

# 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  
March 17, 2014  
12:00 noon**

### MEETING AGENDA

- I. CHAIRPERSON TO CALL MEETING TO ORDER
- II. CHAIRPERSON TO CALL ROLL
- III. COMMITTEE AND DIRECTOR'S REPORTS (No action required)
- IV. ITEMS REQUIRING POLICY COMMITTEE ACTION
  1. Approval of the minutes for the meeting held on January 21st, 2014.
  2. Receive public testimony and approve a motion initiating a twenty-day (20) public review and comment period, for the proposed 2015-2018 Transportation Improvement Program (TIP) update.
  3. Receive public testimony and initiate a 10-day public review and comment period for the proposed revision of the 2010-2035 Laredo Metropolitan Transportation Plan (MTP)
- V. TECHNICAL COMMITTEE REPORT(S) (No action required)
  - Presentation by Susan Theiss, Deputy Director of the Texas Department of Transportation's Environmental Affairs Division, on TxDOT's Environmental Streamlining Initiatives.
- VI. ADJOURNMENT

THIS NOTICE WAS POSTED AT THE MUNICIPAL GOVERNMENT OFFICES, 1110 HOUSTON STREET, LAREDO, TEXAS, AND AT A PLACE CONVENIENT AND READILY ACCESSIBLE TO THE PUBLIC AT ALL TIMES. SAID NOTICE WAS POSTED BY 12:00 NOON, MARCH 14, 2014.

Persons with disabilities who plan to attend this meeting and who may need auxiliary aid or services are requested to contact Ms. Vanessa Guerra, City Planning at (956) 794-1604 at least two working days prior to the meeting so that appropriate arrangements can be made. The accessible entrance and accessible parking spaces are located at City Hall and can be accessed through the Victoria Ave. entrance.

The Laredo Metropolitan Planning Organization Policy Committee is comprised of the following members:

**CITY OF LAREDO REPRESENTATIVES:**

Honorable Raul G. Salinas, Mayor and LUTS Chairperson  
Honorable Mike Garza, City Councilmember, District I  
Honorable Alejandro "Alex" Perez, City Councilmember, District III  
Honorable Juan Narvaez, City Councilmember, District IV

**COUNTY OF WEBB REPRESENTATIVES:**

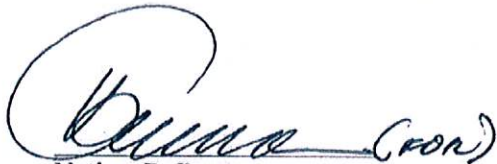
Honorable Danny Valdez, Webb County Judge  
Honorable John Galo, Webb County Commissioner Pct 3  
Honorable Jaime Canales, Webb County Commissioner, Pct. 4

**STATE REPRESENTATIVES:**

Ms. Melisa Montemayor, District Administrator  
Mr. Albert Ramirez, P.E., Transportation Planning and Development Director

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

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



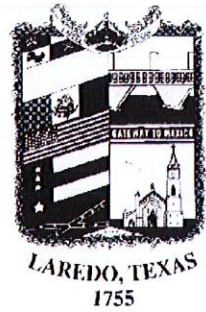
Nathan R. Bratton  
MPO Director



Gustavo Guevara, Jr.  
City Secretary

# Laredo Urban Transportation Study

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



## MINUTES OF THE JANUARY 21, 2014, MEETING

### **I. CALL TO ORDER**

Mayor Raul Salinas called the meeting to order at 12:05 p.m.

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

Cm. Galo made a motion to excuse members not present.

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

Motion carried unanimously

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

Honorable Raul G. Salinas, Mayor and LUTS Chairperson  
Honorable Alejandro "Alex" Perez, City Councilmember, District III  
Honorable Juan Narvaez, City Councilmember, District IV  
Honorable John Galo, Webb County Commissioner, Pct. 3  
Honorable Mike Garza, City Councilmember, District I  
Albert Ramirez, TxDOT

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

Honorable Danny Valdez, Webb County Judge  
Honorable Jaime Canales, Webb County Commissioner, Pct. 4  
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

State: Ana Duncan, TxDOT  
Sara Garza, TxDOT

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

Nathan Bratton, MPO Director, informed the Committee that the Transportation Management Area (TMA) Mock Certification is scheduled for mid July.

**IV. ITEMS REQUIRING POLICY COMMITTEE ACTION**

1. Approval of the minutes for the meeting held on November 18<sup>th</sup>, 2013.

Cm. Garza made a motion to approve the minutes of November 18<sup>th</sup>, 2013.

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

Motion carried unanimously

2. Receive public testimony, initiate a 30 day public review and comment period, and approve Resolution No. MPO 2014-01, adopting the proposed Congestion Management Process (CMP), conditional to receipt of no significant comment.

Mr. Bratton gave a brief presentation on the proposed Congestion Management Process (CMP).

Cm. Galo made a motion to initiate a 30 day public review and comment period and approve Resolution NO. MPO 2014-01, adopting the proposed Congestion Management Process (CMP), conditional to receipt of no significant comment.

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

Motion carried unanimously

**V. TECHNICAL COMMITTEE REPORT(s). (No action required)**

There was nothing to report.

**VI. ADJOURNMENT**

Cm. Narvaez made a motion to adjourn the meeting at 12:15 p.m.

Second: Cm. Garza  
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

\_\_\_\_\_  
Raul G. Salinas,  
Mayor and LUTS Chairperson

**LAREDO URBAN TRANSPORTATION STUDY  
ACTION ITEM**

<b>DATE:</b> 03-17-14	<b>SUBJECT: MOTION</b> Receive public testimony and approve a motion initiating a twenty-day (20) public review and comment period, for the proposed 2015-2018 Transportation Improvement Program (TIP) update.																																	
<b>INITIATED BY:</b> Staff			<b>STAFF SOURCE:</b> Nathan Bratton, MPO Director																															
<b>PREVIOUS ACTION:</b> None.																																		
<b>BACKGROUND:</b> <p>Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP 21) requires that Metropolitan Planning Organizations (MPOs) in cooperation with the State and affected transit operators develop Transportation Improvement Programs (TIP) for their planning areas. These Transportation Improvement Programs then becomes part of the State Transportation Improvement Program (STIP). As a Transportation Management Area (TMA) the Laredo MPO selects projects funded by 23 U.S.C. and 49 U.S.C. Chapter 53 (excluding projects on the National Highway System (NHS) and projects funded under the Bridge, Interstate Maintenance, and Federal Lands Highway programs) in consultation with the State and public transportation operator(s) from the approved TIP and in accordance with the priorities in the approved TIP. Projects on the NHS and projects funded under the Bridge and Interstate Maintenance programs shall be selected by the State in cooperation with the MPO, from the approved TIP. The TIP will include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available within the time period that is contemplated for completion of the project.</p> <p>Listed below are the proposed funding levels for the 2015-2018 TIP:</p> <table style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">TIP Year</th> <th style="text-align: center;"># of projects</th> <th style="text-align: center;">Highway Funding</th> <th style="text-align: center;"># of projects</th> <th style="text-align: center;">Transit Funding</th> </tr> </thead> <tbody> <tr> <td>FY 2015</td> <td style="text-align: center;">2</td> <td style="text-align: right;">\$10,970,443</td> <td style="text-align: center;">4</td> <td style="text-align: right;">\$14,358,855</td> </tr> <tr> <td>FY 2016</td> <td style="text-align: center;">1</td> <td style="text-align: right;">\$23,083,323</td> <td style="text-align: center;">3</td> <td style="text-align: right;">\$14,359,855</td> </tr> <tr> <td>FY 2017</td> <td style="text-align: center;">0</td> <td style="text-align: center;">\$0</td> <td style="text-align: center;">3</td> <td style="text-align: right;">\$14,358,855</td> </tr> <tr> <td>FY 2018</td> <td style="text-align: center;">0</td> <td style="text-align: center;">\$0</td> <td style="text-align: center;">3</td> <td style="text-align: right;">\$14,358,855</td> </tr> <tr> <td style="text-align: right;">Total</td> <td></td> <td style="text-align: right;">\$34,053,766</td> <td></td> <td style="text-align: right;">\$57,436,420</td> </tr> </tbody> </table>					TIP Year	# of projects	Highway Funding	# of projects	Transit Funding	FY 2015	2	\$10,970,443	4	\$14,358,855	FY 2016	1	\$23,083,323	3	\$14,359,855	FY 2017	0	\$0	3	\$14,358,855	FY 2018	0	\$0	3	\$14,358,855	Total		\$34,053,766		\$57,436,420
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<b>COMMITTEE RECOMMENDATION:</b> Approval			<b>STAFF RECOMMENDATION:</b> Approval																															

LAREDO  
METROPOLITAN PLANNING ORGANIZATION

FY 2015-2018

TRANSPORTATION IMPROVEMENT  
PROGRAM  
(TIP)

Public Meeting Date(s): March 17, 2014, April 21, 2014

Approved by Policy Committee: April 21, 2014

Amended on:

## **INTRODUCTION**

In 1962, the Federal Aid Highway Act stated, that after July 1, 1965, the Secretary of Commerce shall not approve any program for highway projects in any urban area of more than fifty thousand population unless he finds that such projects are based on a continuing, comprehensive transportation planning process carried on cooperatively by the states and local communities. This directive, resulted in the creation of the Laredo Urban Transportation Study (LUTS), to provide for a continuing, comprehensive transportation planning process for the Laredo Urbanized area as mandated by the Act.

In 1973, the Federal Aid Highway Act, created the Metropolitan Planning Organization MPO to be the recipient of special planning funds ("PL" funds) and responsible for section 112 transportation planning.

