

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 20, 2017
1:30 p.m.

MEETING AGENDA

I. CHAIRPERSON TO CALL MEETING TO ORDER

II. CHAIRPERSON TO CALL ROLL

III. COMMITTEE AND DIRECTOR'S REPORTS

Discussion on possible meeting dates and times for the MPO 101 workshop.

IV. CITIZEN COMMENT

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

V. ITEMS REQUIRING POLICY COMMITTEE ACTION

A. Approval of the minutes for the meeting held on February 21, 2017.

B. Discussion with possible action to award or reject the River Vega Multi-Use Hike and Bike Trail Project, Phase I, to be located along the river vega in west Laredo, for funding through the Transportation Alternatives Program (TAP). The requested amount is \$717,903.

C. Receive public testimony and approve a motion initiating a ten-day public review and comment period for the proposed 2017-2020 Transportation Improvement Plan (TIP).

1. **Addition** of project CSJ 0018-06-183 intended to construct a direct connector interchange (DC#5), from 0.50 miles south of US59-SL20 to 0.50 miles east of IH35/US59-SL20, with an estimated project cost of \$35,121,000. Proposed project letting date is FY 2019 (August, 2019)
2. **Revision** of project CSJ 0086-14-077 intended to provide for construction of an interchange at the international airport. **Purpose** of amendment is to revise funding amounts from \$14,785,990 in State funds to \$4,901,198 in State funds, and \$9,884,792 in federal funds. Proposed letting date will remain in fiscal year (FY) 2018, however the letting month is being moved from September of 2017 to August of 2018.
3. **Revision** of project CSJ 0086-14-078 intended to provide for construction of an interchange from 0.50 miles south of Jacaman Road to 0.50 miles north of Jacaman Road. **Purpose** of amendment is to revise funding amounts from \$19,691,424 in State funds to \$3,938,285 in State funds, and \$15,753,139 in federal funds. Proposed letting date will remain in fiscal year (FY) 2020, however the letting month is being moved from September of 2019 to August of 2020.

D. Receive public testimony and approve a motion initiating a ten-day public review and comment period for the proposed 2015-2040 Metropolitan Transportation Plan (MTP).

1. Amending Table 12-10, entitled Roadway and Bicycle/Pedestrian Project Summary, Figure 12-1, entitled Roadway and Bicycle/Pedestrian Projects, Table 12-11, entitled Category 2 Roadway Projects, Figure 13-1, entitled Natural Resources and Federally Funded Projects, Figure 13-2, entitled Cultural Resources and Federally Funded Projects, Figure 13-3, entitled Low Income Areas and Federally Funded Projects, Table 13-1, entitled Federally Funded Projects Environmental Assessment Results, Table 13-3, entitled Federally Funded Projects and Environmental Justice Populations; and, Figure 13-4 entitled Colonias and Federally Funded Projects by:
 - a. **Adding** project CSJ 0086-14-077 for the construction of the Airport Overpass at the International Airport. The estimated project construction cost is \$14,785,990. Estimated letting date is August of 2018 (FY 2018).
 - b. **Adding** project CSJ 0086-14-078 for the construction of the Jacaman Overpass, 0.50 miles south of Jacaman Road to 0.50 miles north of Jacaman Road. The estimated project construction cost is \$19,691,424. Estimated letting date is August of 2020 (FY 2020).

- c. *Adding* project CSJ 0018-06-136 for the construction of a railroad grade separation and widening of the main-lanes from Shiloh Dr. to 0.25 miles north of US 59/ IH 69W. The estimated construction cost is \$54,000,000. Estimated letting date August 2021 (FY 2021).
- d. *Adding* project CSJ 0018-06-183 for the construction of direct connector interchange (DC#5), from 0.50 miles south of US 59-SL20 to 0.50 miles east of IH35/US59-SL20. The estimated construction cost is \$30,000,000.

Estimated letting date is August 2019 (FY 2019)

- e. *Adding* project CSJ 0018-05-089 for the replacement of an existing bridge, from 0.50 miles south of Uniroyal Interchange to 1.0 miles north of the Uniroyal Interchange. The estimated construction cost is \$65,000,000. Estimated letting date is September of 2021, (FY 2021)
 - f. *Revising* project #4/0086-14-058 by adding identifier CSJ 0086-14-072 and removing the Airport and Jacaman Road overpasses. Said projects will be identified separately as projects CSJ 0086-14-077 and CSJ 0086-14-078 respectively.
2. Amending Table 12-11 such that it will be identified as Roadway Project and will include all roadway project summaries previously listed in Tables 12-11, 12-12, 12-13, 12-14, 12-15, entitled Category 2, 7,8,9, and 10 Roadway Projects, respectively.
 3. Remove Tables 12-12, 12-13, 12-14, 12-15, entitled Category 2, 7,8,9, and 10 Roadway Projects respectively.

- E. Discussion with possible action to require all agenda items go thru the Technical Committee before they are presented to the Policy Committee.
- F. Discussion with possible action on Hachar Road.
- G. Discussion with possible action on Mines Road.

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

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

VII. ADJOURNMENT

THIS NOTICE WAS POSTED AT THE MUNICIPAL GOVERNMENT OFFICES, 1110 HOUSTON STREET, LAREDO, TEXAS, AT A PLACE CONVENIENT AND READILY ACCESSIBLE TO THE PUBLIC AT ALL TIMES. SAID NOTICE WAS POSTED BY MARCH 17TH, 2017, BY 1:30 P.M.

All meetings of the MPO Committee are open to the public. Persons who plan to attend this meeting and who may need auxiliary aid or services, such as: interpreters for persons who are

deaf or hearing impaired, readers of large print or Braille, or a translator for the Spanish language are requested to contact Ms. Vanessa Guerra, City Planning, 1120 San Bernardo Ave. at (956) 794-1613, vguerra@ci.laredo.tx.us, at least five working days prior to the meeting so that appropriate arrangements can be made. Materials in Spanish may also be provided upon request.

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

Ayuda o Servicios Auxiliares: Todas las reuniones del Comité del MPO están abiertas al público. Personas que planean asistir a esta reunión y que pueden necesitar ayuda o servicios, auxiliares como: intérpretes para personas con discapacidad auditiva, lectores de letra grande o en Braille, o un traductor para el idioma español deben comunicarse con Vanessa Guerra, en el Departamento de Planificación de la Ciudad de Laredo, 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 telefono (956) 794-1623 o comuníquese mediante correo electrónico a vguerra@ci.laredo.tx.us.

CITY OF LAREDO REPRESENTATIVES:

Honorable Pete Saenz, Mayor and LUTS Chairperson
Honorable Charlie San Miguel, City Councilmember, District VI
Honorable George Altgelt, City Councilmember, District VII

LAREDO MASS TRANSIT BOARD REPRESENTATIVE:

Honorable Roberto Balli, City Councilmember, District VIII

COUNTY OF WEBB REPRESENTATIVES:

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

STATE REPRESENTATIVES:

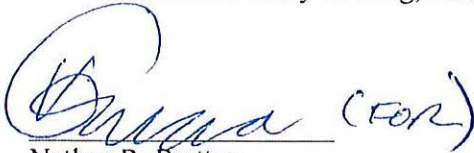
Mr. Pete Alvarez, P.E., District Engineer
Ms. Melisa Montemayor, District Administrator

**** EX-OFFICIO ****

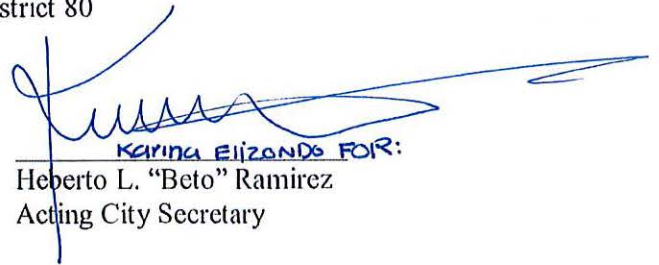
Honorable Judith Zaffirini, State Senator, District 21

Honorable Richard Raymond, State Representative, District 42

Honorable Tracy O. King, State Representative, District 80



Nathan R. Bratton
MPO Director



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

Laredo Urban Transportation Study

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



MINUTES OF THE FEBRUARY 21, 2017 MEETING

I. CHAIRPERSON TO CALL MEETING TO ORDER

Judge Tijerina, Vice-Chairman, called the meeting to order at 01:32 p.m.

Regular members present:

Honorable Tano E. Tijerina, Webb County Judge
Honorable Jaime Canales, Webb County Commissioner, Pct. 4
Honorable John Galo, Webb County Commissioner, Pct. 3
Honorable Charlie San Miguel, City Councilmember, District VI (joined the meeting at 1:45 p.m.)
Honorable Roberto Balli, City Councilmember, District VIII
Pete Alvarez, TxDOT

Regular members absent:

Honorable Pete Saenz, Mayor and LUTS Chairperson
Honorable George Altgelt, City Councilmember, District VII
Melisa Montemayor, TxDOT

Ex-Officio Members Not Present:

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

Staff (Of Participating LUTS Agencies) Present:

City: Nathan R. Bratton, City Planning/LUTS Staff
Vanessa Guerra, City Planning/LUTS Staff
Angie Quijano, City Planning/LUTS Staff
Eduardo Bernal, Transit, El Metro
Claudia San Miguel, Transit, El Metro
Rosa Soto, Transit, El Metro
Ben Sanchez, Transit, El Metro
Sandy Esparza, Transit, El Metro
Monica Garcia, Transit El Metro
Joe Jackson, Transit, El Metro

Roberto Murillo, Traffic Safety

State: Roberto Rodriguez, TxDOT
Alberto Ramirez, TxDOT
Sara Garza, TxDOT

County: Luis Perez Garcia, Webb County Engineering

Others: Ruben Soto, Regional Mobility Authority (RMA)
Antonio Rodriguez, HNTB, Inc.
Anthony Garza, Dannenbaum Engineering

II. CHAIRPERSON TO CALL ROLL

Vanessa Guerra, MPO Coordinator, called roll and verified that a quorum existed.

C.M. Balli made a motion to excuse members not present.

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

Motion carried unanimously

III. COMMITTEE AND DIRECTOR'S REPORTS

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

The MPO Director stated that the MPO in coordination with the Federal Highway Administration (FHWA) was prepared to bring an MPO 101 presentation or workshop to the Policy Committee depending on their preferences.

C.M. Balli expressed his preference for a 4 hour workshop. He also stated the presentation should include funding mechanisms and sources.

IV. CITIZEN COMMENT

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

Comments should be relevant to City business and delivered in a professional manner. No derogatory remarks shall be permitted.

V. ITEMS REQUIRING POLICY COMMITTEE ACTION

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

C.M. Galo made a motion to **approve** the minutes of November 21, 2016, December 19, 2016, and January 17th, 2017.

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

Motion carried unanimously

B. Receive public testimony and adopt a resolution amending the FY 2017 Unified Planning Work Program (UPWP).

- (1) Outer Loop Alignment Study budget reduced by \$50,000.**
- (2) Quiet Zone Study Update added.**

C.M. Galo made a motion to **open** a public hearing.

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

Motion carried unanimously

Mr. Nathan Bratton, MPO Director, stated the project budget for the Outer Loop Alignment Study budget would be reduced by \$50,000 and that same amount would be added to the Quiet Zone Study.

C.M. Galo made a motion to **close** the public hearing and **adopt** a resolution amending the FY 2017 Unified Planning Work Program (UPWP).

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

Motion carried unanimously

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

Pete Alvarez, District Engineer, stated the Texas Transportation Commission had recently allocated over 160 million new funds for projects in our area. As per usual, the new funds must be programmed in the TIP and MTP, and are being proposed for distribution as follows:

Texas Department of Transportation-Laredo District was allocated Project Specific Funds

Category 4-Connectivity Corridor-Rural-\$98.40 Mil
Category 4-Congestion Connectivity Corridor (3c)-\$27.00 Mil
Category 12-Strategic Priority-\$35.00 Mil

Projects:

CSJ-0086-14-078 (Overpass US 59/Jacaman Rd) Cost-\$19.69 Mil
Allocation Funds: \$19.69 Mil from Category 2 MPO (FY 2020)
Proposed Construction Funds: \$17.00 Mil from Category 12-Strategic Priority (FY 2020)
Proposed Construction Funds: \$2.69 Mil from Category 2 MPO (FY 2020)

CSJ-0018-06-136 (Overpass IH 35/UPRR-North of Shiloh) Cost \$54.00 Mil
Allocated Construction Funds \$0.00
Proposed Construction Funds \$18.00 Mil from Category 12-Strategic Priority (FY 2021)
Proposed Construction Funds \$9.00 Mil from Category 2 MPO (FY 2021)
Proposed Construction Funds \$27.00 Mil from Category 4-Congestion Connectivity Corridor (3c) (FY 2021)

CSJ-0018-06-183 (Direct Connector #5, West on US 59 to South on IH-35)
Allocated Construction Funds-\$0.00
Proposed Construction Funds \$30.00 Mil from Category 4-Connectivity Corridor (FY 2019)

CSJ-0018-05-089 (IH 35/Uniroyal Interchange)
Allocated Construction Funds \$0.00
Proposed Construction Funds \$65.00 Mil from Category 4-Connectivity Corridor (FY 2022)

C.M. San Miguel joined the meeting at 1:45 p.m.

C.M. Galo made a motion to have Staff prepare any necessary documentation, **accept** 62 million in new funds, and allocate 9 million dollars to the railroad overpass project.

Second: C.M. Balli

For: 6
Against: 0
Abstained: 0

Motion carried unanimously

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

C.M. Galo made a motion to table the item to the next meeting.

Second: C.M. Balli
For: 6
Against: 0
Abstained: 0

Motion carried unanimously

E. Discussion with possible action on Hachar Road.

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

Alberto Ramirez, TxDOT, stated TxDOT had requested additional information regarding the City's procurement process and TxDOT anticipated receiving the information later on that afternoon.

F. Discussion with possible action on Mines Road.

Pete Alvarez, TxDOT, stated TxDOT is moving forward with the construction process of the project. He stated TxDOT is working on the detour widening of the project. He also stated 10 percent of the project had been completed and anticipated completion date is late December 2017.

Judge Tijerina requested a status monthly report from TxDOT for all projects in the MPO.

C.M. Alvarez stated TxDOT was moving forward with the Loop 20/Spur 400 project and was 55 percent complete. He also stated the Kansas City Southern (KCS) overpass project widening was 35 percent complete. He stated the Loop 20 at International Boulevard project was 25 percent complete.

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

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

Jenifer Palmer and Madhu Narayanasamy, CDM Smith, Inc. gave a brief presentation on the Five Year Transit Development Plan, the Marketing Plan, and the Asset Management Plan, including proposed asset management performance targets.

Ms. Palmer stated the goals of the Transit Development Plan were to identify community objectives and short-term needs, identify current and future service opportunities and analyze the bus service to maximize use of public funds. She stated recommendations included: the update of the fleet and enhancement of routes, services and amenities.

Ms. Palmer gave a brief presentation on the TDP Marketing Plan. She stated recommendations for the marketing plan included: to carry out a tagline marketing campaign; enhancing system/route brochure and ticket purchase availability, coordinating with Uber and El Aguila, and developing jury duty promotional.

Mr. Narayanasamy, CDM Smith, Inc., gave a brief presentation on the TDP Asset Management Plan. His presentation covered the following:

- The TAMP should address 3 key areas:
 - Where do we want to be in the future? - Goals
 - What do we need to do to get there? – Actions
 - What will it take to get there? – Resources

- MPO to adopt performance targets by June 30, 2017
 - The targets will be included in MPO planning process (TIP and MTP) for funding allocation
 - MPO to monitor targets and include in the performance planning efforts

He also stated the visions and goals of the Asset Management Plan were as follows:

- Use condition-based approaches, and predictive and preventative maintenance strategies, to reduce overall costs and provide a reliable transportation system.
- Provide a cleaner and safer transportation service by improving the service operations and on-time performance of vehicles through effective asset monitoring.
- Improve efficiency of the system by providing more accurate and timely data to communicate with oversight boards and customers

Mr. Narayanasamy stated the next steps for the Asset Management Plan were as follows:

- Asset inventory of El Metro in this report will be updated annually
- Annual reporting of El Metro's asset information will be conducted through the National Transit Database
- TAMP will be updated in its entirety four years

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

Roberto Murillo, Traffic Safety, stated the deadline for the Request for Proposals for the project is February 27th, 2017 at 5:00 p.m. He stated they are moving forward with the project.

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

Ruben Soto, Chairman, RMA, stated the RMA passed a resolution which approved the inclusion of Vallecillo Road Project in the Laredo MPO/MTP Plan.

VII. ADJOURNMENT

C.M. San Miguel made a motion to adjourn the meeting at 3:14 p.m.

Second: C.M. Balli
For: 6
Against: 0
Abstained: 0

Motion carried unanimously

Reviewed by: _____
Nathan R. Bratton,
MPO Director

Melisa Montemayor,
District Administrator

Pete Saenz,
Mayor and LUTS Chairperson

**LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM**

DATE: 03-20-17	SUBJECT: MOTION Discussion with possible action to award or reject the River Vega Multi-Use Hike and Bike Trail Project, Phase I, to be located along the river vega in west Laredo, for funding through the Transportation Alternatives Program (TAP). The requested amount is \$717,903.
INITIATED BY: City of Laredo	STAFF SOURCE: Nathan Bratton, MPO Director
PREVIOUS ACTION: Previous 2016 TAP Call For Projects was issued on February 11 th , 2016. On 3-21-16, the MPO Policy Committee awarded \$1,000,000 in TAP funds to the Zacate Creek Multi-Use Pedestrian and Bicycle Trail. On October 17 th , 2016, the Policy Committee authorized the issuance a new call for project to award approximately \$717,903 in TAP funds.	
BACKGROUND:	
<p>Program Description</p> <p>The Federally funded TAP offers opportunities to expand transportation choices and enhance the transportation experience through several categories of activities related to the surface transportation system. The TAP focuses on non-traditional transportation projects. TAP projects must relate to surface transportation and be eligible under one or more of the qualifying categories.</p> <p>General types of projects eligible under TAP 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 Laredo Metropolitan Planning Area includes the entire City of Laredo, and portions of Webb County.</p> <p>Funding Availability and Selection Process</p> <p>Approximately <u>\$717,903</u> is anticipated to be available to fund TAP projects in the Laredo Metropolitan Planning Area (for fiscal years 2015, 2016, 2017). 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 competitive process thru which the MPO will select projects for TAP funding with is described in the attached Application Guide: 2016 Call for Projects.</p> <p>In general, the project selection procedures entails an issuance of a call for projects, project submittal, project evaluation based on the selection criteria, selection, and finally project implementation.</p> <p>Submittals</p> <p>Projects proposals were due on January 23, 2017. Two projects submittals were received:</p> <ul style="list-style-type: none"> • Laredo I.S.D Concrete Sidewalk Improvements – construction of various sidewalk projects located on several school premises. (Exhibit B) The Laredo Independent School District submitted the project. The Federal Highway Administration (FHWA) determined the project ineligible for TAP funding. • River Vega Multi-Use Hike and Bike Trail, Phase I – construction of a multi-use bicycle and pedestrian trail along the river vega in west Laredo. City of Laredo, Environmental Services Department submitted the project. (Exhibit C) <p>Ineligibility</p> <p>FHWA reviewed both submittals and determined that the LISD submittal was ineligible for funding through the TAP program. (See Exhibit A – FHWA email) FHWA stated that it appeared that all proposed improvements in the LISD project were located behind perimeter gates, and did not promote walking to school. Projects eligible for TAP funds are to be located outside perimeter gates and open to the public.</p>	

Vanessa Guerra

Subject: FW: TAP memo and two submittals

From: Bales, Genevieve (FHWA) [<mailto:Genevieve.Bales@dot.gov>]

Sent: Friday, March 03, 2017 4:33 PM

To: Vanessa Guerra; Carlos Ramirez

Cc: Nathan R. Bratton; Sara Garza (Sara.Garza@txdot.gov); Fauver, Kirk (FHWA); Leary, Michael (FHWA); Campos, Jose (FHWA)

Subject: RE: TAP memo and two submittals

Vanessa,

After taking a closer look at the Laredo ISD project(s) it appears that the proposed improvements are all located behind a perimeter gate. In one location I even identified a no trespassing sign posted. Finally two of segments of the proposed project were connecting playground equipment to a school building and not necessarily promoting walking to school. My conclusion is that the LISD project would not be eligible for TAP. A project located outside of the perimeter gate and open to the public is what I would look for in an eligible project. If you have any additional questions please let us know. Have a great weekend.

Sincerely,

Genevieve E. Bales,

Statewide Planner

Federal Highway Administration - Texas Division

300 East 8th Street

Austin, TX 78701

Office: 512-536-5941

Fax: 512-536-5990

Genevieve.Bales@dot.gov

From: Bales, Genevieve (FHWA)

Sent: Wednesday, March 01, 2017 4:02 PM

To: 'Vanessa Guerra'; Carlos Ramirez

Cc: Nathan R. Bratton; Sara Garza (Sara.Garza@txdot.gov); Fauver, Kirk (FHWA); Leary, Michael (FHWA); Campos, Jose (FHWA)

Subject: RE: TAP memo and two submittals

Thanks for your email Vanessa. In the future we will only review projects that have been scored by your committee. It looks like one project is for an off-road trail, and the second project is sponsored by the school district, but it sounds like some of the sidewalks may closer to the public part of the time. The trail project appears to be eligible, and parts of the Laredo ISD project appear to be eligible. Again the project must be open to the public.

Exhibit A

Sincerely,

Genevieve E. Bales,
Statewide Planner
Federal Highway Administration - Texas Division
300 East 8th Street
Austin, TX 78701
Office: 512-536-5941
Fax: 512-536-5990
Genevieve.Bales@dot.gov

From: Vanessa Guerra [<mailto:vguerra@ci.laredo.tx.us>]
Sent: Tuesday, February 28, 2017 11:39 AM
To: Bales, Genevieve (FHWA); Carlos Ramirez
Cc: Nathan R. Bratton
Subject: FW: TAP memo and two submittals

Good morning Ms. Bales

Per instructions from Sara Garza at TxDOT, the Laredo MPO is transmitting for your review, two (2) TAP project proposals submitted in response to the Laredo MPO's latest Call for Projects. Project proposals were submitted by the Laredo Independent School District (LISD) and the City of Laredo's Environmental Services Department. The MPO eagerly awaits the results of your review, as the MPO Director has instructed that the projects proposals may not be scored by the evaluation committee till after your review is complete. Do not hesitate to contact me if you need any further information. Thank you.

Vanessa Guerra
Planner III : City of Laredo Planning Department : Laredo Metropolitan Planning Organization : 1120 San Bernardo Ave. :
P.O. Box 579 : Laredo Texas 78042-579 : Main: 956-794-1613 : Dir.: 956-794-1604 : Fax: 956-794-1624 :
vguerra@ci.laredo.tx.us

Exhibit A

LAREDO I.S.D. CONCRETE SIDEWALK
IMPROVEMENTS

Exhibit B

FY 2017 TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECT SUBMITTAL FORM

Submittals are due by 4:00 p.m. on January 23, 2017
at the Office of the Laredo City Secretary
1110 Houston Street, 3rd floor

A total of \$717,903 is available through the Laredo MPO Transportation Alternatives Program (TAP) to support non-traditional transportation projects that expand transportation choices. Given the intensity of TxDOT's administrative process (i.e., Advanced Funding Agreements, Local Government Project Procedures (LGPP) Qualification) the minimum award request is \$10K; applicants may request up to the full TAP allocation for the MPO (\$717,903). Please see TAP Guidelines for additional details.

