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 21, 2017
1:30 p.m.

MEETING AGENDA

I. CHAIRPERSON TO CALL MEETING TO ORDER

II. CHAIRPERSON TO CALL ROLL

III. COMMITTEE AND DIRECTOR'S REPORTS

A. Discussion on potential meeting dates and times for a possible future MPO 101 presentation or workshop.

IV. 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.

V. ITEMS REQUIRING POLICY COMMITTEE ACTION

A. Approval of the minutes for the meeting held on November 21, 2016, December 19, 2016, and January 17th, 2017.

B. Receive public testimony and adopt a resolution amending the FY 2017 Unified Planning Work Program (UPWP).
   (1) Outer Loop Alignment Study budget reduced by $50,000.
   (2) Quiet Zone Study Update added.

C. Discussion and possible action on priority projects for the Laredo MPO.

D. Discussion with possible action to require all agenda items go thru the Technical Committee before they are presented to the Policy Committee.

E. Discussion with possible action on Hachar Road.

1. Status on the Advance Funding Agreement (AFA) on the Hachar-Reuthinger Project.

F. Discussion with possible action on Mines Road.

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

A. Presentation by CDM Smith, Inc., on the Five Year Transit Development Plan, the Marketing Plan, and the Asset Management Plan, including the proposed asset management performance targets.

B. Status report by TxDOT and Laredo Traffic Safety Department on the Traffic Signal Synchronization Project.

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

VII. 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 17TH, 2017, 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 sordas o con discapacidad auditiva, lectores de letra grande o en Braille, o un traductor para el idioma español deben comunicarse con la Sra.

Vanessa Guerra, en el Departamento de Planificación de la Ciudad, 1120 San Bernardo Ave. al (956) 794-1613, vguerra@ci.laredo.tx.us, al menos cinco días hábiles antes de la reunión para que los arreglos apropiados se pueden hacer. Materiales in español se proveerán a petición.

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 telephono (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 Charlie San Miguel, City Councilmember, District VI
Honorable George Altgelt, City Councilmember, District VII

LAREDO MASS TRANSIT BOARD REPRESENTATIVE:

Honorable Roberto Balli, City Councilmember, District VIII

COUNTY OF WEBB REPRESENTATIVES:

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

STATE REPRESENTATIVES:

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

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

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

Nathan R. Bratton
MPO Director

FOR:
Heberto L. "Beto" Ramirez
Acting City Secretary

Laredo Urban Transportation Study

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

MINUTES OF THE NOVEMBER 21, 2016 MEETING

I. CHAIRPERSON TO CALL MEETING TO ORDER

Mayor Pete Saenz called the meeting to order at 12:06 p.m.

II. CHAIRPERSON TO CALL ROLL

Nathan R. Bratton, MPO Director, called roll to verify that quorum did exist.

Judge Tijerina made a motion to **excuse** members not present.

Second:	Cm. San Miguel
For:	6
Against:	0
Abstained:	0

Motion carried unanimously

Regular members present:

Honorable Pete Saenz, Mayor and LUTS Chairperson
Honorable Roberto Balli, City Councilmember, District VIII
Honorable Tano E. Tijerina, Webb County Judge
Honorable Charlie San Miguel, City Councilmember, District VI
Pete Alvarez, TxDOT
Melisa Montemayor, TxDOT

Regular members absent:

Honorable George Altgelt, City Councilmember, District VII
Honorable Jaime Canales, Webb County Commissioner, Pct. 4
Honorable John Galo, Webb County Commissioner, Pct. 3

Ex-Officio Members Not Present:

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

Staff (Of Participating LUTS Agencies) Present:

City: Nathan R. Bratton, City Planning/LUTS Staff
Vanessa Guerra, City Planning/LUTS Staff
Angie Quijano, City Planning/LUTS Staff
Jesus Olivares, City Manager
Claudia San Miguel, Transit El Metro.

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

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

Others: Antonio Rodriguez, Howard, Needles, Tammen, & Bergendoff (HNTB, Inc.)
Ruben Soto, Regional Mobility Authority (RMA)
Anthony Garza, Dannenbaum Engineering
Noe Hinojosa, Teleconference

III. COMMITTEE AND DIRECTOR'S REPORTS

Neither the Committee nor the Director has any new business to report.

IV. 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.

V. ITEMS REQUIRING POLICY COMMITTEE ACTION

A. Approval of the minutes for the meeting held on October 17, 2016.

Cm. Balli made a motion to **approve** the minutes of October 17, 2016.

Second: Cm. San Miguel
For: 6
Against: 0
Abstained: 0

Motion carried unanimously

Cm. San Miguel made a motion to **move up** item V-E.

Second: Cm. Balli
For: 6
Against: 0
Abstained: 0

Motion carried unanimously

E. Status of FASTLANE Grant application along with funding component including discussion and possible action and any matters incident thereto.

Cm. San Miguel made a motion to **table** the item momentarily.

Second: Cm. Balli
For: 6
Against: 0
Abstained: 0

Motion carried unanimously

Cm. San Miguel made a motion to **move up** item V-D.

Second: Cm. Balli
For: 6
Against: 0
Abstained: 0

Motion carried unanimously

D. Discussion and possible action on corridor preservation/management (setbacks) along state highways and any matters incident thereto.

Cm. Balli made a motion to **table** item V-D and **move up** item V-E.

Second: Judge Tijerina
For: 6
Against: 0

Abstained: 0

Motion carried unanimously

E. Status of FASTLANE Grant application along with funding component including discussion and possible action and any matters incident thereto.

Antonio Rodriguez, HNTB, Inc., stated HNTB was working on behalf of TxDOT to develop the FASTLANE Grant application. The project would consist of the 5 direct connectors, the main lanes over IH35 on Loop 20, and a 3rd main lane. Total project cost is estimated to be approximately $160,000,000. The application will request 60 percent of the total project cost or $96,000,000. The City of Laredo will submit the application. An additional 32 million in local matching funds would also be required and whose funding source remains to be identified.

Noe Hinojosa, Financial Advisor for Webb County, (who attended the meeting by phone), asked if there were any additional funds available from TxDOT for on system improvements.

Pete Alvarez, TxDOT District Engineer, stated there may be additional funding available, however allocation/award of those funds would be decided by the Transportation Commission.

Ruben Soto, RMA Chairman, stated the RMA Board had agreed to contribute $2,000,000 dollars toward the FASTLANE Grant Application.

Cm. San Miguel made a motion to **combine** discussion of items V-E and V-F together.

Second: Judge Tijerina
For: 6
Against: 0
Abstained: 0

Motion carried unanimously

F. Discussion with possible action to adopt a proposed Resolution in support of the City of Laredo - Webb County - TxDOT/RMA combined application for a FASTLANE Grant.

Cm. Balli made a motion to **adopt** a proposed Resolution in support of the City of Laredo-Webb County-TxDOT/RMA combined application for a FASTLANE Grant.

Second: Cm. San Miguel
For: 6
Against: 0
Abstained: 0

Motion carried unanimously

Cm. Tijerina made a motion to **bring up** item V-D.

Second:	Cm. Balli
For:	6
Against:	0
Abstained:	0

Motion carried unanimously

D. Discussion and possible action on corridor preservation/management (setbacks) along state highways and any matters incident thereto.

Mr. Bratton stated briefly that guidelines provided by the Texas Transportation Institute to TxDOT described the methodology used by City's and County's regarding corridor preservation. The traditional tools used by said entities to preserve transportation corridors include: zoning, comprehensive plans, setback development standards, and thoroughfare plans.

No action was had on the item.

The Committee returned to the regular agenda.

B. Discussion and possible action on Hachar Road.

Anthony Garza, Dannenbaum Engineering, stated the Environmental Assessment would be completed by approximately late summer 2017.

No action was had on the item.

C. Discussion and possible action on Mines Road.

Pete Alvarez, TxDOT, stated construction of the northbound lanes on Mines Road was scheduled to start after the holidays.

No action was had on the item.

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

A. Report by El Metro on the future site (1801 Jacaman Road) of the Bus Operations Administration and Maintenance Facility, including information on the site selection.

Claudia San Miguel, Transit El Metro, gave a brief presentation and provided the Committee with information on said item.

Ms. San Miguel sated in March 2003, City Council approved the purchase of the Jacaman site at the appraised value of $ 3,250,000. The property was 100% funded by Transit Sales Tax Reserve. She also stated in 2016 the City of Laredo submitted an application to the Bus and Bus Facilities Competitive Grant Program. The application was successful and FTA granted a total of $ 9,875,083. She stated the City of Laredo has been taking steps towards the construction of the new Operations and Maintenance Facility to continue to meet the needs of a growing transit-dependent community, and to ensure ongoing safety and strengthen performance.

Cm. San Miguel recommended including landscaping in the design of its upcoming projects

Mr. Bratton stated the project is a TxDOT project; however he recommended bringing back a resolution at the next MPO meeting supporting the inclusion of decorative landscaping in future TxDOT grade separation projects.

B. Discussion and possible action on priority projects for the Laredo MPO.

Mr. Bratton requested the item be tabled.

Judge Tijerina made a motion to **table** the item.

Second:	Cm. San Miguel
For:	6
Against:	0
Abstained:	0

Motion carried unanimously

C. Status report on the Traffic Signal Synchronization Project.

Roberto Murillo, City of Laredo Traffic Safety Department, stated the scope of work was submitted to TxDOT who had subsequently raised various concerns regarding the City's procurement process.

Alberto Ramirez, TxDOT stated TxDOT would review all the information provided by Mr. Murillo and give a status report to the Policy Committee in late December.

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

Ruben Soto, RMA, stated the RMA passed a 2016 Strategic Plan which would soon be posted on the RMA's website. He also stated that its Legislative Agenda was also passed.

VII. ADJOURNMENT

Judge Tijerina made a motion to **adjourn** the meeting at 1:32 p.m.

Second:	Cm. San Miguel
For:	6
Against:	0
Abstained:	0

Motion carried unanimously

Prepared by: _____
Angie Quijano
MPO Staff

Reviewed by: _____
Vanessa Guerra,
MPO Coordinator

Reviewed by: _____
Nathan R. Bratton,
MPO Director

_____
Melisa Montemayor,
District Administrator

_____
Pete Saenz,
Mayor and LUTS Chairperson

Laredo Urban Transportation Study

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

MINUTES OF THE DECEMBER 19TH, 2016 MEETING

I. CHAIRPERSON TO CALL MEETING TO ORDER

Judge Tijerina called the meeting to order at 12:15 p.m.

II. CHAIRPERSON TO CALL ROLL

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

Regular members present:

Honorable Tano E. Tijerina., Webb County Judge
Honorable George Altgelt, City Councilmember, District VII
Honorable Charlie San Miguel, City Councilmember, District VI
Melisa Montemayor, TxDOT

Regular members not present:

Honorable Pete Saenz, Mayor and LUTS Chairperson
Honorable Jaime Canales, Webb County Commissioner, Pct. 4
Honorable Roberto Balli, City Councilmember, District VIII
Honorable John Galo, Webb County Commissioner, Pct. 3
Pete Alvarez, TxDOT

Ex-Officio Members Not Present:

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

Staff (Of Participating LUTS Agencies) Present:

City: Nathan R. Bratton, City Planning/LUTS Staff
Vanessa Guerra, City Planning/LUTS Staff
Angie Quijano, City Planning/LUTS Staff
Eduardo Bernal, Transit, El Metro

State: Sara Garza, TxDOT
Roberto Rodriguez, TxDOT
Ana Duncan, TxDOT
Alberto Rodriguez, TxDOT
Mike Graham, TxDOT

Others: Antonio Rodriguez, Howard, Needles, Tammen, & Bergendoff (HNTB, Inc.)
Ruben Soto, Regional Mobility Authority (RMA)
Rolando Ortiz, Killam Development

Judge Tijerina stated quorum was not achieved. No items were discussed and no action was taken. The meeting was adjourned at 12:16 p.m.

Prepared by: _____
Angie Quijano,
MPO Staff

Reviewed by: _____
Vanessa Guerra,
MPO Coordinator

Reviewed by: _____
Nathan R. Bratton,
MPO Director

_____
Melisa Montemayor,
District Administrator

_____
Pete Saenz,
Mayor and LUTS Chairperson

Laredo Urban Transportation Study

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

MINUTES OF THE JANUARY 17, 2017 MEETING

I. CHAIRPERSON TO CALL MEETING TO ORDER

Mayor Saenz, LUTS Chairperson, called the meeting to order at 12:42 p.m.

C.M. Tijerina made a motion to **excuse** members not present.

Second:	C.M. San Miguel
For:	5
Against:	0
Abstained:	0

Motion carried unanimously

Regular members present:

Honorable Pete Saenz, Mayor and LUTS Chairperson
Honorable George Altgelt, City Councilmember, District VII (joined the meeting at 12:41 p.m.)
Honorable Tano E. Tijerina, Webb County Judge
Honorable Charlie San Miguel, City Councilmember, District VI
Pete Alvarez, TxDOT

Regular members absent:

Honorable Jaime Canales, Webb County Commissioner, Pct. 4
Honorable John Galo, Webb County Commissioner, Pct. 3
Honorable Roberto Balli, City Councilmember, District VIII
Melisa Montemayor, TxDOT

Ex-Officio Members Not Present:

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

Staff (Of Participating LUTS Agencies) Present:

City: Nathan R. Bratton, City Planning/LUTS Staff

Vanessa Guerra, City Planning/LUTS Staff
Angie Quijano, City Planning/LUTS Staff
Eduardo Bernal, Transit, El Metro
Rosa Soto, Transit, El Metro
Roberto Murillo, Traffic Safety

State: Roberto Rodriguez, TxDOT
Sara Garza, TxDOT
Mike Graham, TxDOT

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

Others: Ruben Soto, Regional Mobility Authority (RMA)
Anthony Garza, Dannenbaum Engineering

II. CHAIRPERSON TO CALL ROLL

Nathan R. Bratton, MPO Director, called roll and verified that a quorum existed.

III. COMMITTEE AND DIRECTOR'S REPORTS

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

IV. 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.

C.M. San Miguel made a motion to **move up** agenda item #I of the supplemental agenda.

Second: C.M. Alvarez
For: 5
Against: 0
Abstained: 0

Motion carried unanimously

I. ITEMS REQUIRING POLICY COMMITTEE ACTION

Discussion with possible action to move the letting date of project CSJ 0086-14-065 intended to construct an interchange facility over IH 35, from 0.330 miles west of IH 35 to 0.160 miles west of McPherson Road, with an estimated construction estimate of $25,564,945, from March, 2017 to June, 2017, and submit as part of the February, 2017 State Transportation Improvement Program (STIP) revision cycle.

Mr. Bratton gave a brief presentation on the item. He stated the letting date of the project would be from March 2017 to June 2017 subject to waiting for the results of the FAST Lane Grant.

C.M. San Miguel made a motion to **approve** the item as presented.

C.M. Alvarez, TxDOT, requested to amend the motion by moving the letting date to July, 2017.

C.M. San Miguel withdrew his motion.

C.M. Alvarez made a motion to **approve** the item and amend the item such that the letting date for project CSJ 0086-14-065 and Intelligent Transportation System (ITS) project identified as CSJ 0086-14-082 was moved from March 2017 to July 2017.

Second:	C.M. San Miguel
For:	5
Against:	0
Abstained:	0

Motion carried unanimously

V. ITEMS REQUIRING POLICY COMMITTEE ACTION

Judge Tijerina made a motion to **move up** agenda item #V-D.

Second:	C.M. San Miguel
For:	5
Against:	0
Abstained:	0

Motion carried unanimously

D. Discussion with possible action regarding Policy Committee meeting dates and times for Calendar year 2017.

Judge Tijerina made a motion to **change** the time of the Policy Committee meetings to 1:30 p.m.

Second: C.M. San Miguel
For: 5
Against: 0
Abstained: 0

Motion carried unanimously

C.M. Tijerina made a motion to **move up** agenda item #V-E.

Second: C.M. San Miguel
For: 5
Against: 0
Abstained: 0

Motion carried unanimously

E. Adopting a resolution supporting the inclusion of decorative landscaping in future TxDOT grade separation projects.

C.M. Alvarez, TxDOT, stated TxDOT supports the resolution but also stated the proposed landscaping would become a maintenance issue and local dollars would be needed.

Mr. Bratton recommended revision of the resolution such that Section 1 reads, "The Laredo Metropolitan Organization expresses its support for the inclusion of **low maintenance** decorative landscaping **using native species** in future TxDOT grade separation projects".

C.M. San Miguel made a motion to **approve** the item as amended.

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

Motion carried unanimously

C.M. San Miguel made a motion to **move up** agenda item #V-C.

Second: C.M. Tijerina
For: 5
Against: 0
Abstained: 0

Motion carried unanimously

C. Receive public testimony and initiate a 45 day public review and comment period for the proposed Public Participation Plan (PPP).

C.M. San Miguel made a motion to **open** a public hearing.

Second:	C.M. Tijerina
For:	5
Against:	0
Abstained:	0

Motion carried unanimously

C.M. San Miguel made a motion **close** the public hearing and **initiate** a 45 day public review and comment period for the proposed Public Participation Plan (PPP).

Second:	C.M. Tijerina
For:	5
Against:	0
Abstained:	0

Motion carried unanimously

H. Discussion with possible action on Hachar Road.

Anthony Garza, Dannenbaum Engineering, stated Dannenbaum Engineering was working on the schematic and environmental document for the Hachar Reuthinger Project. He stated TxDOT's comments on the project's risk assessment were received. He stated the draft Advance Funding Agreement (AFA) was already prepared and the Policy Committee should receive a draft before the next Policy Board meeting. He also stated that once the environmental assessment was done, the Right of Way process may begin followed by construction.

C.M. Altgelt inquired as to the reason for the protracted length of time taken to develop and execute the AFA.

