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 19, 2018
1:30 p.m.

MEETING AGENDA

I. CHAIRPERSON TO CALL MEETING TO ORDER

II. CHAIRPERSON TO CALL ROLL

III. CITIZEN COMMENT

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

IV. ITEMS REQUIRING POLICY COMMITTEE ACTION

A. Approval of the minutes for the meeting held on February 20, 2018.

B. Motion to authorize a 2018 Call For Projects for the Laredo MPO Transportation Alternatives (TA) Set-Aside Program, in order to allocate $344,000 in TA federal funds, requiring a 20% match of $86,000, totaling $430,000 in total project costs.

C. Discussion with possible action for authorizing the WCCL RMA to move forward with the North Laredo/ Webb County Transportation Planning Study as presented on 11/20/17 before the Laredo MPO Policy Committee with the understanding that the Laredo MPO will reimburse the WCCL RMA for up to 80% of the cost of the study at a later date with funds from the remaining 2015 Coordinated Border Infrastructure

program. The remaining 20% will be provided by the WCCL RMA as the local match. The cost of the study is estimated at $635,000.

D. Discussion and possible action on a set-back development policy on Loop 20, Mines Road and other major arterials.

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

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

A. Status report on the River Bank Road Project.

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

VI. ADJOURNMENT

THIS NOTICE WAS POSTED AT THE MUNICIPAL GOVERNMENT OFFICES, 1110 HOUSTON STREET, LAREDO, TEXAS, AT A PLACE CONVENIENT AND READILY ACCESSIBLE TO THE PUBLIC AT ALL TIMES. SAID NOTICE WAS POSTED BY MARCH 16, 2018, BY 1:30 P.M.

All meetings of the MPO Committee are open to the public. Persons who plan to attend this meeting and who may need auxiliary aid or services, such as: interpreters for persons who are deaf or hearing impaired, readers of large print or Braille, or a translator for the Spanish language are requested to contact Ms. Vanessa Guerra, City Planning, 1120 San Bernardo Ave. at (956) 794-1613, vguerra@ci.laredo.tx.us, at least five working days prior to the meeting so that appropriate arrangements can be made. Materials in Spanish may also be provided upon request.

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

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

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

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

CITY OF LAREDO REPRESENTATIVES:

Honorable Pete Saenz, Mayor and LUTS Chairperson
Honorable 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 Jesse Gonzalez, Webb County Commissioner, Pct. 1
Honorable John Galo, Webb County Commissioner, Pct. 3

STATE REPRESENTATIVES:

Mr. David M. Salazar, Jr., P.E., District Engineer
Ms. Melisa Montemayor, District Administrator

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

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

Nathan R. Bratton
MPO Director

Jose A. Valdez, Jr.
City Secretary

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CITY SECRETARY'S OFFICE

Laredo Urban Transportation Study

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

MINUTES OF THE FEBRUARY 20, 2018 MEETING

Regular members present:

Honorable Pete Saenz, Mayor and LUTS Chairperson
Honorable Tano E. Tijerina, Webb County Judge (joined the meeting at 1:35 p.m.)
Honorable Jesse Gonzalez, Webb County Commissioner, Pct. 1
Honorable George Altgelt, City Councilmember, District VII (joined the meeting at 3:06 p.m.)
Honorable Roberto Balli, City Councilmember, District VIII
David M. Salazar, Jr., District Engineer
Melisa Montemayor, TxDOT District Administrator

Regular members not present:

Honorable Charlie San Miguel, City Councilmember, District VI
Honorable John Galo, Webb County Commissioner, Pct. 3

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
Robert Eads, City Traffic Safety Department
Mario Maldonado, City Airport Department
Eduardo Bernal, Transit, El Metro
Claudia San Miguel, Transit, El Metro
Gabriel Martinez, City Engineering

State:
Sara Garza, TxDOT
Roberto Rodriguez, TxDOT
Alberto Ramirez, TxDOT
Ana Duncan, TxDOT
Danny Magee, TxDOT
Mike Graham, TxDOT
Marissa Montoya, TxDOT

Tim Juarez, TxDOT
Caroline Mays, TxDOT

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

Others: Ruben Soto, Regional Mobility Authority, (RMA)
Antonio Rodriguez, HNTB, Inc.
Ricardo Ramos, Arcadis
Julia Wallace, Laredo Morning Times
Charlie Martins

I. CHAIRPERSON TO CALL MEETING TO ORDER

Mayor Saenz called the meeting to order at 1:31 p.m.

II. CHAIRPERSON TO CALL ROLL

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

III. CITIZEN COMMENT

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

CM. Montemayor made a motion to **move up** item V-A.

Second: CM Gonzalez
For: 6
Against: 0
Abstained: 0

Motion carried unanimously

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

A. Presentation by Tim Juarez, TxDOT, on the Border Master Plan.

Judge Tijerina joined the meeting at 1:35 p.m.

Judge returns to regularly planned agenda.

Mr. Juarez stated the previous Border Master Plan was done in 2012/2013 and was primarily focused on border crossings only. The Border Master Plan is supported by the U.S/Mexico Joint Working Committee on Transportation Planning and Programming, the Federal Highway Administration, and the U.S. Department of State. The Border Master Plan are comprehensive long range plan intended to identify port of entry infrastructure needed to facilitate trade, and prioritize planned transportation and port of entry projects within the defined study area. An objective of the Border Master Plan will be to design a stake holder agency involvement process that is inclusive and ensures the participation of all involved in port of entry projects and the transportation infrastructure serving those port of entries. Additionally, the goal is to develop and implement a plan for prioritizing and promoting port of entry and related transportation projects, including evaluation criteria.

Mr. Juarez stated TxDOT was in the process of procuring engineering services to facilitate the development of the plan. He stated the plan would be completed in 18-24 months.

IV. ITEMS REQUIRING POLICY COMMITTEE ACTION

A. Approval of the minutes for the meeting held on December 18, 2017.

CM. Balli made a motion to **approve** the minutes of December 18, 2017.

Second:	CM Gonzalez
For:	6
Against:	0
Abstained:	0

Motion carried unanimously

B. Receive public testimony and approve Resolution No. MPO 2018-01 for the proposed amendment(s) to the 2017-2020 Transportation Improvement Program (TIP):

1. ***Removal* of project CSJ 0086-14-082 intended to provide for the development of plans, specifications, and estimates (PS&E) for the Jacaman and Airport overpasses. Proposed work has an estimated cost of 4.6 million dollars. *Rationale*: State is taking over PS&E design cost of the future IH 69 intersections using strategy 111 funds. These funds do not need an independent CSJ for design only; it uses the construction CSJ to allocate design funds. Consequently there is no longer a need to have a design only CSJ. All 4.6 million in project funds are being transferred to project temporarily identified as CSJ 0922-33-933 intended to provide for the**

construction of a FAST lane at World Trade Bridge. Please note that only the CSJ is being canceled, not the funding.

Mr. Bratton gave a brief presentation on the item.

CM. Balli made a motion to **open** a public hearing.

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

Motion carried unanimously

CM. Balli made a motion to **close** the public hearing and **approve** Resolution No. MPO 2018-01, adopting the proposed amendment for the 2017-2020 TIP.

Second: CM. Gonzalez
For: 6
Against: 0
Abstained: 0

Motion carried unanimously

C. Receive public testimony adopting Resolution No. 2018-02, amending the FY 2018 Unified Planning Work Program (UPWP) in order to:

1. **Amend Subtask 2.2, entitled 2013-2045 Travel Demand Model Update Project by reducing the allocated funds by $10,000 and reallocating said funds to Subtask 4.2. The Travel Demand Model project is nearing completion and amended budget will adequately provide for project closeout; and,**
2. **Unifying Subtask 4.2 and Subtask 4.3, the FAST Act Compliance Project and The 2020-2045 Metropolitan Transportation Plan (MTP) Update, due to project activity overlap and federal requirement time constraints.**

Vanessa Guerra, MPO Coordinator, gave a brief presentation on the proposed item.

CM. Balli made a motion to **open** a public hearing.

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

Motion carried unanimously

CM. Balli made a motion to **close** the public hearing and **approve** Resolution No. MPO 2018-02, adopting the proposed amendment for the FY 2018 UPWP.

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

Motion carried unanimously

D. Motion to authorize the execution of a Memorandum of Understanding (M.O.U) between the Laredo Metropolitan Planning Organization, the Texas Department of Transportation and El Metro (the Laredo Public Transportation Operator) as required by 23 CFR 450.314, intended to provide specific provisions for cooperatively developing and sharing information related to the development of financial plans, the TIP, MTP, and performance based data and targets.

CM. Balli made a motion to **authorize** the execution of an M.O.U. between the Laredo MPO, TxDOT, and Transit, El Metro.

Second: CM. Gonzalez
For: 6
Against: 0
Abstained: 0

Motion carried unanimously

E. Receive public testimony and approve Resolution No. MPO 2018-03, adopting and supporting the Texas Department of Transportation's 2018 targets for the five Safety Performance Measures, as listed below:

2018 Safety Targets	Number of Fatalities (FARS/CRIS/ ARF DATA)	Rate of Fatalities (FARS/CRIS/ ARF DATA)	Number of Serious Injuries (FARS/CRIS DATA)	Serious Injury Rate (CRIS DATA)	Total Number of Non-Motorized Fatalities and Serious Injuries (FARS/CRIS DATA)
2014	3,536	1.45	17,133	7.05	1,893
2015	3,516	1.36	17,096	6.62	2,023
2016	3,775	1.44	17,578	6.71	2,304
2017	3,801	1.45	17,890	6.68	2,224
2018 Target	3,891	1.46	18,130	6.64	2,309
2018 Target as a 5 year Average:	3,704	1.43	17,565	6.74	2,151

CM. Balli made a motion to **open** a public hearing.

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

Motion carried unanimously

Judge Tijerina made a motion to **close** the public hearing and **approve** Resolution No. MPO 2018-03, adopting and supporting TxDOT's 2018 targets for the five Safety Performance Measures.

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

Motion carried unanimously

F. Receive public testimony and approve a Motion authorizing the award and execution of a contract in the amount of $46,400 with Kimley-Horn and Associates for the development of the update of the 2015 Kansas City Southern Railroad Quiet Zone Study.

CM. Balli made a motion to **open** a public hearing.

Second: CM. Gonzalez
For: 6
Against: 0
Abstained: 0

Motion carried unanimously

Judge Tijerina made a motion to **close** the public hearing and **authorize** the award and execution of a contract in the amount of $46,400 with Kimley-Horn and Associates for the development of the update of the 2015 Kansas City Southern Railroad Quiet Zone Study.