In 1979, the Governor of Texas designated the LUTS Steering Committee as the MPO for the Laredo Urbanized Area. A contract between the then State Department of Highways and Public Transportation (SDHPT), the LUTS Steering Committee, and City of Laredo identified the cooperative responsibilities of the State, the MPO and the City. These responsibilities must now conform to 23 U. S. C. 134 (ISTEA), as well as to requirements established by the Transportation Equity Act for the 21st Century (TEA-21), the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005, and Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP 21).

The Laredo urbanized area, as determined by the 2010 Census, has surpassed 200,000 in population , and designated a Transportation Management Area effective July 18th, 2012. It has not been designated as a non-attainment area for purposes of compliance with the Clean Air Act. The MPO, in cooperation with the Texas Department of Transportation (TxDOT) and the local transit operator, has proposed simplified planning procedures authorized by 23 C. F. R. Part 450 Subpart C.

The Transportation Improvement Program (TIP) is designed and developed to conform to the requirements of 23 C. F. R. 450.316(a) as well as the eight factors of identified in MAP 21.

## **PURPOSE**

Federal law requires that Metropolitan Planning Organizations (MPO's) in cooperation with the State and affected transit operators develop Transportation Improvement Programs (TIPs) for their planning areas. These Transportation Programs then becomes part of the State Transportation Improvement Program (STIP). The Transportation Improvement Program shall include capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53 (including transportation enhancements; Federal Lands Highway program projects; safety projects included in the State's Strategic Highway Safety Plan; trails projects; pedestrian walkways; and bicycle facilities), except those projects that may (but are not required to) be included as identified in 23 CFR Part 450 Subpart C, 450.324(c).

These projects are consistent with the long-range plan of the state. Project selection for projects involving Federal participation is carried out by the MPO in consultation with the State DOT. The program will include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available within the time period that is contemplated for completion of the project.



The Texas Department of Transportation (TxDOT), and the Laredo Urban Transportation Study (MPO) have cooperatively developed the 2015-2018 TIP in accordance with the requirements of ISTEA, TEA-21, SAFETEA-LU and MAP 21, and is financially constrained.

### **DEFINITION OF AREA**

The boundaries of the Metropolitan Planning Area and the Urbanized area were approved by the MPO on April 8, 2004, (see map).

### **PUBLIC INVOLVEMENT PROCESS**

The Laredo Urban Transportation Study acting in the capacity of the Metropolitan Planning Organization developed in cooperation with the State and FHWA, in conformance with the requirements of 23 CFR 450.316 has an adopted participation plan. The Laredo MPO's Public Involvement Process (PIP) was adopted on June 9<sup>th</sup>, 1994 and subsequently amended on November 22<sup>nd</sup>, 1996, and on July 24<sup>th</sup>, 2003. After a required 45 day public review and comment period, the Laredo MPO Policy Committee adopted the Public Participation Plan (PPP) which replaced the PIP. The PPP is intended to provide every opportunity for the involvement of citizens in the transportation planning process in conformance with the requirements of 23 CFR 450.316 (a).

### **PROJECT SELECTION PROCESS**

The Metropolitan Transportation Plan (MTP) is the primary planning tool for selecting major projects to be included in the Unified Transportation Program (UTP) and TIP. On September 9, 2004, the Laredo Urban Study (LUTS), the designated Metropolitan Planning Organization (MPO) for the Laredo urbanized area, adopted MTP Project Selection Procedures at a public meeting held, which was noticed and whose agenda was posted pursuant to the requirements of the Texas Open Meetings Act. Only projects consistent with the approved MTP may be selected for the TIP.

Projects programmed in the TIP are evaluated using a variety of criteria depending on the type of project and the degree to which the project meets the goals of the Metropolitan Transportation Plan. The major elements considered in selecting projects are: system preservation, safety, congestion relief, environmental protection, economic development and aesthetics.

The approved Transportation Improvement Program shall be utilized for programming projects within the metropolitan area. The TIP assigns each project to a specific fiscal year where project implementation is expected to occur. Any projects listed in the first year of the approved Transportation Improvement Program shall be considered in the first priority and may be implemented as soon as plans are completed and funds are appropriated. Should any project not be implemented from the first priority, then projects should be selected from the second year which shall be considered the second priority, and, those projects may be implemented as plans are completed and funds are appropriated.

### **ADMINISTRATIVE MODIFICATION (MINOR REVISION) to the TIP**

While the Laredo MPO generally undertakes updating the TIP on a regular schedule, there may be instances where either Amendments (Major Revisions) or Administrative Modifications (Minor Revisions) or are required. Not all MTP/TIP revisions require a formal amendment process.

As a general rule, an Amendment is considered a Major Revision and is one where significant changes to the design concept, cost, scope and schedule of a project listing is proposed. Amendments (Major Revisions) must be approved by the MPO Policy Committee, the Texas Department of Transportation (TxDOT), Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). They

also require public review and comment, re-demonstration of fiscal constraint and possibly conformity determination

An Administrative Modification is considered a Minor Revision and involves minor changes in fund sources, description, lead agency, funding years, etc. Administrative Modifications do not require public review and comment periods, or re-demonstration of fiscal constraint. Approvals of Administrative Modification (Minor Revision) MTP/TIP have been delegated to the MPO Transportation Planning Director and the TxDOT District Administrator through their written approval.

### **PROGRESS FROM PREVIOUS YEAR**

The FY 2013-2016 TIP was adopted on a May 21, 2012. Enclosed is a summary detailing the status of all ongoing projects.

### **AIR QUALITY ISSUES**

The Laredo metropolitan planning area is considered to be in attainment for ozone and carbon monoxide. The City's transit department is currently in the process of replacing its diesel vehicles with those which utilize compressed natural gas. Over 50% of all City buses currently operate on compressed natural gas.

### **AMERICANS WITH DISABILITIES ACT (ADA)**

The City Transit Department has created the El Lift Program to address ADA considerations. The Transit Department has also actively involved the Laredo Metropolitan Transportation Study in the formulation and amendment process of its Americans with Disabilities Plan and Plan Update.

## **GLOSSARY**

**CSJ** - Control Section Job Number – This is a TxDOT assigned number for projects entered into the Project Development Program (PDP).

**PROJ ID** Project Identification Number – This is a number or code assigned by the MPO for local tracking or identification of a project and is intended to relate projects to the Metropolitan Transportation Plan (MTP).

**F. CLASS** Federal Functional Classification – This identifies the Federal Functional classification of streets and highways according to functional operating characteristics. The Federal Functional Classifications are:

- 1- Interstate
- 2 - Other Freeways and Expressways
- 3 - Other Principal Arterials
- 4 - Minor Arterials
- 5 - Major Collectors
- 6 - Minor Collectors
- 7 - Local Streets

**CATEGORY** - Federal Funding Category – The current major federal funding categories as established by the Intermodal Surface Transportation Equity Act of 1991 (ISTEA) the Transportation Equity Act for the 21st Century (TEA-21), the Safe, Accountable, Flexible, Efficient, Transportation

Equity Act: A Legacy for Users (SAFETEA-LU), and Moving Ahead For Progress in the 21<sup>st</sup> Century (MAP 21) are:

- 1 - Preventive Maintenance and Rehabilitation
  - 2M or 2U - Metropolitan and Urban Corridor Projects
  - 3 - Non-Traditionally Funded Transportation Projects
  - 4 - Statewide Connectivity Corridor Projects
  - 5- Congestion & Mitigation Air Quality Funds (CMAQ)
  - 6- Structures Replacement & Rehabilitation
    - o Highway Bridge Program, and Federal Railroad Grade Separation Program
  - 7- Metropolitan Mobility and Rehabilitation
  - 8 - Safety
    - o Highway Safety Improvement Program, the High Risk Rural Roads Sub Program, the Safety Bond Program, and the Federal Railway Highway Safety Program
  - 9 – Transportation Enhancements
    - o The Transportation Enhancements Program, The Safety Rest Area Program, and the Transportation Alternatives Program
  - 10 – Supplemental Transportation Projects
    - o Green Ribbon Landscape Improvement Program, Curb Ramp Program, Miscellaneous Landscape Incentive Award Program, Coordinated Border Infrastructure Program, Railroad Rehabilitation and Improvement Projects, Railroad Grade Crossing and Replanking Program and the Railroad Signal Maintenance Program.
  - 11- District Discretionary
  - 12 - Strategic Priority
    - o CMAQ and STP-MM Reconciliation
- FLHP - Federal Land Highway Program  
FTA - Federal Transit Administration Funding

**PHASE** - Project Phase for Federal Funding (E-Preliminary Engineering, R-Right of Way Acquisition & C-Construction)

**Grouped Statewide Projects**

For projects not determined to be regionally significant in one line item, the Federal Highway Administration has allowed TxDOT to develop statewide groupings of projects that are identified by a statewide CSJ. Use of statewide groupings of projects allows for a more efficient method of programming and letting projects decreases the need to make revisions to the TIP. The following table shows the statewide groupings of projects and provides a description of the type of projects that are placed in each grouping.

CSJ	STATEWIDE PROGRAM	DEFINITION
5000-00-950	PE - Preliminary Engineering	Preliminary Engineering for any project that is not added capacity in a non-attainment area. Includes activities which do not involve or lead directly to construction such as planning and technical studies, grants for training and research programs.
5000-00-951	Right-of-way acquisition	Right of Way acquisition for any project that is not added capacity in a non-attainment area. Includes relocation assistance, hardship, acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoring and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g. parking, weaving, turning, climbing, non-added capacity.

