

# 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  
April 15, 2019  
1:30 p.m.

### MEETING AGENDA

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

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

#### IV. ITEMS REQUIRING POLICY COMMITTEE ACTION

- A. Approval of the minutes for the meeting held on March 18, 2019.
- B. Receive public testimony and approve Resolution No. MPO 2019-03, adopting the the proposed amendment(s) of the 2019-2022 Transportation Improvement Program (TIP):
  1. **Addition** of project CSJ 0018-06-198 intended to provide for the widening of IH 35, by constructing a third lane to the inside and adding a concrete barrier to the inside of IH 35 north/south bound, from 0.38 miles south of US59/IH 35 INT. to 0.80 miles north of US59/IH 35 INT., with an estimated total project cost of \$5,911,775. The proposed project letting date is FY 2020.

CITY SECRETARY'S OFFICE

2019 APR 12 AM 11:59

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2. **Addition** of project CSJ 0086-14-084 intended to widen I-69W by providing for the construction of a third lane to the inside and adding a concrete barrier to I-69W east/west bound, from World Trade Bridge GSA facilities to IH 35, with an estimated total project cost of \$18,207,550. The proposed letting date is FY 2020.
  3. **Addition** of project CSJ 2150-04-076 intended to widen FM 1472 by providing for the construction of a right turn lane on I-69W/FM 1472 intersection, from Big Bend Boulevard northbound to Killam Industrial Boulevard northbound, with an estimated total project cost of \$4,167,927. The proposed letting date is FY 2020.
  4. **Addition** of project CSJ 0922-33-181 intended to construct and improve seventeen (17) bus stops located throughout the transit fixed route network, with an estimated total project cost of \$250,000. The proposed project letting date is FY 2021.
  5. **Revision** of project CSJ 0922-33-149 for the construction of a pedestrian trail at Chacon Creek. **Purpose** of amendment is to revise the estimated letting date from fiscal year (FY) 2019 to FY 2020.
  6. **Revision** of project CSJ 0922-33-076 for the construction of the re-alignment at the intersection of FM 1472 and Flecha Lane/Las Cruces Drive. **Purpose** of amendment is to revise the estimated letting date from fiscal year (FY) 2019 to FY 2020.
  7. **Revision** of project CSJ 0922-33-093 for the construction of an overpass on Calton Road. **Purpose** of amendment is to revise the estimated letting date from fiscal year (FY) 2019 to FY 2020.
  8. **Revision** of project CSJ 0922-33-177 for the construction of a hike and bike trail from Anna Park to LC Campus. **Purpose** of amendment is to revise the estimated letting date from fiscal year (FY) 2019 to FY 2020.
  9. **Revision** of the TIP Introduction to include updated Safety, Bridge, Pavement, and Roadway System Performance targets.
- C. Receive public testimony and approve Resolution No. MPO 2019-04, adopting the proposed amendment(s) of the 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 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 as necessary to incorporate the following revisions:

- a) **Addition** of project CSJ 0018-06-198 intended to provide for the widening of IH 35, by constructing a third lane to the inside and adding a concrete barrier to the inside of IH 35 north/south bound, from 0.38 miles south of US59/IH 35 INT. to 0.80 miles north of US59/IH 35 INT., with an estimated total project cost of \$5,911,775. The proposed project letting date is FY 2020.
  - b) **Addition** of project CSJ 0086-14-084 intended to widen I-69W by providing for the construction of a third lane to the inside and adding a concrete barrier to I-69W east/west bound, from World Trade Bridge GSA facilities to IH 35, with an estimated total project cost of \$18,207,550. The proposed letting date is FY 2020.
  - c) **Addition** of project CSJ 2150-04-076 intended to widen FM 1472 by providing for the construction of a right turn lane on I-69W/FM 1472 intersection, from Big Bend Boulevard northbound to Killam Industrial Boulevard northbound, with an estimated total project cost of \$4,167,927. The proposed letting date is FY 2020.
  - d) **Addition** of project CSJ 0922-33-181 intended to construct and improve seventeen (17) bus stops located throughout the transit fixed route network, with an estimated total project cost of \$250,000. The proposed project letting date is FY 2021.
- D. Presentation by Susan Chavez from TxDOT, on the National Highway System (NHS) with discussion and possible action.
- E. Report by TxDOT in collaboration with City Traffic, on accident data and proposed lighting alternatives for Cuatro Vientos Road, with discussion and possible action. (Mayor, CM. Altgelt)
- F. Report by TxDOT on proposed solutions, cost estimates, and funding sources related to the Mines Road Bike Tract, pedestrian and bicycle facilities to safely cross both Loop 20 at the intersection of Del Mar, and the intersection of IH 35 and Del Mar, with discussion and possible action. (CM. Altgelt)
- G. Discussion with possible action on the River Road Project.
- H. Discussion with possible action on Hachar-Reuthinger Road.
- V. REPORT(S) AND PRESENTATIONS (No action required).
- A. Status report by TxDOT on the Outer Loop Alignment Study.
  - B. Status report by TxDOT on ongoing projects.
  - C. Status report on the Regional Mobility Authority (RMA).

VI. ADJOURNMENT

THIS NOTICE WAS POSTED AT THE MUNICIPAL GOVERNMENT OFFICES, 1110 HOUSTON STREET, LAREDO, TEXAS, AT A PLACE CONVENIENT AND READILY ACCESSIBLE TO THE PUBLIC AT ALL TIMES. SAID NOTICE WAS POSTED BY APRIL 12TH, 2019, BY 1:30 P.M.

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

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

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

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

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

**CITY OF LAREDO REPRESENTATIVES:**

Honorable Pete Saenz, Mayor and LUTS Chairperson  
Honorable Norma "Nelly" Vielma, City Councilmember, District V  
Honorable Dr. Marte Martinez, City Councilmember, District VI  
Honorable George Altgelt, City Councilmember, District VII

**LAREDO MASS TRANSIT BOARD REPRESENTATIVE:**

Vacant (yet to be appointed)

**COUNTY OF WEBB REPRESENTATIVES:**

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

**STATE REPRESENTATIVES:**

Mr. David M. Salazar, Jr., P.E., District Engineer

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

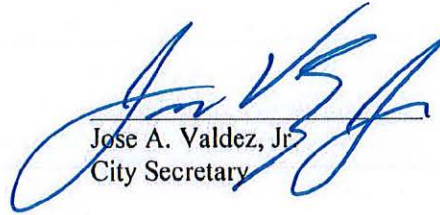
Honorable Judith Zaffirini, State Senator, District 21

Honorable Richard Raymond, State Representative, District 42

Honorable Tracy O. King, State Representative, District 80



Vanessa Guerra  
Acting MPO Director



Jose A. Valdez, Jr.  
City Secretary





# Laredo Urban Transportation Study

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



## MINUTES OF THE MARCH 18, 2019 MEETING

### **Regular members present:**

Honorable Pete Saenz, Mayor and LUTS Chairperson  
Honorable Tano E. Tijerina, Webb County Judge  
Honorable George Altgelt, City Councilmember, District VII (joined the meeting at 2:47 p.m.)  
Honorable Melisa Montemayor, District Administrator  
Honorable David Salazar, TxDOT District Engineer  
Honorable John Galo, Webb County Commissioner, Pct. 3  
Honorable Norma "Nelly" Vielma, City Councilmember, District V (joined the meeting at 1:52 p.m.)  
Honorable Dr. Marte Martinez, City Councilmember, District VI (joined the meeting at 1:48 p.m.)

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

Honorable Jesse Gonzalez, Webb County Commissioner, Pct. 1

### **Ex-Officio Members Not Present:**

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

### **Staff (Of Participating LUTS Agencies) Present:**

City: Vanessa Guerra, City Planning/LUTS Staff  
Angie Quijano, City Planning/LUTS Staff  
Ramon Chavez, City of Laredo Engineer  
Robert Peña, City of Laredo Traffic Safety  
Claudia San Miguel, Transit, El Metro

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

County: Luis Perez Garcia, Webb County Engineering

Guillermo Cuellar, Webb County Engineering  
Nathan R. Bratton, Webb County Civil Division

Others: Julia Wallace, Laredo Morning Times  
Linda Teniente, City of Laredo Real Estate Division  
Victoria Dominguez, City of Laredo Real Estate Division  
Kirk Fauver, Federal Highway Administration  
Bob Austin, Lockwood, Andrews & Newman, Inc.  
Edward Ochoa, Civil Engineering Consultants

**I. CHAIRPERSON TO CALL MEETING TO ORDER**

Honorable Mayor Saenz called the meeting to order at 1:43 p.m.

**II. CHAIRPERSON TO CALL ROLL**

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

**III. CITIZEN COMMENT**

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

**IV. ITEMS REQUIRING POLICY COMMITTEE ACTION**

**A. Approval of the minutes for the meeting held on January 22, 2019, and February 19, 2019.**

CM. Galo made a motion to approve the minutes of January 22, 2019 and February 19, 2019.

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

Motion carried unanimously



**B. Receive public testimony and initiate a ten-day public review and comment period for the following proposed amendment(s) of the 2019-2022 Transportation Improvement Program (TIP):**

1. **Addition** of project CSJ 0018-06-198 intended to provide for the widening of IH 35, by constructing a third lane to the inside and adding a concrete barrier to the inside of IH 35 north/south bound, from 0.38 miles south of US59/IH 35 INT. to 0.80 miles north of US59/IH 35 INT., with an estimated total project cost of \$5,911,775. The proposed project letting date is FY 2019.
2. **Addition** of project CSJ 0086-14-084 intended to widen I-69W by providing for the construction of a third lane to the inside and adding a concrete barrier to I-69W east/west bound, from World Trade Bridge GSA facilities to IH 35, with an estimated total project cost of \$18,207,550. The proposed letting date is FY 2020.
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5. **Revision** of project CSJ 0922-33-149 for the construction of a pedestrian trail at Chacon Creek. **Purpose** of amendment is to revise the estimated letting date from fiscal year (FY) 2019 to FY 2020.
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8. **Revision** of project CSJ 0922-33-177 for the construction of a hike and bike trail from Anna Park to LC Campus. **Purpose** of amendment is to revise the estimated letting date from fiscal year (FY) 2019 to FY 2020.

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

Second: Judge Tijerina  
For: 5

Against: 0  
Abstained: 0

Motion carried unanimously

Ms. Vanessa Guerra, Acting MPO Director, gave a brief presentation on the proposed amendments to the 2019-2022 TIP.

CM. George Altgelt joined the meeting at 1:47 p.m.

CM. Dr. Marte Martinez joined the meeting at 1:48 p.m.

CM. Galo asked for a status update on the Calton Road overpass.

Ramon Chavez, City Engineer, stated Staff had met with the consultant last week. He stated the acquisition had been made except for one of the properties. He stated plans have been updated to TxDOT specifications and ready to be submitted to TxDOT for final letting review. He stated Staff would be working on a Union Pacific Railroad agreement that is pending as well as the relocation of fences.

CM. Galo asked why one property was pending acquisition.

Mr. Chavez stated there was litigation pending completion.

CM. Nelly Vielma joined the meeting at 1:52 p.m.

CM. Galo made a motion to **initiate** a ten-day public review and comment period for the proposed amendment(s) of the 2019-2022 TIP.

Second: Judge Tijerina  
For: 8  
Against: 0  
Abstained: 0

Motion carried unanimously

**C. 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):**

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 roadway Projects,  
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- d) **Addition** of project CSJ 0922-33-181 intended to construct and improve seventeen (17) bus stops located throughout the transit fixed route network, with an estimated total project cost of \$250,000. The proposed project letting date is FY 2020.

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

Second: Judge Tijerina

CM. Galo made a motion to **amend** his motion and open a public hearing and initiate a ten-day public review and comment period for the proposed amendment (s) of the 2015-2040 MTP.

Second: Dr. Martinez  
For: 8  
Against: 0  
Abstained: 0

Motion carried unanimously

**D. A motion to consider approval of the amendment of the Laredo El Metro ADA Bus Stops and Bicycles Plazas Enhancement Project, funded by the MPO's 2018 Transportation Alternatives (TA) Set-Aside Program funding, in order to:**



CM. Galo made a motion to **approve** the amendment of the Laredo El Metro ADA Bus Stops and Bicycles Plazas Enhancement Project, funded by the MPO's 2018 Transportation Alternatives (TA) Set-Aside Program funding.

1. substitute ten (10) of the original bus stop locations submitted in the original funding request with (10) other newly identified locations; and,
2. upgrade the proposed bus shelter design to a Slimline Arched shelter for a sophisticated appearance that includes solar lighting, wall mounted benches and map cases.

The proposed amendments will not increase the \$250,000 total project cost, and the \$200,000 in TA- Set Aside funds allocated to the project will remain unchanged.

Second: CM. Altgelt  
For: 8  
Against: 0  
Abstained: 0

Motion carried unanimously

**E. A motion to authorize a 2019 Call For Projects for the Laredo MPO Transportation Alternatives (TA) Set-Aside Program, in order to allocate \$1,176,000 in TA federal funds, requiring a 20% match of \$294,000, totaling \$1,470,000 in total project costs.**

Ms. Guerra gave a brief presentation on the item.

CM. Altgelt made a motion to **approve** the authorization of a 2019 Call For Projects for the Laredo MPO Transportation Alternatives (TA) Set-Aside Program, in order to allocate \$1,176,000 in TA federal funds, requiring a 20% match of \$294,000, totaling \$1,470,000 in total project costs.

Second: CM. Galo  
For: 8  
Against: 0  
Abstained: 0

Motion carried unanimously

**F. A motion to allocate \$43 million dollars from the 2020 Unified Transportation Plan (UTP) to the frontage road projects on highway US 59-Future IH 69. CSJ's 0086-14-086, 087, and 089. This allocation will fund a portion of the frontage roads needed along US 59.**

CM. Galo made a motion to **approve** the allocation of the \$43 million dollars from the 2020 Unified Transportation Plan (UTP) to the frontage road projects on highway US 59-Future IH 69 for CSJ's 0086-14-086, 087, and 089.

Second: Dr. Martinez

Ms. Guerra stated TxDOT requested to also include project 0086-14-088.

CM. Galo amended his motion to include project 0086-14-088.

Second: Dr. Martinez  
For: 8  
Against: 0  
Abstained: 0

Motion carried unanimously

CM. Galo asked when the Committee would find out the outcome of the INFRA Grant application.

Kirk Fauver, Federal Highway Administration, stated it would most likely be around October 2019.

CM. Galo inquired whether the Airport Overpass would be let in 2022.

Ana Duncan, TxDOT, stated utility adjustments could not be made without prior Right-of-Way (ROW) acquisition. She stated TxDOT was in the process of negotiating the contract to begin the sub-surface utility investigations, in order to identify all utilities within the corridor. She also stated approximately half the properties to date given right of entry permission.

Judge Tijerina inquired on the Finding of No Significant Impact (FONSI) for

Mike Graham, TxDOT, stated TxDOT was in the last phase of the environmental document development which required approval by another entity. He stated TxDOT was moving forward with the parkland impacts and getting the necessary appraisal required to get clearance. He stated TxDOT expects to have the FONSI by the end of this year.

CM. Galo amended his motion and clarified to include that if the INFRA Grant is approved; use 43 million dollars for CSJ's 0086-14-086, 087, 088, and 089.

Second: Dr. Martinez  
For: 8  
Against: 0  
Abstained: 0

Motion carried unanimously

CM. Galo asked approximately when the construction of the Airport project would be completed.

CM. Salazar stated TxDOT it would approximately take around 24-36 months.

**G. Discussion with possible action on that section of IH 35, between the Milo Interchange and Shiloh Drive, regarding issues pertaining to access by adjoining land owners and frontage roads.**

Luis Villarreal, TxDOT, gave a brief presentation on the item.

He stated that TxDOT was working on improving IH 35 to increase capacity from mile marker 6 to mile marker 30. He stated the area they were working on was segment 1 which consisted of Shiloh Drive to the Milo Interchange. He stated the main objective was to grade separate IH 35 at the Union Pacific Railroad Bridge.

**H. Discussion with possible action on lighting on Cuatro Vientos Road.**

Robert Peña, Traffic Safety Department, stated the lighting that exists on Cuatro Vientos Road is safety lighting and in order to pursue continuous lighting, there is a process to follow.

Danny Magee, TxDOT, stated there is a mechanism on lighting than can be installed on Cuatro Vientos Road. However, a study would be required to show any lighting would substantially help the road.

He also stated that the accidents that have happened on Cuatro Vientos Road have been during daylight hours.

Mayor Saenz requested to have proposed lighting alternatives for said road for the next Policy Committee meeting.

CM. Galo left the meeting at approximately 2:47 p.m.

CM. Algelt requested for Traffic Safety Department to bring back accident data for said road for the next MPO meeting.

**I. Discussion with possible action on the proposed Mines Road Bike Tract.**

CM. Algelt stated there is a wide section of ROW from the overpass that goes over IH-35 to the western end of I-69/Loop 20 over Mines Road that TxDOT has not indicated to be used for anything.

He stated that section would be appropriate for a transit type facility.

He asked if TxDOT would be able to make it available for use.



Judge Tijerina made a motion to **combine** items #J & K with said item.

Second: Dr. Martinez  
For: 7  
Against: 0  
Abstained: 0

Motion carried unanimously

**J. Discussion with possible action regarding pedestrian and bicycle facilities in order to safely cross Loop 20 at the intersection of Del Mar.**

**K. Discussion with possible action regarding pedestrian and bicycle facilities in order to safely cross Del Mar under IH 35 and allocation of funding regarding same.**

CM. Algelt stated his concerns regarding kids crossing Loop 20 by foot. Said children are trying to cross from the Alexander 9<sup>th</sup> Grade Campus to the Alexander Main Campus. He inquired if there could be a crossing system to make it safe.

Judge Tijerina echoed his concerns and suggested a possible a reduction of speed northbound on Loop 20.

CM. Algelt stated a large number of pedestrians and cyclists cross under IH 35 to access the road east and west of IH 35 to get to Del Mar Blvd. He stated said access roads do not have any cross walk infrastructure.

CM. Algelt made a motion directing TxDOT prepare proposed solutions, cost estimates, and funding sources related to items #I, J, and K and present them at the next MPO meeting.

Second: Dr. Martinez

CM. Vielma inquired if it was possible to have an accelerated lane to turn into the Casa Misericordia Church coming southbound.

David Salazar, TxDOT District Engineer, stated it is something TxDOT could look into. He stated regarding agenda items #I and K, the pedestrian and bicycle related items improvements were not a project priority for TxDOT and would not entertain the suggested improvements. He also stated TxDOT had the data and information for the bike routes.

Danny Magee, TxDOT, stated TxDOT, if requested could work with the City to install cameras to count pedestrians and bicycles, and return to the committee with that information.

For: 7  
Against: 0  
Abstained: 0

Motion carried unanimously

**L. Discussion with possible action on the River Road Project.**

The Mayor informed the committee there were no updates on this item at this time.

**M. Discussion with possible action on Hachar-Reuthinger Road.**

Luis Perez Garcia, Webb County Engineer, stated the engineering firm selected to develop the project plans has been working diligently. The County had received a large volume of work product on Friday, March 15<sup>th</sup> and would be reviewing it. The work submitted pertained to the drainage areas and hydrology of the Reuthinger and Hachar road sections.

He stated the County was working with TxDOT and the consultant to tentatively be able to give a presentation on the project at the next MPO meeting. He further stated the County was working on the environmental document. He could foresee construction initiating in 2023.

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

**A. Update on the status of the Bike Master Plan.**

Vanessa Guerra, Acting MPO Director, stated the MPO together with the Traffic Department published a Request for Qualifications. Submittals are due April 1<sup>st</sup>, 2019. A selection committee will be formed and the ranked proposals will then be brought back to the MPO Policy Committee for selection of the firm.

Judge Tijerina left the meeting at 3:10 p.m.

**B. Status report by Traffic Safety Department on the Citywide Synchronization Project.**

Robert Peña, Traffic Safety Department and Bob Austin with Lockwood, Andrews & Newman, Inc. gave a brief presentation on said item.

Mr. Austin stated the project consisted of signal synchronization on a variety of road including: Mines Road, IH 35, Loop 20, Guadalupe, Chihuahua, McPherson and Business 35.

He stated traffic counts have been collected, and a total of 80 signals were being synchronized. The signal optimized timings would then be submitted to the City for review and implementation.

Mr. Austin stated an extension of the project completion date was being proposed to November 2019.

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

Melisa Montemayor, TxDOT, stated the Jacobs firm was hired to reassess the previous alignment. The re-assessment of the alignment will determine if there are any new physical obstructions since the previous alignment was developed in 2006-2007.

She stated public meetings would be held in the future to inform the public of the project.

**D. Status report by TxDOT on ongoing projects.**

Carlos Rodriguez, TxDOT, gave an update on TxDOT ongoing projects which included the following:

- SL 20 over KCS Railroad Grade Separation  
95% work completed/anticipated completion date-early summer 2019
- US 59 over IH 35 Overpass  
68% work completed/anticipated completion date-winter 2019
- SH 359 from City of Laredo do Duval County  
5% work completed/anticipated work completion date-winter 2020
- US 83 from Dimmit County line to 3.4 miles of SH 44  
work to start in Spring 2019/anticipated completion date-summer 2022

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

The following update was sent via-email by the RMA.

1. INFRA Grant Application –Supported the City of Laredo and assisted in submitting the Final Application to grants.gov on 3/4/19.
2. Vallecillo Road (FM 1472 to IH 35) – Awaiting final consent from TxDOT Debt Finance Department on Financial Plan. Upon consent, release draft agreements to the City of Laredo and Killam Company.
3. Los Presidentes (Cuatro Vientos to Concord Hills) – Met with the Interim City Planner, City Engineer and City Legal Staff to review City Comments. Anticipate a final draft complete by the end of March.
4. Killam Industrial Blvd. Turn Lanes - Met with the Interim City Planner, City Engineer and City Legal Staff to review City Comments. Anticipate a final draft complete by the end of March.


5. North Laredo Webb County Transportation Planning Study – The Advanced Funding Agreement is executed. We are awaiting the FHWA Funding Authorization Letter to execute the Work Authorization. Anticipate receipt at the end of March.

## VI. ADJOURNMENT

CM. Altgelt made a motion to **adjourn** the meeting at 3:36 p.m.

Second: Dr. Martinez  
For: 7  
Against: 0  
Abstained: 0

Motion carried unanimously



Vanessa Guerra,  
Acting MPO Director



Pete Saenz, Mayor and LUTS  
Chairperson





**LAREDO URBAN TRANSPORTATION STUDY  
ACTION ITEM**

<b>DATE:</b> 04-15-19	<p><b>SUBJECT: RESOLUTION</b> Receive public testimony and approve Resolution No. MPO 2019-03, adopting the proposed amendment(s) of the 2019-2022 Transportation Improvement Program (TIP):</p> <ol style="list-style-type: none"> <li>1. <b>Addition</b> of project CSJ 0018-06-198 intended to provide for the widening of IH 35, by constructing a third lane to the inside and adding a concrete barrier to the inside of IH 35 north/south bound, from 0.38 miles south of US59/IH 35 INT. to 0.80 miles north of US59/IH 35 INT., with an estimated total project cost of \$5,911,775. The proposed project letting date is FY 2020.</li> <li>2. <b>Addition</b> of project CSJ 0086-14-084 intended to widen I-69W by providing for the construction of a third lane to the inside and adding a concrete barrier to I-69W east/west bound, from World Trade Bridge GSA facilities to IH 35, with an estimated total project cost of \$18,207,550. The proposed letting date is FY 2020.</li> <li>3. <b>Addition</b> of project CSJ 2150-04-076 intended to widen FM 1472 by providing for the construction of a right turn lane on I-69W/FM 1472 intersection, from Big Bend Boulevard northbound to Killam Industrial Boulevard northbound, with an estimated total project cost of \$4,167,927. The proposed letting date is FY 2020.</li> <li>4. <b>Addition</b> of project CSJ 0922-33-181 intended to construct and improve seventeen (17) bus stops located throughout the transit fixed route network, with an estimated total project cost of \$250,000. The proposed project letting date is FY 2021.</li> <li>5. <b>Revision</b> of project CSJ 0922-33-149 for the construction of a pedestrian trail at Chacon Creek. <b>Purpose</b> of amendment is to revise the estimated letting date from fiscal year (FY) 2019 to FY 2020. *</li> <li>6. <b>Revision</b> of project CSJ 0922-33-076 for the construction of the re-alignment at the intersection of FM 1472 and Flecha Lane/Las Cruces Drive. <b>Purpose</b> of amendment is to revise the estimated letting date from fiscal year (FY) 2019 to FY 2020.*</li> <li>7. <b>Revision</b> of project CSJ 0922-33-093 for the construction of an overpass on Calton Road. <b>Purpose</b> of amendment is to revise the estimated letting date from fiscal year (FY) 2019 to FY 2020.*</li> <li>8. <b>Revision</b> of project CSJ 0922-33-177 for the construction of a hike and bike trail from Anna Park to LC Campus. <b>Purpose</b> of amendment is to revise the estimated letting date from fiscal year (FY) 2019 to FY 2020. *</li> </ol> <p>* (These project letting date revisions are listed for informational purposes only as moving a letting date within the TIP years does not require a formal TIP revision.)</p> <ol style="list-style-type: none"> <li>9. <b>Revision</b> of the TIP Introduction to include updated Safety, Bridge, Pavement, and Roadway System Performance targets.</li> </ol>
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TIP 19-22/REV 1

<b>INITIATED BY:</b> TxDOT/MPO	<b>STAFF SOURCE</b> Vanessa Guerra/Acting MPO Director
<b>PREVIOUS ACTION:</b> The MPO Policy Committee approved Resolution No. MPO 2018-03 adopting the 2019-2022 TIP on 05/21/18. On March 18, 2019, the Policy Committee approved a ten-day public review and comment period for Revision #1.	
<b>BACKGROUND:</b> See Attachment A- Project Summaries and Attachment B – 2019-2022 Financial Summary for full revision details.	
<b>COMMITTEE RECOMMENDATION:</b> Approval	<b>STAFF RECOMMENDATION:</b> Approval.

**RESOLUTION NO. MPO 2019-03**

BY THE LAREDO URBAN TRANSPORTATION STUDY  
METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

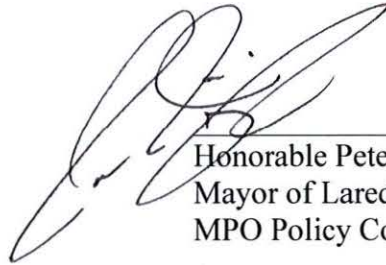
**ADOPTING THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**WHEREAS**, the Laredo Urban Transportation Study (LUTS), the designated Metropolitan Planning Organization (MPO) for the Laredo Urban Area, has reviewed the 2019-2022 Transportation Improvement Program (TIP); and,

**WHEREAS**, the Laredo Urban Transportation Study finds that the 2019-2022 Transportation Improvement Program (TIP) meets the high priority improvements necessary for the LUTS area;

**NOW THEREFORE BE IT RESOLVED**, that the Laredo Urban Transportation Study, as the designated Metropolitan Planning Organization for the Laredo Urban Area, adopted the 2019-2022 Transportation Improvement Program (TIP), which are attached hereto and made a part hereof for all purpose:

We certify that the above resolution was adopted on April 15<sup>th</sup>, 2019, at a public meeting of the Policy Committee of the Laredo Urban Transportation Study.



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



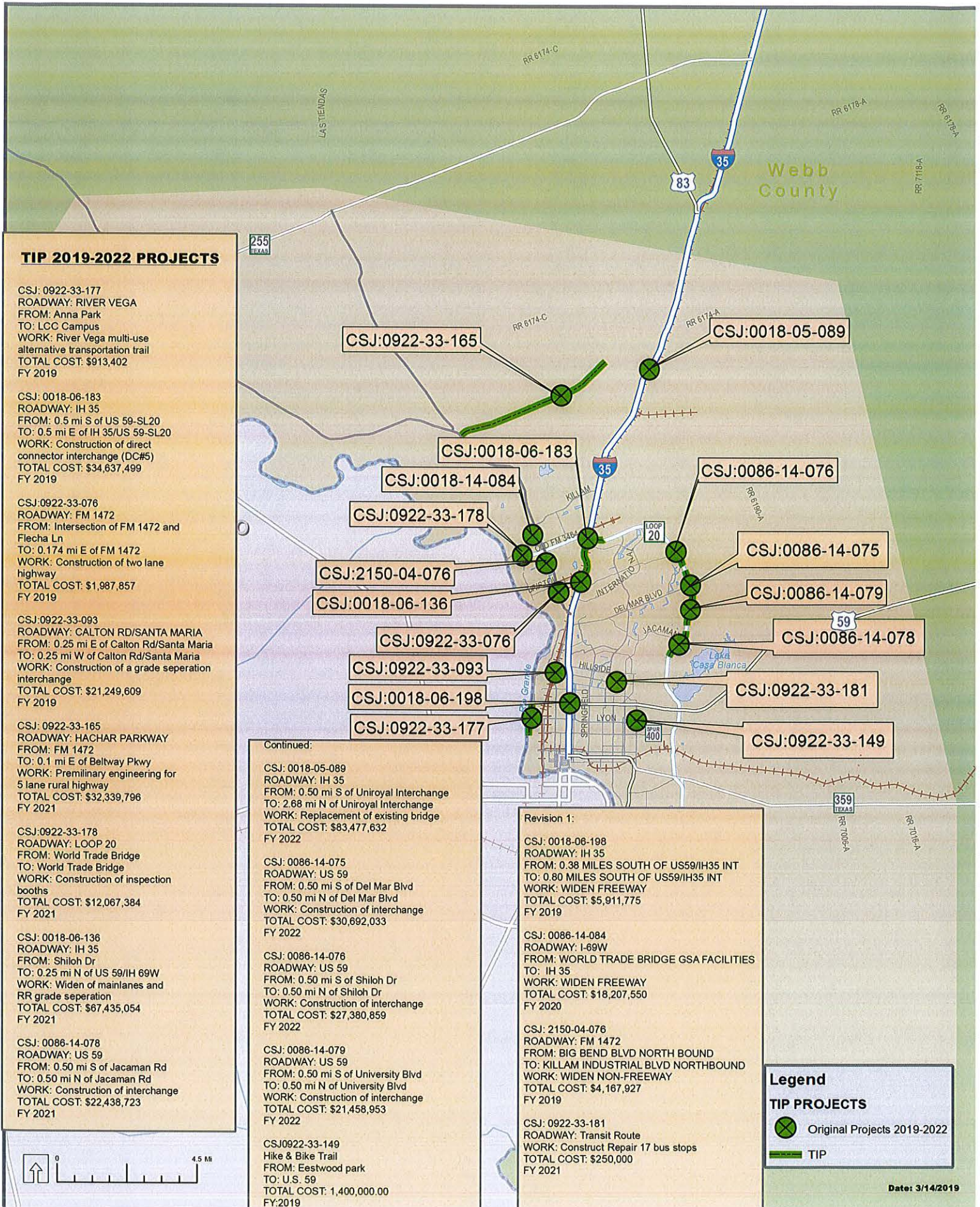
Vanessa Guerra  
Acting MPO Director



David M. Salazar,  
TxDOT, District Engineer



# 2019-2022 TIP LOCATIONS OF PROJECTS



## TIP 2019-2022 PROJECTS

CSJ: 0922-33-177  
ROADWAY: RIVER VEGA  
FROM: Anna Park  
TO: LCC Campus  
WORK: River Vega multi-use alternative transportation trail  
TOTAL COST: \$913,402  
FY 2019

CSJ: 0018-06-183  
ROADWAY: IH 35  
FROM: 0.5 mi S of US 59-SL20  
TO: 0.5 mi E of IH 35/US 59-SL20  
WORK: Construction of direct connector interchange (DC#5)  
TOTAL COST: \$34,637,499  
FY 2019

CSJ: 0922-33-076  
ROADWAY: FM 1472  
FROM: Intersection of FM 1472 and Flecha Ln  
TO: 0.174 mi E of FM 1472  
WORK: Construction of two lane highway  
TOTAL COST: \$1,987,857  
FY 2019

CSJ: 0922-33-093  
ROADWAY: CALTON RD/SANTA MARIA  
FROM: 0.25 mi E of Calton Rd/Santa Maria  
TO: 0.25 mi W of Calton Rd/Santa Maria  
WORK: Construction of a grade separation interchange  
TOTAL COST: \$21,249,609  
FY 2019

CSJ: 0922-33-165  
ROADWAY: HACHAR PARKWAY  
FROM: FM 1472  
TO: 0.1 mi E of Beltway Pkwy  
WORK: Preliminary engineering for 5 lane rural highway  
TOTAL COST: \$32,339,796  
FY 2021

CSJ: 0922-33-178  
ROADWAY: LOOP 20  
FROM: World Trade Bridge  
TO: World Trade Bridge  
WORK: Construction of inspection booths  
TOTAL COST: \$12,067,384  
FY 2021

CSJ: 0018-06-136  
ROADWAY: IH 35  
FROM: Shiloh Dr  
TO: 0.25 mi N of US 59/IH 69W  
WORK: Widen of mainlanes and RR grade separation  
TOTAL COST: \$67,435,054  
FY 2021

CSJ: 0086-14-078  
ROADWAY: US 59  
FROM: 0.50 mi S of Jacaman Rd  
TO: 0.50 mi N of Jacaman Rd  
WORK: Construction of interchange  
TOTAL COST: \$22,438,723  
FY 2021

CSJ:0922-33-165

CSJ:0018-06-183

CSJ:0018-14-084

CSJ:0922-33-178

CSJ:2150-04-076

CSJ:0018-06-136

CSJ:0922-33-076

CSJ:0922-33-093

CSJ:0018-06-198

CSJ:0922-33-177

CSJ:0018-05-089

CSJ:0086-14-076

CSJ:0086-14-075

CSJ:0086-14-079

CSJ:0086-14-078

CSJ:0922-33-181

CSJ:0922-33-149

### Continued:

CSJ: 0018-05-089  
ROADWAY: IH 35  
FROM: 0.50 mi S of Uniroyal Interchange  
TO: 2.68 mi N of Uniroyal Interchange  
WORK: Replacement of existing bridge  
TOTAL COST: \$83,477,632  
FY 2022

CSJ: 0086-14-075  
ROADWAY: US 59  
FROM: 0.50 mi S of Del Mar Blvd  
TO: 0.50 mi N of Del Mar Blvd  
WORK: Construction of interchange  
TOTAL COST: \$30,692,033  
FY 2022

CSJ: 0086-14-076  
ROADWAY: US 59  
FROM: 0.50 mi S of Shiloh Dr  
TO: 0.50 mi N of Shiloh Dr  
WORK: Construction of interchange  
TOTAL COST: \$27,380,859  
FY 2022

CSJ: 0086-14-079  
ROADWAY: US 59  
FROM: 0.50 mi S of University Blvd  
TO: 0.50 mi N of University Blvd  
WORK: Construction of interchange  
TOTAL COST: \$21,458,953  
FY 2022

CSJ: 0922-33-149  
ROADWAY: Hike & Bike Trail  
FROM: Eastwood park  
TO: U.S. 59  
TOTAL COST: 1,400,000.00  
FY:2019

### Revision 1:

CSJ: 0018-06-198  
ROADWAY: IH 35  
FROM: 0.38 MILES SOUTH OF US59/IH35 INT  
TO: 0.80 MILES SOUTH OF US59/IH35 INT  
WORK: WIDEN FREEWAY  
TOTAL COST: \$5,911,775  
FY 2019

CSJ: 0086-14-084  
ROADWAY: I-69W  
FROM: WORLD TRADE BRIDGE GSA FACILITIES  
TO: IH 35  
WORK: WIDEN FREEWAY  
TOTAL COST: \$18,207,550  
FY 2020

CSJ: 2150-04-076  
ROADWAY: FM 1472  
FROM: BIG BEND BLVD NORTH BOUND  
TO: KILLAM INDUSTRIAL BLVD NORTHBOUND  
WORK: WIDEN NON-FREEWAY  
TOTAL COST: \$4,167,927  
FY 2019

CSJ: 0922-33-181  
ROADWAY: Transit Route  
WORK: Construct Repair 17 bus stops  
TOTAL COST: \$250,000  
FY 2021