Second: CM. Gonzalez
For: 6
Against: 0
Abstained: 0

Motion carried unanimously

G. Receive public testimony and approve a Motion authorizing the award and execution of a contract in the amount of $335,000 with CDM Smith for the

development of the Laredo Metropolitan Plan Update and FAST Act Compliance Project.

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

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

Motion carried unanimously

Judge Tijerina made a motion to **close** the public hearing and **authorize** the award and execution of a contract in the amount of $335,000 with CDM Smith for the development of the Laredo Metropolitan Plan Update and FAST Act Compliance Project.

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

Motion carried unanimously

H. Discussion with possible action on the letting date for Calton Railroad Grade Separation project (0922-33-093) which is proposed to move from November 2017 (FY 2018) to August (FY 2018).

Gabriel Martinez, City Engineering, stated the project was on schedule and would be ready to let in August, 2018.

Ricardo Ramos, Arcadis, stated his firm received the amendment for the project and expected to finalize the plans by the end of the month. He stated construction would take approximately two years.

I. Discussion with possible action on Hachar Road.

Luis Perez Garcia, Webb County Engineering, stated his department had met with providers of the statements of qualifications for the development of the environmental document. He stated the proposals had been submitted to the County's Purchasing Department for compliance review with all procurement regulations. He stated the proposals would be presented at the next County Commissioner's Court meeting in order to request permission to negotiate a contract with the selected firm.

J. Presentation, discussion and possible action regarding studies, alignment and status of the Outer Loop.

Roberto Rodriguez, TxDOT, gave a brief presentation on the item. He stated the project phases included: Planning, Environmental, R.O.W., Utilities, Design, and Plans, Specifications, and Estimates (PS&E).

He stated the environmental process would take between 24-36 months. The R.O.W. and utilities phases would take about 36 months, the develop/design process, 24 months, and the PS&E would take about 36 months. In total, all preliminary phases would be complete in no sooner than 10 years.

Charlie Martins expressed his concerns regarding the City's current and future land of congestion, as well as, the slow pace of roadway development.

K. Presentation, discussion and possible action on Pass Through Financing.

Roberto Rodriguez, TxDOT, gave a brief presentation on the item which identified the following steps in the process:

- A group of private/public inventors would first build the roadway; and,
- TxDOT would then reimburse the construction costs based upon the rate per vehicle mile travelled determined in the agreement.

In general, Pass Through Financing Projects exhibit the following characteristics:

- Have a minimum payment plan per year.
- Have a maximum payment play per year.
- Financing costs are not reimbursable expense.
- 1st TxDOT payment is due 60 days after substantial completion of project.
- If the local entity issued bonds, typically a pledge of the Pass Through agreement payment was made, which lowered the bond costs. The local entity could also build project with cash and receive reimbursement from the Pass Through agreement.
- A typical reimbursement period is approximately 12-15 years.

L. Discussion with possible action on a North-West sector traffic impact study.

Antonio Rodriguez, HNTB, Inc. stated the RMA gave a presentation in November of 2017 detailing the overall scope of services and timeline for the project. He stated the project would encompass the area north of Loop 20, along Mines Road to Camino Colombia and IH 35.

CM. Altgelt joined the meeting at 3:06 p.m.

M. Discussion and possible action on a set-back development policy on Loop 20, Mines Road and other major arterials.

The Mayor requested the item be brought back on the next MPO meeting agenda.

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

B. Presentation by Danny Magee, TxDOT, on a phased Mines Road digital signage implementation project.

CM. Altgelt made a motion to fund the purchases of 3 portable signs to alert the public of upcoming congestion to be placed and messaged on FM 1472.

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

Motion carried unanimously

C. Status report on the Traffic Signal Synchronization Project.

Robert Eads, Traffic Safety Department, stated a contract proposal would be presented on the March 19th City Council meeting for review and hopefully approval.

D. Letting date for the Zacate Creek Hike & Bike Trail (CSJ 0922-33-170) has been moved from November 2017 (FY 2018) to April 2018 (FY 2018).

John Porter, Environmental Services Department, stated the letting date would be moved to June or July FY 2018. He stated there were continuing issues with the R.O.W. acquisition which necessitated the change.

E. Status report by Mr. Joe Medina on discussions with the Muller family in relation to the River Bank Road Project.

No discussion was had on the item. The Mayor requested the item be placed on the next MPO Policy agenda.

Judge Tijerina left the meeting at 3:55 p.m.

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

1. **Status update on the Transportation Reinvestment Zone (TRZ) Feasibility Study.**
2. **Presentation on the RMA's role in the region.**

Ruben Soto, RMA, stated the RMA had passed a resolution supporting the Outer Loop and the Bridge 4/5 project. He stated the RMA was also looking to develop a project to construct turning lanes from Killam towards northbound on Mines Road.

VI. ADJOURNMENT

CM. Altgelt made a motion to **adjourn** the meeting at 4:15 p.m.

Second:	CM. Gonzalez
For:	6
Against:	0
Abstained:	0

Motion carried unanimously

Nathan R. Bratton
MPO Director

Pete Saenz, Mayor and LUTS
Chairperson

LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM

DATE: 3-19-18	**SUBJECT:** MOTION Authorizing a 2018 Call For Projects for the Laredo MPO Transportation Alternatives (TA) Set-Aside Program, in order to allocate $344,000 in TA federal funds, requiring a 20% match of $86,000, totaling $430,000 in total project costs.
INITIATED BY: TxDOT	**STAFF SOURCE:** Nathan Bratton, MPO Director

PREVIOUS ACTION:
Previous TAP Call For Projects were authorized on February 11th, 2016, and October 17, 2016 .

BACKGROUND:

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

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

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

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

Approximately <u>$344,000</u> in Transportation Alternative (TA) Set Aside funds are anticipated to be available for fiscal year 2018.

TAP/TA-Set Aside Funds History

Year	Allocation	Awarded	Project	Award Amt..	Obl. Status	Year Obl. Req.
2013	$345,484	Yes	Zacate Hike and Bike Project		yes	By Sept of 2016
2014	$351,202	Yes	Zacate Hike and Bike Project	$1,000,000	yes	By Sept of 2017
2015	$351,202	yes	Zacate Hike and Bike Project		yes	By Sept of 2018
2016	$358,015	Yes	River Vega Hike and Bike Proj.	$717,903	TBD	By Sept of 2019
2017	$312,000	yes	River Vega Hike and Bike Proj.		TBD	By Sept of 2020
	$1,717,903			$1,717,903		

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

The 12 Funding Categories are defined as follows:

CATEGORY 1

PREVENTIVE MAINTENANCE AND REHABILITATION

Preventive maintenance and rehabilitation on the existing state highway system, including minor roadway modifications to improve operations and safety; and the installation, rehabilitation, replacement, and maintenance of pavement, bridges, traffic control devices, traffic management systems, and ancillary traffic devices.

CATEGORY 2

METROPOLITAN AND URBAN AREA CORRIDOR PROJECTS

Mobility and added capacity projects along a corridor that improve transportation facilities in order to decrease travel time and the level or duration of traffic congestion, and safety, maintenance, or rehabilitation projects that increase the safe and efficient movement of people and freight in metropolitan and urbanized areas.

CATEGORY 3

NON-TRADITIONALLY FUNDED TRANSPORTATION PROJECTS

Transportation-related projects that qualify for funding from sources not traditionally part of the state highway fund including state bond financing under programs such as Proposition 12 (General Obligation Bonds), Texas Mobility Fund, passthrough toll financing, unique federal funding, regional toll revenue, and local participation funding.

CATEGORY 4

STATEWIDE CONNECTIVITY CORRIDOR PROJECTS

Mobility and added capacity projects on major state highway system corridors which provide statewide connectivity between urban areas and corridors, to create a highway connectivity network composed of the Texas Highway Trunk System, National Highway System, and connections from those two systems to major ports of entry on international borders and Texas water ports.

CATEGORY 5

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT

Congestion mitigation and air quality improvement area projects to address attainment of a national ambient air quality standard in nonattainment areas of the state.

CATEGORY 6

STRUCTURES REPLACEMENT AND REHABILITATION

Replacement and rehabilitation of deficient existing bridges located on public highways, roads, and streets in the state; construction of grade separations at existing highway and railroad grade crossings; and rehabilitation of deficient railroad underpasses on the state highway system.

CATEGORY 7

METROPOLITAN MOBILITY AND REHABILITATION

Transportation needs within the boundaries of designated metropolitan planning areas of metropolitan planning organizations located in a transportation management area.

CATEGORY 8

SAFETY

Safety-related projects both on and off the state highway system including the federal Highway Safety Improvement Program, Railway-Highway Crossing Program, Safety Bond Program, and High Risk Rural Roads Program.

CATEGORY 9

TRANSPORTATION ALTERNATIVES PROGRAM

Transportation-related activities as described in the Transportation Alternatives Set-Aside Program, such as on and off-road pedestrian and bicycle facilities, and infrastructure projects for improving access to public transportation.

CATEGORY 10

SUPPLEMENTAL TRANSPORTATION PROJECTS

Transportation-related projects that do not qualify for funding in other categories, including landscape and aesthetic improvement, erosion control and environmental mitigation, construction and rehabilitation of roadways within or adjacent to state parks, fish hatcheries, and similar facilities, replacement of railroad crossing surfaces, maintenance of railroad signals, construction or replacement of curb ramps for accessibility to pedestrians with disabilities, and miscellaneous federal programs.

CATEGORY 11

DISTRICT DISCRETIONARY

Projects eligible for federal or state funding selected at the district engineer's discretion.

CATEGORY 12

STRATEGIC PRIORITY

Projects with specific importance to the state including those that generally promote economic opportunity, increase efficiency on military deployment routes or retain military assets in response to the federal military base realignment and closure reports, and maintain the ability to respond to both manmade and natural emergencies.