C.M. Alvarez, TxDOT, stated there were legal matters that needed to addressed and TxDOT anticipated the AFA would be ready in the next two weeks.

C.M. Algelt requested a status report on the AFA for the Hachar-Reuthinger Project at the next Policy Board meeting.

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

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

Ruben Soto, Chairman, RMA, stated the RMA Board inducted a new Board member, Mr. Jesus Romero, who was appointed by Commissioner Frank Sciaraffa. He stated the RMA Commission is now fully populated. He stated the RMA was undergoing an annual audit and should have a report on said audit by March, 2017. He also stated the RMA was mobilizing a field team in March to conduct the necessary field investigations required to perform the Vallecillo Road Project environmental assessment. He also stated the RMA was working on refining its financial plan by expanding its list of possible funding sources.

Due to meeting time constraints, the following agenda items were not discussed and will be placed on the next Policy Committee agenda.

- Approval of the minutes for the meeting held on November 21, 2016 and December 19, 2016.
- Discussion with possible action on the proposed update of the 2015 Kansas City Southern Railroad Quiet Zone Study.
- Discussion and possible action on priority projects for the Laredo MPO.
- Discussion with possible action to require all agenda items go thru the Technical Committee before they are presented to the Policy Committee.
- Status report on the FASTLANE Grant application.
- Status report by TxDOT on the Traffic Signal Synchronization Study.

VII. ADJOURNMENT

C.M. San Miguel made a motion to **adjourn** the meeting at 1:04 p.m.

Second:	C.M. Tijerina
For:	5
Against:	0
Abstained:	0

Motion carried unanimously

Prepared by: _____
Angie Quijano,
MPO Staff

Reviewed by: _____
Vanessa Guerra,
MPO Coordinator

Reviewed by: _____

Nathan R. Bratton,
MPO Director

_____

Melisa Montemayor,
District Administrator

_____

Pete Saenz,
Mayor and LUTS Chairperson

LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM

DATE:	**SUBJECT:** A RESOLUTION NO. MPO 2017-01
2/21/17	Receive public testimony and adopt a resolution amending the FY 2017 Unified Planning Work Program (UPWP). (1) Outer Loop Alignment Study budget reduced by $50,000. (2) Quiet Zone Study Update added. 2017UPWP-REV. 1

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

PREVIOUS ACTION:
On July 7, 2016, the Policy Committee adopted the 2017 UPWP following a 20 public review and comment period.

BACKGROUND:
The Unified Planning Work Program describes and schedules work to be undertaken by the Metropolitan Planning Organization during the 2017 fiscal period.

Listed below are the proposed changes to the 2017 UPWP:

Subtask	Original Budget	Proposed Change	Amended Budget
1.1 Program support administration	$100,000.00	$0.00	$100,000.00
1.2 Travel, training, equipment	$20,000.00	$0.00	$20,000.00
2.1 Growth monitoring, projections, website	$20,000.00	$0.00	$20,000.00
2.2 2013-2045 Travel Demand Model Update	$100,000.00	$0.00	$100,000.00
3.1 TIP/UPWP/PPP/LEP/By-Laws/Title VI	$20,000.00	$0.00	$20,000.00
4.1 2015-2040 Metropolitan Transportation Plan	$5,000.00	$0.00	$5,000.00
5.1 Transit Plan Update	$40,000.00	$0.00	$40,000.00
5.2 Outer Loop Alignment Study(1)	$250,000.00	($50,000.00)	$200,000.00
5.3 Freight Mobility Plan	$250,000.00	$0.00	$250,000.00
5.4 Bicycle and Pedestrian Plan	$5,000.00	$0.00	$5,000.00
5.5 2015 Quiet Zone Study Update (2)-	$0.00	$50,000.00	$50,000.00
TOTAL	**$810,000.00**	**$0.00**	**$810,000.00**

(1) Project budget reduced by $50,000.
(2) Project being added.

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

2015 Quiet Zone Study – Kansas City Southern Line

The development the KCS Railroad Quiet Zone Study Update was an objective of the 2014 Unified Planning Work Program (UPWP) and carried over to the project's completion in 2015.

KCS Railroad Quiet Zone Study was conducted:

- To develop a strategy to implement a train whistle ban in Laredo following adopted federal guidelines for 32 Kansas City Southern Railroad crossings in Laredo.
- To evaluate railroad lines by segments and provide detailed recommendations for implementation.
- To collect data at each of the 32 railroad crossings, and develop recommendations for improvements necessary to achieve the required safety thresholds.
- To provide cost estimates, alternative recommendations, and order of implementation for infrastructure improvements.

Kimley-Horn and Associates, Inc. was selected to conduct the study, which was completed and presented to the Policy Committee in November of 2015.

Total fee: 75,800

RESOLUTION NO. MPO 2017-01

BY THE LAREDO URBAN TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

ADOPTING THE REVISED 2017 UNIFIED PLANNING WORK PROGRAM (UPWP)

WHEREAS, the Laredo Urban Transportation Study (LUTS), the designated Metropolitan Planning Organization (MPO), for the Laredo Urbanized Area wishes to adopt the Revised 2017 Unified Planning Work Program (UPWP); and,

WHEREAS, the Laredo Urban Transportation Study finds that the revised 2017 Unified Planning Work Program (UPWP) meets federal and state requirements, and meets the transportation planning needs of the Laredo Metropolitan Area;

NOW THEREFORE BE IT RESOLVED, that the Laredo Urban Transportation Study, as the designated Metropolitan Planning Organization for the Laredo Urban Area, adopts the revised 2017 Unified Planning Work Program (UPWP), which is attached hereto and made a part hereof for all purpose on this the 21st day of February, 2017.

_____
Honorable Pete Saenz
Mayor of Laredo and Chairperson of the
LUTS Transportation Planning Committee

We certify that the above resolution was adopted at a public meeting of the Policy Committee of the Laredo Urban Transportation Study.

_____
Nathan Bratton
MPO Director

_____
Melisa Montemayor
TxDOT District Administrator

LAREDO URBAN TRANSPORTATION STUDY
metropolitan planning organization

UNIFIED PLANNING WORK PROGRAM
FY 2017

ADOPTED BY THE POLICY COMMITTEE ON: JULY 18, 2016
AMENDED ON: FEBRUARY 21, 2017

FY 2017 UPWP
REVISED 2-21-17

LAREDO URBAN TRANSPORTATION STUDY
2017 UNIFIED PLANNING WORK PROGRAM

I. INTRODUCTION

The Unified Planning Work Program (UPWP) originated from the Federal-Aid Highway Act of 1973 and details the transportation planning work proposed to be undertaken by the Metropolitan Planning Organization in the study area for the year. The United States Department of Transportation, through its modal administrations, requires development of an annual Unified Planning Work Program (UPWP) to describe intermodal comprehensive transportation planning in areas with populations greater than 50,000. This program was designed to incorporate federal Section 112 ("PL" funds) and Section 5303 (transit) planning funds and intended to provide a mechanism for the coordination of all planning activities required by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Federal regulations allow for a one or two year work program.

The Laredo Urban Transportation Study, in its capacity as the Laredo Metropolitan Planning Organization, provides "3C" or "continuous, cooperative and comprehensive" transportation planning for the Laredo Metropolitan Area as 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, 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 Clean Air Act Amendments (CAAA) of 1990 also influences the metropolitan planning process. In general the Act requires that transportation actions and projects proposed and/or implemented in the metropolitan planning area must support the attainment of federal standards for ozone by meeting specific requirements set out by the Environmental Protection Agency (EPA), regarding air quality conformity. Since the Laredo Urbanized Area has been designated an "attainment" area for air quality conformity, the law exempts the urbanized area (UZA) from conformity requirements therefore; it is not addressed in this document.

The Unified Planning Work Program (UPWP) is developed to comply with the mandatory metropolitan planning requirements and was adopted by the Laredo Metropolitan Planning Organization Policy Committee at a public meeting, following a twenty-day comment period as required by the adopted Public Participation Plan.

A. PURPOSE

The UPWP describes and schedules the work to be undertaken by the Laredo Urban Transportation Study during the upcoming fiscal period, and includes a financial participation summary.

Scope of Planning

In general the FAST Act requires that the metropolitan planning process for a metropolitan area shall provide for consideration of projects and strategies that will:

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.

Performance Based Planning

MAP-21 and its successor the FAST Act require that metropolitan planning organizations, public transportation providers and state departments of transportation establish and use a performance-based approach to transportation decision making to support the seven national goals. The **seven federal goal areas** as listed in 23 USC 150 are as follows:

1. *Safety*: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. *Infrastructure condition*: To maintain the highway infrastructure asset system in a state of good repair.
3. *Congestion reduction*: To achieve a significant reduction in congestion on the National Highway System.
4. *System reliability*: To improve the efficiency of the surface transportation system.
5. *Freight movement and economic vitality*: To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. *Environmental sustainability*: To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. *Reduced project delivery delays*: To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The goal areas for public transportation address:

1. *Transit Safety*
2. *Transit Asset Management*

The United States Department of Transportation (USDOT) will establish MAP 21 Performance Measures designed to carry out the National Highway Performance Program. Each State Department of Transportation (DOT) will then establish performance targets in support of those measures. Subsequent to the State adopting its performance targets the MPO's will have 180 days to establish performance targets coordinated with those of the state DOT's and public transportation providers. When these targets are set, the Metropolitan Transportation Plan

(MTP) and the Transportation Improvement Program (TIP) are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The Metropolitan Transportation Plan will also have to include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP is also required to include a description of the anticipated effect of the TIP toward achieving the performance targets set in the plan.

The MPO intends to develop performance targets as required by the FAST Act in coordination with the State, the local transit provider (El Metro), and all other planning partners. Public involvement will be critical to the preparation and implementation of performance measures in the planning process as required by the FAST Act. Performance measures allow the MPO to track improvements towards the accomplishment of important outcomes for the region.

Public Involvement
The Laredo MPO's Public Participation Plan (PPP) gives citizens the opportunity to comment during all phases of the transportation planning process. The MPO welcomes public comment throughout the planning process and utilizes its website http://www.ci.laredo.tx.us/city-planning/Departments/MPO/index.html, the City of Laredo's website http://www.cityoflaredo.com/, and local periodicals including, the Laredo Morning Times and El Manana, to notify the public of meetings and opportunities to comment.

In order to ensure public involvement, all MPO work is conducted in accordance with the adopted Public Participation Plan (PPP). The PPP requires that initial adoption of the Unified Planning Work Program (UPWP) follow at a minimum: a 20 day public comment and review period, 72 hour advanced posting of the Policy Committee meeting wherein final action will occur, and publication of a document summary in the newspaper at least 5 days in advance of adoption. The PPP further requires that revisions of the UPWP may only be accomplished thru action of the Policy Committee, following 72 hour posted advance notice to the public.

B. DEFINITION OF AREA

The Laredo Metropolitan Area Boundary (MAB) includes the City of Laredo and portions of Webb County. (See Map, Appendix B.) The MAB was approved by the Governor in 2004. The Laredo urbanized area (as determined by the 2010 Census) surpassed 200,000 in population and was designated a Transportation Management Area (TMA) effective July 18th, 2012.

C. ORGANIZATION

The Laredo Metropolitan Planning Organization is governed by the Policy Committee established in accordance with adopted MPO Bylaws. 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, and by the Texas Department of Transportation in the Laredo Metropolitan Area (See Appendix A). 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 responsibilities include professional and technical review of work programs, policy recommendations and transportation planning activities. The Technical Committee includes:

City Representatives: • Laredo City Planner (Chairperson) • The General Manager of the City Transit System • Laredo Manager of Traffic Safety • Laredo Airport Manager • Laredo City Engineer • Laredo Bridge Manager	State Representatives: • TxDOT Planning Representative (Vice-Chairperson) • TxDOT Planning Representative • TxDOT Area Engineer • TxDOT Transportation Planning and Programming Field Representative
Federal representatives: • FHWA Planning Representative (Austin)	School system representatives • A representative of the Laredo Independent School District • A representative of the United Independent School District • A representative of Texas A&M International University • A representative of Laredo Community College
County and Regional Representatives: • Webb County Planning Director • South Texas Development Council Regional Planning Director • The General Manager of the Rural Transit System • Webb County Engineer	Private Sector Representatives: • A representative of the Kansas City Southern Railway Company • A representative of the Union Pacific Railroad Company • A representative of the Laredo Transportation Association • A Transportation Provider Representative who shall also serve on the Laredo Transportation Advisory Committee

The Title VI/EJ Working Group is comprised of 9 members, including representatives of the City of Laredo, the MPO, TxDOT, transit and the County Planning Department. The Group's purpose is to assist the MPO in improving data collection, monitoring and analysis to ensure that transportation related programs and policies do not have a disproportionately high and adverse human health or environmental effects on minority and low-income populations. The City of Laredo staff providing service and support to the MPO include: the Planning Director, a planner, a GIS technician, a clerk, an accountant and others as may be required.

D. PRIVATE SECTOR INVOLVEMENT

The private sector is encouraged to participate in the development of all transportation programs and plans. Private transportation providers are invited to participate in TIP development as members of the Technical Committee and as project evaluation committee members. Private consultants will be used for the completion of the Transit Plan Update, the Travel Demand Model Update Project, the Outer Loop Alignment Study, and the Freight Mobility Plan.

E. PLANNING ISSUES AND EMPHASIS

The current UPWP addresses the following transportation areas of concern in the MPO area:

- Growth, and Development Data and Projections
- Public Transportation Needs

- Alternative modes of transportation

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in a memorandum to Metropolitan Planning Organizations, dated March 18, 2015, jointly issued Planning and Emphasis Areas (PEAs). The PEAs are topical areas in planning that FHWA and FTA want to emphasize as MPOs develop work task associated with PEAs in the UPWP. The PEAs include:

1. ***MAP-21 Implementation*** - *Transition to Performance Based Planning and Programming*. Performance based planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed toward the achievement of transportation system performance outcomes. Appropriate UPWP work tasks include working with local planning partners to identify ways to implement performance-based planning provisions such as collecting performance data, selecting and reporting performance targets for metropolitan areas, and reporting actual system performance related to those targets. The Laredo MPO uses scenario planning through the Travel Demand Model process to develop the Laredo Metropolitan Transportation Plan.
2. ***Regional Models of Cooperation***- *Ensure a Regional Approach to Transportation Planning by Promoting Cooperation and Coordination across Transit Agency, MPO, and State Boundaries*- The Laredo MPO will continue to work with its planning partners to improve the effectiveness of transportation decision-making by thinking beyond traditional borders and adopting a coordinated approach to transportation planning. A coordinated approach supports common goals and capitalizes on opportunities related to project delivery, congestion management, safety, freight, livability, and commerce across boundaries. Improved multi-jurisdictional coordination between the Laredo MPO, TxDOT, El Metro, area providers of public transportation, and the Regional Mobility Authority (RMA) can reduce project delivery times and enhance the efficient use of resources. The Laredo MPO will periodically revisit its metropolitan area planning agreements to ensure that there are effective processes for cross-jurisdictional communication between TxDOT, the Laredo MPO and local area transit providers to improve collaboration, policy implementation, technology use, and performance management.
3. ***Ladders of Opportunity***: *Access to essential services* – The Laredo MPO will continue to work with TxDOT, and the local area transit providers, as part of the transportation planning process to identify transportation connectivity gaps in accessing essential services. Essential services include employment, health care, school/education, and recreation. At the behest of the local transit provider, the Laredo MPO UPWP routinely includes the development of transit related studies, including the development of: a five year plan, a bus/rapid transit feasibility study, and a paratransit and Americans with Disability Act compliance study. The Laredo MPO will also periodically evaluate the effectiveness of its public participation plan for engaging transportation-disadvantaged communities in the transportation decision making process. The Laredo MPO will evaluate the need and availability of pedestrian and bicycle facilities in the study area.

II. TASK 1.0 - ADMINISTRATION AND MANAGEMENT

A. OBJECTIVE

To ensure that the Laredo Metropolitan Area transportation planning process is a fully cooperative, comprehensive and continuing activity; to monitor ongoing planning activities; to ensure that all modes of transportation are given consideration as elements of a single urban transportation system and are considered in the overall planning process; to ensure public involvement in the transportation planning process.

B. EXPECTED PRODUCTS

The smooth and efficient operation of the Metropolitan Planning Organization including the following: fulfillment of planning objectives; compliance with state and federal requirements; continuation of a proactive public involvement process, reports, certifications, and administration.

C. PREVIOUS WORK

Both the Technical and Policy Committee meetings held on an ongoing basis to make appropriate revisions to documents and approve programs. Staff conducted public meetings as required by FHWA, FTA, the State and local government in the development of transportation planning documents, and reports. Staff attended various meetings, and workshops, and made presentations at public meetings.

D. SUBTASKS

1.1 Program support administration. This includes program administration, record keeping, and monitoring completion of UPWP projects, audit, preparation of reports, interagency coordination, facilitating citizen participation, and preparation of meeting minutes. (Routine work effort – carried over from previous year)

1.2 Travel, training, equipment, and supplies. All computer hardware, software and equipment expenditures of Federal planning funds over $5,000 will require prior approval.

E. FUNDING & PARTICIPATION SUMMARY

Task 1.0 - FY 17

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Sect. 5307	Local	Total
1.1	LUTS	100,000	0	0	100,000
1.2	LUTS	20,000	0	0	20,000
TOTAL		**120,000**	**0**	**0**	**120,000**

[1] TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

III. TASK 2.0 - DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE

In cooperation with member agencies, maintain the MPO website and a database on population, housing, land use and transportation characteristics. Monitor growth patterns in the study area for their impact on community transportation systems. Staff will assist with the continual integration of data into GIS format in order to facilitate organization, retrieval and analysis, and to continue and further the goals and objectives of comprehensive transportation planning.