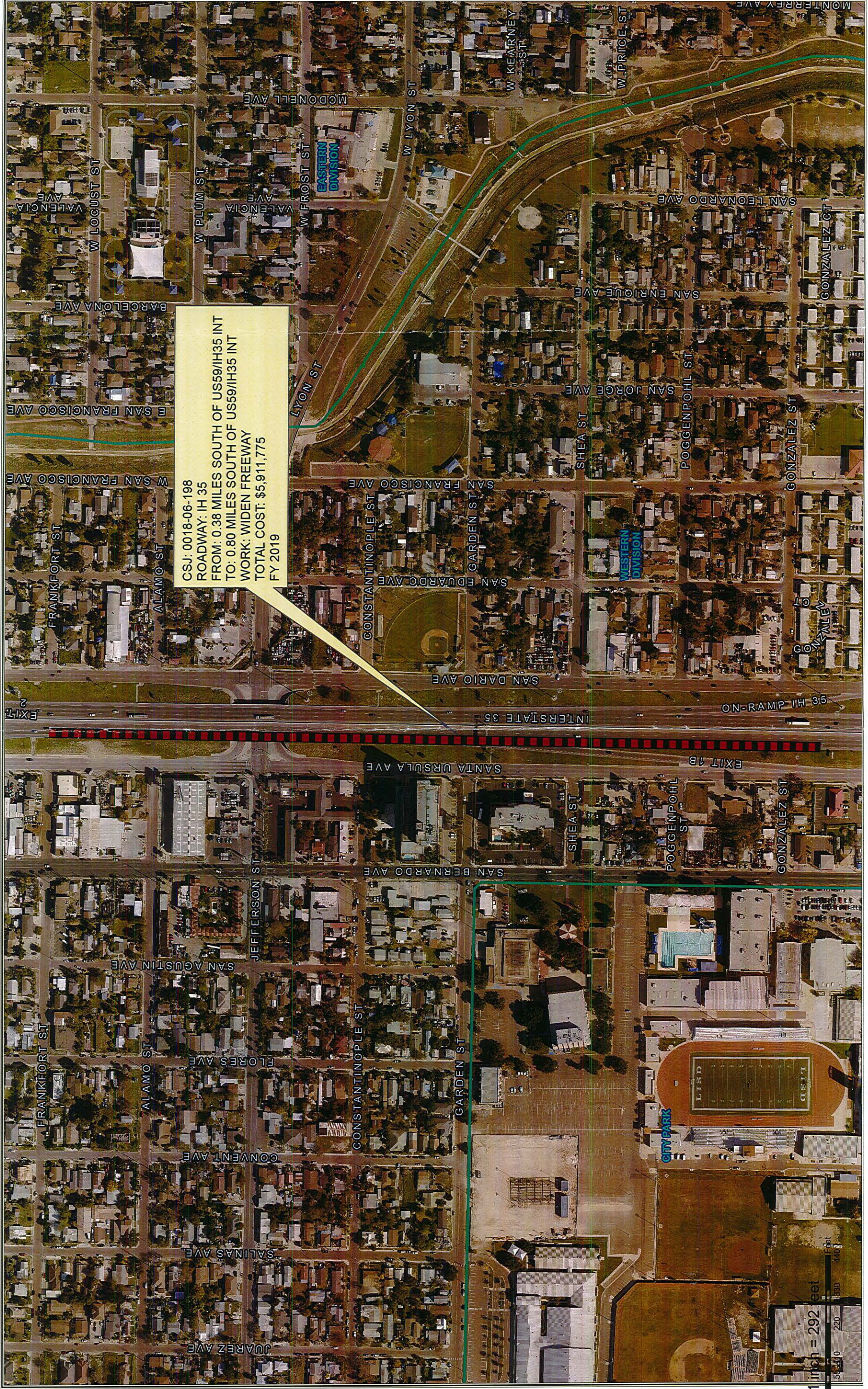
### Legend

#### TIP PROJECTS

- ⊗ Original Projects 2019-2022
- TIP



# CSJ: 0018-06-198 IH 35 \ WIDEN FREEWAY



CSJ: 0018-06-198  
 ROADWAY: IH 35  
 FROM: 0.38 MILES SOUTH OF US59/IH35 INT  
 TO: 0.80 MILES SOUTH OF US59/IH35 INT  
 WORK: WIDEN FREEWAY  
 TOTAL COST: \$5,911,775  
 FY 2019

**DISCLAIMER**  
 The information provided in this map was submitted to, gathered by and/or developed by the City of Laredo from various sources. Geographic information has a high probability of becoming outdated from the time it is collected and therefore, at-present ground conditions should be assessed to determine the accuracy of provided information. The City of Laredo assumes no liability for any decisions made or actions taken or not taken by the user of this data in reliance upon any data furnished herewith. The use of this data indicates your unconditional acceptance of all risks associated





CSJ: 2150-04-076 FM 1472 WIDEN NON-FREEWAY



CSJ: 2150-04-076  
 ROADWAY: FM 1472  
 FROM: BIG BEND BLVD NORTH BOUND  
 TO: KILLAM INDUSTRIAL BLVD NORTHBOUND  
 WORK: WIDEN NON-FREEWAY  
 TOTAL COST: \$4,167,927  
 FY 2019

**DISCLAIMER**  
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# CSJ: 0086-14-084 I-69W \ WIDEN FREEWAY



**CSJ: 0086-14-084**  
**ROADWAY: I-69W**  
**FROM: WORLD TRADE BRIDGE GSA FACILITIES**  
**TO: IH 35**  
**WORK: WIDEN FREEWAY**  
**TOTAL COST: \$18,207,550**  
**FY 2020**

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**Laredo MPO - District 22**  
**FY 2019 - 2022 Transportation Improvement Program**  
**May 2019 Quarterly STIP Revision**

**Funding by Category**

Category	Description	FY 2019		FY 2020		FY 2021		FY 2022		Total FY 2019 - 2022	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$4,637,499	\$4,637,499	\$0	\$0	\$13,435,054	\$13,435,054	\$18,477,632	\$18,477,632	\$36,550,185	\$36,550,185
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$0	\$0	\$0	\$0	\$14,438,724	\$14,438,724	\$79,531,847	\$79,531,847	\$93,970,571	\$93,970,571
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$8,102,174	\$8,102,174	\$0	\$0	\$0	\$0	\$8,102,174	\$8,102,174
4	Statewide Connectivity Corridor Projects	\$30,000,000	\$30,000,000	\$0	\$0	\$27,000,000	\$27,000,000	\$65,000,000	\$65,000,000	\$122,000,000	\$122,000,000
5	CMAQ	\$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	\$32,339,796	\$32,339,796	\$0	\$0	\$32,339,796	\$32,339,796
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	TAP / TASA	\$0	\$0	\$1,430,682	\$1,430,682	\$288,774	\$288,774	\$0	\$0	\$1,719,456	\$1,719,456
10	Supplemental Transportation	\$0	\$0	\$14,520,408	\$14,520,408	\$12,067,384	\$12,067,384	\$0	\$0	\$26,587,792	\$26,587,792
10 CBI	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$26,464,252	\$26,464,252	\$0	\$0	\$0	\$0	\$26,464,252	\$26,464,252
12	Strategic Priority	\$0	\$0	\$0	\$0	\$35,000,000	\$35,000,000	\$0	\$0	\$35,000,000	\$35,000,000
SBPE	Strategy Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 102	Strategy 102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>		<b>\$34,637,499</b>	<b>\$34,637,499</b>	<b>\$50,517,516</b>	<b>\$50,517,516</b>	<b>\$134,569,732</b>	<b>\$134,569,732</b>	<b>\$163,009,479</b>	<b>\$163,009,479</b>	<b>\$382,734,226</b>	<b>\$382,734,226</b>

**Funding Participation Source**

Source	FY 2019	FY 2020	FY 2021	FY 2022	Total FY 19-22
<b>Federal</b>	\$31,173,749	\$34,422,246	\$107,655,785	\$138,755,346	\$312,007,126
<b>State</b>	\$3,463,750	\$5,292,851	\$20,445,988	\$24,254,133	\$53,456,722
<b>Local Match</b>	\$0	\$2,085,361	\$6,467,959	\$0	\$8,553,320
CAT 3 - Local Contributions (LC)	\$0	\$8,717,058	\$0	\$0	\$8,717,058
CAT 3 - Prop 1	\$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 - TDC	\$0	\$0	\$0	\$0	\$0
Other - Strategy PE Budget	\$0	\$0	\$0	\$0	\$0
Other - Strategy 102 Budget	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$34,637,499</b>	<b>\$50,517,516</b>	<b>\$134,569,732</b>	<b>\$163,009,479</b>	<b>\$382,734,226</b>

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
TIP FY 2019-2022  
LAREDO METROPOLITAN PLANNING ORGANIZATION  
FY 2020

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
22 - LAREDO	WEBB	0018-06-198	IH 35	C,E			\$ 5,622,994
LIMITS FROM 0.38 MILES SOUTH OF US59/IH35 INT						REVISION DATE: 05/2019	
LIMITS TO: 0.80 MILES NORTH OF US59/IH35 INT						MPO PROJ NUM:	
PROJECT WIDEN FROM 4 TO 6 LANES						FUNDING CAT(S): 11	
DESCR:							
REMARKS						PROJECT HISTORY:	
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$ 252,314	\$ 5,622,994	11-DIST DISC:	\$ 4,498,395	\$ 1,124,599	\$ 0	\$ 5,622,994 *
ROW PURCHASE:	\$ 0		TOTAL:	\$ 4,498,395	\$ 1,124,599	\$ 0	\$ 5,622,994
CONST COST:	\$ 5,149,262						
CONST ENG:	\$ 221,418						
CONTING:	\$ 9,269						
IND COSTS:	\$ 0						
BND FINANCING:	\$ 0						
TOTAL PRJ COST:	\$ 5,874,793						

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
22 - LAREDO	WEBB	2150-04-076	FM 1472	C			\$ 3,529,909
LIMITS FROM BIG BEND BLVD NORTHBOUND						REVISION DATE: 05/2019	
LIMITS TO: KILLAM INDUSTRIAL BLVD NORTHBOUND						MPO PROJ NUM:	
PROJECT WIDENING OF PAVEMENT TO PROVIDE ADDITIONAL TRAVEL LANE						FUNDING CAT(S): 11	
DESCR:							
REMARKS						PROJECT HISTORY:	
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$ 172,966	\$ 3,529,909	11-DIST DISC:	\$ 2,823,927	\$ 705,982	\$ 0	\$ 3,529,909 *
ROW PURCHASE:	\$ 0		TOTAL:	\$ 2,823,927	\$ 705,982	\$ 0	\$ 3,529,909
CONST COST:	\$ 3,529,909						
CONST ENG:	\$ 173,319						
CONTING:	\$ 79,776						
IND COSTS:	\$ 0						
BND FINANCING:	\$ 0						
TOTAL PRJ COST:	\$ 4,140,230						

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
22 - LAREDO	WEBB	0086-14-084	IH 69W	C,E			\$ 17,311,349
LIMITS FROM WORLD TRADE BRIDGE GSA FACILITIES						REVISION DATE: 05/2019	
LIMITS TO: IH 35						MPO PROJ NUM:	
PROJECT WIDENING OF EXISTING FREEWAY (6 LANES)						FUNDING CAT(S): 11	
DESCR:							
REMARKS						PROJECT HISTORY:	
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
		COST OF APPROVED PHASES:	FEDERAL	STATE	LOCAL	LC	TOTAL
PRELIM ENG:	\$ 776,791	\$ 17,311,349	11-DIST DISC:	\$ 13,849,079	\$ 3,462,270	\$ 0	\$ 17,311,349 *
ROW PURCHASE:	\$ 0		TOTAL:	\$ 13,849,079	\$ 3,462,270	\$ 0	\$ 17,311,349
CONST COST:	\$ 15,852,883						
CONST ENG:	\$ 681,674						
CONTING:	\$ 20,535						
IND COSTS:	\$ 0						
BND FINANCING:	\$ 0						
TOTAL PRJ COST:	\$ 18,086,555						

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

\* FUNDING NOT FIXED

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
TIP FY 2019-2022  
LAREDO METROPOLITAN PLANNING ORGANIZATION  
FY 2021

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST				
22 - LAREDO	WEBB	0922-33-181	CS	T			\$ 288,774				
LIMITS FROM ADA BUS STOPS AND BICYCLE PLAZAS						REVISION DATE: 05/2019					
LIMITS TO:						MPO PROJ NUM:					
PROJECT IMPROVE CONNECTIONS, ACCESSIBILITY AND SECURITY FOR UP TO 17 BUS STOPS						FUNDING CAT(S): 9					
DESCR:						PROJECT HISTORY:					
REMARKS											
P7:											
<b>TOTAL PROJECT COST INFORMATION</b>				<b>AUTHORIZED FUNDING BY CATEGORY/SHARE</b>							
PRELIM ENG:	\$ 12,992	<b>COST OF APPROVED PHASES:</b>	<b>FEDERAL</b>					<b>STATE</b>	<b>LOCAL</b>	<b>LC</b>	<b>TOTAL</b>
ROW PURCHASE:	\$ 0		\$ 231,019					\$ 57,755	\$ 0	\$ 0	\$ 288,774 *
CONST COST:	\$ 265,149		\$ 231,019					\$ 57,755	\$ 0	\$ 0	\$ 288,774
CONST ENG:	\$ 10,632										
CONTING:	\$ 3,795										
INR COSTS:	\$ 0										
BND FINANCING:	\$ 0	\$ 288,774									
<b>TOTAL PRJ COST:</b>	<b>\$ 302,906</b>										

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

\* FUNDING NOT FIXED



STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
TIP FY 2019-2022  
LAREDO METROPOLITAN PLANNING ORGANIZATION  
FY 2019 ~~2020~~ 2020

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
22 - LAREDO	WEBB	0018-06-198	IH 35	C/E			\$ 5,658,391
LIMITS FROM 0.38 MILES SOUTH OF US59/IH35 INT						REVISION DATE: 05/2019	
LIMITS TO: 0.80 MILES NORTH OF US59/IH35 INT						MPO PROJ NUM: [REDACTED]	
PROJECT WIDEN FROM 4 TO 6 LANES						FUNDING CAT(S): 11	
DESCR:							
REMARKS						PROJECT HISTORY:	
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
			FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$ 253,902	COST OF APPROVED PHASES: \$ 5,658,391	11-DIST DISC:	\$ 4,526,713	\$ 1,131,678	\$ 0	\$ 0	\$ 5,658,391
ROW PURCHASE:	\$ 0		TOTAL:	\$ 4,526,713	\$ 1,131,678	\$ 0	\$ 0	\$ 5,658,391
CONST COST:	\$ 5,181,677							
CONST ENG:	\$ 222,812							
CONTING:	\$ 9,327							
IND COSTS:	\$ 0							
BND FINANCING:	\$ 0							
TOTAL PRJ COST:	\$ 5,911,775							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
22 - LAREDO	WEBB	2150-04-078	FM 1472	C			\$ 3,553,523
LIMITS FROM BIG BEND BLVD NORTHBOUND						REVISION DATE: 05/2019	
LIMITS TO: KILLAM INDUSTRIAL BLVD NORTHBOUND						MPO PROJ NUM: [REDACTED]	
PROJECT WIDENING OF PAVEMENT TO PROVIDE ADDITIONAL TRAVEL LANE						FUNDING CAT(S): 11	
DESCR:							
REMARKS						PROJECT HISTORY:	
P7:							

TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
			FEDERAL	STATE	LOCAL	LC	TOTAL	
PRELIM ENG:	\$ 174,123	COST OF APPROVED PHASES: \$ 3,553,523	11-DIST DISC:	\$ 2,842,818	\$ 710,705	\$ 0	\$ 0	\$ 3,553,523
ROW PURCHASE:	\$ 0		TOTAL:	\$ 2,842,818	\$ 710,705	\$ 0	\$ 0	\$ 3,553,523
CONST COST:	\$ 3,553,523							
CONST ENG:	\$ 174,478							
CONTING:	\$ 30,310							
IND COSTS:	\$ 0							
BND FINANCING:	\$ 0							
TOTAL PRJ COST:	\$ 4,167,927							

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

FUNDING NOT FIXED

ATTACHMENT A -



# TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2019-2022

Public Meeting Date(s): April 16, 2018; May 21, 2018

Approved by Policy Committee: May 21, 2018

Amended on:



## INTRODUCTION

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

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

In 1979, the Governor of Texas designated the LUTS Steering Committee as the MPO for the Laredo Urbanized Area. A contract between the then State Department of Highways and Public Transportation (SDHPT), the LUTS Steering Committee, and City of Laredo identified the cooperative responsibilities of the State, the MPO and the City. These responsibilities must now conform to 23 U. S. C. 134 on metropolitan transportation planning. The Fixing America's Surface Transportation (FAST) Act, was signed into law by President Obama on December 4, 2015. The authorization of the FAST Act does not represent an abandonment of the programs and planning requirements established under the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and Moving Ahead for Progress in 21<sup>st</sup> Century (MAP-21), the previous federal transportation bills. Many of the same programs and metropolitan planning requirements are continued under the FAST Act.

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

The Transportation Improvement Program (TIP) is designed and developed to conform to the requirements of 23 C. F. R. 450.316(a) as well as the 10 factors of identified in the FAST Act.

### ***Planning Factors***

The ten planning factors are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility for people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, people, and freight.

7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system, and,
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and,
10. Enhance travel and tourism.

## **PURPOSE**

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

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

The Texas Department of Transportation (TxDOT), and the Laredo Urban Transportation Study (MPO) have cooperatively developed the 2019-2022 TIP in accordance with the requirements of the FAST Act and is financially constrained.

## **DEFINITION OF AREA**

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

## **PUBLIC INVOLVEMENT PROCESS**

The Laredo Urban Transportation Study acting in the capacity of the Metropolitan Planning Organization developed in cooperation with the State and FHWA, in conformance with the requirements of 23 CFR 450.316 has an adopted Public Participation Plan. The Laredo MPO's Public Involvement Process (PIP) was adopted on June 9<sup>th</sup>, 1994 and subsequently amended on November 22<sup>nd</sup>, 1996, on July 24<sup>th</sup>, 2003, and on May 15<sup>th</sup>, 2017. After a required 45 day public review and comment period, the Laredo MPO Policy Committee adopted the Public Participation Plan (PPP) which replaced the PIP. The PPP is intended to provide every opportunity for the involvement of citizens in the transportation planning process in conformance with the requirements of 23 CFR 450.316 (a).

## **PROJECT SELECTION PROCESS**

The Metropolitan Transportation Plan (MTP) is the primary planning tool for selecting major projects to be included in the Unified Transportation Program (UTP) and TIP. On December 15, 2014, the Laredo Urban Study (LUTS), the designated Metropolitan Planning Organization (MPO) for the Laredo urbanized area, adopted the current MTP, including its Project Selection Procedures, at a public meeting held, which was noticed, and whose agenda was posted pursuant to the requirements of the Texas Open Meetings Act. Only projects consistent with a FHWA/FTA approved MTP and/or TIP may be eligible for funds administered by FHWA or FTA. The approved Transportation Improvement Program shall be utilized for programming projects within the metropolitan area in accordance with 23 CFR 450.330 (a) and (c).

## **PROGRESS FROM PREVIOUS YEAR**

The FY 2017-2020 TIP was adopted on a June 20, 2016. Enclosed is a summary detailing the status of all ongoing projects.

## **PERFORMANCE MANAGEMENT**

Transportation Performance Management is a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. Monitoring progress towards achieving these national performance goals is achieved through the use of performance measures. Using performance measures, decision makers can apply key information and data to understand the consequences of investment decisions across transportation modes.

The previous transportation funding bill, MAP-21, introduced a streamlined, performance-based, multimodal program. Through performance management, MAP-21 aimed to increase the accountability and transparency of the federal highway programs by improving transportation investment decision-making through performance-based planning and programming. The FAST Act continues the use of performance targets and performance measures at the national, state, and local level that were established with MAP-21. All established performance targets and measures should align with the national goals outlined in MAP-21, which are as follows:

<b>Goal Area</b>	<b>National Goal</b>
<b>Safety</b>	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
<b>Infrastructure Condition</b>	To maintain the highway infrastructure asset system in a state of good repair
<b>Congestion Reduction</b>	To achieve a significant reduction in congestion on the National Highway System
<b>System Reliability</b>	To improve the efficiency of the surface transportation system
<b>Freight Movement and Economic</b>	To improve the national freight network, strengthen the ability of rural communities to access national and international trade

<b>Vitality</b>	markets, and support regional economic development
<b>Environmental Sustainability</b>	To enhance the performance of the transportation system while protecting and enhancing the natural environment
<b>Reduced Project Delivery Delays</b>	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

MPOs are required to set performance targets and measures after the United States Department of Transportation and the State of Texas set national and state targets and measures. The MPO will maintain awareness of the performance measures process at both the federal and state level and will implement performance measures at the MPO level as appropriate. If the process of implementing performance measures requires additions or changes to the MTP and TIP, the documents will be amended in the future.

Currently, the FAST Act requires State DOTs and MPOs to establish performance targets and report on the progress toward achieving these targets for the following performance measures:

Safety

The Texas Department of Transportation (TxDOT) has established targets for five safety performance measures based on five-year rolling averages:

<b>Performance Measure</b>	<b>2018 Statewide Target (Expressed as Five-Year 2014-2018 Average)</b>
<b>Total number of traffic-related fatalities on all public roads</b>	3,703.8
<b>Rate of traffic-related fatalities on all public roads per 100 million VMT</b>	1.432
<b>Total number of traffic-related serious injuries on all public roads</b>	17,565.4
<b>Rate of traffic related serious injuries on all public roads per 100 million VMT</b>	6.740
<b>Total number of non-motorized fatalities and serious injuries on all public roads</b>	2,150.6

<u>Performance Measure</u>	<u>2019 Statewide Target</u> <u>(Expressed as Five-Year</u> <u>2015 -2019 Average)</u>
<u>Total number of traffic related fatalities on all public roads</u>	<u>3,791</u>
<u>Rate of traffic related fatalities on all public roads per 100 million VMT</u>	<u>1,414</u>
<u>Total number of traffic related serious injuries on all public roads</u>	<u>17,751</u>
<u>Rate of traffic related serious injuries on all public roads per 100 million VMT</u>	<u>6,550</u>
<u>Total number of non-motorized fatalities and serious injuries on all public roads</u>	<u>2,238</u>

Using a data-driven, collaborative process, these safety performance targets were developed as part of the Texas Strategic Highway Safety Plan 2017-2022. The performance targets align with the Texas Highway Safety Improvement Program and Highway Safety Plan. The safety performance targets are a 2% reduction from the safety projections for 2022.

The MPO adopts TxDOT's safety performance targets within the metropolitan planning area boundary. The MPO supports the planning and programming of projects that contribute to the achievement of these targets.

For project selection, safety is one criterion where technical points are awarded based on the crash rate. Many projects adopted in the FY 2019-2022 TIP support achieving the targets established for safety. The MPO will monitor the established targets and report measurements to the Policy Committee.

#### Pavement and Bridge Condition (PM2)

Under the FAST Act, States are required to set targets for Bridge and Pavement Conditions for both Interstate and Non Interstate National Highway System Roadways. The State's Pavement and Bridge Measures (PM2)

- 1) Percentage of Interstate System pavement in good or better condition.
- 2) Percentage of Interstate System pavement in poor condition.
- 3) Percentage of Non-Interstate National Highway pavement in good condition.
- 4) Percentage of Non-Interstate National Highway pavement in poor condition.
- 5) Percentage of Bridge Deck on the National Highway System in good condition.
- 6) Percentage of Bridge Deck on the National Highway System in poor condition.

The Laredo MPO Policy Committee has adopted the States measures and targets. These targets are as follows:



<u>Performance Measure</u>	<u>Baseline</u>	<u>2020 Target</u>	<u>2022 Target</u>
<b><u>Pavement on Interstate Highway (IH)</u></b>			
<u>% in "good" condition</u>			<u>66.40%</u>
<u>% in "poor" condition</u>			<u>0.30%</u>
<b><u>Pavement on Non- Interstate Highway (NHS)</u></b>			
<u>% in "good" condition</u>	<u>54.40%</u>	<u>52.00%</u>	<u>52.33%</u>
<u>% in "poor" condition</u>	<u>13.80%</u>	<u>14.30%</u>	<u>14.30%</u>
<b><u>NHS Bridge Deck Condition</u></b>			
<u>% in "poor" condition</u>	<u>0.88%</u>	<u>0.80%</u>	<u>0.80%</u>
<u>% in "good" condition</u>	<u>50.63%</u>	<u>50.58%</u>	<u>50.42%</u>

### **Roadway System Performance (PM3)**

Under the FAST Act, States are required to set targets for roadway system performance, specifically Interstate Reliability, non – Interstate national Highway System Reliability and Truck Travel Time Reliability. The State’s System Performance Measures (PM3) are as follows:

1. Percentage of person-miles traveled on the Interstate system rated “reliable” (TTR-IH).
2. Percentage of person-miles traveled on Non-Interstate National Highway System facilities rated “reliable” (TTR Non-IH).
3. Percentage of truck travel time on the Interstate system rated as “reliable” (TTTR).The MPO Policy Board has adopted TxDOT’s targets in support of the State meeting its targets.

The Laredo MPO’s adopted targets are:

<u>Performance Measure</u>	<u>Baseline</u>	<u>2020 Target</u>	<u>2022 Target</u>
<b><u>Reliability</u></b>			
<u>IH Level of Travel Time Reliability</u>	<u>79.60%</u>	<u>61.20%</u>	<u>56.60%</u>
<u>Non-IH Travel Time Reliability</u>			<u>55.40%</u>
<b><u>Truck Travel Reliability</u></b>			
	<u>1.5</u>	<u>1.7</u>	<u>1.79</u>

The Laredo MPO commits to planning for and programming projects that contribute to the accomplishment of these targets. The Laredo MPO will also monitor all of the established targets and report achievements to the Policy Committee as necessary.

### **Transit State of Good Repair**

MAP-21 and later the FAST Act mandated the Federal Transit Administration (FTA) to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. Under the Transit Asset Management (TAM) Final Rule, the FTA established four performance measures to approximate the State of Good Repair for

four categories of capital assets. El Metro has adopted targets for three of the applicable transit asset management performance measures. These performance measures and targets will assist El Metro to quantify the condition of their assets and help facilitate target setting that supports local funding prioritization.

Asset Category	FTA established Performance Measure	Performance Target
Rolling Stock	% of revenue vehicles exceeding useable life benchmark (ULB)	75% of vehicles should be within their useable life benchmark (ULB)
Equipment	% of non-revenue service vehicles exceeding ULB	75% Equipment should be within their ULB
Facilities	% of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) scale	75% of facilities rated on a FTA TERM scale of 3.0 or above
Infrastructure	% of track segments under performance restriction	Not applicable

The MPO Policy Committee adopted the El Metro transit performance measurement targets in 2017. The MPO supports the planning and programming of projects that contribute to the accomplishments of these performance targets. Many transit projects adopted in the FY 2019-2022 TIP support achieving the targets established for the transit state of good repair.

### AIR QUALITY ISSUES

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

### AMERICANS WITH DISABILITIES ACT (ADA)

The City Transit Department has created the El Lift Program to address ADA considerations. The Transit Department has also actively pursues the strengthening of this program through their development and participation in the ADA Paratransit Study, sponsored by the MPO, and completed in 2013 which reviewed the program in its entirety with an emphasis on identification of areas for improvement.

### GLOSSARY

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

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

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

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

**CATEGORY - Federal Funding Category** - The current major federal funding categories as established by the Intermodal Surface Transportation Equity Act of 1991 (ISTEA) the Transportation Equity Act for the 21st Century (TEA-21 ), the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Moving Ahead For Progress in the 21<sup>st</sup> Century (MAP 21 ), and the FAST Act are:

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

FLHP - Federal Land Highway Program  
FT A - Federal Transit Administration Funding

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

### **Grouped Statewide Projects**

Under 23 CFR 450.324(i) projects proposed for FHWA and/or FTA funding that are not considered by the State and MPO to be of appropriate scale for individual identification in a given program year **may be grouped by function, geographic area, and work type** by using applicable classifications under 23 CFR 771.1 I 7(c) and (d). In non-attainment and maintenance areas, these classifications must be consistent with the exempt project classifications contained in the U.S. EPA transportation conformity requirements (40 CFR Part 51).

The Laredo MPO is participating by grouping some projects in the Transportation Improvement Program (TIP) that are covered in the Texas Statewide Transportation Improvement Program (STIP). The Texas STIP can be located at <https://www.txdot.gov/inside-txdot/division/transportation-planning/stips.html>

and the Laredo STIP at

<http://ftp.dot.state.tx.us/pub/txdot-info/tpp/stip/2015-2018/highway/laredo.pdf>

Financial accountability for these projects are the responsibility of the STIP, therefore, are not accounted for in the Financial Summary for the Laredo MPO totals. These projects are "exempt" from conformity requirements. These projects do not need policy approval by the Policy Committee for the purpose of revisions. See the following grouped project categories, and the "Definition of Grouped Projects."

# GROUPED PROJECT CSJ'S

Definition of Grouped Projects for use in the STIP

Revised per TxDOT: As of April 16, 2018

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-950	PE - Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right-of-way acquisition	Right of Way acquisition for any project that is not added capacity in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separation	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.
5800-00-950	Safety	Projects to include the construction or replacement/ rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation Systems Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths, and facilities.
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas and truck weigh stations.
5000-00-918	Transit Improvements	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, acquisition of third party transit services, and transit marketing and mobility management/coordination. Additionally, includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet (See Note 3)

Note 1: Project funded with Transportation Alternative Program (TAP), Transportation Enhancement, and Congestion Mitigation Air Quality funding required a Federal eligibility determination, and not approved to be grouped.

Note 2: Projects funded as part of the Recreational Trails Program (RTP) consistent with the revised grouped project category definitions may be grouped. RTP projects that are not consistent with the revised grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP).

Note 3: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.



**Vanessa Guerra**

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**From:** Omar Costilla <Omar.Costilla@txdot.gov>  
**Sent:** Friday, February 15, 2019 10:45 AM  
**To:** Vanessa Guerra  
**Cc:** Roberto Rodriguez III; Sara Garza; Nancy Barrios  
**Subject:** MPO STIP Revision

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Vanessa,

Please add the following projects to the next MPO technical committee meeting and the next MPO ESTIP May revision. Please email me if you are missing any information.

ADD  
CSJ: 0018-06-198  
Highway: IH 35  
Limits FROM: 0.38 MILES SOUTH OF US59/IH35 INT TO: 0.80 MILES SOUTH OF US59/IH35 INT  
Type of Work WIDEN FREEWAY

Description of Work:  
The construction will consist of adding a third lane to the inside, and adding a concrete barrier to the inside of IH35 North/South bound project limits.

ADD  
CSJ: 0086-14-084  
Highway: I-69W  
Limits: FROM: WORLD TRADE BRIDGE GSA FACILITIES TO: IH 35  
Type of Work: WIDEN FREEWAY

Description of Work:  
The construction will consist of adding a third lane to the inside, adding a concrete barrier, and widening the existing bridges to the outside of I-69W East/West bound project limits.

ADD  
CSJ: 2150-04-076  
Highway: FM 1472  
Limits: FROM: BIG BEND BLVD NORTHBOUND TO: KILLAM INDUSTRIAL BLVD NORTHBOUND  
Type of Work: WIDEN NON-FREEWAY

Description of Work:  
The construction of a right turn lane I-69W/FM 1472 Intersection.

Thank you



## Vanessa Guerra

---

**From:** Ana Duncan <Ana.Duncan@txdot.gov>  
**Sent:** Monday, March 04, 2019 4:09 PM  
**To:** Omar Costilla; Vanessa Guerra  
**Cc:** Janece Marquez; Roberto Rodriguez III; Gloria P. Saavedra; Ramon Chavez; John Porter; Eduardo Bernal; Melisa Montemayor  
**Subject:** City of Laredo - Local Government projects - Letting date changes (TIP Revisions)

Good afternoon Omar,

We met on Friday with the City of Laredo to discuss the AFA and procurement for the current MPO TAP projects (River Vega and Bus/Transit). During this discussion, there was also concern regarding other City of Laredo local let projects, which are currently scheduled for letting in August 2019. For those projects being managed by John Porter, we are proposing to move them to January 2020 letting. The MPO TAP transit project is still pending AFA and procurement and it was agreed that it could be moved to August 2020. The City has not provided a revised letting for Calton or Flecha Realignment, so we are moving these to August 2020. Once the City provides an updated schedule, we can accelerate, if needed.

Below is a list of the LG projects with the new proposed letting dates. Please request this change on DCIS and to the MPO for the next possible TIP revision. The Project Manager (point of contact) is also listed for each project if a project status is requested by MPO policy committee.

<b>CSJ</b>	<b>New Let date</b>	<b>Project Manager/ RPIC</b>
July 2019		
092233149	01/2020	John Porter (Environmental Services)
August 2019		
092233076	08/2020	Gloria Saavedra PE/Ramon Chavez PE (Engineering Dept)
092233093	08/2020	Gloria Saavedra PE/Ramon Chavez PE (Engineering Dept)
092233177	01/2020	John Porter (Environmental Services)
092233181	08/2020	Not yet formally designated (El Metro Transit)

Thank you.

*Ana A. Duncan, P.E.  
Transportation Engineer*

*Texas Department of Transportation  
1817 Bob Bullock Loop  
Laredo, TX 78043  
Office: 956-712-7460*

## Angelica Quijano

---

**From:** Ana Duncan <Ana.Duncan@txdot.gov>  
**Sent:** Tuesday, March 12, 2019 10:30 AM  
**To:** Angelica Quijano  
**Subject:** FW: City of Laredo - Local Government projects - Letting date changes (TIP Revisions)

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**From:** Ana Duncan  
**Sent:** Monday, March 04, 2019 4:09 PM  
**To:** Omar Costilla; Vanessa Guerra ([vguerra@ci.laredo.tx.us](mailto:vguerra@ci.laredo.tx.us))  
**Cc:** Janece Marquez; Roberto Rodriguez III ([Roberto.Rodriguez@txdot.gov](mailto:Roberto.Rodriguez@txdot.gov)); Gloria P. Saavedra ([gsaavedra@ci.laredo.tx.us](mailto:gsaavedra@ci.laredo.tx.us)); 'rchavez@ci.laredo.tx.us'; John Porter; 'ebernal@ci.laredo.tx.us'; Melisa Montemayor ([Melisa.Montemayor@txdot.gov](mailto:Melisa.Montemayor@txdot.gov))  
**Subject:** City of Laredo - Local Government projects - Letting date changes (TIP Revisions)

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Thank you.

*Ana A. Duncan, P.E.  
Transportation Engineer*

*Texas Department of Transportation  
1817 Bob Bullock Loop  
Laredo, Tx 78043  
Office: 956-712-7460*



## Vanessa Guerra

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**From:** Vanessa Guerra  
**Sent:** Monday, January 08, 2018 10:33 AM  
**To:** Angelica Quijano  
**Cc:** Nathan R. Bratton  
**Subject:** FW: 2017-2020: Feb and May revision timeline, 2019-2022 timeline

Use this language for notices and agenda etc. Thanks V.

---

**From:** Roberto Rodriguez III [mailto:Roberto.Rodriguez@txdot.gov]  
**Sent:** Monday, January 08, 2018 10:30 AM  
**To:** Vanessa Guerra  
**Cc:** Alberto Ramirez; Nathan R. Bratton; Randy Aguilar; Claudia San Miguel; Sara Garza; Eduardo Bernal; David Salazar; Melisa Montemayor  
**Subject:** RE: 2017-2020: Feb and May revision timeline, 2019-2022 timeline

Vanessa,  
Good morning. Let me provide further clarification on CSJ 0086-14-082.

*1. Request clarification from TxDOT on what it proposes be done with 0086-14-082.*

As you are aware the project was originally proposed for removal from the TIP because the 4.6 million in CBI funds had already been moved in DCIS to the 058 project. During the TIP revision comment period, TxDOT advised that the funds would not be transferred to 058, but rather to 0922-33-933 project, along with the rest of the 10 million dollars in CBI funds approved during the November meeting for the construction of a fast lane at World Trade Bridge.

During last Policy meeting, the committee expressed its concern with the removal of the 082 project from the TIP. At one point, Melissa mentioned the 082 project would not be removed but rather revised to reflect the 4.6 million in Strategy 111 funds. Afterwards, she does say the project would "go away", which seems to contradict her recommendation to revise the 082 project.

CSJ 0086-14-082 was created for PS&E **design only**. Now that the state is taking over the design of US 59 overpasses, we will charge our strategy 111 design cost to the respective construction CSJs (0086-14-077, etc) . Consequently the is no need for this CSJ (082) anymore.

The \$ 4.6 Million will be reallocated to 0922-33-993 to complete the \$ 10 mill requested by the city.

Project 0922-33-993 has been submitted to Administration and FHWA for review. Once we receive approval. We will proceed to include into the TIP.

We need to bring the following item to the Technical and Policy for further clarification:

**Removal** of project CSJ 0086-14-082 intended to provide for the development of plans, specifications, and estimates (PS&E) for the Jacaman and Airport overpasses. Proposed work has an estimated cost of \$ 4.6 million dollars.

**Rationale:** State is taking over PS&E design cost of the future IH 69 intersections using strategy 111 funds. These funds do not need an independent CSJ for design only, it uses the construction CSJ to allocate design funds. Consequently there is no longer a need to have a design only CSJ. All 4.6 million in project funds are being transferred to project temporarily identified as CSJ 0922-33-993 intended to provide for the construction of a FAST lane at World Trade Bridge. Please note that only the CSJ is being cancel, not the funding.

Please let me know if you need additional information.