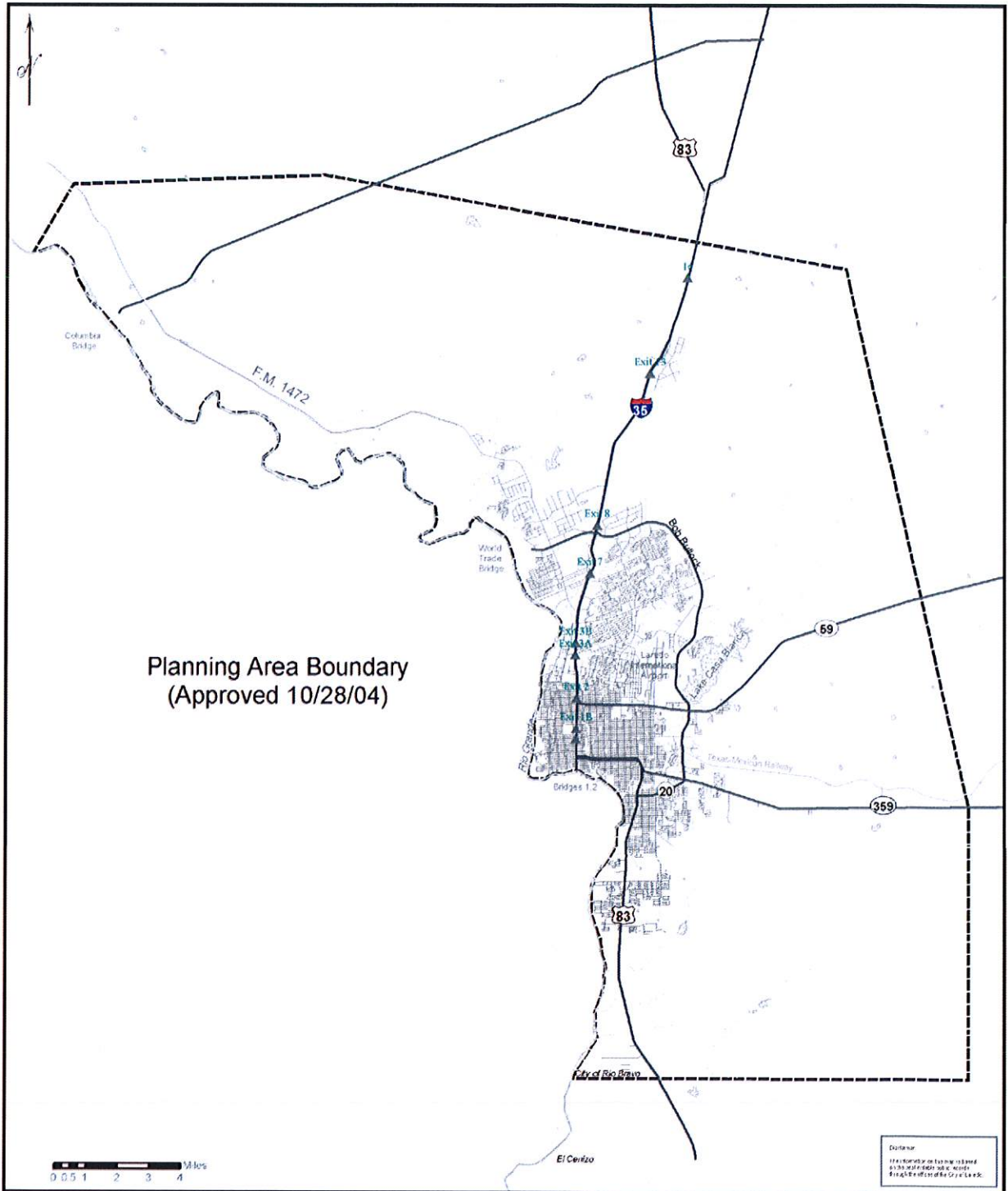
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separation	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, railroad/highway crossing warning devices, fencing, intersection improvements (e.g. turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program and the Federal Railroad Signal Safety Program.
5000-00-956	Landscaping	Projects consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00915	Intelligent Transportation Safety Deployment	Highway traffic operation improvement projects including installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths, and facilities.
5000-00-918	Transit Improvements	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities, bus transfer facilities where minor amounts of land are required and there is not a substantial increase in number of users.

MAJOR PROJECTS  
FROM PRIOR YEARS

Status of Ongoing Projects List

DISTLET	HWY	CSJ	LIMITS_FROM	LIMITS_TO	LAYMANS1	ESTCSTCOST	PHASE
01-Oct-08	CR	0922-33-013	AT MINES ROAD AT ESPADA CREEK		FOR THE CONSTRUCTION OF THE REPLACEMENT OF AN EXISTING OFF SYSTEM BRIDGE	410,779	Construction Completed
01-Aug-09	IH 35	0018-03-041	4.29 NORTH OF SH 259(C.COLUMBIA BR)	LA SALLE COUNTY LINE	INSTALL MEDIAN BARRIER	1,681,873	Construction Completed
01-Aug-09	SL 20	0086-16-001	MANGANA-HEIN ROAD	4.8 MILES SOUTH OF SH 359	FOR THE CONSTRUCTION OF A NEW LOCATION 2 LANE ROADWAY	16,558,741	Construction Completed
01-Oct-09	IH 35	0018-06-159	SHILO	SL 20	UPGRADE APPROACH RAIL AND BRIDGE RAIL	152,543	Construction Completed
01-Oct-09	VA	0922-00-043	VARIOUS LOCATIONS DISTRICTWIDE	(ALONG IH 35 & BI 35 RAMPS)	ADA RAMP IMPROVEMENT DISTRICTWIDE	929,004	Construction Completed
01-Oct-09	VA	0922-33-114	WORLD TRADE INTERNATIONAL BRIDGE		CONSTRUCT 7 FEDERAL INSPECTION BOOTHS	4,041,400	Construction Completed
01-Dec-09	VA	0922-00-025	LOCATED IN VICINITY OF GSA FACILITY	COLOMBIA/SOLIDARITY	FOR THE CONSTRUCTION OF A BORDER SAFETY INSPECTION FACILITY	21,286,255	Pending ITS Components
01-Dec-09	VA	0922-33-116	VARIOUS INDUSTRIAL PARKS	AND TRUCK ROUTE	RECONSTRUCT & OVERLAY INDUSTRIAL PARK STREETS EL PORTAL,	5,160,000	Construction Completed
01-Dec-09	VA	0922-33-130	VARIOUS INDUSTRIAL PARKS	AND TRUCK ROUTE	RECONSTRUCT & OVERLAY INDUSTRIAL PARK STREETS	4,030,000	Construction Completed
01-Dec-09	VA	0922-33-131	VARIOUS INDUSTRIAL PARKS	AND TRUCK ROUTE	RECONSTRUCT & OVERLAY INDUSTRIAL PARK STREETS	4,380,000	Construction Completed
01-Dec-09	VA	0922-33-132	VARIOUS INDUSTRIAL PARKS	AND TRUCK ROUTE	RECONSTRUCT & OVERLAY INDUSTRIAL PARK STREETS	3,480,000	Construction Completed
01-Jan-10	US 83	0086-01-052	0.03 MI WEST OF MONTERREY ST	0.02 MI WEST OF CEDAR ST	CONSTRUCT RAILROAD GRADE SEPARATION STR AND APPROACHES	15,502,817	Construction Completed
01-Feb-10	US 83	0038-01-066	PALO BLANCO	6.9 MI SOUTH OF PALO BLANCO	RESURFACE OF EXISTING HIGHWAY	825,927	Construction Completed
01-Jun-10	VA	0922-33-126	ON DEL MAR BLVD FROM SL 20	0.6 MI EAST (TO MPO BOUNDARY)	RESURFACE OF EXISTING ROADWAY &	145,116	Construction Completed
01-May-10	CR	0922-33-123	US 83	1.051 MI WEST (TO MPO BOUNDARY)	RESURFACE OF EXISTING ROADWAY &	436,779	Construction Completed
01-May-10	VA	0922-33-124	US 83	6.5 MI EAST (TO MPO BOUNDARY)	RESURFACE OF EXISTING ROADWAY	2,418,461	Construction Completed
01-Apr-10	FM 1472	2150-04-053	0.199 MI S OF INTERAMERICA BLVD	0.226 MI N OF PAN AMERICAN BLVD	CONSTRUCTION OF A CONCRETE INTERSECTION	1,933,706	Construction Completed
01-May-10	SL 20	0086-14-025	0.4 MI SOUTH OF SH 359/LP 20 INT	0.9 MI NORTH OF SH 359/LP 20 INT	FOR THE CONSTRUCTION OF AN INTERCHANGE FACILITY	21,696,509	Under Construction
01-Mar-12	CS	0922-33-071	INDUSTRIAL BLVD INTERSECTION	FLECHA LANE	FOR THE CONSTRUCTION OF A NEW LOCATION 2 LANE ROADWAY WITH A ROAD	221,037	CANCELED
1-Dec-12	SL 20	0086-14-057	0.5 MILES WEST OF MCPHERSON	0.5 MILES EAST OF MCPHERSON	FOR THE CONSTRUCTION OF INTERCHANGE FACILITY OVER MCPHERSON ROAD	10,770,294	Under Construction
01-Jul-13	CS	0922-33-133	AT CIELITO LINDO AVE	SL 20 INTERSECTION	NEW LOCATION NON-FREEWAY ROAD	1,774,925	Under Construction
01-Jul-13	CS	0922-33-134	AT LOS PRESIDENTE BLVD	SL 20 INTERSECTION	NEW LOCATION NON-FREEWAY ROAD	266,388	Under Construction
01-Jul-13	CS	0922-33-135	AT SOUTHGATE BLVD	SL 20 INTERSECTION	NEW LOCATION NON-FREEWAY ROAD	1,989,621	Under Construction
01-Sep-14	CS	0922-33-076	0.25 MI EAST OF CALTON RD/ST MARIA	0.25 MI E OF LAS CRUCES/FLECHA LANE	REALIGNMENT OF FLECHA LN/LAS CRUCES ALONG FM1472	1,810,434	Let moved to 2015
01-May-14	CS	0922-33-142	AT CHACON CREEK FROM HAYNES CTR	SH 359	FOR THE CONSTRUCTION OF A PEDESTRIAN TRAIL AT CHACON CREEK	1,134,936	Design