B. EXPECTED PRODUCTS

Updated demographics including population, land use, housing employment and roadway databases and maps. A fully integrated mapping/data base system to be used in data retrieval, analysis, projection, mapping, and graphic publication elements of future transportation planning tasks. Demographic data will be developed in-house and with the assistance of outside professionals, using resources available in the community, as well as, the US Census. The MPO website will continue to be modified and updated to increase functionality, ease of use, visualization capacity, public outreach, and transparency.

C. PREVIOUS WORK

The MPO website was continually updated to provide access to meeting agendas, packets, and publications as they became available. The site was also modified to include a section for Title VI information. MPO Staff received and reviewed the files and reports for the Congestion Management Project. The Travel Demand Data Development Project and the 2015-2040 MTP project were completed. Project maps were developed, retrieved and or printed as new projects were approved or considered. A Request for Qualifications was developed, and published for the Demographic Data Development Project (also identified as the 2013-2045 Travel Demand Model Update Project). Consultant selection and project initiation is anticipated by the end of FY 2016.

D. SUBTASKS

2.1 Growth development monitoring, projections, and website. The GIS staff will assist in the ongoing collection, review, analysis and mapping of demographic data related to population, land use, housing, and employment. The subtask will also provide for GIS related staff training, and the purchase of equipment, software, materials and supplies for printing of maps. Staff will monitor the MPO website, continue to modify it in the interest of ease of use and transparency, and assist in posting MPO products online. (Routine work effort – carried over from previous year)

TXDOT Data Collection – To conduct travel surveys and/or traffic saturation counts in the MPO region for use in the travel demand models and transportation analysis for pavement and geometric design. Work is being conducted by TXDOT and funding is being provided through the Texas State Planning and Research (SPR) Work Program Part I. Funds will be reconciled as part of the SPR Part I. ($917,638.31 SPR)

2.2 2013-2045 Travel Demand Model Update Project - Objective: To collect and format all the demographic and roadway data necessary for input into the 2013-2045 Travel Demand Model. Expected Outcome: All demographic and roadway data, gathered and formatted, as necessary for submittal to TxDOT for their preparation of the 2013-2015 Travel Demand Model. TxDOT will update the model from a 2008 to a 2013 base year and from a 2040 forecast year to a 2045 forecast year (Non-Routine Work Effort – carry over project).

E. FUNDING & PARTICIPATION SUMMARY

Task 2.0 – FY 17

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Sect. 5307	Local	Total
2.1	LUTS	20,000	0	0	20,000
2.2	LUTS	100,000	0	0	100,000
TOTAL		**120,000**	**0**	**0**	**120,000**

[1] TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

IV. TASK 3.0 - SHORT RANGE PLANNING

A. OBJECTIVE

To complete those activities associated with near-term planning and implementation of projects that will be undertaken within the next five years.

B. EXPECTED PRODUCTS

Short range planning activities will result in strategies that will support those planning policies needed to preserve the continuing flow of traffic. The MPO will develop and/or revise as necessary the UPWP, the TIP, the MPO By-Laws, and the Public Participation Plan. The MPO also anticipates continued participation in the regional service planning process, as well as, any activity associated with FTA's 5310 Senior's with Disabilities Program or 5339 - Bus and Bus Facilities Program. .

C. PREVIOUS WORK

Staff assisted in the development and continued revision of the 2017-2020 TIP, the 2015- 2018 TIP, the 2016 and 2017 UPWP. In preparation for the federal certification review, Staff worked closely with the selected consultant on the TMA Certification Project, intended to prepare the MPO, its planning partners and organizational documents for both the mock and formal certification review process. The Certification Notebook was prepared and submitted to FHWA in advance of the mock review conducted in December of 2014. The Certification Project conducted with the assistance of a consultant was completed.

As a result of the Informal Certification Review, Staff received a number of commendations as well as recommendations for the improvement of the planning process. Staff completed implementation and development of said recommendations. The MPO prepared a supplementary Certification Notebook and participated in the Formal Certification Review conducted by the Federal Highway Administration (FHWA) in April of 2016. Staff developed and submitted the Annual Performance and Expenditure Report and the Annual Projects list. Staff also developed submitted all materials requested by the TxDOT office of Civil Rights during the Title VI desk audit. In June of 2016, the Office of Civil Rights notified MPO Staff the desk audit was complete and found that the Laredo MPO had demonstrated good faith efforts in meeting the requirements of the Title VI review. Staff developed a Limited English Proficiency Plan which was adopted and implemented in accordance with federal and state guidelines. Staff also developed a Transportation Alternatives Program, issued a call for projects, and selected a project for funding based on adopted project selection procedures.

D. SUBTASKS

3.1 TIP/UPWP/By-Laws/PPP/LEP/Title VI– assisting in the development and/or revision of the Transportation Improvement Program (TIP), UPWP, By-Laws, the Public Participation Plan, the Limited English Proficiency Plan, and the Title VI documents. (Routine work effort- carried over from previous year)

E. FUNDING & PARTICIPATION SUMMARY

Task 3.0 - FY 17

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Sect. 5307	Local	Total
3.1	LUTS	20,000	0	0	20,000
TOTAL		**20,000**	**0**	**0**	**20,000**

[1] TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

V. TASK 4.0 – METROPOLITAN TRANSPORTATION PLAN / LONG RANGE PLANNING

A. OBJECTIVE

To continue study and analysis of projects and data for long-range planning elements and long-range project studies. Includes activities associated with publishing or updating the Metropolitan Transportation Plan, formerly called the Long Range Plan.

B. EXPECTED PRODUCTS

Staff expects to assist in the continual revision of the existing Metropolitan Transportation Plan (MTP) to conform to state and federal requirements.

C. PREVIOUS WORK

Staff assisted in the continuous revision of the 2015-2040 Laredo Metropolitan Transportation Plan.

D. SUBTASKS

4.1 2015-2040 Laredo Metropolitan Transportation Plan (MTP) - assist in the ongoing revision of Metropolitan Transportation Plan.

E. FUNDING & PARTICIPATION SUMMARY

Task 4.0 - FY 17

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Sect. 5307	Local	Total
4.1	LUTS	5,000	0	0	5,000
TOTAL		**5,000**	**0**	**0**	**5,000**

[1] TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

VI. TASK 5.0 - SPECIAL STUDIES

A. OBJECTIVE

To further the goals and objectives of the transportation planning process through special studies undertaken by MPO staff or consultants in support of existing or projected local needs. To maintain the transportation management systems required by federal and state regulations, to assist decision-makers in selecting cost-effective strategies to improve the efficiency and safety of and protect the investment systems.

B. EXPECTED PRODUCTS

These are specific studies and projects that address special problem areas or help promote and support transportation related topics.

C. PREVIOUS WORK

The Downtown Signalization Study was completed in FY 2008, the Transit Development Plan was completed in FY 09, the McPherson Corridor Capacity and Mobility Analysis Project was completed in FY 10. In FY 11 both the Bus Rapid Transit Plan and the Del Mar Corridor Study were completed. In FY 2013, the Para-Transit Plan Update was completed. In FY 15, the 2015-2040 MTP, the TMA Certification Project, and the Congestion and Delay Study were completed. The Congestion Management Process (CMP) network and performance measures were adopted, and the Rail Road Quiet Zone study was completed.

D. SUBTASKS

5.1 Transit Development Plan-Objective: The study will include: the review and analysis of current operation data, including trend analysis and peer analysis; the evaluation of existing transit services and programs, the assessment of unmet transit needs and service gaps; analysis of individual and system route performance; assessment of current/future operating, capital, and matching needs with available resources; recommendations for service modifications/improvements, and guidance in the preparation of annual budgets. Expected Outcome: To update the study that was performed for the MPO in 2009. (Non-routine work effort - To be conducted by consultant) This is a carryover project.)

5.2 Outer Loop Alignment Study- Objective: The study will define alternative alignments, identify and assess potential environmental mitigation issues, include the requisite public outreach activities, and select a preferred alternative alignment for the Laredo Outer Loop. Expected Outcome: The study will identify a preferred alignment for corridor preservation and eventual construction of the proposed four-lane, controlled access, approximately 37 mile long facility identified as the Laredo Outer Loop. (Non-routine work effort - To be conducted by consultant.)

5.3 Freight Mobility Plan – Objective- The study will evaluate freight movement in the study in order to: identify freight mobility needs and challenges, develop goals and objectives to improve goods movement, evaluate the impact of freight movement on the regional economy, identify freight transportation facilities and investments necessary for economic growth, define freight policies and programs, and provide recommendations for short, mid-range and long term recommendations for infrastructure improvements. Expected Outcome- A study that will serve as an investment guide for freight mobility improvements in the region. (Non-routine work effort - To be conducted by consultant) This is a carryover project.)

5.4 Bicycle and Pedestrian Plan –The MPO with the assistance of FHWA will develop a plan for creating an environment conducive for walking or cycling as a mode choice, as well as, providing recreational opportunities for walking and cycling in order to encourage a healthy lifestyle. The plan is expected to provide guidance for the development and implementation of an interconnected network of designated on-street bicycle facilities as well as off-roadway trails and sidewalks. Work is being conducted by FHWA, in collaboration with the MPO. There will be no costs from FHWA. (Non-routine work effort – to be conducted by FHWA and the MPO)

5.5 2015 Quiet Zone Study Update - The update of the 2015 study is intended to: refresh the rail crossings data, gather updated traffic counts, and provide recommendations on safety infrastructure improvements and costs necessary to meet the federal quiet zone safety thresholds, while minimizing, to the extent possible, street closures in the downtown area. (Non-routine work effort - To be conducted by consultant)

E. FUNDING & PARTICIPATION SUMMARY

Task 5.0 - FY 17

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Sect. 5307	Local	Total
5.1	LUTS	40,000	0	0	40,000
5.2	LUTS	200,000	0	0	200,000
5.3	LUTS	250,000	0	0	250,000
5.4	LUTS	5,000	0	0	5,000
5.5	LUTS	50,000	0	0	50,000
TOTAL		**545,000**	**0**	**0**	**545,000**

[1] TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

LAREDO URBAN TRANSPORTATION STUDY-– FY 17

UPWP Task	Description	TPF[1] Funds	FTA Sect. 5307	Local	Total Funds
1.0	Administration-Management	120,000	0	0	120,000
2.0	Data Development and Maintenance	120,000	0	0	120,000
3.0	Short Range Planning	20,000	0	0	20,000
4.0	Metropolitan Transportation Plan	5,000	0	0	5,000
5.0	Special Studies	545,000	0	0	545,000
	TOTAL	**810,000**	**0**	**0**	**810,000**

[1] TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

Combined Transportation Planning Funds[2]	$ 460,002.00
Estimated Unexpended Carryover	$ 349,998.00
TOTAL TPF	$ 810,000.00

[2] Estimate based on prior years authorizations

KANSAS CITY SOUTHERN RAILROAD QUIET ZONE STUDY

PREPARED FOR

THE LAREDO URBAN TRANSPORTATION STUDY (MPO)

November 17, 2015

Kimley»Horn

10814 Jollyville Road, IV
Suite 300
Austin, TX 78759

KANSAS CITY SOUTHERN RAILROAD QUIET ZONE STUDY

Executive Summary

The City of Laredo (City), in order to improve the quality of life for its residents, is interested in establishing railroad Quiet Zones on the Kansas City Southern Railroad (KCSR) line, which passes through a large portion of the city. Quiet Zones are areas where trains are not required to blow their horns at grade crossings unless in an emergency situation. To qualify for a Quiet Zone, specific requirements must be met. These are established by Federal Law and administered by the Federal Railroad Administration (FRA).

Kimley-Horn and Associates (KHA) has prepared this railroad grade crossing quiet zone study to evaluate and recommend improvements at highway-rail grade crossings located along the KCSR. This project is an update to the Quiet Zone plan prepared in 2006 by Wilbur Smith and Associates.

The initial step in the study process is to determine the scope of rail operations on the KCSR line within the City Limits. The number of trains, train speeds, number of grade crossings, existing safety equipment at each crossing, number of cars using each crossing, and the frequency of train horn use were all gathered prior to the quiet zone analysis. During the data collection phase of this project, updated vehicular counts were obtained for each crossing.

Once railroad and traffic data was obtained, the federal rules applicable to the Quiet Zone process were reviewed to determine the appropriate mitigation measures to meet federal requirements.

Scenarios were developed with input from MPO, City, FRA and KCSR staff. The preferred alternative was reviewed at a workshop with all City departments, then presented in a Public Meeting. As a result of input received at this workshop, two final scenarios are presented for consideration. Both involve the installation of islands, traffic controls, railroad gates, and train detection circuitry at the Washington St / Santa Isabel Ave crossing.

In the first alternative, the remaining "non-gated" crossings were assumed to be closed, including the one at Zaragoza. This scenario meets the requirements for a quiet zone, bringing the Quiet Zone Risk Index (QZRI) lower than the Risk Index With Horns (RIWH) and the National Significant Risk Threshold (NSRT). However, it is preferable that the Zaragoza closure have an option for being opened during emergency conditions, such as flood stage of the Rio Grande River. Since this is would be considered a "temporary crossing closure", an application to the FRA must be made in order to have this considered as part of the quiet zone.

In the second alternative, the Zaragoza crossing was removed from the quiet zone calculations. The result is that medians would need to be installed at the following crossings.

- Convent Avenue
- San Francisco Avenue
- Bueno Vista Avenue
- N. Arkansas Avenue

Because of existing roadways in the vicinity of the crossings, it is not possible to obtain the median lengths needed for a full SSM at these crossings. Therefore, an application to the FRA must be made in order to have these approved as safety measures with a lower effectiveness rating. As with the first alternative, this results in a valid quiet zone, with a QZRI that is lower than both the RIWH and NSRT.

The third alternative is a variation of the first, in which the Zaragoza crossing is closed using temporary barriers for the majority of the time. The crossing would only be opened during periods when the alternative route was blocked. This crossing would require a 95 percent effectiveness in the quiet zone calculations. Approval of this effectiveness level would have to be obtained from FRA.

The third alternative is recommended. Although it requires a year to obtain FRA approval of the temporary crossing effectiveness, it is the most cost effective option. In addition, it does not "lock out" the other two alternatives if the City should need them.

This report accomplishes the preliminary analysis, diagnostic team review, and railroad coordination tasks. Next steps include the following:

- Prepare the official quiet zone application packet, using information from the FRA calculator.
- Prepare design plans for crossing closures and safety improvements at crossings
- Issue the following to the FRA and KCSR
  - the Notice of Intent (NOI) to establish a quiet zone
  - plans showing safety improvements
- Address any NOI review comments received
- Install safety improvements and No Train Horn signs, covering the signs with bags
- Request inspection of improvements from KCSR
- Issue the Notice of Establishment (NOE) for the quiet zone, stating the date that horns are to go silent.

Discussion with possible action on priority projects for the Laredo MPO.

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

Cat	CSJ No./ID	Roadway	Limits	Description	Letting Year	Project Cost: Total Project Cost (in 2014 dollars)	Project Cost: Year of Expenditure Cost	Projected Revenue: Federal Revenue	Projected Revenue: Other Revenue(RMA and Local Sources)
7, 11	0086-14-061	Loop 20	SH 359 to Spur 400	Widen existing bridge	2015	$10,245,646	$10,655,472	$8,524,378	$2,131,094
1, 2, 4	0086-14-062	Loop 20	1.09 S. of Spur 400 to Spur 400	New Nonfreeway frontage road	2015	$16,936,138	$17,613,584	$1,506,867	$16,106,717
8	0018-06-168	IH 35	At US 59 intersection	Improve traffic signal on frontage road	2015	$96,146	$99,992	$81,702	$18,290
8	0038-01-076	US 83	Palo Blanco to SH 359	Improve traffic signals - interconnect signals	2015	$124,873	$129,868	$109,625	$20,243
8	0038-01-077	US 83	Cielito Lindo to Palo Blanco	Improve traffic signals –	2015	$171,131	$177,976	$131,375	$46,601
8	0086-01-077	US 83	IH 35 to SH 359	Improve traffic signals - interconnect signals	2015	$174,922	$181,919	$153,625	$28,294
8	0542-01-079	US 59	IH 35 to Arkansas	Improve traffic signals - interconnect signals	2015	$140,963	$146,602	$123,750	$22,852
8	2150-04-057	FM 1472	At Loop 20	Improve traffic signal, interconnect signals, and install overhead guide signs	2015	$90,700	$94,328	$77,074	$17,254
8	2150-04-060	FM 1472	Killam Industrial Blvd to Pellegrino	Install raised median	2015	$149,669	$155,656	$128,438	$27,218
9	9	Alexander Hike and Bike Trail	Zacate Dam to Del Mar Blvd	Construct hike and bike trail	2015	$986,078	$1,025,521	$1,025,521	$0
10	0086-14-051	Loop 20	0.50 mi west of Milo interchange to 3000 feet east	Schematic, environmental, ROW-survey/mapping & PSE	2015	$4,256,385	$4,426,640	$4,000,845	$425,795
10	0922-33-076	At the intersection of FM 1472 and Flecha Ln/Las Cruces Dr		Re-align intersection	2015	$3,377,269	$3,512,360	$1,440,411	$2,071,949
11	0922-00-060	VA	Districtwide	Upgrade bridge rail and MBGF	2015	$3,059,036	$3,181,397	$2,500,000	$681,397
12	0038-01-081	US 83	Cielito-Lindo Blvd (NB) to Espejo Molina Rd (NB)	Resurface of existing highway	2015	$253,823	$263,976	$6,593,622	$0
1,2M, 11	0086-14-066	Loop 20	0.45 m. east of Internation Blvd.to 0.25 m. west of Mcpherson	Construction of interchange	2016	$21,059,119	$22,777,543	$583,634	$22,193,909
9	E-01	Manadas Creek Hike and Bike Trail, Phase	United High School to Loop 20	Construct hike and bike trail	2016	$886,846	$959,213	$959,213	$0
10	0922-33-093	Calton Rd	Santa Maria Ave	Construct overpass	2016	$23,309,669	$25,211,738	$12,926,124	$12,285,614
10	0086-14-058	Loop 20	East of International Blvd to US 59/Loop 20 interchange	Schematic, environmental, ROW-survey/mapping & PSE	2016	$3,880,224	$4,196,850	$3,500,000	$696,850
11	0922-00-056	VA	Districtwide	Upgrade bridge rail and MBGF	2016	$3,089,177	$3,341,254	$2,500,000	$841,254
Local	0922-33-165	Hachar Parkway	FM 1472 to 0.1 m. E. of Beltway Parkway	Schematic, environmental for 5.07 miles of 5 lane rural roadway	2016	$1,016,063	$1,016,063	$0	$1,016,562
10 (CBI)	0922-33-166	Hachar Parkway	0.1 m. E. of Beltway Parkway to IH 35	Schematic, environmental, and preliminary engineering for a 5 lane rural roadway.	2016	$300,000	$300,000	$300,000	$60,000
Prop 1 (Cat 2) and 7	2150-04-067	FM 1472 (Mines Rd.)	Killam Industrial Blvd to 0.3 miles north of Mueller Blvd.	Construct one additional northbound travel lane, and the design and partial reconstruction of the existing outside lane.	2016	$5,782,000	$5,782,000	$1,300,000	$0
2, 7, 12	1/0086-14-065	Loop 20	At IH 35	Construct overpass and approach roadways	2017	$22,727,143	$25,564,945	$25,564,945	$0
8	0922-33-152	McPherson Rd	At Calton Rd	Install raised median	2017	$231,362	$260,251	$203,829	$56,422
8	0922-33-153	McPherson Rd	At Del Mar Blvd	Install raised median and add right turn lane	2017	$573,721	$645,358	$505,445	$139,913
8	0922-33-154	McPherson Rd	At International Blvd	Install raised median	2017	$347,446	$390,830	$306,098	$84,732
9	E-02	Manadas Creek Hike and Bike Trail, Phase IV	McPherson Rd to North Central Park	Construct hike and bike trail	2017	$335,305	$377,172	$377,172	$0
11	0922-33-149	Chacon Creek	Eastwoods Park to US 59	Construction of a pedestrian trail at Chacon Creek in Laredo (Phase 3)	2017	$1,786,746	$2,009,846	$1,410,000	$599,846
9, local	0922-33-170	Zacated Creek Hike and Bike Trail	Zacate Creek	Design and construction of hike and bike trail.	2017	1,250,000*	$1,416,278	$1,000,000	$250,000
7	0922-33-175	Hachar Parkway	FM 1472 to IH 35	PS&E and Row mapping for 5 lane rural road	2017	$1,452,866	$1,634,277	$1,307,421	$326,855
10-CBI	0922-14-081	IH 35	IH 35 and Loop 20	ITS for interchange facility over IH35	2017	$924,556	$1,040,000	$800,000	$240,000
2, 7	3	Loop 20	At IH 35	Construct ramps from IH 35 southbound to Loop 20 eastbound, and from Loop 20 westbound to IH 35 southbound	2018	$44,200,000	$51,707,748	$9,276,602	$42,431,146