Thanks,

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

---

**From:** Vanessa Guerra [<mailto:vguerra@ci.laredo.tx.us>]  
**Sent:** Thursday, January 04, 2018 4:41 PM  
**To:** Roberto Rodriguez III; Randy Aguilar; Eduardo Bernal  
**Cc:** Alberto Ramirez; Nathan R. Bratton; Claudia San Miguel; Sara Garza  
**Subject:** 2017-2020: Feb and May revision timeline, 2019-2022 timeline

Roberto/Randy/Eddie

I have spoken with Randy and Roberto about the current and future TIP revision and update schedules. Below are a few questions and dates to be aware of:

### **2017-2020 TIP**

February Revision Cycle (due in E-STIP portal Tuesday Jan. 23<sup>rd</sup>)

1. Request clarification from TxDOT on what it proposes be done with 0086-14-082.

As you are aware the project was originally proposed for removal from the TIP because the 4.6 million in CBI funds had already been moved in DCIS to the 058 project. During the TIP revision comment period, TxDOT advised that the funds would not be transferred to 058, but rather to 0922-33-933 project, along with the rest of the 10 million dollars in CBI funds approved during the November meeting for the construction of a fast lane at World Trade Bridge.

During last Policy meeting, the committee expressed its concern with the removal of the 082 project from the TIP. At one point, Melissa mentioned the 082 project would not be removed but rather revised to reflect the 4.6 million in Strategy 111 funds. Afterwards, she does say the project would "go away", which seems to contradict her recommendation to revise the 082 project.

**No later than Monday 8<sup>th</sup>**, please send clarification on what TXDOT proposes regarding the 082 project.

May Revision Cycle (due April 5<sup>th</sup>)

In order to meet April 5<sup>th</sup> date any revisions must be have final approval at the March Policy meeting.



No later than January 16<sup>th</sup>, please submit any proposed TIP revisions for the May cycle.

2. Request clarification *no later than Monday Jan 8<sup>th</sup>*, how TxDOT proposes to proceed on the transfer of the 10 million in CBI funds from 058, 920, and 065 and replacement with Strategy 111 funds. Also request clarification on new 0922-33-933 project- when will that project will be submitted for addition to the TIP?

### 2019-2022 TIP – (due June 18<sup>th</sup>)

New 2019-2022 TIP is due in the portal by June 18<sup>th</sup>. In order to meet this date we have to have an approved new TIP done by the May meeting.

No later than March 19<sup>th</sup>, please submit all manual project summaries (runs), and updated financial summary for 2019-2022 TIP.

Give me a call with any questions. V.

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](mailto:vguerra@ci.laredo.tx.us)

---

**From:** Karen Burkhard [<mailto:Karen.Burkhard@txdot.gov>]

**Sent:** Friday, December 22, 2017 1:01 PM

**To:** Allison Kurwitz; Amanda Fling; Andrew Chisholm; Angela Gil; Annabel Jurado; Art Estrada Jr; Brooke Droptini; Catherine McCreight; Chelsea Dilday; Christina Sheedy; Christina Stokes; Clayton Ripps; Cliff Hallford; Dan Perge; Darcie Schipull; Deanne Simmons; Doug Marino; Eduardo Bernal; Elaine Alvarado; Elisa Garcia; Epigmenio Gonzalez; Eric Fisher; Evan Roberts; Gary Enos; Glenn Yowell; Hugo Hernandez; Jane Jiang; Jennifer Adams; Jimmy Thompson; Jonathan Bean; Juan Sanchez; Julie Rook; Kirsten Lozano; Kristan Hereford; Kristi Schwartz; Laura Crow; Liz Bullock; Lynn Daniel; Maricela Salinas; Marisabel Ramthun; Mark R. Mosley; Marty Boyd; Megan Campbell; Melba Schaus; Michael Beaver; Michael Bolin; Michael Dutton; Nathan R. Bratton; Norma Garza; Pam Hasker; Penny Sansom; Randy Aguilar; Rebecca Pinto; Robert Ornelas; Roberto Rodriguez III; Rowdy Cantwell; Sara Finch; Scott Ayres; Shannon Hawkins; Shaundra Houston; Sonya Hudson; Stephen Gipson; Tamelia Spillman; TE Knight; Terri Jolly; Terry Nix; Victor E. Vourcos; Vivian Harrison; Yalda Shafieimoghadam; Adam Beckom - NCTCOG; 'Alan Clark' ([alan.clark@h-gac.com](mailto:alan.clark@h-gac.com)); Alfonso Vallejo - Brownsville MPO; Alicia Justilian - Brownsville MPO; 'Andrew Canon' ([acanon@hcmpo.org](mailto:acanon@hcmpo.org)); Annette Shepard; Antonio Zubietta; Ashby Johnson ([ashby.johnson@campotexas.org](mailto:ashby.johnson@campotexas.org)); Bart Benthul; Brigida Gonzalez; Bryan Miskimen ([bmiskimen@ELPASOMPO.ORG](mailto:bmiskimen@ELPASOMPO.ORG)); Cameron Walker; Cecilio Martinez ([Martinez@alamoareampo.org](mailto:Martinez@alamoareampo.org)); Cheryl Maxwell - KT MPO; Chris Evilia ([Cevilia@wacotx.gov](mailto:Cevilia@wacotx.gov)); Christie Gotti; Christina Bune ; Clay Barnett; Cody Baczewski ([cbaczewski@myharlingen.us](mailto:cbaczewski@myharlingen.us)); Collins, Ryan; David Jones - Lubbock MPO; Elena Buentello; E'Lisa Smetana (E'Lisa.Smetana@abilenetx.com); Eulois Cleckley; Gary Holwick ([Gary.Holwick@amarillo.gov](mailto:Gary.Holwick@amarillo.gov)); 'Heather Nick' ([hnick@tylertexas.com](mailto:hnick@tylertexas.com)); Jaimie Lee ([jaimie.lee@wichitafallstx.gov](mailto:jaimie.lee@wichitafallstx.gov)); Jason Deckman ([jason.deckman@ctcog.org](mailto:jason.deckman@ctcog.org)); Jeanne Geiger ([Geiger@alamoareampo.org](mailto:Geiger@alamoareampo.org)); 'Jeff Pollack' ([jpollack@cctxmpo.us](mailto:jpollack@cctxmpo.us)); [jim.dickinson@h-gac.com](mailto:jim.dickinson@h-gac.com); Jimmie Lewis; Joel Garza - HSB MPO; Jon Bocanegra ([jbocanegra@hcmpo.org](mailto:jbocanegra@hcmpo.org)); Karen Owen ([kowen@longviewtexas.gov](mailto:kowen@longviewtexas.gov)); Karl Welzenbach ([kwelzenbach@co.grayson.tx.us](mailto:kwelzenbach@co.grayson.tx.us)); Kelly Porter - CAMPO; Kenneth Bunkley ; Lin Barnett ([lin.barnett@wichitafallstx.gov](mailto:lin.barnett@wichitafallstx.gov)); Linda De La Fuente ; Lorraine Quimiro ([lquimiro@permianbasinmpo.com](mailto:lquimiro@permianbasinmpo.com)); Macie Wyers; Major Hofheins; Mark Lund - Brownville MPO; Michael Howell - Tyler MPO; Michael Medina ; 'Michael Morris' ([mmorris@nctcog.org](mailto:mmorris@nctcog.org)); Muno, Travis - Amarillo MPO; Omar Barrios - NCTCOG; Phillip Tindall - CAMPO; Rina Bale; 'Roger Williams' ([rwilliams@ELPASOMPO.ORG](mailto:rwilliams@ELPASOMPO.ORG)); Sean Middleton; Sid Martinez; Tammy Walker - Lubbock MPO; TEX-Jones, ReaDonna; Vanessa Guerra

**Cc:** Peggy Thurin; Lori Morel; #DE\_DDE; #TPD DIRECTORS; Leanna Sheppard; Mansour Shiraz; Nick Page; Raymond

Sanchez Jr; Sara Garza; Bonnie Sherman; Daniel Dargevics; Hettie Thompson; Jody Shaw; Katie Delong; Kelly Kirkland; Kristopher Lee; Lillie Salas; Linda Oakes; Reane Gilder; Teri Kaplan

**Subject:** February and May 2018 STIP Revision

Attached is the timelines for the February and May revisions. We are still pending the final approval for the November revision, but once [finalized](#), we will open a TIP instance in the eStip portal.

The February 2018 Quarterly TIP/ STIP revision will be due into the eSTIP portal by Tuesday, January 23rd COB  
The May timeline has been revised in order for all projects to be approved prior to the new Federal requirements that go in affect 5/27/2018.

**IMPORTANT things to remember:**

- Projects with Develop Authority can **NOT** be listed in the STIP for construction. **Your TIPs and the STIP will need to be amended to remove the construction phase on any DA / PA projects listed individually. Districts please communicate with your MPO's about the UTP status of projects if needed.**
- Do not forget to update the revision date within the eSTIP as well as adding the project to the TIP revision.
- MPO's need to make sure the districts review submissions.
- TASA Projects- make sure to add the project name and limits are concise and description of work is clear.

Please let us know if you have any questions or need assistance with the upcoming revisions.

Lori and Karen

CONNECTING TEXANS TO WHAT MATTERS MOST



#txdot100

1917 • 2017

CONNECTING TEXANS TO WHAT MATTERS MOST



#txdot100

1917 • 2017



Thank you. V.

**From:** Omar Costilla [mailto:Omar.Costilla@txdot.gov]  
**Sent:** Wednesday, January 23, 2019 2:37 PM  
**To:** Vanessa Guerra  
**Cc:** Roberto Rodriguez III  
**Subject:** February 2019 Quarterly MPO STIP Revision

Vanessa,

The following project are for FY20 letting and will need to be included to the MPO STIP revision.

0018-06-198 IH 35  
0086-14-084 I-69W  
2150-04-076 FM 1472

Thank you

```
LQ1 TNO276 MAINFRAME (TNO0200) - PowerTerm Emu-Connect
File Edit Terminal Communication Sessions Options Script Help
DCS20233 CSJ HAS CHANGED. NO UPDATES MADE.
UPDATE MODE 01/23/19 PROJECT ID (P01) 14 32 40 ENGLISH DCIS 02A
CTL SEC JOB 0018 06 135 HWY NO IH 35 DIST 22 CNTY WEDD 740
BEG MILE POINT 6 842 END MILE POINT 8 022 PROJECT LENGTH MI 1 180
BEG REF MARKER NUM 6 SUFFIX DISPLACEMENT 0 279 DFO 5 962
END REF MARKER NUM 7 SUFFIX DISPLACEMENT 0 538 DFO 7 142
LIMITS FROM 0 30 MILES SOUTH OF US59/IH35 INT TRM UPDATE FLAG S
TO 0 00 MILES NORTH OF US59/IH35 INT PROJ CLASS W
TYPE OF WORK WIDEN FROM 4 TO 6 LANES SPEC BOOK YEAR 14
LAYHANS DESC WIDEN FROM 4 TO 6 LANES
-----
POP CODE PL20 ABATEMENT AUTH 0 0 LET SCH FY
RESP SECTION CRD 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 5000000 LOCAL GOVT NO UTP AUTHORITY C CONG
DATE OF LATEST EST 07 27 18 PERT END DATE N PRES DIST EST LET DATE 1 7 19
AUTHORIZED AMOUNT 5000000 TRUNK SYS Y APPROVED LET DATE 0 0
CONTRACT CSJ 001800130 NHS Y ELS ACTUAL LET DATE 0 0
OVERSIGHT S RAIL COORD N HURR EVAC RTE N PROJ NUM NH ( )
PROJ ANCESTORS 001800910 ROH CSJ
PROJ DESCENDENTS
REMARKS
Enter PF1 PF2 PF3 PF4 PF5 PF6 PF7 PF8 PF9 PF10 PF11 PF12
LEGIS UPDY FIN EVAL EST SUH UTP STIP METR COR TPC PE MENU
F1 F2 F3 F4 F5 F6 F7 F8 F9 F10 F11 F12
0020 Display 1315 [Close] [Print] [On Line]
```

## Vanessa Guerra

---

**From:** Omar Costilla <Omar.Costilla@txdot.gov>  
**Sent:** Thursday, January 24, 2019 3:32 PM  
**To:** Vanessa Guerra  
**Cc:** Roberto Rodriguez III  
**Subject:** RE: February 2019 Quarterly MPO STIP Revision

Vanessa,

0018-06-198 IH 35

The construction will consist of adding a third lane to the inside, and adding a concrete barrier to the inside of IH35 North/South bound project limits.

0086-14-084 I-69W

The construction will consist of adding a third lane to the inside, adding a concrete barrier, and widening the existing bridges to the outside of I-69W East/West bound project limits.

2150-04-076 FM 1472

The construction of a right turn lane I-69W/FM 1472 Intersection.



Thank you,  
Omar J. Costilla  
Transportation Specialist III  
Transportation Planning & Development  
Laredo District  
1817 Bob Bullock Loop  
Laredo, Texas 78043  
(956) 712-7726  
[Omar.Costilla@txdot.gov](mailto:Omar.Costilla@txdot.gov)

---

**From:** Vanessa Guerra [mailto:vguerra@ci.laredo.tx.us]  
**Sent:** Wednesday, January 23, 2019 3:42 PM  
**To:** Omar Costilla  
**Cc:** Roberto Rodriguez III  
**Subject:** RE: February 2019 Quarterly MPO STIP Revision

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please provide detailed explanation of what is being proposed for each project? Adding? Revision? If revision, how so?

Please submit runs, updated financial spreadsheet, and any other documents TxDOT requires for submittal.



```

DCS03F699 NO CHANGES MADE. PLEASE CONTINUE
UPDATE MODE 01/23/19 PROJECT ID (P01) 14 34 54 ENGLISH DCIS 02A
CTL SEC JOB 190 14 076 HWY NO TH 128 DIST 22 CNTY WEBB 240
BEG MILE POINT 7.672 END MILE POINT 9.626 PROJECT LENGTH MI 1.754
BEG REF MARKER NUM 1 SUFFIX DISPLACEMENT 1.000 DFO 0.000
END REF MARKER NUM 1 SUFFIX DISPLACEMENT 0.753 DFO 1.753
LIMITS FROM WORLD TRADE BRIDGE GSA FACILITIES TRM UPDATE FLAG 5
10 IH 35 PROJ CLASS W47
TYPE OF WORK BASE, GRADE, CONC PAVT, SIGNS, HRK SPEC BOOK YEAR 14
LAYMANS DESC WIDENING OF EXISTING FREEWAY (6 LANES)

PDP CODE PL20 ABATEMENT AUTH 0 0 LET SCH FY
RESP SECTION 400 FUNCTIONAL CLASS 3 FED LETTER OF AUTH 0 0
INFLATION 2 4 00 DISTRICT OVER 2 0 00 STATE LETTER OF AUTH 0 0
LATEST EST OF CST COST 15000000 LOCAL GOVT NO UTP AUTHORITY D DVLP
DATE OF LATEST EST 01 11 19 PERF END DATE N PRES DIST EST LET DATE 0 20
AUTHORIZED AMOUNT 15000000 TRUNK SYS Y APPROVED LET DATE 0 0
CONTRACT CSJ 000014004 NMS Y ELS Y ACTUAL LET DATE 0 0
OVERSIGHT S RAIL COORD N HURR EVAC RTE N PROJ NUM NH ( )
PROJ ANCESTORS 000014950 ROM 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 PC MENU
03/015

```

```

DCS03F699 NO CHANGES MADE. PLEASE CONTINUE
UPDATE MODE 01/23/19 PROJECT ID (P01) 14 33 44 ENGLISH DCIS 02A
CTL SEC JOB 20 04 076 HWY NO TH 112 DIST 22 CNTY WEBB 240
BEG MILE POINT 15.057 END MILE POINT 14.477 PROJECT LENGTH MI 1.300
BEG REF MARKER NUM 438 SUFFIX DISPLACEMENT 1.821 DFO 31.728
END REF MARKER NUM 438 SUFFIX DISPLACEMENT 0.441 DFO 30.348
LIMITS FROM BIG BEND BLVD NORTHBOUND TRM UPDATE FLAG 5
10 KILLAM INDUSTRIAL BLVD NORTHBOUND PROJ CLASS W47
TYPE OF WORK BASE, GRADE, CONCRETE PAVEMENT, ETC SPEC BOOK YEAR 14
LAYMANS DESC WIDENING OF PAVEMENT TO PROVIDE ADDITIONAL TRAVEL LANE

PDP CODE PL20 ABATEMENT AUTH 0 0 LET SCH FY 2020
RESP SECTION 400 FUNCTIONAL CLASS 3 FED LETTER OF AUTH 0 0
INFLATION 2 4 00 DISTRICT OVER 2 0 00 STATE LETTER OF AUTH 0 0
LATEST EST OF CST COST 3340000 LOCAL GOVT NO UTP AUTHORITY C CONG
DATE OF LATEST EST 01 10 19 PERF END DATE N PRES DIST EST LET DATE 0 20
AUTHORIZED AMOUNT 3340000 TRUNK SYS N APPROVED LET DATE 0 0
CONTRACT CSJ 215004076 NMS Y ELS Y ACTUAL LET DATE 0 0
OVERSIGHT S RAIL COORD N HURR EVAC RTE N PROJ NUM NH ( )
PROJ ANCESTORS 215004910 ROM 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 PC MENU
03/015

```



Thank you,  
Omar J. Costilla  
Transportation Specialist III  
Transportation Planning & Development  
Laredo District  
1817 Bob Bullock Loop  
Laredo, Texas 78043  
(956) 712-7726  
Omar.Costilla@txdot.gov

**From:** Roberto Rodriguez III  
**Sent:** Wednesday, January 23, 2019 2:10 PM  
**To:** Omar Costilla  
**Subject:** FW: February 2019 Quarterly STIP Revision



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

---

**From:** Vanessa Guerra [<mailto:vguerra@ci.laredo.tx.us>]  
**Sent:** Wednesday, January 23, 2019 10:02 AM  
**To:** Eduardo Bernal; Roberto Rodriguez III  
**Subject:** RE: February 2019 Quarterly STIP Revision

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The TIP submittal deadline is tomorrow. Currently I have no submittals from either TxDOT or Transit requesting a TIP revision.

As you know, in order to process a TIP revision, the process must start 2 months in advance of the submittal deadline. This is necessary because all TIP revision must go to 2 MPO meetings. The first meeting is required to initiate the comment period, and the second to approve the resolution, hence the 60 day timeline.

The next TIP submittal, if the schedule remains the same, will be in May. Initiation of the comment period must go latest to the March meeting, and then for approval in April.

You should send me all your required TIP revision documents as soon as possible but no later than Feb 22, 2019.

V.

---

**From:** Eduardo Bernal  
**Sent:** Tuesday, January 22, 2019 1:23 PM  
**To:** Vanessa Guerra  
**Subject:** FW: February 2019 Quarterly STIP Revision

Good afternoon Vanessa,

So not sure but are we doing the STIP update for Transit? We need to add the TA program that was awarded by the MPO as we discussed. Unfortunately I am heading to Austin this afternoon for a meeting and will work the STIP if need to on Thursday.

Please advise at your earliest convenience.

-Eddie



<[jbocanegra@hcmpo.org](mailto:jbocanegra@hcmpo.org)>; Karen Owen ([kowen@longviewtexas.gov](mailto:kowen@longviewtexas.gov)) <[kowen@longviewtexas.gov](mailto:kowen@longviewtexas.gov)>; Karl Welzenbach ([kwelzenbach@co.grayson.tx.us](mailto:kwelzenbach@co.grayson.tx.us)) <[kwelzenbach@co.grayson.tx.us](mailto:kwelzenbach@co.grayson.tx.us)>; Kelly Porter - CAMPO <[Kelly.Porter@campotexas.org](mailto:Kelly.Porter@campotexas.org)>; Kendra <[kendra.coufal@ctcog.org](mailto:kendra.coufal@ctcog.org)>; Kenneth Bunkley <[kbunkley@nctcog.org](mailto:kbunkley@nctcog.org)>; Lin Barnett ([lin.barnett@wichitafallstx.gov](mailto:lin.barnett@wichitafallstx.gov)) <[lin.barnett@wichitafallstx.gov](mailto:lin.barnett@wichitafallstx.gov)>; Linda De La Fuente <[ldelafuente@hcmpo.org](mailto:ldelafuente@hcmpo.org)>; Lorraine Quimiro ([lquimiro@permianbasinmpo.com](mailto:lquimiro@permianbasinmpo.com)) <[lquimiro@permianbasinmpo.com](mailto:lquimiro@permianbasinmpo.com)>; Macie Wyers <[mwyers@longviewtexas.gov](mailto:mwyers@longviewtexas.gov)>; Major Hofheins <[major.hofheins@cosatx.us](mailto:major.hofheins@cosatx.us)>; Mark Lund - Brownville MPO <[bmpo@cob.us](mailto:bmpo@cob.us)>; McRoy, Ed <[ed.mcroy@abilenetx.gov](mailto:ed.mcroy@abilenetx.gov)>; Michael Howell - Tyler MPO <[mhowell@tylertexas.com](mailto:mhowell@tylertexas.com)>; Michael Medina <[mmedina@ELPASOMPO.ORG](mailto:mmedina@ELPASOMPO.ORG)>; 'Michael Morris' ([mmorris@nctcog.org](mailto:mmorris@nctcog.org)) <[mmorris@nctcog.org](mailto:mmorris@nctcog.org)>; Muno, Travis - Amarillo MPO <[Travis.Muno@amarillo.gov](mailto:Travis.Muno@amarillo.gov)>; Omar Barrios - NCTCOG <[OBarrios@nctcog.org](mailto:OBarrios@nctcog.org)>; Phillip Tindall - CAMPO <[Phillip.Tindall@campotexas.org](mailto:Phillip.Tindall@campotexas.org)>; 'Roger Williams' ([rwilliams@ELPASOMPO.ORG](mailto:rwilliams@ELPASOMPO.ORG)) <[rwilliams@ELPASOMPO.ORG](mailto:rwilliams@ELPASOMPO.ORG)>; Rylea Roderic <[rroderick@nctcog.org](mailto:rroderick@nctcog.org)>; Sid Martinez <[IMartinez@sametroplan.org](mailto:IMartinez@sametroplan.org)>; Tammy Walker - Lubbock MPO <[TWalker@mail.ci.lubbock.tx.us](mailto:TWalker@mail.ci.lubbock.tx.us)>; TEX-Jones, ReaDonna <[ReaDonna.Jones@txkusa.org](mailto:ReaDonna.Jones@txkusa.org)>; Vanessa Guerra <[vguerra@ci.laredo.tx.us](mailto:vguerra@ci.laredo.tx.us)>; Yboulan <[yboulan@cctxmpo.us](mailto:yboulan@cctxmpo.us)>; Brigida Gonzalez <[Brigida.Gonzalez@txdot.gov](mailto:Brigida.Gonzalez@txdot.gov)>; Leanna Sheppard <[Leanna.Sheppard@txdot.gov](mailto:Leanna.Sheppard@txdot.gov)>; Mansour Shiraz <[Mansour.Shiraz@txdot.gov](mailto:Mansour.Shiraz@txdot.gov)>; Nick Page <[Nick.Page@txdot.gov](mailto:Nick.Page@txdot.gov)>; Raymond Sanchez Jr <[Raymond.Sanchez@txdot.gov](mailto:Raymond.Sanchez@txdot.gov)>; Sara Garza <[Sara.Garza@txdot.gov](mailto:Sara.Garza@txdot.gov)>

**Subject:** FW: February 2019 Quarterly STIP Revision

I wanted to clarify the date that the projects are due into the eSTIP. The projects are due on **Thursday January 24<sup>th</sup>**.

---

**From:** TPP\_STIP

**Sent:** Tuesday, January 22, 2019 10:14 AM

**To:** Allison Kurwitz; Amanda Fling; Andrew Chisholm; Angela Gil; Ann Wenske; Annabel Jurado; Art Estrada Jr; Ashley Hayes; Bill Tobin; Brooke Droptini; Catherine McCreight; 'Chelsea Dilday'; Christina Sheedy; 'Christina Stokes'; Clayton Ripps; Cliff Hallford; Courtney Jones; Dan Perge; Darcie Schipull; Deanne Simmons; Doug Marino; 'Eduardo Bernal'; Elisa Garcia; Epigmenio Gonzalez; Eric Fisher; Evan Roberts; Gabriel Ramirez; Gary Enos; Glenn Yowell; Hugo Hernandez; Jennifer Adams; Jimmy Thompson; Jonathan Bean; Juan Sanchez; Julie Rook; Karen Burkhard; Kirsten L. Lozano; Kristan Hereford; Kristi Schwartz; Laura Crow; Liz Bullock; Lynn Daniel; Maricela Salinas; Marisabel Ramthun; Mark R. Mosley; Marty Boyd; Megan Campbell; Melba Schaus; Michael Beaver; Michael Bolin; Michael Dutton; 'Nathan R. Bratton'; Norma Garza; Omar Costilla; 'Pam Hasker'; Penny Sansom; 'Randy Aguilar'; Rebecca Pinto; Robert Ornelas; Roberto Rodriguez III; 'Rowdy Cantwell'; Roxana Ene; Russell Washer; Sara Finch; Scott Ayres; Shannon Hawkins; 'Shaundra Houston'; Sonya Hudson; Stacy M Taylor; Stephen Gipson; Tamelia Spillman; TE Knight; 'Terri Jolly'; Terry Nix; Victor E. Vourcos; Yalda Shafieimoghadam; 'Adam Beckom - NCTCOG'; 'Alan Clark' ([alan.clark@h-gac.com](mailto:alan.clark@h-gac.com)); 'Alfonso Vallejo - Brownsville MPO'; 'Alicia Justilian - Brownsville MPO'; 'Andrew Canon' ([acanon@hcmpo.org](mailto:acanon@hcmpo.org)); 'Annette Shepard'; 'Antonio Zubieta'; 'Ashby Johnson' ([ashby.johnson@campotexas.org](mailto:ashby.johnson@campotexas.org)); 'Bart Benthul'; 'Bryan Miskimen' ([bmiskimen@ELPASOMPO.ORG](mailto:bmiskimen@ELPASOMPO.ORG)); 'Cameron Walker'; 'Cecilio Martinez' ([Martinez@alamoareampo.org](mailto:Martinez@alamoareampo.org)); 'Cheryl Maxwell - KT MPO'; 'Chris Evilia' ([Cevilia@wacotx.gov](mailto:Cevilia@wacotx.gov)); 'Christie Gotti'; 'Christina Bune'; 'Clay Barnett'; 'Collins, Ryan'; 'David Jones - Lubbock MPO'; 'Elena Buentello'; 'E'Lisa Smetana (E'Lisa.Smetana@abilenetx.com)'; 'Frank Gudino'; 'Gary Holwick' ([Gary.Holwick@amarillo.gov](mailto:Gary.Holwick@amarillo.gov)); 'Heather Nick' ([hnick@tylertexas.com](mailto:hnick@tylertexas.com)); 'Jaimie Lee' ([jaimie.lee@wichitafallstx.gov](mailto:jaimie.lee@wichitafallstx.gov)); 'Jeanne Geiger' ([Geiger@alamoareampo.org](mailto:Geiger@alamoareampo.org)); 'Jeff Pollack' ([jpollack@cctxmpo.us](mailto:jpollack@cctxmpo.us)); 'jim.dickinson@h-gac.com'; 'Jimmie Lewis'; 'Joel Garza - HSB MPO'; 'John Weber'; 'Jon Bocanegra' ([jbocanegra@hcmpo.org](mailto:jbocanegra@hcmpo.org)); 'Karen Owen' ([kowen@longviewtexas.gov](mailto:kowen@longviewtexas.gov)); 'Karl Welzenbach' ([kwelzenbach@co.grayson.tx.us](mailto:kwelzenbach@co.grayson.tx.us)); 'Kelly Porter - CAMPO'; 'Kendra'; 'Kenneth Bunkley'; 'Lin Barnett' ([lin.barnett@wichitafallstx.gov](mailto:lin.barnett@wichitafallstx.gov)); 'Linda De La Fuente'; 'Lorraine Quimiro' ([lquimiro@permianbasinmpo.com](mailto:lquimiro@permianbasinmpo.com)); 'Macie Wyers'; 'Major Hofheins'; 'Mark Lund - Brownville MPO'; 'McRoy, Ed'; 'Michael Howell - Tyler MPO'; 'Michael Medina'; 'Michael Morris' ([mmorris@nctcog.org](mailto:mmorris@nctcog.org)); 'Muno, Travis - Amarillo MPO'; 'Omar Barrios - NCTCOG'; 'Phillip Tindall - CAMPO'; 'Roger Williams' ([rwilliams@ELPASOMPO.ORG](mailto:rwilliams@ELPASOMPO.ORG)); 'Rylea Roderic'; 'Sid Martinez'; 'Tammy Walker - Lubbock MPO'; 'TEX-Jones, ReaDonna'; 'Vanessa Guerra - Laredo MPO'; 'Yboulan'; 'Brigida Gonzalez'; 'Leanna Sheppard'; 'Mansour Shiraz'; 'Nick Page'; 'Raymond Sanchez'; 'Sara Garza'

**Subject:** FW: February 2019 Quarterly STIP Revision

The February TIP instance is now open

If you have any questions, please let us know.

Lori and Karen



**From:** TPP\_STIP

**Sent:** Monday, January 07, 2019 12:20 PM

**To:** #DE\_DDE; #TPD DIRECTORS; Allison Kurwitz; Amanda Fling; Andrew Chisholm; Angela Gil; Ann Wenske; Annabel Jurado; Art Estrada Jr; Bill Tobin; Brooke Droptini; Catherine McCreight; Chelsea Dilday; Christina Sheedy; Christina Stokes; Clayton Ripps; Cliff Hallford; Courtney Jones; Dan Perge; Darcie Schipull; Deanne Simmons; Doug Marino; Eduardo Bernal; Elisa Garcia; Epigmenio Gonzalez; Eric Fisher; Evan Roberts; Gary Enos; Glenn Yowell; Hugo Hernandez; Jennifer Adams; Jimmy Thompson; Jonathan Bean; Juan Sanchez; Julie Rook; Karen Burkhard; Kirsten L. Lozano; Kristan Hereford; Kristi Schwartz; Laura Crow; Liz Bullock; Lynn Daniel; Maricela Salinas; Marisabel Ramthun; Mark R. Mosley; Marty Boyd; Megan Campbell; Melba Schaus; Michael Beaver; Michael Bolin; Michael Dutton; Nathan R. Bratton; Norma Garza; Omar Costilla; Pam Hasker; Penny Sansom; Randy Aguilar; Rebecca Pinto; Robert Ornelas; Roberto Rodriguez III; Rowdy Cantwell; Roxana Ene; Russell Washer; Sara Finch; Scott Ayres; Shannon Hawkins; Shaundra Houston; Sonya Hudson; Stacy M Taylor; Stephen Gipson; Tamelia Spillman; TE Knight; Terri McCasland; Terry Nix; Victor E. Vourcos; Yalda Shafieimoghadam; Adam Beckom - NCTCOG; 'Alan Clark' ([alan.clark@h-gac.com](mailto:alan.clark@h-gac.com)); Alfonso Vallejo - Brownsville MPO; Alicia Justilian - Brownsville MPO; 'Andrew Canon' ([acanon@hcmpo.org](mailto:acanon@hcmpo.org)); Annette Shepard; Antonio Zubieta; Ashby Johnson ([ashby.johnson@campotexas.org](mailto:ashby.johnson@campotexas.org)); Bart Benthul; Bryan Miskimen ([bmiskimen@ELPASOMPO.ORG](mailto:bmiskimen@ELPASOMPO.ORG)); Cameron Walker; Cecilio Martinez ([Martinez@alamoareampo.org](mailto:Martinez@alamoareampo.org)); Cheryl Maxwell - KT MPO; Chris Evilia ([Cevilia@wacotx.gov](mailto:Cevilia@wacotx.gov)); Christie Gotti; Christina Bune ; Clay Barnett; Collins, Ryan; David Jones - Lubbock MPO; Elena Buentello; E'Lisa Smetana (E'Lisa.Smetana@abilenetx.com); Frank Gudino; Gary Holwick ([Gary.Holwick@amarillo.gov](mailto:Gary.Holwick@amarillo.gov)); 'Heather Nick' ([hnick@tylertexas.com](mailto:hnick@tylertexas.com)); Jaimie Lee ([jaimie.lee@wichitafallstx.gov](mailto:jaimie.lee@wichitafallstx.gov)); Jeanne Geiger ([Geiger@alamoareampo.org](mailto:Geiger@alamoareampo.org)); 'Jeff Pollack' ([jpollack@cctxmpo.us](mailto:jpollack@cctxmpo.us)); [jim.dickinson@h-gac.com](mailto:jim.dickinson@h-gac.com); Jimmie Lewis; Joel Garza - HSB MPO; John Weber; Jon Bocanegra ([jbocanegra@hcmpo.org](mailto:jbocanegra@hcmpo.org)); Karen Owen ([kowen@longviewtexas.gov](mailto:kowen@longviewtexas.gov)); Karl Welzenbach ([kwelzenbach@co.grayson.tx.us](mailto:kwelzenbach@co.grayson.tx.us)); Kelly Porter - CAMPO; Kendra; Kenneth Bunkley ; Lin Barnett ([lin.barnett@wichitafallstx.gov](mailto:lin.barnett@wichitafallstx.gov)); Linda De La Fuente ; Lorraine Quimiro ([lquimiro@permianbasinmpo.com](mailto:lquimiro@permianbasinmpo.com)); Macie Wyers; Major Hofheins; Mark Lund - Brownville MPO; McRoy, Ed; Michael Howell - Tyler MPO; Michael Medina ; 'Michael Morris' ([mmorris@nctcog.org](mailto:mmorris@nctcog.org)); Muno, Travis - Amarillo MPO; Omar Barrios - NCTCOG; Phillip Tindall - CAMPO; 'Roger Williams' ([rwilliams@ELPASOMPO.ORG](mailto:rwilliams@ELPASOMPO.ORG)); Rylea Roderic; Sid Martinez; Tammy Walker - Lubbock MPO; TEX-Jones, ReaDonna; Vanessa Guerra - Laredo MPO; Brigida Gonzalez; Leanna Sheppard; Mansour Shiraz; Nick Page; Raymond Sanchez Jr; Sara Garza

**Cc:** Lori Morel; Karen Burkhard

**Subject:** February 2019 Quarterly STIP Revision

Attached you will find for the February 2019 Revision:

- Revision Timeline
- Check List – New information required via the November federal approval letter
- Updated SP\_Templates; Transit and Highway (please use the templates attached from here on until notified otherwise)
- Reasons why a project might not get approved in the STIP

We will send out a message once the TIP instance is opening in the portal.

The February 2019 Quarterly TIP/ STIP revision will be due into the eSTIP portal by Tuesday, January 24th COB

**IMPORTANT things to remember:**

- Projects with Develop Authority can **NOT** be listed in the STIP for construction. **Your TIPs and the STIP will need to be amended to remove the construction phase on any DA / PA projects listed individually. Districts please communicate with your MPO's about the UTP status of projects if needed.**
- Do not forget to update the revision date within the eSTIP as well as adding the project to the TIP revision.
- MPO's need to make sure the districts review submissions.
- TASA Projects- make sure to add the project name and limits are concise and description of work is clear.
- The revision date in DCIS needs to be listed as 02/2019



**Vanessa Guerra**

**From:** Vanessa Guerra  
**Sent:** Thursday, October 25, 2018 9:19 AM  
**To:** 'Omar Costilla'  
**Cc:** Roberto Rodriguez  
**Subject:** RE: MPO TIP Project Update

No, I was never advised of a proposed TIP revision. In order for the revision to have been processed for the November cycle, it would have to have been submitted 21 days in advance of the September MPO meeting. Also TxDOT would have seen the proposed revision in both the September and October meeting packets.

Please submit no later than 21 days in advance of the meeting language indicating what TxDOT wants done with the project (s), ie addition, amendment, deletion, what the nature of the change is specifically, submit runs, revised financial summary, and any background materials you want included in the packet.