Funding Category	Funding Distribution
8 - Safety	Projects selected statewide by federally mandated safety indices and prioritized listing. Projects selected in the Systemic Widening Program are evaluated by roadway safety features for preventable severe crash types using total risk factor weights. The Texas Transportation Commission allocates funds through the Statewide Allocation Program.
9 - Transportation Alternatives Program	For urbanized areas with populations over 200,000, the MPO through a competitive process selects Transportation Alternatives Set-Aside Program (TA Set-Aside) projects in consultation with TxDOT. Funds allocated to small urban areas and non-urban areas (i.e., areas with populations below 200,000) are administered by TxDOT through a competitive process to be managed by the Public Transportation Division (PTN). TAP project eligibility is determined by TxDOT and FHWA. TxDOT staff makes recommendations to the Texas Transportation Commission for TAP allocation to areas less than 200,000 population. The Texas Transportation Commission, by written order, selects projects for funding under a TxDOT-administered TAP call for projects. Statewide TAP Flex projects are selected by the Texas Transportation Commission.
10 - Coordinated Border Infrastructure Program (CBI), Congressional High Priority Projects, and Federal Lands Access Program (FLAP)	CBI projects selected by districts with FHWA review and approval. Discretionary funds are congressionally designated. In FLAP, project applications are scored and ranked by the Programming Decision Committee (PDC). Members of the PDC include a representative from FHWA, a representative from TxDOT, and a member from a political subdivision of the state. Projects selected under FLAP are managed by TPP.
10 - Supplemental Transportation Projects: State Park Roads, Railroad Grade Crossing Replanking, Railroad Signal Maintenance, Landscape Incentive Awards, Green Ribbon Landscape Improvement, and Curb Ramp Program	The Texas Parks and Wildlife Department (TPWD) selects State Park Roads projects in coordination with districts. The TxDOT Rail Division in coordination with districts selects Railroad Grade Crossing Replanking and Railroad Signal Maintenance projects. Landscape Incentive Awards are distributed to 10 locations based on the results of the Keep Texas Beautiful Awards Program and managed by the TxDOT Design Division. Green Ribbon allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties and managed by the TxDOT Design Division. Curb Ramp Program projects are selected based on conditions of curb ramps or the location of intersections without ramps, and are managed by the Design Division.
11 - District Discretionary	Projects selected by districts. The Texas Transportation Commission allocates funds through a formula allocation program. A minimum $2.5 million allocation goes to each district per legislative mandate. The Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns, as well energy sector initiatives.
12 - Strategic Priority	The Texas Transportation Commission selects projects.

Category 9: Transportation Alternatives Set Aside Program

District/MPO/Division	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TOTALS
(ABL) AbileneMPO	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
(AMA) Amarillo MPO	-	-	-	-	-	-	-	-	-	-	$ -
(ATL) Texarkana MPO	-	-	-	-	-	-	-	-	-	-	$ -
(AUS) CAMPO TMA	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	$ 24,600,000
(BMT & HOU) HGAC TMA	9,380,000	9,380,000	9,380,000	9,380,000	9,380,000	9,380,000	9,380,000	9,380,000	9,380,000	9,380,000	$ 93,800,000
(BMT) JHORTS MPO	-	-	-	-	-	-	-	-	-	-	$ -
(BRY) Bryan-College Station MPO	-	-	-	-	-	-	-	-	-	-	$ -
(CRP) Corpus Christi TMA	580,000	580,000	580,000	580,000	580,000	580,000	580,000	580,000	580,000	580,000	$ 5,800,000
(DAL, FTW & PAR) NCTCOG TMA	9,930,000	9,930,000	9,930,000	9,930,000	9,930,000	9,930,000	9,930,000	9,930,000	9,930,000	9,930,000	$ 99,300,000
(ELP) El Paso TMA	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	$ 14,000,000
(LRD) Laredo TMA	430,000	430,000	430,000	430,000	430,000	430,000	430,000	430,000	430,000	430,000	$ 4,300,000
(LBB) Lubbock TMA	430,000	430,000	430,000	430,000	430,000	430,000	430,000	430,000	430,000	430,000	$ 4,300,000
(ODA) Permian Basin MPO	-	-	-	-	-	-	-	-	-	-	$ -
(PAR) Sherman-Denison MPO	-	-	-	-	-	-	-	-	-	-	$ -
(PHR) Harlingen-San Benito MPO	-	-	-	-	-	-	-	-	-	-	$ -
(PHR) Hidalgo County TMA	1,320,000	1,320,000	1,320,000	1,320,000	1,320,000	1,320,000	1,320,000	1,320,000	1,320,000	1,320,000	$ 13,200,000
(PHR) Brownsville TMA	390,000	390,000	390,000	390,000	390,000	390,000	390,000	390,000	390,000	390,000	$ 3,900,000
(SJT) San Angelo MPO	-	-	-	-	-	-	-	-	-	-	$ -
(SAT) AAMPO	3,180,000	3,180,000	3,180,000	3,180,000	3,180,000	3,180,000	3,180,000	3,180,000	3,180,000	3,180,000	$ 31,800,000
(TYL) Tyler MPO	-	-	-	-	-	-	-	-	-	-	$ -
(TYL) Longview MPO	-	-	-	-	-	-	-	-	-	-	$ -
(WAC) Killeen-Temple TMA	390,000	390,000	390,000	390,000	390,000	390,000	390,000	390,000	390,000	390,000	$ 3,900,000
(WAC) Waco MPO	-	-	-	-	-	-	-	-	-	-	$ -
(WFS) Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	$ -
(YKM) Victoria MPO	-	-	-	-	-	-	-	-	-	-	$ -
PTN TAP	15,600,000	15,600,000	15,600,000	15,600,000	15,600,000	15,600,000	15,600,000	15,600,000	15,600,000	15,600,000	$ 156,000,000
TAP Flex	15,490,000	15,490,000	45,490,000	45,490,000	45,490,000	45,490,000	45,490,000	45,490,000	45,490,000	45,490,000	$ 394,900,000
Statewide	-	-	-	-	-	-	-	-	-	-	$ -
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	$ -
Total	$ 60,980,000	$ 60,980,000	$ 90,980,000	$ 90,980,000	$ 90,980,000	$ 90,980,000	$ 90,980,000	$ 90,980,000	$ 90,980,000	$ 90,980,000	$ 849,800,000

Notes:
TMA allocations represent the TAP Distribution to MPO's with urbanized area population over 200,000. The MPOs through a competitive process select TAP projects in consultation with TxDOT.

Transportation Alternatives (TA) Set-Aside Program Application Guidelines

2018 CALL FOR PROJECTS

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

NOMINATION PACKAGES DUE BY:
4:00 PM, MONDAY, JULY 2ND, 2018

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

Project proposals must be received by 4:00 pm, Central Standard Time, on *MONDAY, JULY 2ND, 2018*.

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

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

Project proposals should be mailed or hand-delivered to:

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

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

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

Table of Contents

A. PROGRAM OVERVIEW (for the Laredo MPO area)

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

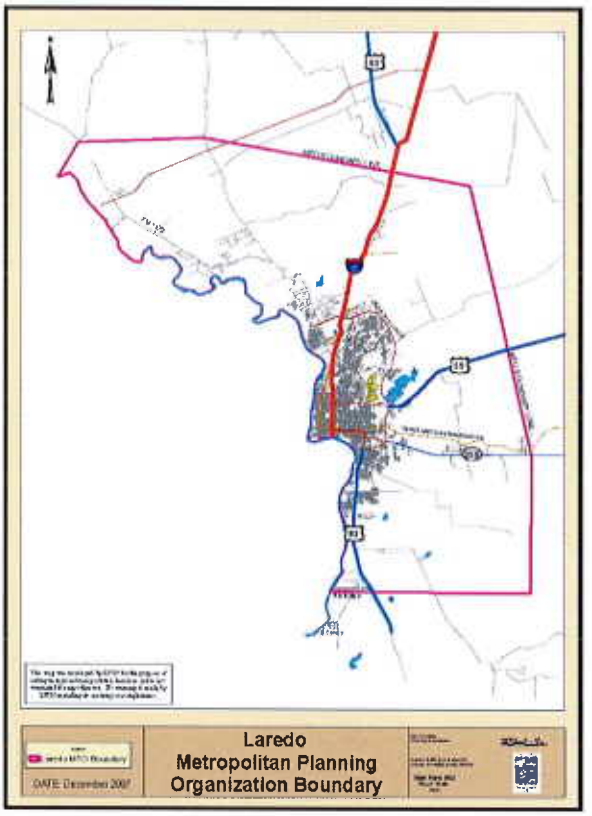
Be aware that the program rules have undergone changes since the 2012/2013 Transportation Enhancement Program Call by the Texas Department of Transportation (TxDOT).

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

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

Approximately $344,000 is anticipated to be available to fund Transportation Alternative (TA) – Set Aside Program projects in the Laredo Metropolitan Planning Area for fiscal year 2018. Said funds require a 20% match, or $86,000 in matching funds, totaling $430,000 in total project costs. The MPO Policy Committee, with assistance of MPO Staff, is responsible for selecting projects for the Laredo MPO Planning Area through a competitive process. The Laredo Metropolitan Planning Area includes the entire City of Laredo, and portions of Webb County

Laredo Metropolitan Planning Area



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

- **There is no limitation on the number of applications that may be submitted by an eligible entity.** However, entities submitting more than one application must rank the projects by priority. In addition, a separate resolution of local cash-match commitment from the eligible entity project sponsor (e.g. local government/agency) must be provided for each submitted application.

- **Federal guidance states that projects must be principally for transportation rather than purely recreational and must have logical endpoints.** For example, if a project proposes a looped trail system within a city park, this would be considered recreational and would not be considered eligible.

- **Consistent with other Federal-aid highway programs,** Transportation Alternative (TA) – Set Aside Program funds are administered by TxDOT. After project selection, a determination will be made as to whether the project will be administered by TxDOT or the local entity.

- **The Transportation Alternatives (TA) Set Aside Program is *not* a grant.** The funds provided are on a cost reimbursement basis. Therefore, it is important to understand that the applicant will need adequate cash flow to accommodate the payment of 100 percent of the project costs. Applicants will be reimbursed with the Federal portion after the work has been accomplished.

- **The local match must be cash.** A resolution of local cash-match commitment from the eligible entity project sponsor (e.g. local government/agency) must be provided with the application. **In certain limited circumstances in-kind contributions non-cash donations may be considered but only after consultation with FHWA and TxDOT. Consultation should occur prior to application submission.**

- **The eligible entity project sponsor is responsible for any and all cost overruns.**

- **The Laredo MPO Policy Committee will approve all final projects and funding levels.** Itemized budgets submitted for Transportation Alternative (TA) – Set Aside Program funding will be reviewed by the Federal Highway Administration (FHWA), TxDOT, and the Laredo MPO to ensure work activities are eligible and itemized costs are reasonable. Based on available funds, project application requests for Transportation Alternative (TA) – Set Aside Program funds may not be fully funded.