9	E-03	Manadas Creek Hike and Bike Trail, Phase V	IH 35 to McPherson Rd	Construct hike and bike trail	2018	$654,910	$766,152	$766,152	$0
7	0922-33-165	Hachar Parkway	FM 1472 to 0.1 m. E. of Beltway Parkway	Construction of 5.07 miles of 5 lane rural roadway	2018	$33,060,222	$41,831,728	$21,437,521	$20,394,207
9	E-04	Manadas Creek Hike and Bike Trail, Phase VI	Rio Grande River NW of water treatment plant	Construct hike and bike trail	2019	$746,471	$908,196	$908,196	$0
11	0922-00-951	VA	Districtwide	Upgrade bridge rail and MBGF	2019	$3,089,178	$3,758,457	$2,500,000	$1,258,457
7, 10	4/0086-14-058	Loop 20	International Blvd to US 59	Upgrade to interstate standards, including overpasses at Shiloh Dr, Del Mar Blvd, University Blvd, Jacaman Rd, and Airport	2020	$391,400,000	$495,245,864	$116,608,517	$378,637,347
11	0922-00-953	VA	Districtwide	Upgrade bridge rail and MBGF	2020	$3,089,177	$3,908,795	$2,500,000	$1,408,795
11	0922-00-955	VA	Districtwide	Upgrade bridge rail and MBGF	2021	$3,089,178	$4,065,147	$2,500,000	$1,565,147
11	0922-00-960	VA	Districtwide	Upgrade bridge rail and MBGF	2022	$3,089,178	$4,227,753	$2,500,000	$1,727,753
11	0922-00-970	VA	Districtwide	Upgrade bridge rail and MBGF	2023	$3,089,178	$4,396,863	$2,500,000	$1,896,863
7	0922-33-166	Hachar Parkway	0.1 m. E. of Beltway Parkway to IH 35	Construction of 5 lane rural road	2023	$24,190,742	$34,430,969	$17,152,535	$17,278,434
7	X-06	IH 35	At Loop 20	Construct ramp from Loop 20 Westbound to IH 35 Northbound	2037	$35,520,000	$87,546,696	$7,454,863	$80,091,833
7	X-09	IH 35	At Loop 20	Construct ramp from Loop 20 Eastbound to IH 35 Southbound	2039	$35,520,000	$94,690,506	$7,454,863	$87,235,643
			Total			$96,083,765	$966,073,783	$273,500,363	$694,315,286

Table 12-11: Category 2 Roadway Projects

1	*Loop 20 at IH 35:* ***Construct overpass and approach roadways***

Description: The project will provide main lanes and a grade separation for through traffic on Loop 20 to pass IH 35 without encountering controlled delays at the intersection. The operational efficiency of the through traffic on Loop 20 will be improved. Loop 20 is one of the designated truck routes in the Laredo MPO region, and the improved operational efficiency will benefit freight transportation. The project is same as Project 1 in Category 7 and Project 0086-14-065 in Category 12.

Letting Year: 2017
Total Project Cost (2014 Dollars): $32,509,223
YOE Cost: $36,568,455
Programmed Amount:
Category 2: $6,830,000
Category 7: $6,822,967
Category 12: $9,000,000
Other Amount: $13,915,488
Funding: Federally funded
Environmental Impacts and Environmental Justice:
The project is close to 100-year flood plains, but it is not near low income areas or cultural resources.

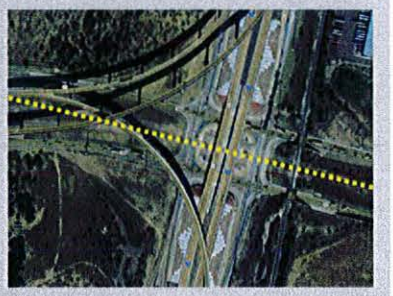


Table 12-12: Category 7 Roadway Projects

0086-14-061	*Loop 20 from Clark Blvd to SH 359:* ***Widen overpass from 4 lanes to 6 lanes***

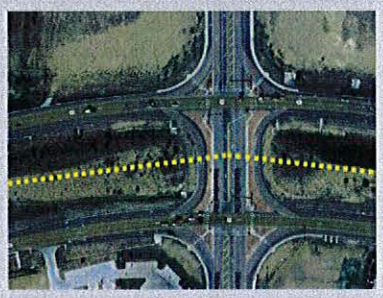
Description: The project will widen the overpass on Loop 20 from Clark Boulevard to SH 359 from the existing four lanes to six lanes. The segment according the latest Travel Demand Model currently operates at LOS F (volume over capacity), and the project would add capacity to mitigate congestion. Loop 20 provides connection between South Laredo with predominantly residential areas to the industrial areas in North Laredo. Also, Loop 20 is one of the designated truck routes in the Laredo MPO region, and the improved operational efficiency will benefit freight transportation.

Year: 2015
Total Project Cost (2014 Dollars): $9,113,121
YOE Cost: $9,477,646
Programmed Amount: $8,905,357
Other Amount: $572,289
Funding: Federally funded
Environmental Impacts and Environmental Justice:
The project is close to 100-year flood plains, but it is not near low income areas or cultural resources.

2	*Loop 20 at International Blvd:* ***Construct overpass and approach roadways***

Description: The project will provide main lanes and a grade separation for through traffic on Loop 20 to pass International Boulevard without encountering an intersection; therefore the operational efficiency of the through traffic on Loop 20 will be improved. Loop 20 is one of the designated truck routes in the Laredo MPO region, and the improved operational efficiency will benefit freight transportation.

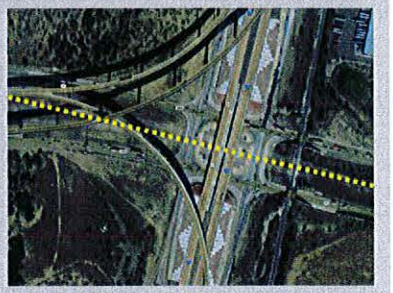
Letting Year: 2016
Total Project Cost (2014 Dollars): $15,127,165
YOE Cost: $16,361,542
Programmed Amount: $3,174,857
Other Amount: $13,186,685
Funding: Federally funded
Environmental Impacts and Environmental Justice:
The project is close to 100-year flood plains, but it is not near low income areas or cultural resources.



1 *Loop 20 at IH 35:* ***Construct overpass and approach roadways***

Description: The project will provide main lanes and a grade separation for through traffic on Loop 20 to pass IH 35 without encountering controlled delays at the intersection. The operational efficiency of the through traffic on Loop 20 will be improved. Loop 20 is one of the designated truck routes in the Laredo MPO region, and the improved operational efficiency will benefit freight transportation. The project is same as Project 1 in Category 2 and Project 0086-14-065 in Category 12.

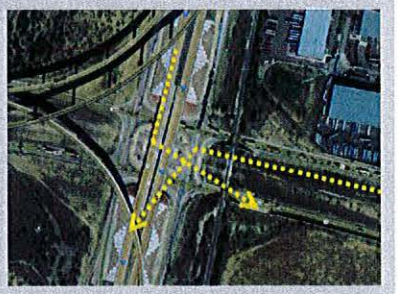
Letting Year: 2017
Total Project Cost (2014 Dollars): $32,509,223
YOE Cost: $36,568,455
Programmed Amount:
Category 2: $6,830,000
Category 7: $6,822,967
Category 12: $9,000,000
Other Amount: $13,915,488
Funding: Federally funded
Environmental Impacts and Environmental Justice:
The project is close to 100-year flood plains, but it is not near low income areas or cultural resources.



3 *Loop 20 at IH 35:* ***Construct ramps from IH 35 southbound to Loop 20 eastbound, and from Loop 20 westbound to IH 35 southbound***

Description: This project will provide direct connectors for traffic from IH 35 southbound to Loop 20 eastbound and Loop 20 westbound to IH 35 southbound. Traffic of these movements does not have to encounter control delays at the intersection; therefore the operational efficiency will be improved. Both IH 35 and Loop 20 are important truck routes in the Laredo MPO region, and the improved operational efficiency will benefit freight transportation.

Letting Year: 2018
Total Project Cost (2014 Dollars): $44,200,000
YOE Cost: $51,707,748
Programmed Amount: $9,276,602
Other Amount: $42,431,146
Funding: Federally funded
Environmental Impacts and Environmental Justice:
The project is close to 100-year flood plains, but it is not near low income areas or cultural resources.



4	*Loop 20 from International Blvd to US 59:* ***Upgrade to interstate standards, including overpasses at Shiloh Dr, Del Mar Blvd, University Blvd, Jacaman Rd, and Airport***

Description: In 2006, the TxDOT – Laredo District, together with Webb County, the City of Laredo, and the Laredo MPO, started early planning and conceptual engineering studies to upgrade Loop 20. Around 2011, petitioners began comprehensive studies to develop plans to upgrade Loop 20 to interstate standards. The first phase of the upgrade plan included three interchanges, including at IH 35 interchange (a.k.a. the Milo Interchange), at McPherson Road and at International Boulevard. The segment of Loop 20 is proposed to be co-designated as US 59 as well as Interstate 69 in the future.

The project will upgrade the existing roadway to meet Interstate standards, such as controlled access and sufficient median width. Several overpasses are proposed at the intersections of Shiloh Drive, Del Mar Boulevard, University Boulevard, Jacaman Road, and Airport. Loop 20 is one of the major truck routes in the Laredo MPO region. The project will provide more mobility to mitigate the high volume of traffic, especially commercial traffic.

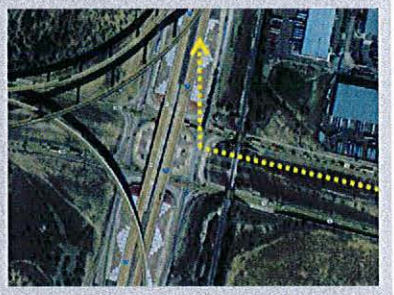
The project is same as Project 0086-14-950 in Category 10.

Letting Year: 2020
Total Project Cost (2014 Dollars): $391,400,000
YOE Cost: $495,245,864
Funding: Federally funded
Programmed Amount:
Category 7: $73,240,848
Category 10: $43,367,669
Other Amount: $378,637,347
Environmental Impacts and Environmental Justice:
The project passes through 100-year flood plains, and it is close to Lake Casa Blanca, and detention ponds. It is also near Laredo International Airport, parks/recreational facilities, and schools, but it is not near low income areas.

X-06 IH 35 at Loop 20: ***Construct ramp from Loop 20 Westbound to IH 35 Northbound***

Description: This project will provide direct connectors for traffic from Loop 20 westbound to IH 35 northbound. Traffic of the movement does not have to encounter control delays at the intersection; therefore the operational efficiency will be improved. Both IH 35 and Loop 20 are important truck routes in the Laredo MPO region, and the improved operational efficiency will benefit freight transportation.

Letting Year: 2037
Total Project Cost (2014 Dollars): $35,520,000
YOE Cost: $87,546,696
Funding: Federally funded
Programmed Amount: $7,454,863
Other Amount: $80,091,833
Funding: Federally funded
Environmental Impacts and Environmental Justice:
The project is close to 100-year flood plains, but it is not near low income areas or cultural resources.



X-09 IH 35 at Loop 20: ***Construct ramp from Loop 20 Eastbound to IH 35 Southbound***

Description: This project will provide direct connectors for traffic from Loop 20 eastbound to IH 35 southbound. Traffic of the movement does not have to encounter control delays at the intersection; therefore the operational efficiency will be improved. Both IH 35 and Loop 20 are important truck routes in the Laredo MPO region, and the improved operational efficiency will benefit freight transportation.

Letting Year: 2039
Total Cost (2014 Dollars): $35,520,000
YOE Cost: $94,690,506
Funding: Federally funded
Programmed Amount: $7,454,863
Other Amount: $87,235,643
Funding: Federally funded
Environmental Impacts and Environmental Justice:
The project is close to 100-year flood plains, but it is not near low income areas or cultural resources.

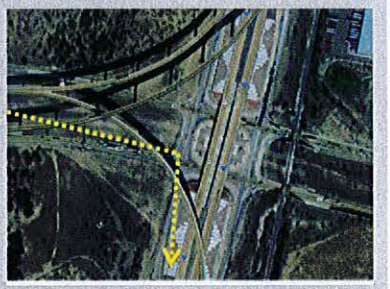
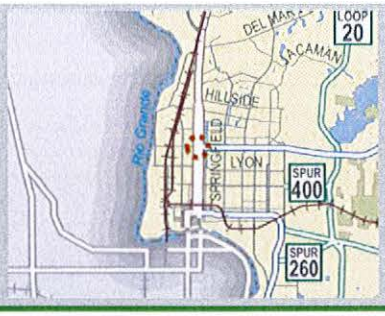


Table 12-13: Category 8 Roadway Projects

0018-06-168 IH 35 at US 59 intersection: ***Improve traffic signal on frontage road***

Description: The project will improve the signal timing at the intersection of IH 35 frontage road and US 59 to make traffic flow more efficiently through this intersection. Often referred to as the NAFTA Superhighway, IH 35 travels northward from Laredo through several states to Minnesota, and it is one of the major freight routes in the U.S. and also one of the designated truck routes in Laredo.

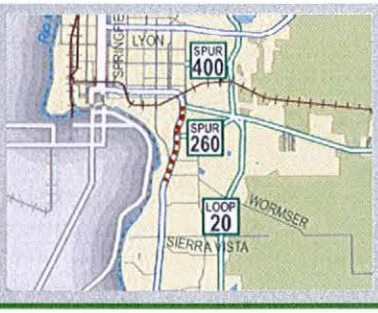
Letting Year: 2015
Total Project Cost (2014 Dollars): $96,146
YOE Cost: $99,992
Programmed Amount: $81,702
Other Amount: $18,290
CSJ Number: 0018-06-168
Funding: Federally funded

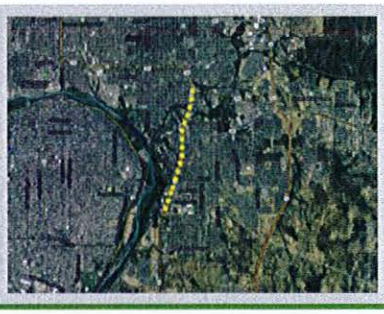


0038-01-076 US 83 from Palo Blanco to SH 359: ***Improve traffic signals - interconnect signals***

Description: The project will improve the signal timings at intersections on US 83 between Palo Blanco Street and SH 359 to make traffic flow more efficiently through these intersections. US 83 south of SH 359 is an important north-south corridor connecting to South Laredo. US 83 is also one of the designated truck routes in Laredo; therefore, improving the operational efficiency of the segment would also benefit freight transportation.