---

**From:** Omar Costilla [<mailto:Omar.Costilla@txdot.gov>]  
**Sent:** Wednesday, October 24, 2018 3:42 PM  
**To:** Vanessa Guerra  
**Cc:** Roberto Rodriguez III  
**Subject:** MPO TIP Project Update

Vanessa,

By any chance did Randy send you project CSJ 0018-06-198 to be included for November MPO TIP revision? I'm not sure what Randy needed to do at this point but I think if the project has a 12/19 let date we can move the revision date to 2/19.

```
UPDATE MODE      10/24/18      PROJECT ID (P01)      15:35:36      ENGLISH DCI
CTL-SEC-JOB 018 - 06 - 198  HWY NO IH 35  DIST 22 CNTY WEBB
BEG MILE POINT  _6.842  END MILE POINT  _8.022  PROJECT LENGTH MI  _ _
BEG REF MARKER NUM  _ _ 6  SUFFIX  _  DISPLACEMENT  _ _0.279  DFO  _ _5
END REF MARKER NUM  _ _ 7  SUFFIX  _  DISPLACEMENT  _ _0.538  DFO  _ _7
LIMITS FROM      0.38 MILES SOUTH OF US59/IH35 INT _ _  TRM UPDATE FL
TO                0.80 MILES NORTH OF US59/IH35 INT _ _  PROJ CLASS
TYPE OF WORK      WIDEN FROM 4 TO 6 LANES  _ _ _ _ _ _ _ _  SPEC BOOK YEAR
LAYMANS DESC      WIDEN FROM 4 TO 6 LANES  _ _ _ _ _ _ _ _

-----
PDP CODE  PL20  ABATEMENT AUTH  _0  _ _0  LET SCH FY  _ _ _
RESP. SECTION  LRD  FUNCTIONAL CLASS  1  FED LETTER OF AUTH  _ _
INFLATION % 4.00  DISTRICT OVER % 0.00  STATE LETTER OF AUTH
LATEST EST OF CST COST 5000000  _ _ _ _ _  LOCAL GOVT NO UTP AUTHORITY  C
DATE OF LATEST EST  07 27 18  PERF END DATE  N  PRES  DIST EST LET DATE
AUTHORIZED AMOUNT 5000000  TRUNK SYS  Y  APPROVED LET DATE
CONTRACT CSJ 001806198  NHS Y  ELS  _  ACTUAL LET DATE
OVERSIGHT S RAIL COORD N  HURR EVAC RTE N  PROJ NUM  NH  ( ) _ _ _
PROJ ANCESTORS 001806910  _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _  ROM C
PROJ DESCENDENTS  _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _
REMARKS  _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _
Enter-PF1---PF2---PF3---PF4---PF5---PF6---PF7---PF8---PF9---PF10---PF11---P
LEGIS UPDT  FIN  EVAL  EST  SUM  UTP  STIP  METR  COR  TPC  PE  M
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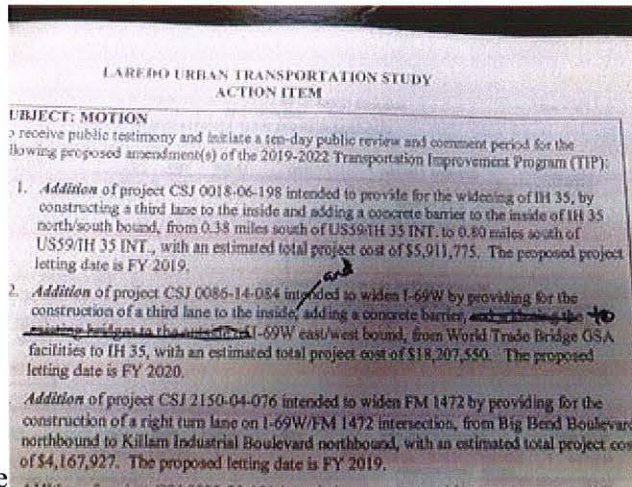


## Angelica Quijano

---

**From:** Roberto Rodriguez III <Roberto.Rodriguez@txdot.gov>  
**Sent:** Tuesday, March 12, 2019 3:50 PM  
**To:** Vanessa Guerra  
**Cc:** Angelica Quijano  
**Subject:** Re: Change to mpo item description

Sorry. Here is the pic



Sent from my iPhone

On Mar 12, 2019, at 3:47 PM, Roberto Rodriguez III <[Roberto.Rodriguez@txdot.gov](mailto:Roberto.Rodriguez@txdot.gov)> wrote:

Please see pic attached. It is a change to TIP and MTP project description

Thanks  
Roberto Rodriguez

Sent from my iPhone





**LAREDO URBAN TRANSPORTATION STUDY  
ACTION ITEM**

<b>DATE:</b> 04-15-19	<b>SUBJECT: RESOLUTION</b> Receive public testimony and approve Resolution No. MPO 2019-04, adopting the proposed amendment(s) of the 2015-2040 Metropolitan Transportation Plan (MTP): <ol style="list-style-type: none"> <li>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 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 as necessary to incorporate the following revisions:             <ol style="list-style-type: none"> <li>a) <b>Addition</b> of project CSJ 0018-06-198 intended to provide for the widening of IH 35, by constructing a third lane to the inside and adding a concrete barrier to the inside of IH 35 north/south bound, from 0.38 miles south of US59/IH 35 INT. to 0.80 miles north of US59/IH 35 INT., with an estimated total project cost of \$5,911,775. The proposed project letting date is FY 2020.</li> <li>b) <b>Addition</b> of project CSJ 0086-14-084 intended to widen I-69W by providing for the construction of a third lane to the inside and adding a concrete barrier to I-69W east/west bound, from World Trade Bridge GSA facilities to IH 35, with an estimated total project cost of \$18,207,550. The proposed letting date is FY 2020.</li> <li>c) <b>Addition</b> of project CSJ 2150-04-076 intended to widen FM 1472 by providing for the construction of a right turn lane on I-69W/FM 1472 intersection, from Big Bend Boulevard northbound to Killam Industrial Boulevard northbound, with an estimated total project cost of \$4,167,927. The proposed letting date is FY 2020.</li> <li>d) <b>Addition</b> of project CSJ 0922-33-181 intended to construct and improve seventeen (17) bus stops located throughout the transit fixed route network, with an estimated total project cost of \$250,000. The proposed project letting date is FY 2020.</li> </ol> </li> </ol>	
		MTP 15-40/REV 10
<b>INITIATED BY:</b> TXDOT		<b>STAFF SOURCE:</b> Vanessa Guerra, Acting MPO Director
<b>PREVIOUS ACTION:</b> 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 20 <sup>th</sup> , 2016, the Policy Committee approved the initiation of a 10 day public review and comment period for the proposed MTP revisions. On July 18 <sup>th</sup> , 2016, the Policy Committee approved revision #5 of the MTP. Revision #6 was approved on October 17, 2016. Revision #7 was approved on May 15, 2017. Revision #8 was approved on September 18, 2017. Revision #9 was approved on June 18, 2018. On March 18, 2019, the Policy Committee approved a ten-day public review and comment period for Revision 10.		
<b>BACKGROUND:</b> 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.		
<b>COMMITTEE RECOMMENDATION:</b> Approval		<b>STAFF RECOMMENDATION:</b> Approval



**RESOLUTION NO. MPO 2019-04**

BY THE LAREDO URBAN TRANSPORTATION STUDY  
METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

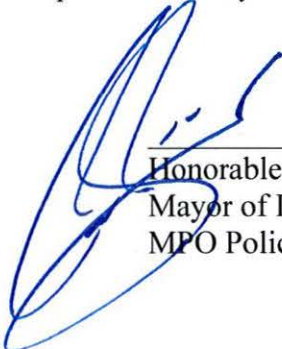
**ADOPTING THE 2015-2040 METROPOLITAN TRANSPORTATION PLAN (MTP)**

**WHEREAS**, the Laredo Urban Transportation Study (LUTS), the designated Metropolitan Planning Organization (MPO) for the Laredo Urban Area, has reviewed the proposed revision(s) of the 2015-2040 Metropolitan Transportation Plan (MTP); and,


**WHEREAS**, the Laredo Urban Transportation Study finds that the proposed revision(s) of the 2015-2040 Metropolitan Transportation Plan (MTP) meets the high priority improvements necessary for the LUTS area;

**NOW THEREFORE BE IT RESOLVED**, that the Laredo Urban Transportation Study, as the designated Metropolitan Planning Organization for the Laredo Urban Area, adopted the proposed revisions of the 2015-2040 Metropolitan Transportation Plan (MTP), which are attached hereto and made a part hereof for all purpose:


We certify that the above resolution was adopted on April 15, 2019, at a public meeting of the Policy Committee of the Laredo Urban Transportation Study.



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



\_\_\_\_\_  
Vanessa Guerra  
Acting MPO Director



\_\_\_\_\_  
David M. Salazar,  
TxDOT, District Engineer



Figure 12-1: Roadway and Bicycle and Pedestrian Projects

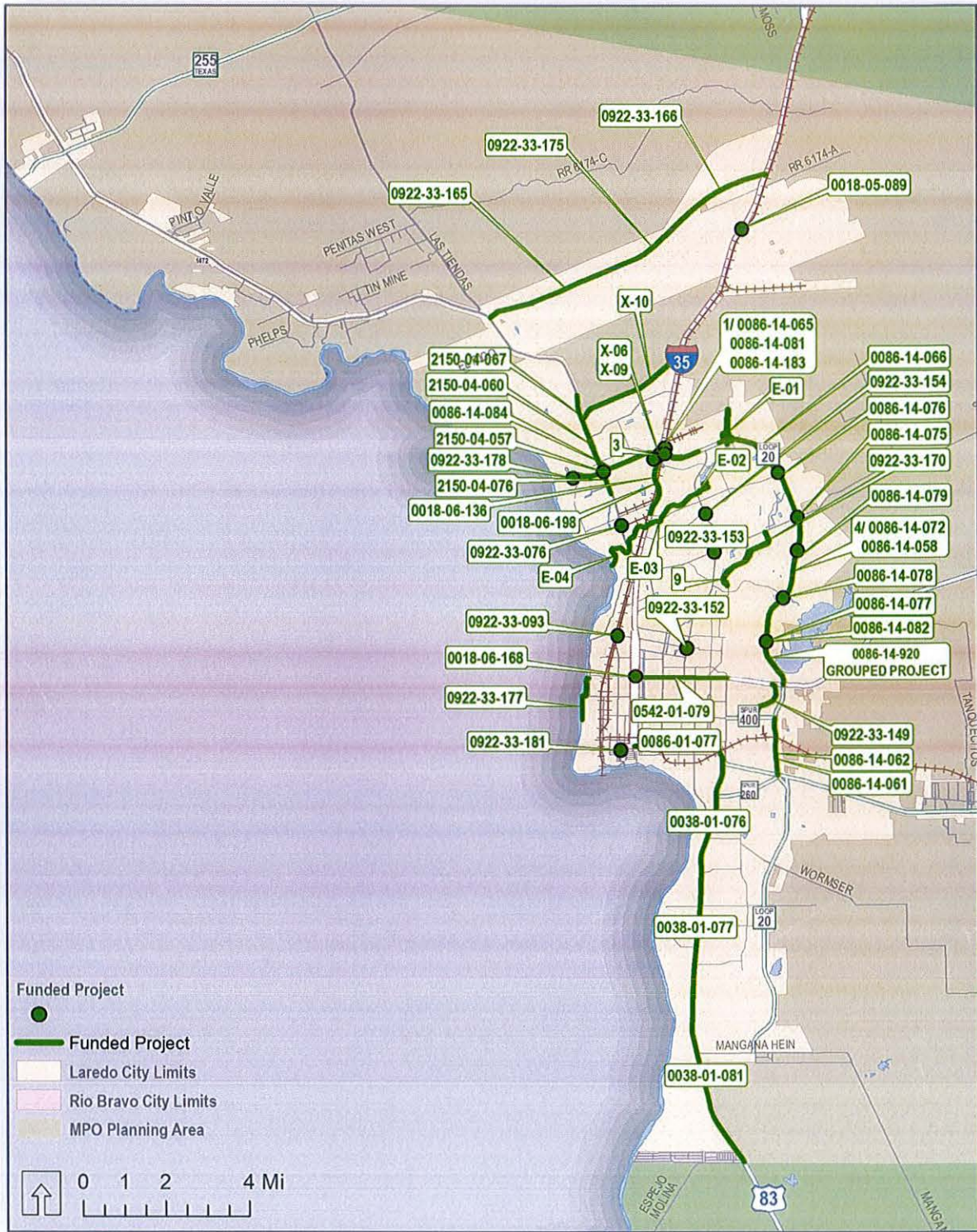




Figure 13-1: Natural Resources and Federally Funded Projects

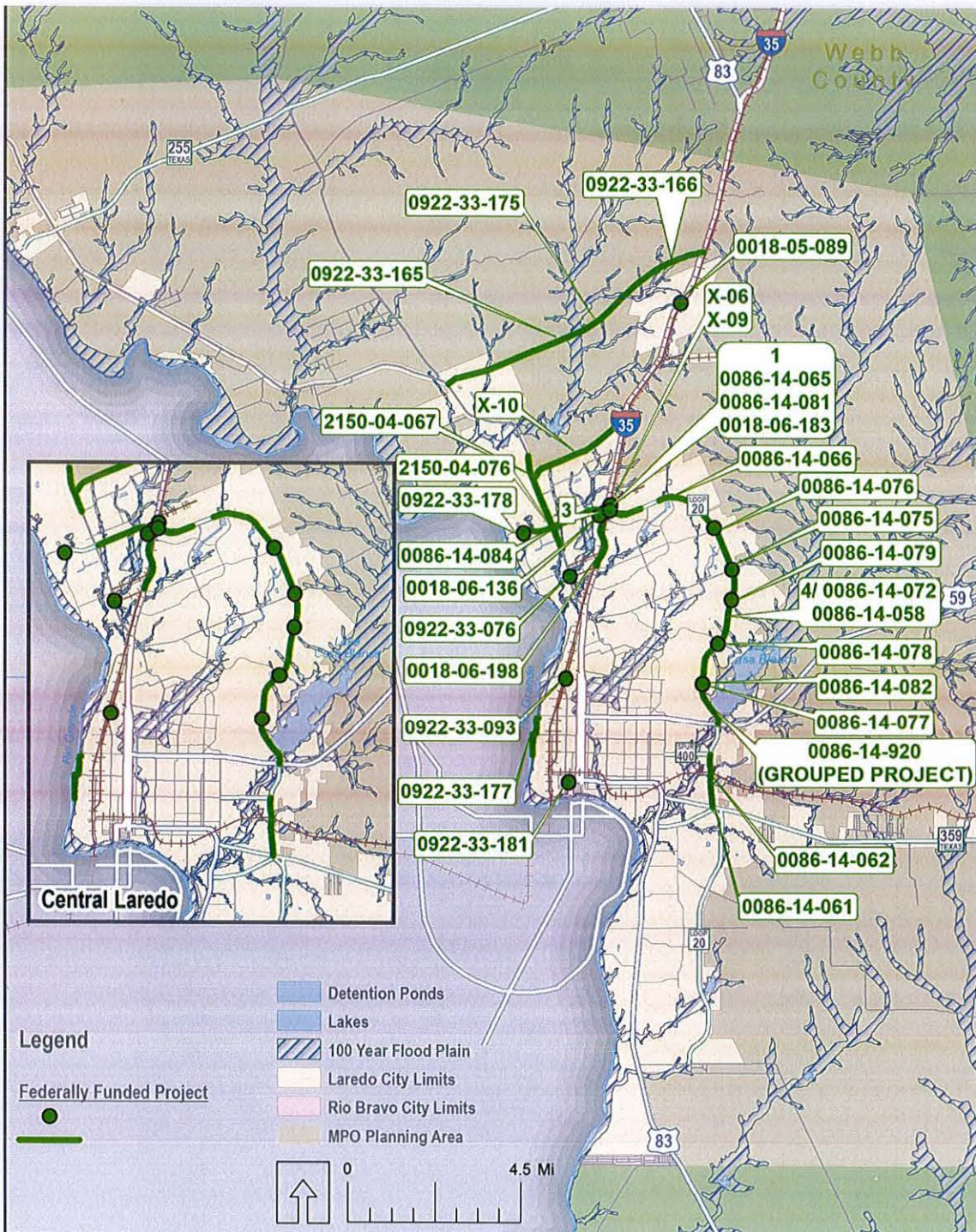




Figure 13-2: Cultural Resources and Federally Funded Projects

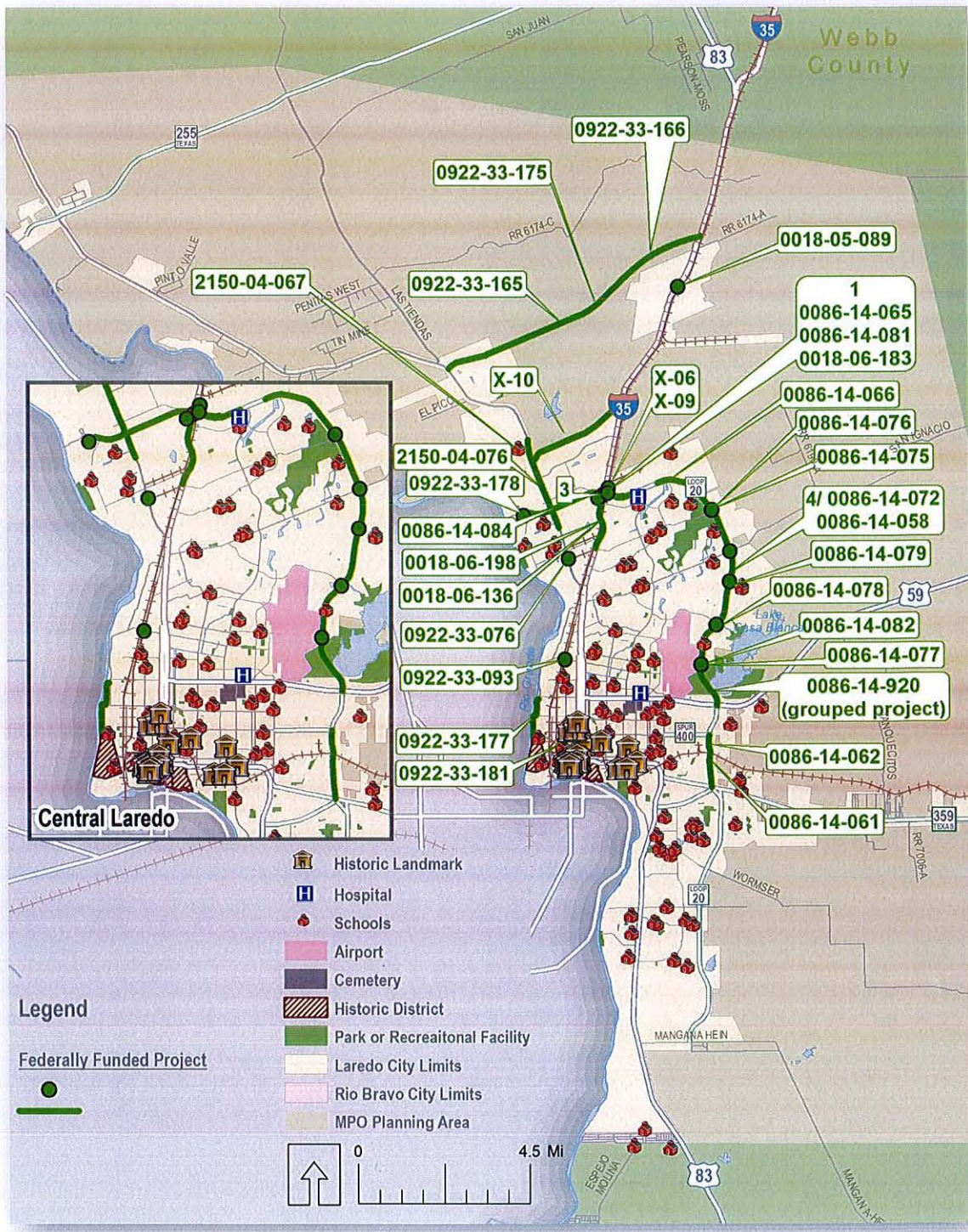




Table 13-1: Federally Funded Projects Environmental Assessment Results

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								
0086-14-082	Loop 20	400	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>					
0086-14-920 (Grouped Project)	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"/>							
0922-33-177	Anna St	500	<input checked="" type="checkbox"/>							
0086-14-075	Loop 20	500								
0086-14-076	Loop 20	500								
0086-14-079	Loop 20	500								
0922-33-178	World Trade Bridge	400								
0018-06-198	IH 35	400								
0086-14-084	I-69W	400	<input checked="" type="checkbox"/>							
2150-04-076	FM 1472	400								
0922-33-181	City Street	400								<input checked="" type="checkbox"/>



their potential to split or isolate parts of the community. Widening of existing roadways was deemed not as critical, but was still scrutinized for potential impacts. Alternative mode investments in transit service and bicycle and pedestrian facilities were considered to provide positive impacts to the minority and low-income populations of the region. For those locations that do not currently have multimodal transportation facilities, alternative mode services and facilities would provide additional, lower-cost transportation options to increase the mobility of these populations and their access to the community.

As part of this transportation plan update, 2012 data by Census tract from the U.S. Census Bureau was used to identify the geographic distribution of low-income populations. Because the Laredo region is predominantly Hispanic, locally identified colonias were also used for the environmental justice assessment. Within Texas, colonias are defined as 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"/>	



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

ID	Roadway	Limits	Buffer Distance (Ft)	Low Income Census Tract	Colonia
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		
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		
0086-14-075	Loop 20	At Del Mar Blvd	500		
0086-14-076	Loop 20	At Shiloh Rd	500		
0086-14-079	Loop 20	At University Blvd	500		
0922-33-177	Anna St		500		
0922-33-178	World Trade Bridge		400		
0018-06-198	IH 35	.38 Mi S of US 59 to .8Mi S of US 59	400		
0086-14-084	I-69W	World Trade Bridge to IH 35	400		
2150-04-076	FM 1472	Big Bend Blvd to Killam Industrial Blvd	400		
0922-33-181	City Street	Various Bus Stops around City	400	<input checked="" type="checkbox"/>	



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

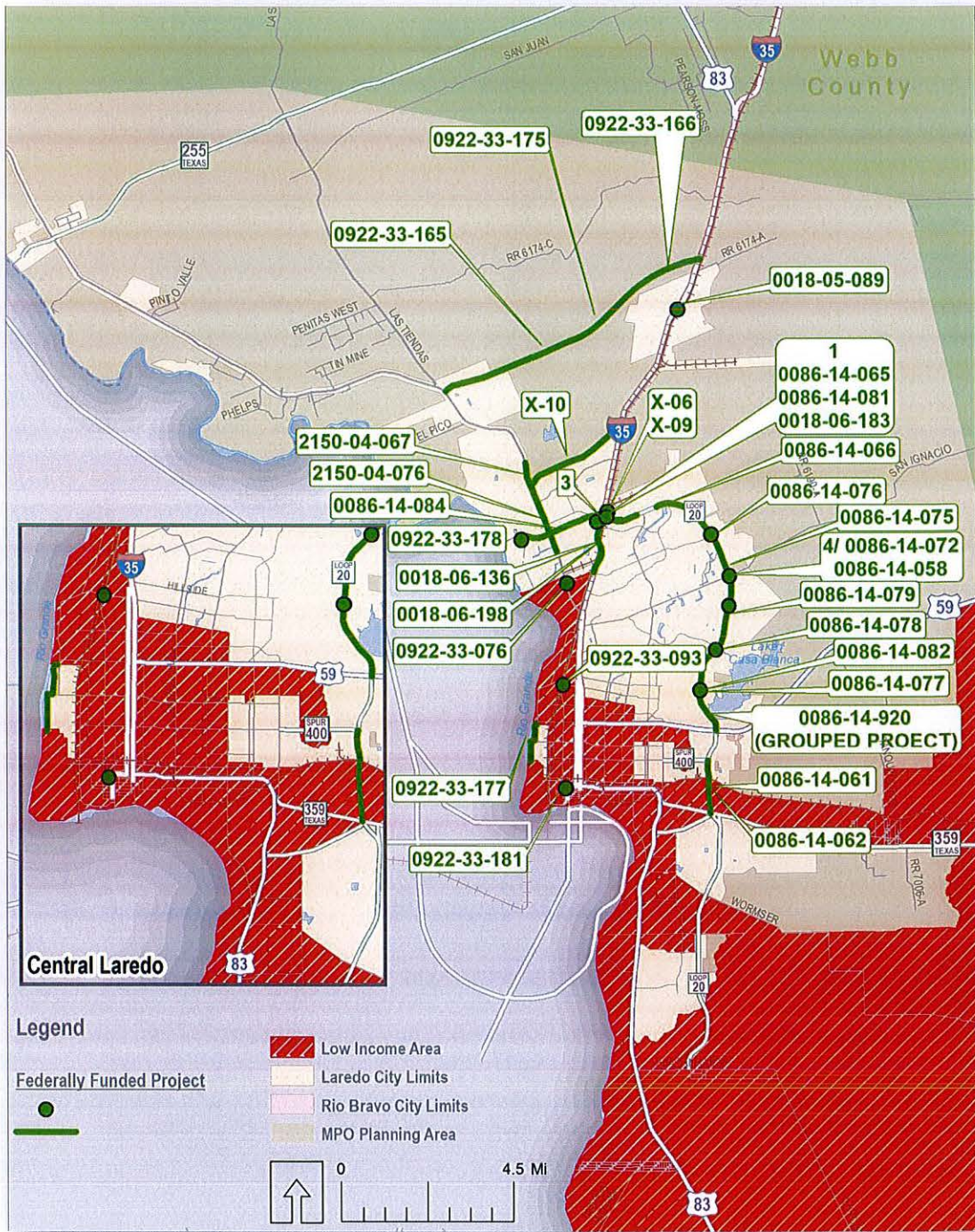
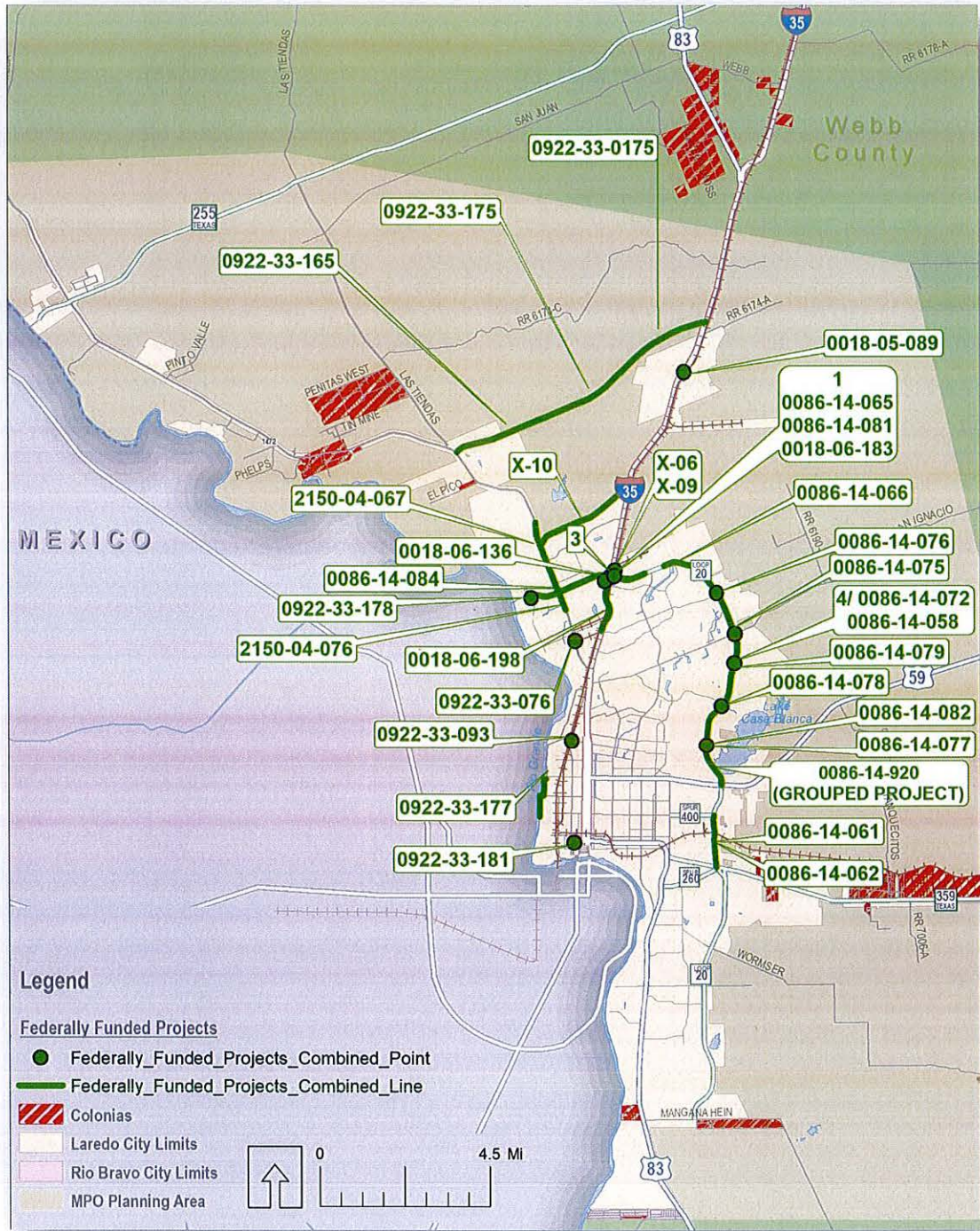




Figure 13-4: Colonias and Federally Funded Projects







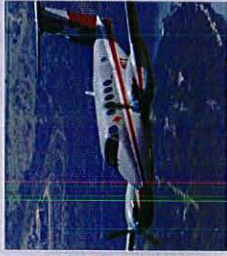
Presentation by Susan Chavez from TxDOT, on the National Highway System (NHS)  
with discussion and possible action.





TEXAS DEPARTMENT OF TRANSPORTATION

DRAFT



# TEXAS NHS REVIEW

Laredo MPO Workshop

February 25, 2019



Safety: Mission  
**ZERO**

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***Safety Never Stops!***



# Today's Agenda

DRAFT

1	Safety Minute & Introductions	2
2	Study Background	4-8
3	NHS & Functional Classification Review	9-21
4	NHS Intermodal Connector Review	22-24
5	Feedback Timeline & Web Tool	25
6	MPO Response and FHWA Documentation Requirements	26
7	Timeline and Anticipated Submission to FHWA	27



- First effort to rationalize the system in Texas since its creation in 1995
- Harmonizes Functional Classification and NHS designations
- Brings focus on parts of the transportation system with the largest impact on the movement of people and goods

*What does the NHS mean to the work of your agency?*

### ***Did you know...***

- Facilities on the NHS are eligible for **National Highway Performance Program (NHPP)** funds, which make up over half of Texas-apportioned Federal-Aid Highway Funds
- **National Performance Management Measures** must be calculated for the entire NHS:
  - ✓ Pavement condition
  - ✓ Bridge condition
  - ✓ Safety
  - ✓ Travel Time Reliability
- Projects on NHS facilities are subject to **Federal Design Standards**



## Review components of the National Highway System against Federal Criteria & Guidelines

- Evaluate Texas portions of the National Highway System in a data-driven manner
- Align process with Federal requirements for modification
- Ensure informed consent from MPOs and other partners
- Recommend NHS modifications and produce draft FHWA submittals

*The National Highway System shall consist of interconnected urban and rural principal arterials and highways (including toll facilities) which serve major population centers, international border crossings, ports, airports, public transportation facilities, other intermodal transportation facilities and other major travel destinations; meet national defense requirements; and serve interstate and interregional travel.*

*23 CFR 470.107 (b)*

ADD TO CONNECT TWO NHS ROADS —

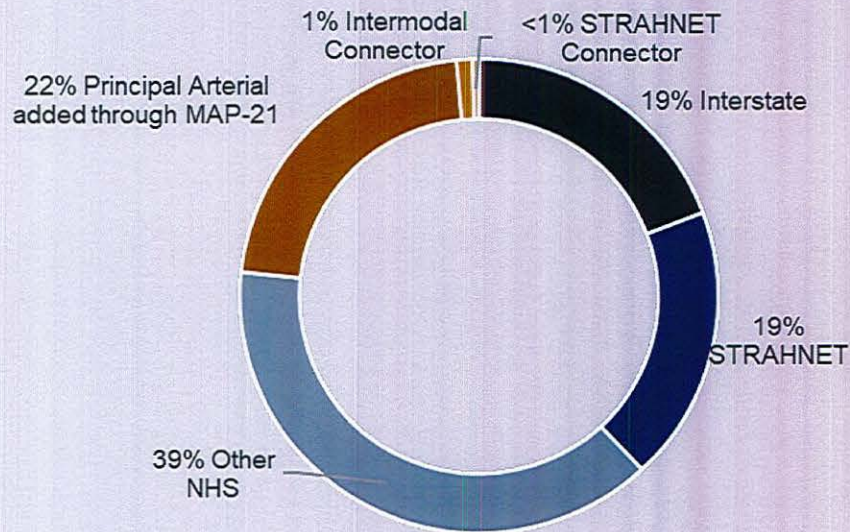


# National Highway System in Texas

DRAFT

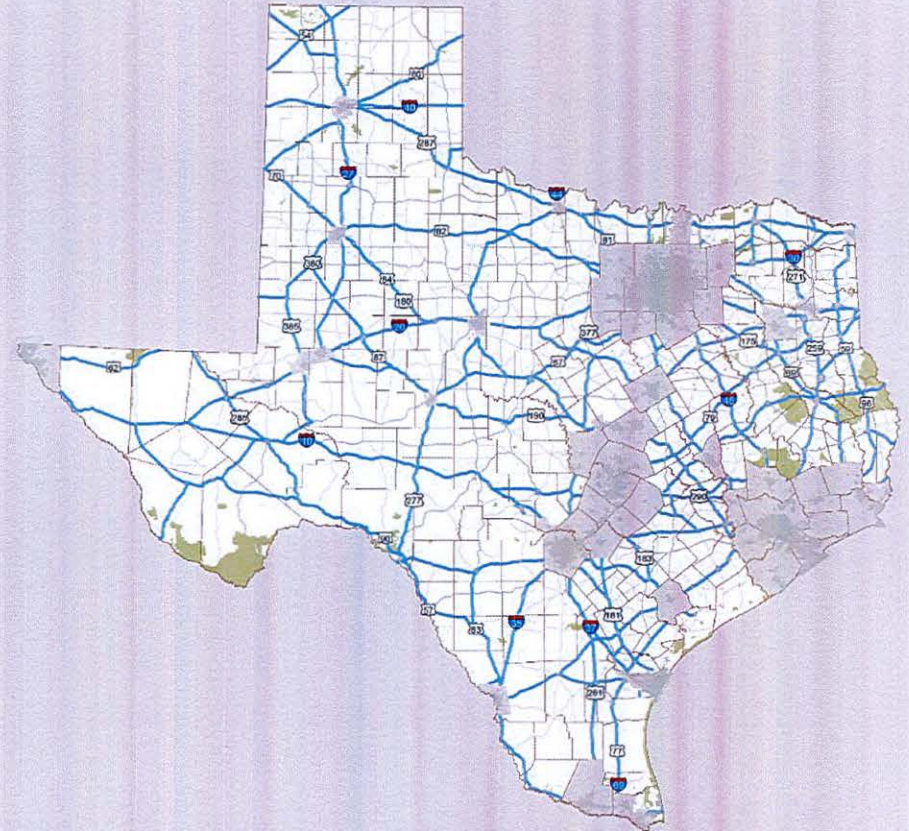
## Texas NHS Facts

Over 18,000 centerline miles (6% of all roadway miles)  
450 million vehicle-miles traveled (60% of all vehicle travel)  
58 million truck-miles traveled (75% of all truck travel)



Current System Designation

Source: Texas HPMS 2017 Year-End Data Submission





# National Highway System in Laredo

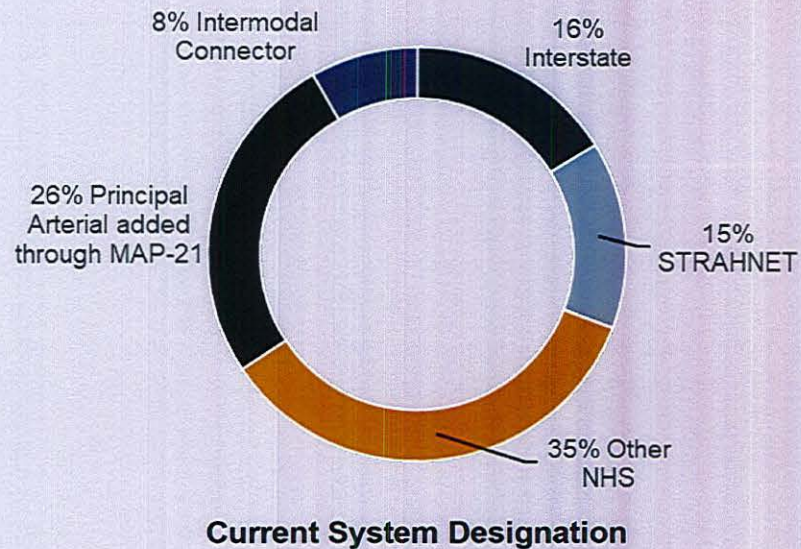
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## Laredo Urban Transportation Study NHS Facts

115 centerline miles (12% of total miles)

2 million daily vehicle-miles traveled (55% of total travel)

332 thousand daily truck-miles traveled (81% of all truck travel)



Source: Texas HPMS 2017 Year-End Data Submission

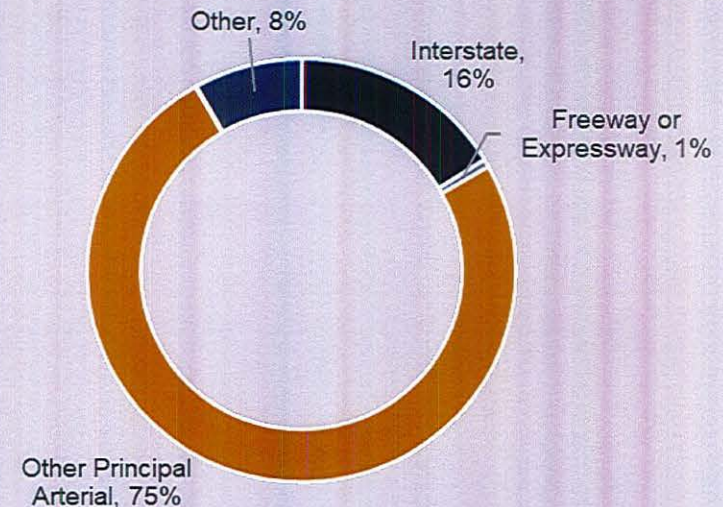


The National Highway System shall consist of *interconnected urban and rural principal arterials and highways...*

23 CFR 470.107 (b)

## Main (non-connector) NHS

- All Interstates are automatically on the NHS
- Freeways and expressways provide regional and interregional mobility and should all be on the NHS
- Other Principal Arterials (OPAs) serve more local traffic, but also serve regional mobility. Correctly-classified OPAs should be on the NHS
- Other Functionally-Classified Roads should not be included in the NHS unless they serve significant intermodal facilities or major military installations



115 Laredo NHS Miles by Functional Classification

Source: Texas HPMS 2017 Year-End Data Submission



## Review components of the NHS against Federal Criteria & Guidelines

- 1) Principal Arterials Classification & NHS Status
- 2) Intermodal Connectors on the NHS



## Functional Classification & NHS Review

- Evaluate all Principal and Minor Arterials in the state
- Use FHWA guidelines to ensure that Urban and Rural Principal Arterials (OPAs) are correctly classified
- Suggest updating NHS designations based on Principal Arterial findings
- Share findings with TxDOT Districts and MPOs for review and concurrence

Functional Classification

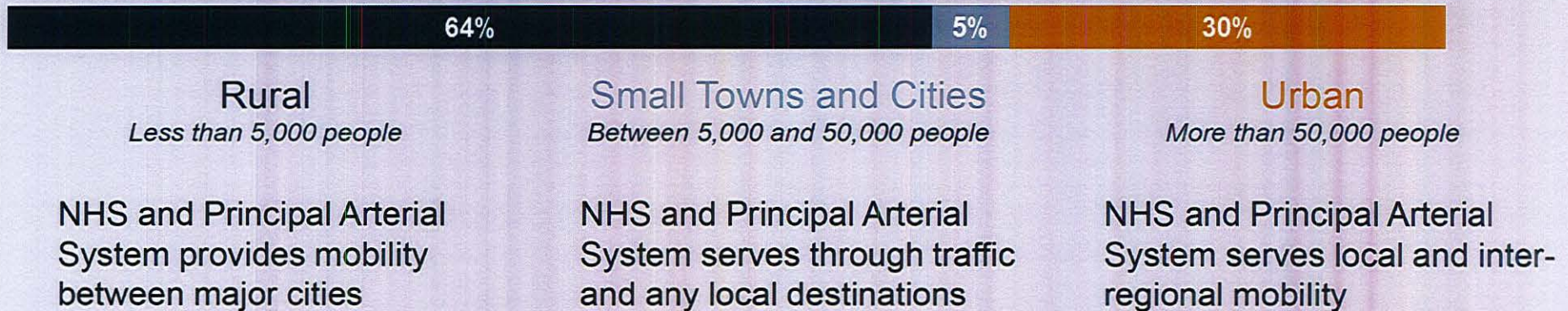


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graph TD; A[Functional Classification] --> B[NHS Review]
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NHS Review



## Share of NHS Miles by Area Type, Texas Statewide



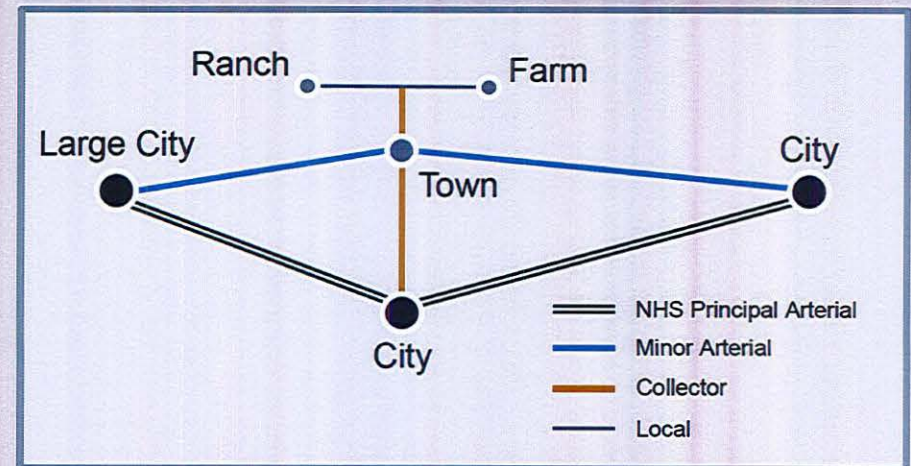
*The National Highway System must be **continuous** and **interconnected** throughout urban and rural areas. NHS routes should either interconnect on both ends or connect on one end and serve a major travel destination at the other*



## NHS Arterials in Rural Areas

- Enable **long-distance travel** between Urbanized Areas or cities with **25,000 or more** people

Functional Classification of Rural Roadways



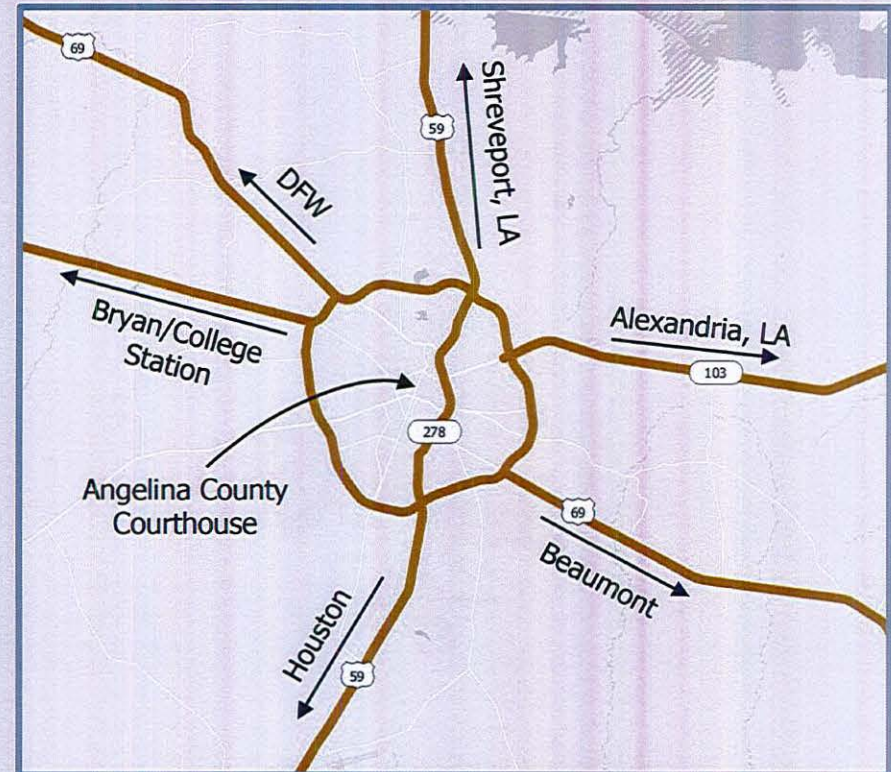
Source: Adapted from FHWA Functional Classification Guidance



## NHS Arterials in Small Towns and Cities

- Provide **continuity with Rural Principal Arterials** carrying through traffic
- Serves traffic leaving a through route to access **regional traffic generators** (town center, courthouse, etc.)

Lufkin, TX  
Current NHS Principal Arterial Network





## 1. Scoring Principal and Minor Arterials

*Identify likely Principal Arterials based on facility characteristics*

## 2. Urban Contextual Review

*Further review of facilities to evaluate their mobility function within the transportation system*

## 3. System Architecture Review

*Refine results based on spacing and system continuity*



# Three-Step Review Process for Urban Functional Class & NHS

DRAFT

## Step 1: Use FHWA guidelines to identify potential Urban Principal Arterials

AADT	Typical of MA	MA or PA		Typical of PA
	3,000	7,000	14,000	27,000 or more
	0 points	0.5 points	1 point	
Divided/ Undivided	Typical of MA	MA or PA		Typical of PA
	None	Unprotected/CTL	Raised Median (Curbed)	Positive Barrier
	0 points	0.5 points	1 point	
Access Control	MA or PA		Typical of PA	
	None		Partial Access Control	Full Access Control
	0 points		1 point	
Right-of-Way (ft.)*	Typical of MA	MA or PA		Typical of PA
	50	90	250	300 or more
	0 points	0.5 points	1 point	

Translate “Typical Characteristics” into Scores (0 – 4) to identify likely Principal Arterials

Criteria based on FHWA Highway Functional Classification Concepts, Criteria and Procedures, 2013

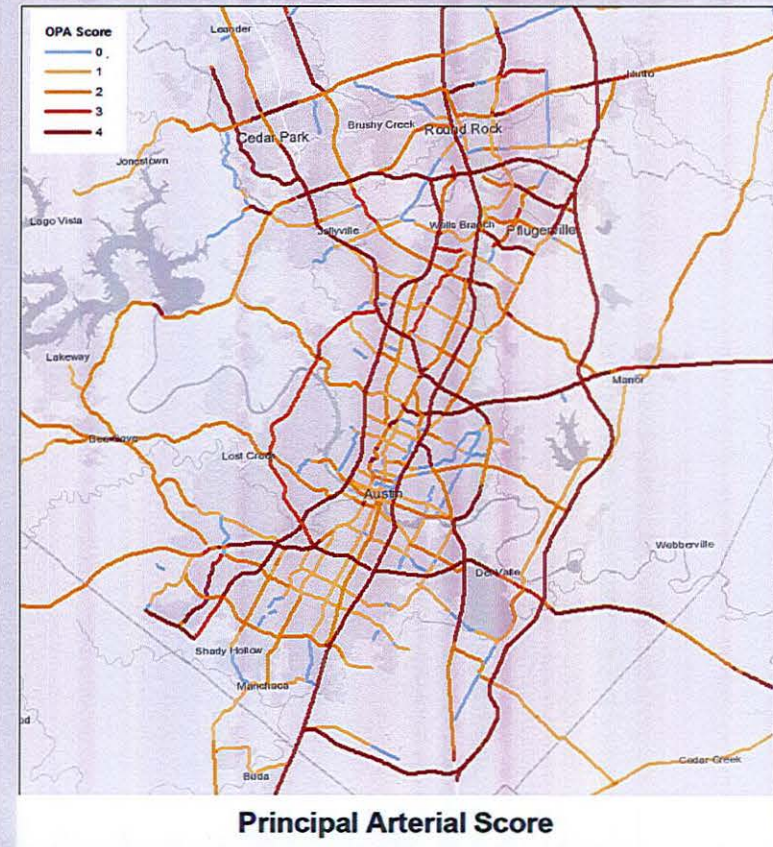
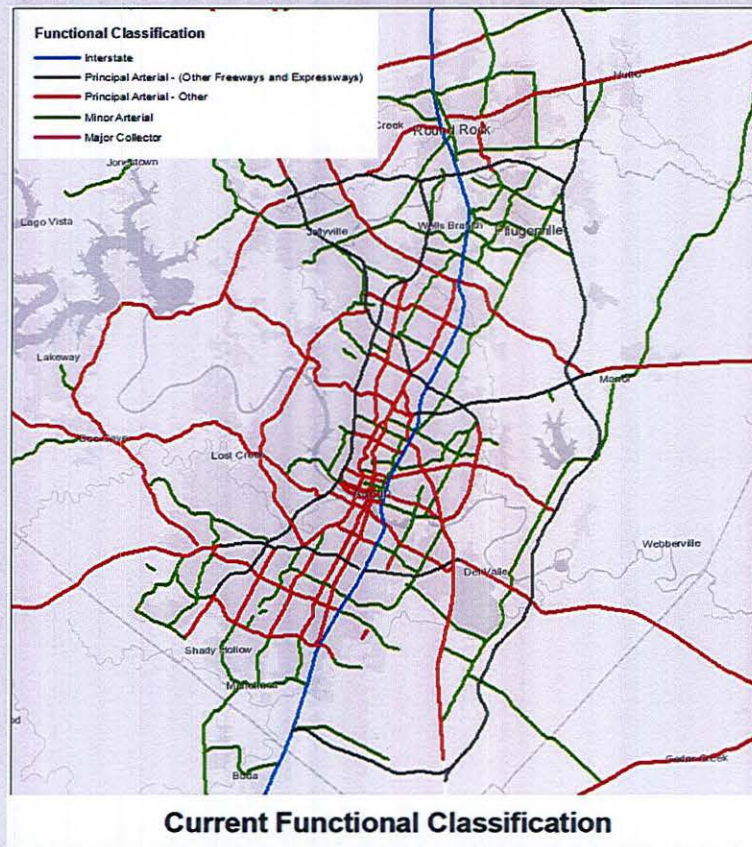
\*Estimates developed by Jacobs based on 20th/80th percentile



# Three-Step Review Process for Urban Functional Class & NHS

DRAFT

## Step 1 Results





# Three-Step Review Process for Urban Functional Class & NHS

DRAFT

## Step 2: Review Function within the Urban Context using Google Maps, aerial imagery, etc.

Does a road...?	Yes	No
Serve major activity centers		
Serve long-distance travel needs / Connect large regions		
Provide mobility across a region, especially between outlying areas and the urban core		
Avoid residential areas and provide limited access to surrounding land uses		
Directly link Interstate Highways, Freeways, or Expressways		

Criteria based on FHWA Highway Functional Classification Concepts, Criteria and Procedures, 2013

### Existing Other Principal Arterial (OPA) / Existing Minor Arterial (MA)

Number of criteria that scored "Yes"	Preliminary Suggestion
4-5	Keep as OPA / Re-designate as OPA
2-3	Further Review
1	Keep as MA / Re-designate as MA

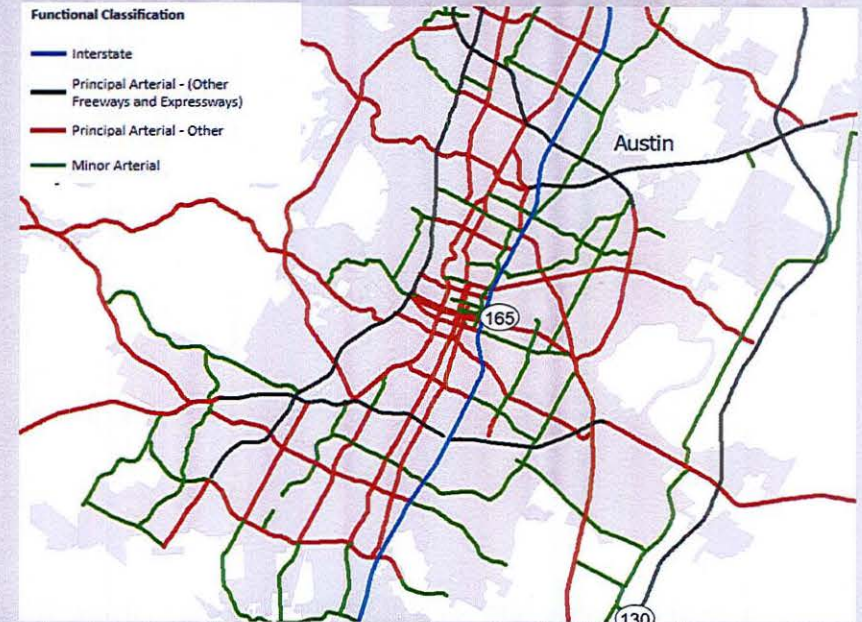


## Step 3: Review Suggested Modifications against System Architecture Needs

- Look at overall allocation of Principal Arterials, following **density and spacing** guidelines
- Revise any **stub connections**
- Use **rules of thumb** to resolve dense arterial areas

Keep	Further Review or Downgrade
Has higher OPA score	Has lower OPA score
No direct access to/from residential areas	Nearer or within residential areas, has many intersections/driveways
Connects to regional or statewide facilities, serves longer-distance trips	More access to local land uses, attracts more short-distance trips
OPA separated by an MA from next OPA	OPA without an MA separating it from next OPA (choose one as OPA)
Serve larger activity centers (regional, statewide or national importance)	Serve smaller activity centers

