Agreement to a duly qualified third party with prior written approval of the City Council of the City of Laredo, Texas; provided, however, that any assignment provided for herein shall not serve to enlarge or diminish the obligations and requirements of this Agreement, nor shall they relieve Developer of any liability to the City including any required indemnity in the event that any Assignee hereof shall at any time be in default of the terms of this Agreement. The City may demand and receive adequate assurance of performance including the deposit or provision of financial security by any proposed Assignee prior to its approval of an assignment.
5. **Independent Contractors.**
 - (a) It is expressly understood and agreed by all Parties hereto that in performing their services hereunder, Developer at no time will be acting as an agent of the City and that all consultants or contractors engaged by Developer respectively will be independent contractors of Developer; and nothing contained in this Agreement is intended by the Parties to create a partnership or joint venture between the Parties and any implication to the contrary is hereby expressly disavowed. The Parties hereto understand and agree that City will not be liable for any claims that may be asserted by any third party occurring in connection with services performed by Developer respectively under this Agreement, unless any such claims are due to the fault of the City.
 - (b) By entering into this Agreement, the Parties do not waive, and shall not be deemed to have waived, any rights, immunities, or defenses either may have, including the defense of parties, and nothing contained herein shall ever be construed as a waiver of sovereign or official immunity by the City with such rights being expressly reserved to the fullest extent authorized by law and to the same extent which existed prior to the execution hereof.
 - (c) No employee of City, or any councilmember or agent of City, shall be personally

responsible for any liability arising under or growing out of this Agreement.

6. **Notice.** Any notice required or permitted to be delivered hereunder shall be deemed delivered by actual delivery, facsimile with receipt confirmation, or by depositing the same in the United States Mail, postage prepaid and certified with return receipt requested, addressed to the Party at the address set forth below:

If intended for City: City of Laredo
City Manager
1110 Houston St.
Laredo, Texas 78040

With a copy to: City of Laredo
City Attorney
1110 Houston St.
Laredo, TX 78040

If to the Developer: Verde Corp.
Attention: Nicholas Van Steenberg, President
7718 McPherson Road
Suite 304
Laredo, Texas 78045

Either Party may designate a different address at any time upon written notice to the other Party.

7. **Governing Law.** The Agreement shall be governed by the laws of the State of Texas, and the venue for any action concerning this Agreement shall be in Webb County, Texas. The Parties agree to submit to the personal and subject matter jurisdiction of said court.
8. **Amendment.** This Agreement may be amended by mutual written agreement of the Parties, as approved by the City Council of the City of Laredo, Texas.
9. **Legal Construction.** In the event any one or more of the provisions contained in this Agreement shall, for any reason, be held invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect other provisions of this Agreement, and it is the intention of the Parties to this Agreement that, in lieu of each provision that is found to be illegal, invalid, or unenforceable, a provision be added to this Agreement which is legal, valid and enforceable and is as similar in terms as possible to the provision found to be illegal, invalid, or unenforceable.
10. **Gender.** The gender of the wording throughout this Agreement shall always be interpreted to mean either sex, and where the context requires, the plural of any word shall include the singular.
11. **Interpretation.** Each of the Parties has been represented by counsel of their choosing in the negotiation and preparation of this Agreement. Regardless of which Party prepared the initial draft of this Agreement, this Agreement shall, in the event of any dispute, whatever its

meaning or application, be interpreted fairly and reasonably and neither more strongly for or against any Party.