Letting Year: 2015
Total Project Cost (2014 Dollars): $124,873
YOE Cost: $129,868
Programmed Amount: $109,625
Other Amount: $20,243
CSJ Number: 0038-01-076
Funding: Federally funded

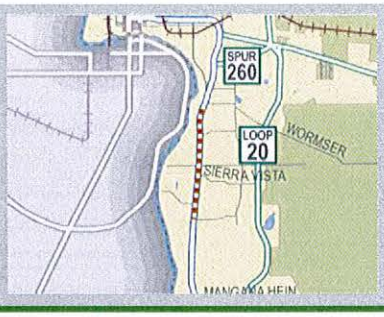




0038-01-077 *US 83 from Cielito Lindo to Palo Blanco:* ***Improve traffic signals - interconnect signals***

Description: The project will improve the signal timings at intersections on US 83 between Cielito Lindo Boulevard and Palo Blanco Street to make traffic flow more efficiently through these intersections. US 83 south of SH 359 is an important north-south corridor connecting to South Laredo. US 83 is also one of the designated truck routes in Laredo; therefore, improving the operational efficiency of the segment would also benefit freight transportation.

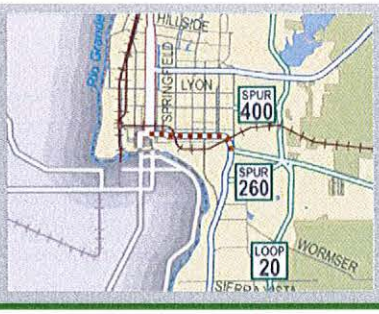
Letting Year: 2015
Total Project Cost (2014 Dollars): $171,131
YOE Cost: $177,976
Programmed Amount: $131,375
Other Amount: $46,601
CSJ Number: 0038-01-077
Funding: Federally funded

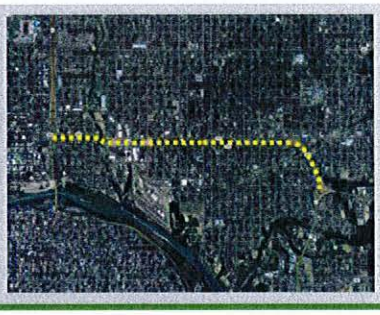


0086-01-077 *US 83 from IH 35 to SH 359:* ***Improve traffic signals - interconnect signals***

Description: The project will improve the signal timings at intersections on US 83 between IH 35 and SH 359 to make traffic flow more efficiently through these intersections. The segment of US 83 is Guadalupe Street on the westbound side and Chihuahua on the eastbound side. US 83 is also one of the designated truck routes in Laredo; therefore, improving the operational efficiency of the segment would also benefit freight transportation.

Letting Year: 2015
Total Project Cost (2014 Dollars): $174,922
YOE Cost: $181,919
Programmed Amount: $153,625
Other Amount: $28,294
CSJ Number: 0086-01-077
Funding: Federally funded

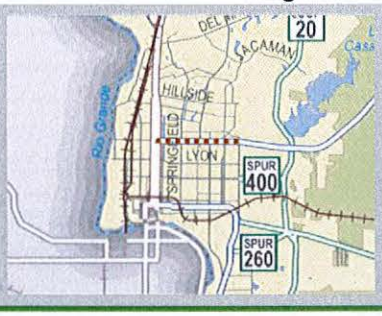


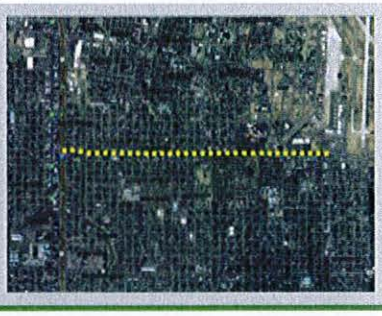


0542-01-079 *US 59 from IH 35 to Arkansas:* ***Improve traffic signals - interconnect signals***

Description: The project will improve the signal timings at intersections on US 59 between IH 35 and Arkansas Avenue to make traffic flow more efficiently through these intersections. The segment of US 59 (Saunders Street) is an important east-west corridor in the city. Based on the latest Laredo Travel Demand Model, some portions of the segment operate at LOS F (volume higher than capacity). US 59 is also one of the designated truck routes in Laredo; therefore, improving the operational efficiency of the segment would also benefit freight transportation.

Letting Year: 2015
Total Project Cost (2014 Dollars): $140,963
YOE Cost: $146,602
Programmed Amount: $123,750
Other Amount: $22,852
CSJ Number: 0542-01-079
Funding: Federally funded

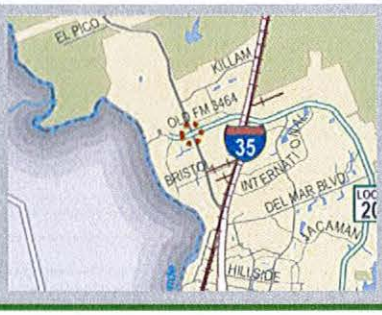




2150-04-057 *FM 1472 at Loop 20:* ***Improve traffic signal, interconnect signals, and install overhead guide signs***

Description: The project will improve the signal timings at the intersection of FM 1472 and Loop 20 to make traffic flow more efficiently through the intersection. FM 1472 and Loop 20 are both designated truck routes in Laredo; therefore, improving the operational efficiency of the intersection would also benefit freight transportation.

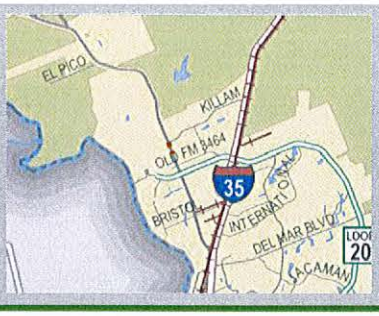
Letting Year: 2015
Total Project Cost (2014 Dollars): $90,700
YOE Cost: $94,328
Programmed Amount: $77,074
Other Amount: $17,254
CSJ Number: 2150-04-057
Funding: Federally funded

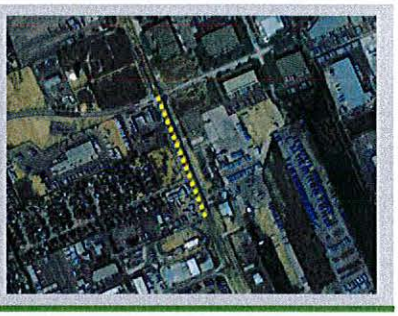


2150-04-060 FM 1472 from Killam Industrial Blvd to Pellegrino: ***Install raised median***

Description: The project will install raised median to the segment on FM 1472 from Killam Industrial Boulevard to Pellegrino Court. Raised medians would minimize conflict points caused by turning vehicles into the driveways and improve operational safety. FM 1472 is also one of the designated truck routes in Laredo; therefore, improving the operational safety of the segment would also benefit freight transportation.

Letting Year: 2015
Total Project Cost (2014 Dollars): $149,669
Total Cost: $155,656
Programmed Amount: $128,438
Other Amount: $27,218
CSJ Number: 2150-04-060
Funding: Federally funded

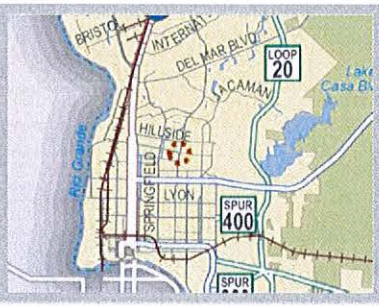




0922-33-152 McPherson at Calton Rd: ***Install raised median***

Description: The project will install raised median to the intersection of McPherson Road at Calton Road. Currently the intersection is one of the Top 20 high crash intersections based on TxDOT's crash data from 2010 to 2012. It would improve operational safety of the intersection by making the trajectories of left turn vehicles more predictable and minimizing conflict points caused by turning vehicles into driveways.

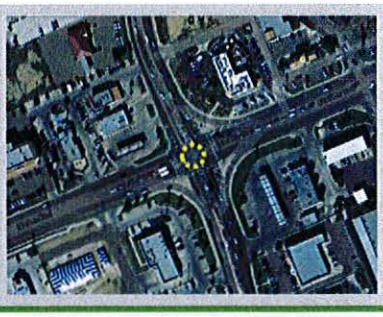
Letting Year: 2017
Total Project Cost (2014 Dollars): $231,362
YOE Cost: $260,251
Programmed Amount: $203,829
Other Amount: $56,422
CSJ Number: 0922-33-152
Funding: Federally funded



0922-33-153 *McPherson Rd at Del Mar Blvd:* ***Install raised median and add right turn lane***

Description: The project will install raised median to the intersection of McPherson Road at Del Mar Boulevard. Currently the intersection is the one with the highest crash number based on TxDOT's crash data from 2010 to 2012. It would improve operational safety of the intersection by making the trajectories of left turn vehicles more predictable and minimizing confilt points caused by turning vehicles into driveways.

Letting Year: 2017
Total Project Cost (2014 Dollars): $573,721
YOE Cost: $645,358
Programmed Amount: $505,445
Other Amount: $139,913
CSJ Number: 0922-33-153
Funding: Federally funded



0922-33-154 *McPherson at International Blvd:* ***Install raised median***

Description: The project will install raised median to the intersection of McPherson Road at International Boulevard. It would improve operational safety of the intersection by making the trajectories of left turn vehicles more predictable and minimizing conflict points caused by turning vehicles into driveways.

Letting Year: 2017
Total Project Cost (2014 Dollars): $347,446
YOE Cost: $390,830
Programmed Amount: $306,098
Other Amount: $84,732
CSJ Number: 0922-33-154
Funding: Federally funded

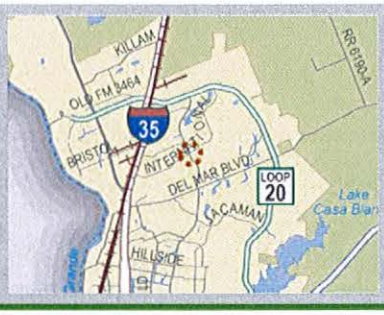
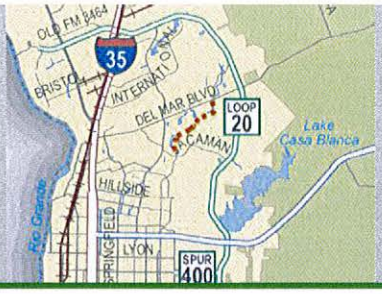


Table 12-14: Category 9 Roadway Projects

9	*Alexander Hike and Bike Trail:* ***Construct hike and bike trail from Zacate Dam to Del Mar Blvd***

Description: The project will construct a hike and bike trail along a segment of Zacate Creek in the proposed Alexander subdivision. The project is included in the Alexander subdivision master plan which has residential and commercial areas development. Once completed, the trail would allow pedestrians and cyclists to travel along Zacate Creek from Bartlett Avenue near the intersection of Bartlett Avenue and Jacaman Road to Del Mar Boulevard.

Letting Year: 2015
Total Project Cost (2014 Dollars): $986,078
YOE Cost: $1,025,521
Programmed Amount: $1,025,521
Other Amount: $0
Funding: Federally Funded



E-01	*Manadas Creek Hike and Bike Trail, Phase III:* ***Construct hike and bike trail from United High School to Loop 20***

Description: The Manadas Hike and Bike Trail will provide pedestrian and bicyclist pathways along Manadas Creek. It promotes non-motorized travel and provides green space preservation, habitat conservation, and recreational space in north Laredo. When fully built, the entire 15 miles of the trail will connect Rio Grande River northwest of the water treatment plant along Zacate Creek to United High School. Currently, the completed segments are located at North Central Park and San Isidro Park. The Phase III project is from United High School to Loop 20.

Letting Year: 2016
Total Project Cost (2014 Dollars): $886,846
YOE Cost: $959,213
Programmed Amount: $959,213
Other Amount: $0
Funding: Federally funded

E-02 *Manadas Creek Hike and Bike Trail, Phase IV:* ***Construct hike and bike trail from McPherson Rd to North Central Park***

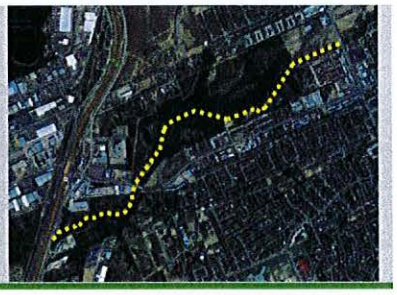
Description: The Manadas Hike and Bike Trail will provide pedestrian and bicyclist pathways along Manadas Creek. It promotes non-motorized travel and provides green space preservation, habitat conservation, and recreational space in north Laredo. When fully built, the entire 15 miles of the trail will connect Rio Grande River northwest of the water treatment plant along Zacate Creek to United High School. Currently, the completed segments are located at North Central Park and San Isidro Park. The Phase IV project is from McPherson Rd to North Central Park.

Letting Year: 2017
Total Project Cost (2014 Dollars): $335,305
YOE Cost: $377,172
Programmed Amount: $377,172
Other Amount: $0
Funding: Federally Funded

E-03 *Manadas Creek Hike and Bike Trail, Phase V:* ***Construct hike and bike trail from IH 35 to McPherson Rd***

Description: The Manadas Hike and Bike Trail will provide pedestrian and bicyclist pathways along Manadas Creek. It promotes non-motorized travel and provides green space preservation, habitat conservation, and recreational space in north Laredo. When fully built, the entire 15 miles of the trail will connect Rio Grande River northwest of the water treatment plant along Zacate Creek to United High School. Currently, the completed segments are located at North Central Park and San Isidro Park. The Phase V project is from IH 35 to McPherson Rd.

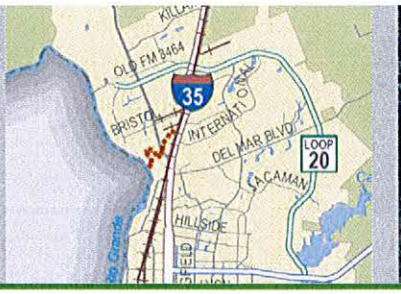
Letting Year: 2018
Total Project Cost (2014 Dollars): $654,910
YOE Cost: $766,152
Programmed Amount: $766,152
Other Amount: $0
Funding: Federally funded



E-04 *Manadas Creek Hike and Bike Trail, Phase VI:* ***Construct hike and bike trail from Rio Grande River NW of water treatment plant to IH 35***

Description: The Manadas Hike and Bike Trail will provide pedestrian and bicyclist pathways along Manadas Creek. It promotes non-motorized travel and provides green space preservation, habitat conservation, and recreational space in north Laredo. When fully built, the entire 15 miles of the trail will connect Rio Grande River northwest of the water treatment plant along Zacate Creek to United High School. Currently, the completed segments are located at North Central Park and San Isidro Park. The Phase VI project is from Rio Grande River northwest of the water treatment plant to IH 35.

Letting Year: 2019
Total Cost: $746,471
YOE Cost: $908,196
Programmed Amount: $908,196
Other Amount: $0
Funding: Federally funded



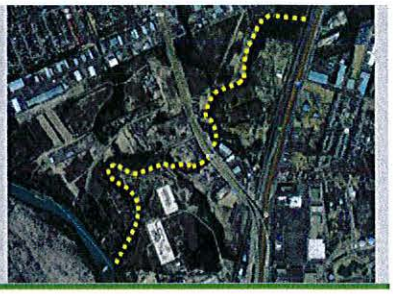
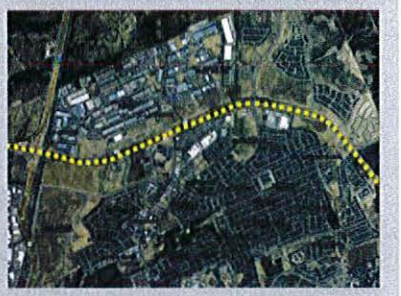


Table 12-15: Category 10 Roadway Projects

0086-14-051	*Loop 20 from 0.50 mi west of Milo interchange to 3000 feet east of Havana:* ***Schematic, environmental, ROW-survey/mapping & PSE***

Description: This is a preliminary schematic, environmental, ROW-survey/mapping & Plans Specifications & Estimates (PS&E) project of the roadway segment.

Letting Year: 2015
Total Project Cost (2014 Dollars): $4,256,385
YOE Cost: $4,426,640
Programmed Amount: $4,000,845
Other Amount: $425,795
CSJ Number: 0086-14-051
Funding: Federally funded



0922-33-076	*At the intersection of FM 1472 and Flecha Ln/Las Cruces Dr:* ***Re-align intersection***

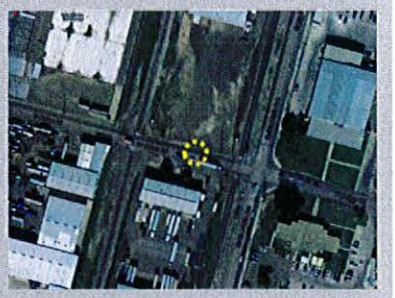
Description: The project will realign the intersection of FM 1472 at two roadways Flecha Lane and Las Cruces Drive. Currently the distance between these two roadways is about 400 feet. The realignment will make traffic flow between Flecha Lane and Las Cruces Drive through FM 1472 more efficiently.

Letting Year: 2015
Total Project Cost (2014 Dollars): $3,377,269
YOE Cost: $3,512,360
Programmed Amount: $1,440,411
Other Amount: $2,071,949
CSJ Number: 0922-33-076
Funding: Federally funded
Environmental Impacts and Environmental Justice:
The project is close to 100-year flood plains, but it is not near low income areas or cultural resources.

0922-33-093 *Calton Road at Santa Maria Avenue:* ***Construct overpass***

Description: The project will construct an overpass on Calton Road over Santa Maria Avenue. The operational efficiency of the through traffic on Calton Road will be improved for the overpass allows through traffic on Calton Road to pass Santa Maria Avenue without encountering control delays at the intersection.