SECTION A - APPLICANT INFORMATION

Applicant Agency:

Contact Person:

Job Title:

Mailing Address:

City: Zip Code:

Daytime Telephone: E-mail Address:

SECTION B - PROJECT INFORMATION

Project Name:

Eligible Project Activity (Select project activity category from the drop down menu):

The construction plans for this project are currently:

Not Started % Complete Complete N/A

Project Description: Provide a narrative (500 word max) that describes the eligible project in detail. Clearly identify the phases of project implementation. Include a project schedule beginning with Notice to Proceed that includes estimated time to complete each phase of project implementation.

Laredo I.S.D. has completed an extensive review of all district campuses to identify the needs of concrete sidewalks to better circulation of students and facility users. The campuses identified have been selected to improve conditions of existing sidewalk and add alternative routes for approaching and leaving the campus grounds.

The first phase of the project would be to remove all damaged flat work and prepare the site for replacement and new sidewalk improvements.

These campuses would be issued a notice of work and time frame to complete scope of work. We estimate with proper coordination that preparing the site and placing improvements should take and be completed within 2 or 3 weeks time. Campus improvements would be handled one at a time to reduce the impact of interruption during construction.

Project Location: Provide specific project location, project limits (From and To), and project length (feet/miles), if applicable. Attach legible location maps, images, and photographs as appropriate. (Label as PROJECT LOCATION – ATTACHMENT A)

Project Support: Attach or include any letters of support for the proposed project. Label as “APPLICANT AGENCY FUNDING FORM – ATTACHMENT B”

SECTION C - PROJECT CRITERIA

Explain how the project addresses each of the following evaluation criteria. (100 points total available excluding bonus points)

Evaluation Category	Description	Factors	Points
Making Network Linkages and Connections	Improves connections between neighborhoods and community facilities	<ul style="list-style-type: none">➤ Network continuity (gap closures, extension of facilities)➤ Facilities providing access to rail stations or bus stops (trails, sidewalks, on-street bicycle	25

Provide explanation below (Please limit your response to 200-250 words).

The concrete sidewalk improvement to these campuses noted will improve the circulation of facility users and reduce the safety risk of students and staff walking on unstable surfaces. It improves the time of travel between two points and better addresses perimeter gates and access point along campus perimeters. The new concrete walks would also allow student to attend school with the option of a bicycle and improving the connection between surrounding neighborhoods and educational facilities.

Evaluation Category	Description	Factors	Points
Implementing Active Transportation and Mobility Plan	Improves ability to use walking and bicycling facilities for everyday activities including travel to work, school, and	<ul style="list-style-type: none"> ➤ Implements a planned facility in <u>any</u> 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 	20

Provide explanation below (Please limit your response to 200-250 words).

The implementation of these new concrete sidewalks improves the ability to have them use by students, parents and staff. It also allows students to access property with bicycles when attending school or using campus for recreation purposes after hours.

Evaluation Category	Description	Factors	Points
Improving Safety	Provides safer and less intimidating facilities for pedestrians, bicyclists, and other non-drivers	<ul style="list-style-type: none"> ➤ Improving safety in areas with high numbers of crashes ➤ Improving crossings, signalization, traffic calming ➤ Provides separate facilities for 	15

Provide explanation below (Please limit your response to 200-250 words).

The following noted campuses that are in need of new walkway would definitely impact the campus and make it safer. Our number one priority is to make each campus safer to eliminate any risk with unsafe situation ... especially with walking surfaces. By adding the identified sidewalks our students will be able to eliminate/reduce entering/exiting school premises through vehicle gates or entrances that could potentially create unsafe situations.

Evaluation Category	Description	Factors	Points
Reducing Barriers	Improves access and/or provides safe crossings for pedestrians, bicyclists, and other non-drivers at an existing obstacle to travel	<ul style="list-style-type: none"> ➤ Provides a grade-separated crossing under or over a barrier (e.g. water body, major roadways, railroads) 	10

Provide explanation below (Please limit your response to 200-250 words).

The simple implementation on concrete sidewalk along the campus perimeter removes any potential circulation barriers.

Barriers on educational facilities create unsafe conditions to all user. Our goal is to be barrier free at all campuses and we continue to work towards meeting this objective. The improvement to the identified areas will ensure that people on a wheelchair/scooter/bicycles are able to have more options to get from street to the points of entry to LISD campuses.

Evaluation Category	Description	Factors	Points
Connecting to Employment, Households, and Activity Centers	Provides access to major destinations and large number of residents or employees	<ul style="list-style-type: none"> ➤ Proximity to employment districts, schools, households, and other special generators ➤ Provides direct connections to transit (shared use paths, sidewalks, and on street bikeways) 	10

Provide explanation below (Please limit your response to 200-250 words).

Many of our facilities are used by our community after hours with different objectives such as recreational activities, tutorial classes, library research for students homework, PTA meetings, voting/election purposes, exercise, etc. and for such reason the implementation of the identified projects will enhance the opportunities and accessibility to connect our community with other recreational facilities offered by the City of Laredo such as recreation centers, etc. We are a big district and as such we do have employees with limited mobility and/or special needs that will benefit from a wider variety of access points to get to their workplace on time.

Evaluation Category	Description	Factors	Points
Providing Environmental Benefits	Helps reduce congestion and improves air quality	<ul style="list-style-type: none"> ➤ Congestion and air quality benefits ➤ Benefits and impacts to the environment 	10

Provide explanation below (Please limit your response to 200-250 words).

The improvements and/or additions to our sidewalk infrastructure will allow campuses to divert pedestrian traffic during arrival and dismissal times to additional points of access reducing with this the congestion of vehicles and encouraging more people to walk instead of getting stuck in the traffic when they drive an automobile reducing with this the carbon footprint generated by vehicular traffic.

Evaluation Category	Description	Factors	Points
Serving Disadvantaged (Environmental Justice) Areas	Provides access in underserved communities	<ul style="list-style-type: none"> <li data-bbox="868 220 1323 386">➤ Improves access for areas with greater percentages of minorities and low-income households compared to the planning area average 	5

Provide explanation below (Please limit your response to 200-250 words).

LISD is a district with high levels of poverty and unfortunately many of our taxpayers struggle to purchase a vehicle. The addition of new sidewalks will definitely improve the mobility and convenience to low income community members that are forced to walk their children to school regardless of weather conditions.

Evaluation Category	Description	Factors	Points
Creating Economic Dev. Opportunities	Results in benefits exceeding costs	➤ Investment provides increased benefit to the community and the region through revitalization, redevelopment, and job creation	5

Provide explanation below (Please limit your response to 200-250 words).

As many other construction projects, the addition of these concrete sidewalks will benefit to the same community they serve. Many of our LISD parents work in the construction sector and the infusion of this funding along with the funding approved to other entities through the TAP will generate more employment for our community.

Evaluation Category	Description	Factors	Points
<p align="center">Project Readiness and Other Factors (additional bonus points)</p>	<p align="center">Project readiness/ability to initiate construction quickly</p>	<ul style="list-style-type: none"> ➤ Associated with TxDOT proposed "off-system" roadways ➤ Status of stakeholder/community feedback and support ➤ Status of engineering/design ➤ Status of environmental approvals (if applicable) ➤ Additional local funding overmatch ➤ Geographic distribution 	<p align="center">15</p>

Provide explanation below (Please limit your response to 200-250 words).

The LISD Board of Trustees approved the commitment of funding to take care of the identified projects. Our district has a Construction and Maintenance Department that is readily available to start the engineering, coordination and construction supervision of the projects listed on this application. Since all the projects are within district property the construction process will be handled very quickly and considering campus schedules.

SECTION D - PROJECT BUDGET

Provide a detailed budget for the project and include it with this application. Below is a sample form for a project budget, however applicant may submit the budget in their preferred format.

Eligible Expenses - Itemized Construction Cost

Line	Quantity	Unit	Unit Price	Value
Line 1 Alma Pierce E.S.	1140	Sq.Ft	\$5.25	\$5,985
Line 2 Milton E.S.	1200	Sq.Ft	\$5.25	\$6,300
Line 3 Leyendecker E.S.	2400	Sq.Ft.	\$5.25	\$12,600
Line 4 Martin H.S.	3600	Sq.Ft	\$5.25	\$18,900
Line 5 Ryan E.S.	3306	Sq.Ft.	\$5.25	\$17,356
Line 6 Farias E.S.	1344	Sq.Ft	\$5.25	\$7,056
Total Construction Cost:			\$68,197	

Eligible Expenses - Itemized Other Construction-related Cost

Line	Quantity	Unit	Unit Price	Value
Line 1				
Line 2				
Line 3				

Eligible Expenses - Itemized Other Construction-related Cost (continue)

Line 4	Quantity	Unit	Unit Price	Value
Line 5	Quantity	Unit	Unit Price	Value
Line 6	Quantity	Unit	Unit Price	Value
Total Other Construction-related Cost:				\$0.00

Property Acquisition Costs:

Associated Property	Quantity	Unit	Unit Price	Value
Total Property Acquisition Costs:				\$0.00

Preliminary Engineering Costs:

Preliminary Engineering	Quantity	Unit	Unit Price	Value
In-house engineering/architectural services	24	hrs	\$ 85.00	\$2,040
Total Preliminary Engineering Costs:				\$2,040

Materials Costs:

Material	Quantity	Unit	Unit Price	Value
Turn-key project will include labor and materials				\$0.00
Total Material Costs:				\$0.00

Project Budget Summary

Itemized Construction Cost Estimate	1. Total Construction Cost	\$68,197
Itemized Other Construction-related Costs	2. Total Other Construction-related Cost	\$0.00
Total Project Construction Costs	3. Total Lines 1 + 2	\$68,197
Estimated TxDOT Administrative fee	4. 10% of Line 3	\$6,819.7
Total Project Cost	5. Total Lines 3 + 4	\$75,016.7
Federal Funds Requested	6. 80% of Line 5	\$60,013.36
Local Match**	7. 20% of Line 5	\$15,003.34

**Project Sponsors may increase the local match by adjusting the percentage above. Approved in-kind contributions may be used to satisfy a portion of the local match requirement. Eligibility of in-kind costs will be determined as part of project evaluation.

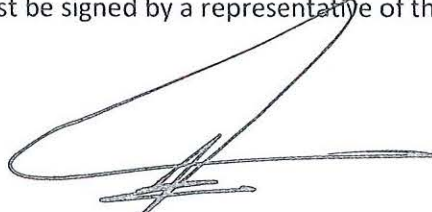
Project Budget Summary (continue)

Property Acquisition Costs	8. Total Property Acquisition Cost	\$0.00
Engineering Costs	9. Total Engineering Cost	\$2,040
Materials Costs	10. Total Materials Cost	\$0.00
Total In-Kind Contribution Available	11. Total Lines 8 + 9 + 10	\$2,040
Costs (Project Construction) Eligible for In-Kind Match	12. Total from Line 3	\$68,197
Eligible In-Kind Contribution	13. Line 11 or 25% of Line 12, whichever is less	\$2,040
Local Cash Match Required for Total Project Construction	14. Line 12 minus (-) Line 13	\$66,155
Local Cash Match for TxDOT Administrative Costs	15. Insert 20% of Line 4	\$6,819.7
Total Local Cash Match Required	16. Total Line 14 + Line 15	\$72,976.70

FY 2017 TRANSPORTATION ALTERNATIVES PROGRAM (TAP) SIGNATURE FORM

Project Commitment: By submitting an application, the applicant commits that if the project is selected for funding, the project will be brought to a successful bid award within three years from selection by the Texas Transportation Commission.

This signature form must be signed by a representative of the local entity that has signature authority.



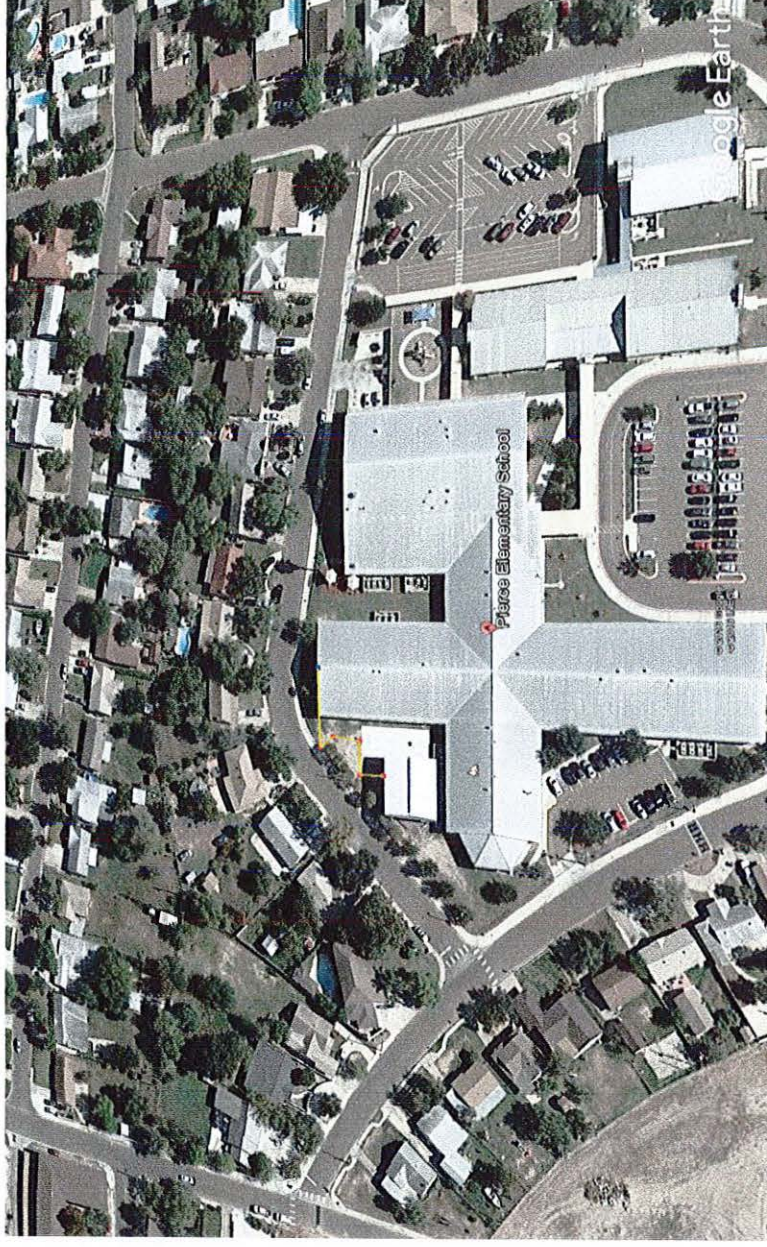
Signature: _____

Title: LISD EXECUTIVE DIRECTOR - SUPPORT SERVICES

Print Name: ANGEL E. VELAZQUEZ

Date: 01/20/2017

Identified
Project:
Sidewalk
construction at
Alma Pierce
Elementary



190 Linear feet of new sidewalk to connect playground area with main building and pedestrian gate.

Identified
Project:

Milton
Elementary



200 Linear feet of new sidewalk to connect pick-up/ drop-off with access to Elm St.
and reconstruction of existing sidewalk leading to Texas St.

Identified
Project:

Leyendecker
Elementary



400 Linear feet of new sidewalk to allow access between Veterans parking lot and East side of the campus.

Identified
Project:

Martin High
School



Repairs/re-construction of sidewalks on the east side of main building due to existing damage. 600 Linear feet.

Identified Projects: Ryan Elementary



Construction of new sidewalk to connect basketball courts to main building. 45
Linear feet.

Identified
Project:
Farias
Elementary



Construction of new sidewalk to improve safety conditions for students entering through the vehicle gate on Santa Maria St. 550 Linear feet.

Transportation Alternatives Program
LISD PROJECT LOCATION – ATTACHMENT A

- A. Alma Pierce E.S. - New sidewalks to connect playground area with main facility and pedestrian gate. (190 L.F.)
- B. Milton E.S. - New sidewalks to connect pick up & drop off area w/gate access to Elm St. and reconstruction of old sidewalk to Texas St. (200 L.F.)
- C. Leyendecker E.S. - New sidewalks to allow campus access points and improve circulation. (400 L.F.)
- D. Martin H.S. - Repair and replace sidewalks along the east side due to existing damages. (600 L.F.)
- E. Ryan E.S. - Add sidewalks needed for better circulation (551 L.F.)
- F. Farias E.S. New sidewalk to connect north side of the campus with entrance on Santa Maria St.

Identified
Project:

Sidewalk
construction at
Alma Pierce
Elementary



190 Linear feet of new sidewalk to connect playground area with main building and pedestrian gate.

Identified
Project:

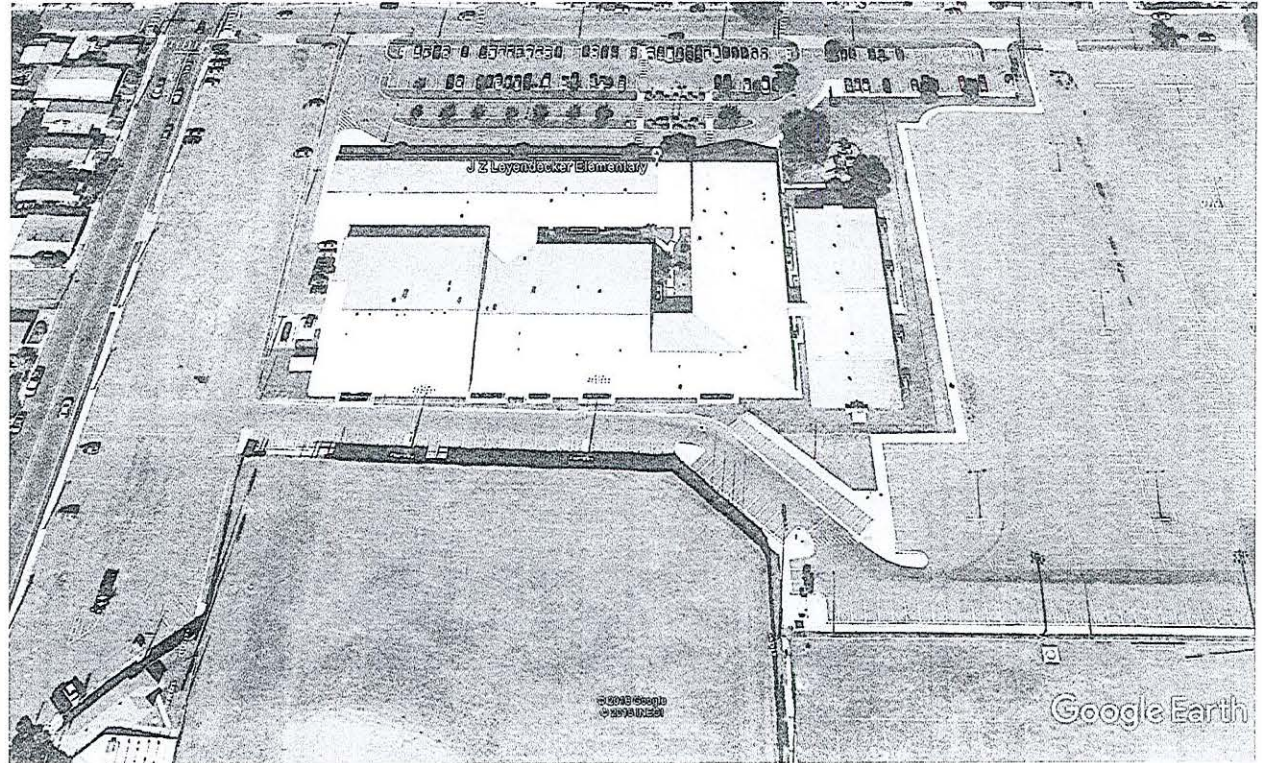
Milton
Elementary



200 Linear feet of new sidewalk to connect pick-up/ drop-off with access to Elm St.
and reconstruction of existing sidewalk leading to Texas St.

Identified
Project:

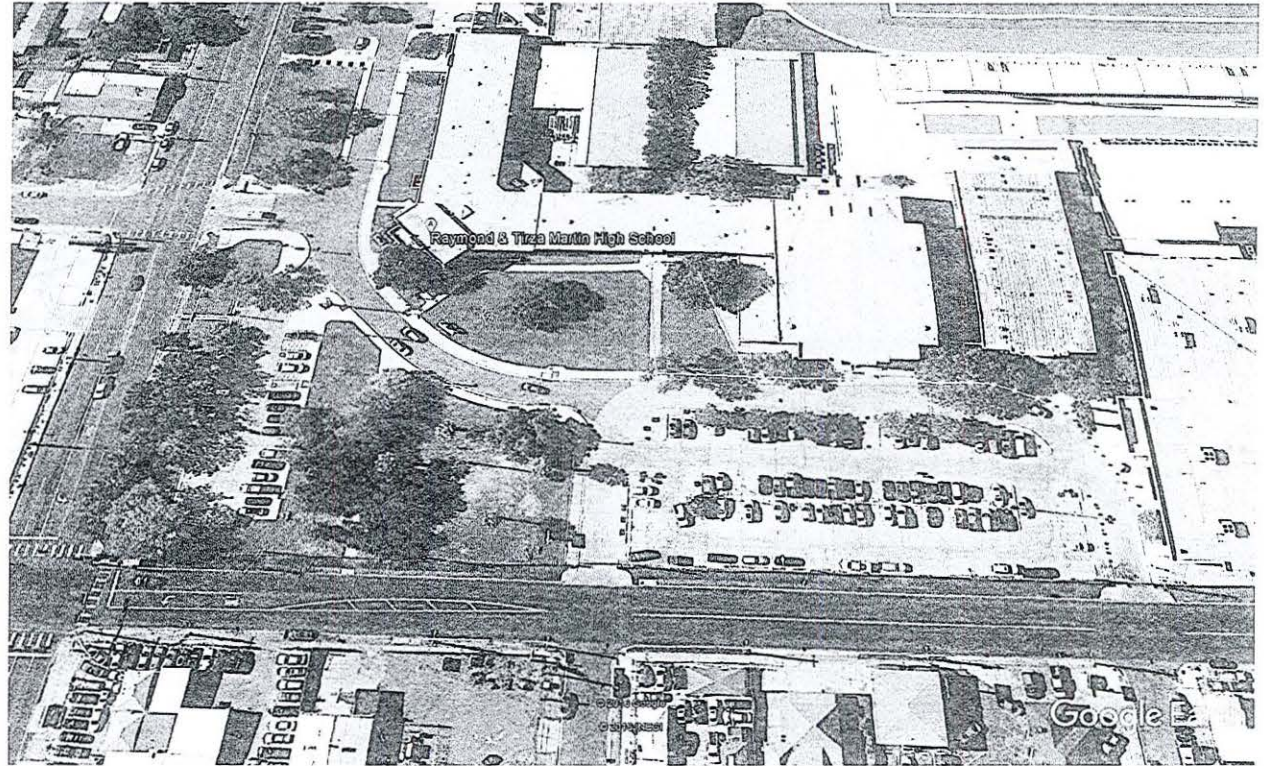
Leyendecker
Elementary



400 Linear feet of new sidewalk to allow access between Veterans parking lot and East side of the campus.

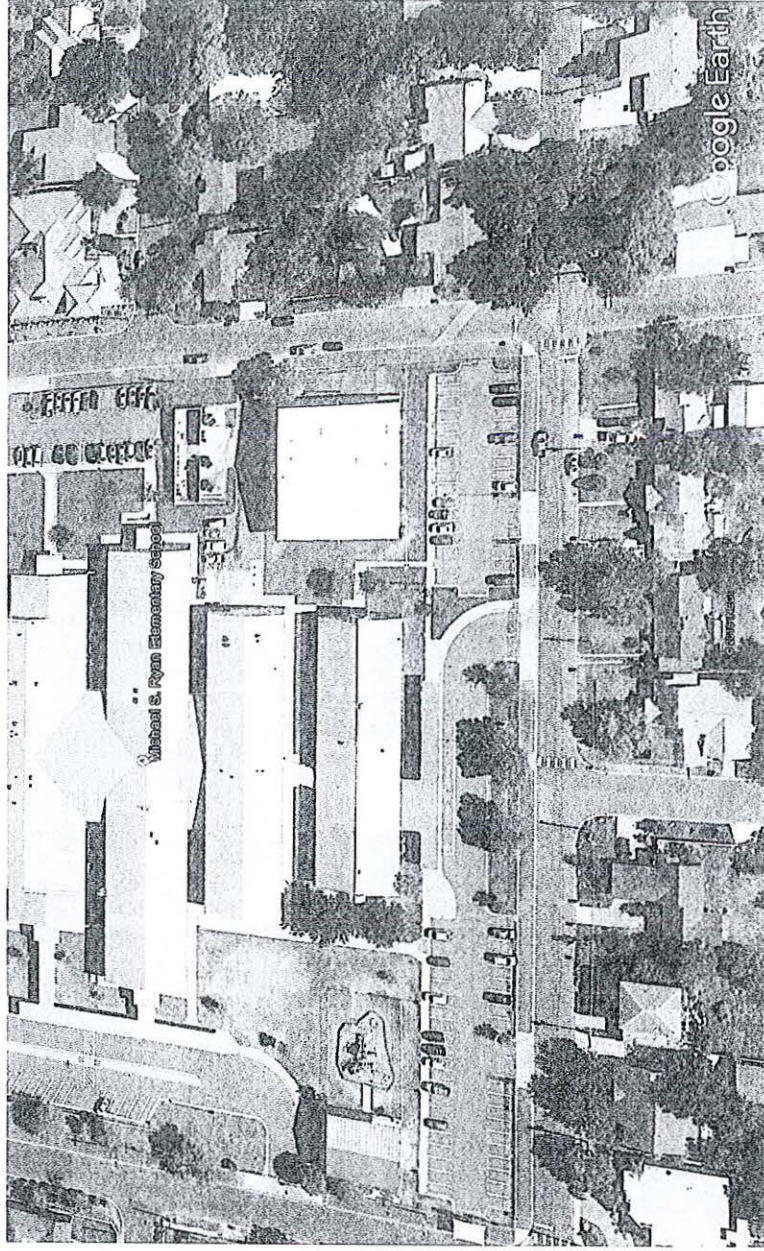
Identified
Project:

Martin High
School



Repairs/re-construction of sidewalks on the east side of main building due to existing damage. 600 Linear feet.