Functional Classification Network





# Suggested Laredo NHS Modifications from FC Review

DRAFT

Suggestion	Definition	Corridors in Area
<b>Add to NHS</b>	Road meets Principal Arterial criteria and is suggested for addition to the NHS and, if necessary, the Principal Arterial network	CLARK 0
<b>Remove from NHS</b>	Does not meet criteria and is suggested for downgrade to Minor Arterial and removal from the NHS	<del>HERNDON</del> 1
<b>Further Review</b>	Road meets some, but not all, of criteria and requires further review to determine NHS status	ARKANSAS 8
<b>Downgrade FC</b>	Does not meet criteria, is not currently on the NHS, and is suggested for downgrade to Minor Arterial	7
<b>No Change</b>	Road should remain on the NHS	4



Focus areas

- Stubs & joint designation of facilities
- MPO & District coordination
- Short arterials



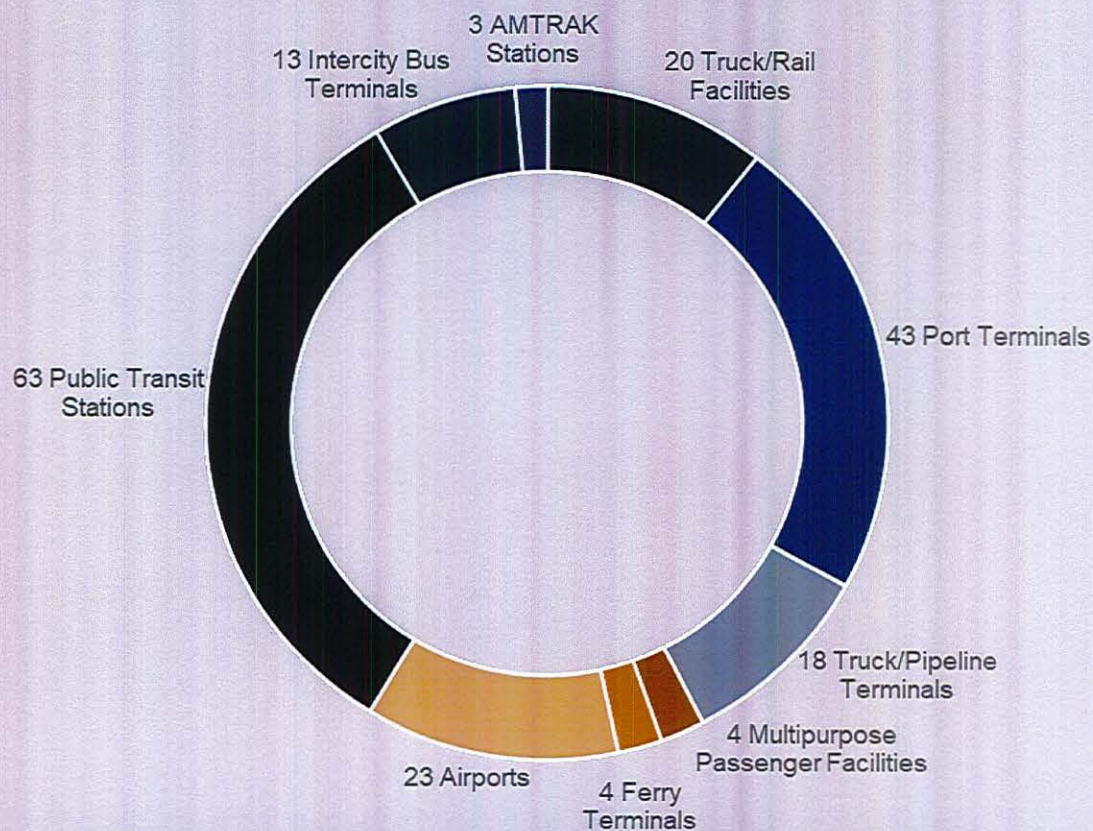
## Connectors provide last-mile access to the main NHS from major intermodal facilities

- FHWA criteria specifies the volume of traffic a facility must generate to qualify for an NHS intermodal connector
- The connector must be the “principal connecting route” between the facility and the main NHS

### Review Steps

- Validate existing connectors (facility traffic generation and connector route) where information is available
- Identify large facilities not connected to the NHS

Current Intermodal Facilities Connected to the NHS





Facility Type	Criteria 1	Criteria 2	Criteria 3
Commercial Aviation Airports	250,000 annual passengers	100 trucks/day/direction	100,000 tons/year arriving or departing by truck
Ports - Terminals	50,000 TEUs/year	100 trucks/day/direction	
Ports - Bulk Commodity Terminals	500,000 tons/year by highway/direction	100 trucks/day/direction	
Ports - Passengers	250,000 passengers/year	1,000 passengers/day for at least 90 days during the year	
Truck/Rail	50,000 TEUs/year	100 trucks/day/direction	
Pipelines	100 trucks/day/direction		
Amtrak	100,000 passengers/year		
Intercity Bus	100,000 passengers/year		
Public Transit	500 parking spaces at park & ride lots	Stations with 5000 daily bus or rail passengers with significant highway access	
Ferries	1,000 passengers/day for at least 90 days during the year	500 parking spaces at park & ride lots	



Facility Type	Facilities Connected	Designated Connectors	Data Available?	Meets Criteria?
Truck/Rail Facilities	1	1	Yes	Yes
Airport	1	1	Yes	No
Intercity Bus Terminals	2	2	No	N/A
<b>Total</b>	<b>4</b>	<b>4</b>	<b>2/4</b>	<b>1/4</b>



## Next Steps

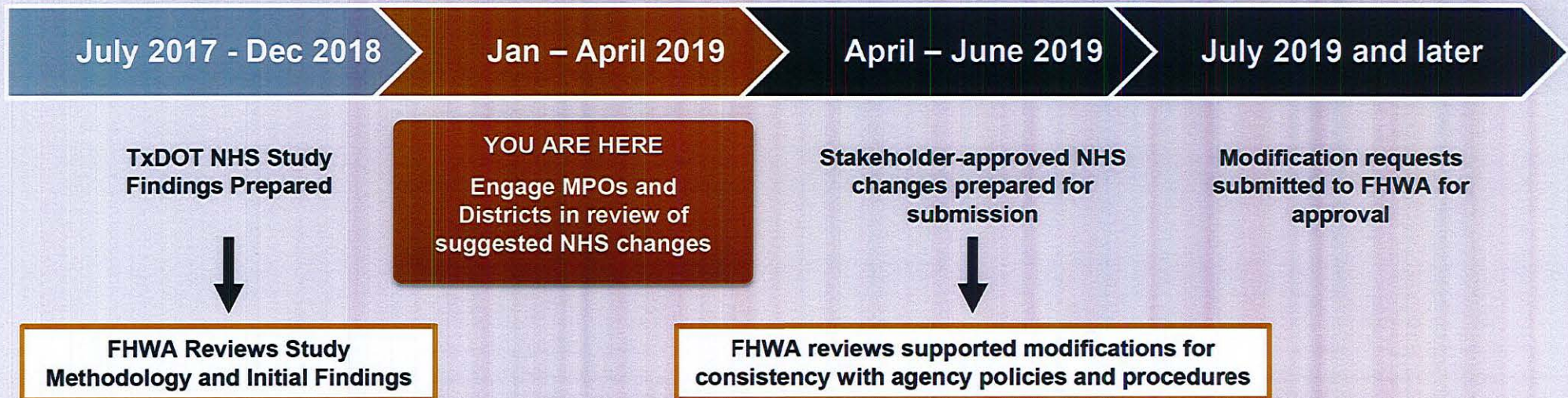
Sharing Study Results & Gathering Stakeholder Feedback



# District & MPO Outreach Plan

DRAFT

1. District kickoff Webex, non-MPO study findings shared
2. Meeting with each MPO and TxDOT District to review study suggestions in MPO areas and gather feedback
3. Ongoing feedback and outreach, including web-based interactive map
4. Follow-up outreach with MPOs and other stakeholders to develop final modifications





With the web tool, stakeholder can:

- View study findings and justification for suggested modifications to the network
- Comment on findings and suggestions
- Review the existing NHS and Functional Classification system
- Compare with other networks in their jurisdiction, such as the National Highway Freight Network, and the Texas Trunk System

[Link to Web Tool](#)

**Comments are due back by March 4, 2019**

*After reviewing feedback, the study team will follow up as necessary*



## Next Step: MPO Review & Concurrence Process

DRAFT

1

### MPO staff reviews

MPO staff reviews findings and informally discusses with local stakeholders as needed

2

### MPO decision

MPO provides indication of support, revision, or rejection of suggested modification to NHS and (if necessary) Functional Classification system

3

### Documentation

TxDOT TPP reviews supported modifications and develops official submission documentation, which are submitted to the FHWA Texas Division Office for initial review

4

### Concurrence statements

Submission documents are sent to MPO for official concurrence statements and packaging for FHWA request for modification

5

### FHWA submission

Modification requests submitted to FHWA for approval



- Study Contact:

Susan Chavez, Project Development Manager  
TxDOT Transportation Planning and Programming Division  
[Susan.Chavez@txdot.gov](mailto:Susan.Chavez@txdot.gov)  
(512) 486-5032









# Texas National Highway System Review

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Laredo Urban Transportation Study - Study Findings

**DRAFT Not for Distribution**



## **Contents**

1. Current National Highway System in MPO/District
2. Study Findings from NHS and Functional Class Review
  - 2.1 Index of Corridors and Suggested Modifications
  - 2.2 Corridor Overview Map
  - 2.3 Corridor Fact Sheets
3. NHS Intermodal Connectors Review
  - 3.1 Index of Intermodal Facilities Connected to the NHS
  - 3.2 Fact Sheets for Intermodal Facilities & Connectors

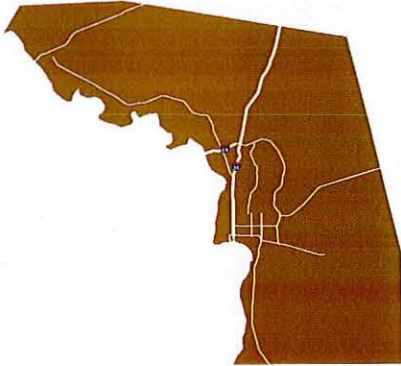


Current National Highway System in MPO/District





### Laredo Urban Transportation Study National Highway System Summary



#### On the NHS

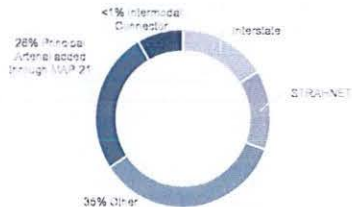
- 115 centerline miles (12% of total miles)
- 2 million daily vehicle-miles traveled (55% of total travel)
- 332 thousand daily truck-miles traveled (81% of all truck travel)

#### System Ownership

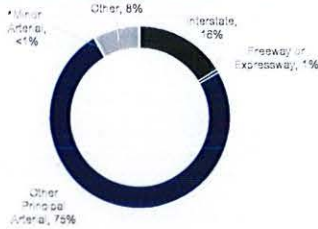
Owner	Miles
State Highway Agency	101
County	0
City (Municipality)	13
Local Toll Authority	1
Private Toll	0

#### System Breakdown

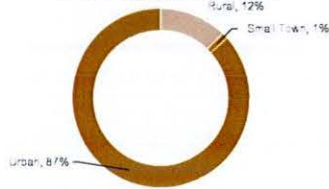
By Designation (% of miles)



By Functional Classification (% of miles)



By Area Type (% of miles)



#### Intermodal Facilities connected to the NHS

Facility Type	Facilities Connected	Designated Connectors
Truck/Rail Facility	1	1
Port Terminal	0	0
Truck/Pipeline Terminal	0	0
Multipurpose Passenger Facility	0	0
Ferry Terminal	0	0
Airport	1	1
Public Transit Station	0	0
Intercity Bus Terminal	2	2
AMTRAK Station	0	0
<b>Total</b>	<b>4</b>	<b>4</b>



Study Findings from NHS and Functional Class Review



### Laredo Urban Transportation Study NHS & Functional Class Review Corridor Index

Corridor Name	Corridor Limits	Current Functional Classification	Current NHS Status	Functional Classification Suggestion	NHS Suggested Action	Page Number
MEADOW AVE	US-83 to US-59	Principal Arterial - Other	MAP-21 Principal Arterial	Re-designate as MA	Remove from NHS	1
ARKANSAS AVE	US 83 (N Zapata Hwy) to US Bus 59 (E Saunders st)	Principal Arterial - Other	MAP-21 Principal Arterial	Further Review	Further Review	2
BUS 59	I-35 to US-59 (Bob Bullock Loop)	Principal Arterial - Other	Not on NHS	Further Review	Further Review	3
CLARK BLVD	Santa Maria Ave to SL-20 (Bob Bullock Loop)	Principal Arterial - Other	MAP-21 Principal Arterial	Further Review	Further Review	4
MANGANA HEIN RD	I-83 to SL-20	Principal Arterial - Other	Not on NHS	Further Review	Further Review	5
MCPHERSON RD	US-59 to Union Pacific Blvd	Principal Arterial - Other	MAP-21 Principal Arterial	Further Review	Further Review	6
SH 359	I-83 to Serrano Rd	Principal Arterial - Other	MAP-21 Principal Arterial	Further Review	Further Review	7
SHILOH DR	I-35 to SL-20	Principal Arterial - Other	Not on NHS	Further Review	Further Review	8
SL 20	Mangana Hein Rd to SH 359	Principal Arterial - Other	Not on NHS	Further Review	Further Review	9
BUSTAMANTE ST	Springfield Ave to US-59 (West Saunders St)	Principal Arterial - Other	Not on NHS	Re-designate as MA	Downgrade FC	10
CIELITO LINDO BLVD	US 83 to Ejido Ave	Principal Arterial - Other	Not on NHS	Re-designate as MA	Downgrade FC	11
DEL MAR BLVD	I-35 to US-59 (Bob Bullock Loop)	Principal Arterial - Other	Not on NHS	Re-designate as MA	Downgrade FC	12

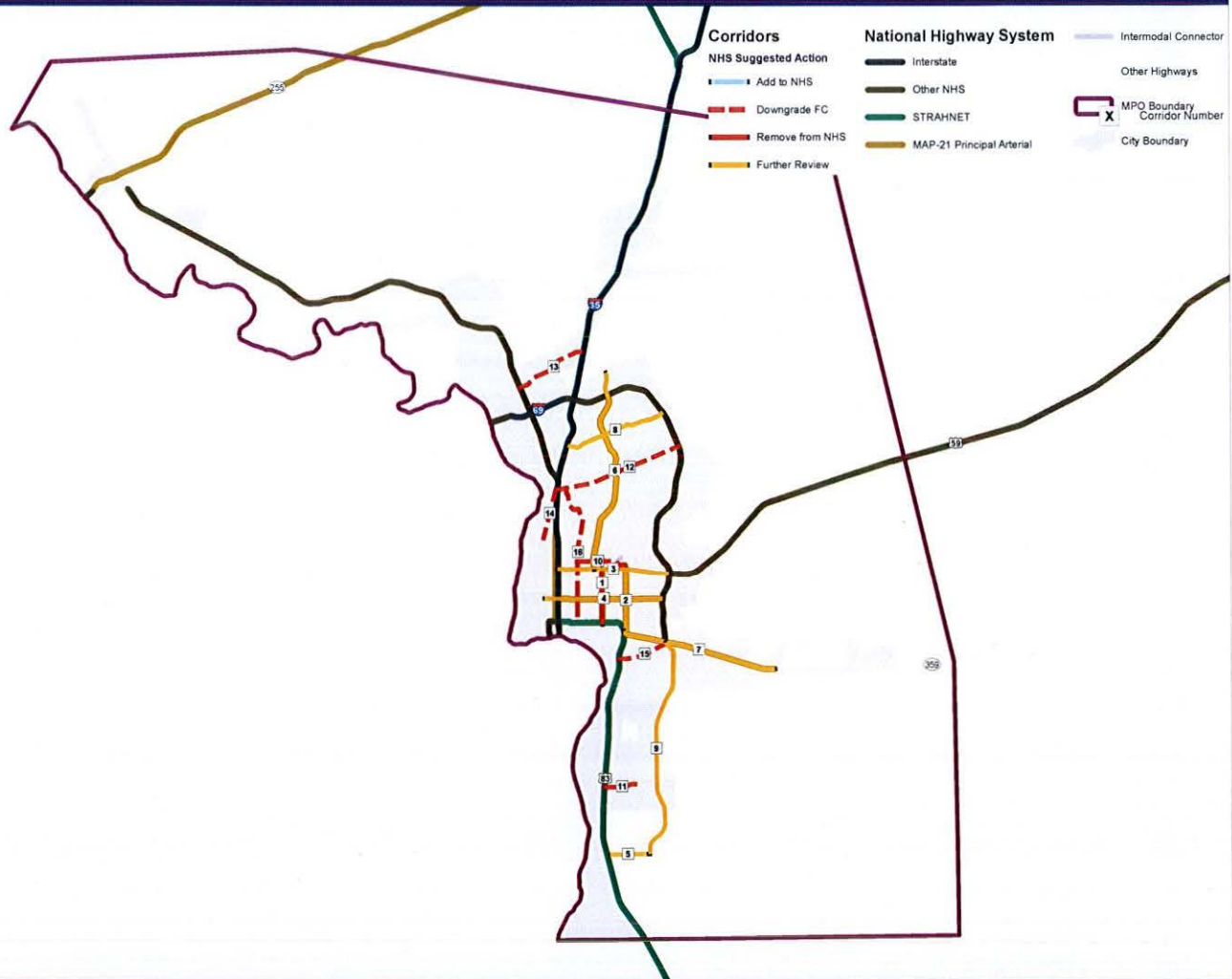


### Laredo Urban Transportation Study NHS & Functional Class Review Corridor Index

KILLAM INDUSTRIAL BLVD	FM-1472 to I-35	Principal Arterial - Other	Not on NHS	Re-designate as MA	Downgrade FC	13
SANTA MARIA AVE	W Calton Road to I-35	Principal Arterial - Other	Not on NHS	Re-designate as MA	Downgrade FC	14
SH 260	I-83 to SH-359	Principal Arterial - Other	Not on NHS	Re-designate as MA	Downgrade FC	15



# Texas NHS Study - Laredo Urban Transportation Study MPO Functional Classification and NHS



0 2.5 5 10 Miles

Texas Department of Transportation  
 Transportation Planning and Programming Division  
 January 31, 2019

Preliminary Draft  
 Subject to Review

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 Texas Department of Transportation  
 TxDOT  
 This map only produced for internal use  
 within the Texas Department of Transportation.  
 Accuracy is limited to the validity of available  
 data as of September 2017.



Prepared by Jacobs Engineering for the Texas Department of Transportation



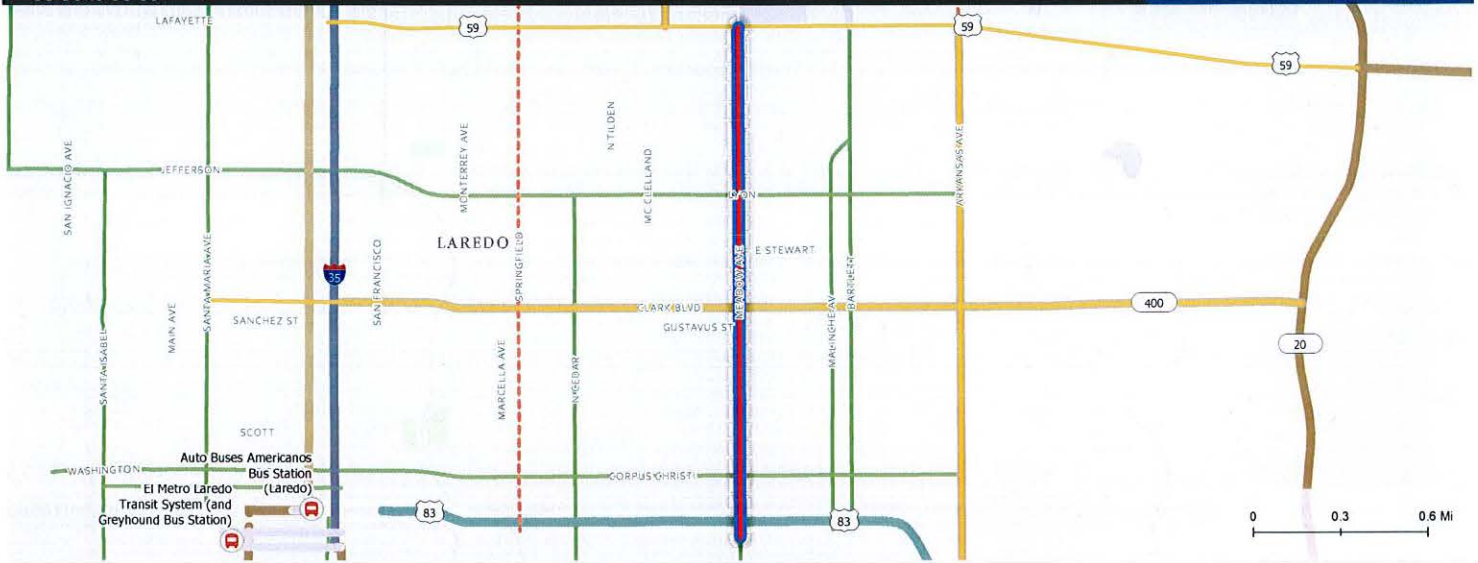
# NHS & Functional Classification Review

## MEADOW AVE

US-83 to US-59

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# Laredo Urban Transportation Study



**Preliminary Suggestion: Remove from NHS**  
Should this corridor be removed from the NHS?

### Functional Classification Review

Facility Information	
Functional Class	Principal Arterial - Other
On the NHS?	MAP-21 Principal Arterial
Through Lanes	2 lanes
Facility Type(s)	Undivided
Avg. Daily Traffic	10,261 - 10,739

Serve major activity centers?	Yes
Serve long-distance travel?	No
Link surrounding region with urban core?	No
Limit access to surrounding land uses?	No
Link other major regional facilities?	No
<b>Total Principal Arterial Criteria Met</b>	<b>1/5</b>

#### National Highway System

- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector
- Other Func. Class**
- Minor Arterial

#### Review Suggestions

- Add to NHS
- Downgrade FC
- Remove from NHS
- Further Review
- Active Corridor

#### Major Intermodal Facilities

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi-Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail
- TxDOT Districts
- MPOs



Network Sources: TxDOT GRID 2018, FHWA

# NHS & Functional Classification Review

## ARKANSAS AVE

US 83 (N Zapata Hwy) to US Bus 59 (E Saunders st)

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# Laredo Urban Transportation Study



**Preliminary Suggestion: Further Review**  
Should this corridor be removed from the NHS?

Facility Information	
Functional Class	Principal Arterial - Other
On the NHS?	MAP-21 Principal Arterial
Through Lanes	2 lanes
Facility Type(s)	Undivided
Avg. Daily Traffic	5,870 - 18,540

Functional Classification Review	
Serve major activity centers?	Yes
Serve long-distance travel?	Yes
Link surrounding region with urban core?	No
Limit access to surrounding land uses?	No
Link other major regional facilities?	No
<b>Total Principal Arterial Criteria Met</b>	<b>2/5</b>

- National Highway System**
- Interstates
  - Other NHS
  - MAP-21 PA
  - STRAHNET
  - Intermodal Connector
- Other Func. Class**
- Minor Arterial
- Review Suggestions**
- Add to NHS
  - Downgrade FC
  - Remove from NHS
  - Further Review
  - Active Corridor

- Major Intermodal Facilities**
- AMTRAK
  - Port
  - Airport
  - Public Transit
  - Ferry
  - Truck/Pipeline
  - Intercity Bus
  - Truck/Rail
  - Multi-Passenger
  - TxDOT Districts
  - MPOs





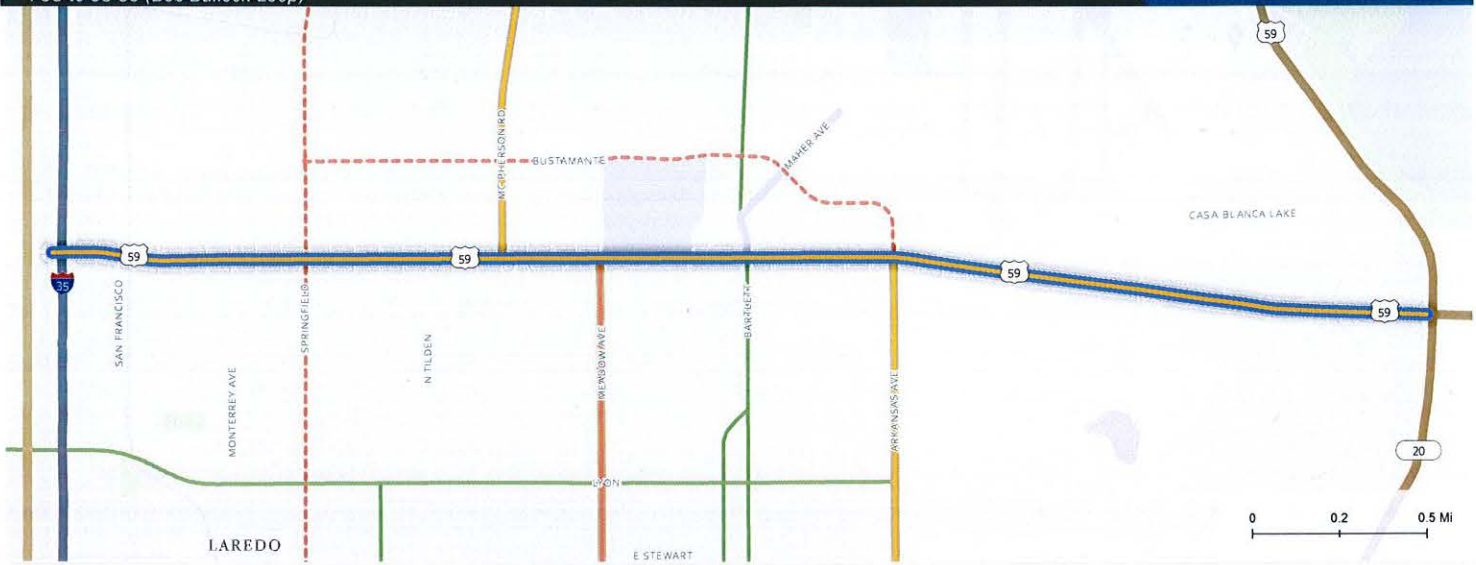
# NHS & Functional Classification Review

## BUS 59

I-35 to US-59 (Bob Bullock Loop)

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# Laredo Urban Transportation Study



**Preliminary Suggestion: Further Review**  
Should this corridor be added to the NHS?

Facility Information	
Functional Class	Principal Arterial - Other
On the NHS?	Not on NHS
Through Lanes	4 - 6 lanes
Facility Type(s)	Divided, CTL
Avg. Daily Traffic	31,392 - 32,235

Functional Classification Review	
Serve major activity centers?	Yes
Serve long-distance travel?	No
Link surrounding region with urban core?	Yes
Limit access to surrounding land uses?	No
Link other major regional facilities?	Yes
<b>Total Principal Arterial Criteria Met</b>	<b>3/5</b>

- National Highway System**
- Interstates
  - Other NHS
  - MAP-21 PA
  - STRAHNET
  - Intermodal Connector
- Other Func. Class**
- Minor Arterial
- Review Suggestions**
- Add to NHS
  - Downgrade FC
  - Remove from NHS
  - Further Review
  - Active Corridor

- Major Intermodal Facilities**
- AMTRAK
  - Port
  - Airport
  - Public Transit
  - Ferry
  - Truck/Pipeline
  - Intercity Bus
  - Truck/Rail
  - Multi-Passenger
  - TxDOT Districts
  - MPOs



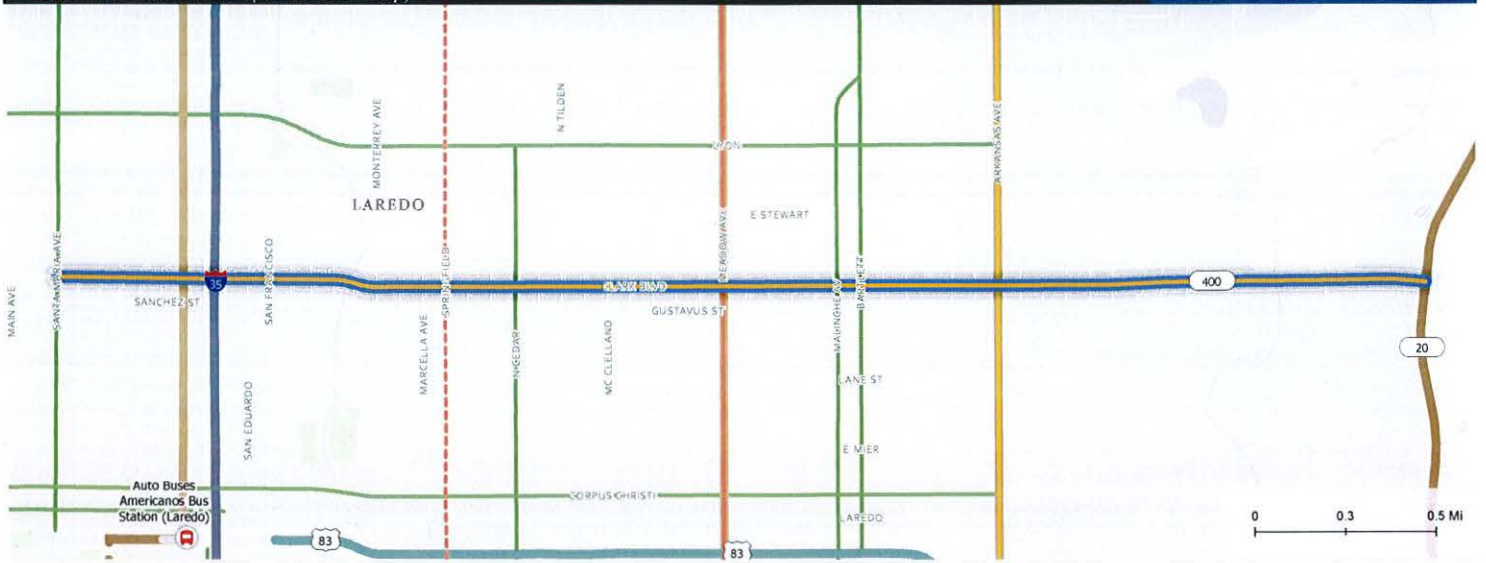
# NHS & Functional Classification Review

## CLARK BLVD

Santa Maria Ave to SL-20 (Bob Bullock Loop)

DRAFT NOT FOR DISTRIBUTION

Laredo Urban  
Transportation Study



**Preliminary Suggestion: Further Review**  
Should this corridor be removed from the NHS?

Facility Information	
Functional Class	Principal Arterial - Other
On the NHS?	MAP-21 Principal Arterial
Through Lanes	4 lanes
Facility Type(s)	Divided
Avg. Daily Traffic	4,010 - 16,570

Functional Classification Review	
Serve major activity centers?	Yes
Serve long-distance travel?	No
Link surrounding region with urban core?	Yes
Limit access to surrounding land uses?	No
Link other major regional facilities?	Yes
<b>Total Principal Arterial Criteria Met</b>	<b>3/5</b>

- National Highway System**
- Interstates
  - Other NHS
  - MAP-21 PA
  - STRAHNET
  - Intermodal Connector
- Other Func. Class**
- Minor Arterial
- Review Suggestions**
- Add to NHS
  - Downgrade FC
  - Remove from NHS
  - Further Review
  - Active Corridor

- Major Intermodal Facilities**
- AMTRAK
  - Airport
  - Ferry
  - Intercity Bus
  - Multi-Passenger
  - Port
  - Public Transit
  - Truck/Pipeline
  - Truck/Rail
  - TxDOT Districts
  - MPOS

Map Index - 4





# NHS & Functional Classification Review

MANGANA HEIN RD

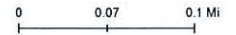
I-83 to SL-20

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Laredo Urban  
Transportation Study



83



Preliminary Suggestion: Further Review	
Should this corridor be added to the NHS?	
Facility Information	
Functional Class	Principal Arterial - Other
On the NHS?	Not on NHS
Through Lanes	2 lanes
Facility Type(s)	Undivided
Avg. Daily Traffic	436

Functional Classification Review	
Serve major activity centers?	Yes
Serve long-distance travel?	No
Link surrounding region with urban core?	No
Limit access to surrounding land uses?	Yes
Link other major regional facilities?	No
<b>Total Principal Arterial Criteria Met</b>	<b>2/5</b>

- National Highway System**
- Interstates
  - Other NHS
  - MAP-21 PA
  - STRAHNET
  - Intermodal Connector
- Other Func. Class**
- Minor Arterial
- Review Suggestions**
- Add to NHS
  - Downgrade FC
  - Remove from NHS
  - Further Review
  - Active Corridor

- Major Intermodal Facilities**
- AMTRAK
  - Port
  - Airport
  - Public Transit
  - Ferry
  - Truck/Pipeline
  - Intercity Bus
  - Truck/Rail
  - Multi. Passenger
  - TxDOT Districts
  - MPOs
- Network Sources: TxDOT GRID 2018, FHWA

# NHS & Functional Classification Review

**MCPHERSON RD**  
US-59 to Union Pacific Blvd

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**Laredo Urban Transportation Study**



<b>Preliminary Suggestion: Further Review</b> <i>Should this corridor be removed from the NHS?</i>	
<b>Facility Information</b>	
Functional Class	Principal Arterial - Other
On the NHS?	MAP-21 Principal Arterial
Through Lanes	4 lanes
Facility Type(s)	CTL
Avg. Daily Traffic	11,360 - 35,793

<b>Functional Classification Review</b>	
Serve major activity centers?	Yes
Serve long-distance travel?	No
Link surrounding region with urban core?	Yes
Limit access to surrounding land uses?	Yes
Link other major regional facilities?	No
<b>Total Principal Arterial Criteria Met</b>	<b>3/5</b>

- National Highway System**
- Interstates
  - Other NHS
  - MAP-21 PA
  - STRAHNET
  - Intermodal Connector
- Other Func. Class**
- Minor Arterial
- Review Suggestions**
- Add to NHS
  - Downgrade FC
  - Remove from NHS
  - Further Review
  - Active Corridor

- Major Intermodal Facilities**
- AMTRAK
  - Port
  - Airport
  - Public Transit
  - Ferry
  - Truck/Pipeline
  - Intercity Bus
  - Truck/Rail
  - Multi Passenger
  - TxDOT Districts
  - MPOs
- Network Sources: TxDOT GRID 2018, FHWA
-



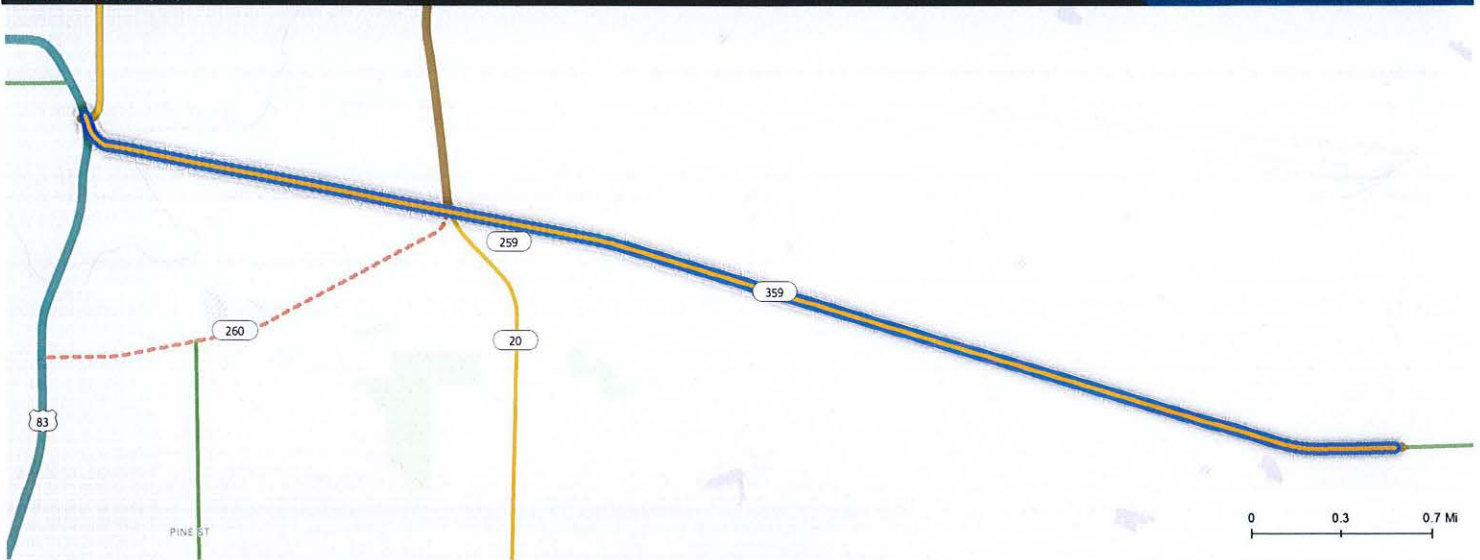
# NHS & Functional Classification Review

SH 359

I-83 to Serrano Rd

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Laredo Urban Transportation Study



**Preliminary Suggestion: Further Review**  
Should this corridor be removed from the NHS?

Facility Information	
Functional Class	Principal Arterial - Other
On the NHS?	MAP-21 Principal Arterial
Through Lanes	4 lanes
Facility Type(s)	CTL
Avg. Daily Traffic	12,797 - 28,436

## Functional Classification Review

Serve major activity centers?	Yes
Serve long-distance travel?	No
Link surrounding region with urban core?	Yes
Limit access to surrounding land uses?	Yes
Link other major regional facilities?	No
<b>Total Principal Arterial Criteria Met</b>	<b>3/5</b>

### National Highway System

- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

### Other Func. Class

- Minor Arterial

### Review Suggestions

- Add to NHS
- Downgrade FC
- Remove from NHS
- Further Review
- Active Corridor

### Major Intermodal Facilities

- AMTRAK
- Port
- Airport
- Public Transit
- Ferry
- Truck/Pipeline
- Intercity Bus
- Truck/Rail
- Multi. Passenger
- TxDOT Districts
- MPOs

Map Index - 7



# NHS & Functional Classification Review

SHILOH DR  
I-35 to SL-20

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## Laredo Urban Transportation Study



**Preliminary Suggestion: Further Review**  
Should this corridor be added to the NHS?

Facility Information	
Functional Class	Principal Arterial - Other
On the NHS?	Not on NHS
Through Lanes	2 - 4 lanes
Facility Type(s)	Undivided, CTL
Avg. Daily Traffic	21,570

Functional Classification Review	
Serve major activity centers?	No
Serve long-distance travel?	No
Link surrounding region with urban core?	No
Limit access to surrounding land uses?	Yes
Link other major regional facilities?	Yes
<b>Total Principal Arterial Criteria Met</b>	<b>2/5</b>

- National Highway System**
- Interstates
  - Other NHS
  - MAP-21 PA
  - STRAHNET
  - Intermodal Connector