# Laredo Metropolitan Planning Organization



Laredo Metropolitan Planning Organization  
TIP Projects

CS (City Street)  
0922-33-093  
From: .25Mi east of Calton/  
Santa Maria Intersection  
To: .25Mi west of Calton/ Santa  
Maria Intersection  
Work: Construction of a grade  
separation at Calton/ Santa  
Maria Intersection  
Construction Cost: \$23,083,323  
FY 2016

CS (City Street)  
0922-33-076  
From: .25Mi east of Flech Ln/  
Las Cruces along FM1472  
To: .25Mi west of Flech Ln/ Las  
Cruces along FM1472  
Work: The realignment of Flecha  
Ln/Las Cruces along FM1472.  
Construction Cost: \$2,033,595  
FY 2015

SL 20  
0086-14-061  
From: SPUR 400  
To: SH 359  
Work: Widen existing bridge  
Construction Cost: \$8,936,848  
FY 2015

**Project Legend**

**TIP Report**

**FY**

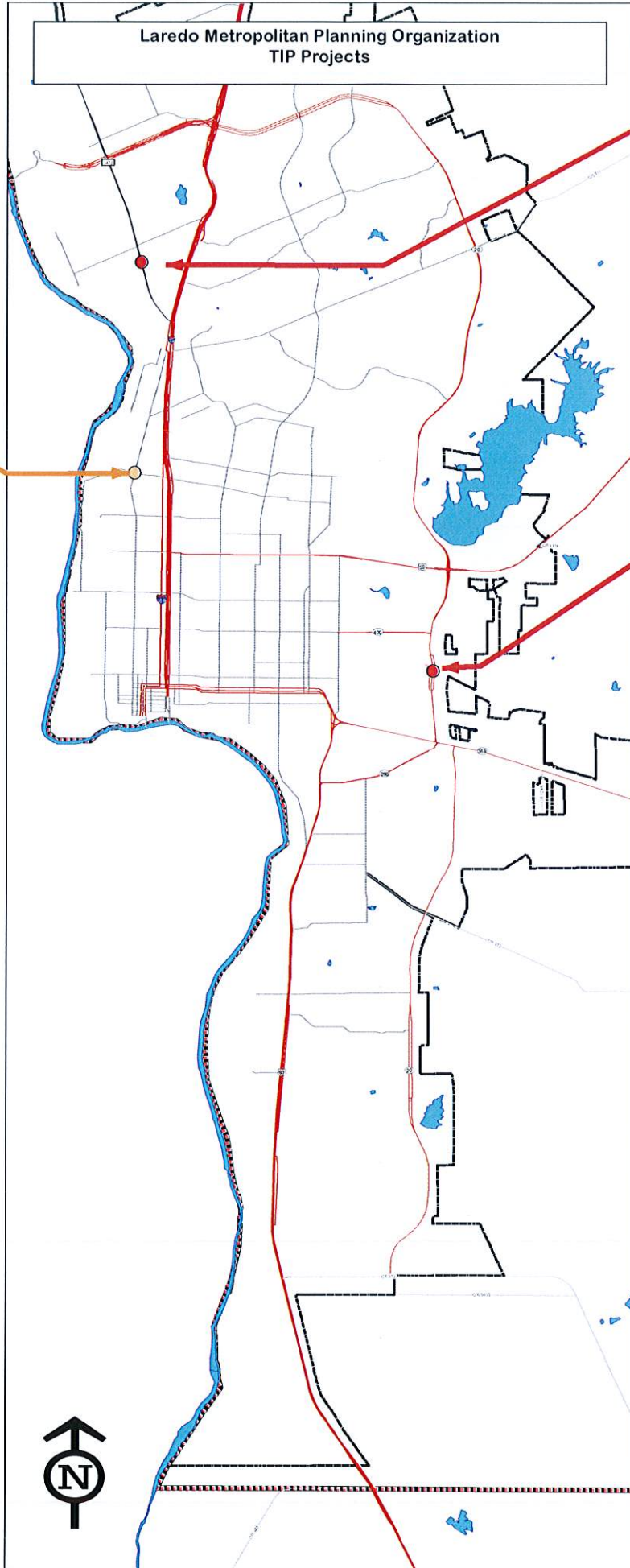
- 2015
- 2016

**Roads**

- Interstate
- US Hwy
- Bus Rte
- Farm to Market
- Local St
- County Rd

▬ MPO BOUNDARY

▭ City of Laredo Limits





FEDERAL HIGHWAY  
**NON-GROUPED**  
PROJECTS  
AND  
FINANCIAL SUMMARY

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
TIP FY 2015-2018  
LAREDO METROPOLITAN PLANNING ORGANIZATION  
FY 2015

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
22 - LAREDO	WEBB	0922-33-076	CS	C,E			\$ 2,033,595
LIMITS FROM 0.25 MI EAST OF CALTON RD/ST MARIA						REVISION DATE: 07/2014	
LIMITS TO: 0.25 MI E OF LAS CRUCES/FLECHA LANE						MPO PROJ NUM:	
PROJECT REALIGNMENT OF FLECHA LN/LAS CRUCES ALONG FM1472						FUNDING CAT(S): 10,LC	
DESCR:						PROJECT HISTORY: FOR THE REALIGNMENT OF FLECHA LN/LAS CRUCES ALONG FM1472 & FOR THE PE WORK OF A GRADE SEP AT CALTON RD/SANTA MARIA INT	
REMARKS							
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
			FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$ 90,752	COST OF APPROVED PHASES: \$ 2,033,595	10-MISC:	\$ 1,440,411	\$ 0	\$ 360,103	\$ 0	\$ 1,800,514
ROW PURCHASE:	\$ 1,250,000		LOCAL CONTR:	\$ 0	\$ 0	\$ 0	\$ 233,081	\$ 233,081*
CONST COST:	\$ 1,852,090		TOTAL:	\$ 1,440,411	\$ 0	\$ 360,103	\$ 233,081	\$ 2,033,595
CONST ENG:	\$ 90,752							
CONTING:	\$ 23,151							
IND COSTS:	\$ 89,456							
BND FINANCING:	\$ 0							
TOTAL PRJ COST:	\$ 3,497,326							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
22 - LAREDO	WEBB	0086-14-061	SL 20	C,E			\$ 8,936,848
LIMITS FROM SPUR 400						REVISION DATE: 07/2014	
LIMITS TO: SH 359						MPO PROJ NUM:	
PROJECT WIDEN EXISTING BRIDGE						FUNDING CAT(S): 7	
DESCR:						PROJECT HISTORY:	
REMARKS							
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
			FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$ 389,769	COST OF APPROVED PHASES: \$ 8,936,848	7-METRO MOBILITY:	\$ 7,149,478	\$ 1,787,370	\$ 0	\$ 0	\$ 8,936,848*
ROW PURCHASE:	\$ 0		TOTAL:	\$ 7,149,478	\$ 1,787,370	\$ 0	\$ 0	\$ 8,936,848
CONST COST:	\$ 7,954,470							
CONST ENG:	\$ 592,608							
CONTING:	\$ 0							
IND COSTS:	\$ 384,201							
BND FINANCING:	\$ 0							
TOTAL PRJ COST:	\$ 9,511,160							

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

\* FUNDING NOT FIXED

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
TIP FY 2015-2018  
LAREDO METROPOLITAN PLANNING ORGANIZATION  
FY 2016

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
22 - LAREDO	WEBB	0922-33-093	CS	C,E,R			\$ 23,083,323	
LIMITS FROM 0.25 M EAST OF CALTON/SAN MARIA_INT						REVISION DATE: 07/2014		
LIMITS TO: 0.25 M WEST OF CALTON/SAN MARIA INT						MPO PROJ NUM:		
PROJECT FOR THE CONSTRUCTION OF A GRADE SEPARATION AT CALTON/SAN MARIA INTERSECTION						FUNDING CAT(S): 10,LC		
DESCR:						PROJECT FOR THE CONSTRUCTION OF A GRAD SEP AT CALTON/SAN MARIA		
REMARKS						HISTORY: INT STIP APPR 4/13/09;\$27,546,031-LM/AGIL		
P7:								
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>				
PRELIM ENG:	\$ 877,847	<b>COST OF APPROVED PHASES:</b>						
ROW PURCHASE:	\$ 3,450,000		FEDERAL	STATE	LOCAL	LC	TOTAL	
CONST COST:	\$ 17,915,250		10-MISC:	\$ 12,926,124	\$ 0	\$ 1,893,585	\$ 0	\$ 14,819,709
CONST ENG:	\$ 840,225		LOCAL CONTR:	\$ 0	\$ 0	\$ 0	\$ 8,263,614	\$ 8,263,614*
CONTING:	\$ 535,666		TOTAL:	\$ 12,926,124	\$ 0	\$ 1,893,585	\$ 8,263,614	\$ 23,083,323
IND COSTS:	\$ 865,307							
BND FINANCING:	\$ 0							
<b>TOTAL PRJ COST:</b>	<b>\$ 25,288,690</b>							