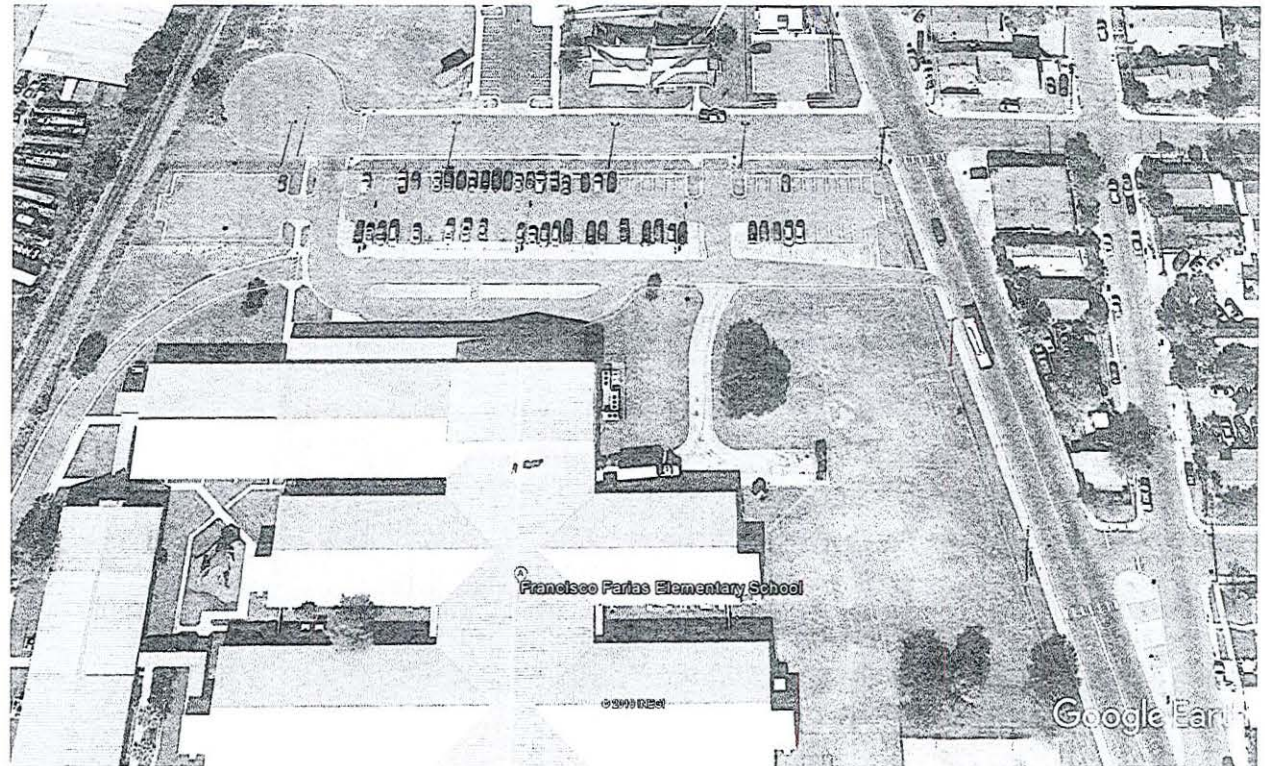
Identified
Projects
Ryan
Elementary



Construction of new sidewalk to connect basketball courts to main building. 551
Linear feet.

Identified
Project:

Farias
Elementary



Construction of new sidewalk to improve safety conditions for students entering through the vehicle gate on Santa Maria St. 224 Linear feet.



LAREDO INDEPENDENT SCHOOL DISTRICT

1604 Houston St. • Laredo, Texas 78040 • Ph. 956-273-1400 • Fax 956-273-1403

Dr. A. Marcus Nelson
Superintendent of Schools

Board of Trustees

Dr. Cecilia M. Moreno
President, District 5

Hector J. Noyola
Vice President, District 3

Ricardo Garza
Secretary, District 4

Trustees

Jose A. Valdez
Trustee, District 1

Cindy Liendo
Trustee, District 2

Hector J. Garcia
Trustee, District 6

Jose R. Perez, Jr.
Trustee, District 7

Whereas, the Board of Trustees of the Laredo Independent School District finds it in the best interest of the school district's students, their families, and other residents within the school district boundaries that the Transportation Alternatives Program Plan be adopted for the 2016-2017 school year; and

Whereas, the Board of Trustees of the Laredo Independent School District agrees that the school district will provide applicable assurances for the said projects as required by the Laredo Metropolitan Planning Organization and Texas Department of Transportation; and

Whereas, the Board of Trustees of the Laredo Independent School District agrees to a local cash-match commitment of funds for said projects, the Laredo Independent School District will abide by all program requirements; and

Whereas, the Board of Trustees of the Laredo Independent School District has agreed to approve 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.

Now therefore, be it resolved that Laredo Independent School District approves the Transportation Alternatives Program Plan as required in order to satisfy eligibility requirements found in the funding guidelines and reflect the planning, design, and construction of infrastructure-related projects that will substantially improve student safety..

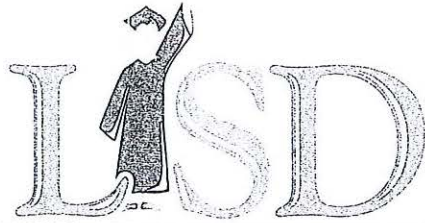
PASSED AND APPROVED this 19TH day of January, 2017.

THE LAREDO INDEPENDENT SCHOOL DISTRICT

Cecilia May Moreno
CECILIA MAY MORENO,
President of the Laredo ISD Board of Trustees

ATTEST:

Ricardo Garza
RICARDO GARZA,
Secretary of the Laredo ISD Board of Trustees



LAREDO INDEPENDENT SCHOOL DISTRICT

1604 Houston St. • Laredo, Texas 78040 • Ph. 956-273-1400 • Fax 956-273-1403

Dr. A. Marcus Nelson
Superintendent of Schools

To: TAP review committee
From: Angel E. Velazquez, LISD Chief Facilities and Operations Officer

Board of Trustees

RE: Transportation Alternatives Program (TAP)

Dr. Cecilia M. Moreno
President, District 5

On Thursday January 19, 2017 the LISD Board of Trustees approved an agenda item (item # 9) to approve the submission of an application for the Transportation Alternatives Program coordinated by the Laredo metropolitan Planning Organization and the Texas Department of Transportation.

Hector J. Noyola
Vice President, District 3

Our Board of Trustees approved also the monetary commitment to take care of the projects listed on the attached application for an estimated cost of \$ 68, 227.

Ricardo Garza
Secretary, District 4

We believe the projects identified on this application will improve the opportunities that our students have to walk every morning to our campuses in a safe and efficient manner. We greatly appreciate your support for the funding of this sidewalk construction and initiative.

Trustees

Jose A. Valdez
Trustee, District 1


If additional if needed please do not hesitate to contact me at (956) 274-1140 or (956) 337-8078.

Cindy Liendo
Trustee, District 2

Hector J. Garcia
Trustee, District 6

Best Regards:

Jose R. Perez, Jr.
Trustee, District 7


Angel E. Velazquez,
LISD Chief Facilities and Operations Officer

RECEIVED
7/17 JUN 23 PM 3:55
CITY SECRETARY'S OFFICE

**Laredo I.S.D. Board of Trustees
Regular Board Meeting
Thursday, January 19, 2017 - 5:30 PM
Amber Yeary Board Room - 1620 Houston St.
Laredo, TX 78040**

- A. Call to Order
- B. Roll Call
- C. Pledge of Allegiance and Song
- D. Special Observance
- E. Recognitions
- F. Public Forum
- G. Board Communications
- H. Committee Meeting Reports

CONSENT AGENDA

Items listed in this part of the LISD Board Meeting Agenda have been presented and discussed at previous Board Meetings, Board Committee Meetings, or are considered to be routine items or matters.

1. Approval and/or ratification of:
 - a. Monthly Disbursements
 - b. Unaudited Financial Statements
 - c. Donations Report
 - d. Tax Collection Report

Ms. Flor Ayala, CPA, Chief Financial Officer

2. Approval of Minutes:
 - o Regular Board Meeting ~ December 15, 2016
 - o Special Call Meeting ~ January 5, 2017

President of the Board of Trustees

3. Discussion and possible action on the following budget amendments

	Date	Description	Department	Fund	Amount
3A.	January 12, 2017	BA #1617-12 Discussion and presentation to approve the General Operating Fund (199) budget amendment in the amount of \$24,886 as a result of transfers between functional expenditure categories.	Financial Management Department	Fund 199 - General Operating Fund	\$24,886
Purpose: Pursuant to the Texas Education Agency Financial Accountability System Resource Guide, Financial Accounting and Reporting Update 15, formal budget amendments are required in order to be in compliance with sections 1.1.1 GAAP & Legal Compliance and 1.1.2 Legal Requirements.					
3B.	January 12, 2017	BA #1617-13 Discussion and presentation to approve the General Operating Fund (199) budget amendment in the amount of \$16,693 as a result of transfers between functional expenditure categories from the Board of Trustees discretionary funds.	Financial Management Department	Fund 199 - General Operating Fund	\$16,693
Purpose: Pursuant to the Texas Education Agency Financial Accountability System Resource Guide, Financial Accounting and Reporting Update 15, formal budget amendments are required in order to be in compliance with sections 1.1.1 GAAP & Legal Compliance and 1.1.2 Legal Requirements.					

4. Discussion and possible action to approve and award the following bids, proposals, quotations and contracts.

	Date	Description	Recommendation	TimePeriod	Avail Amt
4A.	January 12, 2016	Renewal U.S. Communities Government Purchasing Alliance #4400006644: Software and Licenses Technology Services Division	The evaluation committee recommends renewal of the contract to Insight Public Sector for an estimated amount of \$158,647, which represents the best value to the District. Purchase orders will be processed on an "as needed" basis.	In effect for a period of one year (second) beginning February 12, 2017 and ending February 11, 2018 with an option to renew for a third (final) year.	Historical expenditures for one year were \$163,676. Estimated expenditures for one year are \$158,647.
Purpose: To comply with procurement requirements to purchase Microsoft software and licenses for the District's computers. Software to be provided includes Microsoft Word, Excel, Power Point, Outlook and operating systems.					
Funding is available in the expenditure account code - 199 General Operating Fund.					

	Date	Description	Recommendation	TimePeriod	Avail Amt
4B.	February 16, 2016	Renewal Request for Proposal (RFP) #16-004: Operational Software Technology Services Division	The evaluation committee recommends renewal of the contract to Eduphorial for an estimated amount of \$37,200, which represents the best value to the District. Purchase orders will be processed on an "as needed" basis.	In effect for a period of one year (second) beginning March 18, 2017 and ending March 17, 2018, with an option to renew for a third (final) year.	Historical expenditures for one year were \$29,850. Estimated expenditures for one year are \$37,200.
<p>Purpose: To comply with procurement requirements to purchase tracking software that monitors work orders, tracks inventory and schedules facility events.</p> <p>Funding is available in the expenditure account code - 410 Instructional Material Allotment Fund.</p>					
4C.	November 17, 2016	Department of Information Resources (DIR) Co-op Vendor# DIR-TSO-2538 & 2542 & U.S. Communities Government Purchasing Alliance #4400006644: Virtual Desktop Infrastructure Technology Services Division	The evaluation committee recommends awarding a contract to Insight Public Sector for an estimated amount of \$2,870,987, which represents the best value to the District. Purchase orders will be processed on an "as needed" basis.	In effect for a period of one year (first) beginning February 14, 2017 and ending February 13, 2018 with an option to renew for a second and third (final) year.	Historical expenditures for one year were \$1,335,101. Estimated expenditures for one year are \$2,870,987.
<p>Purpose: To comply with procurement requirements to purchase servers, computers and implementation services to upgrade elementary, middle and high school computers. Approximately 2,875 computers, 28 servers and 4,300 licenses will be installed.</p> <p>Funding is available in the expenditure account code - 199 General Operating Fund.</p>					
4D.	December 9, 2016	ESC 2 GoodBuy Cooperative #16-17-6E000 Vendors: Instructional Materials and Staff Development Division of Curriculum and Instruction	The evaluation committee recommends awarding a contract to Sirius Education Solutions LLC for an estimated amount of \$75,000, which represents the best value to the District. Purchase orders will be processed on an "as needed" basis.	In effect for a period of one year (first) beginning January 20, 2017 and ending January 19, 2018, with the option to renew for a second and third (final) year.	Historical expenditures for one year were \$30,201. Estimated expenditures for one year are \$75,000.
<p>Purpose: To comply with procurement requirements to purchase instructional materials and staff development services.</p> <p>Funding is available in the expenditure account codes - 199 General Operating Fund</p>					

	Date	Description	Recommendation	TimePeriod	Avail Amt
4E.	November 18, 2016	ESC Region 19 - Allied State Cooperative: Instructional Software Division of Curriculum and Instruction	The evaluation committee recommends awarding a contract to Edmentum Inc., for an estimated amount of \$30,000 which represents the best value to the District. Purchase orders will be processed on an "as needed" basis.	In effect for a period of one year (first) beginning January 20, 2017 and ending January 19, 2018 with an option to renew for a second and third (final) year.	Historical expenditures for one year were \$23,490. Estimated expenditures for one year are \$30,000.
<p>Purpose: To comply with procurement requirements to purchase instructional software.</p> <p>Funding is available in the expenditure account code - 199 General Operating Fund.</p>					
4F.	June 25, 2015	Request for Qualifications (RFC) #2015-002: Civil Engineering Services Division of Plant Facilities and Support Services	The evaluation committee recommends increasing the contract to S&B Infrastructure, LTD. by \$37,600. The Board previously approved a contract for this vendor on July 16, 2015 to handle parking lot seal coating for elementary schools. This increase will cover costs for additional projects for middle and high schools. If the increase is approved, the total contract amount will be \$116,850. Purchase orders will be processed on an "as needed" basis.	In effect for the length of the project.	Historical expenditures for one year were \$79,250. Estimated expenditures for all design services will be \$116,850.
<p>Purpose: To comply with procurement requirements to purchase Civil Engineering Services for District-wide parking lot seal-coat projects.</p> <p>Funding is available in the expenditure account code - 694-2014 Bond Series Fund.</p>					
4G.	December 15, 2016	Procurement Method for Parking Lot Seal Coating for Elementary, Middle and High School Parking Lots Division of Plant Facilities and Support Services	Staff recommends approval of the Request for Competitive Sealed Proposals (RFCSP) as the method of procurement for the seal coating of elementary, middle and high school parking lots.	In effect for the term of the project.	N/A.
<p>Purpose: To comply with Government Code Section 2267 requiring the determination of the procurement method prior to bidding out construction projects.</p> <p>Funding is available in the expenditure account code - 694- 2014 Bond Series Fund.</p>					

5. Tax Refund(s)

	Acct#	Tax Year	Tax Payer	Description	Amount
5A.	106-00288-020	2015 and 2016	Ruben Longoria	Staff recommends to approve the tax refund due to overpayment.	\$1,149.11
Purpose: To comply with the Texas Tax Code Section 31.11. All tax refunds equal to or greater than \$500 require Board of Trustees approval.					

Other Consent Items

6. Discussion and possible action to approve the Superintendent evaluation calendar, instrument, and process.
President of the Board of Trustees
7. Discussion and possible action to approve the Investment Report for the first quarter ended November 30, 2016, as required by the Public Funds Investment Act.
Dr. A. Marcus Nelson, Superintendent of Schools
8. Discussion and possible action to approve the Local Assessment Fee Commitment agreement from Region One Education Service Center for Special Service Projects for the 2016-2017 school year at an estimated amount of \$26,290.88.
Dr. A. Marcus Nelson, Superintendent of Schools
- 9. Discussion and possible action to approve the Transportation Alternatives Program (TAP) grant, at an estimated cost of \$68,227 to the district.
Dr. A. Marcus Nelson, Superintendent of Schools
10. Discussion and possible action to approve taxpayer request for waiver of penalty and interest in the amount of zero (\$00.00) and request to accept a late payment in order to qualify for the split payment option on property tax account 324-00041-010 for tax year 2016, by taxpayer, Ana Alexander on behalf of HAC Properties LLC.
Dr. A. Marcus Nelson, Superintendent of Schools

REGULAR AGENDA

11. Discussion and possible action on the PAC public usage and rental policies and procedures and possibly adjusting to meet current situations.
Mr. Ricardo Garza
12. Discussion and possible action to instruct the superintendent to provide a report on the recruitment and application process for the Magnet School Program.
Mr. Hector J. Garcia

Other Agenda Items

13. Discussion and possible action to approve the Annual Financial Audit Report for fiscal year ended August 31, 2016.
Dr. A. Marcus Nelson, Superintendent of Schools
14. Discussion and possible action to approve the nomination of a candidate to the Texas Association of School Boards (TASB) Board of Directors.
Dr. A. Marcus Nelson, Superintendent of Schools
15. Update on legislative priorities, including, but not limited to A-F legislation.
Dr. A. Marcus Nelson, Superintendent of Schools
16. Discussion and possible action on opening all athletic facilities and libraries in the evenings to the public.
Dr. A. Marcus Nelson, Superintendent of Schools
17. Discussion and possible action on the duties and responsibilities of the Internal Auditor as assigned by the Board of Trustees, including the potential assignment of auditing duties. Possible Closed Session Pursuant to Texas Government Code Section 551.074(a)(1).
Ms. Elizabeth G. Henry, Internal Auditor
18. Discussion and update on the duties of the Superintendent. Possible Closed Session Pursuant to Texas Government Code, Section 551.074(a)(1).
Dr. A. Marcus Nelson, Superintendent of Schools
19. Discussion and possible action regarding the potential acquisition of real property, including 1900 Springfield Ave. and 800 Garden Street. Possible Closed Session Pursuant to Texas Government Code Section 551.072.
Dr. A. Marcus Nelson, Superintendent of Schools
20. Discussion and possible action regarding personnel matters, including the proposed termination of a teacher on a term contract, and including discussion with legal counsel regarding related legal issues. Possible Closed Session pursuant to Texas Government Code Sections 551.074(a) and 551.071(1) and (2).
Dr. A. Marcus Nelson, Superintendent of Schools

21. Communications

22. Adjournment

If during the course of the meeting, discussion of any item on the agenda should be held in a closed meeting, the Board will conduct a closed meeting in accordance with the Texas Open Meetings Act, Texas Government Code, Chapter 551, Subchapter D and E.

It is the policy of the Laredo Independent School District not to discriminate on the basis of race, color, national origin, gender, religion, limited English proficiency, or handicapping condition in its programs.

DISABILITY ACCESS STATEMENT

Persons with disabilities who plan to attend this meeting and who may need auxiliary aid or services are requested to contact Josie Z. Rodriguez at (956) 273-1401 at least two working days prior to the meeting so that appropriate arrangements can be made. The accessible entrance and accessible parking spaces are located at the Amber Yeary Board Room, 900 Main.



Authorization to Proceed with Grant Application Executive Summary

Title of Grant/Contract: Transportation Alternatives Program (TAP) – Laredo Metropolitan Planning Organization

School Year(s): 2016 – 2017

Deadline: January 23, 2017

Intent to Apply due by: N/A

Expected Number of Awards: 17

Grant Amount: Estimated at \$20,000.00 to \$100,000.00 Match or In-kind: 100%

This is a reimbursement program. Prior to reimbursement of funds all projects must be complete.

Program Director / Contact: Angel Velazquez

Purpose / Intent: Provides funding for programs and projects defined as transportation alternatives such as safe routes to schools. TAP offers opportunities to expand transportation choices and enhance the transportation experience through several categories of activities related to the surface transportation system.

Grant Requirements:

The Transportation Alternatives Program is *not* a grant. The funds provided are on a cost reimbursement basis. It is important to understand that the district will need adequate cash flow to accommodate the payment of 100 percent of the project costs. The district will be reimbursed with the Federal portion after the work has been accomplished.

Grant Activities:

- **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.
- **Prior to Project Letting.** The district 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.
- **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.
- **Commence Construction.** TAP 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.

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 school

Performance Measure(s) / Grant Evaluation:

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.

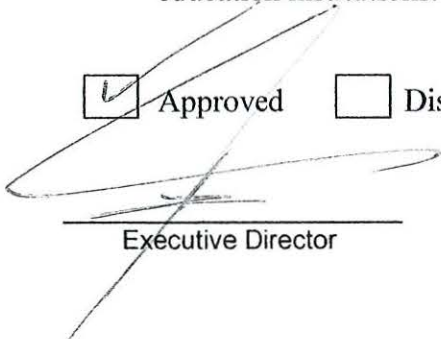
Summary:

Category of activities related to the surface transportation system the district is eligible under.

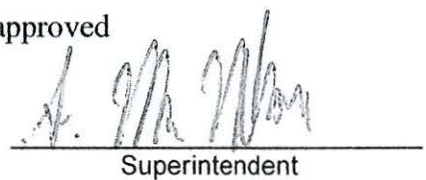
- **Provision of Facilities that Improve Safety and Access to Schools (infrastructure and non- infrastructure)**

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.