- Other Func. Class**
- Minor Arterial
- Review Suggestions**
- Add to NHS
  - Downgrade FC
  - Remove from NHS
  - Further Review
  - Active Corridor

- Major Intermodal Facilities**
- AMTRAK
  - Port
  - Airport
  - Public Transit
  - Ferry
  - Truck/Pipeline
  - Intercity Bus
  - Truck/Rail
  - Multi-Passenger
  - TxDOT Districts
  - MPOs
- Network Sources: TxDOT GRID 2018, FHWA
-



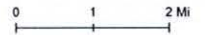
# NHS & Functional Classification Review

SL 20

Mangana Hein Rd to SH 359

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## Laredo Urban Transportation Study



Facility Information	
Functional Class	Principal Arterial - Other
On the NHS?	Not on NHS
Through Lanes	4 lanes
Facility Type(s)	Divided
Avg. Daily Traffic	5,243 - 27,917

Functional Classification Review	
Serve major activity centers?	No
Serve long-distance travel?	Yes
Link surrounding region with urban core?	Yes
Limit access to surrounding land uses?	Yes
Link other major regional facilities?	No
<b>Total Principal Arterial Criteria Met</b>	<b>3/5</b>

- National Highway System**
- Interstates
  - Other NHS
  - MAP-21 PA
  - STRAHNET
  - Intermodal Connector
- Other Func. Class**
- Minor Arterial
- Review Suggestions**
- Add to NHS
  - Downgrade FC
  - Remove from NHS
  - Further Review
  - Active Corridor

- Major Intermodal Facilities**
- AMTRAK
  - Port
  - Airport
  - Public Transit
  - Ferry
  - Truck/Pipeline
  - Intercity Bus
  - Truck/Rail
  - Multi. Passenger
  - TxDOT Districts
  - MPOs
- 
- Network Sources: TxDOT GRID 2016, FHWA

# NHS & Functional Classification Review

## BUSTAMANTE ST

Springfield Ave to US-59 (West Saunders St)

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# Laredo Urban Transportation Study



**Preliminary Suggestion: Downgrade FC**  
Should this corridor be a Minor Arterial?

Facility Information	
Functional Class	Principal Arterial - Other
On the NHS?	Not on NHS
Through Lanes	2 - 4 lanes
Facility Type(s)	Undivided, CTL
Avg. Daily Traffic	3,802 - 12,838

Functional Classification Review	
Serve major activity centers?	Yes
Serve long-distance travel?	No
Link surrounding region with urban core?	No
Limit access to surrounding land uses?	No
Link other major regional facilities?	No
<b>Total Principal Arterial Criteria Met</b>	<b>1/5</b>

- National Highway System**
- Interstates
  - Other NHS
  - MAP-21 PA
  - STRAHNET
  - Intermodal Connector
- Other Func. Class**
- Minor Arterial
- Review Suggestions**
- Add to NHS
  - Downgrade FC
  - Remove from NHS
  - Further Review
  - Active Corridor

- Major Intermodal Facilities**
- AMTRAK
  - Port
  - Airport
  - Public Transit
  - Ferry
  - Truck/Pipeline
  - Intercity Bus
  - Truck/Rail
  - Multi-Passenger
  - TxDOT Districts
  - MPOs
- Network Sources: TxDOT GRID 2018, FHWA



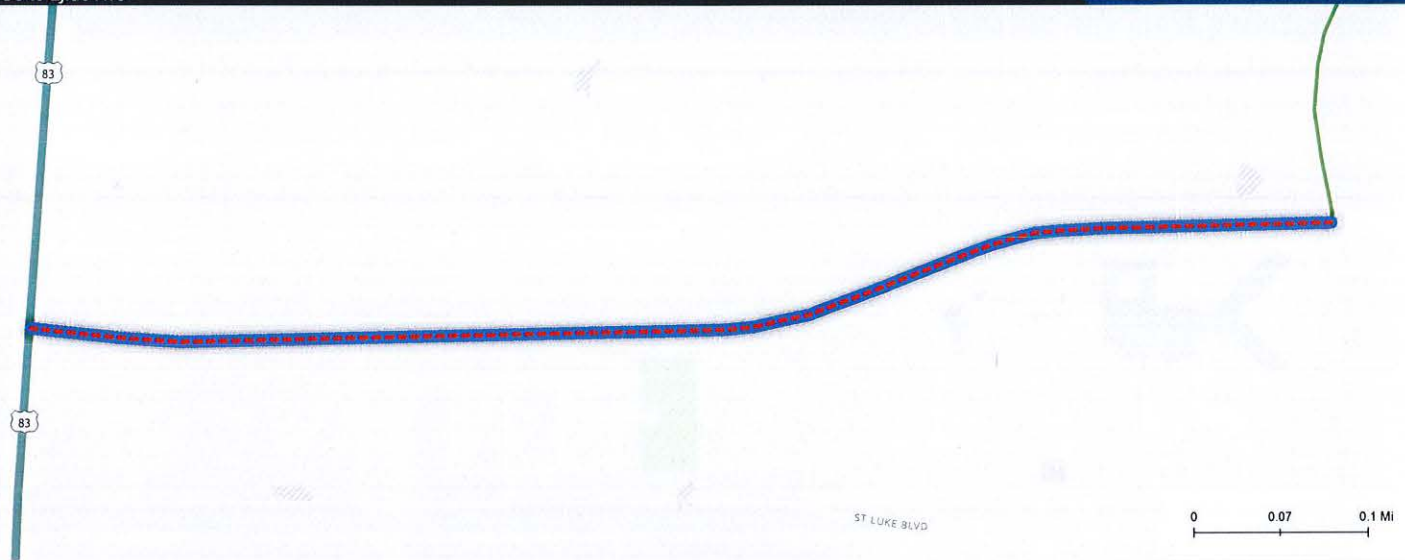
# NHS & Functional Classification Review

## CIELITO LINDO BLVD

US 83 to Ejido Ave

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# Laredo Urban Transportation Study



Preliminary Suggestion: Downgrade FC	
<i>Should this corridor be a Minor Arterial?</i>	
Facility Information	
Functional Class	Principal Arterial - Other
On the NHS?	Not on NHS
Through Lanes	2 - 4 lanes
Facility Type(s)	Undivided, CTL
Avg. Daily Traffic	5,726

Functional Classification Review	
Serve major activity centers?	No
Serve long-distance travel?	No
Link surrounding region with urban core?	No
Limit access to surrounding land uses?	No
Link other major regional facilities?	No
<b>Total Principal Arterial Criteria Met</b>	<b>0/5</b>

- National Highway System**
- Interstates
  - Other NHS
  - MAP-21 PA
  - STRAHNET
  - Intermodal Connector
- Other Func. Class**
- Minor Arterial
- Review Suggestions**
- Add to NHS
  - Downgrade FC
  - Remove from NHS
  - Further Review
  - Active Corridor

- Major Intermodal Facilities**
- AMTRAK
  - Port
  - Airport
  - Public Transit
  - Ferry
  - Truck/Pipeline
  - Intercity Bus
  - Truck/Rail
  - Multi. Passenger
- Other**
- TxDOT Districts
  - MPOs
- Network Sources: TxDOT GRID 2018, FHWA

# NHS & Functional Classification Review

## DEL MAR BLVD

I-35 to US-59 (Bob Bullock Loop)

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# Laredo Urban Transportation Study



**Preliminary Suggestion: Downgrade FC**  
Should this corridor be a Minor Arterial?

Facility Information	
Functional Class	Principal Arterial - Other
On the NHS?	Not on NHS
Through Lanes	2 - 4 lanes
Facility Type(s)	Undivided, CTL
Avg. Daily Traffic	10,700 - 26,108

Functional Classification Review	
Serve major activity centers?	No
Serve long-distance travel?	No
Link surrounding region with urban core?	No
Limit access to surrounding land uses?	No
Link other major regional facilities?	Yes
<b>Total Principal Arterial Criteria Met</b>	<b>1/5</b>

- National Highway System**
- Interstates
  - Other NHS
  - MAP-21 PA
  - STRAHNET
  - Intermodal Connector
- Other Func. Class**
- Minor Arterial
- Review Suggestions**
- Add to NHS
  - Downgrade FC
  - Remove from NHS
  - Further Review
  - Active Corridor

- Major Intermodal Facilities**
- AMTRAK
  - Port
  - Airport
  - Public Transit
  - Ferry
  - Truck/Pipeline
  - Intercity Bus
  - Truck/Rail
  - Multi-Passenger
- Other**
- TxDOT Districts
  - MPOs
- Network Sources: TxDOT GRID 2018, FHWA



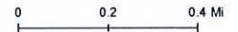
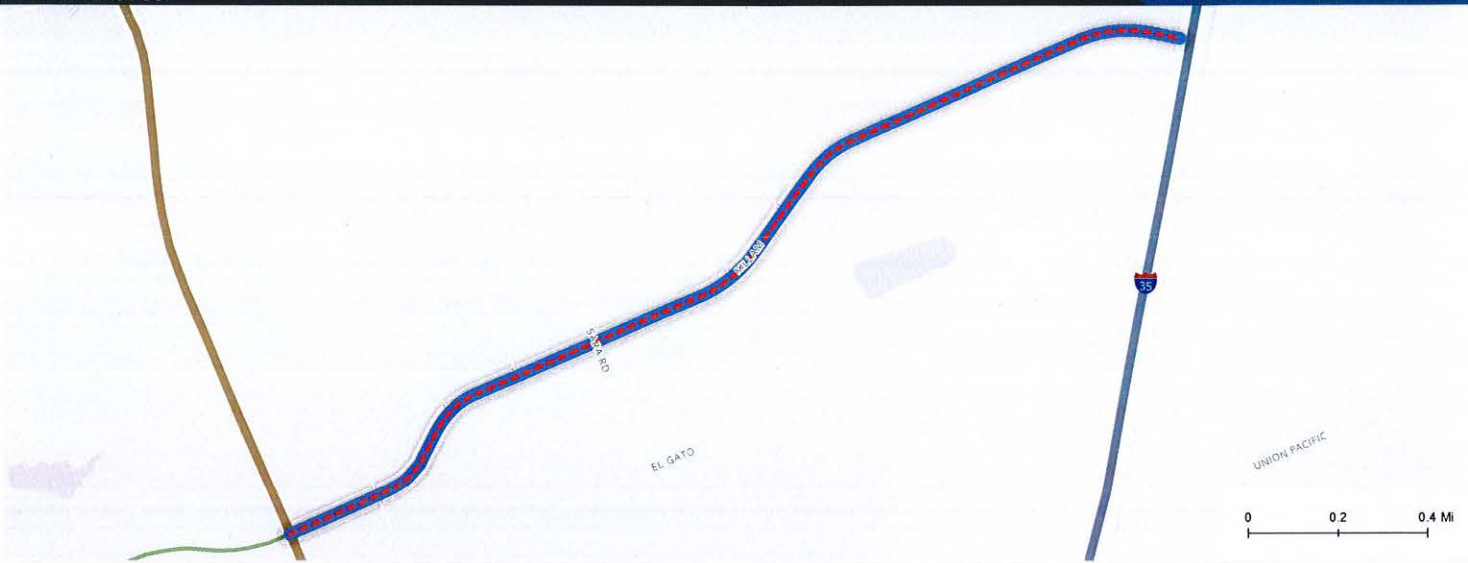
# NHS & Functional Classification Review

## KILLAM INDUSTRIAL BLVD

FM-1472 to I-35

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# Laredo Urban Transportation Study



**Preliminary Suggestion: Downgrade FC**  
Should this corridor be a Minor Arterial?

Facility Information	
Functional Class	Principal Arterial - Other
On the NHS?	Not on NHS
Through Lanes	2 - 4 lanes
Facility Type(s)	Undivided, CTL
Avg. Daily Traffic	8,605

Functional Classification Review	
Serve major activity centers?	No
Serve long-distance travel?	No
Link surrounding region with urban core?	No
Limit access to surrounding land uses?	No
Link other major regional facilities?	Yes
<b>Total Principal Arterial Criteria Met</b>	<b>1/5</b>

- National Highway System**
- Interstates
  - Other NHS
  - MAP-21 PA
  - STRAHNET
  - Intermodal Connector
- Other Func. Class**
- Minor Arterial
- Review Suggestions**
- Add to NHS
  - Downgrade FC
  - Remove from NHS
  - Further Review
  - Active Corridor

- Major Intermodal Facilities**
- AMTRAK
  - Port
  - Airport
  - Public Transit
  - Ferry
  - Truck/Pipeline
  - Intercity Bus
  - Truck/Rail
  - Multi. Passenger
  - TxDOT Districts
  - MPOs



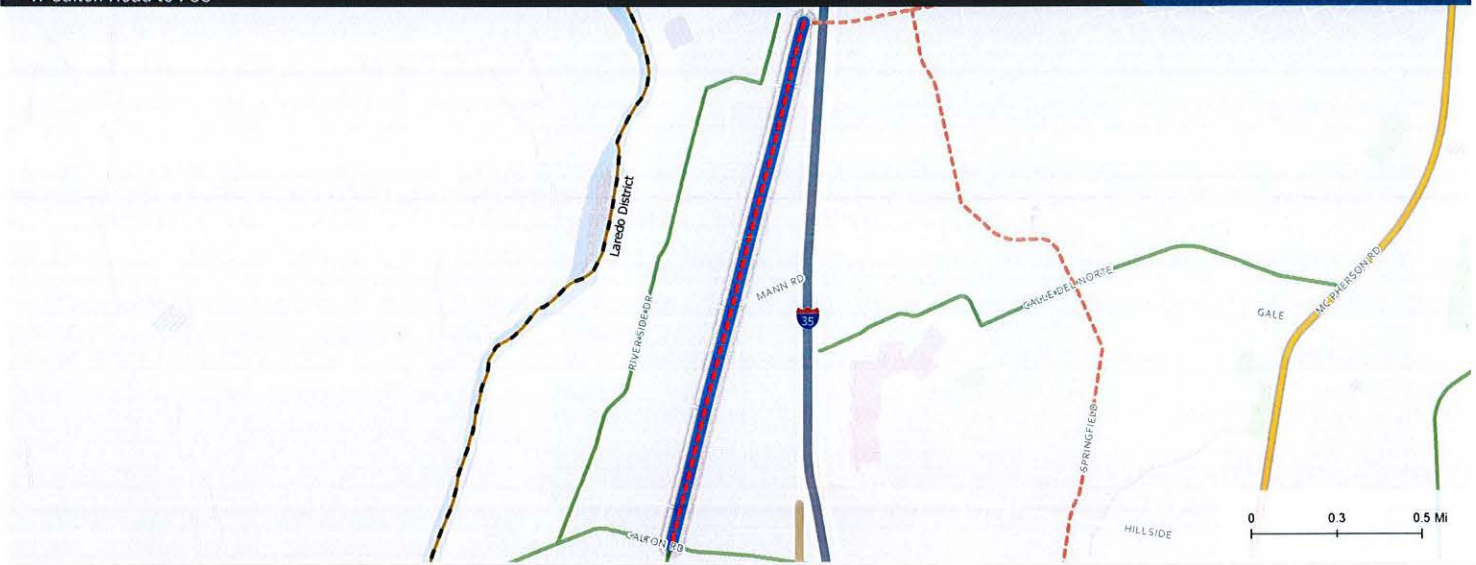
# NHS & Functional Classification Review

## SANTA MARIA AVE

W Calton Road to I-35

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# Laredo Urban Transportation Study



**Preliminary Suggestion: Downgrade FC**  
Should this corridor be a Minor Arterial?

Facility Information	
Functional Class	Principal Arterial - Other
On the NHS?	Not on NHS
Through Lanes	2 lanes
Facility Type(s)	CTL
Avg. Daily Traffic	7,063

Functional Classification Review	
Serve major activity centers?	No
Serve long-distance travel?	No
Link surrounding region with urban core?	No
Limit access to surrounding land uses?	No
Link other major regional facilities?	Yes
<b>Total Principal Arterial Criteria Met</b>	<b>1/5</b>

### National Highway System

- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector

### Other Func. Class

- Minor Arterial

### Review Suggestions

- Add to NHS
- Downgrade FC
- Remove from NHS
- Further Review
- Active Corridor

### Major Intermodal Facilities

- AMTRAK
- Port
- Airport
- Public Transit
- Ferry
- Truck/Pipeline
- Intercity Bus
- Truck/Rail
- Multi-Passenger
- TxDOT Districts
- MPOs





# NHS & Functional Classification Review

SH 260  
I-83 to SH-359

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## Laredo Urban Transportation Study



**Preliminary Suggestion: Downgrade FC**  
*Should this corridor be a Minor Arterial?*

Facility Information	
Functional Class	Principal Arterial - Other
On the NHS?	Not on NHS
Through Lanes	4 lanes
Facility Type(s)	Divided, CTL
Avg. Daily Traffic	15,996 - 20,101

Functional Classification Review	
Serve major activity centers?	No
Serve long-distance travel?	No
Link surrounding region with urban core?	No
Limit access to surrounding land uses?	Yes
Link other major regional facilities?	No
<b>Total Principal Arterial Criteria Met</b>	<b>1/5</b>

- National Highway System**
- Interstates
  - Other NHS
  - MAP-21 PA
  - STRAHNET
  - Intermodal Connector
- Other Func. Class**
- Minor Arterial
- Review Suggestions**
- Add to NHS
  - Downgrade FC
  - Remove from NHS
  - Further Review
  - Active Corridor

- Major Intermodal Facilities**
- AMTRAK
  - Port
  - Airport
  - Public Transit
  - Ferry
  - Truck/Pipeline
  - Intercity Bus
  - Truck/Rail
  - Multi-Passenger
  - TxDOT Districts
  - MPOs

Map Index - 15



# NHS & Functional Classification Review

**SPRINGFIELD AVE**  
US-83 to W Del Mar Blvd

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## Laredo Urban Transportation Study



**Preliminary Suggestion: Downgrade FC**  
*Should this corridor be a Minor Arterial?*

Facility Information	
Functional Class	Principal Arterial - Other
On the NHS?	Not on NHS
Through Lanes	2 - 4 lanes
Facility Type(s)	Undivided
Avg. Daily Traffic	3,431 - 16,373

### Functional Classification Review

Serve major activity centers?	Yes
Serve long-distance travel?	No
Link surrounding region with urban core?	No
Limit access to surrounding land uses?	No
Link other major regional facilities?	No
<b>Total Principal Arterial Criteria Met</b>	<b>1/5</b>

#### National Highway System

- Interstates
- Other NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connector
- Other Func. Class**
- Minor Arterial

#### Review Suggestions

- Add to NHS
- Downgrade FC
- Remove from NHS
- Further Review
- Active Corridor

#### Major Intermodal Facilities

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi-Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail
- TxDOT Districts
- MPOs



Network Sources: TxDOT GRID 2018, FHWA



NHS Intermodal Connectors Review

### Laredo Urban Transportation Study NHS Intermodal Connector Review Index

FACILITY NAME	FACILITY TYPE	CONNECTOR NO.	Connector Description	CONNECTOR LENGTH (Mi)	MPO	Major Finding	SHEET NUMBER
Auto Buses Americanos Bus Station (Laredo)	Intercity Bus Terminal	1	Houston St. between IH 35 and San Bernardo (BI 35A) [0.060 mi]; San Bernardo (BI 35A)	0.17	Laredo Urban Transportation Study	No data available to evaluate connector against FHWA criteria	1
			between Houston and Matamoros [0.050 mi]; Matamoros between San Bernardo and IH 35 ( part of BI35A one way pair—Center line mileage reported on Houston St.) [0.060 mi]				
El Metro Laredo Transit System (and Greyhound Bus Station)	Intercity Bus Terminal	1	Farragut between Santa Ursula and Juarez [0.343 mi]; Juarez between Farragut and Hidalgo [0.050 mi]; Hidalgo between Juarez and Salinas (BI 35A) [0.061 mi]; Salinas (BI 35A) between Hidalgo and Farragut [0.050 mi]	0.504	Laredo Urban Transportation Study	No data available to evaluate connector against FHWA criteria	2



### Laredo Urban Transportation Study NHS Intermodal Connector Review Index

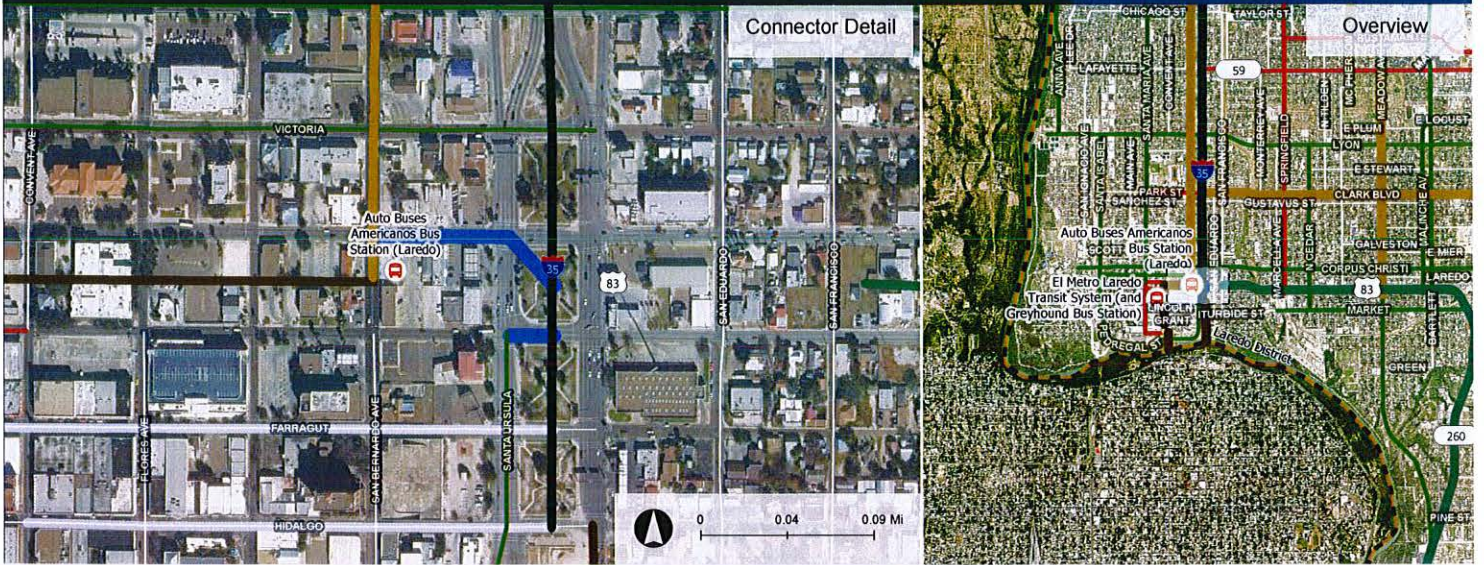
FACILITY NAME	FACILITY TYPE	CONNECTOR NO.	Connector Description	CONNECTOR LENGTH (Mi)	MPO	Major Finding	SHEET NUMBER
Laredo International Airport	Airport	1	Bartlett St between Saunders St (US 59) and Maher Ave [0.111 mi]; Maher Ave between Bartlett St. and Pappas [0.4 mi]	0.511	Laredo Urban Transportation Study	Consider modifying connector to provide better access to NHS	3
Port of Laredo (Union Pacific RR)	Truck/Rail Facility	1	I-35 Frontage Rd between Del Mar and the Facility/Test Track	8.71	Laredo Urban Transportation Study	No data available to evaluate connector against FHWA criteria	4

# NHS Intermodal Connector Review

## Auto Buses Americanos Bus Station (Laredo)

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## Laredo Urban Transportation Study



**Major Finding**  
No data available to evaluate connector against FHWA criteria

**Facility Type**  
Intercity Bus Terminal

**Review Details**  
 FHWA Criteria Evaluation  
 Criterion 1: 100,000 Passengers per year  
 Facility Data: Data not available  
 Additional Facility Information  
 Facility Notes: Connector not found in spatial layer.  
 NHS Connectivity: Connector should be added to TxDOT database

**Intermodal Facilities**

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi-Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail

**National Highway System**

- Interstates
- Original NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connectors

**Non-NHS Func. Class**

- Other Principal Arterial
- Minor Arterial
- TxDOT Districts
- MPOs

Network Sources: TxDOT GRID 2018, FHWA

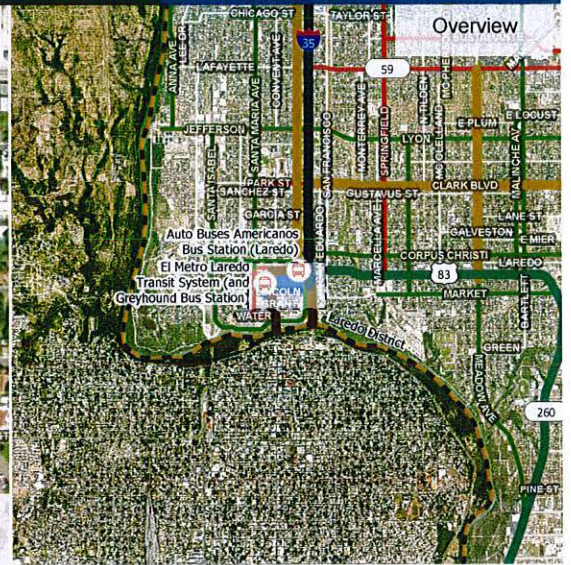


# NHS Intermodal Connector Review

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## El Metro Laredo Transit System (and Greyhound Bus Station)

## Laredo Urban Transportation Study



**Major Finding**  
No data available to evaluate connector against FHWA criteria

**Facility Type**  
Intercity Bus Terminal

**Review Details**

**FHWA Criteria Evaluation**  
Criterion 1: 100,000 Passengers per year  
Facility Data: Data not available

**Additional Facility Information**  
NHS Connectivity: Suggest shortening connector to connect to nearby Main NHS.

**Intermodal Facilities**

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi-Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail

**National Highway System**

- Interstates
- Original NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connectors

**Non-NHS Func. Class**

- Other Principal Arterial
- Minor Arterial
- TxDOT Districts
- MPOs

Current Connector

Network Sources: TxDOT GRID 2018, FHWA

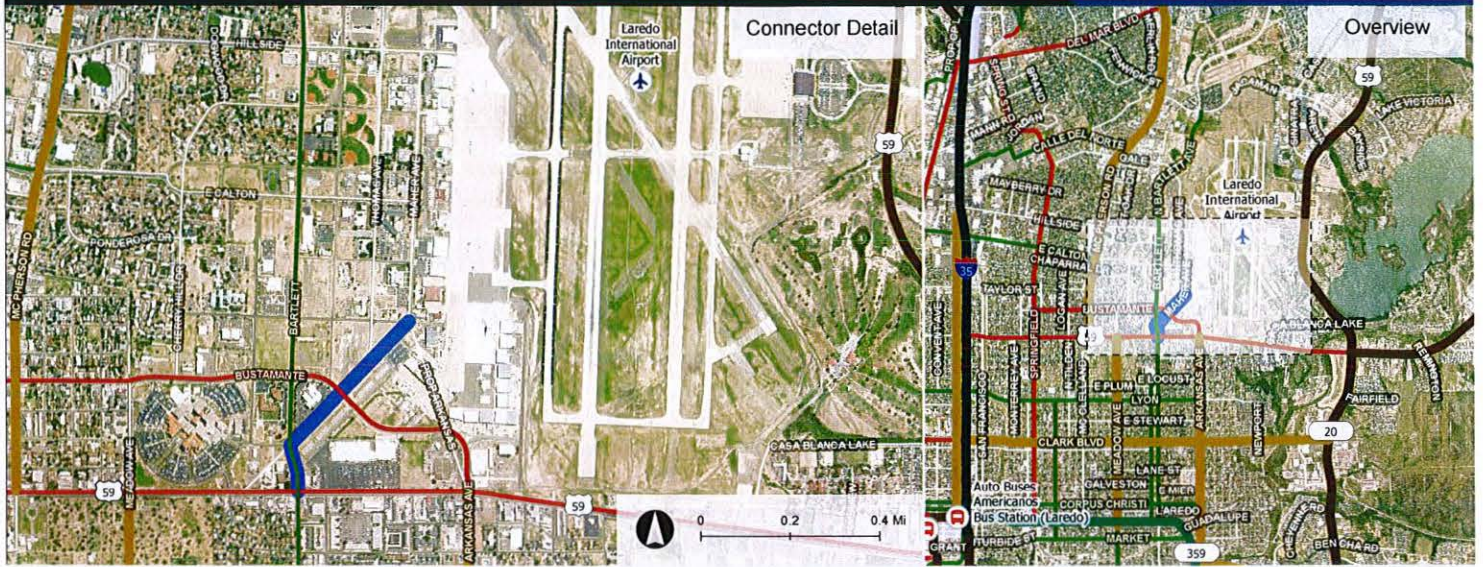


# NHS Intermodal Connector Review

## Laredo International Airport

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## Laredo Urban Transportation Study



### Major Finding

Consider modifying connector to reflect better access to Main NHS

### Facility Type

Airport

### Review Details

#### FHWA Criteria Evaluation

Criterion 1: 250,000 Annual passenger enplanements  
 Facility Data: 91,451 passengers (does not meet criterion)

Criterion 2: 100 Trucks per day in each direction on the principal connecting route  
 Facility Data: Data not available

Criterion 3: 100,000 Tons per year arriving or departing by highway mode  
 Facility Data: 293,759 tons (meets criterion)

#### Additional Facility Information

NHS Connectivity: Road is main freight link, does not provide passenger access to airport

### Intermodal Facilities

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi-Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail
- Current Connector

### National Highway System

- Interstates
- Original NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connectors

### Non-NHS Func. Class

- Other Principal Arterial
- Minor Arterial
- TxDOT Districts
- MPOs



Network Sources: TxDOT GRID 2018, FHWA  
 Facility Data Sources: FAA Preliminary CY 2017 Passenger Boarding Data,  
 FAA Preliminary CY 2017 All-Cargo Airports by Landed Weight - ALL MODES

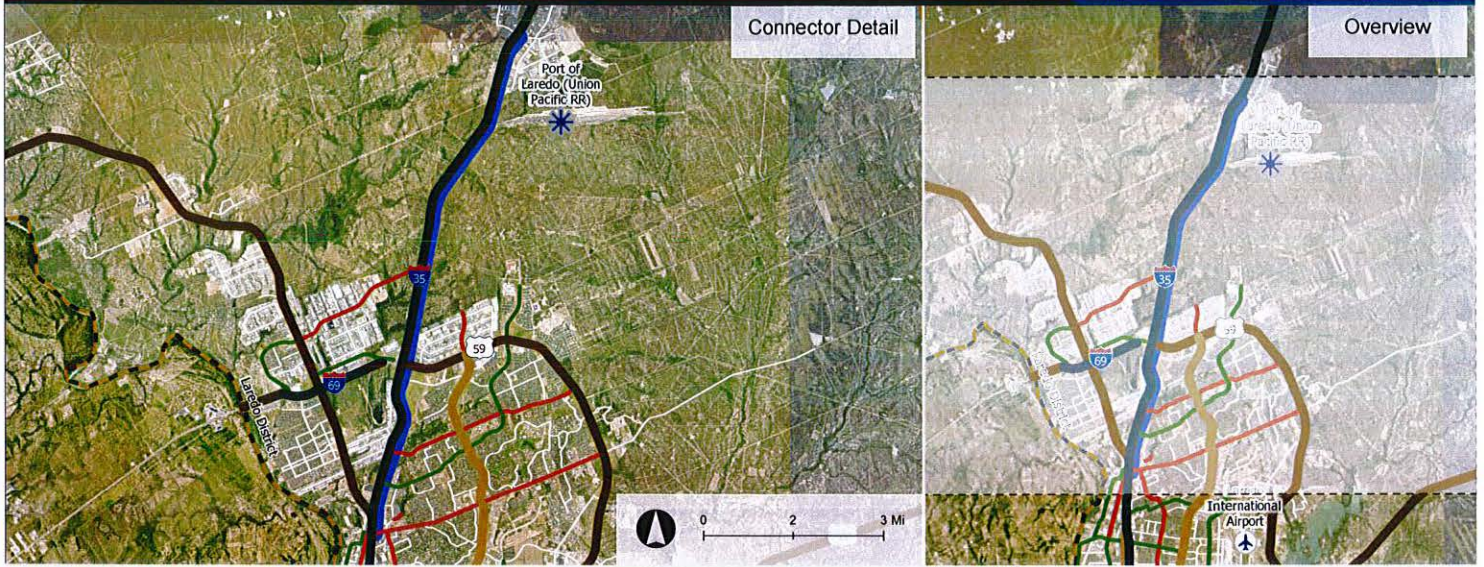


# NHS Intermodal Connector Review

Port of Laredo (Union Pacific RR)

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Laredo Urban Transportation Study



## Major Finding

No data available to evaluate connector against FHWA criteria

## Facility Type

Truck/Rail Facility

## Review Details

### FHWA Criteria Evaluation

Criterion 1: 50,000 TEUs per year  
Facility Data: Data not available

Criterion 2: 100 Trucks per day in each direction  
Facility Data: 100 trucks (meets criterion)

### Additional Facility Information

NHS Connectivity: Suggest revising connector to account for new ramp providing more direct access to NHS.

## Intermodal Facilities

- AMTRAK
- Airport
- Ferry
- Intercity Bus
- Multi-Passenger
- Port
- Public Transit
- Truck/Pipeline
- Truck/Rail
- Current Connector

## National Highway System

- Interstates
- Original NHS
- MAP-21 PA
- STRAHNET
- Intermodal Connectors

## Non-NHS Func. Class

- Other Principal Arterial
- Minor Arterial
- TxDOT Districts
- MPOs



Network Sources: TxDOT GRID 2018, FHWA  
Facility Data Sources: UP Coordination







# Texas National Highway System Review

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Background and Methodology

## Introduction

The purpose of the Texas National Highway System Review is to evaluate the current system throughout the State to ensure that it includes the most important roadways for the movement of people and goods. This is the first effort to comprehensively assess the Texas portion of the National Highway System (NHS) since its original designation in the late 1990s. Since it was created, the NHS has undergone numerous piecemeal changes, often in rapid response to new Federal mandates. The following document provides a background on the system, a summary of the NHS in Texas, and an overview of the statewide review process with major preliminary recommendations.

### *NHS Background*

The NHS is a network of nationally-significant roadways in the US. The network supports the movement of people and goods between population centers, international border crossings, major military installations, and intermodal facilities. When originally designated in 1996, the NHS covered over 160,000 miles nationally and over 13,000 in Texas. In 2012, as part of the Moving Ahead for Progress in the 21st Century Act (MAP-21) legislation, the NHS was expanded to include all Urban and Rural Principal Arterials not currently on the system. This added nearly 60,000 miles to the NHS nationally, 5,000 of which are in Texas.

The NHS was initially capped at 178,250 miles nationwide. However, with the modifications to the network in MAP-21, this restriction was removed. The system is defined within the Code of Federal Regulations (CFR), an annual codification of the general and permanent rules published in the Federal Register by the executive departments and agencies of the Federal Government. According to 23 CFR 470.107 (b),