- **Prior to Project Letting**. Applicants must have a fully executed Advanced Funding Agreement (AFA) with the Laredo TxDOT District and comply with all applicable state and federal requirements related to the development of federal-aid highway projects. The AFA must be executed within one year from the date of selection by the MPO Policy Committee or risk loss of federal funding.

- **Administrative Fee.** TxDOT may impose an administrative fee of up to 15% of the project cost. The fee is an eligible expense covered with awarded funds but for which applicants must account when calculating the availability of funds for construction.

- **Selected projects must be included in the MPO's Transportation Improvement Program and the Statewide Transportation Improvement Program prior to project letting.**

- **Commence Construction.** Transportation Alternative (TA) – Set Aside Program Projects must advance to construction within three years from the date of selection by the MPO Policy Committee or risk loss of federal funding.

- **All on-system projects must follow TxDOT procedures.**

- **Regardless of whether the projects are located within the right-of-way of a Federal-aid highway, the treatment of projects will require:** project agreements, authorization to proceed prior to incurring costs, prevailing wage rates (Davis-Bacon), Buy America, and competitive bidding.

- **Projects should benefit the general public, and not only a private entity.**

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

The Federally funded Transportation Alternative (TA) – Set Aside Program offers opportunities to expand transportation choices and enhance the transportation experience through several categories of activities related to the surface transportation system. The Transportation Alternative (TA) – Set Aside Program categories set forth below are eligible for application in the 2018 Call for Projects- for the Laredo MPO area.

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

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

a. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).

b. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

c. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.

d. Construction of turnouts, overlooks, and viewing areas.

2. Community Improvement Activities

a. Inventory, control, or removal of outdoor advertising.

b. Landscaping and other scenic beautification. Under the "Community Improvement Activities" category, projects such as streetscaping and corridor landscaping may be eligible under this program if selected through the required competitive process.

3. Urban Thoroughfares/Boulevards

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

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

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

A boulevard is defined as a:

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

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

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

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

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

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

a. Infrastructure-related projects.
http://www.fhwa.dot.gov/environment/safe_routes_to_school/guidance/#toc123542197

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

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

Some examples of Infrastructure Related projects are:

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

Project Location

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

b. Non-infrastructure-related activities.
http://www.fhwa.dot.gov/environment/safe_routes_to_school/guidance/#toc123542199

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

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

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

Some examples of Non-Infrastructure Related projects are:

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

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

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

Project Location

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

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

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

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

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

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

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

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

The Laredo MPO Policy Committee has established the following funding target $344,000 as the maximum funding award *per project* in the Laredo MPO planning area. There is no limitation on the number of project awards per Eligible Entity receiving Transportation Alternative (TA) – Set Aside Program funds. However, Eligible Entities must provide proof of local match funding availability for each of the Entity's submitted project applications.

Minimum Local Match Requirements

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

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

. E. PROGRAM CALL SEQUENCE OF EVENTS

Nomination Submission to the Laredo MPO

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

Evaluation and Selection Process

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

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

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

Evaluation Category	Scoring (pts)	Description	Factors
Making Network Linkages and Connections	25	Improves connections between neighborhoods, and community facilities	➢ Network continuity (gap closures, extension of facilities) ➢ Facilities providing access to rail stations or bus stops (trails, sidewalks, on-street bicycle facilities)
Implementing Active Transportation and Mobility Plan	20	Improves ability to use walking and bicycling facilities for everyday activities including travel to work, school, and shopping	➢ Implements a planned facility in *any* local On-Street Bicycle Facility Plan, Pedestrian Facility Plan, SRTS Plan, or other related community Master Plan adopted by the City or County Governing Body
Improving Safety	15	Provides safer and less intimidating facilities for pedestrians, bicyclists, and other non-drivers	➢ Improving safety in areas with high numbers of crashes ➢ Improving crossings, signalization, traffic calming ➢ Provides separate facilities for various transportation modes
Reducing Barriers	10	Improves access and/or provides safe crossings for pedestrians, bicyclists, and other non-drivers at an existing obstacle to travel	➢ Provides a grade-separated crossing under or over a barrier (e.g. water body, major roadways, railroads)
Connecting to Employment, Households, and Activity Centers	10	Provides access to major destinations and large number of residents or employees	➢ Proximity to employment districts, schools, households, and other special generators ➢ Provides direct connections to transit (shared use paths, sidewalks, and on street bikeways)
Providing Environmental Benefits	10	Helps reduce congestion and improves air quality	➢ Congestion and air quality benefits ➢ Benefits and impacts to the environment
Serving Disadvantaged (Environmental Justice) Areas	5	Provides access in underserved communities	➢ Improves access for areas with greater percentages of minorities and low-income households compared to the planning area average
Creating Economic Dev. Opportunities	5	Results in benefits exceeding costs	➢ Investment provides increased benefit to the community and the region through revitalization, redevelopment, and job creation
Total	**100**		
Project Readiness and Other Factors (additional bonus)	15	Project readiness/ability to initiate construction quickly	➢ Associated with TxDOT proposed "off-system" roadways ➢ Status of stakeholder/community feedback and support ➢ Status of engineering/design ➢ Status of environmental approvals (if applicable) ➢ Additional local funding overmatch ➢ Geographic distribution

F. PROJECT IMPLEMENTATION

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

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

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

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

U.S. Department of Transportation
Federal Highway Administration
1200 New Jersey Avenue, SE
Washington, DC 20590
202-366-4000

Fixing America's Surface Transportation Act or "FAST Act"

TRANSPORTATION ALTERNATIVES

Fiscal year	2016	2017	2018	2019	2020
Authorization	$835 M	$835 M	$850 M	$850 M	$850 M

Program purpose

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

Statutory citation

FAST Act § 1109; 23 U.S.C. 133(h)

Funding features

Type of budget authority

Contract authority from the Highway Account of the Highway Trust Fund, subject to the overall Federal-aid obligation limitation.

Source and apportionment of funds

The FAST Act directs the Secretary to set aside, for TA, an amount from each State's STBG apportionment, such that—

- The State receives a share of the national total TA funding that is determined by multiplying the amount of the national total TA funding by the ratio that the amount of FY 2009 transportation enhancements (TE) funding to the State bears to the total amount of TE funds apportioned to all States in FY 2009; and
- The national total for TA is $835 million per year for FYs 2016 and 2017 and $850 million in FYs 2018-2020.

Suballocation

A portion of transportation alternatives funding is suballocated based on population, in a manner identical to funding under the prior TAP. [23 U.S.C. 133(h)(2)]

Set-aside of funds

Unless the Governor opts out in advance, for each fiscal year FHWA is to set aside for the State's Recreational Trails Program (RTP) an amount of TA funds equal to the State's FY 2009 RTP apportionment. FHWA administers this set-aside identically to the RTP set-aside under the prior TAP. [23 U.S.C. 133(h)(5) and (6), 23 U.S.C. 206]

Transferability to other Federal-aid apportioned programs

A State may transfer to the National Highway Performance Program, National Highway Freight Program, the STBG Program, Highway Safety Improvement Program, and Congestion Mitigation and Air Quality Improvement Program up to 50% of TA funds made available each fiscal year for TA projects in any area of the State. Suballocated funds distributed by population or set-aside for RTP are not transferable to other apportioned programs. [23 U.S.C. 126]

Federal share

As a general rule, the Federal share for TA is in accordance with 23 U.S.C. 120. However, the Federal share for projects under the RTP set-aside is determined in accordance with 23 U.S.C. 206(f). (See the "Federal Share" fact sheet for additional detail.)

Eligible activities

Generally, TA eligibilities are the same as those under the prior TAP, except the FAST Act—

- newly allows an urbanized area with a population of more than 200,000 to use up to 50% of its suballocated TA funds for any STBG-eligible purpose (but still subject to the TA-wide requirement for competitive selection of projects); and [23 U.S.C. 133(h)(6)(B)]
- eliminated TAP's "Flexibility of Excess Reserved Funding" provision (which allowed the use of excess TAP funds for any TAP-eligible activity or for projects eligible under the Congestion Mitigation and Air Quality Improvement Program).

Program features

As under TAP, the FAST Act requires all TA projects to be funded through a competitive process. Eligible applicants include all entities that were eligible to apply for TAP funds. The FAST Act also allows nonprofit entities responsible for the administration of local transportation safety programs to apply.

The FAST Act newly requires States and metropolitan planning organizations (MPOs) to report annually to DOT on project applications and projects that are awarded TA funding (including the RTP set-aside). DOT must make these reports available to the public.

Except as specified above, FHWA administers the TA set-aside identically to funding under the prior TAP, including—

- the relative roles of State DOTs (which generally administer TA funding) and MPOs that represent urbanized areas with populations of more than 200,000 (which are involved in project selection); and
- the requirement that each TA-funded project (except for those funded under the RTP set-aside) be treated as a project on a Federal-aid highway.

February 2016

Page last modified on February 8, 2017

U.S. Department of Transportation
Federal Highway Administration

Memorandum

Subject: **INFORMATION:** Transportation Alternatives (TA) Set-Aside Implementation Guidance (Revised by the FAST Act)

Date: May 13, 2016

From: / Original signed by /
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Associate Administrator for Planning, Environment, and Realty

In Reply Refer To:
HEPH-10

To: Division Administrators
Directors of Field Services

On December 4, 2015, the President signed the Fixing America's Surface Transportation (FAST) Act into law (Pub. L. 114-94). The FAST Act replaced the Transportation Alternatives Program (TAP) with a set-aside of funds under the Surface Transportation Block Grant Program (STBG). For administrative purposes, the Federal Highway Administration (FHWA) will refer to these funds as the TA Set-Aside. The attached TA Set-Aside Implementation Guidance provides information on funding, eligible activities, and requirements of the TA Set-Aside, including the Recreational Trails Program (RTP).

This memorandum supersedes the Transportation Alternatives Program (TAP) Guidance, dated March 6, 2014, and the TAP Questions and Answers Revision, dated August 17, 2015. The effective date of this TA Set-Aside Implementation Guidance is October 1, 2015. The TA Set-Aside requirements, in effect on October 1, 2015, will apply to all related funding obligated on or after that date, whether funded from new TA Set-Aside authorizations or TAP funds authorized in previous years.