12. **Entire Agreement.** This Agreement constitutes the entire agreement between the Parties with respect to the subject matter covered in this Agreement. There is no other collateral oral or written agreement between the Parties that, in any manner, relates to the subject matter of this Agreement, except as provided for in any Exhibits attached hereto or duly approved amendments to this Agreement, as approved by the City Council of the City of Laredo, Texas.
13. **Paragraph Headings.** The paragraph headings contained in this Agreement are for convenience only and will in no way enlarge or limit the scope or meaning of the various and several paragraphs.
14. **Counterparts.** This Agreement may be executed in counterparts. Each of the counterparts shall be deemed an original instrument, but all of the counterparts shall constitute one and the same instrument.
15. **Exhibits.** Any Exhibits attached hereto are incorporated by reference for all purposes.
16. **Survival of Covenants.** Any of the representations, warranties, covenants, and obligations of the Parties, as well as any rights and benefits of the Parties, pertaining to a period of time following the termination of this Agreement shall survive termination.
17. **Employment of Undocumented Workers.** During the term of this Agreement, Developer agrees to not knowingly employ any undocumented workers, and, if convicted of a violation under 8 U.S.C. Section 1324a(1), Developer shall be in Default and repay the amount of the Grants and any other funds received by Developer from the City as of the date of such violation within one hundred twenty (120) days after the date Developer is notified by the City of such violation, plus interest at the rate of six percent (6.00%) compounded annually from the date of the violation until paid in full. Developer is not liable for an unknown violation of this Section by a subsidiary, affiliate, or franchisee of Developer or by a person with whom Developer contracts provided however that identical federal law requirements provided for herein shall be included as part of any agreement or contract which Developer enters into with any subsidiary, assignee, affiliate, or franchisee for which Grants provided herein will be used.
18. **Indemnification.**

DEVELOPER AGREES TO DEFEND, INDEMNIFY AND HOLD THE CITY, THEIR RESPECTIVE OFFICERS, AGENTS AND EMPLOYEES (COLLECTIVELY THE "CITY") HARMLESS FROM AND AGAINST ANY AND ALL REASONABLE LIABILITIES, DAMAGES, CLAIMS, LAWSUITS, JUSTMENTS, ATTORNEY FEES, COSTS, EXPENSES AND ANY CAUSE OF ACTION THAT DIRECTLY RELATES TO ANY OF THE FOLLOWING: ANY CLAIMS OR DEMANDS BY THE STATE OF TEXAS THAT THE CITY HAS BEEN ERRONEOUSLY OR OVER-PAID SALES AND USE TAX FOR ANY PERIOD DURING THE TERM OF THIS AGREEMENT AS A RESULT OF ANY ACT OR OMISSION OR BREACH OR NON-PERFORMANCE BY DEVELOPER UNDER THIS AGREEMENT

EXCEPT THAT THE INDEMNITY PROVIDED HEREIN SHALL NOT APPLY TO ANY LIABILITY RESULTING FROM THE ACTION OR OMISSIONS OF THE CITY. THE PROVISIONS OF THIS SECTION ARE SOLELY FOR THE BENEFIT OF THE PARTIES HERETO AND NOT INTENDED TO CREATE OR GRANT ANY RIGHTS, CONTRACTUAL OR OTHERWISE, TO ANY OTHER PERSON OR ENTITY. IT BEING THE INTENTION OF THE PARTIES THAT DEVELOPER SHALL BE RESPONSIBLE FOR THE REPAYMENT OF ANY ANNUAL GRANTS PAID TO DEVELOPER HEREIN THAT INCLUDES CITY SALES TAX RECEIPTS THAT THE STATE OF TEXAS HAS DETERMINED WAS ERRONEOUSLY PAID, DISTRIBUTED OR ALLOCATED TO THE CITY.

19. Additional Instruments. City and Developer agree and covenant to cooperate, negotiate in good faith, and to execute such other and further instruments and documents as may be reasonably required to fulfill the public purposes provided for and included within this Agreement.
20. Effective Date. This Agreement becomes effective when signed by the last party whose signing makes the Agreement fully executed.

CITY OF LAREDO
a home-rule municipal corporation
Signed this ____ day of July, 2018

VERDE CORP.
A Texas Corporation
Signed this ____ day of July, 2018

By: _____
Horacio A. De Leon, Jr.
City Manager

By: _____
Nicholas Van Steenberg
President

APPROVED AS TO FORM ONLY:

Kristina Laurel Hale
City Attorney

ATTESTED:

Jose A. Valdez, Jr.
City Secretary

STATE OF TEXAS

§
§
§

ACKNOWLEDGMENT

COUNTY OF WEBB

This instrument was acknowledged before me on the ____ day of _____, 2018
by Nicholas Van Steenberg in his capacity as President of Verde Corp., on its behalf.