*"The National Highway System shall consist of interconnected urban and rural principal arterials and highways (including toll facilities) which serve major population centers, international border crossings, ports, airports, public transportation facilities, other intermodal transportation facilities and other major travel destinations; meet national defense requirements; and serve interstate and interregional travel."*

The NHS has five components. The first three consist of networks mandated by federal law which are:

- The Interstate Highway System
- The non-Interstate Strategic Highway Network (STRAHNET), identified by the Department of Defense
- Congressionally-designated High Priority Corridors

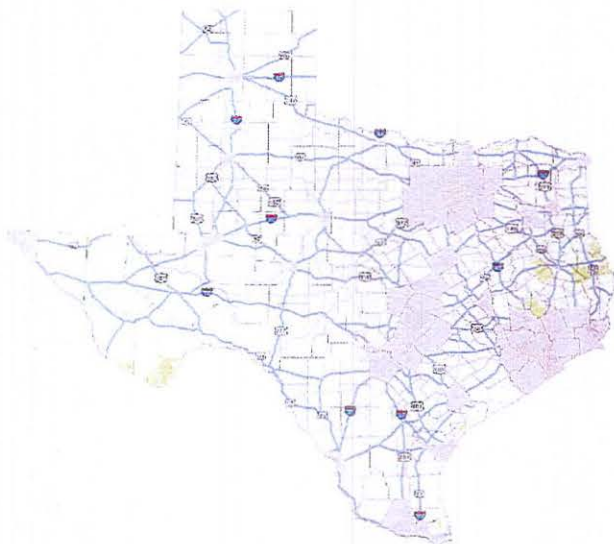
The remaining two components of the network are designated through coordination with local transportation officials:

- Other Urban and Rural Principal Arterials
- Connectors that link intermodal facilities, such as ports, airports, and AMTRAK stations, with the rest of the NHS





## Texas Statewide National Highway System Summary



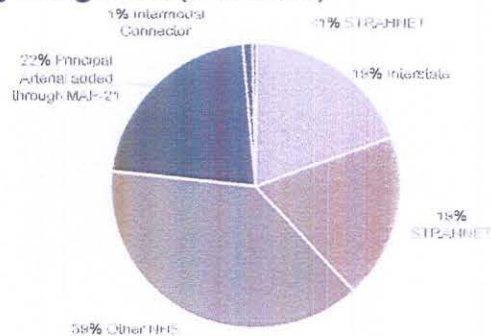
### On the NHS

- 18,206 centerline miles (6% of total miles)
- 450 million daily vehicle-miles traveled (60% of total travel)
- 58 million daily truck-miles traveled (75% of all truck travel)

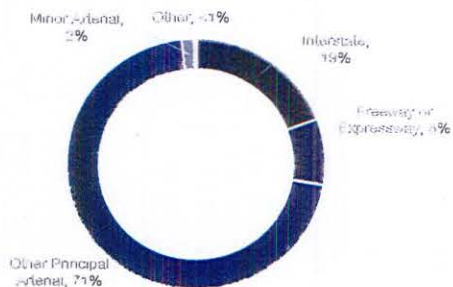
### System Ownership

Owner	Miles
State Highway Agency	16,424
County	105
City (Municipality)	1,383
Local Toll Authority	284
Private Toll	10

### System Breakdown By Designation (% of miles)



### By Functional Classification (% of miles)



### By Area Type (% of miles)



### Intermodal Facilities connected to the NHS

Facility Type	Facilities Connected	Designated Connectors
Truck/Rail Facility	20	14
Port Terminal	43	18
Truck/Pipeline Terminal	18	11
Multipurpose Passenger Facility	4	4
Ferry Terminal	4	4
Airport	23	17
Public Transit Station	63	26
Intercity Bus Terminal	13	11
AMTRAK Station	3	2
<b>Total</b>	<b>191</b>	<b>107</b>



Facilities on the NHS are eligible for the National Highway Performance Program (NHPP) funds, which make up over half of Texas-apportioned Federal-Aid Highway Funds. The NHS is also the network used to evaluate the National Performance Management Measures.

### *Modifying the NHS*

Requests to modify the NHS are made to FHWA by State DOTs for changes outside Metropolitan Planning Areas or by MPOs through State Departments of Transportation (DOT). In both cases, changes must be approved by the US Secretary of Transportation. In requesting modifications to the NHS, the following must be provided<sup>1</sup>:

- 1) A description of the route being modified (route name, number, jurisdiction and extent),
- 2) A statement justifying the change,
- 3) Statements of coordination and consultation with affected entities, including adjacent states and MPOs as necessary, and
- 4) A statement describing how the change enhances the national transportation characteristics of the NHS.

The Federal Highway Administration (FHWA) has provided the following examples of acceptable documents for demonstration of support:

- MPO resolutions, if the change occurs within an MPO area
- MPO or County letter to State DOT expressing support for the change
- An email from an MPO or other local official to the State DOT supporting the change

Requests for modification are made in writing to the FHWA Division Office by the State DOT. The Division conducts an initial review of the requests and transmits its recommendation to FHWA Headquarters. Final decisions on the requests are passed from FHWA Headquarters to the Division Office who then informs the State DOTs of the decisions.

In addition to official requests for modifications to the NHS, FHWA allows for procedural changes to the network in several cases. These include technical corrections, such as updated route names and incorrect route alignments, and automatic removals when Principal Arterials are downgraded to a lower functional classification.

## **National Highway System Summary**

### *Statewide NHS*

Statewide, over 18,000 miles of roadway are on the National Highway System. While comprising only 6 percent of all road miles in the state, the system carries over 450-million vehicle-miles travelled, which is over 60 percent of all travel in the state. The NHS is even more important for the movement of goods: over 75 percent of all truck travel on a given day occurs on the National Highway System.

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<sup>1</sup> See FHWA's "National Highway System Modification Procedures", accessed 3/15/2018 from [https://www.fhwa.dot.gov/planning/national\\_highway\\_system/update/index.cfm](https://www.fhwa.dot.gov/planning/national_highway_system/update/index.cfm)



The NHS consists of almost exclusively Interstates, Freeways and Expressways, and Other Principal Arterials. Other functionally-classified roads on the NHS are limited to connectors between major intermodal facilities or military installations and the main system.

The NHS consists of several designations. Nearly 40 percent of the system is made up of Interstate Highways and highways on the STRAHNET. The remaining network includes surface Urban and Rural Principal Arterials as well as Intermodal and STRAHNET Connectors. Over 22 percent of the network is made up of Principal Arterial segments automatically added through the MAP-21 legislation.

Over 60 percent of NHS miles are in rural portions of the state outside of cities and towns. Less than five percent of the network is in small towns and cities with less than 50,000 people. The remaining 30 percent of the network is in **large** urban areas throughout the state containing 50,000 or more people.

Though all NHS roads must be public, there is **no requirement** that they be owned or maintained by the State DOT. Nearly 90 percent of the NHS **consists** of TxDOT-owned roads. The remaining miles are owned mostly by **cities**, with a **few** hundred miles owned by counties and tolling entities.

Major intermodal facilities without direct **access** to the main **NHS** have designated intermodal connectors linking them to the system. These **connectors** comprise just over one percent of the total NHS miles in **Texas**, most of which **are** in urbanized areas. In total, 191 intermodal facilities are **connected** to the NHS **either** directly or via 107 designated intermodal connectors. Specifically, **these facilities include:**

- 63 public transit stations, which **are connected** to the NHS by 26 designated connectors
- 43 port **terminals**, **consisting** of both **public** and **private** terminals, served by 18 intermodal **connectors**, and
- 23 airports, **served** by 17 **connectors**.

A graphical **summary** of the **current Texas National Highway System** is available on the next page. In **addition**, **summaries** of the system in each MPO and District will be shared along with this study overview.

## **Review Methodology**

The Texas NHS **Review** is the **first** effort to rationalize the NHS system in Texas since its creation in 1996. **This analysis** aims to harmonize functional classification and NHS designation as well as **to bring** focus on parts of the transportation system with the largest impact on the movement of people and goods. The study followed a two-part process to review the NHS. First, functional classification was used to evaluate the current Principal and Minor Arterial network in the state to identify necessary modifications to the NHS. Second, a review of existing intermodal connectors and all major intermodal facilities throughout the State was performed.

The result of this review is a list of preliminary suggested modifications to the NHS. The results of this review will be shared with each MPO and TxDOT District in the State, who will provide feedback on modifications to the system. Final recommendations based on District



and MPO feedback will be submitted to FHWA as official requests for modification to the NHS.

### Functional Classification and NHS Designation Review

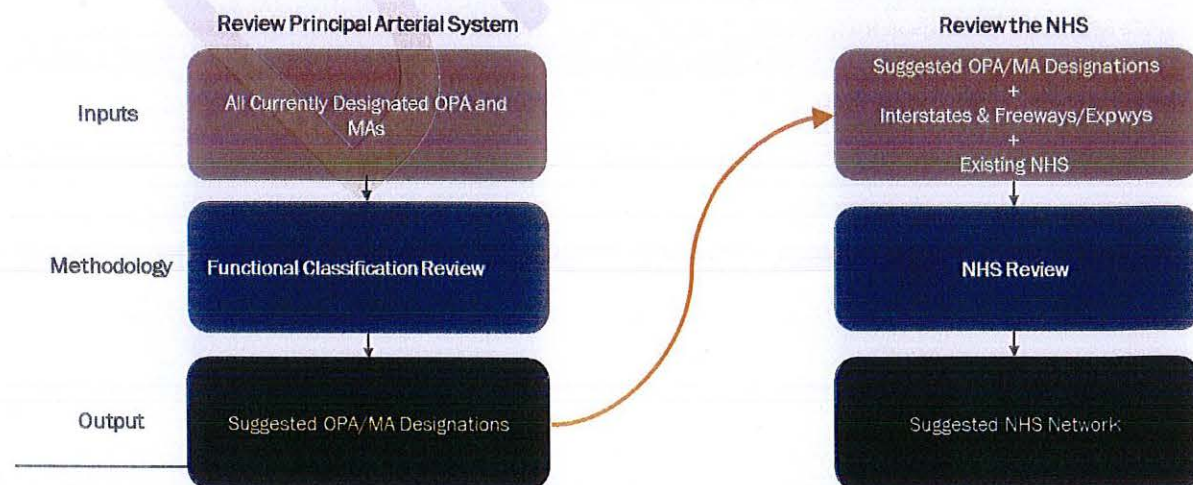
#### Functional Classification and the NHS

In 23 CFR 470.107 (b), FHWA states that the NHS “shall consist of interconnected Urban and rural principal arterials and highways...” The original NHS included some, but not all, functionally-classified Principal Arterials. While it included all Interstates and nearly every Freeways and Expressway, it included limited coverage of Other Principal Arterials – surface arterials that provide an important mobility function but **have** less access control. In 2012, under MAP-21 legislation, the NHS was expanded to include *all* Other Principal Arterials, both urban and rural, considerably expanding the system. Since then, FHWA has suggested<sup>2</sup> that States review their networks to ensure that Principal Arterials are correctly designated and are on the NHS. This review assumes that **correctly-designated** Principal Arterials should be included on the NHS. FHWA has also established that, unless they **serve** as Intermodal or STRAHNET Connectors, no Minor Arterials, Collectors, or Local roads **are** permitted on the NHS. However, unlike Interstates, Freeways, and Expressways, Other Principal Arterials are more difficult to classify and are **often** hard to distinguish from Minor Arterials. While this review identifies clear-cut cases where roads should be **added** or removed from the NHS, it also highlights roads that are harder to classify. In these cases, the final determination requires knowledge of the facility from local District and MPO officials.

#### NHS Functional Classification Review Methodology

The key to this review is a systematic evaluation of the current functional classification system based on FHWA guidance (FHWA Highway Functional Classification Concepts, Criteria and Procedures, 2013). The resulting enhanced functional classifications are then used to review the NHS system designations. **Figure 1** outlines the steps of this process.

**Figure 1: Functional Classification and NHS Designation Review Process**



<sup>2</sup> "The Enhanced NHS and Requirements Under MAP-21", March 20, 2013, accessed 3/15/2018 from

<https://connectdot.connectsolutions.com/p1hx0xpyxnh/>



The review considers the arterial network in three contexts: Rural areas with populations of 5,000 or less, where Principal Arterials provide mobility between population centers; small towns and cities with between 5,000 and 50,000 people, where Principal Arterials serve through traffic and one or two local destinations; and urban areas with 50,000 or more people, where Principal Arterials provide both mobility across a region in addition to connecting with other regions. Across all contexts, the network was evaluated to ensure that routes either interconnect on both ends with other portions of the network or connect on one end and serve a major travel destination at the other.

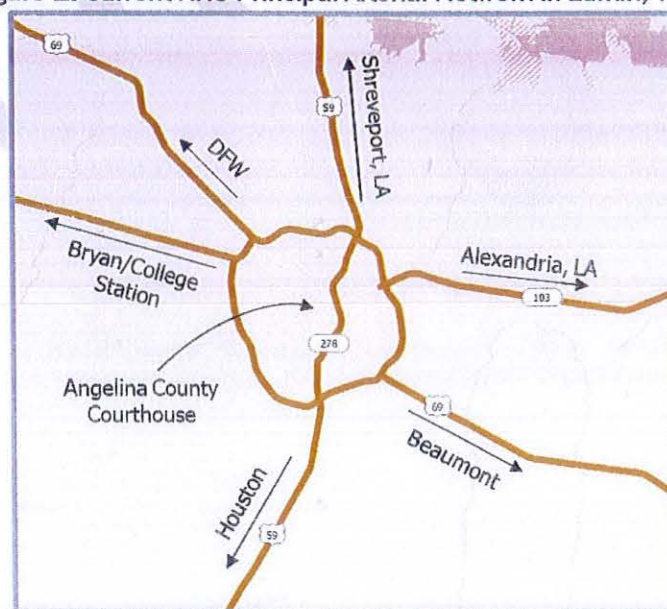
### Rural Segment Review Methodology

Rural Principal Arterials enable long-distance travel between urbanized areas or cities with populations of 25,000 or more. The Rural Functional Classification analysis was performed by assessing each segment based on the cities it connects and whether or not the segment provided a direct or secondary travel route between those cities. If a Rural Principal Arterial met those criteria, then the suggestion was made to keep it on the NHS network. If the segment does not connect population centers, does not provide the most direct route, or if it does not connect with the system on one end without serving a border crossing, population center, or major intermodal terminal, it was suggested for functional classification as a Minor Arterial. For some rural corridors, it was not clear whether they provided a direct or indirect connection between major cities. In these cases, further review and feedback will be required from Districts or MPOs before a final determination is made.

### Small Community Review Methodology

The major function of Principal Arterials in small towns and cities outside urbanized areas is to provide continuity for Rural Principal Arterials carrying through traffic. In some cases, a secondary purpose of Principal Arterials is to serve traffic leaving a through route to access regional traffic generators, such as a town center or a county courthouse (See Figure 2). All

Figure 2: Current NHS Principal Arterial Network in Lufkin, TX





Principal and Minor Arterials in Small Towns and Cities in the state were reviewed to ensure they meet these criteria.

**Urban Review Methodology**

Due to the extensiveness of the road network in urban areas, the urban review relied on a more detailed look at FHWA recommendations and specifications. In these areas, a three-step process was followed to 1) identify potential Principal Arterials using a data-driven approach; 2) review the function and location of these roads within their urban context; and 3) evaluate the impact of Principal Arterial modifications on the entire urban transportation network.

*Step 1 - Data-Driven Scoring*

The first step involved examining each facility’s usage and design characteristics compared with FHWA’s guidance on the typical characteristics of Urban Principal Arterials. **Table 1** summarizes these characteristics as defined by the FHWA Highway Functional Classification Concepts, Criteria and Procedures (2013) or as adapted by the study team.

**Table 1: Characteristics by Functional Classification for Urban Areas Roads**

Factor	Interstate	Other Freeways & Expressway	Other Principal Arterial	Minor Arterial
AADT*	35,000 - 129,000	13,000 - 55,000	7,000 - 27,000	3,000 - 14,000
Divided/Undivided* Cross Section	Divided	Undivided/Divided	Undivided/Divided	Undivided
Access Control*	Fully Controlled	Partially/Fully Controlled	Partially/Uncontrolled	Uncontrolled
Right-of-Way Width (ft)**	300-800	250-800	87-200	54-120

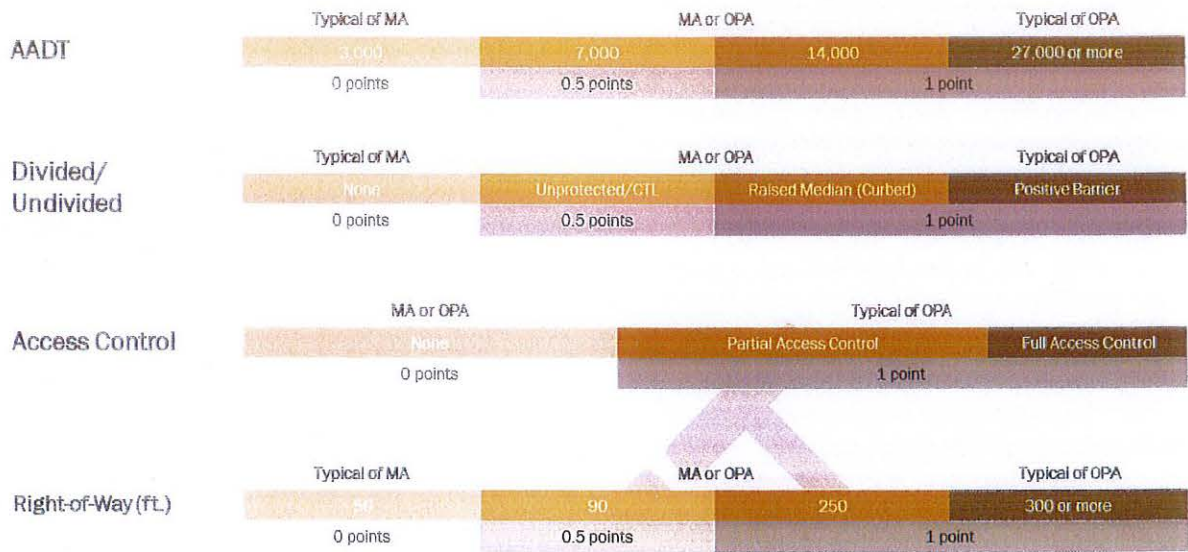
\*FHWA Highway Functional Classification Concepts, Criteria and Procedures, 2013

\*\* Study Team review of TxDOT GRID 2018, 80/20 Percentile

Using TxDOT’s GRID 2018 database, characteristics for all urban Other Principal Arterials and Minor Arterials were used to evaluate how well they aligned with those of a ‘typical’ Principal Arterial. A scoring scheme developed from these characteristics is shown in **Figure 3**.

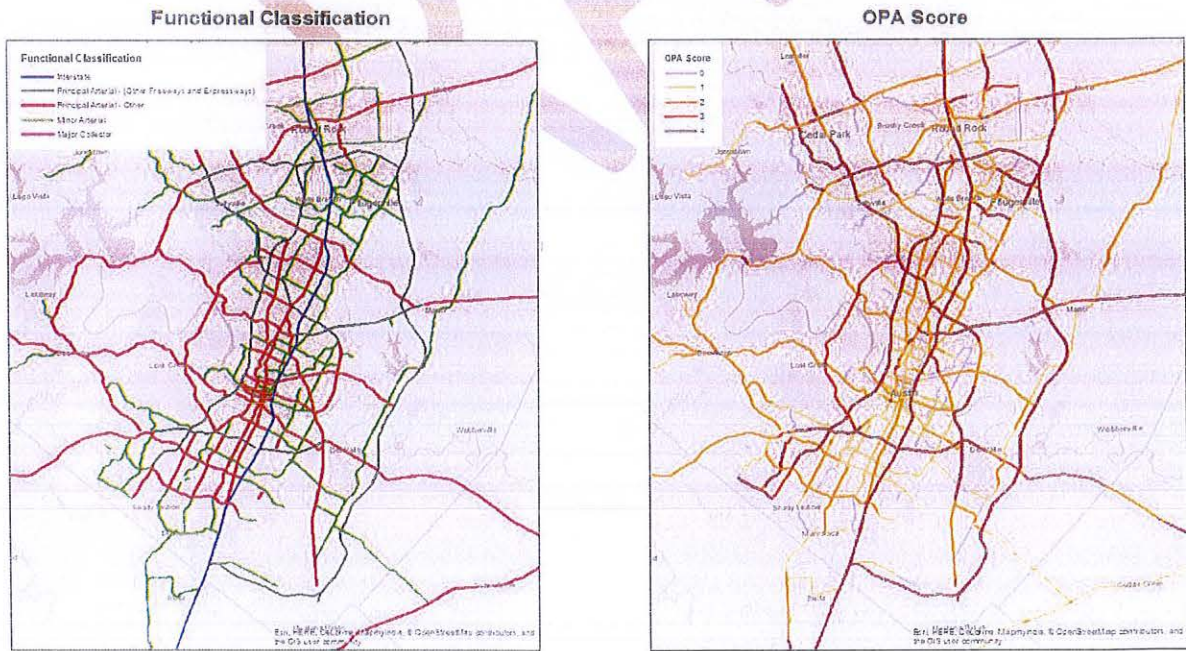


Figure 3: Other Principal Arterial and Minor Arterial Scoring Process



Following this methodology, higher scores indicate that a road has characteristics similar to a typical Principal Arterial, while lower scores mean that a road is less like a typical Principal Arterial. In the review, special attention was given to 1) Current Principal Arterials with low scores and 2) current Minor Arterials with high-scores. Figure 4 compares the current Functional Classification network to the road scores outline above.

Figure 4: Example of Other Principal Arterial and Minor Arterial Scoring in Austin, TX



The result of this process was a preliminary filtered set of roadways for further evaluation in Step 2.



## Step 2 – Urban Contextual Review

The next step consisted of a detailed review of each facility based on its function in its urban context. Based on the FHWA guidance, Principal Arterials function by connecting major destinations such as activity centers and high-level facilities like Interstates, Freeways and Expressways. Principal Arterials are also meant for longer distance/higher speed travel and therefore should avoid residential areas, high concentrations of driveways, and low-speed areas such as school zones. Each facility identified in Step 1 was evaluated following the criteria outlined in **Table 2**.

**Table 2: Criteria and Definitions for Urban Contextual Review**

Does a road...	Considerations
Serve major activity centers?	Including: <ul style="list-style-type: none"> <li>• Central Business Districts</li> <li>• Large town centers</li> <li>• Important air/rail/bus/truck terminals</li> <li>• Regional shopping centers</li> <li>• Large colleges</li> <li>• Medical complexes</li> <li>• Military bases</li> <li>• Other regional institutional facilities</li> </ul>
Serve long-distance travel needs / Connect large regions?	Or is directly connected to a highway that serves long-distance travel
Provide mobility across a region, especially between outlying areas and the urban core?	Has one end in the urban core and the other end in the suburban areas or is connected to another route leading to the outlying areas
Avoid residential areas and provide limited access to surrounding land uses?	<ul style="list-style-type: none"> <li>• Does NOT pass through neighborhoods</li> <li>• Does not have direct access to residential driveways</li> <li>• Has few commercial driveways per mile – no more than 3 per block</li> </ul>
Directly link Interstate Highways, Freeways, or Expressways?	At least one end is linked to an interstate highway, freeway, or expressway

The results of this review were used to identify potential Principal Arterials as follows:

- If a facility meets four or more criteria, the suggestion is to either keep it on or add it to the Principal Arterial network
- If a facility meets two or three criteria, the suggestion is that further review of its function is required by local transportation officials
- If a facility meets one or none of the criteria, the suggestion is to remove it from or keep it off the Principal Arterial network.



### Step 3 – System Architecture Review

More than describing the function of individual roadways, the functional classification system describes how various elements of the transportation network interact to facilitate travel. In the third part of the urban area review, the impact on the entire transportation system of the proposed Principal Arterial system in urbanized areas was evaluated. In this final review step, the proposed modifications to the system were adjusted to align with FHWA guidance on Principal Arterial spacing and interconnectivity.