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

\* FUNDING NOT FIXED

Laredo Metropolitan Planning Organization - 22  
 FY 2015 - 2018 Transportation Improvement Program

Funding by Category

Category	Description	FY 2015		FY 2016		FY 2017		FY 2018		Total FY 2015 - 2018	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non-TMA) Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Non-Traditionally Funded Transportation Project	\$233,081	\$233,081	\$8,263,614	\$8,263,614	\$0	\$0	\$0	\$0	\$8,496,695	\$8,496,695
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5 Flex	Map21 Flex	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$8,936,848	\$8,936,848	\$0	\$0	\$0	\$0	\$0	\$0	\$8,936,848	\$8,936,848
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Enhancements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9 Flex	TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$1,800,514	\$1,800,514	\$14,819,709	\$14,819,709	\$0	\$0	\$0	\$0	\$16,620,223	\$16,620,223
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12C	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12S	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SBPE	Strategy Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 102	Strategy 102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>Total</b>	<b>\$10,970,443</b>	<b>\$10,970,443</b>	<b>\$23,083,323</b>	<b>\$23,083,323</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$34,053,766</b>	<b>\$34,053,766</b>

Funding Participation Source

Source	FY 2015	FY 2016	FY 2017	FY 2018	Total
<b>Federal</b>	\$8,589,889	\$12,926,124	\$0	\$0	\$21,516,013
<b>State</b>	\$1,787,370	\$0	\$0	\$0	\$1,787,370
<b>Local Match</b>	\$360,103	\$1,893,585	\$0	\$0	\$2,253,688
CAT 3 - Local Contributions	\$233,081	\$8,263,614	\$0	\$0	\$8,496,695
CAT 3 - Prop 12	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14 SB	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - Pass Thru Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Regional Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Match to Regional Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - Unique Federal Program - Tiger II	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Other - Section 5306	\$0	\$0	\$0	\$0	\$0
Other - Strategy PE Budget	\$0	\$0	\$0	\$0	\$0
Other - Strategy 102 Budget	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$10,970,443</b>	<b>\$23,083,323</b>	<b>\$0</b>	<b>\$0</b>	<b>\$34,053,766</b>

# FEDERAL HIGHWAY

## **GROUPED PROJECTS**

At present there are no grouped projects  
programmed in the 2015-2018 TIP

**TRANSIT  
PROJECTS  
AND  
FINANCIAL SUMMARY**

**FY 2015 TRANSIT PROJECT DESCRIPTIONS**

**LAREDO MPO TRANSPORTATION IMPROVEMENT PROGRAM**

Laredo District 22

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Laredo	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information</b> (reference number, etc)		<b>Federal (FTA) Funds</b>	\$3,247,188
		<b>State Funds from TxDOT</b>	575,511
		<b>Other Funds</b>	9,887,915
<b>Apportionment Year</b>	2015	<b>Fiscal Year Cost</b>	<b>\$13,710,614</b>
<b>Project Phase</b>			
<b>Brief Project Description:</b>	Funds will be used for assistance for El Metro bus operations and maintenance.	<b>Total Project Cost</b>	\$13,710,614
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b> (Date & Amount)	\$0
<b>Sec 5309 ID Number</b>			
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Laredo	<b>Federal Funding Category</b>	<b>5310</b>
<b>MPO Project Information</b> (reference number, etc)		<b>Federal (FTA) Funds</b>	\$168,593
		<b>State Funds from TxDOT</b>	0
		<b>Other Funds</b>	42,148
<b>Apportionment Year</b>	2015	<b>Fiscal Year Cost</b>	<b>\$210,741</b>
<b>Project Phase</b>			
<b>Brief Project Description:</b>	Funds for Transportation for seniors and people with disabilities.	<b>Total Project Cost</b>	\$210,741
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b> (Date & Amount)	\$0
<b>Sec 5309 ID Number</b>			
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Laredo	<b>Federal Funding Category</b>	<b>5339</b>
<b>MPO Project Information</b> (reference number, etc)		<b>Federal (FTA) Funds</b>	\$350,000
		<b>State Funds from TxDOT</b>	0
		<b>Other Funds</b>	87,500
<b>Apportionment Year</b>	2015	<b>Fiscal Year Cost</b>	<b>\$437,500</b>
<b>Project Phase</b>			
<b>Brief Project Description:</b>	This project is for bus replacements and bus facility improvements.	<b>Total Project Cost</b>	\$437,500
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b> (Date & Amount)	\$0
<b>Sec 5309 ID Number</b>			
<b>Amendment Date &amp; Action</b>			

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**General Project Information****Funding Information (YOE)**

<b>Project Sponsor</b>	City of Laredo	<b>Federal Funding Category</b>	
<b>MPO Project Information</b> (reference number, etc)		<b>Federal (FTA) Funds</b>	\$0
		<b>State Funds from TxDOT</b>	0
		<b>Other Funds</b>	3,400,000
<b>Apportionment Year</b>	2015	<b>Fiscal Year Cost</b>	<b>\$3,400,000</b>
<b>Project Phase</b>			
<b>Brief Project Description:</b>	Bus Replacements. 8 Heavy-duty transit buses. This project will be funded on the approval of the Sale of Bonds.	<b>Total Project Cost</b>	<b>\$3,400,000</b>
		<b>Trans. Dev. Credits Requested</b>	\$0
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b>	\$0
<b>Amendment Date &amp; Action</b>		<b>(Date &amp; Amount)</b>	

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**FY 2016 TRANSIT PROJECT DESCRIPTIONS**

**LAREDO MPO TRANSPORTATION IMPROVEMENT PROGRAM**

Laredo District 22

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$3,247,188
		State Funds from TxDOT	575,511
		Other Funds	9,887,915
Apportionment Year	2016	Fiscal Year Cost	\$13,710,614
Project Phase			
Brief Project Description:	Funds will be used for assistance for El Metro bus operations and maintenance.	Total Project Cost	\$13,710,614
		Trans. Dev. Credits Requested	
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$168,593
		State Funds from TxDOT	0
		Other Funds	42,148
Apportionment Year	2016	Fiscal Year Cost	\$210,741
Project Phase			
Brief Project Description:	Funds for Transportation for seniors and people with disabilities.	Total Project Cost	\$210,741
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$350,000
		State Funds from TxDOT	0
		Other Funds	87,500
Apportionment Year	2016	Fiscal Year Cost	\$437,500
Project Phase			
Brief Project Description:	This project is for bus replacements and bus facility improvements.	Total Project Cost	\$437,500
		Trans. Dev. Credits Requested	\$0
Sec 5309 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0

**FY 2017 TRANSIT PROJECT DESCRIPTIONS**

**LAREDO MPO TRANSPORTATION IMPROVEMENT PROGRAM**

Laredo District 22

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Laredo	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information (reference number, etc)</b>		<b>Federal (FTA) Funds</b>	\$3,247,188
		<b>State Funds from TxDOT</b>	575,511
		<b>Other Funds</b>	9,887,915
<b>Apportionment Year</b>	2017	<b>Fiscal Year Cost</b>	<b>\$13,710,614</b>
<b>Project Phase</b>			
<b>Brief Project Description:</b>	Funds will be used for assistance for El Metro bus operations and maintenance.	<b>Total Project Cost</b>	\$13,710,614
		<b>Trans. Dev. Credits Requested</b>	
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<b>Sec 5309 ID Number</b>			
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Laredo	<b>Federal Funding Category</b>	<b>5310</b>
<b>MPO Project Information (reference number, etc)</b>		<b>Federal (FTA) Funds</b>	\$168,593
		<b>State Funds from TxDOT</b>	0
		<b>Other Funds</b>	42,148
<b>Apportionment Year</b>	2017	<b>Fiscal Year Cost</b>	<b>\$210,741</b>
<b>Project Phase</b>			
<b>Brief Project Description:</b>	Funds for Transportation for seniors and people with disabilities.	<b>Total Project Cost</b>	\$210,741
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<b>Sec 5309 ID Number</b>			
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Laredo	<b>Federal Funding Category</b>	<b>5339</b>
<b>MPO Project Information (reference number, etc)</b>		<b>Federal (FTA) Funds</b>	\$350,000
		<b>State Funds from TxDOT</b>	0
		<b>Other Funds</b>	87,500
<b>Apportionment Year</b>	2017	<b>Fiscal Year Cost</b>	<b>\$437,500</b>
<b>Project Phase</b>			
<b>Brief Project Description:</b>	This project is for bus replacements and bus facility improvements.	<b>Total Project Cost</b>	\$437,500
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<b>Sec 5309 ID Number</b>			
<b>Amendment Date &amp; Action</b>			

**FY 2018 TRANSIT PROJECT DESCRIPTIONS**

**LAREDO MPO TRANSPORTATION IMPROVEMENT PROGRAM**

Laredo District 22

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Laredo	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information</b> (reference number, etc)		<b>Federal (FTA) Funds</b>	\$3,247,188
		<b>State Funds from TxDOT</b>	575,511
		<b>Other Funds</b>	9,887,915
<b>Apportionment Year</b>	2018	<b>Fiscal Year Cost</b>	<b>\$13,710,614</b>
<b>Project Phase</b>			
<b>Brief Project Description:</b>	Funds will be used for assistance for El Metro bus operations and maintenance.	<b>Total Project Cost</b>	<b>\$13,710,614</b>
		<b>Trans. Dev. Credits Requested</b>	
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b> (Date & Amount)	<b>\$0</b>