Notary Public in and for the State of Texas

STATE OF TEXAS

§
§
§

ACKNOWLEDGMENT

COUNTY OF WEBB

This instrument was acknowledged before me on the ____ day of _____, 2018
by Horacio A. De Leon, Jr., in his capacity as City Manager of the City of Laredo, a home-
rule municipal corporation, on its behalf.

Notary Public in and for the State of Texas

Exhibit A Location Map Showing Project Limits

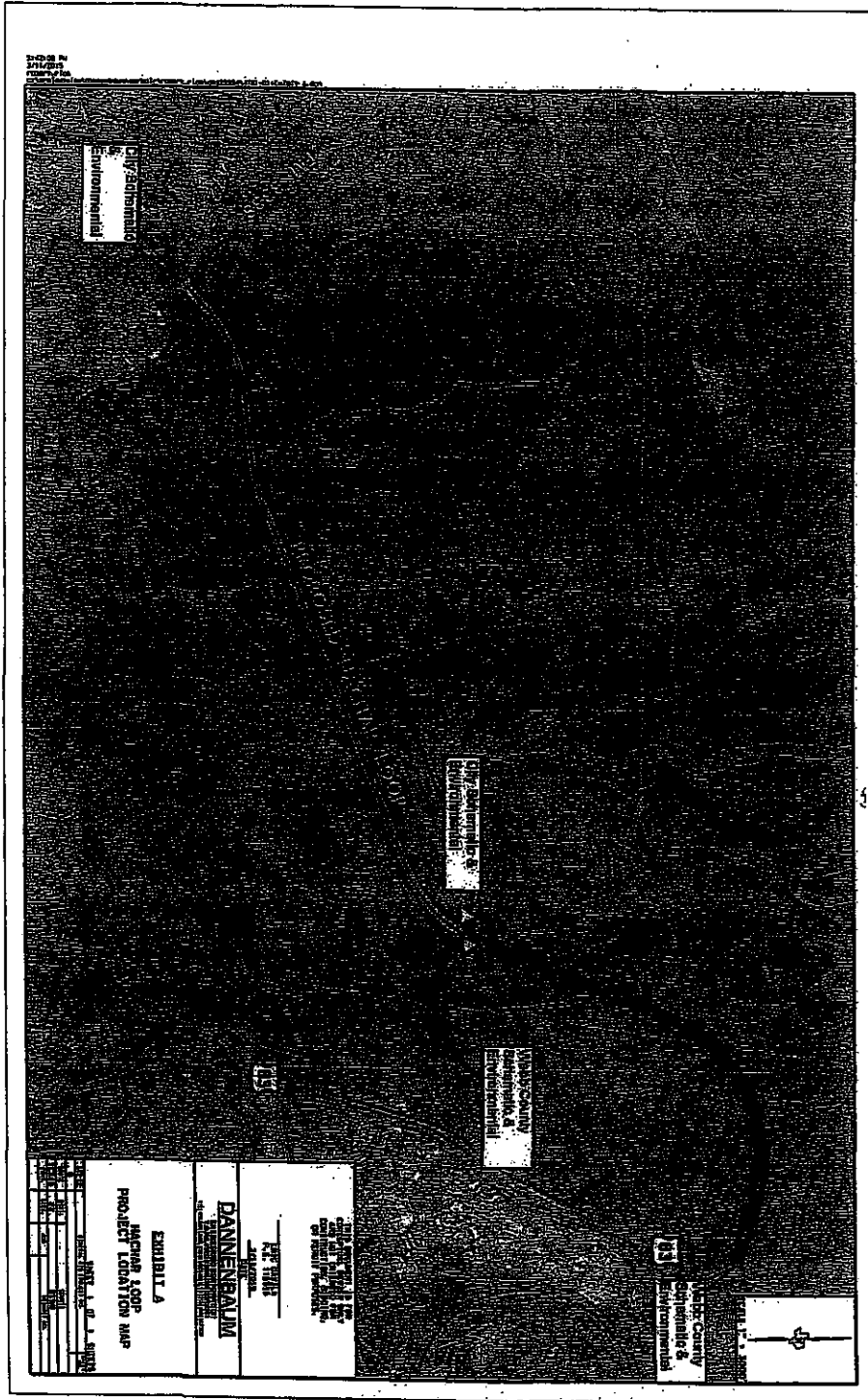


Exhibit A to 2018-R-95

V-A. Update on the status of the Bike Master Plan

Laredo Urban Transportation Study

**REQUEST FOR QUALIFICATION (RFQ) FOR
SUBJECT: BICYCLE MASTERPLAN
FOR
THE LAREDO URBAN TRANSPORTATION STUDY**

The Laredo Urban Transportation Study (MPO), in coordination with the City of Laredo Traffic Safety Department, solicits statement of qualifications for the update of the development of a Bicycle Masterplan. The objective of the plan is to develop a plan for creating an environment conducive for cycling as a mode choice, as well as providing for recreational opportunities for walking or cycling in order to encourage a healthy lifestyle. The plan is intended to provide guidance for the development and implementation of an interconnected network of designated on and off street bicycle facilities.

Interested firms should submit **1 original signed package and 9 copies** (no faxes or emails) of their statement of qualifications package no later than **4:00 P.M. C.S.T. on April 1st, 2019** in sealed envelopes marked "**LAREDO BICYCLE MASTERPLAN**" either mailed to Mr. Jose A. Valdez, Jr., City Secretary, City of Laredo, P.O. Box 579, Laredo, Texas 78042-0579, or delivered to Mr. Jose A. Valdez, Jr., City Secretary, 3rd floor, City Hall, 1110 Houston St., Laredo, Texas, 78040.