This document will be accessible on the FAST Act website http://www.fhwa.dot.gov/fastact/, through the FHWA Policy and Guidance Center, the Transportation Alternatives website http://www.fhwa.dot.gov/environment/transportation_alternatives/, and the RTP website at http://www.fhwa.dot.gov/environment/recreational_trails/.

For questions concerning the TA Set-Aside, including the RTP, please contact Mr. Christopher Douwes (202-366-5013) of the Office of Human Environment. For other questions related to the STBG, please contact Mr. David Bartz (512-536-5906) or Mr. Peter Kleskovic (202-366-4652) of the Office of Program Administration.

Attachment

Transportation Alternatives (TA) Set-Aside Implementation Guidance
May 13, 2016

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PROGRAM PURPOSE

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

The Moving Ahead for Progress in the 21st Century Act (MAP-21) codified the TAP under sections 213(b) and 101(a)(29) of title 23, United States Code (U.S.C.). The FAST Act repealed section 213, removed the former 101(a)(29), and recodified the program (as a set-aside of STBG funding) under 23 U.S.C. 133(h). For administrative purposes, the Federal Highway Administration (FHWA) is calling these funds the "Transportation Alternatives Set-Aside" or "TA Set-Aside."

GOVERNING AUTHORITIES

- Section 1101 of the FAST Act authorized funds for the STBG.
- Section 1104 of the FAST Act provided for apportionment of funds under 23 U.S.C. 104.
- Section 1109 of the FAST Act amended the STBG under 23 U.S.C. 133, and established the TA Set-Aside under 23 U.S.C. 133(h).
- Section 1446 of the FAST Act amended title 23 U.S.C. with technical corrections.

FUNDING

Authorization Levels under the FAST Act: Estimated annual STBG funding under the FAST Act is listed in the STBG Guidance, Section C, Funding.

Section 1104 of the FAST Act provides for the reservation of funds apportioned to a State under 23 U.S.C. 104(b)(2) to carry out the TA Set-Aside under 23 U.S.C. 133(h). Each State's TA Set-Aside funding is determined by dividing the national total TA Set-Aside funds shown in the table below among the States based on each State's proportionate share of FY 2009 Transportation Enhancements funding. See the FAST Act Funding Tables. The following table shows the national total for the TA Set-Aside under the FAST Act:

Fiscal Year	Transportation Alternatives Funds (23 U.S.C. 133(h))
FY 2016	$835,000,000
FY 2017	$835,000,000
FY 2018	$850,000,000
FY 2019	$850,000,000
FY 2020	$850,000,000

The Program Codes for the TA Set-Aside funds are as follows:

Program Code	Program Description	Statutory Reference
Z300	TA Set-Aside – Flex	23 U.S.C. 133(h)(2)
Z301	TA Set-Aside – Urbanized Areas With Population Over 200,000	23 U.S.C. 133(h)(2)
Z302	TA Set-Aside – Areas with Population Over 5,000 to 200,000	23 U.S.C. 133(h)(2)
Z303	TA Set-Aside – Areas with Population 5,000 and Under	23 U.S.C. 133(h)(2)
Z304	TA Set-Aside – Large Urbanized areas 50% for any STBG purpose	23 U.S.C. 133(h)(6)(B)
Z940	Recreational Trails Program (RTP)	23 U.S.C. 133(h)(5)
Z941	Return of 1% for RTP Administration	23 U.S.C. 133(h)(5)(B)
ZR10	State RTP Administration	23 U.S.C. 206(d)(2)(H)
ZR20	RTP Educational Programs	23 U.S.C. 206(d)(2)(G)

For other Program Codes, including MAP-21 extension codes, see Apportioned Program Codes under the FAST Act.

Period of Availability: TA Set-Aside funds are contract authority. TA Set-Aside obligations are reimbursed from the Highway Account of the Highway Trust Fund. TA Set-Aside funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized. This includes funds set aside for the Recreational Trails Program (RTP). Thus, funds are available for obligation for up to 4 years (23 U.S.C. 118).

Surface Transportation Program (STP), TAP, and RTP funds from previous authorizations continue to be available for their original period of availability (3 years after the last day of the fiscal year for which the funds were authorized (23 U.S.C. 118)), but new obligations of STP, TAP, and RTP funds must follow the requirements and eligibilities of 23 U.S.C. 133, as amended by the FAST Act. See Treatment of Carryover Funds Under the FAST Act.

Funds apportioned for the Safe Routes to School (SRTS) Program prior to MAP-21 are available until expended (SAFETEA-LU § 1404(i)).

Obligation Limitation: The TA Set-Aside funds are subject to the annual obligation limitation imposed on the Federal-aid Highway Program.

Federal Share and Match: The Federal share for TA Set-Aside projects is as follows:

- For most projects, including SRTS projects funded with TA Set-Aside funds, the Federal share is the same as the Federal-aid Highway Program under 23 U.S.C. 120: generally 80 percent Federal and 20 percent State or local match. An upward sliding scale adjustment is available to States having public lands (23 U.S.C. 120).
- States may use a lower Federal share on Federal-aid projects as provided in 23 U.S.C. 120.
- Certain types of improvements, predominantly safety improvements, listed in 23 U.S.C. 120(c)(1) may have a Federal share of 100 percent. Use of this provision is limited to 10

percent of the total funds apportioned to a State under 23 U.S.C. 104. See FHWA's Memo, Increased Federal Share under 23 U.S.C. 120(c)(1), dated November 25, 2014, for examples.

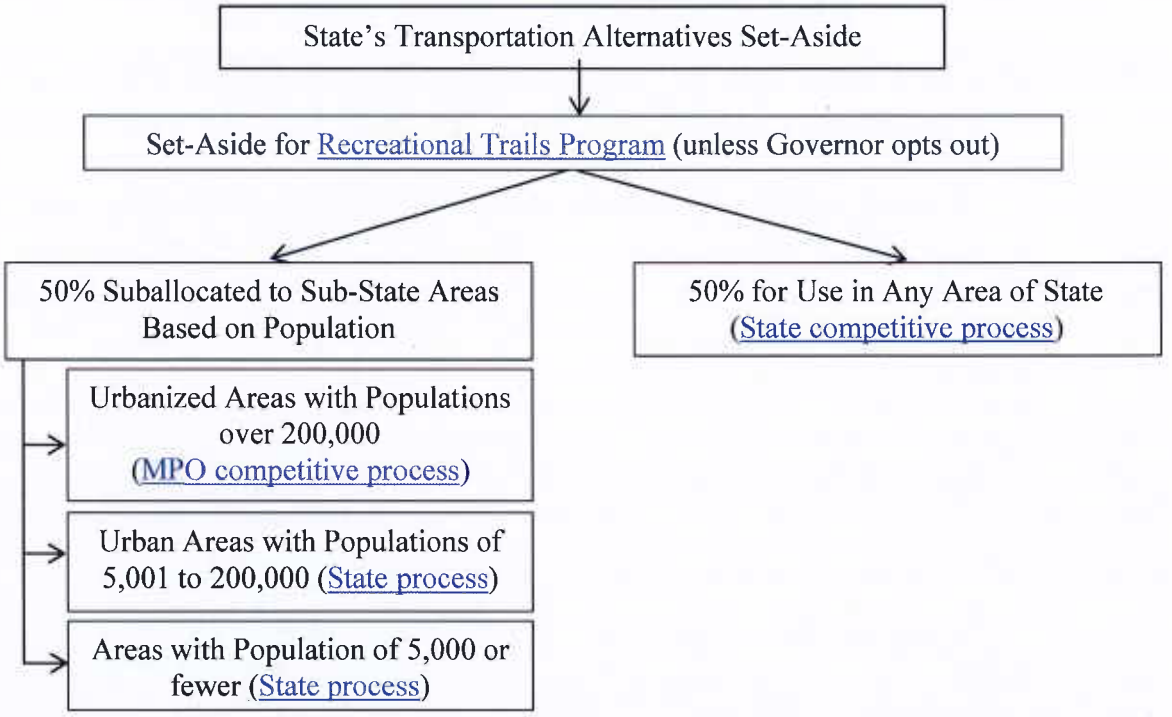
- 23 U.S.C. 120(f) allows funds apportioned under 23 U.S.C. 104 to be used at 100 percent Federal share for Federal-aid highways within Indian Reservations, and national parks and monuments.
- 23 U.S.C. 120(j) allows Federal agency funds (other than those made available under title 23 or title 49) to pay the non-Federal share of the cost of any transportation project that is within, adjacent to, or provides access to Federal land, for projects funded under title 23 or under chapter 53 of title 49.
- 23 U.S.C. 120(k) allows Federal land and tribal transportation funds to pay the non-Federal share of the cost of any project that is funded under title 23 or under chapter 53 of title 49 that provides access to or within Federal or tribal land.
- Projects funded under the RTP set-aside retain the Federal share and flexible match and donation provisions available under 23 U.S.C. 206(f) and 23 U.S.C. 206(h), and these provisions remain in effect for prior year RTP funds. Recreational trail projects funded from other STBG funds under sections 133(b)(6) or 133(h) (not from the RTP set-aside) are subject to the general match requirement described above. See RTP Federal Share and Matching Requirements for more information.

Other match provisions:

- Except as noted above under 23 U.S.C. 120(j) and (k), 23 U.S.C. 206, or as allowed through other Federal program legislation, other Federal funds may not serve as the non-Federal match. Two Federal programs that allow Federal-to-Federal match are:
  - U.S. Department of Housing and Urban Development Community Development Block Grants may match or be matched by other Federal funds (42 U.S.C. 5305).
  - Federal programs for youth conservation or service corps, such as AmeriCorps under 42 U.S.C. 12571, may receive funds from other Federal programs as match. See AmeriCorps guidance for further information.
- There is no provision for a programmatic match under the STBG or TA Set-Aside, except for the RTP set-aside funds.
- There is no provision to allow TA Set-Aside funds to use up to 100 percent Federal share, except as noted above under section 120(c) and (f).

Allocations and Suballocations: Fifty percent of the amount set aside for TA in the State (after deducting the set-aside for the RTP, if applicable) is suballocated to areas based on their relative share of the total State 2010 Census population. The remaining 50 percent is available for use in any area of the State. Other than the total percentage suballocated, the suballocation structure is the same as for STBG funds (see the STBG Guidance, Section E, Suballocation), except the requirement to provide obligation limitation to urbanized areas with populations over 200,000 does not apply to TA Set-Aside funds (23 U.S.C. 133(h)(2), MAP-21 § 1109(b)). Figure 1 shows the TA Set-Aside suballocation:

Figure 1: Transportation Alternatives Suballocation
Source: FAST Act Suballocation of Apportioned Funds Questions and Answers
See the FAST Act Funding Supplementary Tables for the specific dollar amounts.