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Laredo	<b>Federal Funding Category</b>	<b>5310</b>
<b>MPO Project Information</b> (reference number, etc)		<b>Federal (FTA) Funds</b>	\$168,593
		<b>State Funds from TxDOT</b>	0
		<b>Other Funds</b>	42,148
<b>Apportionment Year</b>	2018	<b>Fiscal Year Cost</b>	<b>\$210,741</b>
<b>Project Phase</b>			
<b>Brief Project Description:</b>	Funds for Transportation for seniors and people with disabilities.	<b>Total Project Cost</b>	<b>\$210,741</b>
		<b>Trans. Dev. Credits Requested</b>	<b>\$0</b>
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b> (Date & Amount)	<b>\$0</b>

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Laredo	<b>Federal Funding Category</b>	<b>5339</b>
<b>MPO Project Information</b> (reference number, etc)		<b>Federal (FTA) Funds</b>	\$350,000
		<b>State Funds from TxDOT</b>	0
		<b>Other Funds</b>	87,500
<b>Apportionment Year</b>	2018	<b>Fiscal Year Cost</b>	<b>\$437,500</b>
<b>Project Phase</b>			
<b>Brief Project Description:</b>	This project is for bus replacements and bus facility improvements.	<b>Total Project Cost</b>	<b>\$437,500</b>
		<b>Trans. Dev. Credits Requested</b>	<b>\$0</b>
<b>Sec 5309 ID Number</b>		<b>Trans. Dev. Credits Awarded</b> (Date & Amount)	<b>\$0</b>



Laredo - District Number 22

FY 2015 - 2018 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

	FY 2015			FY 2016			FY 2017		
	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K	\$3,247,188	\$13,710,614	\$3,248,188	\$10,463,426	\$13,711,614	\$3,247,188	\$10,463,426	\$13,710,614
2	Sec. 5307 - Urbanized Formula <200K		\$0			\$0			\$0
3	Sec. 5309 - Fixed Guideway Investment		\$0			\$0			\$0
4	Sec. 5337 - State of Good Repair		\$0			\$0			\$0
5	Sec. 5339 - Bus & Bus Facilities >200k		\$0			\$0			\$0
6	Sec. 5310-Seniors&People w/Disabilities >200k	\$168,593	\$210,741	\$168,593	\$42,148	\$210,741	\$168,593	\$42,148	\$210,741
7	Sec. 5316 - JARC >200K		\$0			\$0			\$0
8	Sec. 5317 - New Freedom >200K		\$0			\$0			\$0
9	Other FTA	\$350,000	\$437,500	\$350,000	\$87,500	\$437,500	\$350,000	\$87,500	\$437,500
10	Regionally Significant or Other (incl FHWA transfers)		\$0			\$0			\$0
	<b>Total Funds</b>	<b>\$3,765,781</b>	<b>\$14,358,855</b>	<b>\$3,766,781</b>	<b>\$10,593,074</b>	<b>\$14,359,855</b>	<b>\$3,765,781</b>	<b>\$10,593,074</b>	<b>\$14,358,855</b>
	Transportation Development Credits Requested		\$0			\$0			\$0
	Awarded		\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

	FY 2018			Total		
	Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K	\$3,247,188	\$13,710,614	\$12,989,752	\$41,853,704	\$54,843,456
2	Sec. 5307 - Urbanized Formula <200K		\$0	\$0	\$0	\$0
3	Sec. 5309 - Fixed Guideway Investment		\$0	\$0	\$0	\$0
4	Sec. 5337 - State of Good Repair		\$0	\$0	\$0	\$0
5	Sec. 5339 - Bus & Bus Facilities >200k		\$0	\$0	\$0	\$0
6	Sec. 5310-Seniors&People w/Disabilities >200k	\$168,593	\$210,741	\$674,372	\$168,592	\$842,964
7	Sec. 5316 - JARC >200K		\$0	\$0	\$0	\$0
8	Sec. 5317 - New Freedom >200K		\$0	\$0	\$0	\$0
9	Other FTA	\$350,000	\$437,500	\$1,400,000	\$350,000	\$1,750,000
10	Regionally Significant or Other (incl FHWA transfers)		\$0	\$0	\$0	\$0
	<b>Total Funds</b>	<b>\$3,765,781</b>	<b>\$14,358,855</b>	<b>\$15,064,124</b>	<b>\$42,372,296</b>	<b>\$57,436,420</b>
	Transportation Development Credits Requested		\$0			\$0
	Awarded		\$0			\$0

**LAREDO URBAN TRANSPORTATION STUDY  
ACTION ITEM**

<b>DATE:</b> 03-17-14	<b>SUBJECT: A MOTION</b> Receive public testimony and initiate a 10-day public review and comment period for the proposed revision of the 2010-2035 Laredo Metropolitan Transportation Plan (MTP). <span style="float: right;">MTP10-35/REV 10</span>
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<b>INITIATED BY:</b> Staff	<b>STAFF SOURCE:</b> Nathan Bratton, MPO Director
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**PREVIOUS ACTION:**  
On December 11<sup>th</sup>, 2009, the Policy Committee approved the 2010-2035 Metropolitan Transportation Plan. The Plan was subsequently revised on 4-30-10, 7-28-10, 12-1-10, 4-29-10, 1-24-12, 7-11-12, 8-19-13 and on 11-18-13. .

**BACKGROUND:** The Laredo Metropolitan Transportation Plan (MTP) is an official, comprehensive, intermodal transportation plan developed and adopted for the metropolitan planning area. The MTP identifies the existing and future transportation needs and develops coordinated strategies to provide the necessary transportation facilities essential for the continued mobility and economic vitality of Laredo. These coordinated transportation strategies include roadway development and operations, truck and rail freight movement, transit operations, bikeways and pedestrian facilities. The development of the MTP is required under the latest transportation reauthorization act, Moving Ahead for Progress in the 21<sup>st</sup> Century (Map 21), to assure the continuation of federal transportation funds. The plan must address, at a minimum, a continuous twenty-year planning horizon.

As of December 11, 2007, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) required that all revisions to the Transportation Improvement Program (TIP) shall also be reflected in the Metropolitan Transportation Plan (MTP). That is a continued requirement under MAP-21.

- MOBILITY: Proposed amendments:**
- Table 7.2 entitled FY 2015-2018 TIP Projects is being amended to reflect the proposed 2015-2018 TIP project listings. (See attached table 7.2)

- TRANSIT**
- Table 10-5 entitled Transit Fiscal Constraint is being amended reflect the proposed 2015-2018 TIP project listing and estimates. (See attached Table 10-5)

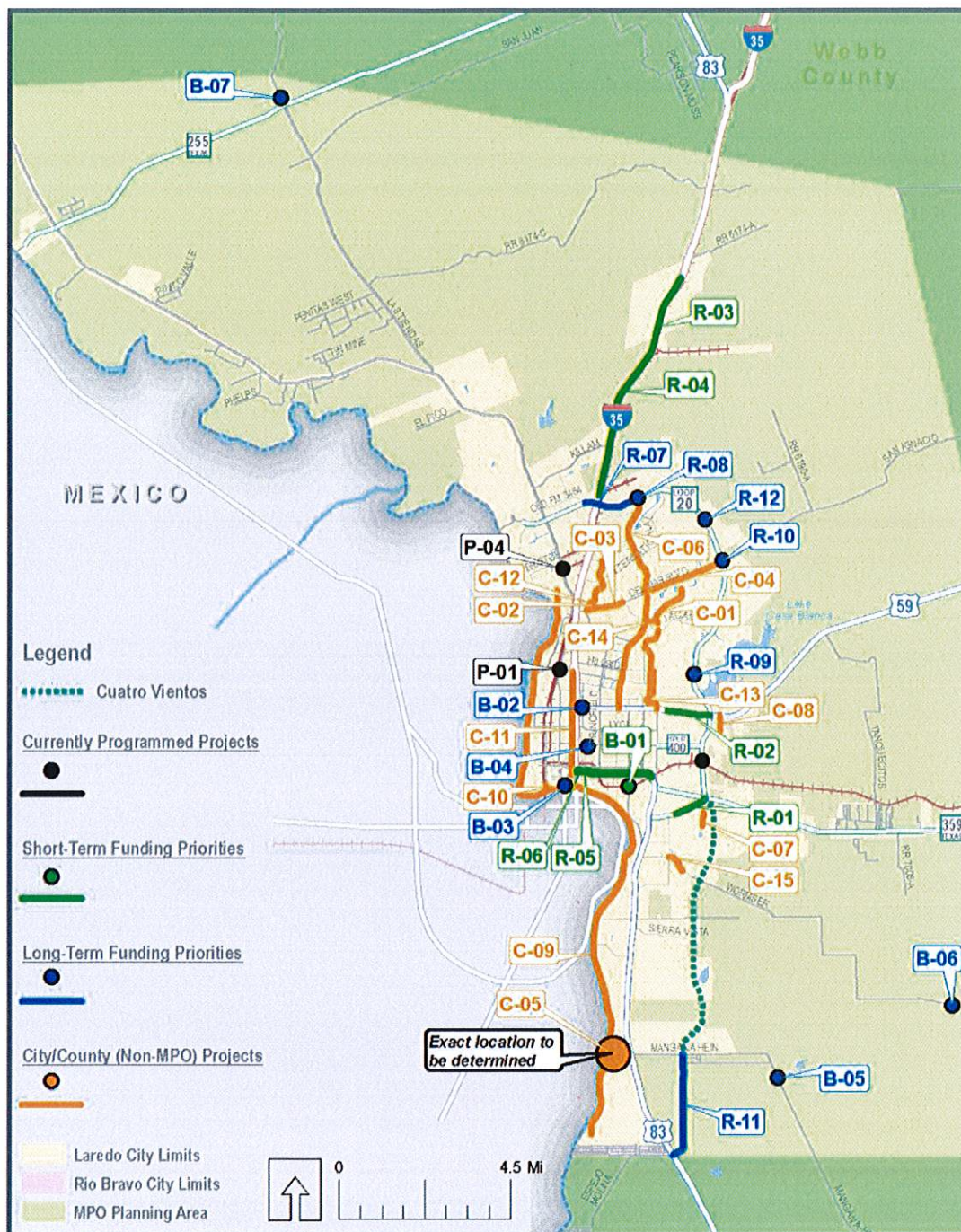
**MOBILITY AND TRANSIT TIP FUNDING LEVELS**