Submittal packages shall be submitted in conformance with the requirements outlined in this Request for Qualifications. Submittals shall be limited to fifteen (15), 8.5 x 11 inch, pages, exclusive of professional resumes, cover sheets, fly leaves, table of contents, dividers, etc., printed on one side, double spaced, using Times New Roman font with a font size of 12. All submittals become the property of the Laredo MPO. The Laredo MPO reserves the right to reject any and all submittals and to waive any minor irregularities. All submittals shall be submitted at the time, place and date specified. Submittals received late shall not be considered.

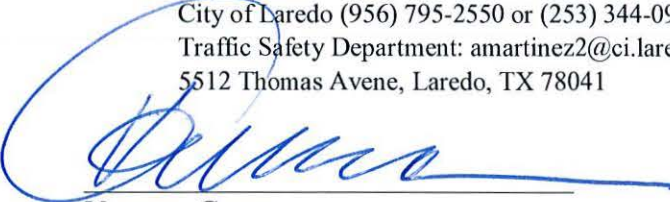
Copies of the RFQ may be obtained by contacting Mr. Miguel Pescador, City of Laredo Purchasing Director, at (956) 790-1825, or Ms. Angelica Quijano, MPO Administrative Assistant, at 956-794-1613, or by visiting the following website: <http://www.cityoflaredo.com/Bids/Bids.htm>

Questions concerning study parameters may be directed to either of the following:

Vanessa Guerra, MPO/City Planning Acting Director
City of Laredo (956) 794-1604 or (956) 794-1623
Planning Department vguerra@ci.laredo.tx.us
1120 San Bernardo
Laredo, Texas 78040

OR

Alec Martinez, Bicycle/Pedestrian Coordinator
City of Laredo (956) 795-2550 or (253) 344-0985
Traffic Safety Department: amartinez2@ci.laredo.tx.us
5512 Thomas Avene, Laredo, TX 78041



Vanessa Guerra
MPO/City Planning Acting Director

Introduction & Mission Statement

The Laredo Urban Transportation Study, the designated Metropolitan Planning Organization for the Laredo urban area, in coordination with the City of Laredo Traffic Safety Department, are seeking a consulting firm for the creation of a Bicycle Master Plan, for the MPO urban area, detailing suggested development as it relates to active transportation, with a focus on biking and a 15 year horizon. The objective of the plan is to provide detailed recommendations and strategies for creating an environment conducive for cycling as a mode choice, as well as providing for recreational opportunities for walking or cycling in order to encourage a healthy lifestyle. The plan is intended to provide guidance to policy and decision makers for the development and implementation of an interconnected network of designated on and off street bicycle facilities.