Approved Disapproved



Executive Director



Superintendent

01/19/2017

Date



PROGRAM REVIEW AND COMPLIANCE ATTESTATION

REQUIRED: For ALL CONTRACTS, AGREEMENTS and GRANTS submitted for the Superintendent's approval

Title of Grant/Contract: Transportation Alternatives Program (TAP)

Grant/Contract Made to: Laredo – MPO

School Year: 2017 - 2018

Amount of Grant/Contract: \$20,000.00 to \$100,000.00

Cost to District: \$0

Program Director: Angel Velazquez

Match or In-kind: 100%

District Goal: Goal V: The school district will continue to seek all possible avenues to contain and/or reduce costs of all initiatives in order to best represent the financial interests of the taxpayers. In addition, the school district will effectively manage financial resources, and conduct program evaluations that will support providing quality educational experiences for LISD students.

School Performance Improvement and Systemic Reform Initiative: How does this grant support professional development for standards-based practices and/or the systemic reform initiatives to improve school performance? **(If applicable)** Provides funding for programs and projects defined as transportation alternatives such as safe routes to schools.

Primary Goal: TAP offers opportunities to expand transportation choices and enhance the transportation experience through several categories of activities related to the surface transportation system.

Type of Attestation Procedure

Minimum Required Reviews:

Grant Writer Review	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
Program Director Review	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
Finance Department Review	YES <input type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>

Some grants require Board action:

Board Resolution or Approval	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	N/A <input type="checkbox"/>
------------------------------	---	-----------------------------	------------------------------

Note: Other grants may require SBDM Review by the respective school. Each grant will determine the need for additional campus review.

Explanation for Non-Review or N/A from above requirements:

I certify to the best of my knowledge, the information contained in this application is correct and complete.

I further certify that I am ensuring that the program and all activities related to the program will be conducted in accordance with all applicable federal, state and local laws and regulations and application guidelines and have set up internal controls to ensure accomplishment of this objective.

A. VELAZQUEZ
Program Director

Director Supervisor (If Applicable)

01/19/2017
Date

** Documentation must be maintained which clearly demonstrates the supplementary nature of Federal Funds.

RIVER VEGA MULTI-USE HIKE AND BIKE TRAIL

PHASE 1



City of Laredo
Environmental Services Department

619 Reynolds
Laredo, Texas 78040
Ph: (956) 794-1650 Fax: (956) 727-7944



January 20, 2017

MPO Policy Chairman Mayor Pete Saenz
1110 Houston St.

Laredo, Texas 78040

RE: TAP Project Proposal for River Vega Multi-use Hike and Bike trail Phase I

Dear Honorable Chairman Saenz,

I am pleased to be submitting an application to the Metropolitan Planning Organization (MPO) for funding under the Transportation Alternatives Program (TAP). The City is requesting \$717,903.00 in funding with the City providing \$179,475.00 in a cash match (20%). If funded, the City will be able to construct a multi-use pedestrian and bicycle trail along the river vega in West Laredo. This will allow for alternative transportation connections to neighborhoods, parks, and a museum. Included in our submittal are the following:

- One (1) Original Application
- Ten (10) Copies of the Application
- One (1) USB drive with Application and Supporting Documentation

Should you have any questions, or need further information, please feel free to contact 956-794-1650 or at jporter@ci.laredo.tx.us.

Sincerely yours,

John Porter,
Acting Director

CITY SECRETARY'S OFFICE

2017 JAN 23 PM 3:50

RECEIVED

FY 2017 TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECT SUBMITTAL FORM

**Submittals are due by 4:00 p.m. on January 23, 2017
at the Office of the Laredo City Secretary
1110 Houston Street, 3rd floor**

A total of \$717,903 is available through the Laredo MPO Transportation Alternatives Program (TAP) to support non-traditional transportation projects that expand transportation choices. Given the intensity of TxDOT's administrative process (i.e., Advanced Funding Agreements, Local Government Project Procedures (LGPP) Qualification) the minimum award request is \$10K; applicants may request up to the full TAP allocation for the MPO (\$717,903). Please see TAP Guidelines for additional details.

SECTION A - APPLICANT INFORMATION

Applicant Agency:

Contact Person:

Job Title:

Mailing Address:

City: Zip Code:

Daytime Telephone: E-mail Address:

SECTION B - PROJECT INFORMATION

Project Name:

Eligible Project Activity (Select project activity category from the drop down menu):

The construction plans for this project are currently:

Not Started % Complete Complete N/A

Project Description: Provide a narrative (500 word max) that describes the eligible project in detail. Clearly identify the phases of project implementation. Include a project schedule beginning with Notice to Proceed that includes estimated time to complete each phase of project implementation.

Project Description: Provide a narrative (500 word max) that describes the eligible project in detail. Clearly identify the phases of project implementation. Include a project schedule beginning with Notice to Proceed that includes estimated time to complete each phase of project implementation.

This project will be about the designing, and construction of an off-road concrete trail for pedestrians, bicyclists, and other non-motorized forms of transportation. The proposed trail will include pedestrian and bicycle signs, lighting and other safety-related amenities, and it will be in compliance with the Americans with Disabilities Act of 1990. This project will provide a safe route for non-drivers of all ages, including individuals with disabilities. The trail will provide the general public with a healthier more physically active transportation choice to utilizing a traditional motor-vehicle way to move around. The project trail (7,920 LF), which will have access to other existing trail networks, will provide a safer access and/or connection between several residential subdivisions, churches, city parks, commercial businesses, a local area elementary school, a community college, and a water treatment plant with an educational high technology museum; thus, allowing people to walk or ride a bicycle to work and students to their school without the fear of crossing major streets and/or highways. The total anticipated cost of the proposed project has been estimated at approximately \$897,378.00 thousand dollars, where the city's included cash match would be 20% with \$179,476.00. Moreover, the city understands that this project will be utilizing federal funds to complete the project.

Phase 1: If funded, the city would enter an Advanced Funding Agreement (AFA) with the Texas Department of Transportation (TxDOT), and will send out RFQ for an Engineering Firm to provide Engineering, Environmental, and Archaeological Reviews.

Phase 2: Once the Engineering Firm has been selected, the surveying, planning, and the design of the project would start.

Phase 3: After TxDOT completes its final review and approves the project design and engineering/environmental/archeological reviews, the city will create and start the bidding for the letting of this project.

Phase 4: After lowest qualified bidder has been selected for the project construction, the city will organize a utilities construction meeting, with the city and private utility companies, to refine and organize the project's construction logistics.

Phase 5: Once the utilities coordination is completed and the construction schedule is finalized, the selected construction company will buy all the necessary material and will start construction until its end.

Phase 6: After finalization of the project construction, a final inspection and acceptance of the project, by the city and TxDOT, will take place.

The anticipated construction time for the project is approximately 2 years (1 yr. for Engineering/Environmental/Archeological Reviews and approximately 1 yr. for the project construction).

SECTION C - PROJECT CRITERIA

Explain how the project addresses each of the following evaluation criteria. (100 points total available excluding bonus points)

Evaluation Category	Description	Factors	Points
Making Network Linkages and Connections	Improves connections between neighborhoods and community facilities	<ul style="list-style-type: none">➤ Network continuity (gap closures, extension of facilities)➤ Facilities providing access to rail stations or bus stops (trails, sidewalks, on-street bicycle	25

Provide explanation below (Please limit your response to 200-250 words).

The trail project would connect, from its north end, the City's Anna Park, located in the Santa Ranas Residential Subdivision, all the way to the Dovalina Elementary School/Laredo Community College, located at the trail's south end. The project trail would also connect, along its path, to the City Water Treatment Plant and its Educational Water Museum, several commercial businesses, a local church, and other subdivisions which have indirect connections to the proposed trail. The project trail will also allow access to the Dovalina Elementary School and the Laredo Community College Campuses. Not too far away, further to the south of the trail, a future extension of the alternative transportation route, will connect the proposed trail to the El Tonto Subdivision, the River Bend Federal and State protected Nature Park and the city's Commercial District Area. Ultimately, the proposed trail will connect to a Chacon Creek trail network, which will end up connecting to the local state university.

Evaluation Category	Description	Factors	Points
<p>Implementing Active Transportation and Mobility Plan</p>	<p>Improves ability to use walking and bicycling facilities for everyday activities including travel to work, school, and</p>	<p>➤ Implements a planned facility in <u>any</u> 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</p>	<p>20</p>

Provide explanation below (Please limit your response to 200-250 words).

At its far north end, the proposed project trail would provide an alternative non-motorized access route to the local Anna City Park users and the local citizens of the residential subdivisions indirectly connected to the trail, and those who would prefer to walk or ride a bicycle to get around. The proposed off-road project trail can significantly cut down on the distance one would have to travel in a motorized vehicle through the traffic packed streets and avenues currently utilized to get from any point along the trail to another. Further south, along the River Vega, there is a master designed Hike and Bike trail, called Chacon Creek Hike and Bike Trail Project, which has been partially completed, which will be connected, in the near future, to the proposed trail. These Hike & Bike Trails will become part of an interconnected 16 mile Hike and Bike Trail Network along the Rio Grande/Chacon Creek Watershed.

Evaluation Category	Description	Factors	Points
Improving Safety	Provides safer and less intimidating facilities for pedestrians, bicyclists, and other non-drivers	<ul style="list-style-type: none"> ➤ Improving safety in areas with high numbers of crashes ➤ Improving crossings, signalization, traffic calming ➤ Provides separate facilities for 	15

Provide explanation below (Please limit your response to 200-250 words).

By proposing the building of an off-road project trail, which would not allow the inclusion of motorized vehicles, as an alternative means of transportation, the proposed project trail would provide a safer and less intimidating transportation choice for pedestrians, bicyclists, and other non-motor device users. Not being sufficient that the only current option for pedestrians and cyclists today is to travel on the dangerous street sidewalks of streets, avenues, and boulevards, accidents have created fear in potential hike and bike enthusiasts, that people have been discouraged to continue to hike and/or use non-motorized equipment in the area. The addition of trail illuminating light poles to the proposed project would further encourage and augment the use, even at night, of the off-road trail by the area residents.

Evaluation Category	Description	Factors	Points
Reducing Barriers	Improves access and/or provides safe crossings for pedestrians, bicyclists, and other non-drivers at an existing obstacle to travel	<ul style="list-style-type: none"> ➤ Provides a grade-separated crossing under or over a barrier (e.g. water body, major roadways, railroads) 	10

Provide explanation below (Please limit your response to 200-250 words).

The fact that the proposed project trail would be constructed on an off-road without street crossings, except for a single road crossing of the Anna Avenue, reduces the number of major barriers which may be dangerous to pedestrians and non-motor device users. The proposed project design would call for the inclusion of light flashing and non-flashing safety signs, along with the painting of safety hike and bike road crossing lines at this single road crossing. This measures would help minimize the probability of motor vehicles to proceed without care until other possibilities are considered to build a way to get across the road without walking or riding over the road.

Evaluation Category	Description	Factors	Points
Connecting to Employment, Households, and Activity Centers	Provides access to major destinations and large number of residents or employees	<ul style="list-style-type: none"> ➤ Proximity to employment districts, schools, households, and other special generators ➤ Provides direct connections to transit (shared use paths, sidewalks, and on street bikeways) 	10

Provide explanation below (Please limit your response to 200-250 words).

At both ends of the propose project, the off-road trail would provide a most welcomed non-motorized access route to residential subdivisions, a church, businesses, schools, and entertainment/service providing facilities. These business facilities may be the places where area residents work, conduct business, or obtain different types of services. The proposed project trail would directly and indirectly connect many households, neighborhoods, businesses, and schools to the river for easier access to educational and recreational aquatic activities and natural vegetation. Thus, the proposed project trail would be a safer, more user friendly, and more appealing alternative to the current way of getting around the area today. Another important proposed trail connection would be the connection for area residents to educational activity centers such as the Local Community College and the City Water Treatment Plant with its Water Educational Museum. Examples of these types of connections would be those which connect the project area schools and subdivisions, located in close proximity to both ends of the project trail, to the Jefferson Water Treatment Plant's newly constructed Water Museum. Just as well, the Ladrillera and the Canta Ranas Residential subdivisions, along with the project area's church members, would find it attractive to consider taking a healthy stroll down to the recreational parks and educational facilities connected to the proposed trail.

Evaluation Category	Description	Factors	Points
Providing Environmental Benefits	Helps reduce congestion and improves air quality	<ul style="list-style-type: none"> ➤ Congestion and air quality benefits ➤ Benefits and impacts to the environment 	10

Provide explanation below (Please limit your response to 200-250 words).

By offering a non-motorized vehicle accessible transportation alternative to the public, our city is actively involved to improving our city's air quality. This happens because by choosing to take a hike or ride a bicycle, people are lowering the amount of exhaust gases being discharged from their fossil fuel combustion burning vehicles. These gases are called greenhouse effect gases because they act as an invisible barrier which contributes to concentrating the sun's rays in our atmosphere (Green House Effect), and in turn may cause the planet to have negative climate changes. As more people, given the option, decide to walk or ride non-motorized vehicles, such as bicycles, roller blades, etc., they would not be potentially contributing to such climate change problems. Not only does air quality improvement help reduce global warming, but it also helps minimize the number of asthmatic attacks people may experience due to motor engine exhaust particle discharges to our atmosphere. Another important environmental benefit derived from proposing a hike and bike trail, which would run parallel to a green space watershed (Rio Grande Watershed), is found in the relaxation/stress relieving effect it provides. The area residents who would utilize the hike and bike trail as a means of transportation, would also enjoy the health benefits found in practicing a more physically active life style, which in turn helps counter the high incidence of obesity related cardiovascular illnesses and diabetic related conditions which plague our South Texas Hispanic population.

Evaluation Category	Description	Factors	Points
Serving Disadvantaged (Environmental Justice) Areas	Provides access in underserved communities	<ul style="list-style-type: none"> ➤ Improves access for areas with greater percentages of minorities and low-income households compared to the planning area average 	5

Provide explanation below (Please limit your response to 200-250 words).

The proposed project area is specifically considered to be an area in which a large percentage of its residents live below poverty levels, our community as a whole is considered an underserved population due to having a large minority population percentage. According to many experts, such as the World Health Organization (WHO, 2013) and the Center for Disease Control (CDC) and Prevention, minority ethnic groups such as our city's Hispanic population (97%), do not have readily available access to high quality medical health care and traffic safe outdoor activities. Moreover, Laredo is lacking in alternative transportation projects. By funding this project, Laredo will expand alternative transportation options to give the public the notion to start a healthy motion.

Evaluation Category	Description	Factors	Points
Creating Economic Dev. Opportunities	Results in benefits exceeding costs	<ul style="list-style-type: none"> <li data-bbox="870 247 1330 365">➤ Investment provides increased benefit to the community and the region through revitalization, redevelopment, and job creation 	5

Provide explanation below (Please limit your response to 200-250 words).

Being that amenities, such as our proposed hike and bike trail, are considered desirable by most people living in small and large cities, more and more people want to reside, with their families, near this type of amenities; thus, increasing the population in the area. And as more and more businesses realize this fact, they, in turn, will want to serve such growing population, and will look to move their businesses closer to these areas; thus, helping to create more job opportunities for the area residents. This type of development would provide an increased benefit to the community and the region through revitalization and job creation. A local example that testifies to the validity of this claim can be found in the creation of the North Central Park's Hike and Bike Amenity Trail. The creation of such an amenity attracted more residential development, which in turn attracted many different types of businesses to the area, which in turn increased the property value in the area.

Evaluation Category	Description	Factors	Points
<p align="center">Project Readiness and Other Factors (additional bonus points)</p>	<p align="center">Project readiness/ability to initiate construction quickly</p>	<ul style="list-style-type: none"> ➤ Associated with TxDOT proposed "off-system" roadways ➤ Status of stakeholder/community feedback and support ➤ Status of engineering/design ➤ Status of environmental approvals (if applicable) ➤ Additional local funding overmatch ➤ Geographic distribution 	<p align="center">15</p>

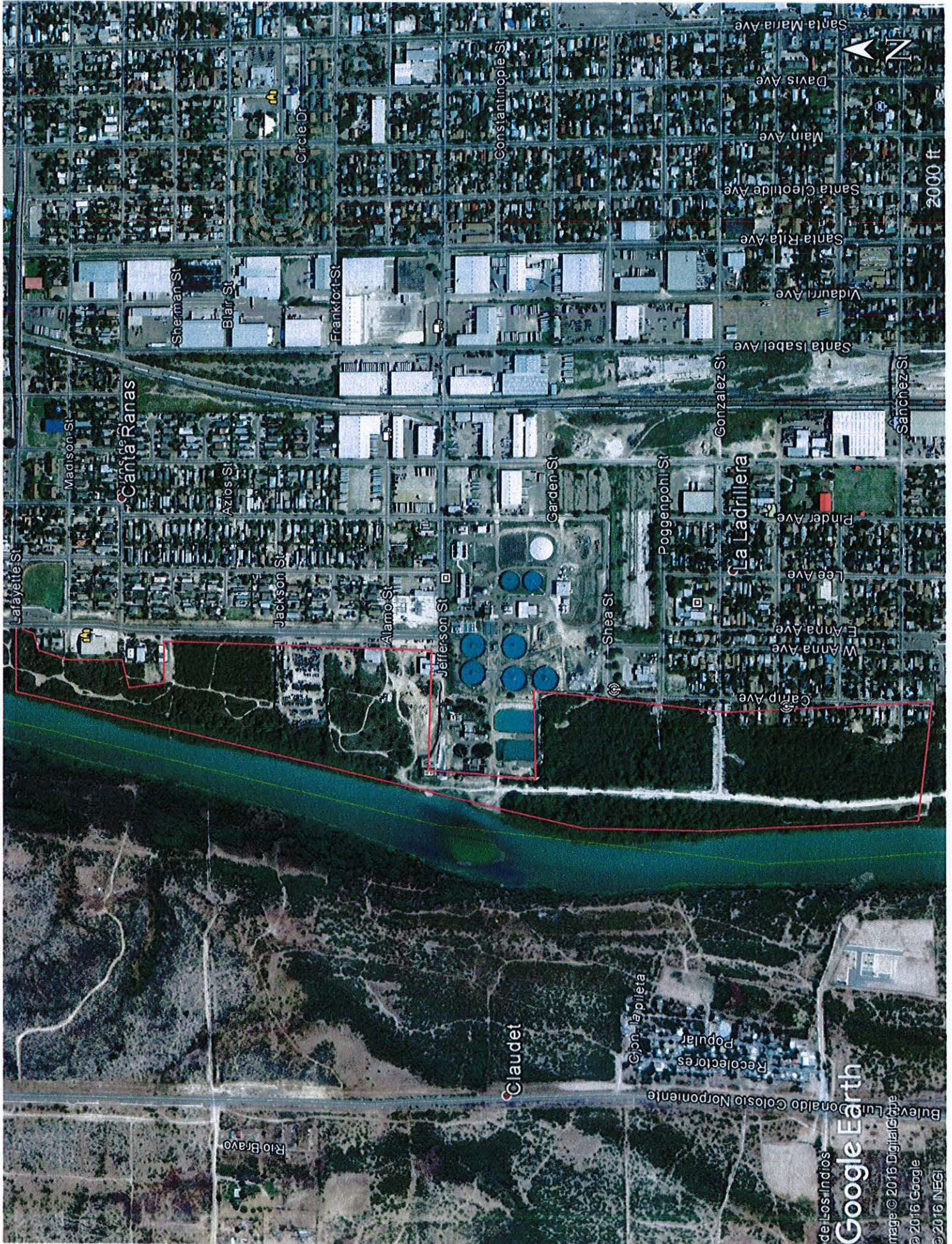
Provide explanation below (Please limit your response to 200-250 words).

If our proposed project was to be selected, it would be ready for construction in a relatively short period of time due to several factors. Our organization has adequate cash flow to accommodate the payment of 100 percent of the project costs. Our city council expressed its approval of the project by quickly voting to pass Resolution 2017-R-08 in support of the proposed project. Another reason the project construction would move quickly is that there are no foreseeable complications expected with respect to an environmental, cultural, and/or archaeological review. Also, the geographic distribution within the area of the proposed project construction has been found to be favorable and desirable for such a project. Also, the city's engineering department is of the opinion that there should not be any major topographic or engineering design impediments for the construction of our proposed project. One more reason to give a vote of confidence for a relatively fast project construction initiation would be that the proposed project does not seem to have any conflicts with the TxDOT's off-system roadways construction requirements.

SECTION: D PROJECT BUDGET

Description	UNITS	QTY	UNIT PRICE	AMOUNT
Itemized Construction				
Mobilization	LS	1	\$4,000	\$4,000
Site Clearing (15' x 7,920')	ACRE	2.7	\$402.22	\$1,086.00
Subgrade Preparation (6")	SY	2,089	\$3.00	\$6,267
Flexible Base 6" Caliche TxDOT 247-Grade III, TypeD	SY	2,089	\$9.00	\$18,801
4" Concrete Path, Class A	SF	79,200	\$8.90	\$704,880
Total Construction Cost				\$735,034
 Itemized Other Construction-related Cost				
Stormwater PPP				
SW3P Construction Entrance	EA	2	\$1,500.00	\$3,000
Silt Fencing (Installed)	LF	7,920	\$5.00	\$39,600.00
Engineering Design and Construction Staking/Surveying		1	\$19,082.00	\$19,082.00
Environmental, Cultural, Archeological Reviews		1	\$19,082.00	\$19,082.00
Total Other Construction-related Cost				\$80,764.00
 TOTAL PROJECT CONSTRUCTION COST				 \$815,798.00
Estimated TxDOT Administrative Fee (10%)				\$81,580.00
TOTAL PROJECT COST				\$897,378.00
 Federal Funds Requested (80% of Total Project Cost)				 \$717,902.00
Local Match (20% of Total Project Cost)				\$179,476

PROJECT LOCATION - ATTACHMENT A



APPLICANT AGENCY FUNDING FORM –ATTACHMENT B

RESOLUTION 2017-R-08

AUTHORIZING THE CITY MANAGER TO SUBMIT A GRANT APPLICATION TO THE LAREDO URBAN TRANSPORTATION STUDY (LUTS) LAREDO METROPOLITAN PLANNING ORGANIZATION (MPO) TRANSPORTATION ALTERNATIVES PROGRAM (TAP) IN THE AMOUNT UP TO \$717,903.00 WITH \$179,475.00 IN MATCHING FUNDS (TOTAL OF \$897,378.00). FUNDS WILL BE USED FOR THE DESIGN AND CONSTRUCTION OF A MULTI-USE HIKE AND BIKE TRAIL.

Whereas, alternate forms of transportation are needed to allow citizens alternate routes to schools, neighborhoods and commercial areas through multi-use routes such as hike and bike trails for the Citizens of Laredo is a top priority for the City; and

Whereas, the Laredo Urban Transportation Study (LUTS) Laredo Metropolitan Planning Organization (MPO) has issued a request for applications for funding of alternative transportation projects such as multi-use bicycle and pedestrian trails under the Transportation Alternatives Program; and

Whereas, the City of Laredo's Environmental Services Department is proposing to apply for a grant (cost reimbursement) to fund the surveying, design, environmental, and construction of a multi-use bicycle and pedestrian trail; and

Whereas, the City of Laredo is seeking \$717,903.00 in funds from the Laredo Metropolitan Planning Organization through the Transportation Alternatives Program; and

Whereas, if the Metropolitan Planning Organization approves the grant, the city will be required to match up to \$179,475.00 in matching funds; and

Whereas, the funds will be administered by the Texas Department of Transportation (TXDOT);

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

Section 1. Authorizing the City Manager to submit a Grant application to the Laredo Urban Transportation Study (LUTS) Metropolitan Planning Organization up to the amount of \$717,903.00 with \$179,903.00 in matching funds.