Letting Year: 2016
Total Project Cost (2014 Dollars): $23,309,669
YOE Cost: $25,211,738
Programmed Amount: $12,926,124
Other Amount: $12,285,614
CSJ Number: 0922-33-093
Funding: Federally funded
Environmental Impacts and Environmental Justice:
The project is not near 100-year flood plains, low income areas or cultural resources.



0086-14-058 *Loop 20 from east of International Blvd to US 59/Loop 20 interchange:* ***Schematic, environmental, ROW-survey/mapping & PSE***

Description: This is a preliminary schematic, environmental, ROW-survey/mapping & Plans Specifications & Estimates (PS&E) project of the roadway segment. It has the same limits as Project 1 in Category 7 and Project 0086-14-950 in Category 10.

Letting Year: 2016
Total Project Cost (2014 Dollars): $3,880,224
YOE Cost: $4,196,850
Programmed Amount: $3,500,000
Other Amount: $696,850
CSJ Number: 0086-14-058
Funding: Federally funded

0086-14-950	*Loop 20 from east of International Blvd to US 59/Loop 20 interchange:* ***Upgrade existing highway to freeway standards***

Description: The project will upgrade the existing roadway to meet limited-access freeway standards. The project will include several interchanges along the corridor. The segment of Loop 20 is proposed to be co-designated as US 59 as well as Interstate 69 in the future. Loop 20 is one of the major truck routes in the Laredo MPO region. The project will provide more mobility to mitigate the high volume of traffic, especially commercial traffic. The project is same as Project 4 in Category 7.

Letting Year: 2020
Total Cost (2014 Dollars): $391,400,000
YOE Cost: $495,245,864
Programmed Amount:
Category 7: $73,240,848
Category 10: $43,367,669
Other Amount: $378,637,347
CSJ Number: 0086-14-950
Funding: Federally funded
Environmental Impacts and Environmental Justice:
The project passes through 100-year flood plains, and it is close to Lake Casa Blanca, and detention ponds. It is also near Laredo International Airport, parks/recreational facilities, and schools.

Table 12-16: Category 11 Roadway Projects

Letting Year	CSJ No./ID	Limits	Description	Total Project Cost (2014 Dollars)	YOE Cost	Programmed Amount	Other Amount
2015	0922-00-060	Districtwide	Upgrade bridge rail and MBGF	$3,059,036	$3,181,397	$2,500,000	$681,397
2016	**0922-00-056**	**Districtwide**	**Upgrade bridge rail and MBGF**	**$3,089,177**	**$3,341,254**	**$2,500,000**	**$841,254**
2019	0922-00-951	Districtwide	Upgrade bridge rail and MBGF	$3,089,178	$3,758,457	$2,500,000	$1,258,457
2020	**0922-00-953**	**Districtwide**	**Upgrade bridge rail and MBGF**	**$3,089,177**	**$3,908,795**	**$2,500,000**	**$1,408,795**
2021	0922-00-955	Districtwide	Upgrade bridge rail and MBGF	$3,089,178	$4,065,147	$2,500,000	$1,565,147
2022	**0922-00-960**	**Districtwide**	**Upgrade bridge rail and MBGF**	**$3,089,178**	**$4,227,753**	**$2,500,000**	**$1,727,753**
2023	0922-00-970	Districtwide	Upgrade bridge rail and MBGF	$3,089,178	$4,396,863	$2,500,000	$1,896,863

0922-33-149 *Chacon Creek from Eastwoods Park to US 59:* ***Construction of a pedestrian trail at Chacon Creek in Laredo (Phase 3)***

Description: The project will construct the Phase 3 of the Chacon Creek Hike and Bike Trail from Eastwoods Park to US 59. The existing completed segment of Chacon Creek Hike and Bike Trail runs from Rio Grande River to SH 359, and the segment from Haynes Recreational Center to SH 359 (Phase 2) is currently under construction.

Letting Year: 2017
Total Project Cost (2014 Dollars): $1,786,746
YOE Cost: $2,009,846
Programmed Amount: $1,410,000
Other Amount: $599,846
CSJ Number: 0922-33-149
Funding: Federally funded

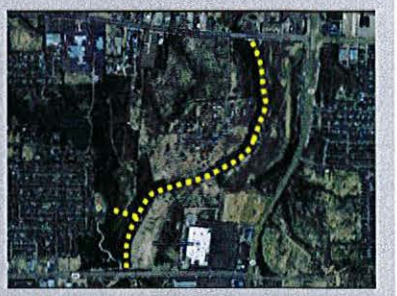


Table 12-17: Category 12 Roadway Projects

0038-01-081	*US 83 from Cielito-Lindo Blvd (NB) to Espejo Molina Rd (NB):* ***Resurface of existing highway***

Description: The project will resurface the existing roadway on US 83 from Cielito Lindo Blvd (NB) to Espejo Molina Road (NB).

Letting Year: 2015
Total Project Cost (2014 Dollars): $253,823
YOE Cost: $263,976
Programmed Amount: $6,593,622
Other Amount: $0
CSJ Number: 0038-01-081
Funding: Federally funded

0086-14-065	*Loop 20 from 0.330 miles west of IH 35 to 0.160 miles west of McPherson:* ***Construction of an interchange facility over IH 35***

Description: The project will provide main lanes and a grade separation for through traffic on Loop 20 to pass IH 35 without encountering controlled delays at the intersection. The operational efficiency of the through traffic on Loop 20 will be improved. Loop 20 is one of the designated truck routes in the Laredo MPO region, and the improved operational efficiency will benefit freight transportation. The project is same as Project 1 in Category 2 and Category 7.

Letting Year: 2017
Total Project Cost (2014 Dollars): $32,509,223
YOE Cost: $36,568,455
Programmed Amount:
Category 2: $6,830,000
Category 7: $6,822,967
Category 12: $9,000,000
Other Amount: $13,915,488
CSJ Number: 0086-14-065
Funding: Federally funded
Environmental Justice:
The project is close to 100-year flood plains, but it is not near low income areas or cultural resources.

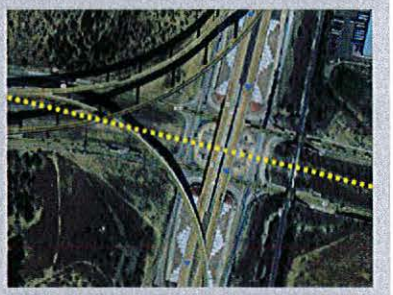


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Table 12-11 Category 2 Roadway Projects

1 *Loop 20 at IH 35: Construct overpass and approach roadways*

Description: The project will provide main lanes and a grade separation for through traffic on Loop 20 to pass IH 35 without encountering controlled delays at the intersection. The operational efficiency of the through traffic on Loop 20 will be improved. Loop 20 is one of the designated truck routes in the Laredo MPO region, and the improved operational efficiency will benefit freight transportation. The project is same as Project 1 in Category 7 and Project 0086-14-065 in Category 12.

Letting Year: 2017
Total Project Cost (2014 Dollars):
$32,509,223
YOE Cost: $36,568,455
Programmed Amount:
Category 2: $6,830,000
Category 7: $6,822,967
Category 12: $9,000,000
Other Amount: $13,915,488
Funding: Federally funded
Environmental Impacts and Environmental Justice:
The project is close to 100-year flood plains, but it is not near low income areas or cultural resources.

0086-14-062 *Construct New Non-freeway Frontage Road*

Description: The project will construct a new non-freeway frontage road from 1.09 miles south of Spur 400 to Spur 400. The segment according the latest Travel Demand Model currently operates at LOS F (volume over capacity), and the project would add capacity to mitigate congestion. Loop 20 provides connection between South Laredo with predominantly residential areas to the industrial areas in North Laredo. Also, Loop 20 is one of the designated truck routes in the Laredo MPO region, and the improved operational efficiency will benefit freight transportation.

Letting Year: 2015
Total Project Cost (2014 Dollars): $18,689,516
YOE Cost: $17,613,584
Programmed Amount:
Category 1: $1,883,584
Category 2M: $5,352,000
Category 4: $10,378,000
Other Amount: $1,075,932
Funding: Federally funded
Environmental Impacts and Environmental Justice:
The project is close to 100-year flood plains, but it is not near low income areas or cultural resources.

Table 12-11 Category 7 Roadway Projects

0086-14-061 Loop 20 from ~~Clark Blvd (Spur 400) to SH 359~~ ***SH 359 to Spur 400: Widen overpass from 4 lanes to 6 lanes***

Description: The project will widen the overpass on Loop 20 from Clark Boulevard to SH 359 from the existing four lanes to six lanes. The segment according the latest Travel Demand Model currently operates at LOS F (volume over capacity), and the project would add capacity to mitigate congestion. Loop 20 provides connection between South Laredo with predominantly residential areas to the industrial areas in North Laredo. Also, Loop 20 is one of the designated truck routes in the Laredo MPO region, and the improved operational efficiency will benefit freight transportation.

Year: 2015

Total Project Cost (~~2014~~ 2015 Dollars):
~~$9,113,121~~ 11,287,144

YOE Cost: ~~$9,477,646~~ 10,655,472

Programmed Amount: ~~$8,905,357~~

Cat 7 : $ 7,500,000

Cat 11: 3,155,472

Other Amount: ~~$572,289~~ 631,672

Funding: Federally funded

Environmental Impacts and Environmental Justice:
The project is close to 100-year flood plains, but it is not near low income areas or cultural resources.

~~*20086-14-066*~~ *Loop 20 at International Blvd:* ***Construct ~~overpass and approach roadways~~ interchange facility over International Blvd.***

Description: The project will provide main lanes and a grade separation for through traffic on Loop 20 to pass International Boulevard without encountering an intersection; therefore the operational efficiency of the through traffic on Loop 20 will be improved. Loop 20 is one of the designated truck routes in the Laredo MPO region, and the improved operational efficiency will benefit freight transportation.

Letting Year: 2016

Total Project Cost (~~2014~~ ~~2015~~ Dollars):
~~$15,127,165~~ 26,665,669

YOE Cost: ~~$16,361,542~~ 22,777,543

Programmed Amount: ~~$3,174,857~~

Cat 1: $729,543*

Cat 2M: $758,000

Cat 11: $21,290,000

Other Amount: ~~$13,186,685~~ 3,888,126

Funding: Federally funded

Environmental Impacts and Environmental Justice:
The project is close to 100-year flood plains, but it is not near low income areas or cultural resources.

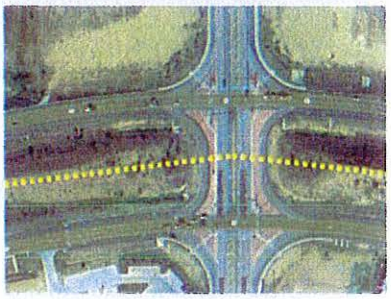
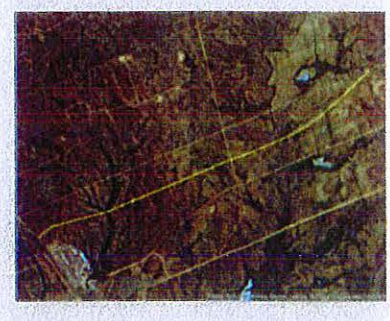


Table 12-14 Roadway Projects

CSJ 0922-33-925 **(Hachar Parkway)** *FM 1472 to 0.1Mi East of Beltway Pkwy:* ***5 lane rural roadway Engineering***

Description: The project will provide the preliminary engineering (schematic and environmental) for a 5 lane rural roadway, from FM 1472 to 0.1 miles east of Beltway Parkway, 5.07 miles in length. The roadway is intended to be extended toward the east until it intersect with IH 35 and will thus ultimately provide an alternate east west connection between Mines Road and IH 35.

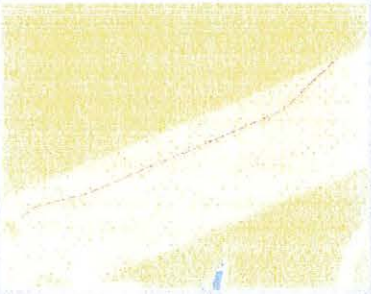
Year: 2016
Total Project Cost (2015 Dollars):
$--1,016,063
YOE Cost: $-1,056,705-
Programmed Amount:
Local Funds $-1,016,063-
Other Amount: $-0
Funding: -Local-
Environmental Impacts and Environmental Justice- The project passes through 100-year flood plains, but it is not near low income areas or cultural resources

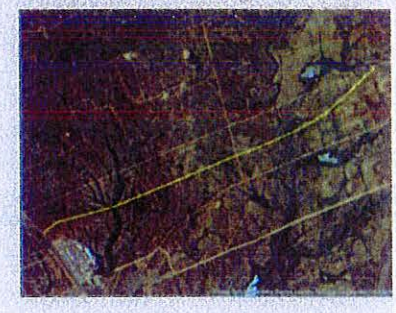


CSJ 0922-33-925 **(Hachar Parkway)** *FM 1472 to 0.1Mi East of Beltway Pkwy:* ***5 lane rural roadway Construction***

Description: : The project will provide for the construction of a 5 lane rural roadway, from FM 1472 to 0.1 miles east of Beltway Parkway, 5.07 miles in length. The roadway is intended to be extended toward the east until it intersect with IH 35 and will thus ultimately provide an alternate east west connection between Mines Road and IH 35.

Letting Year: 2018
Total Project Cost:$20,890,841
YOE Cost:$--23,499,354
Programmed Amount:$-20,890,840
Other Amount:$--2,608,513
Funding:--SIB Loan/local funds
Environmental Impacts and Environmental Justice- The project passes through 100-year flood plains, but it is not near low income areas or cultural resources

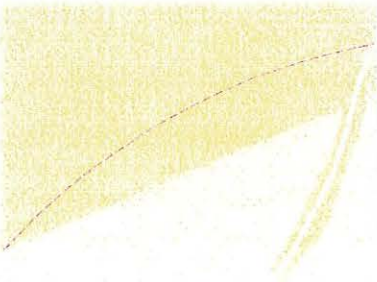




CSJ 0922-33-950 **(Hachar Parkway)** *From 0.1 Mi E of Beltway Pkwy to IH 35:* ***5 lane rural roadway Engineering and Construction***

Description: The project will provide for the engineering and construction of a 3.55 mile, 5 lane rural roadway, from 0.1 miles east of Beltway Parkway to IH-35. The road is intended as the extension of Hachar Parkway and will provide an alternate east west connection between FM 1472 and IH 35.

Letting: FY 2025
Total Cost: $24,544,444
YOE Cost:$--28,193,851
Programmed Amount:$- 28,193,851
Other Amount:$--0
Funding:--Local funds
Environmental Impacts and Environmental Justice-The project passes through 100-year flood plains .

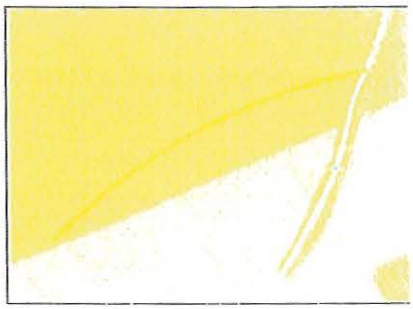


REV. 3

0922-33-166 Hachar Parkway

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

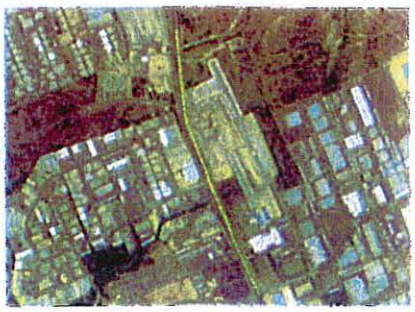
Letting Year: 2016
Total Project Cost (2016 Dollars): $300,000
YOE Cost: $300,000
Programmed Amount:
Category 10: $300,000
Funding: Federally funded
Environmental Impacts and Environmental Justice:
The project is close to 100-year flood plains, but it is not near low income areas or cultural resources.



2 150-04-067 FM 1472 (Mines Road): Design and construct additional travel lane (Northbound)

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

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

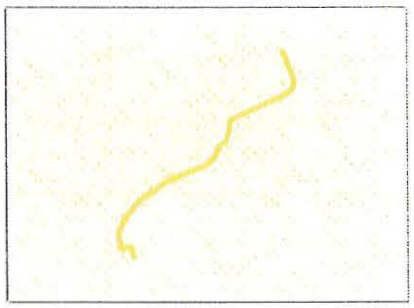


REV 4

0922-33-170 *Zacate Creek Multi-Use Hike & Bike Trail*

Description: Design and construction of approximately 10,250 linear feet of trail.

Letting Year: 2017
Total Project Cost (2016 Dollars): $1,250,000
YOE Cost: $1,242,227
Programmed Amount:
Category 9 : 1,000,000
Local: $250,000
Funding: Federally funded
Environmental Impacts and Environmental Justice:
The project is close to 100-year flood plains, but it is not near low income areas or other cultural resources.



2150-04-067 *FM 1472 (Mines Road): **Design and construct additional travel lane (Northbound) and the design and partial reconstruction of existing outside lane.***

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

Letting Year: 2016

~~**Total Project Cost (2016 Dollars):** $4,482,000~~

Total Project Cost (2016 Dollars): $5,782,000

YOE Cost: $5,782,000

Programmed Amount:

Prop 1 : Category 2: $4,482,000

Category 7: $1,300,000

Other Amount: None

Funding: State and Federally funded

Environmental Impacts and Environmental Justice: The project is not near any low income, 100 year flood plain, or any other cultural resource.