Study Area

The project will encompass that area within the Laredo Metropolitan Area as identified on the Laredo Metropolitan Boundary Area Map.

Background

The Laredo Urban Transportation Study, as the designated Metropolitan Planning Organization (MPO), for the Laredo urban area, provides “3C” or “continuous, cooperative and comprehensive” transportation planning for the Laredo Metropolitan Area, as originally required by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and all subsequent reauthorization acts including: The Transportation Equity Act for the 21st Century (TEA 21), The Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users (SAFETEA-LU), Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America’s Surface Transportation (FAST) Act.

The Laredo Metropolitan Planning Organization is comprised of a Policy Committee and Technical Committee. The Policy Committee is the MPO body that holds review and decision-making authority over transportation planning efforts undertaken by the Laredo Urban Transportation Study, acting as the Metropolitan Planning Organization, in the Laredo Metropolitan Area. The Technical Committee provides technical review and recommendations to the Policy Committee.

The Committee is chaired by the Mayor of the City of Laredo and includes as voting members: three members from the City of Laredo, City Council (including two members representing the City of Laredo, and one Councilman representing the Laredo Mass Transit Board), the Laredo TxDOT District Administrator, the Laredo TxDOT District Engineer, the Webb County Judge, and two Webb County Commissioners. The State Senator for District 21, the State Representative for District 80 and the State Representative for District 42 serve as non-voting, ex-officio members. The MPO Technical Committee is comprised of 22 members from both the public and private sector.

The MPO’s planning activities are intended to further the following goals:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.

3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility for people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and,
10. Enhance travel and tourism.

On September 19, 2017, the City of Laredo adopted the Viva Laredo Comprehensive Plan, which articulated the hope for a future with reduced auto dependence and an improved quality of life. Much of realizing this future depends on the city's ability to enable modes of transportation other than the personal vehicle, chiefly accomplished by developing safe and effective bicycle/pedestrian infrastructure and creating dense, interconnected neighborhoods.

The current state of bicycle infrastructure in Laredo is sparse, largely unprotected, and has not been comprehensively inventoried. As of last Census estimation (2017), the population of Laredo was 260,654, experiencing a 10.4% growth from April 2010. IHS Markit group projected that Laredo's population will grow 79.4 percent by 2046 to a population of 488,400.

Within the Viva Laredo Comprehensive Plan, there is a brief 16-page bike plan that offers starting material, including a proposed phased Build-Out Network and Prioritized Interventions. This should be used as a starting point for more in-depth analysis of bicycle issues in Laredo.

Project Objectives:

1. Assess and inventory current infrastructure
2. Provide a SWOT analysis of the active transportation conditions in Laredo
3. Develop a bike build-out plan that considers the listed priorities (elaborated under Scope of Work)
4. Provide estimated budgets for various types of infrastructure improvements (standard cost per mile of bike lane, cycle track, etc.) as well as for highlighted specific projects
5. Include phased approaches that allow for quick, temporary, and inexpensive interventions for data gathering (tactical urbanism) as well as long term improvement plans
6. Create a plan aligned with the goals of the MPO and the Viva Laredo Comprehensive Plan.
7. Identify and engage stakeholders as well as the general public in a meaningful way to participate in the development of the plan, as well as initiating the process of educating citizens on the importance/outcomes of active transportation

8. Develop a general guidance for policy and infrastructure decisions for short, mid, and long term improvements.
9. Develop a specific and phased strategy for implementing the ideas expressed within the plan that will inform active transportation decisions and resource allocations in Laredo.
10. Provide research regarding the efficacy and safety of various interventions (ex. The safety rates of an on-street bike lane, sharrow, off-street cycle track, etc.)