Section 2. The City of Laredo hereby agrees that the funds received will only be used for the purpose of funding a multi-use bicycle and pedestrian alternate transportation trail. The City will comply with the provisions of the financial assistance program and the fiscal reimbursement and reporting requirements of the Texas Department of Transportation and the Federal Highway Administration (FHWA).

PASSED BY THE CITY COUNCIL AND APPROVED BY THE MAYOR ON THIS
THE 2th DAY OF January, 2017.

Pete Saenz FOR:
PETE SAENZ
MAYOR

ATTEST:

Heberto L. Ramirez
HEBERTO L. RAMIREZ
ACTING CITY SECRETARY

APPROVED AS TO FORM:
KRISTINA LAUREL HALE
ACTING CITY ATTORNEY

BY Kristina Laurel Hale
KRISTINA LAUREL HALE
ACTING CITY ATTORNEY



FY 2017 TRANSPORTATION ALTERNATIVES PROGRAM (TAP) SIGNATURE FORM

Project Commitment: By submitting an application, the applicant commits that if the project is selected for funding, the project will be brought to a successful bid award within three years from selection by the Texas Transportation Commission.

This signature form must be signed by a representative of the local entity that has signature authority.

Signature: Dosario Camarillo-Cabello
Title: Acting City Manager
Print Name: Dosario Camarillo-Cabello
Date: 1/23/17

Transportation Alternatives Program (TAP) Guidelines

**2016 CALL FOR PROJECTS - II
FOR THE LAREDO URBAN TRANSPORTATION STUDY (LUTS)
METROPOLITAN PLANNING ORGANIZATION (MPO)**

**APPLICATIONS DUE: MONDAY, JANUARY 23, 2017
4:00 PM**



IMPORTANT: Federal MAP-21 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, JANUARY 23, 2017.

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

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

Project proposals should be mailed or hand-delivered to:

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

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

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

Table of Contents

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

A. PROGRAM OVERVIEW (for the Laredo MPO area)

The Transportation Alternatives Program (TAP) was authorized under Section 1122 of Moving Ahead for Progress in the 21st Century (MAP-21) (the current transportation funding and authorization bill) and provides funding for programs and projects defined as transportation alternatives. The TAP is similar to the former Transportation Enhancement (TE) and Safe Routes to School (SRTS) programs.

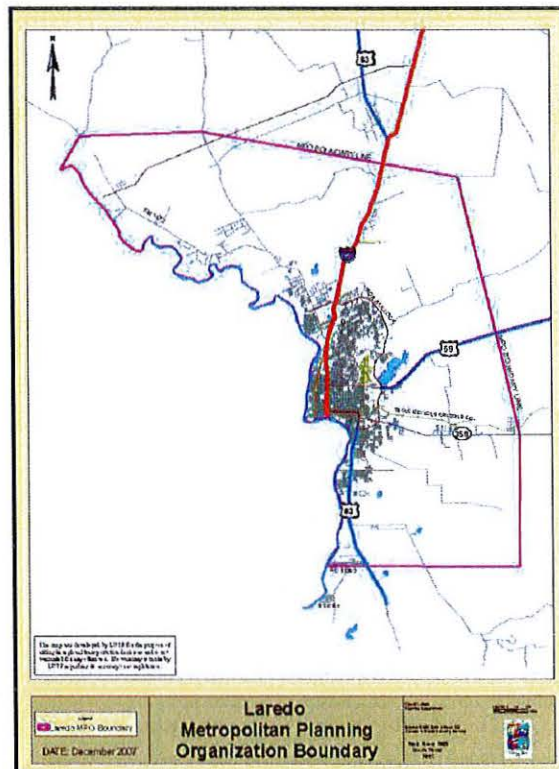
Be aware that the program rules have undergone changes since the 2012/2013 Transportation Enhancement Program Call by the Texas Department of Transportation (TxDOT).

Please study the rules and become familiar with all of the program requirements for the **TAP 2016 Call for Projects – II - for the Laredo MPO Planning Area**. General types of projects eligible under TAP 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 TAP offers opportunities to expand transportation choices and enhance the transportation experience through several categories of activities related to the surface transportation system. The TAP focuses on non-traditional transportation projects. TAP projects must relate to surface transportation and be eligible under one or more of the qualifying categories.

Approximately \$717,903 is anticipated to be available to fund TAP projects in the Laredo Metropolitan Planning Area (for fiscal years 2015/2016/2017). 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; 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, TAP 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 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 TAP 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 TAP 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.** TAP Projects must advance to construction within three years from the date of selection by the MPO Policy Committee or risk loss of federal funding.

B. ELIGIBLE TAP PROJECT CATEGORIES (for the Laredo MPO area)

The Federally funded TAP offers opportunities to expand transportation choices and enhance the transportation experience through several categories of activities related to the surface transportation system. The TAP categories set forth below are eligible for application in the TAP 2016 Call for Projects – II- 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 TAP funding include the following activities as defined in 23 U.S.C. 101(a) (29) (MAP-21 §1103):

- 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 TAP if selected through the required competitive process.

3. Urban Thoroughfares/Boulevards

TAP 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. These TAP projects are not required to be located along Federal-aid highways.

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

A boulevard is defined as a:

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

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

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

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

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

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

a. Infrastructure-related projects.

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

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

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

Some examples of Infrastructure Related projects are:

- Sidewalk improvements: new sidewalks, sidewalk widening, sidewalk gap closures, sidewalk repairs, curbs, gutters, and curb ramps.
- Traffic calming and speed reduction improvements: roundabouts, bulb-outs, speed humps, raised crossings, raised intersections, median refuges, narrowed traffic lanes,

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

Project Location

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

b. Non-infrastructure-related activities.

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

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

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

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

Some examples of Non-Infrastructure Related projects are:

- Creation and reproduction of promotional and educational materials.
- Bicycle and pedestrian safety curricula, materials and trainers.
- Training, including SRTS training workshops that target school- and community-level audiences.
- Photocopying, duplicating, and printing costs, including CDs, DVDs, etc.
- Mailing costs.
- Costs for additional law enforcement or equipment needed for enforcement activities.
- Equipment and training needed for establishing crossing guard programs.

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

Project Location

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

NOTE: In accordance with MAP-21, TAP 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 TAP FUNDS

The Eligible Entities to receive TAP 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 TAP. However, nonprofits are allowed to partner with an eligible entity on a TAP project.

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

Target

The Laredo MPO Policy Committee has established the following funding target 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 TAP 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 the following minimum local match requirements. **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 TAP projects, including Safe Routes to Schools (SRTS) projects funded with TAP funds, the Federal share is the same as for the general Federal aid highway program: 80 percent Federal/20 percent State.

. 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, TAP 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 TAP funds by implementing the priorities adopted by the MPO Policy Committee and the transportation needs of local communities and the region. Project evaluations applications submitted for this Call for Projects will be based on evaluation criteria, scoring points, and other factors as approved by the Laredo MPO Policy Committee and listed on the following page.

Evaluation Category	Scoring (pts)	Description	Factors
Making Network Linkages and Connections	25	Improves connections between neighborhoods, and community facilities	<ul style="list-style-type: none"> ➤ Network continuity (gap closures, extension of facilities) ➤ Facilities providing access to rail stations or bus stops (trails, sidewalks, on-street bicycle facilities)
Implementing Active Transportation and Mobility Plan	20	Improves ability to use walking and bicycling facilities for everyday activities including travel to work, school, and shopping	<ul style="list-style-type: none"> ➤ Implements a planned facility in <u>any</u> local On-Street Bicycle Facility Plan, Pedestrian Facility Plan, SRTS Plan, or other related community Master Plan adopted by the City or County Governing Body
Improving Safety	15	Provides safer and less intimidating facilities for pedestrians, bicyclists, and other non-drivers	<ul style="list-style-type: none"> ➤ Improving safety in areas with high numbers of crashes ➤ Improving crossings, signalization, traffic calming ➤ Provides separate facilities for various transportation modes
Reducing Barriers	10	Improves access and/or provides safe crossings for pedestrians, bicyclists, and other non-drivers at an existing obstacle to travel	<ul style="list-style-type: none"> ➤ Provides a grade-separated crossing under or over a barrier (e.g. water body, major roadways, railroads)
Connecting to Employment, Households, and Activity Centers	10	Provides access to major destinations and large number of residents or employees	<ul style="list-style-type: none"> ➤ Proximity to employment districts, schools, households, and other special generators ➤ Provides direct connections to transit (shared use paths, sidewalks, and on street bikeways)
Providing Environmental Benefits	10	Helps reduce congestion and improves air quality	<ul style="list-style-type: none"> ➤ Congestion and air quality benefits ➤ Benefits and impacts to the environment
Serving Disadvantaged (Environmental Justice) Areas	5	Provides access in underserved communities	<ul style="list-style-type: none"> ➤ Improves access for areas with greater percentages of minorities and low-income households compared to the planning area average
Creating Economic Dev. Opportunities	5	Results in benefits exceeding costs	<ul style="list-style-type: none"> ➤ Investment provides increased benefit to the community and the region through revitalization, redevelopment, and job creation
Total	100		
Project Readiness and Other Factors (additional bonus)	15	Project readiness/ability to initiate construction quickly	<ul style="list-style-type: none"> ➤ Associated with TxDOT proposed "off-system" roadways ➤ Status of stakeholder/community feedback and support ➤ Status of engineering/design ➤ Status of environmental approvals (if applicable) ➤ Additional local funding overmatch ➤ Geographic distribution

F. PROJECT IMPLEMENTATION

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

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

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

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

the 1990s, the number of people in the world who are under 15 years of age is expected to increase from 1.1 billion to 1.4 billion.

There are a number of reasons why the number of children in the world is expected to increase. One of the main reasons is the high birth rate in many developing countries. In these countries, women often have many children because they do not have access to family planning services.

Another reason is the high life expectancy in many developing countries. People are living longer, which means that there are more children in the world.

There are also a number of other factors that are contributing to the increase in the number of children in the world. These include the high death rate in many developing countries, which means that more children are being born to replace those who have died.

There are a number of ways in which the number of children in the world can be reduced. One of the most important ways is to provide access to family planning services for women in developing countries.

Another way is to improve the health care system in developing countries, so that more children survive.

There are also a number of other ways in which the number of children in the world can be reduced. These include improving the education system in developing countries, so that women are better informed about family planning.

There are a number of challenges that need to be overcome in order to reduce the number of children in the world. These include the need to improve the health care system in developing countries, and the need to provide access to family planning services for women in developing countries.

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**LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM**

DATE: 03-20-17	SUBJECT: MOTION Receive public testimony and initiate a ten-day public review and comment period for the following proposed amendment(s) of the 2017-2020 Transportation Improvement Program (TIP): <ol style="list-style-type: none"> 1. Addition of project CSJ 0018-06-183 intended to construct a direct connector interchange (DC#5), from 0.50 miles south of US59-SL20 to 0.50 miles east of IH35/US59-SL20, with an estimated project cost of \$35,121,000. Proposed project letting date is FY 2019 (August, 2019) 2. Revision of project CSJ 0086-14-077 intended to provide for construction of an interchange at the international airport. Purpose of amendment is to revise funding amounts from \$14,785,990 in State funds to \$4,901,198 in State funds, and \$9,884,792 in federal funds. Proposed letting date will remain in fiscal year (FY) 2018, however the letting month is being moved from September of 2017 to August of 2018. 3. Revision of project CSJ 0086-14-078 intended to provide for construction of an interchange from 0.50 miles south of Jacaman Road to 0.50 miles north of Jacaman Road. Purpose of amendment is to revise funding amounts from \$19,691,424 in State funds to \$3,938,285 in State funds, and \$15,753,139 in federal funds. Proposed letting date will remain in fiscal year (FY) 2020, however the letting month is being moved from September of 2019 to August of 2020. <p style="text-align: right;">TIP 17-20/REV 02</p>	
INITIATED BY: TxDOT/MPO		STAFF SOURCE: Nathan Bratton, MPO Director
PREVIOUS ACTION: On 07/18/16, The Policy Committee approved revision #1. On 09/19/16, the Policy Committee approved revision #1-B.		
BACKGROUND: See attachments for full revision details.		
COMMITTEE RECOMMENDATION: Approval		STAFF RECOMMENDATION: Approval.

CHANGES								
0086-14-077	US 59		Phase C		Let 8/18 (FY 18)		YOE	14,785,990
From:	At International Airport							
To:								
Construction of Interchange								
PE	724,514		FUNDS	Federal	State	Local	LC	TOTAL
Construction	14,785,990		CAT 2/Prop.1		2,430,000			2,430,000
Const Eng	693,463		CAT 2/Prop.1	9,884,792	2,471,198			12,355,990
Conting	442,101		TOTAL:	9,884,792	4,901,198			14,785,990
CO	663,891							
Total	17,309,959							
0086-14-078	US 59		Phase C		Let 8/20 (FY 20)		YOE	19,691,424
From:	0.50 MI S of Jacaman Rd							
To:	0.50 MI N of Jacaman Rd							
Construction of Interchange								
PE	964,880		FUNDS	Federal	State	Local	LC	TOTAL
Construction	19,691,424		CAT 2	2,153,139	538,285			2,691,424
Const Eng	923,528		CAT 12	13,600,000	3,400,000			17,000,000
Conting	588,774		TOTAL:	15,753,139	3,938,285			19,691,424
CO	884,145							
Total	23,052,751							
ADD								
0018-06-183	IH 35		Phase C, E		Let 8/19 (FY 19)		YOE	32,877,000
From:	0.50 MI South of US59-SL20							
To:	0.50 MI East of IH35 / US59-SL20							
Construction of Direct Connector Interchange (DC#5)								
PE	1,470,000		FUNDS	Federal	State	Local	LC	TOTAL
Construction	30,000,000		CAT 4	29,589,300	3,287,700			32,877,000
Const Eng	1,407,000							
Conting	897,000							
CO	1,347,000		TOTAL:					32,877,000
Total	35,121,000							



MPO / Laredo District - 22
 FY 2017 - 2020 Transportation Improvement Program

Funding by Category

Category	Description	FY 2017		FY 2018		FY 2019		FY 2020		Total FY 2017 - 2020	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$0	\$0	\$14,785,990	\$14,785,990	\$0	\$0	\$2,691,424	\$2,691,424	\$17,477,414	\$17,477,414
3	Non-Traditionally Funded Transportation Project	\$8,194,433	\$8,194,433	\$246,685	\$246,685	\$0	\$0	\$0	\$0	\$8,441,118	\$8,441,118
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$32,877,000	\$32,877,000	\$0	\$0	\$32,877,000	\$32,877,000
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5 Flex	Map21 Flex	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$26,796,902	\$26,796,902	\$0	\$0	\$26,796,902	\$26,796,902
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Enhancements	\$1,234,456	\$1,234,456	\$0	\$0	\$0	\$0	\$0	\$0	\$1,234,456	\$1,234,456
9 Flex	TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation	\$14,819,709	\$14,819,709	\$1,800,514	\$1,800,514	\$0	\$0	\$0	\$0	\$16,620,223	\$16,620,223
10 CBI	Corridor Border	\$31,205,975	\$31,205,975	\$0	\$0	\$0	\$0	\$0	\$0	\$31,205,975	\$31,205,975
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$0	\$0	\$0	\$0	\$17,000,000	\$17,000,000	\$17,000,000	\$17,000,000
12C	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12S	Strategic Priority RECON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SBPE	Strategy Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 102	Strategy 102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$55,454,573	\$55,454,573	\$16,833,189	\$16,833,189	\$59,673,902	\$59,673,902	\$19,691,424	\$19,691,424	\$151,653,088	\$151,653,088

Funding Participation Source

Source	FY 2017	FY 2018	FY 2019	FY 2020	Total
Federal	\$38,878,469	\$13,269,203	\$51,026,822	\$15,753,139	\$118,927,633
State	\$6,241,195	\$2,957,198	\$3,287,700	\$3,938,285	\$16,424,378
Local Match	\$2,140,476	\$360,103	\$5,359,380	\$0	\$7,859,959
CAT 3 - Local Contributions (LC)	\$8,194,433	\$246,685	\$0	\$0	\$8,441,118
CAT 3 - Prop 1	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 7	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 12	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14 Bonds	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - Vehical Registration Fees - VTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - RTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - SH 121 Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - SH 161 Toll Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - SH 130 Concession Revenue	\$0	\$0	\$0	\$0	\$0
CAT 3 - PTF	\$0	\$0	\$0	\$0	\$0
CAT 3 - Unique Federal Program - Tiger II	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Other - Section 5306	\$0	\$0	\$0	\$0	\$0
Other - Strategy PE Budget	\$0	\$0	\$0	\$0	\$0
Other - Strategy 102 Budget	\$0	\$0	\$0	\$0	\$0
Total	\$55,454,573	\$16,833,189	\$59,673,902	\$19,691,424	\$151,653,088

Texas Department of Transportation-Laredo District was allocated Project Specific Funds

Category 4- Connectivity Corridor- Rural- \$ 98.40 Mill

Category 4- Congestion Connectivity Corridor (3c)- \$ 27.00 Mill

Category 12- Strategic Priority- \$ 35.00 Mill

Projects:

CSJ: 0086-14-078 (Overpass US 59/ Jacaman Rd) Cost \$ 19.69 Millions

Allocated Construction Funds: \$ 19.69 Mill from Category 2 MPO (FY 2020)

Proposed Construction Funds: \$ 17.00 Mill from Category 12- Strategic Priority (FY 2020)

Proposed Construction Funds: \$ 2.69 Mill from Category 2 MPO (FY 2020)

CSJ: 0018-06-136 (Overpass IH 35/ UPRR- North of Shiloh). Cost \$ 54.00 Millions

Allocated Construction Funds \$ 0.00

Proposed Construction Funds \$ 18.00 Mill from Category 12-Strategic Priority (FY 2021)

Proposed Construction Funds \$ 9.00 Mill from Category 2 MPO (FY 2021)

Proposed Construction Funds \$ 27.00 Mill from Category 4- Congestion Connectivity Corridor (3c) (FY 2021)

CSJ: 0018-06-183 (Direct Connector # 5, West on US 59 to South on IH-35)

Allocated Construction Funds \$ 0.00

Proposed Construction Funds \$ 30.00 Mill from Category 4- Connectivity Corridor (FY 2019)

CSJ: 0018-05-089 (IH-35/ Uniroyal Interchange)

Allocated Construction Funds \$ 0.00

Proposed Construction Funds \$ 65.00 Mill from Category 4- Connectivity Corridor (FY 2022)

the 1990s, the number of people in the world who are undernourished has increased from 600 million to 800 million.

There are a number of reasons for this increase. One of the main reasons is the rapid population growth in the developing countries. The world population is expected to reach 8 billion by the year 2025, and the population of the developing countries is expected to reach 6 billion by the year 2025.

Another reason for the increase in the number of undernourished people is the rapid increase in the number of people who are living in poverty. The number of people living on less than \$1 a day has increased from 1 billion in 1990 to 2 billion in 2000.

There are a number of reasons for the increase in the number of people living in poverty. One of the main reasons is the rapid increase in the number of people who are living in the developing countries. The number of people living in the developing countries has increased from 3 billion in 1990 to 5 billion in 2000.

Another reason for the increase in the number of people living in poverty is the rapid increase in the number of people who are living in the developing countries. The number of people living in the developing countries has increased from 3 billion in 1990 to 5 billion in 2000.

There are a number of reasons for the increase in the number of people living in poverty. One of the main reasons is the rapid increase in the number of people who are living in the developing countries. The number of people living in the developing countries has increased from 3 billion in 1990 to 5 billion in 2000.

Another reason for the increase in the number of people living in poverty is the rapid increase in the number of people who are living in the developing countries. The number of people living in the developing countries has increased from 3 billion in 1990 to 5 billion in 2000.

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There are a number of reasons for the increase in the number of people living in poverty. One of the main reasons is the rapid increase in the number of people who are living in the developing countries. The number of people living in the developing countries has increased from 3 billion in 1990 to 5 billion in 2000.

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Another reason for the increase in the number of people living in poverty is the rapid increase in the number of people who are living in the developing countries. The number of people living in the developing countries has increased from 3 billion in 1990 to 5 billion in 2000.

**LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM**

<p>DATE: 03-20-17</p>	<p>SUBJECT: MOTION Receive public testimony and initiate a ten-day public review and comment period for the following proposed amendment(s) of the 2015-2040 Metropolitan Transportation Plan (MTP):</p> <ol style="list-style-type: none"> 1. Amending Table 12-10, entitled Roadway and Bicycle/Pedestrian Project Summary, Figure 12-1, entitled Roadway and Bicycle/Pedestrian Projects, Table 12-11, entitle Category 2 Roadway Projects, Figure 13-1, entitled Natural Resources and Federally Funded Projects, Figure 13-2, entitled Cultural Resources and Federally Funded Projects, Figure 13-3, entitled Low Income Areas and Federally Funded Projects, Table 13-1, entitled Federally Funded Projects Environmental Assessment Results, Table 13-3, entitled Federally Funded Projects and Environmental Justice Populations; and, Figure 13-4 entitled Colonias and Federally Funded Projects by: <ol style="list-style-type: none"> a. <i>Adding</i> project CSJ 0086-14-077 for the construction of the Airport Overpass at the International Airport. The estimated project construction cost is \$14,785,990. Estimated letting date is August of 2018 (FY 2018). b. <i>Adding</i> project CSJ 0086-14-078 for the construction of the Jacaman Overpass, 0.50 miles south of Jacaman Road to 0.50 miles north of Jacaman Road. The estimated project construction cost is \$19,691,424. Estimated letting date is August of 2020 (FY 2020). c. <i>Adding</i> project CSJ 0018-06-136 for the construction of a railroad grade separation and widening of the main-lanes from Shiloh Dr. to 0.25 miles north of US 59/ IH 69W. The estimated construction cost is \$54,000,000. Estimated letting date August 2021 (FY 2021) d. <i>Adding</i> project CSJ 0018-06-183 for the construction of direct connector interchange (DC#5), from 0.50 miles south of US 59-SL20 to 0.50 miles east of IH35/US59-SL20. The estimated construction cost is \$30,000,000. Estimated letting date is August 2019 (FY 2019) e. <i>Adding</i> project CSJ 0018-05-089 for the replacement of an existing bridge, from 0.50 miles south of Uniroyal Interchange to 1.0 miles north of the Uniroyal Interchange. The estimated construction cost is \$65,000,000. Estimated letting date is September of 2021, (FY 2021) f. <i>Revising</i> project #4/0086-14-058 by adding identifier CSJ 0086-14-072 and removing the Airport and Jacaman Road overpasses. Said projects will be identified separately as projects CSJ 0086-14-077 and CSJ 0086-14-078 respectively. 2. Amending Table 12-11 such that it will be identified as Roadway Project and will include all roadway project summaries previously listed in Tables 12-11, 12-12, 12-13, 12-14, 12-15, entitled Category 2, 7,8,9, and 10 Roadway Projects, respectively. 3. Remove Tables, 12-12, 12-13, 12-14, 12-15, entitled 7,8,9, and 10 Roadway Projects respectively. <p style="text-align: right;">MTP 15-40/REV 07</p>
<p>INITIATED BY: TXDOT</p>	<p>STAFF SOURCE: Nathan Bratton, MPO Director</p>
<p>COMMITTEE RECOMMENDATION: Approval</p>	<p>STAFF RECOMMENDATION: Approval.</p>

**LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM**

PREVIOUS ACTION:

On December 15, 2014 the Policy Committee adopted the 2015-2040 Metropolitan Transportation Plan (MTP). The Policy Committee approved revision #1 of the MTP on April 20, 2015. On October 19, 2015 the Policy Committee approved revision #2. On March 21, 2016, the Policy Committee approved revision #3 and also approved a ten day public review and comment period for revision #4. On December 21, 2015, the Policy Committee approve the allocation of 4.482 million dollars in Proposition 1, Category 2 (MPO) funds to the project identified as CSJ 2150-04-067 for the widening of pavement to provide additional travel lanes on FM 1472 (Mines Road) from Killam Industrial Boulevard to 0.3 miles north of Mueller Boulevard with an estimated letting date of August 2016. On June 20th, 2016, the Policy Committee approved the initiation of a 10 day public review and comment period for the proposed MTP revisions. On July 18th, 2016, the Policy Committee approved revision #5 of the MTP. Revision #6 was approved on October 17, 2016.