TIP Year	# Of Projects	Highway Funding	# Of Projects	Transit Funding
FY 2015	2	\$10,970,443	4	\$14,358,855
FY 2016	1	\$23,083,323	3	\$14,359,855
FY 2017	0	\$0	3	\$14,358,855
FY 2018	0	\$0	3	\$14,358,855
Total		\$34,053,766		\$57,436,420

<b>COMMITTEE RECOMMENDATION:</b> Approval	<b>STAFF RECOMMENDATION:</b> Approval.
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Figure 7-5: Funding Priorities



**Table 10-5: Transit Fiscal Constraint**

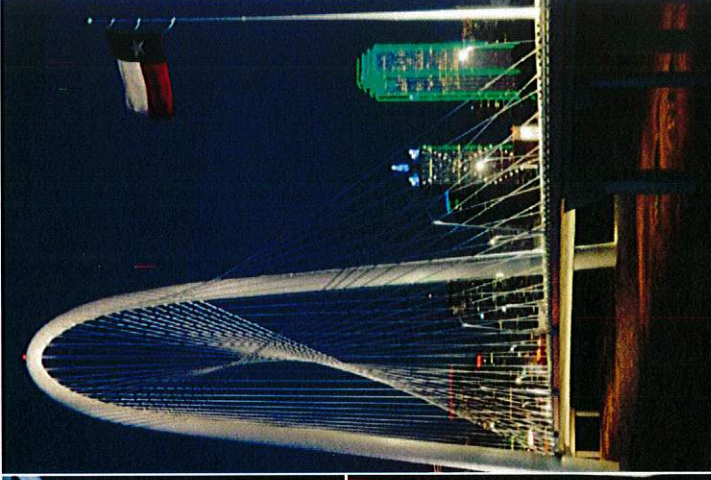
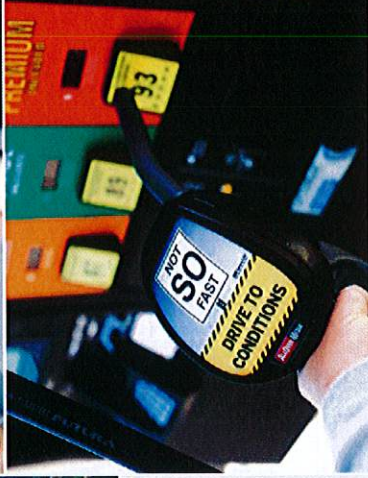
Expected Revenue	Ops, Plng, Maint, & Facilities	Vehicle Replacement/Stations	Total
2010—2019	\$124,383,750	\$54,825,000	<b>\$179,208,750</b>
2015 - 2024	<u>\$138,134,435</u>	<u>\$56,410,000</u>	<b><u>\$194,544,435</u></b>
2020—2035	\$226,371,602	\$21,350,000	<b>\$247,721,602</b>
2025-2040	<u>\$238,218,400</u>	<u>\$19,600,000</u>	<u>\$257,818,400</u>
<b>Total</b>	<b><u>\$350,755,352</u></b> <b><u>\$376,352,835</u></b>	<b><u>\$76,175,000</u></b> <b><u>\$89,926,273</u></b>	<b><u>\$426,930,352</u></b> <b><u>\$452,362,835</u></b>
Year	Ops, Plng, Maint, & Facilities Cost	Vehicle Replacement/Stations	Total
2013	\$12,574,234	\$240,000 (Support Vehicle) \$1,200,000 (Security Equipment) \$34,375,000 (MA-3: Operations Facility)	\$48,389,234
2014	\$12,574,234	\$3,375,000 (9 buses) \$450,000 (Support Vehicles) \$3,000,000 (S. Hub) \$1,350,000 (18 paratransit vans)	\$20,749,234
2015	\$13,202,945	\$3,750,000 (10 buses)	\$16,952,945
2015	<u>\$13,710,614</u>	<u>\$3,400,000 (8 buses)</u> <u>\$275,000 (Security Equipment)</u>	<u>\$17,385,614</u>
2016	\$13,202,945	\$34,375,000 (MA-3: Operations Facility)	\$49,765,614
	<u>\$13,710,614</u>	<u>\$240,000 (Support Vehicle)</u> <u>\$1,440,000 (18 paratransit vans)</u>	
2017	\$13,202,945	\$3,400,000 (8 buses)	\$12,741,750
	<u>\$13,710,614</u>		<u>\$17,110,614</u>
2018	\$13,202,945	\$2,625,000 (7 buses)	\$15,827,945
	<u>\$13,710,614</u>		<u>\$13,710,614</u>
2019	\$13,202,945	\$7,500,000 (N. &S. Hubs)	\$13,202,945
	<u>\$13,710,614</u>		<u>\$21,210,614</u>
2020	\$13,378,838	\$250,000 (2 support/ maintenance vehicles)	\$14,978,838
	<u>\$13,916,273</u>	<u>\$1,440,000 (18 paratransit vans)</u>	<u>\$13,916,273</u>
2021	\$13,378,838	\$4,250,000 (10 buses)	\$13,378,838
	<u>\$13,916,273</u>		<u>\$18,166,273</u>
2022	\$13,378,838		\$13,378,838
	<u>\$13,916,273</u>		<u>\$13,916,273</u>
2023	\$13,378,838	\$4,000,000 (10 buses)	\$17,378,838
	<u>\$13,916,273</u>	<u>\$1,530,000 (18 paratransit vans)</u>	<u>\$15,446,273</u>
2024	\$13,378,838		\$13,378,838
	<u>\$13,916,273</u>		<u>\$13,916,273</u>
2025	\$14,047,779	\$1,530,000 (18 paratransit vans)	\$15,577,779
	<u>\$14,125,017</u>		<u>\$14,125,017</u>
2026	\$14,047,779	\$5,100,000 (12 buses)	\$19,225,017



	<u>\$14,125,017</u>		
2027	<u>\$14,047,779</u> <u>\$14,125,017</u>		<u>\$14,047,779</u> <u>\$14,125,017</u>
2028	<u>\$14,047,779</u> <u>\$14,125,017</u>	\$5,100,000 (12 buses)	<u>\$19,147,779</u> <u>\$14,125,017</u>
2029	<u>\$14,047,779</u> <u>\$14,125,017</u>		<u>\$14,047,779</u> <u>\$14,125,017</u>
2030	<u>\$14,750,168</u> <u>\$14,831,267</u>	\$300,000 (support/ maintenance vehicles) \$1,620,000 (18 paratransit vans) \$1,700,000 (20 paratransit vans)	<u>\$16,670,168</u> <u>\$16,831,267</u>
2031	<u>\$14,750,168</u> <u>\$14,831,267</u>	\$5,400,000 (12 buses)	<u>\$20,231,267</u>
2032	<u>\$14,750,168</u> <u>\$14,831,267</u>		<u>\$14,750,168</u> <u>\$14,831,267</u>
2033	<u>\$14,750,168</u> <u>\$14,831,267</u>	\$5,400,000 (12 buses)	<u>\$20,150,168</u> <u>\$14,831,267</u>
2034	<u>\$14,750,168</u> <u>\$14,831,267</u>		<u>\$14,750,168</u> <u>\$14,831,267</u>
2035	<u>\$15,487,677</u> <u>\$15,572,830</u>	\$1,710,000 (18 paratransit vans)	<u>\$17,197,677</u> <u>\$15,572,830</u>
2036	<u>\$15,572,830</u>	\$5,400,000 (12 buses)	<u>\$20,972,830</u>
2037	<u>\$15,572,830</u>	1,700,000 (20 paratransit vans)	<u>\$17,272,830</u>
2038	<u>\$15,572,830</u>		<u>\$15,572,830</u>
2039	<u>\$15,572,830</u>		<u>\$15,572,830</u>
2040	<u>\$15,572,830</u>		<u>\$15,572,830</u>
<b>Total Costs</b>	<b><u>\$350,755,352</u></b> <b><u>\$376,352,835</u></b>	<b><u>\$76,175,000</u></b> <b><u>\$76,010,000</u></b>	<b><u>\$388,698,600</u></b> <b><u>\$452,362,835</u></b>



TEXAS DEPARTMENT OF TRANSPORTATION



## TXDOT ENVIRONMENTAL STREAMLINING INITIATIVES

Getting Projects Shovel-Ready  
Sooner

# Streamlining Initiatives

## TOPICS

- ❖ NEPA Assignment
  - ❖ #1 CEs, #2 for others (EA, EIS)
- ❖ MAP-21 New Categorical Exclusions
- ❖ Revised TxDOT Environmental Rules
- ❖ Other Initiatives
- ❖ Implication for Local Government



# NEPA Assignment #1 – CEs Only

## Formal Assignment of Responsibilities from Federal (FHWA) to State (TxDOT) for making Categorical Exclusion (CE) Determinations under the National Environmental Policy Act