Scope of Work

The ideal consultant for the master bike plan is one that has experience in progressive urbanism projects, including retrofitting suburban developments, creating sustainable and connected communities, charretting, producing implementable designs that offer alternatives to auto dependency, and is creative, innovative, as well as become personally invested in the wellbeing of the communities they work with.

The plan will provide general policy and design guidelines as well as specific, implementable, and phased strategies for reducing auto dependency and increasing active methods of transportation (with a focus on biking) spanning the next 15 years. The following are deliverables that compose that goal:

1. A thorough inventory of existing bicycle infrastructure within the MPO boundaries, including bike ways and their types, locations of assets such as fix-it stations and bike racks, bike friendly businesses, etc. This data will be mapped, and an analysis of the geographic strengths, weaknesses, opportunities and threats will be articulated. If physical infrastructure is the city's hardware, the same analysis will be made for the city's "software", meaning a SWOT analysis will also be made for ordinances, and public and private development forces, as they relate to active transportation.
2. Using the initial assessment as a foundation, a bike build out plan will be made identifying the key routes/assets to pursue and develop. A suggested rubric for prioritizing physical improvements is as follows:
 - a. *Safety*: how much safer will bike/pedestrians become by this improvement/intervention?
 - b. *Efficacy*: how effective will this improvement/intervention be at increasing overall bike/pedestrian conditions and *connectivity*?
 - c. *Community*: how much will this improvement/intervention increase community buy in and support?
 - d. *Consistency*: how consistent is this improvement/intervention with the goals, of the MPO, and the vision laid out in the Comprehensive Plan?
 - e. *Feasibility*: how possible is this improvement/intervention given current resources?
3. The plan should include profiles of each type of improvement/intervention, with data regarding their safety, comfort, cost, phasing, and prioritization. Improvement types that are safest, feasible, and *most accessible to the average citizen* should be

recommended first. Improvements/interventions should also contain phased approaches as needed, ranging from tactical urbanism techniques to capital improvement plans.

4. Using the initial assessment as a foundation, recommendations and analyses regarding the ordinances or lack thereof, policy mechanisms, and any other immaterial force should also be included, as they relate to the help or hindrance of active transportation endeavors or the type of city fabric that active transportation necessitates.
5. The data and research will be synthesized into a phased 15-year plan for active transportation development in Laredo. This plan will incorporate the goals of the MPO, and the Viva Laredo Comprehensive Plan. The goals of the plan should be scaled from citizen to city manager, and responsibility dictated accordingly. This plan will not only outline specific steps needed to realize a future vision, but also include general guidelines to inform decisions that are not expressly referred to in the plan.
6. Within the greater plan for physical improvements/interventions and policy recommendations, there should include general strategies for engaging the public, changing attitudes towards the infeasibility and perceptions of danger of biking, and educating drivers how to interact with cyclists that share the road with them. Programs such as *ciclovia* and adoptable incentives for employers to use to encourage cycling to work, or any other such program that has been used successfully in other cities, should also be recommended as appropriate. Mobile applications, comprehensive design standards to market the idea of cycling, and any other such measure should also be recommended as appropriate.
7. Presentations to various stakeholders in the community will also be requested throughout the duration of the plan development. Charrettes, or any other manner of meaningful engagement that seeks input and/or data from citizens, will also be required.

Resources

- a. Viva Laredo Comprehensive Plan
- b. 2010-2035 Metropolitan Transportation Plan
- c. Various maps and previous studies compiled by the City of Laredo Planning Department, including the Truck Route Map for the City of Laredo.
- d. Laredo Transit Development Plan, 2014
- e. ADA Plan Update, 2012
- f. Any other studies or pertinent information as they become available.

Submittal Requirements and Restrictions:

Ten (10) copies of the RFQ shall be submitted in an 8 1/2" x 11" format for review by a Selection Committee. Submittals shall be limited to fifteen (15) pages in length, exclusive of

professional resumes, cover sheets, fly leaves, table of contents, dividers, etc., printed on one side and single-spaced. All proposals become the property of the MPO. The MPO reserves the right to reject all proposals and to waive any irregularities.