Transfer of Funds: 23 U.S.C. 126 (Transferability of Federal-aid Highway funds) provides for and has conditions on the transfer of funds apportioned under 23 U.S.C. 104(b). Transferred funds are to be obligated for the same purposes and to meet the same requirements of the category to which they are transferred. See FHWA Order 4551.1, *Fund Transfers to Other Agencies and Among Title 23 Programs*, dated August 12, 2013, and Transferability of Apportioned Program Funding under 23 U.S.C. 126.

The following provisions apply to TA Set-Aside funds:

- A State may transfer up to 50 percent of TA Set-Aside funds for the fiscal year to any 23 U.S.C. 104(b) apportionment for the State from the portion of TA Set-Aside funds available for use in any area of the State. No transfers are permitted from TA Set-Aside funds suballocated to sub-State areas based on population or funds set aside for the RTP (FAST Act § 1109; 23 U.S.C. 126).
- Funds for TA Set-Aside-eligible projects may be transferred to the Federal Transit Administration (FTA) to administer in accordance with chapter 53 of title 49. Funds may be transferred in the same manner as other Federal-aid Highway Program procedures (23 U.S.C. 104(f)).
- States may use STBG funds for projects eligible as TA Set-Aside projects without making a transfer and STBG provisions and requirements will apply. (23 U.S.C. 133(b)(15)). See the STBG Guidance, Section D, Eligibility.
- There is no authorization to transfer funds to or from the RTP set-aside funds. However:

- States may use STBG funds for any recreational trail (23 U.S.C. 133(b)(6) and 133(h)), without making a transfer, and STBG provisions and requirements will apply. See STBG Eligibility.
- If a State opts out of the RTP, the funds remain under the TA Set-Aside, and the transferability provisions pertaining to the TA Set-Aside apply.

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COMPETITIVE SELECTION PROCESS (23 U.S.C. 133(h)(4)(A))

Consistent with other Federal-aid Highway Programs, TA Set-Aside funds are administered by the State Department of Transportation (DOT). All TA Set-Aside funds must be used for eligible projects that are submitted by eligible entities and chosen through a competitive project selection process. The statute requires the following with respect to the selection of projects:

> A State or metropolitan planning organization required to obligate funds in accordance with paragraph (2) [23 U.S.C. 133(h)(2)] shall develop a competitive process to allow eligible entities to submit projects for funding that achieve the objectives of this subsection. A metropolitan planning organization for an area described in subsection (d)(1)(A)(i) [i.e., an urbanized area of the State with a population of over 200,000] shall select projects under such process in consultation with the relevant State. (23 U.S.C. 133(h)(4)).

State Competitive Process

The State is responsible for selecting projects through a competitive process for all other funds (23 U.S.C. 133(h)(4)). However, also see Planning Requirements for requirements to coordinate with regional and metropolitan planning organizations (MPOs).

- For funds suballocated to small urban areas (i.e., areas with populations of 5,001 to 200,000), the State is responsible for selecting projects through a competitive process (23 U.S.C. 133(h)(4)). The State may make these funds available for projects anywhere within the metropolitan planning area boundaries of an MPO serving an urbanized area with a population less than or equal to 200,000. For small urban areas not within MPOs, the State may make these funds available for projects anywhere within the municipal boundaries of the applicable small urban area, for example, within a town or township. Eligible entities within any small urban area also may apply to the State for "any area" funds.
- For funds suballocated to nonurban areas (i.e., areas with populations below 5,000), the State is responsible for selecting projects through a competitive process (23 U.S.C. 133(h)(4)).
- For funds available to any area of the State, the State is responsible for selecting projects through a competitive process (23 U.S.C. 133(h)(4)). These funds are available for any area of the State: large urbanized areas, small urban areas, or nonurban areas.
- Section 133(d) does not authorize the State to further suballocate the small urban area funds, nonurban area funds, or any area funds to individual MPOs, counties, cities, or other local government entities prior to competitive selection. The statute requires the State to be responsible for the competitive process for these funds (23 U.S.C. 133(d)(2) and 133(h)(4)). However, the State's competitive process may include selection criteria to ensure a

distribution of projects among small MPOs, other small urban areas, and nonurban areas across the State. The State may consult with MPOs to ensure that MPO priorities are considered.

MPOs Representing Urbanized Areas with Population of Over 200,000

For funds suballocated to urbanized areas with populations of over 200,000, the MPO(s) representing the urbanized area(s) is/are responsible for selecting projects through a competitive process, in consultation with the State (23 U.S.C. 133(h)(4)).

The MPO may use these funds for projects anywhere within the boundaries of the applicable MPO area (23 U.S.C. 133(d)(2)). Eligible entities within urbanized areas also may apply to the State for "any area" funds.

The MPO may use up to 50 percent of its suballocated funds for any project eligible under STBG, subject to the competitive project selection process. See http://www.fhwa.dot.gov/specialfunding/stp/160307.cfm.

Section 23 U.S.C. 133(d)(4)(A) requires suballocation of funds to urbanized areas with populations of over 200,000. In the case of MPOs that represent two or more urbanized areas with populations over 200,000, or where urbanized areas with populations over 200,000 are represented by two or more MPOs:

- If applicable, the State(s), MPO(s), and the local government entities representing the urbanized areas with populations over 200,000 should develop an agreement about how to suballocate funds among the urbanized areas with populations over 200,000.
- A State may obligate the funds based on other factors if the State and MPO(s) jointly apply to the Secretary for the permission to base the obligation on other factors and the Secretary grants the request (23 U.S.C. 133(d)(4)(B)).

Other Provisions and Priorities

Recreational Trails Program: For the RTP set-aside, the Governor designates the State agency or agencies to administer the program. This remains the same agency previously designated by the Governor (for most States, a State resource agency or grant agency, or may be the State DOT), unless the Governor designates a new agency (23 U.S.C. 206(c)). All RTP provisions and requirements continue under 23 U.S.C. 206. See the Recreational Trails Program section.

SAFETEA-LU Funds: If States have prior year Transportation Enhancement or SRTS funds available, those funds may be administered under the same terms and conditions in effect prior to the effective date of MAP-21. See Safe Routes to School guidance and Treatment of Carryover Funds Under the FAST Act.

Priorities: States and MPOs have discretion about how to establish project priorities, or whether to fund (or not fund) particular categories. There is no requirement to consider all eligible TA Set-Aside activities equally. However, the statute does not authorize a State or MPO to suballocate or set-aside funds for small businesses, youth corps, or categories of applicants prior to project selection. The State or MPO must select projects submitted by eligible entities and

chosen through a competitive process (23 U.S.C. 133(h)(4)). The competitive process may include criteria giving priority to projects that meet desired goals.

Competitive Process Procedures: The statute did not establish specific standards or procedures for the required competitive process (23 U.S.C. 133(h)(4)). FHWA's TAP Guidance webpage has links to competitive process examples, which discuss illustrative selection criteria such as connectivity to essential services, safety, equity for disadvantaged populations, and the extent of community support for the project. FHWA also developed the Transportation Alternatives Program (TAP) Performance Management Guidebook to provide sample performance objectives and measures that States, MPOs, and project sponsors may consider as they administer, implement, and evaluate the TA projects and program outcomes.

The FHWA Division office should ensure that the State and MPOs have competitive project selection processes, but there are no formal criteria, checklists, or certification requirements. The State and MPOs should ensure adequate public involvement and transparency as they develop their competitive processes. A competitive process should allow project sponsors to understand the project selection evaluation criteria.

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ELIGIBLE ENTITIES (23 U.S.C. 133(h)(4)(B))

Under 23 U.S.C. 133(h)(4)(B), the entities eligible to receive TA Set-Aside funds are:

(1) a local government: Local government entities include any unit of local government below a State government agency, except for an MPO. Examples include city, town, township, village, borough, parish, or county agencies.

(2) a regional transportation authority: Regional transportation authorities are considered the same as the Regional Transportation Planning Organizations defined in the statewide planning section (23 U.S.C. 135(m)).

(3) a transit agency: Transit agencies include any agency responsible for public transportation that is eligible for funds as determined by the Federal Transit Administration.

(4) a natural resource or public land agency: Natural resource or public land agencies include any Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
- State or local park or forest agencies;
- State or local fish and game or wildlife agencies;
- Department of the Interior Land Management Agencies; and
- U.S. Forest Service.

(5) a school district, local education agency, or school: School districts, local education agencies, or schools may include any public or nonprofit private school. Projects should benefit the general public and not only a private entity.

(6) a tribal government.

(7) a nonprofit entity responsible for the administration of local transportation safety programs: Examples include a nonprofit entity responsible for:

- a local program implementing construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs; and
- a safe routes to school program.

(8) any other local or regional governmental entity with responsibility for, or oversight of, transportation or recreational trails (other than an MPO or a State agency) that the State determines to be eligible, consistent with the goals of this subsection.

State DOTs and MPOs are not eligible entities as defined under 23 U.S.C. 133(h)(4)(B) and therefore are not eligible project sponsors for TA Set-Aside funds. However, State DOTs and MPOs may partner with an eligible entity project sponsor to carry out a project.

Nonprofit organizations are not eligible as direct grant subrecipients for TA Set-Aside funds unless they qualify through one of the eligible entity categories (e.g., where a nonprofit organization is a designated transit agency, school, or an entity responsible for the administration of local transportation safety programs). Nonprofit entities are eligible to partner with any eligible entity on an eligible project, if State or local requirements permit.

The RTP set-aside funds retain the RTP eligible project sponsor provisions under 23 U.S.C. 206 (23 U.S.C. 133(h)(5)(C)).

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ELIGIBLE PROJECTS (23 U.S.C. 133(h)(3))

TA Set-Aside funds may be obligated for projects or activities described in 23 U.S.C. 101(a)(29) or 213, as such provisions were in effect on the day before the date of enactment of the FAST Act. See TAP Eligible Projects Legislation as in effect prior to enactment of the FAST Act.

Former 23 U.S.C. 213(b)(1):

(1) Transportation Alternatives as defined in section 101 [former 23 U.S.C. 101(a)(29)]: The term "transportation alternatives" means any of the following activities when carried out as part of any program or project authorized or funded under this title, or as an independent program or project related to surface transportation:

(A) Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).

(B) Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

(C) Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.