- What are the benefits?**
  - Accelerates the review and approval of environmental documents by eliminating duplicative Federal and State roles
- Assignment includes:**
  - Activities listed in 23 CFR 771.117 (c); and
  - The example activities listed in 23 CFR 771.117 (d)
- Effective date: 2/12/14**
- This means that:**
  - TxDOT is authorized to approve projects that fall into the (c) or (d) categories of 771.117
  - Districts are now making CE Determinations

## 23 CFR 771.117

- C E determinations assigned to TxDOT
  - Must fit within examples given in statute (23 CFR 771.117 (c) and (d))
  - Must have no significant or unusual circumstances (23 CFR 771.117 (a) and (b))

## (c) list example activities

- Bike/ped
- Safety projects
- Noise barriers
- Landscaping
- Traffic signals
- Pavement markings
- Repair/reconstruction
- Restoration/replacement

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(c) The following actions meet the criteria for CEs in the CEO regulations (40 CFR 1508.4) and §771.117(a) and normally do not require any further NEPA approvals by the FHWA:

- (1) Activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed; and Federal-aid system revisions which establish classes of highways on the Federal-aid Highway system.
- (2) Approval of utility installations along or across a transportation facility.
- (3) Construction of bicycle and pedestrian lanes, paths, and facilities.
- (4) Activities included in the State's highway safety plan under 23 U.S.C. 402.
- (5) Transfer of Federal lands pursuant to 23 U.S.C. 107(d) and/or 23 U.S.C. 317 when the land transfer is in support of an action that is not otherwise subject to FHWA review under NEPA.
- (6) The installation of noise barriers or alterations to existing publicly owned buildings to provide for noise reduction.
- (7) Landscaping.
- (8) Installation of fencing, signs, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur.
- (9) The following actions for transportation facilities damaged by an incident resulting in an emergency declared by the Governor of the State and concurred in by the Secretary, or a disaster or emergency declared by the President pursuant to the Robert T. Stafford Act (42 U.S.C. 5121):
  - (i) Emergency repairs under 23 U.S.C. 125; and
  - (ii) The repair, reconstruction, restoration, retrofitting, or replacement of any road, highway, bridge, tunnel, or transit facility (such as a ferry dock or bus transfer station), including ancillary transportation facilities (such as pedestrian/bicycle paths and bike lanes), that is in operation or under construction when damaged and the action:
    - (A) Occurs within the existing right-of-way and in a manner that substantially conforms to the preexisting design, function, and location as the original (which may include upgrades to meet existing codes and standards as well as upgrades warranted to address conditions that have changed since the original construction); and
    - (B) Is commenced within a 2-year period beginning on the date of the declaration.
- (10) Acquisition of scenic easements.
- (11) Determination of payback under 23 U.S.C. 156 for property previously acquired with Federal-aid participation.
- (12) Improvements to existing rest areas and truck weigh stations.
- (13) Ride-sharing activities.
- (14) Bus and rail car rehabilitation.
- (15) Alterations to facilities or vehicles in order to make them accessible for elderly and handicapped persons.
- (16) Program administration, technical assistance activities, and operating assistance to transit authorities to continue existing service or increase service to meet routine changes in demand.
- (17) The purchase of vehicles by the applicant where the use of these vehicles can be accommodated by existing facilities or by new facilities which themselves are within a CE.
- (18) Track and railbed maintenance and improvements when carried out within the existing right-of-way.
- (19) Purchase and installation of operating or maintenance equipment to be located within the transit facility and with no significant impacts off the site.
- (20) Promulgation of rules, regulations, and directives.
- (21) Deployment of electronics, photonics, communications, or information processing used singly or in combination.

## (d) list example activities

- Highway modernization
  - Resurfacing
  - Restoration
  - Reconstruction
  - Rehabilitation
  - Adding shoulders
  - Adding auxiliary lanes
- Highway safety
- Bridge replacement
- Bridge reconstruction
- Changes in access control
- Early ROW acquisition

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(d) Additional actions which meet the criteria for a CE in the CEQ regulations (40 CFR 1508.4) and paragraph (a) of this section may be designated as CEs only after the FHWA approval. The applicant shall submit documentation which demonstrates that the specific conditions or criteria for these CEs are satisfied and that significant environmental effects will not result. Examples of such actions include but are not limited to:

- (1) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g., parking, weaving, turning, climbing).
- (2) Highway safety or traffic operations improvement projects including the installation of ramp metering control devices and lighting.
- (3) Bridge rehabilitation, reconstruction or replacement or the construction of grade separation to replace existing at-grade railroad crossings.
- (4) Transportation corridor fringe parking facilities.
- (5) Construction of new truck weigh stations or rest areas.
- (6) Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts.
- (7) Approvals for changes in access control.
- (8) Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.
- (9) Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.
- (10) Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.
- (11) Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.
- (12) Acquisition of land for hardship or protective purposes. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.
- (i) Hardship acquisition is early acquisition of property by the applicant at the property owner's request to alleviate particular hardship to the owner, in contrast to others, because of an inability to sell his property. This is justified when the property owner can document on the basis of health, safety or financial reasons that remaining in the property poses an undue hardship compared to others.
- (ii) Protective acquisition is done to prevent imminent development of a parcel which may be needed for a proposed transportation corridor or site. Documentation must clearly demonstrate that development of the land would preclude future transportation use and that such development is imminent. Advance acquisition is not permitted for the sole purpose of reducing the cost of property for a proposed project.
- (e) Where a pattern emerges of granting CE status for a particular type of action, the FHWA will initiate rulemaking proposing to add this type of action to the list of categorical exclusions in paragraph (c) or (d) of this section, as appropriate.

[52 FR 32660, Aug. 28, 1987; 53 FR 11066, Apr. 5, 1988, as amended at 70 FR 24469, May 9, 2005; 74 FR 12529, Mar. 24, 2009; 78 FR 8983, Feb. 7, 2013, 78 FR 11602, Feb. 19, 2013]

# MAP 21 New Categorical Exclusions

## Projects within Existing Right of Way

- Requires that a categorical exclusion class of action be developed for a project within the **operational** ROW of an existing project
  - 23 CFR 771.117 (c) (22)
  - Operational ROW refers to ROW that has been **disturbed** for an existing transportation facility or is **maintained** for a transportation purpose
- **Includes**
  - » Bicycle and pedestrian facilities
  - » Existing roadway facilities
  - » Landscaped areas
  - » Bridges
  - » Interchanges
  - » Clear zones
  - » Culverts
  - » Drainage areas
  - » Mitigation areas
  - » Traffic control signage area
- Does **NOT** include
  - » Areas fallen into disuse may not qualify
  - » Areas held for a future transportation project
  - » Excess fenced off ROW



## MAP 21 New Categorical Exclusions

### Projects of Limited Federal Assistance

- Less than \$5 million in Federal Funds, or with an estimated cost of no more than \$30 million with less than 15 percent Federal Funds
- Still subject to CE requirements (no significant impacts or unusual circumstances)
- 23 CFR 771.117 (c) (23)

# NEPA Assignment #2 – Full Assignment

## Formal Assignment of Responsibilities from Federal (FHWA) to State (TxDOT) for Administration of the Requirements of the National Environmental Policy Act (NEPA), Class I Projects (EIS), Class II Projects (CE), and Class III Projects (EA)

- What are the benefits?**
  - Accelerates the review and approval of environmental documents by eliminating duplicative Federal and State roles
- What steps are involved?**
  - ✓ Legislative authority to allow for a limited waiver of sovereign immunity (SB 466)
  - ✓ Identify desired scope (i.e., decide what responsibilities to assume)
  - ✓ Prepare application
  - Negotiate a Memorandum of Understanding (MOU) with FHWA
  - Develop policies, procedures, tools, and checklists
  - Develop training
  - Prepare for audits
  - Implementation
- Key Point**
  - TxDOT held to the same legal responsibility and accountability to NEPA process and other laws

# NEPA Assignment

## Benefits

- ❑ Streamline environmental process
- ❑ Save time (\$) in project delivery

## Examples

- 803 bridge repair projects on the TxDOT 4-year plan – 30 days minimum each at FHWA ---  
66 years of cumulative waiting time
- EIS in El Paso – Recently completed in less than two years under State process. FHWA average about 5 years. Project construction cost: \$800 million. Using a 4% construction cost multiplier, having the project shovel-ready three years sooner saved about \$100 million

## Revised Environmental Rules

- Draft rules published in Texas Register 6Dec2013
- 43 TAC Part 1 Chapter 2
- New Policy Statement
- Preparation for NEPA Assignment
- Removed the prescriptive Project Scope requirements
- CE's – removes programmatic agreement references and uses “c-list” and “d-list” terminology
- EIS's – allows errata sheets and combined FEIS/ROD
- Public Involvement – total re-write to update and provide more flexibility

## Other Initiatives

- Streamlined Environmental Assessments
  - Scope only needed studies and activities
  - Prepare subject matter reports early and submit for review and approval
  - Incorporate technical reports and data into documents by reference or appendix
  - Summarize results of technical reports in environmental document
  - Only write what is needed to be presented – keep out the fluff
  
- Updated Environmental Manual and Tools

## How all of this impacts state or locally funded projects

- Environmental requirements affect all federal and state funded projects, and locally funded projects within TxDOT ROW
- Approval authority
  - CEs approved at Districts (current)
  - EAs and EISs approved at FHWA (current)
  - EAs and EISs approved at ENV (future)

## Important take away

- The new programs will simplify the process, but do not change the scope of work for projects
  - Project documentation will still need to follow all applicable rules and regulations
- The Scoping process is critical
  - Make sure that all needed items are addressed
  - Make sure that items not needed are not in the scope (which = cost, level of effort, and time)
- Consult with ENV and Districts on any scoping needs
- Better scoped projects = on-time and on-budget projects

## □ Questions