It is the responsibility of all Consultants to examine the entire RFQ package and seek clarification of any item or requirement that may not be clear and to check all responses for accuracy before submitting a proposal.

The MPO Coordinator, in coordination with the Laredo Traffic Safety Department, will serve as the project manager. The MPO, shall not be liable for any costs incurred by the Consultants in response to the RFQ, or any cost incurred in connection with any discussions, correspondence or attendance at interviews or negotiation sessions.

The following items shall be submitted with the proposal. Failure to include any of these items may result in the rejection of a proposal.

1. A cover letter from a principal in the firm submitting the proposal on behalf of their company.
2. The qualifications shall be arranged in the following order. In some instances the proposing firm is asked to discuss how it may approach certain aspects of the study. It is recognized that this is a RFQ and a Scope of Services and costs have not been negotiated. The intent of the requirement is to be sure to the evaluators that the firm proposing has a general understanding of the type of work that needs to be performed based on past experiences:
 - a. General Statement of Firm(s) Qualifications – Provide information on the firm(s) background and experience in transportation planning, especially bus routing and paratransit services.
 - b. Qualification of Individuals - Provide brief information on the individuals proposed to work on the project. Detailed resumes can be included in the appendix. Please note each individual role in the study and his or her time commitment for this project. Since specific Scope of Work has not been negotiated please list whether it is anticipated the individual will be a primary or secondary participant and list general task(s) each may be responsible for i.e. route planning, surveying, public involvement, etc. Provide a list of projects that the individual(s) has worked on that are similar to those being undertaken in this process.
3. Provide a brief discussion of the project approach that defines the issues and parameters that a mid-sized city, such as Laredo, could expect during the development of the proposed bike plan.

Proposals that include a cost estimate for the development of the study SHALL NOT be considered.

U.S. DOT STANDARD TITLE VI ASSURANCE

The Recipient, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

PROJECT MINIMUM REQUIREMENTS:

Twenty-five (25) draft reports shall be provided for the Technical Committee. Following acceptance and approval by the MPO Policy Committee and the Laredo City Council, forty (40) final reports must be prepared and delivered to the MPO with all corrections and comments incorporated in the final version. Final reports should be neatly bound with attractive covers and address the processes and procedures used in this study. The Final report must be submitted within twenty (20) days. The consultant should submit five (5) final reports on CD ROM to the MPO in both pdf and word.

Presentations minimum requirement*:

- a. One (1) at Draft to the Technical Committee
- b. One (1) at Final to the Policy Committee
- c. One (1) at Final to the Laredo City Council
- d. One (1) or more public outreach meetings.

*Consultant should assume all presentation will occur on separate days.

The MPO will be sole proprietor of the draft and final reports. Last, the consultant will give a presentation to the MPO Technical Committee, the MPO Policy Committee, and Laredo City Council regarding the findings.

ACCESS TO THE RFQ

Copies of the RFQ may be obtained by contacting Mr. Miguel Pescador, City of Laredo Purchasing Director, at (956) 790-1825 or Ms. Vanessa Guerra, MPO Coordinator, at 956-794-1604 or by visiting the following website:

<http://www.cityoflaredo.com/Bids/Bids.htm>

Proposals will be accepted by the City Secretary, until 4 p.m., April 1st, 2019 and must be addressed to:

Mail
The City Secretary
City of Laredo
City Hall – 3rd Floor
P.O. Box 579
Laredo, Texas 78042-0579

Delivered to:
The City Secretary
City of Laredo
City Hall – 3rd Floor
1110 Houston St.
Laredo, Texas, 78040.

- V. REPORT(S) AND PRESENTATIONS (No action required).
 - B. Staff report by TxDOT on the Outer Loop Alignment Study.
 - C. Status report by TxDOT on ongoing projects.
 - D. Status report on the Regional Mobility Authority (RMA).