BACKGROUND: The development of the MTP is federally required in to assure the continuation of federal transportation funds. The plan must address, at a minimum, a continuous twenty-year planning horizon.

See attachments for full details of all proposed revisions.

COMMITTEE RECOMMENDATION: Approval

STAFF RECOMMENDATION: Approval.

Figure 12-1: Roadway and Bicycle and Pedestrian Projects

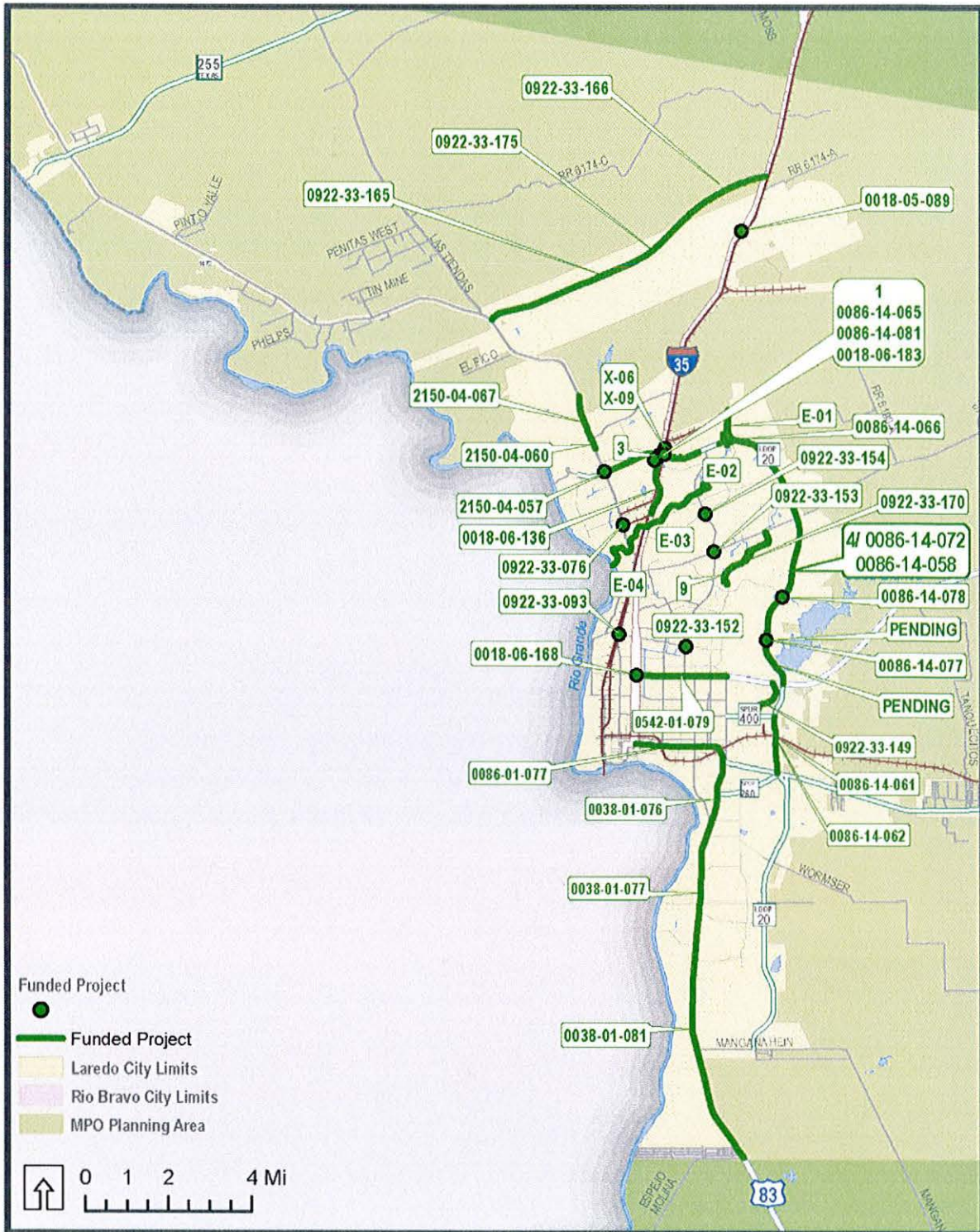


Table 12-10: Roadway and Bicycle/Pedestrian Projects Summary

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

8	0922-33-153	McPherson Rd	At Del Mar Blvd	Install raised median and add right turn lane	2017	\$573,721	\$645,358	\$505,445	\$139,913
8	0922-33-154	McPherson Rd	At International Blvd	Install raised median	2017	\$347,446	\$390,830	\$306,098	\$84,732
9	E-02	Manadas Creek Hike and Bike Trail, Phase IV	McPherson Rd to North Central Park	Construct hike and bike trail	2017	\$335,305	\$377,172	\$377,172	\$0
11	0922-33-149	Chacon Creek	Eastwoods Park to US 59	Construction of a pedestrian trail at Chacon Creek in Laredo (Phase 3)	2017	\$1,786,746	\$2,009,846	\$1,410,000	\$599,846
9, local	0922-33-170	Zacated Creek Hike and Bike Trail	Zacate Creek	Design and construction of hike and bike trail.	2017	1,250,000*	\$1,416,278	\$1,000,000	\$250,000
7	0922-33-175	Hachar Parkway	FM 1472 to IH 35	PS&E and Row mapping for 5 lane rural road	2017	\$1,452,866	\$1,634,277	\$1,307,421	\$326,855
10-CBI	0922-14-081	IH 35	IH 35 and Loop 20	ITS for interchange facility over IH35	2017	\$924,556	\$1,040,000	\$800,000	\$240,000
2, 7	3	Loop 20	At IH 35	Construct ramps from IH 35 southbound to Loop 20 eastbound, and from Loop 20 westbound to IH 35 southbound	2018	\$44,200,000	\$51,707,748	\$9,276,602	\$42,431,146
<u>2/Prop 1</u>	<u>0086-14-077</u>	<u>US 59</u>	<u>International Airport</u>	<u>Construct interchange</u>	<u>2018</u>	<u>\$15,388,491</u>	<u>\$18,002,357</u>	<u>\$9,884,792</u>	<u>\$8,117,565</u>
9	E-03	Manadas Creek Hike and Bike Trail, Phase V	IH 35 to McPherson Rd	Construct hike and bike trail	2018	\$654,910	\$766,152	\$766,152	\$0
7	0922-33-165	Hachar Parkway	FM 1472 to 0.1 m. E. of Beltway Parkway	Construction of 5.07 miles of 5 lane rural roadway	2018	\$33,060,222	\$41,831,728	\$21,437,521	\$20,394,207
9	E-04	Manadas Creek Hike and Bike Trail, Phase VI	Rio Grande River NW of water treatment plant	Construct hike and bike trail	2019	\$746,471	\$908,196	\$908,196	\$0
11	0922-00-951	VA	Districtwide	Upgrade bridge rail and MBGF	2019	\$3,089,178	\$3,758,457	\$2,500,000	\$1,258,457
4	<u>0018-06-183</u>	<u>IH 35</u>	<u>.5 miles S. of US59-SL20 to .5 miles east of IH35/US59-SL20</u>	<u>Construct direct connector interchange (DC#5)</u>	<u>2019</u>	<u>\$34,438,973</u>	<u>\$41,900,277</u>	<u>\$27,000,000</u>	<u>\$14,900,277</u>
7, 10	<u>4/0086-14-058</u>	<u>Loop 20</u>	<u>International Blvd to US 59</u>	<u>Upgrade to interstate standards, including overpasses at Shiloh Dr, Del Mar Blvd, University Blvd, Jacaman Rd, and Airport</u>	<u>2020</u>	<u>\$391,400,000</u>	<u>\$495,245,864</u>	<u>\$116,608,517</u>	<u>\$378,637,347</u>
7, 10	<u>4/0086-14-058/0086-14-072</u>	<u>Loop 20</u>	<u>International Blvd to US 59</u>	<u>Upgrade to interstate standards, including overpasses at Shiloh Dr, Del Mar Blvd, University Blvd</u>	<u>2020</u>	<u>\$355,517,697</u>	<u>\$449,843,303</u>	<u>\$90,970,586</u>	<u>\$358,872,717</u>
11	0922-00-953	VA	Districtwide	Upgrade bridge rail and MBGF	2020	\$3,089,177	\$3,908,795	\$2,500,000	\$1,408,795
2, 12	<u>0086-14-078</u>	<u>US 59</u>	<u>.5 miles N of Jacaman to .5 miles S of Jacaman</u>	<u>Construct interchange</u>	<u>2020</u>	<u>\$20,493,812</u>	<u>\$25,931,210</u>	<u>\$15,753,139</u>	<u>\$10,178,071</u>
11	0922-00-955	VA	Districtwide	Upgrade bridge rail and MBGF	2021	\$3,089,178	\$4,065,147	\$2,500,000	\$1,565,147
2, 4, 12	<u>0086-06-136</u>	<u>IH 35</u>	<u>Shiloh Dr. to .25 m N. of US 59/IH 69W</u>	<u>Widen mainlanes and construct overpass</u>	<u>2021</u>	<u>\$67,048,549</u>	<u>\$88,231,316</u>	<u>\$43,200,000</u>	<u>\$45,031,316</u>
4	<u>0018-05-089</u>	<u>IH 35</u>	<u>0.5 miles S. of Uniroyal Interchange to 1.0 N. of Uniroyal interchange</u>	<u>Replacement of existing bridge</u>	<u>2021</u>	<u>\$79,348,894</u>	<u>\$104,417,731</u>	<u>\$58,500,000</u>	<u>\$45,917,731</u>
11	0922-00-960	VA	Districtwide	Upgrade bridge rail and MBGF	2022	\$3,089,178	\$4,227,753	\$2,500,000	\$1,727,753
11	0922-00-970	VA	Districtwide	Upgrade bridge rail and MBGF	2023	\$3,089,178	\$4,396,863	\$2,500,000	\$1,896,863
7	0922-33-166	Hachar Parkway	0.1 m. E. of Beltway Parkway to IH 35	Construction of 5 lane rural road	2023	\$24,190,742	\$34,430,969	\$17,152,535	\$17,278,434

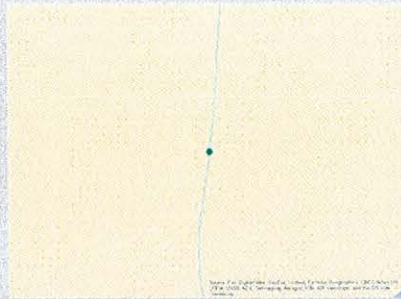
7	X-06	IH 35	At Loop 20	Construct ramp from Loop 20 Westbound to IH 35 Northbound	2037	\$35,520,000	\$87,546,696	\$7,454,863	\$80,091,833	
7	X-09	IH 35	At Loop 20	Construct ramp from Loop 20 Eastbound to IH 35 Southbound	2039	\$35,520,000	\$94,690,506	\$7,454,863	\$87,235,643	
Total							\$96,083,765	\$1,694,399,977	\$518,808,880	\$1,177,332,963

Description: Construction of interchange at International Airport.

Letting Year: 2018
Total Project Cost (2014 Dollars): \$15,388,491
YOE Cost: \$18,002,357
Programmed Amount:
Category 2: \$2,430,000
Category 2, Prop 1: 12,355,990
Other Amount: \$3,216,367
Funding: Federally funded

Environmental Impacts and Environmental Justice:

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



Description: Construction of interchange at Jacaman Road.

Letting Year: 2020
Total Project Cost (2014 Dollars): \$20,493,812
YOE Cost: \$25,931,210
Programmed Amount:
Category 2: \$2,691,424
Category 12: \$17,000,000
Other Amount: \$6,239,786
Funding: Federally funded

Environmental Impacts and Environmental Justice:

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

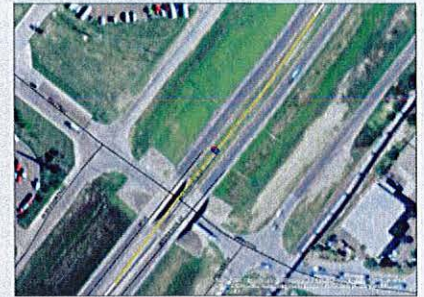


Description: Replacement of an existing bridge, from 0.50 miles south of Uniroyal interchange to 1.0 miles north of the Uniroyal Interchange.

Letting Year: 2021
Total Project Cost (2014 Dollars): \$79,348,894
YOE Cost: \$104,417,731
Programmed Amount:
Category 4: \$65,000,000
Other Amount: \$54,558,227
Funding: Federally funded

Environmental Impacts and Environmental Justice:

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



Description: Construction of a railroad grade separation and widening of the mainlanes from Shiloh Dr. to 0.25 miles north of US 59/IH69W.

Letting Year: 2021
Total Project Cost (2014 Dollars): \$67,048,549
YOE Cost: \$88,231,316
Programmed Amount:
Category 2: \$9,000,000
Category 4: \$27,000,000
Category 12: \$18,000,000
Other Amount: \$34,231,316
Funding: Federally funded

Environmental Impacts and Environmental Justice:

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



Description: Construction of direct connector interchange (DC#5), from 0.50 miles south of US 59-SL20 to 0.50 miles east of IH35/US59-SL20

Letting Year: 2019

Total Project Cost (2014 Dollars): \$34,438,973

YOE Cost: \$41,900,277

Programmed Amount:

Category 4: \$30,000,000

Other Amount: \$11,900,277

Funding: Federally funded

Environmental Impacts and Environmental Justice:

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

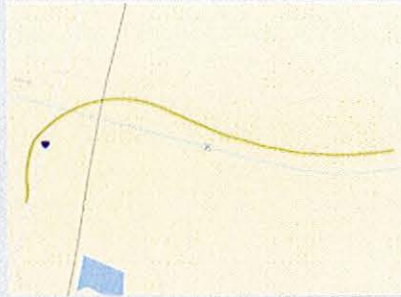


Figure 13-1: Natural Resources and Federally Funded Projects

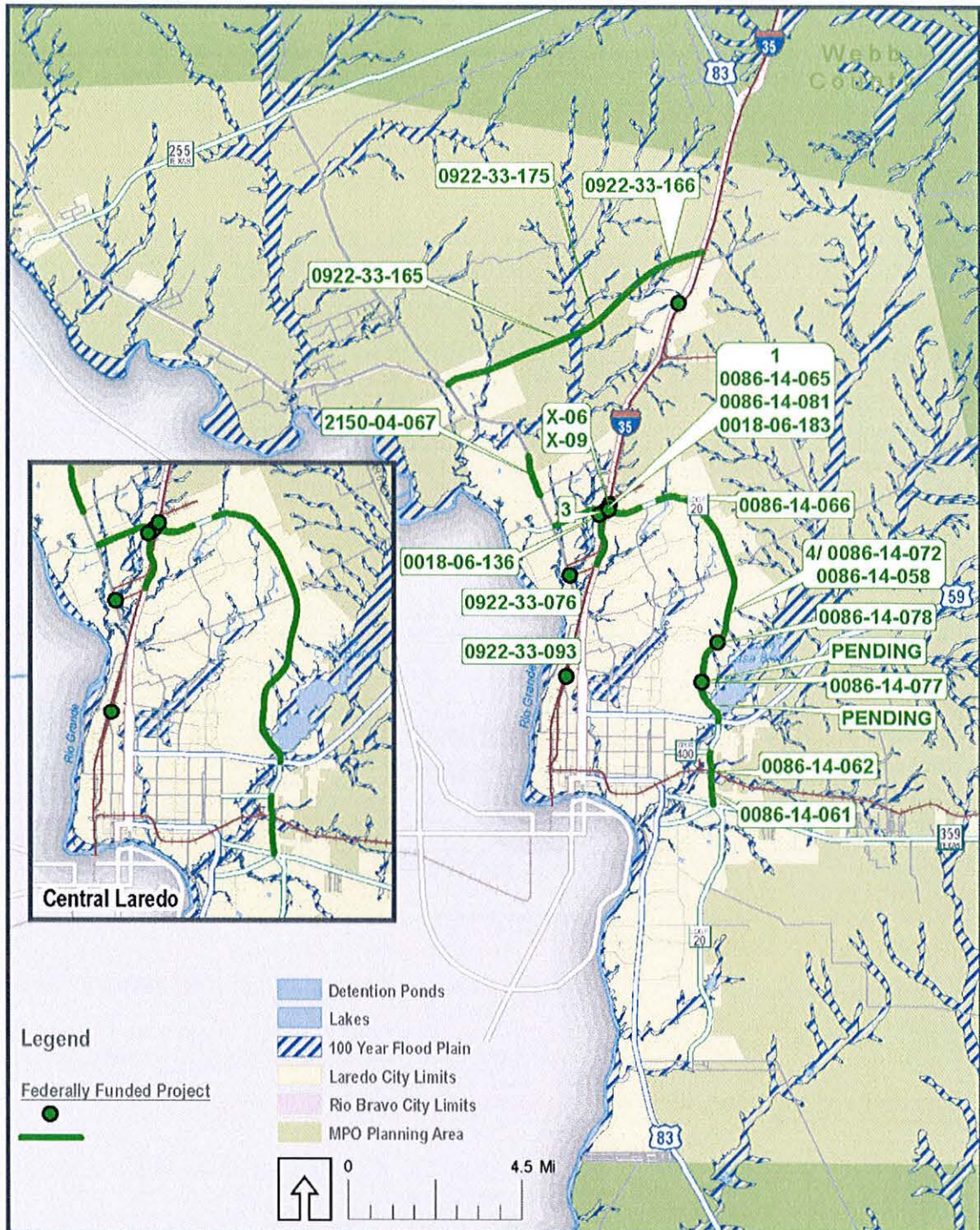


Figure 13-2: Cultural Resources and Federally Funded Projects

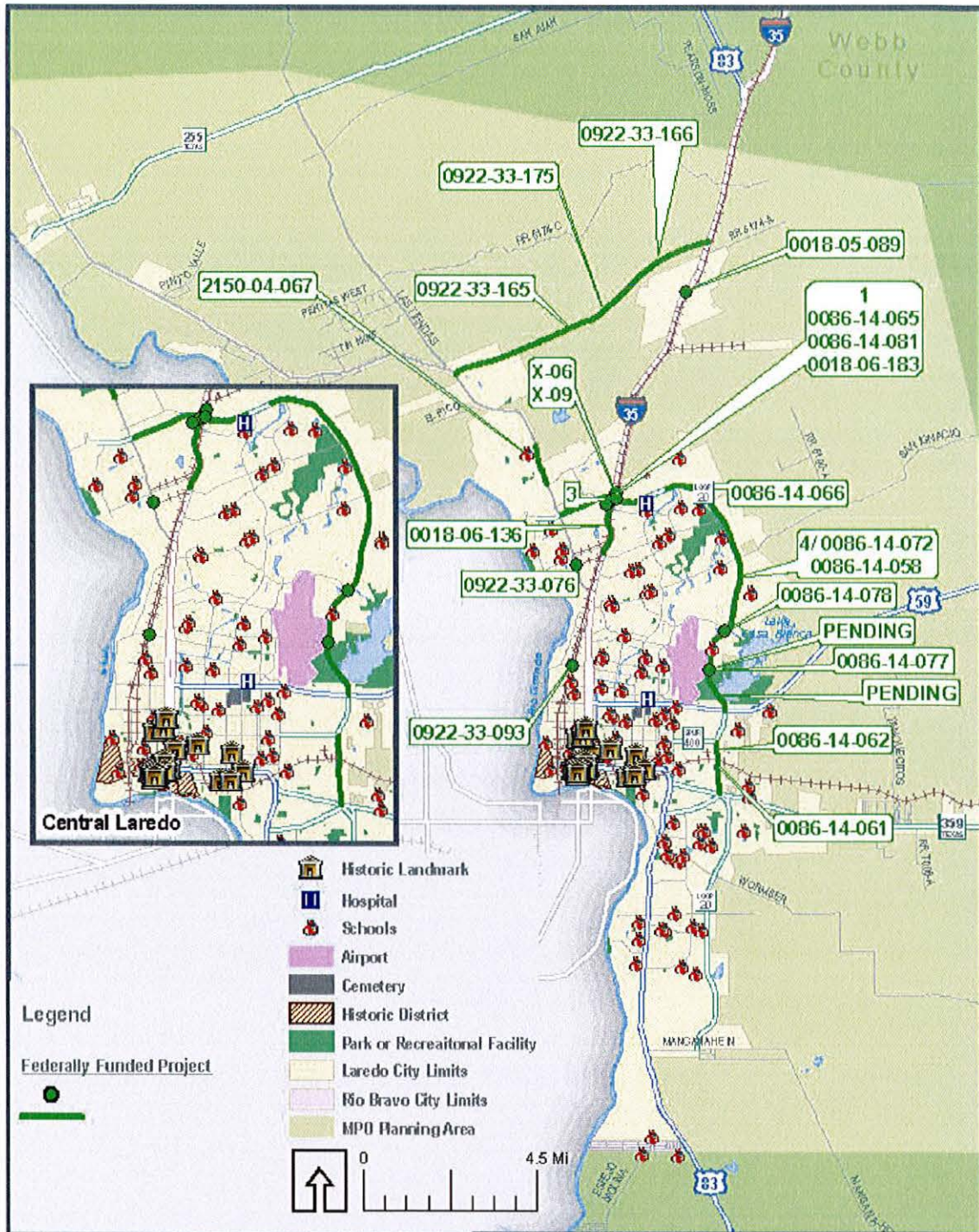


Figure 13-3: Low Income Areas and Federally Funded Projects

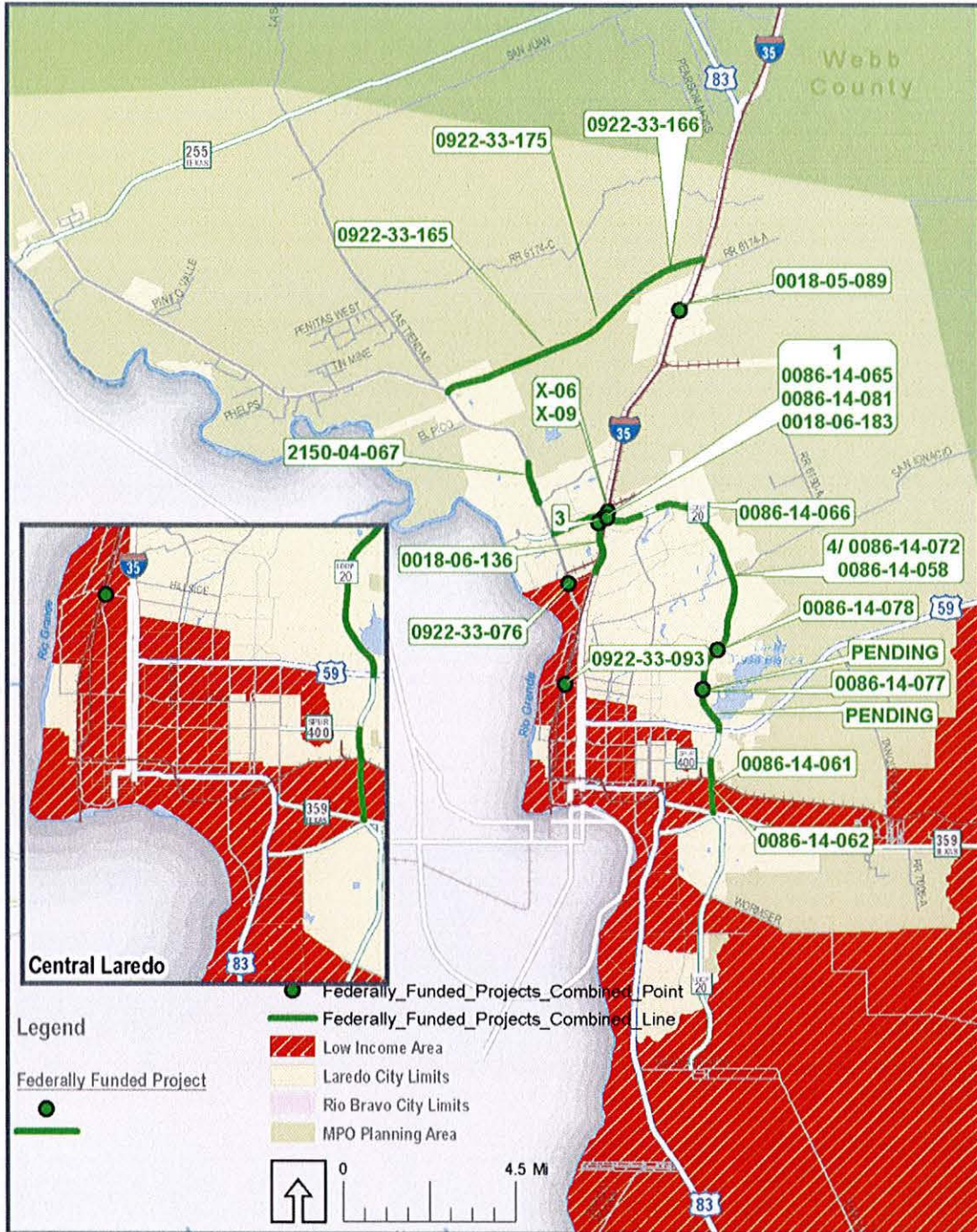


Table 13-1: Federally Funded Projects Environmental Assessment Results

ID	Roadway	Buffer Distance (Ft)	100-YR Flood Plain	Water Bodies	Airport	Cemetery	Historic Site	Medical Facility	Park and Rec. Facility	School
0086-14-061	Loop 20	400	<input checked="" type="checkbox"/>							
1, 0086-14-065	Loop 20	500	<input checked="" type="checkbox"/>							
0086-14-066	Loop 20	500	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>						
3	Loop 20	500	<input checked="" type="checkbox"/>							
4, 0086-14-072, 0086-14-058	Loop 20	400	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
X-06	IH 35 at Loop 20	500	<input checked="" type="checkbox"/>							
X-09	IH 35 at Loop 20	500	<input checked="" type="checkbox"/>							
0922-33-076	City Street	500	<input checked="" type="checkbox"/>							
0922-33-093	City Street	500								
0086-14-062	Loop 20	400	<input checked="" type="checkbox"/>							
2150-04-067	FM 1472	400								
0922-33-165	Hachar Parkway	400	<input checked="" type="checkbox"/>							
0922-33-166	Hachar Parkway	400	<input checked="" type="checkbox"/>							
0922-33-175	Hachar Parkway	400	<input checked="" type="checkbox"/>							
0086-14-077	Loop 20	500			<input checked="" type="checkbox"/>					
0086-14-078	Loop 20	500								
Pending	Loop 20	400	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>					
Pending	Loop 20	400	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					
0018-05-089	IH 35	400								
0018-06-136	IH 35	400	<input checked="" type="checkbox"/>							
0018-06-183	IH 35 at Loop 20	400	<input checked="" type="checkbox"/>							

Environmental Mitigation Activities

It is stated in the laws governing the federal transportation planning process that “long-range transportation plans should include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan”. In addition, MAP-21 requires that potential environmental mitigation activities be developed in consultation with federal, state, and tribal wildlife, land

economically distressed residential areas located in unincorporated land along the US-Mexico border, often lacking basic public infrastructure, including potable water, sewer systems, electricity, paved roads, and safe and sanitary housing. Residents of colonias are mostly low-income individuals seeking access to affordable living accommodations.

In order to determine which Census tracts are considered low income in the Laredo region, the U.S. Census data that shows the number of households in poverty and total households in Census tracts in 2012 were used. A Census tract is considered to be a low income area if its percentage of households in poverty is higher than regional average.

Table 13-3 identifies which projects are located in Environmental Justice areas, while **Figure 13-3** and **Figure 13-4** present the locations of Environmental Justice populations and the priority projects within this MTP.

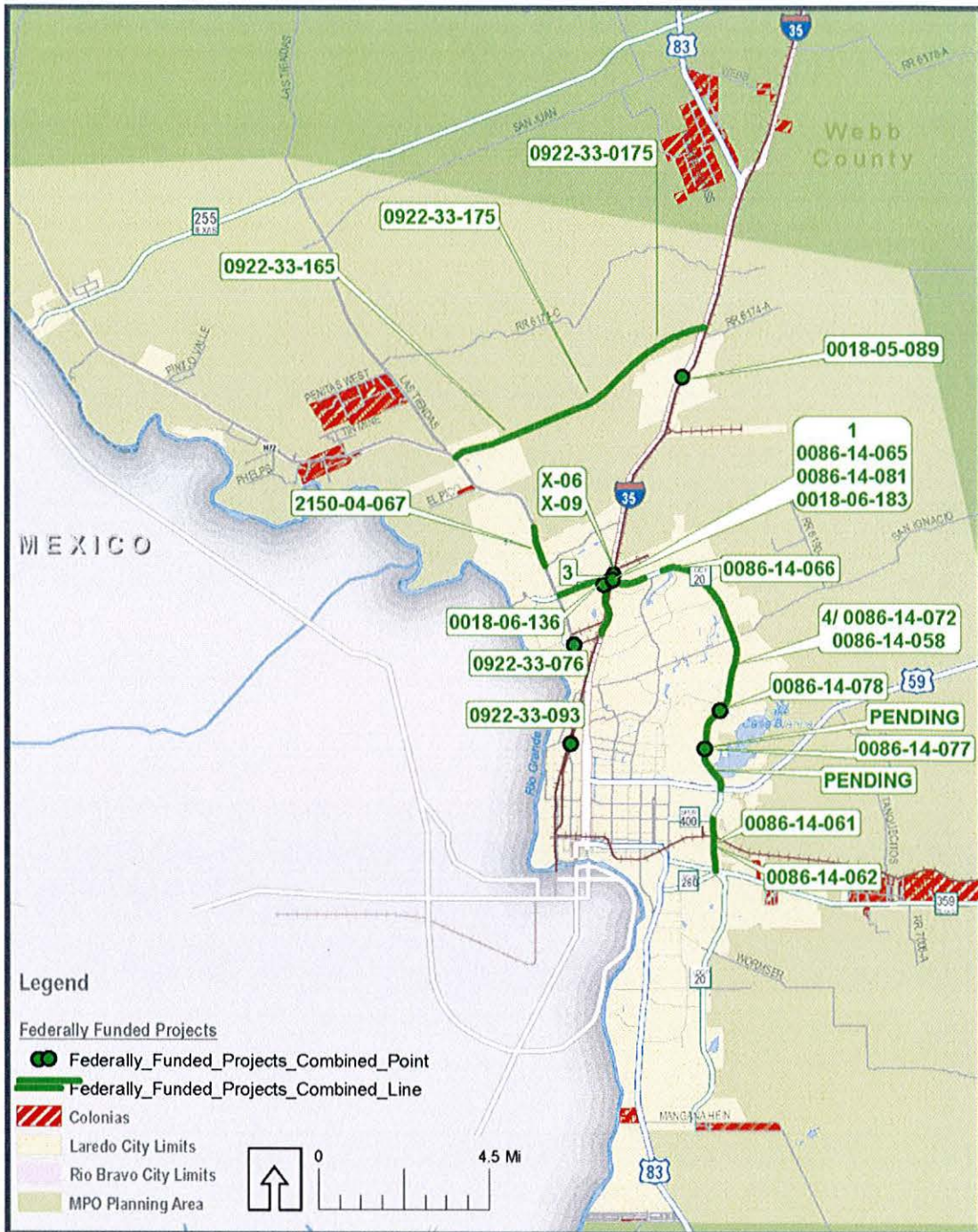
Table 13-3: Federally Funded Projects and Environmental Justice Population

<i>ID</i>	<i>Roadway</i>	<i>Limits</i>	<i>Buffer Distance (Ft)</i>	<i>Low Income Census Tract</i>	<i>Colonia</i>
0086-14-061	Loop 20	Clark Blvd to SH 359	400	<input checked="" type="checkbox"/>	
0086-14-062	Loop 20	Clark Blvd to SH 359	400	<input checked="" type="checkbox"/>	
1, 0086-14-065, 0086-14-081	Loop 20	At IH 35	500		
0086-14-066	Loop 20	At International Blvd	500		
3	Loop 20	At IH 35	500		
4, 0086-14-950, 0086-14-058	Loop 20	International Blvd to US 59	400		
X-06	IH 35	At Loop 20	500		
X-09	IH 35	At Loop 20	500		
0922-33-076	City Street	At the intersection of FM 1472 and Flecha Ln/Las Cruces Dr	500	<input checked="" type="checkbox"/>	
0922-33-093	City Street	At the intersection of Calton Rd and Santa Maria Ave	500	<input checked="" type="checkbox"/>	
0086-14-062	Loop 20	1.06 mi south of Spur 400 to Spur 400	400	<input checked="" type="checkbox"/>	
2150-04-067	FM 1472	Killam Industrial Blvd to .3 Mi North of Muller Memorial Blvd	400		
0922-33-175	Hachar Parkway	FM 1472 to IH35 West Frontage Road	400		
0922-33-165	Hachar Parkway	FM 1472 to .1 Mi East of Beltway Parkway	400		
0922-33-166	Hachar Parkway	.1 Mi East of Beltway Parkway to IH35 Frontage Rd	400		
0086-14-077	Loop 20	At Laredo International Airport	500		
0086-14-078	Loop 20	At Jacaman Rd	500		
Pending	Loop 20	Jacaman Rd to US 59 (Saunders St)	400		

Table 13-4: Federally Funded Projects and Environmental Justice Population (Continued)

<i>ID</i>	<i>Roadway</i>	<i>Limits</i>	<i>Buffer Distance (Ft)</i>	<i>Low Income Census Tract</i>	<i>Colonia</i>
Pending	Loop 20	Proposed Airport Overpass to US 59 (Saunders St)	400		
0018-05-089	IH 35	Upgrade of Overpass over Uniroyal	400		
0018-06-136	IH 35	Shiloh Dr to .25 Mi N of US 59/ I69W	400		
0018-06-183	IH 35 to Loop 20	.5 Mi E of IH 35 to .5 Mi S of US 59-SL 20	400		

Figure 13-4: Colonias and Federally Funded Projects



0018-05-089	IH 35		Phase C, E		Let 9/21			
From:	0.500 MI S of Uniroyal Interchange							
To:	1.000 MI N of Uniroyal Interchange							
Replacement of existing Bridge								
PE	3,185,000		FUNDS	Federal	State	Local	LC	TOTAL
Construction	65,000,000		CAT 4	58,500,000	6,500,000			65,000,000
Const Eng	4,842,500		CAT 1	7,224,750	802,750			8,027,500
Conting	0							
CO	1,553,500		TOTAL:	65,724,750	7,302,750			73,027,500
0018-06-136	IH 35		Phase C, E		Let 8/21			
From:	Shiloh Drive							
To:	0.25 Miles N of US 59/IH 69W							
Widen of mainlanes and RR Grade Separation								
PE	2,646,000		FUNDS	Federal	State	Local	LC	TOTAL
Construction	54,000,000		CAT 12	14,400,000	3,600,000			18,000,000
Const Eng	2,532,600		CAT 4	21,600,000	5,400,000			27,000,000
Conting	1,614,600		CAT 2	7,200,000	1,800,000			9,000,000
CO	2,424,600		CAT 1	4,142,880	1,035,720			5,178,600
			TOTAL:	47,342,880	11,835,720			59,178,600
0018-06-183	IH 35		Phase C, E		Let 8/19			
From:	0.50 MI South of US59-SL20							
To:	0.50 MI East of IH35 / US59-SL20							
Construction of Direct Connector Interchange (DC#5)								
PE	1,470,000		FUNDS	Federal	State	Local	LC	TOTAL
Construction	30,000,000		CAT 4	27,000,000	3,000,000			30,000,000
Const Eng	1,407,000		CAT 1	2,589,300	287,700			2,877,000
Conting	897,000							
CO	1,347,000		TOTAL:	29,589,300	3,287,700			32,877,000

Texas Department of Transportation-Laredo District was allocated Project Specific Funds

Category 4- Connectivity Corridor- Rural- \$ 98.40 Mill

Category 4- Congestion Connectivity Corridor (3c)- \$ 27.00 Mill

Category 12- Strategic Priority- \$ 35.00 Mill

Projects:

CSJ: 0086-14-078 (Overpass US 59/ Jacaman Rd) Cost \$ 19.69 Millions

Allocated Construction Funds: \$ 19.69 Mill from Category 2 MPO (FY 2020)

Proposed Construction Funds: \$ 17.00 Mill from Category 12- Strategic Priority (FY 2020)

Proposed Construction Funds: \$ 2.69 Mill from Category 2 MPO (FY 2020)

CSJ: 0018-06-136 (Overpass IH 35/ UPRR- North of Shiloh). Cost \$ 54.00 Millions

Allocated Construction Funds \$ 0.00

Proposed Construction Funds \$ 18.00 Mill from Category 12-Strategic Priority (FY 2021)

Proposed Construction Funds \$ 9.00 Mill from Category 2 MPO (FY 2021)

Proposed Construction Funds \$ 27.00 Mill from Category 4- Congestion Connectivity Corridor (3c) (FY 2021)

CSJ: 0018-06-183 (Direct Connector # 5, West on US 59 to South on IH-35)

Allocated Construction Funds \$ 0.00

Proposed Construction Funds \$ 30.00 Mill from Category 4- Connectivity Corridor (FY 2019)

CSJ: 0018-05-089 (IH-35/ Uniroyal Interchange)

Allocated Construction Funds \$ 0.00

Proposed Construction Funds \$ 65.00 Mill from Category 4- Connectivity Corridor (FY 2022)

0018-06-183

DCS2B233-CSJ WAS CHANGED; NO UPDATES MADE.

UPDATE MODE 03/10/17 PROJECT ID (P01) 09:39:25 ENGLISH DCIS.02A
 CTL-SEC-JOB 0018 - 06 - 183 HWY NO IH 35 DIST 22 CNTY WEBB 240
 BEG MILE POINT 7.573 END MILE POINT 8.073 PROJECT LENGTH MI 0.500
 BEG REF MARKER NUM 7 SUFFIX DISPLACEMENT 0.089 DFO 6.693
 END REF MARKER NUM 8 SUFFIX DISPLACEMENT -0.477 DFO 7.193
 LIMITS FROM 0.5 MI SOUTH OF US59-SL20 TRM UPDATE FLAG S
 TO 0.50 MI EAST OF IH35 / US59-SL20 PROJ CLASS INC
 TYPE OF WORK GRADE, BASE, STRUCT, ACP, SIGN, PAV MRKS SPEC BOOK YEAR 14
 LAYMANS DESC CONSTRUCTION OF DIRECT CONNECTOR INTERCHANGE (DC#5)

PDP CODE ABATEMENT AUTH 0 0 LET SCH FY 2019
 RESP. SECTION FUNCTIONAL CLASS 1 FED LETTER OF AUTH 0 0
 INFLATION % 4.00 DISTRICT OVER % 0.00 STATE LETTER OF AUTH 0 0
 LATEST EST OF CST COST 30000000 LOCAL GOVT NO UTP AUTHORITY C CONS
 DATE OF LATEST EST 11 03 16 PERF END DATE N PRES DIST EST LET DATE 8 19
 AUTHORIZED AMOUNT 30000001 TRUNK SYS Y APPROVED LET DATE 0 0
 CONTRACT CSJ 001806183 NHS Y ELS ACTUAL LET DATE 0 0
 OVERSIGHT S RAIL COORD N HURR EVAC RTE Y PROJ NUM NH ()
 PROJ ANCESTORS 001806912 ROW CSJ:
 PROJ DESCENDENTS
 REMARKS DIRECT CONNECT #5 SOUTHBOUND

Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10---PF11---PF12---
 LEGIS UPDT FIN EVAL EST SUM UTP STIP METR COR TPC PE MENU

DCS2B010-NO CHANGES MADE; PLEASE CONTINUE.

UPDATE MODE P02 - Construction Cost DCIS.03B
Ctl-Sec-Job 0018-06-183 Toll N (Y/P) Dist Est Amt \$ 30000000
Low Bid Amt\$ 0.00 Screen Locked: N Date of Last Est 11 03 16
Toll Credits 0 % Tapered Match (Y) Tier Inflated EST \$ 33090597
TxDOT CDA (Y/P) CDA No. PTF (Y/P) RMA (Y/P) Subreceipt/Vendor (S/V) _
Pres 0 % Mobility 100 % Non-Part\$ 0.00

Ln	Work Prgrm	PID	Authorized Amount	APPL PCT	APFN Code	Cate- gory	Fix	A/C	Demo ID	Minute Date	Order Number
1	04CN	017	30000000		Z001	4	X			03 17	TPP
2	1901		1	100.0	Z001	1				08 16	114670
3											
4											
5											
6											
7											
8											
9											
10											

TOTAL \$ 30000001

' USE PF8 KEY TO OBTAIN PROJECT FINANCE - PERCENT SCREEN '

Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10---PF11---PF12---
ID FIN EVAL EST SUM UTP STIP PCT COR TPC PE MENU

DCS03F010-NO CHANGES MADE; PLEASE CONTINUE.

UPDATE MODE P2C - Participation
Control-Sect-Job 0018-06-183
Part Waived: _ Econo. Dis. Co. Proj: _

ENGLISH PROJECT DCIS.303C
Est Const Cost: 30000000
P2D Line Nbr: 0
Screen Locked: N

Ln	Federal		P A R T I C I P A T I O N					
Nbr	Pct	Amount	State or Bond	Bond	Local	Local		
			Pct	Amount	Appn	Pct	Amount	Contribution
1	90.0	27000000	10.0	3000000		0.0		
2	90.0		1 10.0			0.0		
3	0.0		0.0			0.0		
4	0.0		0.0			0.0		
5	0.0		0.0			0.0		
6	0.0		0.0			0.0		
7	0.0		0.0			0.0		
8	0.0		0.0			0.0		
9	0.0		0.0			0.0		
10	0.0		0.0			0.0		
Totals:		27000001		3000000			0	0

Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10---PF11---PF12---
ID FIN EVAL EST SUM UTP STIP ORDR COR TPC MENU

DCS2B010-NO CHANGES MADE; PLEASE CONTINUE.

P10 - Total Project Cost
(BY CSJ)

TOTALS SHOWN ON THIS PAGE ARE INFORMATIONAL ONLY AND REFLECT AN ESTIMATION OF THE POTENTIAL TOTAL PROJECT COST BASED ON THE CURRENT ENGINEER'S ESTIMATES AND APPLIED PERCENTAGES. AS SUCH, THE TOTALS DO NOT REPRESENT A GUARANTEED AMOUNT OF FUNDING NOR A RELATIONSHIP TO CASH AVAILABLE ON THE PROJECT.

	% of Est	Current Estimate (includes inflation)	Auth. Cost (includes inflation)
Construction		33,090,597.03	0.00
PE	4.90	1,621,439.25	0.00
ROW		0.00	0.00
Bond Finance		0.00	0.00
CE	4.69	1,551,949.00	0.00
Contingencies	2.99	989,408.85	0.00
Potential Change Ord	4.49	1,485,767.81	0.00
Indirect	0.00	0.00	0.00

Current Total Project Cost For CSJ 001806183
38,739,161.94

Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10---PF11---PF12---
ID FIN EVAL EST SUM UTP STIP COST COR TPC PE MENU

0018-06-136

DCS2B233-CSJ WAS CHANGED; NO UPDATES MADE.

UPDATE MODE 03/10/17 PROJECT ID (P01) 09:39:07 ENGLISH DCIS.02A
CTL-SEC-JOB 0018 - 06 - 136 HWY NO IH 35 DIST 22 CNTY WEBB 240
BEG MILE POINT 6.593 END MILE POINT 9.022 PROJECT LENGTH MI 1.442
BEG REF MARKER NUM 6 SUFFIX DISPLACEMENT 0.030 DFO 5.713
END REF MARKER NUM 8 SUFFIX DISPLACEMENT 0.472 DFO 8.142
LIMITS FROM SHILOH DRIVE TRM UPDATE FLAG S
TO 0.25 MILES N. OF US 59/ IH 69W PROJ CLASS INC
TYPE OF WORK GRADE, BASE, STRUCT, ACP, SIGN, PAV MRKS SPEC BOOK YEAR 14
LAYMANS DESC WIDEN OF MAINLANES AND RR GRADE SEPARATION

PDP CODE ABATEMENT AUTH 0 0 LET SCH FY
RESP. SECTION LRD FUNCTIONAL CLASS 1 FED LETTER OF AUTH 0 0
INFLATION % 4.00 DISTRICT OVER % 0.00 STATE LETTER OF AUTH 0 0
LATEST EST OF CST COST 54000000 LOCAL GOVT NO UTP AUTHORITY D DVLP
DATE OF LATEST EST 01 08 16 PERF END DATE N PRES DIST EST LET DATE 8 21
AUTHORIZED AMOUNT 54000001 TRUNK SYS Y APPROVED LET DATE 0 0
CONTRACT CSJ 001806136 NHS Y ELS ACTUAL LET DATE 0 0
OVERSIGHT S RAIL COORD N HURR EVAC RTE N PROJ NUM NH ()
PROJ ANCESTORS 001806915 ROW CSJ:
PROJ DESCENDENTS

REMARKS

Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10---PF11---PF12---
LEGIS UPDT FIN EVAL EST SUM UTP STIP METR COR TPC PE MENU

DCS2B010-NO CHANGES MADE; PLEASE CONTINUE.

UPDATE MODE P02 - Construction Cost DCIS.03B
 Ctl-Sec-Job 0018-06-136 Toll (Y/P) Dist Est Amt \$ 54000000
 Low Bid Amt\$ 0.00 Screen Locked: N Date of Last Est 01 08 16
 Toll Credits 0 % Tapered Match (Y) Tier Inflated EST \$ 64423421
 TxDOT CDA (Y/P) CDA No. PTF (Y/P) RMA (Y/P) Subreceipt/Vendor (S/V)
 Pres 0 % Mobility 100 % Non-Part\$ 0.00

Ln	Work Prgrm	PID	Authorized Amount	APPL PCT	APPN Code	Cate- gory	Fix	A/C	Demo ID	Minute Date	Order Number
1	12TTC	017	18000000		Z001	12	X			03 17	TPP
2	043C	017	27000000		Z001	4	X			03 17	TPP
3	2102M		9000000		Z001	2M	X			03 17	TPP
4	2101		1	100.0	Z001	1				08 16	114670
5											
6											
7											
8											
9											
10											

TOTAL \$ 54000001

' USE PF8 KEY TO OBTAIN PROJECT FINANCE - PERCENT SCREEN '

Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10---PF11---PF12---
 ID FIN EVAL EST SUM UTP STIP PCT COR TPC PE MENU

DCS03F010-NO CHANGES MADE; PLEASE CONTINUE.