(D) Construction of turnouts, overlooks, and viewing areas.

(E) Community improvement activities, *which include but are not limited to*:

(i) inventory, control, or removal of outdoor advertising;

(ii) historic preservation and rehabilitation of historic transportation facilities;

(iii)vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and

(iv)archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.

(F) Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:

(i) address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 23 U.S.C. 133(b)(3) [as amended under the FAST Act], 328(a), and 329 of title 23; or

(ii) reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats (Former 23 U.S.C. 213(b)(2)-(4)).

(2) The recreational trails program under 23 U.S.C. 206 of title 23. See the Recreational Trails Program section.

(3) The safe routes to school program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU:

- Infrastructure-related projects.
- Noninfrastructure-related activities.
- SRTS coordinator. SAFETEA-LU section 1404(f)(2)(A) lists "managers of safe routes to school programs" as eligible under the noninfrastructure projects.

(4) Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

- See *Boulevards from Divided Highways* for examples.

TA Set-Aside projects must benefit the general public (23 CFR 1.23 and 23 CFR 460.2).

Not Eligible: TA Set-Aside funds cannot be used for the following activities because there is no authorization under the Federal-aid Highway Program:

- State or MPO administrative purposes. Exceptions:
  - See FHWA's Memo Allocating Indirect Costs to Projects, dated September 4, 2015.
  - RTP administrative costs of the State for RTP set-aside funds.
- Promotional activities, except as permitted under the SRTS (200 CFR 200.421(e)(3)).
- Routine maintenance and operations, except trail maintenance as permitted under the RTP.
- General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas and pavilions, etc.

Location: There are no location restrictions for TA Set-Aside infrastructure projects; they are not required to be located along highways. Activities eligible under the TA Set-Aside also are eligible for STBG funds (23 U.S.C. 133(b)(15)). Under 23 U.S.C. 133(c)(3), projects eligible under the TA Set-Aside funded with STBG funds are exempt from the location restriction in 23 U.S.C. 133(c). Some aspects of activities eligible under the TA Set-Aside also may be eligible under other Federal-aid Highway Programs. See STBG Eligibility.

For SRTS noninfrastructure projects, traffic education and enforcement activities must take place within approximately two miles of a primary or middle school (Kindergarten through 8th grade). Other eligible SRTS noninfrastructure activities do not have a location restriction. SRTS infrastructure projects do not have location restrictions because SRTS infrastructure projects are broadly eligible under other TA Set-Aside eligibilities.

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OTHER REQUIREMENTS

Annual Report (23 U.S.C. 133(h)(7)): The FAST Act established an annual reporting requirement for States or MPOs responsible for carrying out TA Set-Aside requirements. FHWA is developing the annual reporting procedures. The reporting requirements will begin with FY 2016 funds.

Planning Requirements (23 U.S.C. 133(d)(5)): Projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s). When obligating suballocated funding, the State must coordinate with relevant MPOs or rural planning organizations. Programming and expenditure of funds for projects shall be consistent with 23 U.S.C. 134 and 135.

Section 135(g)(6)(A) states:

> "In general.—Projects carried out in areas with populations of less than 50,000 individuals shall be selected, from the approved transportation improvement program (excluding projects carried out on the National Highway System and projects carried out under the bridge program or the Interstate maintenance program under this title [title 23] or under sections 5310 and 5311 of title 49), by the State in cooperation with the affected nonmetropolitan local officials with responsibility for transportation or, if applicable, through regional transportation planning organizations…".

Projects for eligible planning must be reflected in the statewide planning and research work program or Metropolitan Unified Planning Work Program. Further, these projects must be in the STIP/TIP unless the State DOT or MPO agree that they may be excluded (23 CFR 420.119(e)).

Applicability of 23 U.S.C. 217(i) for Bicycle Projects: 23 U.S.C. 217(i) requires that bicycle facilities "be principally for transportation, rather than recreation, purposes". However, sections 133(b)(6) and 133(h) list "recreational trails projects" as eligible activities under STBG. Therefore, the requirement in 23 U.S.C. 217(i) does not apply to recreational trails projects

(including for bicycle use) using STBG funds. Section 217(i) continues to apply to bicycle facilities other than trail-related projects, and section 217(i) continues to apply to bicycle facilities using other Federal-aid Highway Program funds (e.g., National Highway Performance Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement Program). The transportation requirement under section 217(i) is applicable only to bicycle projects; it does not apply to any other trail use or transportation mode.

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TREATMENT OF PROJECTS (23 U.S.C. 133(i))

Projects funded under 23 U.S.C. 133, including projects carried out under the TA Set-Aside under 23 U.S.C. 133(h), but excluding Recreational Trails Program (RTP) projects carried out under 23 U.S.C.133(h)(5), shall be treated as projects on a Federal-aid highway (23 U.S.C. 133(i)). This subjects all STBG projects (excluding those funded from the RTP set-aside) to, among other things, Davis-Bacon Act prevailing wage requirements and other Federal-aid requirements (e.g., Buy America, planning, environmental review, letting, etc.).

Youth Service and Conservation Corps: Section 1524 of MAP-21 remains in effect. It provides exceptions to certain requirements regarding pay rates and contracting requirements for projects using qualified youth service or conservation corps. This provision requires the DOT/FHWA to "encourage the States and regional transportation planning agencies to enter into contracts and cooperative agreements with qualified youth service or conservation corps...to perform appropriate projects eligible under sections 162, 206, [former] 213, and 217 of title 23, United States Code, and under section 1404 of the SAFETEA-LU." These projects include scenic byways, recreational trails, transportation alternatives, bicycle and pedestrian, and safe routes to school. Section 1524 of MAP-21 applies to any projects eligible under these sections, including projects funded under other Federal-aid Highway Program funds. See the MAP-21 Section 1524 Questions and Answers and Youth Workforce Development Resources. To the extent the requirements of 23 U.S.C. 133 relating to Treatment of Projects conflicts with the express provisions in section 1524, the provisions in section 1524 prevail because they are more specific than the general provision of 23 U.S.C. 133(i).

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RECREATIONAL TRAILS PROGRAM

Section 1109 of the FAST Act amended the RTP to make the funding a set-aside from the TA Set-Aside. Unless the Governor opts out 30 days in advance of an apportionment for any fiscal year, an amount equal to the State's FY 2009 RTP apportionment is set aside from the State's TA Set-Aside funds for recreational trails projects. (23 U.S.C. 133(h)(5)). All RTP provisions and requirements continue under 23 U.S.C. 206. See RTP Guidance and Information.

For the RTP set-aside, the Governor designates the State agency or agencies to administer the program. This remains the same agency previously designated by the Governor (for most States, a State resource agency or grant agency, or the State DOT), unless the Governor designates a new agency (23 U.S.C. 206(c)). If an agency other than the State DOT administers the RTP, then

the States should have (or should develop) a Stewardship and Oversight Plan to outline the roles and responsibilities of FHWA and the State agency or agencies that administer the RTP. See an example on the RTP website: (HTML / PDF).

Under 23 U.S.C. 133(h)(5), if continuing the RTP:

- Each State shall obligate an amount of funds reserved under 23 U.S.C. 133(h) (the TA Set-Aside) equal to the amount of the funds apportioned to the State for FY 2009 under 23 U.S.C. 104(h)(2), as in effect on the day before enactment of MAP-21, for projects relating to recreational trails under 23 U.S.C. 206. See FAST Act Funding Tables.
- Each State shall return 1 percent of those funds to the Secretary for the administration of RTP. See FAST Act Funding Tables.
- Each State shall comply with the provisions of the administration of the RTP under 23 U.S.C. 206, including the use of apportioned funds. Therefore, all RTP provisions and requirements remain unchanged, including the requirement for 40 percent diverse use, 30 percent motorized use, and 30 percent nonmotorized use (23 U.S.C. 206(d)(3)(A)).
- For a State to be eligible to use funds set aside for the RTP, the State must comply with the requirement that "...the State shall establish a State recreational trail advisory committee that represents both motorized and nonmotorized recreational trail users, which shall meet not less often than once per fiscal year." If a State does not meet this requirement, it is not eligible to use RTP set-aside funds (23 U.S.C. 206(c)(2)).

If opting out of the RTP:

- The Governor of the State must notify the Secretary not later than 30 days prior to apportionments being made for any fiscal year (23 U.S.C. 133(h)(6)(A)). Any State that desires to opt out of the RTP set-aside shall notify FHWA via email, with a letter signed by the Governor or the Governor's designee accompanying the opt-out notification, to the FHWA Office of Budget's official mailbox (BudDiv@dot.gov) no later than the September 1st prior to the fiscal year in which the State wishes to opt out. FAST Act Funding Tables.
- The funds remain as TA Set-Aside funds.
- The State cannot use a portion of its TA Set-Aside funds for RTP administrative costs for the fiscal year in which it opts out. The ability to use RTP funds for State administrative costs is limited to a percentage "of the apportionment made to the State for the fiscal year" (which would include the RTP set-aside funds). If there is no apportionment, then there is no program to administer, and the administrative funds cannot be permitted.

Recreational trail projects that would be eligible under the RTP also are eligible under STBG under 23 U.S.C. 133(b)(6) and under the TA Set-Aside under 23 U.S.C. 133(h).

- STBG provisions and requirements apply to STBG funds used for recreational trail projects.
- TA Set-Aside provisions and requirements apply to TA Set-Aside funds used for recreational trail projects (excluding the RTP set-aside funds).

RTP Administrative Funds are limited to "costs to the State incurred in administering the program, but in an amount not to exceed 7 percent of the apportionment made to the State *for the fiscal year*" (emphasis added). The limitation is subject to the amount necessary within a fiscal year, and does not carry over. A State cannot carry over administrative funds from Year 1 because that would increase the administrative funds available in Year 2. RTP funds obligated for administrative costs but not expended within a fiscal year must be deobligated and used for

other eligible trail projects. The restriction applies to all RTP funds, including funds apportioned prior to the enactment of MAP-21 or the FAST Act (23 U.S.C. 206(d)(2)(H)).

To cover administrative costs at the beginning of a fiscal year, States may request authorization to obligate administrative costs as an Advance Construction project, which is allowable under 23 U.S.C. 115 and 23 CFR 630 Subpart G.

For eligible administrative costs, see RTP Trail Assessments, Education and Training, and State Administrative Costs.