Rev 5

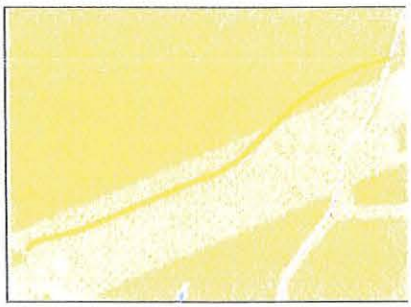
Table 12-12 Category 7 Roadway Projects

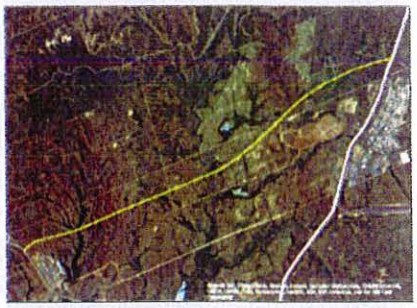
Addition

CSJ 0922-33-175 (Hachar –Reuthinger Road) FM 1472 to IH 35 PS&E for construction 5 lane rural roadway

Description: : The project will provide for the PS&E and ROW mapping for 5 lane rural roadway, from FM 1472 to IH35. The roadway is intended to be extended toward the east until it intersect with IH 35 and will thus ultimately provide an alternate east west connection between Mines Road and IH 35.

Letting Year: 2017
Total Project Cost1 $1,452,866
YOE Cost:$--1,634,777
Programmed Amount
Category 7: $1,307,421
Other Amount:$--326,855
Funding:-- Federal /local funds
Environmental Impacts and Environmental Justice- The project passes through 100-year flood plains, but it is not near low income areas or cultural resources



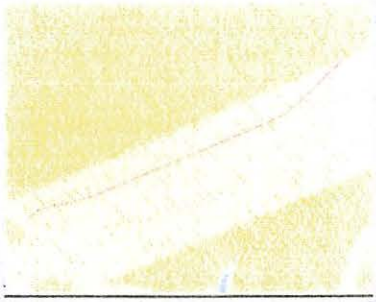


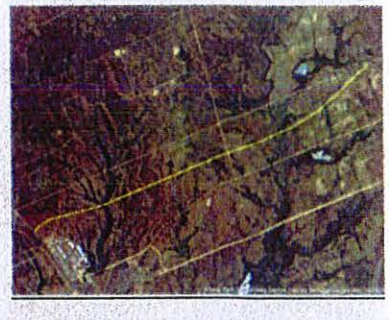
REVISION

~~*CSJ 0922-33-925*~~ ~~***(Hachar Parkway)*** *FM 1472 to 0.1Mi East of Beltway Pkwy:* ***5 lane rural roadway Construction***~~

~~**Description:** : The project will provide for the construction of a 5 lane rural roadway, from FM 1472 to 0.1 miles east of Beltway Parkway, 5.07 miles in length. The roadway is intended to be extended toward the east until it intersect with IH 35 and will thus ultimately provide an alternate east west connection between Mines Road and IH 35.~~

~~**Letting Year:** 2018~~
~~**Total Project Cost:**$20,890,841~~
~~**YOE Cost:**$- 23,499,354~~
~~**Programmed Amount:**$ 20,890,840~~
~~**Other Amount:**$- 2,608,513~~
~~**Funding:** SIB Loan/local funds~~
~~**Environmental Impacts and Environmental Justice-** The project passes through 100-year flood plains, but it is not near low income areas or cultural resources~~

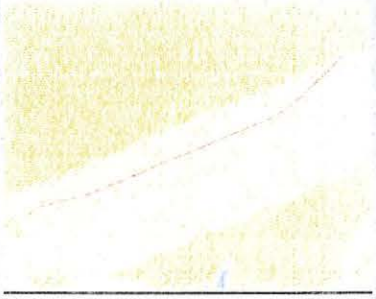


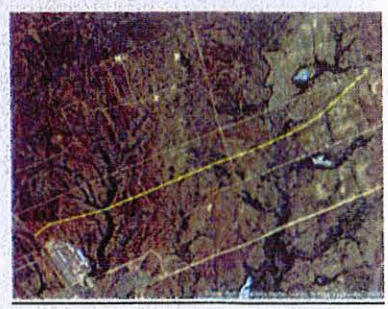


CSJ 0922-33-165 ***(Hachar –Reuthinger Road)*** *FM 1472 to 0.1Mi East of Beltway Pkwy:* ***5 lane rural roadway Construction***

Description: : The project will provide for the construction, engineering and contingencies of a 5 lane rural roadway, from FM 1472 to 0.1 miles east of Beltway Parkway, 5.07 miles in length. The roadway is intended to be extended toward the east until it intersect with IH 35 and will thus ultimately provide an alternate east west connection between Mines Road and IH 35.

Letting Year: 2018
Total Project Cost:$33,060,222
YOE Cost:$--41,831,728
Programmed Amount
Category 7: $21,437,521
Other Amount:$--20,394,207
Funding:-- Federal /local funds
Environmental Impacts and Environmental Justice- The project passes through 100-year flood plains, but it is not near low income areas or cultural resources



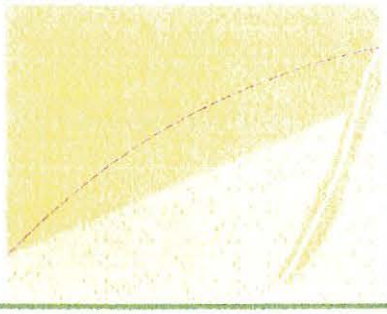


REVISION

~~*CSJ 0922-33-950*~~	~~***(Hachar Parkway) From 0.1 Mi E of Beltway Pkwy to IH 35: 5 lane rural roadway Engineering and Construction***~~

~~**Description:** The project will provide for the engineering and construction of a 3.55 mile, 5 lane rural roadway, from 0.1 miles east of Beltway Parkway to IH-35. The road is intended as the extension of Hachar Parkway and will provide an alternate east west connection between FM 1472 and IH 35.~~

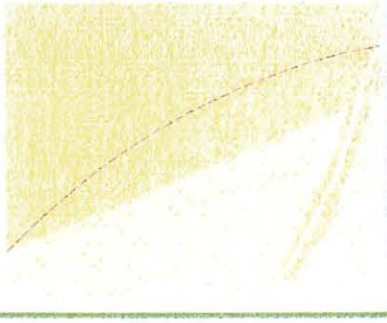
~~**Letting: FY 2025**~~
~~**Total Cost:** $24,544,444~~
~~**YOE Cost:**$- 28,193,851~~
~~**Programmed Amount:**$- 28,193,851~~
~~**Other Amount:**$- 0~~
~~**Funding:** Local funds~~
~~**Environmental Impacts and Environmental Justice**-The project passes through 100-year flood plains .~~



CSJ 0922-33-166	***(Hachar Parkway) From 0.1 Mi E of Beltway Pkwy to IH 35: 5 lane rural roadway Engineering and Construction***

Description: The project will provide for the engineering, contingencies and construction of a 3.55 mile, 5 lane rural roadway, from 0.1 miles east of Beltway Parkway to IH-35. The road is intended as the extension of Hachar Parkway and will provide an alternate east west connection between FM 1472 and IH 35.

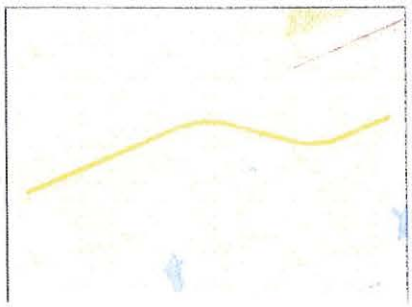
Letting: FY 2023
Total Cost: $24,190742
YOE Cost:$--34,430,969
Programmed Amount:
Category 7 $- 17,152,535
Other Amount:$--17,278,434
Funding:--Federal/Local funds
Environmental Impacts and Environmental Justice-The project passes through 100-year flood plains .



CSJ 0086-14-081 Loop 20 – 1.4 mi W of IH 35 to 0.6 Mi W of McPherson Rd – ITS portion of interchange facility over IH35

Description: : The project is intended to provide for the construction and engineering of the ITS portion of an interchange facility over IH 35, from 1.400 miles west of IH 35 to 0.600 miles west of McPherson Road.

Letting Year: 2017
Total Project Cost $924,556
YOE Cost:$--1,040,000
Programmed Amount
Category 10: $800,000
Other Amount:$--240,000
Funding:-- Federal /local funds
Environmental Impacts and Environmental Justice- The project passes through 100-year flood plains, but it is not near low income areas or cultural resources



REV. 6

Table 12-15 Category 10 Roadway Projects

0086-14-065 Loop 20 at IH 35: Construct overpass and approach roadways

Description: The project will provide main lanes and a grade separation for through traffic on Loop 20 to pass IH 35 without encountering controlled delays at the intersection. The operational efficiency of the through traffic on Loop 20 will be improved. Loop 20 is one of the designated truck routes in the Laredo MPO region, and the improved operational efficiency will benefit freight transportation. The project is same as Project 1 in Category 7 and Project 0086-14-065 in Category 12.

Letting Year: 2017
Total Project Cost (2014 Dollars): $22,727,148
YOE Cost: $26,564,945
Programmed Amount:
Category 10 : 26,564,945
Other Amount: 0
Funding: Federally funded
Environmental Impacts and Environmental Justice:
The project is close to 100-year flood plains, but it is not near low income areas or cultural resources.

Table 12-11 Category 2 Roadway Projects

~~1 Loop 20 at IH 35: Construct overpass and approach roadways~~

~~**Description:** The project will provide main lanes and a grade separation for through traffic on Loop 20 to pass IH 35 without encountering controlled delays at the intersection. The operational efficiency of the through traffic on Loop 20 will be improved. Loop 20 is one of the designated truck routes in the Laredo MPO region, and the improved operational efficiency will benefit freight transportation. The project is same as Project 1 in Category 7 and Project 0086-14-065 in Category 12.~~

~~**Letting Year:** 2017~~
~~**Total Project Cost (2014 Dollars):**~~
~~$32,509,223~~
~~**YOE Cost:** $36,568,455~~
~~**Programmed Amount:**~~
~~Category 2: $6,830,000~~
~~Category 7: $6,822,967~~
~~Category 12: $9,000,000~~
~~**Other Amount:** $13,915,488~~
~~**Funding:** Federally funded~~
~~**Environmental Impacts and Environmental Justice:**~~
~~The project is close to 100-year flood plains, but it is not near low income areas or cultural resources.~~

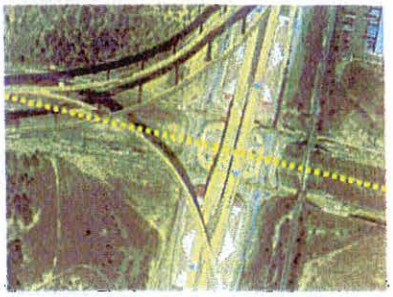


Table 12-12 Category 7 Roadway Projects

~~1 Loop 20 at IH 35: Construct overpass and approach roadways~~

~~**Description:** The project will provide main lanes and a grade separation for through traffic on Loop 20 to pass IH 35 without encountering controlled delays at the intersection. The operational efficiency of the through traffic on Loop 20 will be improved. Loop 20 is one of the designated truck routes in the Laredo MPO region, and the improved operational efficiency will benefit freight transportation. The project is same as Project 1 in Category 7 and Project 0086-14-065 in Category 12.~~

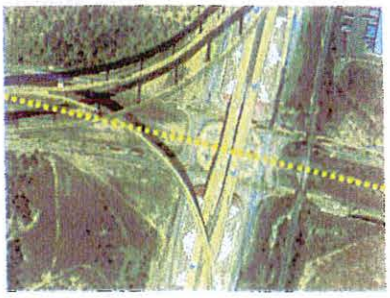
~~**Letting Year:** 2017~~
~~**Total Project Cost (2014 Dollars):**~~
~~$32,509,223~~
~~**YOE Cost:** $36,568,455~~
~~**Programmed Amount:**~~
~~Category 2: $6,830,000~~
~~Category 7: $6,822,967~~
~~Category 12: $9,000,000~~
~~**Other Amount:** $13,915,488~~
~~**Funding:** Federally funded~~
~~**Environmental Impacts and Environmental Justice:**~~
~~The project is close to 100-year flood plains, but it is not near low income areas or cultural resources.~~

Table 12-17 Category 12 Roadway Projects

~~1 Loop 20 at IH 35: Construct overpass and approach roadways~~

~~**Description:** The project will provide main lanes and a grade separation for through traffic on Loop 20 to pass IH 35 without encountering controlled delays at the intersection. The operational efficiency of the through traffic on Loop 20 will be improved. Loop 20 is one of the designated truck routes in the Laredo MPO region, and the improved operational efficiency will benefit freight transportation. The project is same as Project 1 in Category 7 and Project 0086-14-065 in Category 12.~~

~~**Letting Year:** 2017~~
~~**Total Project Cost (2014 Dollars):**~~
~~$32,509,223~~
~~**YOE Cost:** $36,568,455~~
~~**Programmed Amount:**~~
~~Category 2: $6,830,000~~
~~Category 7: $6,822,967~~
~~Category 12: $9,000,000~~
~~**Other Amount:** $13,915,488~~
~~**Funding:** Federally funded~~
~~**Environmental Impacts and Environmental Justice:**~~
~~The project is close to 100-year flood plains, but it is not near low income areas or cultural resources.~~



Congestion – 100 Points

Current Congestion

Does the project specifically address a currently congested facility; or in the case of a new alignment roadway, does it specifically address a "parallel" facility that is congested?

- Current Level of Service = E or F : 50 points
- Current Level of Service = D : 40 points
- Current Level of Service = C : 30 points
- Current Level of Service = B : 20 points
- Current Level of Service = A: 0 points

Future Congestion

Does the project specifically address a facility that is expected to become congested at the end of the MTP planning horizon (currently 2040), or in the case of a new alignment roadway, does it specifically address a "parallel" facility that is projected to be congested?

- Future Level of Service = E or F : 30 points
- Future Level of Service = D : 20 points
- Future Level of Service = C : 10 points
- Future Level of Service = B : 5 points
- Future Level of Service = A: 0 points

Congestion Management Process

Is this project a product of the congestion management process?

- Yes, indirectly : 20 Points
- No : 0 Points

Safety and Operations: 100 Points

Safety

Does the project specifically address a safety issue?

- Yes, directly : 60 Points
- Yes, indirectly : 30 Points
- No : 0 Points

**Based upon type of project.*

Yes, directly: Access Management, Frontage Road Conversion, Intersection Improvements, Bicycle/Pedestrian Facilities (some), Center Turn Lane, Lighting, Median, Realignment, Traffic Signal, Widen Lanes

Yes, indirectly: Reconstruction/Rehabilitation/Repair/Resurface, Upgrade to Freeway

No: Added Capacity, Drainage, Landscaping, Museum, Visitor Center, New Roadway

Operational Efficiency

Does this project include elements that specifically improve the operational efficiency of the transportation system?

- Yes, directly : 30 Points
- Yes, indirectly : 15 Points
- No : 0 Points

**Based upon type of project.*

Yes, directly: Upgrade Interchange/Intersection Improvement, Center Turn Lane, Add Turn lanes, Drainage, Frontage Road Conversion, Realignment, Signals, Traffic Flow Improvements, Median

Yes, indirectly: New Roadway, Additional Travel Lanes

No: Bicycle/Pedestrian Facilities, Landscaping, Lighting, Museum, Visitor Center, Reconstruction/Rehabilitation/Repair/Resurface

Hazardous Material

Does this project address the safe transportation of hazardous material?

- Yes : 10 Points
- No : 0 Points

Yes: Project located in a Hazmat route
No: Project not located in Hazmat route

Project Cost: 50 Points

Cost Reasonableness

Is the project cost per future vehicle mile of travel (DVMT from "build" alternative from travel demand model) a reasonable amount?

- $75 or less per VMT : 30 points
- Between $75 and $125 per VMT : 20 points
- Between $125 and $500 per VMT: 10 points
- More than $500 per VMT: 0 points

Alternative Financing

Does this project include non-traditional funding sources and enhanced cost sharing?

- Yes : 20 Points
- No : 0 Points

**Based upon whether there is any funding for this project beyond the typical federal funds and minimum local match. Alternative financing is considered to be an indication of Community Support. Examples of alternative financing includes local match, TIRZ, Tolls, etc.*

Modal Impact: 150 Points

Does this project specifically promote the use of or access to an alternative mode of transportation?

- Transit : 25 points
- Bicycling : 25 points
- Walking : 25 points
- Air Travel : 25 points
- Rail Travel : 25 points
- Freight: 25 Points

Environmental Impacts: 20 Points

Does this project impact environment in a positive manner? (0 to 10 points)

- The Technical Advisory Committee (TAC) evaluates and provides scores for each project based on their local knowledge

Does this project improve aesthetics of the community? (0 to 10 points)

- The TAC evaluates and provides scores for each project based on their local knowledge

Public Acceptance: 80 Points

Does the project have explicit community support? (0 to 50 points)

- The TAC will evaluate and provide scores for each project based on public outreach process

Is the project consistent with local and regional goals and objectives? (0 to 30 points)

- The TAC will evaluate and provide scores for each project

The scoring results serve as a guideline for the MPO to select Category 7 projects into the MTP.

Financial Constraints

It is of paramount importance to ensure that the projects selected in the MTP are financially feasible. The following pages show the comparison of expected revenue and project cost for roadway and bicycle/pedestrian and for transit by category, and the projects that are programmed to receive funding.

Estimated Revenue vs. Cost Estimate

Federal Funding for Roadways

Table 12-6 demonstrates that the MTP is financially constrained with regard to roadway and bicycle/pedestrian projects funded federally. In other words, the revenue from federal funding anticipated during the life of this plan is enough to cover the programmed amount of project cost.

LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM

DATE: 2-21-17	**SUBJECT:** Discussion with possible action to require all agenda items to go thru the Technical Committee before they are presented to the Policy Committee.
INITIATED BY: Councilman Altgelt	**STAFF SOURCE:** Nathan Bratton, Director of Planning

PREVIOUS ACTION: None

BACKGROUND:

As required by the MPO Bylaws, the Technical Committee reviews and/or provide recommendations on the following:

- work programs such as the UPWP, the TIP, MTP, etc.,
- policy related items such as the Limited English Proficiency, the Plan, Public Participation Plan, the Bylaws etc.; and,
- planning activities such as the travel demand model, the congestion management process and planning studies developed through the MPO.