UPDATE MODE P2C - Participation
Control-Sect-Job 0018-06-136
Part Waived: _ Econo. Dis. Co. Proj: _

ENGLISH PROJECT DCIS.303C
Est Const Cost: 54000000
P2D Line Nbr: 0
Screen Locked: N

Ln	Federal		P A R T I C I P A T I O N					
Nbr	Pct	Amount	State or Bond	Bond	Local	Local		
			Pct	Amount	Appn	Pct	Amount	Contribution
1	80.0	14400000	20.0	3600000		0.0		
2	80.0	21600000	20.0	5400000		0.0		
3	80.0	7200000	20.0	1800000		0.0		
4	80.0		1 20.0			0.0		
5	0.0		0.0			0.0		
6	0.0		0.0			0.0		
7	0.0		0.0			0.0		
8	0.0		0.0			0.0		
9	0.0		0.0			0.0		
10	0.0		0.0			0.0		
Totals:		43200001		10800000			0	0

Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10---PF11---PF12---
ID FIN EVAL EST SUM UTP STIP ORDR COR TPC MENU

DCS2B010-NO CHANGES MADE; PLEASE CONTINUE.

P10 - Total Project Cost
(BY CSJ)

TOTALS SHOWN ON THIS PAGE ARE INFORMATIONAL ONLY AND REFLECT AN ESTIMATION OF THE POTENTIAL TOTAL PROJECT COST BASED ON THE CURRENT ENGINEER'S ESTIMATES AND APPLIED PERCENTAGES. AS SUCH, THE TOTALS DO NOT REPRESENT A GUARANTEED AMOUNT OF FUNDING NOR A RELATIONSHIP TO CASH AVAILABLE ON THE PROJECT.

	% of Est	Current Estimate (includes inflation)	Auth. Cost (includes inflation)
Construction		64,423,421.55	26,996,736.00
PE	4.90	3,156,747.66	1,322,840.06
ROW		0.00	0.00
Bond Finance		0.00	0.00
CE	4.69	3,021,458.47	1,079,869.44
Contingencies	2.99	1,926,260.30	1,619,804.16
Potential Change Ord	4.49	2,892,611.63	0.00
Indirect	0.00	0.00	1,360,635.49

Current Total Project Cost For CSJ 001806136
75,420,499.61

Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10---PF11---PF12---
ID FIN EVAL EST SUM UTP STIP COST COR TPC PE MENU

0018-05-089

DCS2B233-CSJ WAS CHANGED; NO UPDATES MADE.

UPDATE MODE 03/10/17 PROJECT ID (P01) 09:38:33 ENGLISH DCIS.02A
 CTL-SEC-JOB 0018 - 05 - 089 HWY NO IH 35 DIST 22 CNTY WEBB 240
 BEG MILE POINT 1.576 END MILE POINT 4.610 PROJECT LENGTH MI 1.500
 BEG REF MARKER NUM 13 SUFFIX DISPLACEMENT 0.000 DFO 12.664
 END REF MARKER NUM 16 SUFFIX DISPLACEMENT 0.000 DFO 15.698
 LIMITS FROM 0.500 MI S OF UNIROYAL INTERCHANGE TRM UPDATE FLAG S
 TO 1.000 MI N OF UNIROYAL INTERCHANGE PROJ CLASS BR
 TYPE OF WORK GRADE,BASE,STRUCT,ACP,SIGN,PAV MRKS SPEC BOOK YEAR 14
 LAYMANS DESC REPLACEMENT OF EXISTING BRIDGE

PDP CODE ABATEMENT AUTH 0 0 LET SCH FY
 RESP. SECTION LRD FUNCTIONAL CLASS 1 FED LETTER OF AUTH 0 0
 INFLATION % 4.00 DISTRICT OVER % 0.00 STATE LETTER OF AUTH 0 0
 LATEST EST OF CST COST 65000000 LOCAL GOVT NO UTP AUTHORITY D DVLP
 DATE OF LATEST EST 11 30 16 PERF END DATE N PRES DIST EST LET DATE 9 21
 AUTHORIZED AMOUNT 65000001 TRUNK SYS Y APPROVED LET DATE 0 0
 CONTRACT CSJ 001805089 NHS Y ELS ACTUAL LET DATE 0 0
 OVERSIGHT S RAIL COORD N HURR EVAC RTE PROJ NUM NH ()
 PROJ ANCESTORS 001805910 ROW CSJ:
 PROJ DESCENDENTS
 REMARKS

Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10---PF11---PF12---
 LEGIS UPDT FIN EVAL EST SUM UTP STIP METR COR TPC PE MENU

DCS2B010-NO CHANGES MADE; PLEASE CONTINUE.

UPDATE MODE P02 - Construction Cost DCIS.03B
Ctl-Sec-Job 0018-05-089 Toll N (Y/P) Dist Est Amt \$ 65000000
Low Bid Amt\$ 0.00 Screen Locked: N Date of Last Est 11 30 16
Toll Credits 0 % Tapered Match (Y) Tier Inflated EST \$ 77790408
TxDOT CDA (Y/P) CDA No. PTF (Y/P) RMA (Y/P) Subreceipt/Vendor (S/V) _
Pres 0 % Mobility 100 % Non-Part\$ 0.00

Ln	Work Prgm	PID	Authorized Amount	APPL PCT	APPN Code	Cate- gory	Fix	A/C	Demo ID	Minute Date	Order Number
1	04CN	017	65000000		Z001	4	X			03 17	TPP
2	2201		1	100.0	Z001	1				08 16	114670
3											
4											
5											
6											
7											
8											
9											
10											

TOTAL \$ 65000001

' USE PF8 KEY TO OBTAIN PROJECT FINANCE - PERCENT SCREEN '

Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10---PF11---PF12---
ID FIN EVAL EST SUM UTP STIP PCT COR TPC PE MENU

DCS03F010-NO CHANGES MADE; PLEASE CONTINUE.

UPDATE MODE P2C - Participation
Control-Sect-Job 0018-05-089
Part Waived: _ Econo. Dis. Co. Proj: _

ENGLISH PROJECT DCIS.303C
Est Const Cost: 65000000
P2D Line Nbr: 0
Screen Locked: N

Ln	Federal	P A R T I C I P A T I O N			Local	Local	
Nbr	Pct	Amount	State or Bond Pct	Bond Amount	Pct	Amount	Contribution
1	90.0	58500000	10.0	6500000	0.0		
2	90.0		1	10.0	0.0		
3	0.0		0.0		0.0		
4	0.0		0.0		0.0		
5	0.0		0.0		0.0		
6	0.0		0.0		0.0		
7	0.0		0.0		0.0		
8	0.0		0.0		0.0		
9	0.0		0.0		0.0		
10	0.0		0.0		0.0		
Totals:		58500001		6500000		0	0

Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10---PF11---PF12---
ID FIN EVAL EST SUM UTP STIP ORDR COR TPC MENU

DCS2B010-NO CHANGES MADE; PLEASE CONTINUE.

P10 - Total Project Cost
(BY CSJ)

TOTALS SHOWN ON THIS PAGE ARE INFORMATIONAL ONLY AND REFLECT AN ESTIMATION OF THE POTENTIAL TOTAL PROJECT COST BASED ON THE CURRENT ENGINEER'S ESTIMATES AND APPLIED PERCENTAGES. AS SUCH, THE TOTALS DO NOT REPRESENT A GUARANTEED AMOUNT OF FUNDING NOR A RELATIONSHIP TO CASH AVAILABLE ON THE PROJECT.

	% of Est	Current Estimate (includes inflation)	Auth. Cost (includes inflation)
Construction		77,790,408.23	0.00
PE	4.90	3,811,730.00	0.00
ROW		0.00	0.00
Bond Finance		0.00	0.00
CE	7.45	5,795,385.41	0.00
Contingencies	0.00	0.00	0.00
Potential Change Ord	2.39	1,859,190.76	0.00
Indirect	0.00	0.00	0.00

Current Total Project Cost For CSJ 001805089
89,256,714.40

Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10---PF11---PF12---
ID FIN EVAL EST SUM UTP STIP COST COR TPC PE MENU

**LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM**

DATE: 03-20-17	SUBJECT: Discussion with possible action to require all agenda items to go thru the Technical Committee before they are presented to the Policy Committee.
INITIATED BY: Councilman Altgelt	STAFF SOURCE: Nathan Bratton, Director of Planning
PREVIOUS ACTION: The Policy Committee voted to postpone the item at both the January 17, 2017, and February 21, 2017, Policy Committee meetings.	
<p>BACKGROUND:</p> <p>As required by the MPO Bylaws, the Technical Committee reviews and/or provide recommendations on the following:</p> <ul style="list-style-type: none"> • work programs such as the UPWP, the TIP, MTP, etc., • policy related items such as the Limited English Proficiency, the Plan, Public Participation Plan, the Bylaws etc.; and, • planning activities such as the travel demand model, the congestion management process and planning studies developed through the MPO. <p>Policy Committee agenda items typically not reviewed by the Technical Committee are:</p> <ul style="list-style-type: none"> • discussion items • Staff reports and/or project status updates requested by the Committee or a member; and, • action items, often time sensitive, requested by the Committee or a member such as resolutions. <p>On occasion, items are brought before the Policy Committee due to the deadlines associated with the item.</p> <p>Laredo Urban Transportation Study, Metropolitan Planning Organization, Bylaws and Operating Procedures (The Bylaws), defines the role, responsibilities and composition of the Technical Committee.</p> <p>Section 2.1 (a): Membership and Qualification <i>The Laredo Urban Transportation Study (LUTS) shall be comprised of a Policy Committee and a Technical Committee.</i></p> <p>Section 1.1 Definitions: <i>The Metropolitan Planning Organization <u>Technical Review Committee (Technical Committee)</u> - The body of the MPO responsible for professional and technical review of work programs, policy recommendations and transportation planning activities. The Technical Committee shall review issues for accuracy and advise the Policy Committee on recommended actions. The Technical Committee is composed of representatives of the City of Laredo, the County of Webb, the Texas Department of Transportation and private sector representatives.</i></p> <p>Section 2.3 Administration: <i>(c) Each voting member of the Technical Committee may have a designated alternate member to serve on the committee in the member's absence. Appointed alternate members will have the voting rights and privileges of members when serving in the absence of the Technical Committee member.</i></p> <p><i>The responsibilities of the Technical Committee shall include technical review of work programs, policy recommendations and the transportation planning activities.</i></p>	
LUTS TECHNICAL COMMITTEE RECOMMENDATION: The Technical Review Committee reviewed the item and deferred its recommendation pending further clarification on the item.	

**LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM**

Section 2.3 (b) Administration:

(b) The Technical Committee shall include the following:

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

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

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

4. Federal representatives:
FHWA Planning Representative (Austin)

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

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

Also see attachments:

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

Laredo Urban Transportation Study
Technical Review Committee

City Representatives

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

County and Regional Representatives

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

State Representatives

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

Federal Representatives

- ❖ Kirk Fauver - Federal Highway Administration Planning Representative

Private Sector Representatives

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

School System Representatives

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

BYLAWS AND OPERATING PROCEDURES
LAREDO URBAN TRANSPORTATION STUDY

ARTICLE I
DEFINITIONS, PURPOSE AND AUTHORITY

Section 1.1 Definitions

- **Laredo Urban Transportation Study (LUTS)** - The Transportation Planning Committee designated by the Governor of the State of Texas as the Metropolitan Planning Organization (MPO) for the Laredo Urbanized Area.
- **Metropolitan Planning Area-** The geographic area for which the MPO is responsible and in which the metropolitan transportation planning process must be carried out pursuant to Title 23 USC Section 134 and Title 49 USC Section 5303.
- **Metropolitan Planning Organization (MPO)** - The forum for cooperative transportation decision-making, as designated by the Governor, and units of general-purpose local government representing 75 percent of the affected metropolitan population. The MPO is responsible for identifying local transportation needs, in cooperation with the Texas Department of Transportation (TxDOT), following a "Continuing, Comprehensive, and Cooperative" transportation planning process pursuant to 23 USC 134. The MPO is also responsible for proposing and recommending projects for all modes of urban transportation to those governmental units that are responsible for program development and project implementation.
- **Metropolitan Planning Organization Policy Committee (Policy Committee)** - The policy body, established pursuant to 23 USC 134, with the responsibility for establishing overall transportation for, and taking the required approval actions as the Metropolitan Planning Organization. The Policy Committee is comprised of those governmental agencies identified in the original designation agreement and those agencies or organizations subsequently added to the membership of the board. The Policy Committee shall have decision-making authority over issues such as the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP) and the Metropolitan Transportation Plan (MTP).
- **Metropolitan Planning Organization Technical Review Committee (Technical Committee)** - The body of the MPO responsible for professional and technical review of work programs, policy recommendations and transportation planning activities. The Technical Committee shall review issues for accuracy and advise the Policy Committee on recommended actions. The Technical Committee is composed of representatives of the City of Laredo, the County of Webb, the Texas Department of Transportation and private sector representatives.
- **Fiscal Agent for the Metropolitan Planning Organization (Fiscal Agent)** – The governmental entity or agency designated by written agreement between the MPO Policy Committee and the governmental entity or agency providing fiscal administrative services and other services (which may include personnel and staff support) to the MPO Policy Committee and the Staff of the MPO.

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- **Laredo Metropolitan Transportation Plan (MTP)** - The MTP is an official, comprehensive, intermodal transportation plan developed and adopted for the Laredo Metropolitan Area through the transportation planning process. The MTP identifies the existing and future transportation needs and develops coordinated strategies to provide the necessary transportation facilities essential for the continued mobility and economic vitality of Laredo. These coordinated transportation strategies include roadway development and operations, truck and rail freight movement, transit operations, bikeways and pedestrian facilities. The development of the MTP is required under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to assure the continuation of federal transportation funds. The plan shall address a continuous twenty-year planning horizon.
- **Transportation Improvement Program (TIP)** - A staged, multiyear, intermodal program, of transportation projects which is consistent with the metropolitan transportation plan and which is also financially constrained.
- **Unified Planning Work Program (UPWP)** - Shall mean the program of work that includes goals, objectives and/or tasks required by each of the several agencies involved in the metropolitan transportation planning process. The UPWP shall describe metropolitan transportation and transportation-related planning activities anticipated in the area during the next one-year period and reflect transportation planning work to be funded by federal, state or local transportation or transportation-related planning funds.

Section 1.2 Purpose

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

Section 1.3 Authority

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

- (a) To develop and establish policies, procedures, plans and programs for the metropolitan area.
- (b) To certify such actions as may be necessary to comply with state and federal regulations.
- (c) To establish such rules of procedure and approve such actions as it deems necessary to fulfill its purposes.
- (d) To ensure those requirements of 23 USC 134 and 135 and 49 USC, Chapter 53, 5301, et seq. are carried out.

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- (e) To use federal transportation planning funds, as well as in-kind matching funds as authorized by the Texas Transportation Commission, to develop and maintain a comprehensive regional transportation planning program in conformity with requirements of 23 USC 135 and 49 USC 5303.
- (f) To adopt a Metropolitan Transportation Plan (MTP) for the metropolitan planning area that will complement the Statewide Transportation Plan required by state and federal laws, a Transportation Improvement Program and a Unified Planning Work Program and such other planning documents and reports that may be required by state or federal laws or regulations.
- (g) To establish one or more advisory committees to assist in the transportation planning process and/or assist in promoting the implementation of approved plans. The Policy Committee may create ad-hoc committees or other technical subcommittees.

**ARTICLE II
MEMBERSHIP, TERMS AND ADMINISTRATION**

Section 2.1 Membership and Qualifications

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

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

*** EX-OFFICIO ***

State of Texas:	State Senator(s) State Representative(s)
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- (b) Members shall serve until a replacement is qualified pursuant to section 2.1 Subsection (e).
- (c) The Mayor of the City of Laredo shall appoint the two City Councilmembers that represent the City of Laredo.
- (d) Laredo Mass Transit Board's presiding officer/Mayor shall appoint one member to represent the Laredo Mass Transit Board.
- (e) The County Judge of the County of Webb shall appoint the two County Commissioners that represent the County of Webb.
- (f) Appointments to the Policy Committee shall be for a period of two years. A member may be reappointed with no limitation to number of terms, except that such term will not continue in the event an officer becomes ineligible for membership on the Policy Committee.

Section 2.2 Meetings, Quorum and Voting

- (a) The Policy Committee shall meet at least twice per year or as often as necessary to fulfill its purposes.
- (b) Fifty percent of the voting membership plus one member shall constitute a quorum.
- (c) The use of proxies by the voting members of the Policy Committee is prohibited.
- (d) The official actions of the Policy Committee shall be by affirmative action of the majority of the voting membership present and voting at public meetings. All meetings are to be held as open meetings as defined in Chapter 551, Texas Government Code (Texas Open Meetings Act), and the Transportation Planning Director of the MPO shall insure that the written notice of the meeting is posted at City of Laredo City Hall and Webb County Commissioners Court Building at least 72 hours prior to the meeting. Additionally, the notice may be posted at TxDOT Laredo District Office, and on the City of Laredo and Webb County website. The Transportation Planning Director shall insure that at least two copies of the agenda and such supporting documentation as is available to the Policy Committee are made available for public inspection in the MPO offices at the same time they are made available to the Policy Committee members.
- (e) All official actions of the Policy Committee shall be duly recorded in the minutes of the meeting.
- (f) The Mayor of the City of Laredo shall serve as Chairperson of the Policy Committee. The responsibilities of the Chairperson shall include, but are not limited to the following:
 - 1. Preside at all meeting of the Policy Committee.
 - 2. Authenticate, by signature, all resolutions adopted by the Policy Committee.

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3. Serve as chief policy advocate for the Policy Committee.
 4. Represent the committee at hearings, conferences, and other events as required or designate another member of the Committee or the Chairperson of the Technical Committee to represent the Chairperson.
- (g) The County Judge of the County of Webb shall serve as Vice Chairperson of the Policy Committee. During the absence of the Chairperson, the Vice Chairperson shall preside over meetings and shall exercise all the duties of the Chairperson.
- (h) In the absence of the Chairperson and Vice Chairperson from a Policy Committee meeting at which a quorum is present, the remaining members present shall elect a presiding officer who shall serve until the conclusion of that meeting or until the arrival of the Chairperson or Vice Chairperson.

Section 2.3 Administration

- (a) The City of Laredo Planning Director shall act as the Transportation Planning Director for the MPO. The responsibilities of the Director shall include, but are not limited to the following:
1. All staff support for the Policy Committee, oversight and coordination of MPO administration and transportation planning activities, grant administration, maintaining records and providing notice of meetings as required by the Public Involvement Process.
 2. Shall act as Chairperson of the Technical Committee with responsibility for drafting findings and recommendations of the Technical Committee for review by the Policy Committee.
 3. Shall be responsible for all plans and reports prepared by and for the review and consideration of the Policy Committee and for submitting the recommended policies, procedures and programs of the Technical Committee to the Policy Committee.
 4. Supervise the MPO staff.
 5. Serve as a liaison to the Texas Department of Transportation's planning program through the department's district office and the department's Transportation Planning and Programming Division's representative.
 6. In cooperation with the Texas Department of Transportation, collect, maintain, forecast, and report to the department appropriate socioeconomic, roadway, and travel data.
 7. Prepare and submit all required plans, reports, programs, data, and certifications.

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

(b) The Technical Committee shall include the following:

1. City Representatives:

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

2. County and Regional Representatives:

Webb County Planning Director
South Texas Development Council Regional Planning Director
The General Manager of the Rural Transit System
Webb County Engineer

3. State Representatives:

TxDOT Planning Representative (Vice-Chairperson)
TxDOT Planning Representative
TxDOT Area Engineer
TxDOT TPP Field Representative

4. Federal representatives:

FHWA Planning Representative (Austin)

5. Private Sector Representatives:

A representative of the Kansas City Southern Railroad Company
A representative of the Union Pacific Railroad Company
A representative of the Laredo Transportation Association
A Transportation Provider Representative who shall also serve on the Laredo Transportation Advisory Committee

6. School system representatives

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

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

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

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

Section 2.4 Ethic Policy for MPO Policy Members and Employees

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

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

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

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

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

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

BYLAWS AND OPERATING PROCEDURES
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ARTICLE III
AMENDMENTS

Section 3.1 Bylaw Revisions


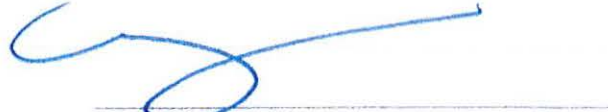
The Bylaws may be revised or amended by approval of the Policy Committee at a meeting at which a quorum, as defined herein, is present.

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



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

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


Nathan Bratton
MPO Director
Melisa Montemayor
TxDOT District Administrator

RESOLUTION NO. MPO 2015-09

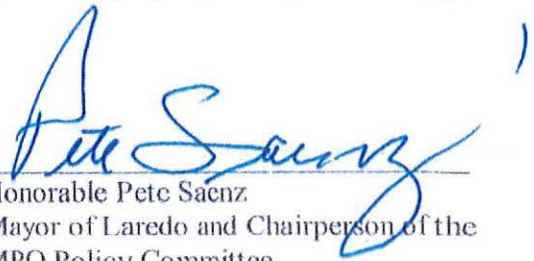
**BY THE LAREDO URBAN TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE**

AMENDING THE LUTS BY-LAWS

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


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

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



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

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



Nathan Bratton
MPO Director



Melisa Montemayor,
Laredo District Administrator

Angelica Quijano

From: Narayanasamy, Madhusudhanan <narayanasamym@cdmsmith.com>
Sent: Monday, March 6, 2017 9:10 AM
To: Angelica Quijano
Subject: RE: program

Angie,

I use Microsoft Excel for simple schedules and Microsoft Project for more complex schedules.

Thanks,

Madhu Narayanasamy, AICP

Mobile: (713) 304.5746 | Work: (713) 423.7431 |

From: Angelica Quijano [<mailto:aquijano@ci.laredo.tx.us>]
Sent: Monday, March 06, 2017 8:41 AM
To: Narayanasamy, Madhusudhanan <narayanasamym@cdmsmith.com>
Subject: program
Importance: High

Good morning Madhu,

Vanessa wanted me to ask you what program you use to create the project schedule timeline. Let me know. Thanks.

Angie Quijano
City of Laredo Planning Dept.
1120 San Bernardo Ave.
Laredo, TX 78040
(956) 794-1623
(956) 794-1624 (Fax)

the 1990s, the number of people in the world who are under 15 years of age is expected to increase from 1.1 billion to 1.5 billion.

There are a number of reasons why the world's population is growing so rapidly. One of the main reasons is that the number of children born to each woman has increased. This is due to a number of factors, including improved medical care, better nutrition, and a higher birth rate.

Another reason why the world's population is growing so rapidly is that the number of people who are surviving into old age has increased. This is due to a number of factors, including improved medical care, better nutrition, and a higher life expectancy.

There are a number of other factors that are contributing to the world's population growth, including improved living conditions, better education, and a higher standard of living.

The world's population is growing so rapidly that it is becoming a major concern for many people. This is because a larger population means a greater demand for resources, and a greater impact on the environment.

There are a number of ways in which we can help to control the world's population growth. One of the most important ways is to improve the quality of life for people in developing countries.

Another way to help control the world's population growth is to provide better education for women. This will help them to make more informed decisions about when to have children and how many children to have.

There are a number of other ways in which we can help to control the world's population growth, including providing better medical care, improving living conditions, and increasing the standard of living.

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There are a number of other ways in which we can help to control the world's population growth, including providing better medical care, improving living conditions, and increasing the standard of living.

V. ITEMS REQUIRING POLICY COMMITTEE ACTION

F. Discussion with possible action on Hachar Road.

G. Discussion with possible action on Mines Road.

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

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