RTP Educational Funds are limited to the "development and dissemination of publications and operation of educational programs to promote safety and environmental protection, (as those objectives relate to one or more of the use of recreational trails, supporting non-law enforcement trail safety and trail use monitoring patrol programs, and providing trail-related training), but in an amount not to exceed 5 percent of the apportionment made to the State for the fiscal year" (23 U.S.C. 206(d)(2)(G)). The limitation is subject to the amount necessary within a fiscal year, and does not carry over. RTP funds obligated for educational costs but not expended within a fiscal year must be deobligated and used for on-the-ground trail projects. This restriction applies to all RTP funds, including funds apportioned prior to the enactment of MAP-21 or the FAST Act.

States may use STBG funds under 23 U.S.C. 133(b)(6) or TA Set-Aside funds under 23 U.S.C. 133(h) for recreational trail educational programs. The educational activities eligible under the RTP do not depend on the existence of a program. Therefore, even if a State opts out of the RTP, it may fund recreational trail educational programs under STBG. Because there is no specific apportionment for a State that opts out of the RTP, there is no limitation on the funds available for recreational trail educational programs using STBG funds under 133(b)(6) or 133(h).

For eligible educational costs, see RTP Trail Assessments, Education and Training, and State Administrative Costs.

RTP Suballocation Requirement: MAP-21 created (and the FAST Act continued) a potential conflict for the requirements for 40 percent diverse use, 30 percent motorized use, and 30 percent nonmotorized use, because the 40-30-30 percentage requirements apply to the full apportionment before the return of 1 percent to the U.S. DOT for administrative purposes. The RTP guidance for State Suballocations explains how States can meet the 40-30-30 requirements by selecting projects that qualify simultaneously under the motorized and diverse categories or the nonmotorized and diverse categories.

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TA SET-ASIDE PROJECT ELIGIBILITY QUESTIONS AND ANSWERS

The following questions and answers relating to project eligibility come from previous MAP-21 guidance and questions and answers, updated to be consistent under the FAST Act. See TAP Eligible Projects Legislation as in effect prior to the enactment of the FAST Act for the text from the former 23 U.S.C. 213(b) and 101(a)(29). Eligible TA Set-Aside projects must be sponsored by an eligible entity and selected through the competitive selection process.

Archaeological Activities: What archaeological activities are eligible?
Archaeological activities must relate to impacts from implementation of a transportation project eligible under title 23 (Former 23 U.S.C. 101(a)(29)(E)(iv)).

Bike Sharing: Are bike sharing systems eligible?
Yes. Bike sharing systems are eligible for Federal-aid Highway Program funds, under several Federal-aid programs, including the STBG and TA Set-Aside. In addition to bike sharing docks, equipment, and other capital costs, FHWA funds may be used to purchase bicycles that are integral to a bike sharing system. Federal-aid Highway Program funds cannot be used for operational costs (Former 23 U.S.C. 101(a)(29)(A) and (B)).

Historic Preservation: What historic preservation projects are eligible?
Historic preservation activities are limited to historic preservation and rehabilitation activities relating to historic transportation facilities. Operation of historic transportation facilities is not eligible (Former 23 U.S.C. 101(a)(29)(E)(ii)).

Land Acquisition: Is land acquisition eligible?
Land acquisition is allowed for eligible TA projects, such as right-of-way or easements for pedestrian and bicycle projects; turnouts, overlooks, and viewing areas; historic transportation facilities; or environmental mitigation. FHWA's Real Estate Guidance for Enhancement Projects remains a useful resource to address real estate and property management issues. However, MAP-21 eliminated eligibility for acquisition of scenic easements and scenic or historic sites (including historic battlefields), scenic or historic highway programs (including tourist and welcome center facilities), or museums.

Landscaping: Is landscaping and scenic enhancement eligible as an independent project?
Under the "community improvement activities" category, projects such as streetscaping and corridor landscaping may be eligible under the TA Set-Aside if sponsored by an eligible entity and selected through the required competitive process. Landscaping and scenic enhancement features, including junkyard screening and removal under 23 U.S.C. 136, may be eligible as part of the construction of any Federal-aid highway project, including eligible TA-funded projects (23 U.S.C. 319).

Lighting: Is lighting eligible?
Yes. Lighting is eligible for bicycle and pedestrian facilities and may be appropriate as part of other eligible categories. Project sponsors should consider energy-efficient methods and options that reduce light pollution (Former 23 U.S.C. 101(a)(29)(A)).

Planning: Is planning eligible as an independent TA Set-Aside project?
Yes. Planning for pedestrian and bicycle activities is eligible as an independent project. Former 23 U.S.C. 101(a)(29) did not specify if "construction, planning, and design" limits planning to a component of a project, or whether planning may be an independent project related to eligible projects. Title 23 has sections that use "and" to describe both related and unrelated types of activities, therefore FHWA believes that section 101(a)(29) supported both planning components and independent planning projects.

Resilience: Are resilience improvements eligible?
Making transportation systems more resilient to changing environmental conditions is an important aspect of maintaining a state of good repair. Federal-aid highway planning and projects, including activities funded via the TA Set-Aside, may include climate and extreme weather resiliency elements to make transportation systems more reliable. For further information, please see FHWA guidance Eligibility of Activities to Adapt to Climate Change.

Road Diets: Are road diets eligible?
Road Diets are among FHWA's Proven Safety Countermeasures. If work to benefit activities eligible under the TA Set-Aside that are associated with a road diet (such as widening sidewalks or installing separated bike lanes) would require incidental highway reconstruction, then TA Set-Aside funds may cover those costs (Former 23 U.S.C. 101(a)(29)(A) and (B)).

Safety Education Activities: Are safety education activities eligible?
Safety education activities are eligible for TA Set-Aside funds if they are eligible as SRTS projects, targeting children in Kindergarten through 8th grade (Former 23 U.S.C. 213(b)(3)). STBG funds may be used for carrying out nonconstruction projects related to safe bicycle use under 23 U.S.C. 133(b)(6) and 217(a).

Turnouts: What is eligible under "construction of turnouts, overlooks, and viewing areas"?
The activity "construction of turnouts, overlooks, and viewing areas" may use the criteria for "scenic overlooks" described in 23 CFR 752.6: "Scenic overlooks may provide facilities equivalent to those provided in safety rest area[s]" described in 23 CFR 752.5 (Former 23 U.S.C. 101(a)(29)(D)).

Utilities: Is utility relocation eligible?
Utility relocation that is necessary to accommodate an eligible project may be eligible for Federal reimbursement only if permitted under State law or policy. Federal law and regulation (23 U.S.C. 123, *Relocation of utility facilities*, and 23 CFR 645, *Utilities*) recognize that some States, by State law or policy, prohibit using public funds to relocate utilities; in these States, it is illegal to use funds to relocate utilities. (23 U.S.C. 123, *Relocation of utility facilities*, and 23 CFR 645, *Utilities*)

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TRANSPORTATION ALTERNATIVES PROGRAM: ELIGIBLE PROJECTS LEGISLATION AS IN EFFECT PRIOR TO ENACTMENT OF THE FAST ACT

23 U.S.C. 213(b)

(b) ELIGIBLE PROJECTS.—A State may obligate the funds reserved under this section for any of the following projects or activities:

(1) Transportation alternatives, as defined in section 101.

(2) The recreational trails program under section 206.

(3) The safe routes to school program under section 1404 of the SAFETEA-LU (23 U.S.C. 402 note; Public Law 109-59).

(4) Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

23 U.S.C. 101(a)(29)

(29) TRANSPORTATION ALTERNATIVES.—The term "transportation alternatives" means any of the following activities when carried out as part of any program or project authorized or funded under this title, or as an independent program or project related to surface transportation:

(A) Construction, planning, and design of on-road and off- road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).

(B) Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

(C) Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.

(D) Construction of turnouts, overlooks, and viewing areas.

(E) Community improvement activities, including—

(i) inventory, control, or removal of outdoor advertising;

(ii) historic preservation and rehabilitation of historic transportation facilities;

(iii) vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and

(iv) archaeological activities relating to impacts from implementation of a transportation project eligible under this title.

(F) Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to—

(i) address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329; or

(ii) reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

Note: For 23 U.S.C. 101(a)(29)(E), FHWA defines "including" as "which include, but not limited to".

IV. ITEMS REQUIRING POLICY COMMITTEE ACTION

C. Discussion with possible action for authorizing the WCCL RMA to move forward with the North Laredo/ Webb County Transportation Planning Study as presented on 11/20/17 before the Laredo MPO Policy Committee with the understanding that the Laredo MPO will reimburse the WCCL RMA for up to 80% of the cost of the study at a later date with funds from the remaining 2015 Coordinated Border Infrastructure program. The remaining 20% will be provided by the WCCL RMA as the local match. The cost of the study is estimated at $635,000.

D. Discussion and possible action on a set-back development policy on Loop 20, Mines Road and other major arterials.

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

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

A. Status report on the River Bank Road Project.

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

Vanessa Guerra

From: Roberto Rodriguez III <Roberto.Rodriguez@txdot.gov>
Sent: Tuesday, March 13, 2018 3:39 PM
To: Vanessa Guerra
Cc: Nathan R. Bratton; Melisa Montemayor; David Salazar
Subject: Re: NORTH LAREDO/WEBB COUNTY TRANSPORTATION STUDY

Vanessa,
I spoke with Melisa and David regarding your questions on these funds. Here is our response:
Yes. We can use the funds for planning services.
The state is willing to do participate with half of the total cost of the services (approx $317.5 k) subject to FHWA-CBI approval.

Thanks.
Roberto Rodriguez, P.E.
Laredo District
(956) 712-7735

Sent from my iPhone

> On Mar 9, 2018, at 2:17 PM, Vanessa Guerra <vguerra@ci.laredo.tx.us> wrote:
>
> Good afternoon Roberto,
>
> Couple of questions:
> 1. Can CBI funds be used for planning services as proposed in the item below.
>
> 2. Is there $635,000 in CBI funds available to fund the proposed project identified below?
> _____
> Discussion with possible action for authorizing the WCCL RMA to move forward with the North Laredo/ Webb County Transportation Planning Study as presented on 11/20/17 before the Laredo MPO Policy Committee with the understanding that the Laredo MPO will reimburse the WCCL RMA for up to 80% of the cost of the study at a later date with funds from the remaining 2015 Coordinated Border Infrastructure program. The remaining 20% will be provided by the WCCL RMA as the local match. The cost of the study is estimated at $635,000.00.
>
[Move Over or Slow Down]<http://www.txdot.gov/inside-txdot/media-center/psas/distracted-driving/move-over-slow-down.html>