Policy Committee agenda items typically not reviewed by the Technical Committee are:

- discussion items
- Staff reports and/or project status updates requested by the Committee or a member; and,
- action items, often time sensitive, requested by the Committee or a member such as resolutions.

On occasion, items are brought before the Policy Committee due to the deadlines associated with the item.

Laredo Urban Transportation Study, Metropolitan Planning Organization, Bylaws and Operating Procedures (The Bylaws), defines the role, responsibilities and composition of the Technical Committee.

Section 2.1 (a): Membership and Qualification
The Laredo Urban Transportation Study (LUTS) shall be comprised of a Policy Committee and a Technical Committee.

Section 1.1 Definitions:
The Metropolitan Planning Organization Technical Review Committee (Technical Committee) - The body of the MPO responsible for professional and technical review of work programs, policy recommendations and transportation planning activities. The Technical Committee shall review issues for accuracy and advise the Policy Committee on recommended actions. The Technical Committee is composed of representatives of the City of Laredo, the County of Webb, the Texas Department of Transportation and private sector representatives.

Section 2.3 Administration:
(c) *Each voting member of the Technical Committee may have a designated alternate member to serve on the committee in the member's absence. Appointed alternate members will have the voting rights and privileges of members when serving in the absence of the Technical Committee member.*

The responsibilities of the Technical Committee shall include technical review of work programs, policy recommendations and the transportation planning activities.

LUTS TECHNICAL COMMITTEE RECOMMENDATION: The Technical Review Committee reviewed the item and deferred its recommendation pending further clarification on the item.

LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM

Section 2.3 (b) Administration:

(b) The Technical Committee shall include the following:

1. City Representatives:
   Laredo City Planner (Chairperson)
   The General Manager of the City Transit System
   Laredo Director of Traffic Safety
   Laredo Airport Manager
   Laredo City Engineer
   Laredo Bridge Director

2. County and Regional Representatives:
   Webb County Planning Director
   South Texas Development Council Regional Planning Director
   The General Manager of the Rural Transit System
   Webb County Engineer

3. State Representatives:
   TxDOT Planning Representative (Vice-Chairperson)
   TxDOT Planning Representative
   TxDOT Area Engineer
   TxDOT TPP Field Representative

4. Federal representatives:
   FHWA Planning Representative (Austin)

5. Private Sector Representatives:
   A representative of the Kansas City Southern Railroad Company
   A representative of the Union Pacific Railroad Company
   A representative of the Laredo Transportation Association
   A Transportation Provider Representative who shall also serve on the Laredo Transportation Advisory Committee

6. School system representatives
   A representative of the Laredo Independent School District
   A representative of the United Independent School District
   A representative of Texas A&M International University
   A representative of Laredo Community College

Also see attachments:

- complete MPO Bylaws and Operating Procedures
- listing of current MPO Technical Committee members.

Laredo Urban Transportation Study
Technical Review Committee

City Representatives

- Claudia San Miguel-Acting General Manager of El Metro
- Mario I. Maldonado – Laredo International Acting Airport Director
- Yvette Limon – City of Laredo Acting Bridge Director
- Roberto Murillo –City of Laredo Traffic Safety Director
- Rogelio Rivera – City of Laredo Engineering Director
- Nathan Bratton – City of Laredo Planning Director

County and Regional Representatives

- Rhonda Tiffin – Webb County Planning Director
- Robert Martinez – Webb County Rural Transit Director
- Luis Perez Garcia – Webb County Engineering Director
- Juan E. Rodriguez – South Texas Economic Development Representative

State Representatives

- Alberto Ramirez, TxDOT (Vice-Chairperson)
- Roberto Rodriguez or Randy Aguilar, Planning Representative
- Carlos Rodriguez - Laredo Area Engineer, TxDOT
- Sara Garza, TxDOT TPP Representative

Federal Representatives

- Kirk Fauver - Federal Highway Administration Planning Representative

Private Sector Representatives

- Eloy Sanchez or Arturo Dominguez - Kansas City Railroad Representative
- Thomas Blevins – Union Pacific Railroad Representative
- Eduardo Alvarez – Transportation Provider Representative

As of 1/11/16

School System Representatives

- Esteban Rangel– Laredo Independent School District Representative
- Carlos Garcia – United Independent School District Representative
- Adrian Dominguez – Texas A&M International University (TAMIU)
- Yet to be designated- Laredo Community College (LCC)

BYLAWS AND OPERATING PROCEDURES
LAREDO URBAN TRANSPORTATION STUDY

ARTICLE I
DEFINITIONS, PURPOSE AND AUTHORITY

Section 1.1 Definitions

- **Laredo Urban Transportation Study (LUTS)** - The Transportation Planning Committee designated by the Governor of the State of Texas as the Metropolitan Planning Organization (MPO) for the Laredo Urbanized Area.

- **Metropolitan Planning Area-** The geographic area for which the MPO is responsible and in which the metropolitan transportation planning process must be carried out pursuant to Title 23 USC Section 134 and Title 49 USC Section 5303.

- **Metropolitan Planning Organization (MPO)** - The forum for cooperative transportation decision-making, as designated by the Governor, and units of general-purpose local government representing 75 percent of the affected metropolitan population. The MPO is responsible for identifying local transportation needs, in cooperation with the Texas Department of Transportation (TxDOT), following a "Continuing, Comprehensive, and Cooperative" transportation planning process pursuant to 23 USC 134. The MPO is also responsible for proposing and recommending projects for all modes of urban transportation to those governmental units that are responsible for program development and project implementation.

- **Metropolitan Planning Organization Policy Committee (Policy Committee)** - The policy body, established pursuant to 23 USC 134, with the responsibility for establishing overall transportation for, and taking the required approval actions as the Metropolitan Planning Organization. The Policy Committee is comprised of those governmental agencies identified in the original designation agreement and those agencies or organizations subsequently added to the membership of the board. The Policy Committee shall have decision-making authority over issues such as the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP) and the Metropolitan Transportation Plan (MTP).

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

- **Fiscal Agent for the Metropolitan Planning Organization (Fiscal Agent)** – The governmental entity or agency designated by written agreement between the MPO Policy Committee and the governmental entity or agency providing fiscal administrative services and other services (which may include personnel and staff support) to the MPO Policy Committee and the Staff of the MPO.

- **Laredo Metropolitan Transportation Plan (MTP)** - The MTP is an official, comprehensive, intermodal transportation plan developed and adopted for the Laredo Metropolitan Area through the transportation planning process. The MTP identifies the existing and future transportation needs and develops coordinated strategies to provide the necessary transportation facilities essential for the continued mobility and economic vitality of Laredo. These coordinated transportation strategies include roadway development and operations, truck and rail freight movement, transit operations, bikeways and pedestrian facilities. The development of the MTP is required under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to assure the continuation of federal transportation funds. The plan shall address a continuous twenty-year planning horizon.

- **Transportation Improvement Program (TIP)** - A staged, multiyear, intermodal program, of transportation projects which is consistent with the metropolitan transportation plan and which is also financially constrained.

- **Unified Planning Work Program (UPWP)** - Shall mean the program of work that includes goals, objectives and/or tasks required by each of the several agencies involved in the metropolitan transportation planning process. The UPWP shall describe metropolitan transportation and transportation-related planning activities anticipated in the area during the next one-year period and reflect transportation planning work to be funded by federal, state or local transportation or transportation-related planning funds.

Section 1.2 Purpose

The Laredo Urban Transportation Study (LUTS) is the designated Metropolitan Planning Organization (MPO) responsible for identifying local transportation needs in cooperation with the Texas Department of Transportation (TxDOT). The LUTS is also the entity responsible for proposing and recommending projects for all modes of urban transportation to those governmental units that are responsible for program development and project implementation.

Section 1.3 Authority

The MPO shall have the following authority pursuant to 23 CFR Part 450:

(a) To develop and establish policies, procedures, plans and programs for the metropolitan area.

(b) To certify such actions as may be necessary to comply with state and federal regulations.

(c) To establish such rules of procedure and approve such actions as it deems necessary to fulfill its purposes.

(d) To ensure those requirements of 23 USC 134 and 135 and 49 USC, Chapter 53, 5301, et seq. are carried out.

(e) To use federal transportation planning funds, as well as in-kind matching funds as authorized by the Texas Transportation Commission, to develop and maintain a comprehensive regional transportation planning program in conformity with requirements of 23 USC 135 and 49 USC 5303.

(f) To adopt a Metropolitan Transportation Plan (MTP) for the metropolitan planning area that will complement the Statewide Transportation Plan required by state and federal laws, a Transportation Improvement Program and a Unified Planning Work Program and such other planning documents and reports that may be required by state or federal laws or regulations.

(g) To establish one or more advisory committees to assist in the transportation planning process and/or assist in promoting the implementation of approved plans. The Policy Committee may create ad-hoc committees or other technical subcommittees.

ARTICLE II
MEMBERSHIP, TERMS AND ADMINISTRATION

Section 2.1 Membership and Qualifications

(a) The Laredo Urban Transportation Study (LUTS) shall be comprised of a Policy Committee and a Technical Committee. The Policy Committee shall include the following members:

City of Laredo:	Mayor (Chairperson) Two City Councilmembers, as appointed by the Mayor in his/her sole discretion.
Laredo Mass Transit Board	One Laredo Mass Transit Board member as appointed by the Board's presiding officer/Mayor in his/her sole discretion.
County of Webb:	County Judge (Vice-Chairperson) Two County Commissioners as appointed by the Webb County Judge in his/her sole discretion.
State of Texas:	TxDOT District Engineer TxDOT District Administrator

*** EX-OFFICIO ***

State of Texas:	State Senator(s) State Representative(s)

(b) Members shall serve until a replacement is qualified pursuant to section 2.1 Subsection (c).

(c) The Mayor of the City of Laredo shall appoint the two City Councilmembers that represent the City of Laredo.

(d) Laredo Mass Transit Board's presiding officer/Mayor shall appoint one member to represent the Laredo Mass Transit Board.

(e) The County Judge of the County of Webb shall appoint the two County Commissioners that represent the County of Webb.

(f) Appointments to the Policy Committee shall be for a period of two years. A member may be reappointed with no limitation to number of terms, except that such term will not continue in the event an officer becomes ineligible for membership on the Policy Committee.

Section 2.2 Meetings, Quorum and Voting

(a) The Policy Committee shall meet at least twice per year or as often as necessary to fulfill its purposes.

(b) Fifty percent of the voting membership plus one member shall constitute a quorum.

(c) The use of proxies by the voting members of the Policy Committee is prohibited.

d) The official actions of the Policy Committee shall be by affirmative action of the majority of the voting membership present and voting at public meetings. All meetings are to be held as open meetings as defined in Chapter 551, Texas Government Code (Texas Open Meetings Act), and the Transportation Planning Director of the MPO shall insure that the written notice of the meeting is posted at City of Laredo City Hall and Webb County Commissioners Court Building at least 72 hours prior to the meeting. Additionally, the notice may be posted at TxDOT Laredo District Office, and on the City of Laredo and Webb County website. The Transportation Planning Director shall insure that at least two copies of the agenda and such supporting documentation as is available to the Policy Committee are made available for public inspection in the MPO offices at the same time they are made available to the Policy Committee members.

(e) All official actions of the Policy Committee shall be duly recorded in the minutes of the meeting.

(f) The Mayor of the City of Laredo shall serve as Chairperson of the Policy Committee. The responsibilities of the Chairperson shall include, but are not limited to the following:

1. Preside at all meeting of the Policy Committee.
2. Authenticate, by signature, all resolutions adopted by the Policy Committee.

3. Serve as chief policy advocate for the Policy Committee.
4. Represent the committee at hearings, conferences, and other events as required or designate another member of the Committee or the Chairperson of the Technical Committee to represent the Chairperson.

(g) The County Judge of the County of Webb shall serve as Vice Chairperson of the Policy Committee. During the absence of the Chairperson, the Vice Chairperson shall preside over meetings and shall exercise all the duties of the Chairperson.

(h) In the absence of the Chairperson and Vice Chairperson from a Policy Committee meeting at which a quorum is present, the remaining members present shall elect a presiding officer who shall serve until the conclusion of that meeting or until the arrival of the Chairperson or Vice Chairperson.

Section 2.3 Administration

(a) The City of Laredo Planning Director shall act as the Transportation Planning Director for the MPO. The responsibilities of the Director shall include, but are not limited to the following:

1. All staff support for the Policy Committee, oversight and coordination of MPO administration and transportation planning activities, grant administration, maintaining records and providing notice of meetings as required by the Public Involvement Process.

2. Shall act as Chairperson of the Technical Committee with responsibility for drafting findings and recommendations of the Technical Committee for review by the Policy Committee.

3. Shall be responsible for all plans and reports prepared by and for the review and consideration of the Policy Committee and for submitting the recommended policies, procedures and programs of the Technical Committee to the Policy Committee.

4. Supervise the MPO staff.

5. Serve as a liaison to the Texas Department of Transportation's planning program through the department's district office and the department's Transportation Planning and Programming Division's representative.

6. In cooperation with the Texas Department of Transportation, collect, maintain, forecast, and report to the department appropriate socioeconomic, roadway, and travel data.

7. Prepare and submit all required plans, reports, programs, data, and certifications.

8. Develop and present to the MPO Policy Committee a Metropolitan Transportation Plan for the metropolitan planning area, a Transportation Improvement Program and a Unified Planning Work Program and such other planning documents and reports that may be required by state or federal laws or regulations.

(b) The Technical Committee shall include the following:

1. City Representatives:
   Laredo City Planner
   The General Manager of the City Transit System
   Laredo Director of Traffic Safety
   Laredo Airport Manager
   Laredo City Engineer
   Laredo Bridge Director

2. County and Regional Representatives:
   Webb County Planning Director
   South Texas Development Council Regional Planning Director
   The General Manager of the Rural Transit System
   Webb County Engineer

3. State Representatives:
   TxDOT Planning Representative (Vice-Chairperson)
   TxDOT Planning Representative
   TxDOT Area Engineer
   TxDOT TPP Field Representative

4. Federal representatives:
   FHWA Planning Representative (Austin)

5. Private Sector Representatives:
   A representative of the Kansas City Southern Railroad Company
   A representative of the Union Pacific Railroad Company
   A representative of the Laredo Transportation Association
   A Transportation Provider Representative who shall also serve on the Laredo Transportation Advisory Committee

6. School system representatives
   A representative of the Laredo Independent School District
   A representative of the United Independent School District
   A representative of Texas A&M International University
   A representative of Laredo Community College

(c) Each voting member of the Technical Committee may have a designated alternate member to serve on the committee in the member's absence. Appointed alternate members will

have the voting rights and privileges of members when serving in the absence of the Technical Committee member.

The responsibilities of the Technical Committee shall include technical review of work programs, policy recommendations and the transportation planning activities.

Section 2.4 Ethic Policy for MPO Policy Members and Employees

(a) A policy board member or employee of a metropolitan planning organization may not:

(1) accept or solicit any gift, favor, or service that might reasonably tend to influence the member or employee in the discharge of official duties or that the member or employee knows or should know is being offered with the intent to influence the member's or employee's official conduct; or,

(2) accept other employment or engage in a business or professional activity that the member or employee might reasonably expect would require or induce the member or employee to disclose confidential information acquired by reason of the official position; or,

(3) accept other employment or compensation that could reasonably be expected to impair the member's or employee's independence of judgment in the performance of the member's or employee's official duties; or,

(4) make personal investments that could reasonably be expected to create a substantial conflict between the member's or employee's private interest and the public interest; or,

(5) intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member's or employee's official powers or performed the member's or employee's official duties in favor of another.

ARTICLE III
AMENDMENTS

Section 3.1 Bylaw Revisions

The Bylaws may be revised or amended by approval of the Policy Committee at a meeting at which a quorum, as defined herein, is present.

PASSED AND APPROVED, on this the 21st day of September, 2015.

Honorable Pete Saenz
Mayor of Laredo and Chairperson of the
LUTS Transportation Planning Committee

We certify that the LUTS By-laws were revised at a public meeting of the Policy Committee of the Laredo Urban Transportation Study (LUTS)

Nathan Bratton
MPO Director

Melisa Montemayor
TxDOT District Administrator

RESOLUTION NO. MPO 2015-09

BY THE LAREDO URBAN TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

AMENDING THE LUTS BY-LAWS

WHEREAS, the Laredo Urban Transportation Study (LUTS), the designated Metropolitan Planning Organization (MPO), for the Laredo Urbanized Area has reviewed the revisions to the LUTS Bylaws; and,

WHEREAS, the Laredo Urban Transportation Study finds that the revisions to the LUTS Bylaws meet federal and state requirements, and meet the transportation needs of the Laredo Metropolitan Area; and,

NOW THEREFORE BE IT RESOLVED, that the Laredo Urban Transportation Study, as the designated Metropolitan Planning Organization for the Laredo Urban Area, revised the LUTS Bylaws, which is attached hereto and made a part hereof for all purposes on this the 21st day of September, 2015.

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

We certify that the above resolution was adopted on the above cited date, at a public meeting of the Policy Committee of the Laredo Urban Transportation Study.

Nathan Bratton
MPO Director

Melisa Montemayor.
Laredo District Administrator

V. ITEMS REQUIRING POLICY COMMITTEE ACTION

F. Discussion with possible action on Hachar Road.

1. Status on the Advance Funding Agreement (AFA) on the Hachar-Reuthinger Project.

G. Discussion with possible action on Mines Road.

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

A. Presentation by CDM Smith, Inc., on the Five Year Transit Development Plan, the Marketing Plan, and the Asset Management Plan, including the proposed asset management performance targets.

B. Status report by TxDOT and Laredo Traffic Safety Department on the Traffic Signal Synchronization Project.

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