#### Suggested NHS Modifications

Proposed changes to the Principal Arterial network were used to develop suggestions to modify the NHS using the guidance outlined in **Table 3**.

**Table 3: NHS Review Suggestions based on Functional Classification Review**

Results of FC Review	NHS Review Suggestion	
	If on the current NHS...	If off the current NHS...
Keep as PA	Keep on NHS	Add to the NHS
Re-Designate as MA	Remove from the NHS	Don't include in review
Re-Designate as PA	Keep on the NHS	Add to the NHS
Further Review	Base NHS suggestion on stakeholder review outcome	

This approach ensure that the designation of Principal Arterials will be in step with the designation of the National Highway System.

#### Intermodal Connector Review

In addition to reviewing the main portions of the NHS, the intermodal connector system was reviewed following FHWA criteria. The process for evaluating and modifying the intermodal connector system is outlined in the Code of Federal Regulations (23 CFR Appendix D to Subpart A of Part 470). The Code defines criteria for traffic generation that an intermodal facility must meet in order to justify the designation of an NHS intermodal connector. These criteria are outlined in **Table 4**. In addition to these criteria, facilities and connecting routes identified in transportation planning documents for significant investment can be connected to the NHS.

**Table 4: Intermodal Connector Criteria**

Facility Type	Criteria 1	Criteria 2	Criteria 3
Commercial Aviation Airports	250,000 annual passengers	100 trucks/day/direction	100,000 tons/year arriving or departing by truck
Ports - Terminals	50,000 TEUs/year	100 trucks/day/direction	



Facility Type	Criteria 1	Criteria 2	Criteria 3
Ports - Bulk Commodity Terminals	500,000 tons/year by highway/direction	100 trucks/day/direction	
Ports - Passengers	250,000 passengers/year	1,000 passengers/day for at least 90 days during the year	
Truck/Rail	50,000 TEUs/year	100 trucks/day/direction	
Truck/Pipeline Terminal	100 trucks/day/direction		
Amtrak	100,000 passengers/year		
Intercity Bus	100,000 passengers/year		
Public Transit	500 parking spaces at park & ride lots	Stations with 5,000 daily bus or rail passengers with significant highway access	
Ferries	1,000 passengers/day for at least 90 days during the year	500 parking spaces at park & ride lots	

In evaluating the Intermodal Connector system in Texas, the study team followed a two-step review process. First, available data was collected to evaluate the performance of intermodal facilities in the State against the Federal criteria. In some cases, no data was available to evaluate facilities. These facilities are highlighted for further review. In addition to assessing facilities with existing connectors, this review allowed the study team to identify facilities that generate enough traffic to justify the designation of new intermodal connectors.

Second, designated intermodal connectors were reviewed to ensure that they provide the most direct access between a facility entrance and the NHS. Since the original designation of the system, the road networks surrounding many major intermodal facilities have undergone changes. The study team has suggested modifying intermodal connectors in these cases.

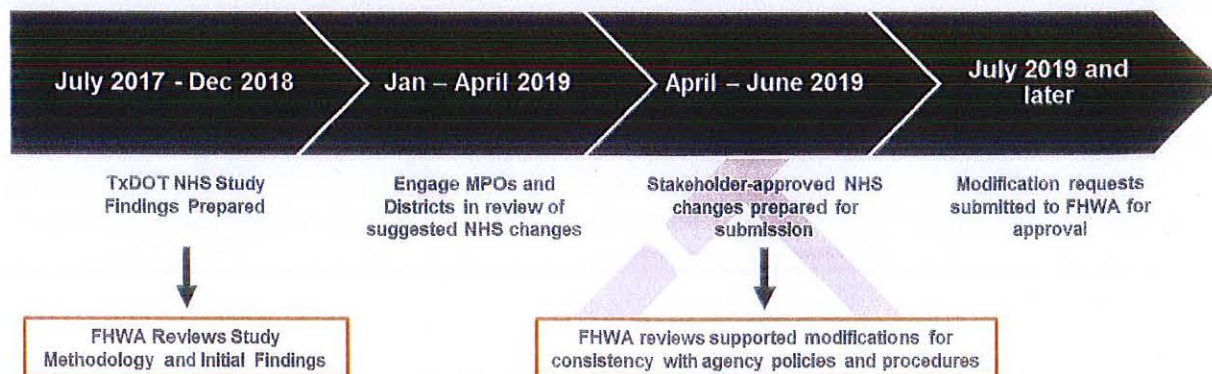
### Next Steps

The outcome of this study is a list of preliminary suggestions for modifications to Principal Arterials and Intermodal Connectors that make up the National Highway System in Texas.



Figure 5 summarizes the next steps for the study, which are focused on soliciting feedback from each District and MPO in the state before final modifications are prepared. These suggestions will be subject to review, modification, and approval by all TxDOT Districts and MPOs. Outreach will be continuous until all feedback is obtained and all suggestions are reviewed. Final recommendations will be developed according to the MPO- and District-supported modifications and presented to FHWA for approval.

Figure 5: Study Timeline



## Attachments

1. Summary of the NHS in your District or MPO
2. Overview map of suggested changes in your area
3. Fact sheets containing each suggested modification to the system





#### IV. ITEMS REQUIRING POLICY COMMITTEE ACTION

- E. Report by TxDOT in collaboration with City Traffic, on accident data and proposed lighting alternatives for Cuatro Vientos Road, with discussion and possible action. (Mayor, CM. Altgelt)
  
- F. Report by TxDOT on proposed solutions, cost estimates, and funding sources related to the Mines Road Bike Tract, pedestrian and bicycle facilities to safely cross both Loop 20 at the intersection of Del Mar, and the intersection of IH 35 and Del Mar, with discussion and possible action. (CM. Altgelt)

## River Road Project Item



# PROPOSED ROUTE IF FROM END TO END





# RIVER-BANK ROAD\*

## & ITS POSSIBILITIES

TRANSFORMING MINES ROAD INTO A PLACE TO SEE AND ENJOY A NICE DAY'S RIDE.

RESIDENTIAL HOME VALUES IN LA BOTA WILL GO UP AS WELL AS THE DEMAND FOR NEW AFFORDABLE HOMES TO THE AREA, NOT TO MENTION BORDER AND PASSENGER CAR SAFETY.

**EMERALD RIVER-VIEW DEVELOPMENT IS ALSO WILLING TO CONTRIBUTE UP TO 1 MILLION TO EXTEND VERDE ROAD TO INTERSECT RIVER-BEND ROAD.** THIS EXTENSION WILL EVENTUALLY CONNECT STRAIGHT SHOT TO IH35 WHEN THE PEOPLES ROAD IS EXTENDED AS PER THE DEVELOPMENT PLANS OF THE HACHAR TRUST.

\* MOST LAND OWNERS HAVE AGREED TO DONATE LAND FOR THE ROAD PATH

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# PROPOSED ROUTE IF FROM END TO END





Estimated Cost to build a 2 Lane Road with Current city standards 3.7 miles estimated \$9.3m all the way to Vidal Cantu land or \$13m all the way to Mines Rd Intersection. Refer to this Letter by Porras Engineering



August 23, 2017

Joe Medina  
Emerald River View Development, LTD.  
1205 E. Hillside Rd.  
Laredo, Texas 78041

Ref: River Road – Conceptual Alignment & Construction Cost Estimate

Mr. Medina,

As you requested, we have updated the conceptual alignment of River Road from River Bank Road to Vidal Cantu Boulevard. Exhibit 1 shows this route with related roadway distances. Estimating roadway construction cost is highly dependent on the pavement design criteria, roadway width, drainage requirements, right-of-way acquisition costs, and a variety of other parameters.

As a base option, a two-lane rural roadway with roadside ditches and cross-drainage culverts could be designed and constructed using current City of Laredo standards for roughly \$2.5 million per mile if right-of-way was dedicated without cost. Using this criterion, the 3.7 mile section from River Bank to Vidal Cantu would cost around \$9.3 million. If pursued, the extra 1.5 mile extension to Mines Road would add \$3.8 million for a total cost of approximately \$13 million.

If the roadway is federally funded, stricter design and construction standards will be required, including stronger pavement, larger drainage structures, wider roadway and right-of-way, etc. Under these criteria, roadway design and construction cost would be closer to \$4 million per mile not including right-of-way dedication cost. The 3.7 mile section from River Bank to Vidal Cantu would cost around \$15 million. The 1.5 mile extension to Mines Road would add \$6 million for a total cost of roughly \$21 million.

We hope this information is helpful in projecting potential roadway costs. *However, it is critical to note that these estimates are conceptual opinions and shall not be construed or implied as a guarantee of final project cost, which will be based on contractor's bids and is inherently out of our control.* Please call us if you have any questions.

Sincerely,

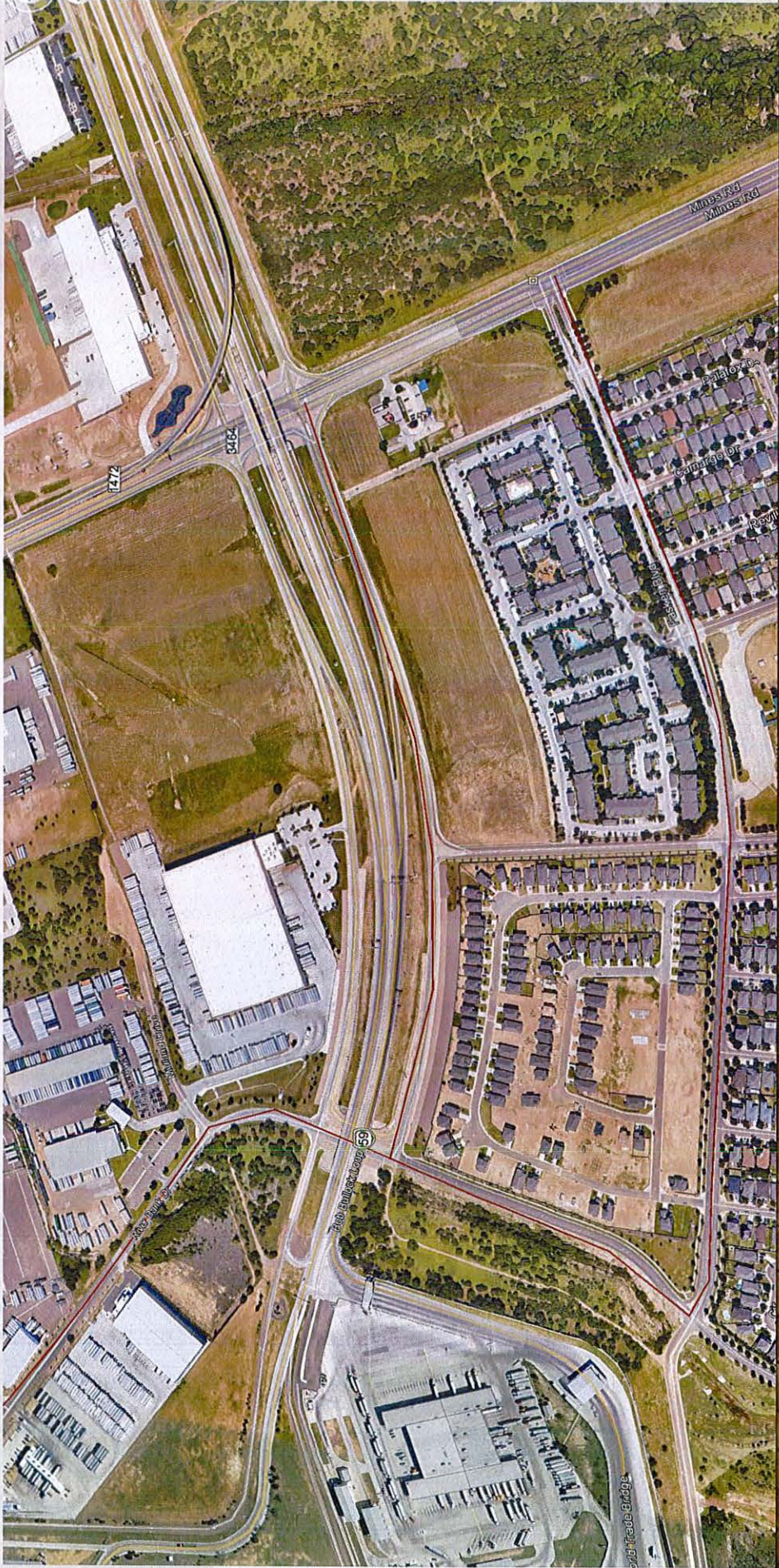
  
Wayne Nance, PE, RPLS



Encl.

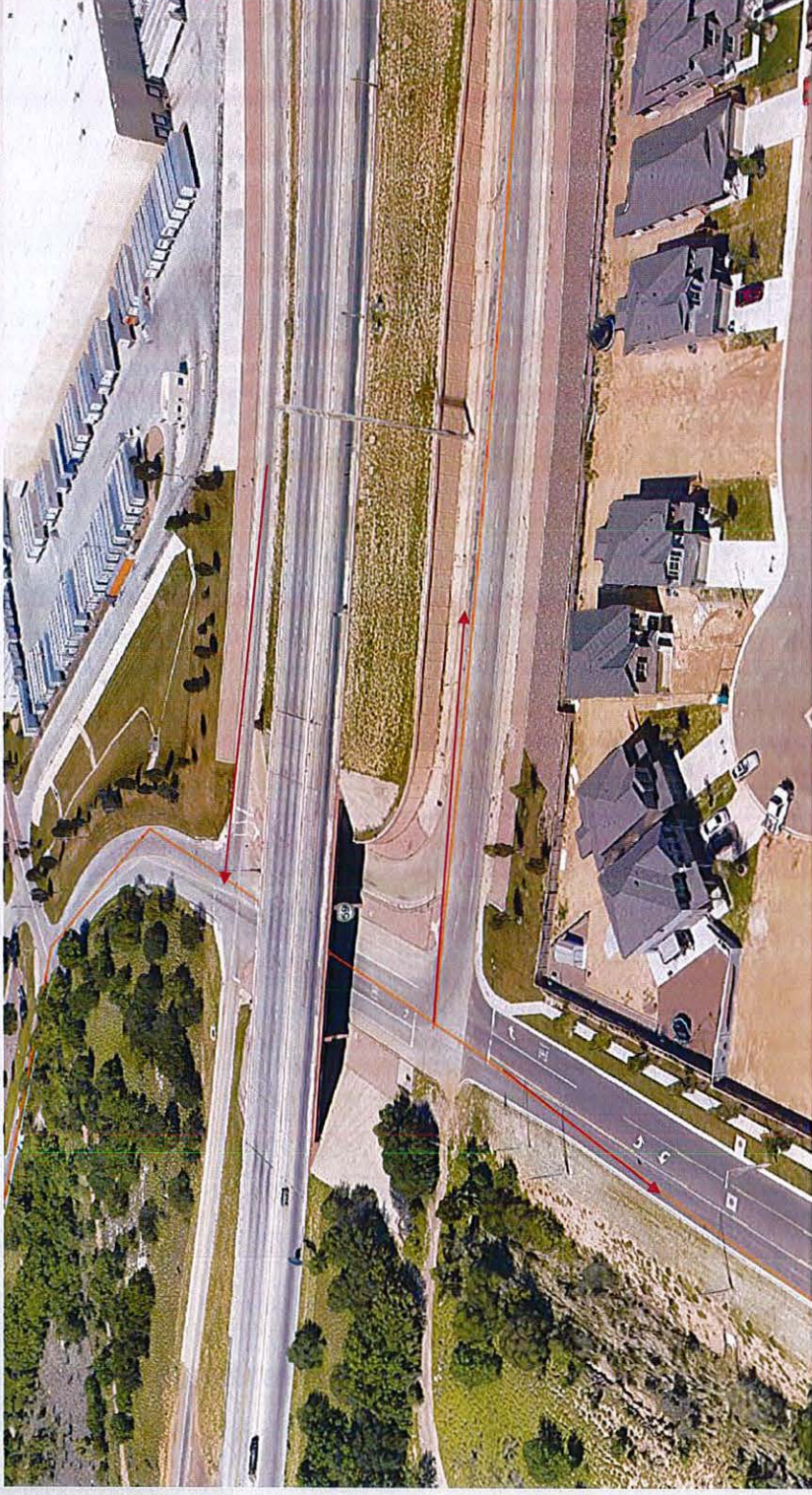


SOUTH EAST EXIT ROUTE FROM RIVER BANK RD TO MINES RD



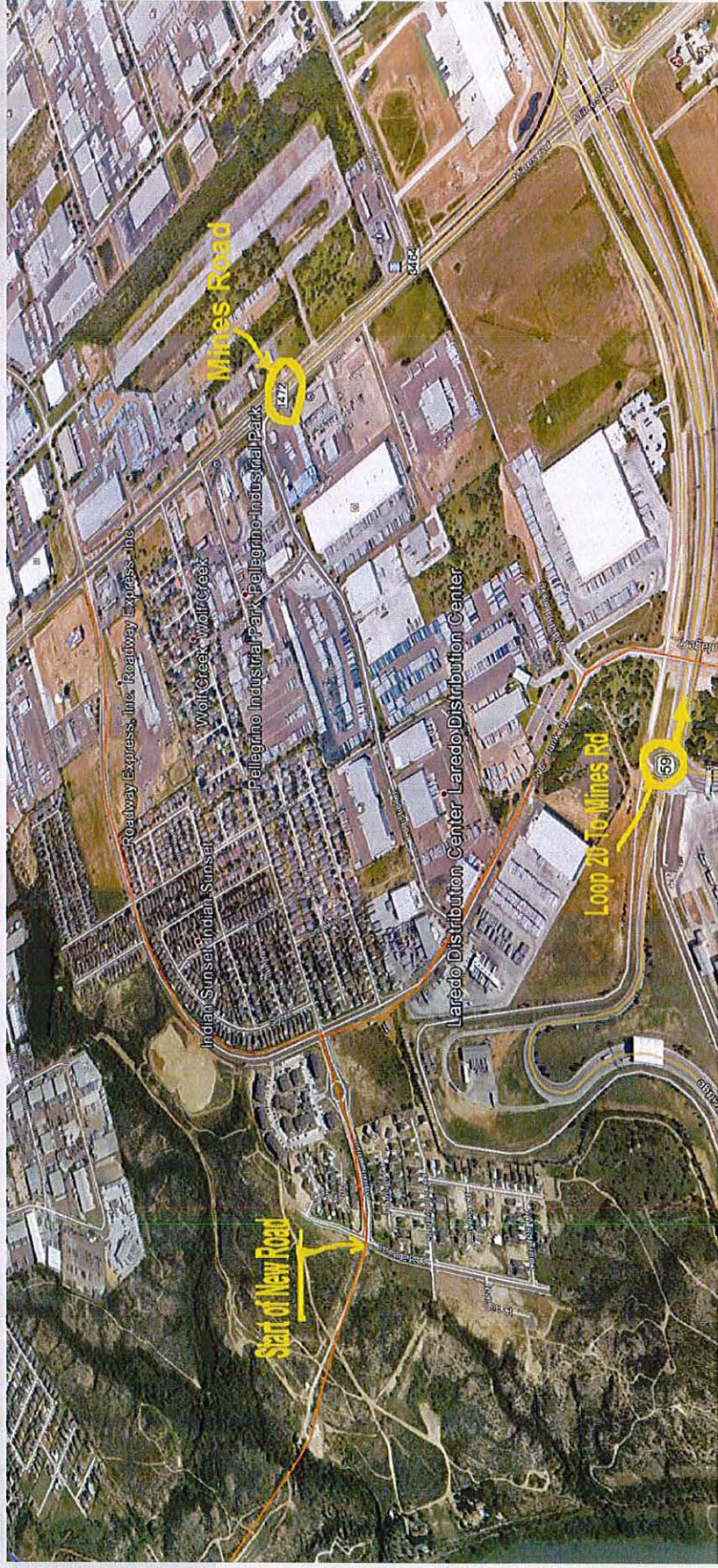


# LOOP 20 EXITS AND ENTRIES TO RIVER BANK RD



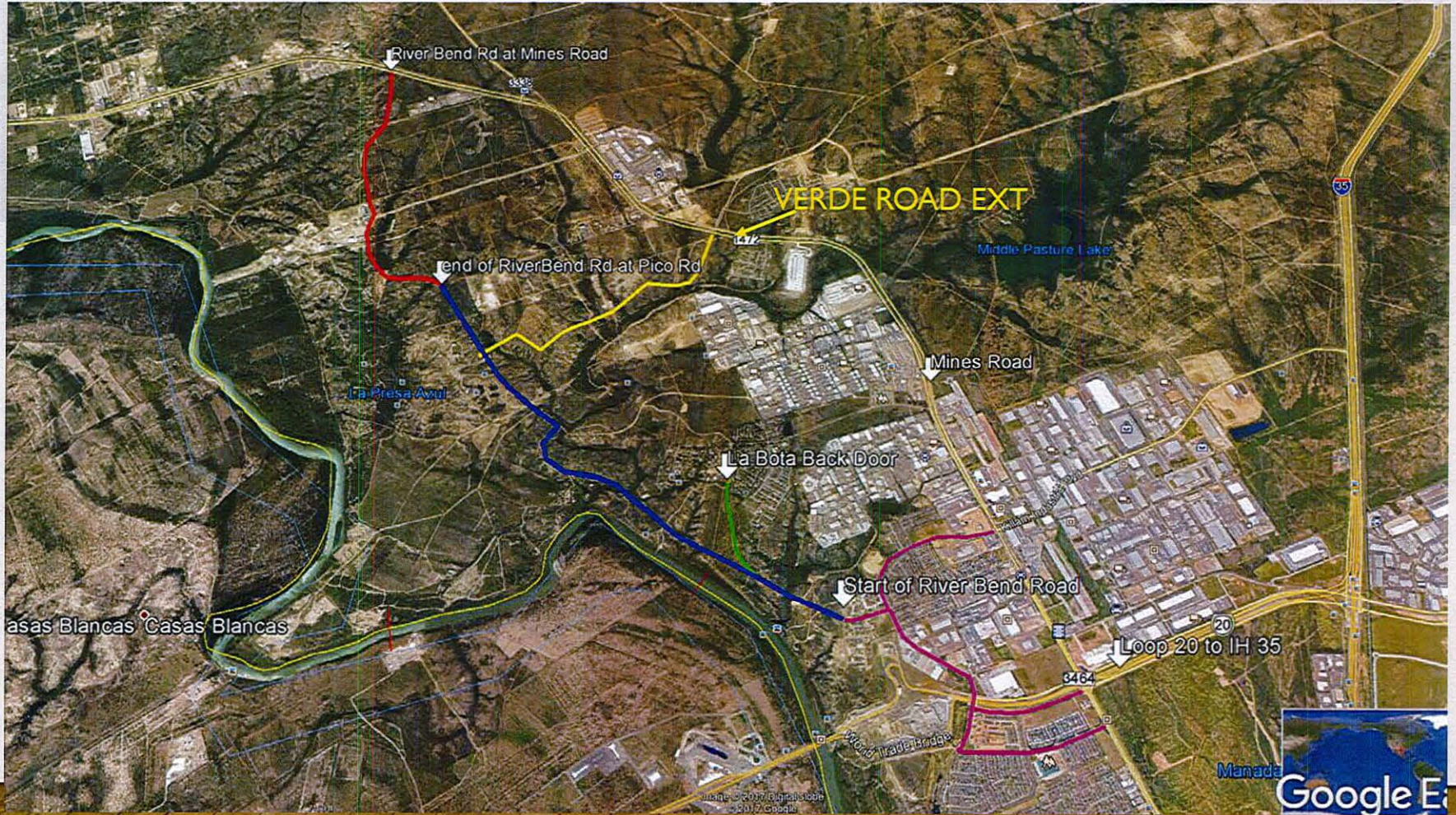


OVER VIEW OF EXITS & ENTRIES. TO AND FROM -TO MINES RD OR LOOP 20.





POSSIBLE ROADS INCLUDING EXTENDING VERDE RD TO INTERSECT RIVER BANK ROAD & BACK DOOR FOR LA BOTA









## Hachar-Reuthinger Road Item



## Laredo- Hachar- Reuthinger Rd

Portion	(Preliminary Engineering) Schematic/ Env	PS&E	Construction
Hachar ( FM 1472-Beltway )	City Of Laredo (Hachar Trust)	City Of Laredo (0922-33-175, \$ 1.08M)	City o Laredo ( 0922-33-165, \$ 26.75 M)
Reuthinger (Beltway-IH 35)	Webb County (0922-33-166, \$ 300K)		TBD (0922-33-166, \$ 21.8M)

## Laredo- Hachar- Reuthinger Rd (Funding- Category 7)

Up to FY 2019 <sup>2</sup>	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
\$ 24.43	\$ 6.16	\$ 6.27	\$ 6.35	\$ 6.44	\$ 6.52	\$ 6.60	\$ 6.67	\$ 6.74	\$ 6.82	\$ 6.90
Hachar Rd <sup>1</sup>	\$ (1.08)	\$ (26.75)								
Reuthinger <sup>1</sup>				\$ (21.80)						
Cumulative Total	\$ 29.51	\$ 9.03	\$ 15.38	\$ 0.02	\$ 6.54	\$ 13.14	\$ 19.81	\$ 26.55	\$ 33.37	\$ 40.27

**Note:**

- 1- Based on PS&E and Construction Estimates provided by City of Laredo Consultant (Dannenbaum)
- 2- Allocations based on FY 2020 Draft UTP



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

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

PS8E CSJ 0922-33-175 CAT 7 \$1.08M





Cm. Altgelt was not present.

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

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

Moved: Cm. Torres

Second: Cm. Balli

For: 7

Against: 0

Abstain: 0

Cm. Altgelt was not present.

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

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

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

Motion to adopt Resolution 2018-R-095.

Moved: Cm. Balli

Second: Cm. Torres

For: 7

Against: 0

Abstain: 0

Cm. Altgelt was not present.

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

Motion to adopt Resolution 2018-R-096.

Moved: Cm. Balli



Second: Cm. Torres

For: 7

Against: 0

Abstain: 0

Cm. Altgelt was not present.

**XIII (b) MOTIONS**

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

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

<b>Revolving Loan</b>	
Housing Rehabilitation Revolving Loan Administration	\$9,452

City Council-Regular

Meeting Date: 07/16/2018

Initiated By: Cynthia Collazo, Deputy City Manager

Staff Source: Nathan Bratton

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**SUBJECT**

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

**PREVIOUS COUNCIL ACTION**

N/A

**BACKGROUND**

N/A

**COMMITTEE RECOMMENDATION**

N/A

**STAFF RECOMMENDATION**

N/A

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**Fiscal Impact**

**Fiscal Year:**

**Budgeted Y/N?:**

**Source of Funds:**

**Account #:**

**Change Order: Exceeds 25% Y/N:**

**FINANCIAL IMPACT:**

Fiscal impact to be determined by the agreement.

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**RESOLUTION NO. 2018-R-96**

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

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

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

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

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

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

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

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

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

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

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

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

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

**APPROVED AND ADOPTED on this the \_\_\_\_ day of July, 2018.**

---

PETE SAENZ  
MAYOR



**ATTESTED:**

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**Jose A. Valdez, Jr.**  
**City Secretary**

**APPROVED AS TO FORM ONLY:**

**Kristina Laurel Hale**  
**City Attorney**

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## **CHAPTER 380 ECONOMIC DEVELOPMENT AGREEMENT**

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

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

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

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

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

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

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

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

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

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

Exhibit A to 2018-R-95

Agreement



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

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

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

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

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

#### **ARTICLE I RECITALS**

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

#### **ARTICLE II AUTHORITY AND TERM**

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

#### **ARTICLE III DEFINITIONS**

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

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

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

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

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

#### **ARTICLE IV ECONOMIC DEVELOPMENT GRANTS**

##### **1. Grants**

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



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

## **ARTICLE V CONDITIONS TO ECONOMIC DEVELOPMENT GRANTS**

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

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

## **ARTICLE VI COVENANTS AND DUTIES**

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

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

## **ARTICLE VII DESCRIPTION AND SCOPE**

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

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



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

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

#### **ARTICLE VIII TERMINATION**

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

#### **ARTICLE IX DISPUTE RESOLUTION**

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

**ARTICLE X  
ADDITIONAL PROVISIONS**

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



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

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

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

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

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

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

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

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

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

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



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

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

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

**VERDE CORP.**  
A Texas Corporation  
Signed this \_\_\_ day of July, 2018

By: \_\_\_\_\_  
Horacio A. De Leon, Jr.  
City Manager

By: \_\_\_\_\_  
Nicholas Van Steenberg  
President

APPROVED AS TO FORM ONLY:

\_\_\_\_\_  
Kristina Laurel Hale  
City Attorney

ATTESTED:

\_\_\_\_\_  
Jose A. Valdez, Jr.  
City Secretary

STATE OF TEXAS

COUNTY OF WEBB

§  
§  
§

ACKNOWLEDGMENT

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

\_\_\_\_\_  
Notary Public in and for the State of Texas

STATE OF TEXAS

COUNTY OF WEBB

§  
§  
§

ACKNOWLEDGMENT

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

\_\_\_\_\_  
Notary Public in and for the State of Texas



# Exhibit A Location Map Showing Project Limits

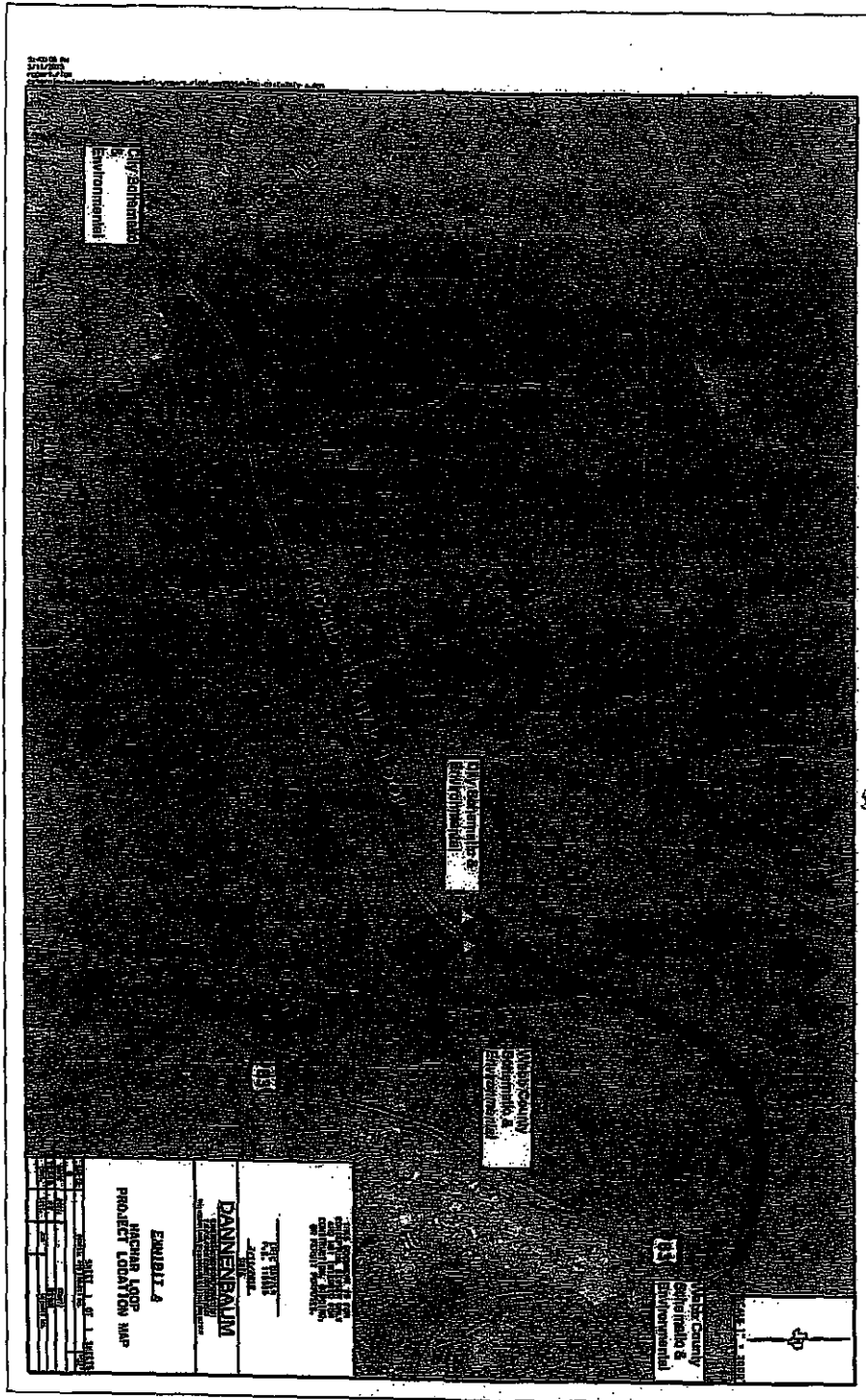


Exhibit A to 2018-R-95





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

RMA Item



## Angelica Quijano

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**From:** Vanessa Guerra  
**Sent:** Friday, April 12, 2019 6:08 PM  
**To:** Angelica Quijano  
**Subject:** FW: MPO agenda April 15, 2019 - WCCL RMA Update

Plz put in my mpo packet under the rma item. Thanks!! V.

---

**From:** Antonio Rodriguez [<mailto:anrodriguez@HNTB.com>]  
**Sent:** Friday, April 12, 2019 5:41 PM  
**To:** Vanessa Guerra  
**Cc:** Ruben Soto ([rubensotocpa@sbcglobal.net](mailto:rubensotocpa@sbcglobal.net)); Brian L. O'Reilly ([BOReilly@lockelord.com](mailto:BOReilly@lockelord.com)); Richard Ridings; Brad Peel  
**Subject:** RE: MPO agenda April 15, 2019 - WCCL RMA Update

Hi, Vanessa. I hope you are doing well. Below is the revised report:

1. Vallecillo Road (FM 1472 to IH 35) – After several months of coordination with the TxDOT Debt Finance Department, the WCCL RMA is moving forward with submitting the draft inter local agreement to the City of Laredo. The WCCL RMA will also be submitting the draft agreement to the Killam Company. Both draft agreements to be released in the next 2 weeks. Meantime, the WCCL RMA will work with their GEC to authorize a Work Authorization for the Pass Through Finance Application.
2. Los Presidentes (Cuatro Vientos to Concord Hills) – Distributing Inter Local Agreement to the City of Laredo on 4/16/19
3. Killam Industrial Blvd. Turn Lanes - Distributing Inter Local Agreement to the City of Laredo on 4/16/19
4. North Laredo Webb County Transportation Planning Study – The Advanced Funding Agreement is executed. The FHWA Funding Authorization Letter has been received. TxDOT to provide a DBE goal for the WCCL RMA to meet. Anticipate execution of the Work Authorization in the next 2 weeks.
5. Distributed Draft Scope of Work for the World Trade Bridge Traffic Study to the Co-City Managers, TxDOT and the City of Laredo Consultant for the World Trade Bridge Expansion.

If you have any other questions, please let me know. I hope you have a good weekend.

**Antonio Rodriguez, PE**  
WCCL RMA GEC Deputy Program Manager  
Cell (512) 800-0382

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**From:** Vanessa Guerra <[vguerra@ci.laredo.tx.us](mailto:vguerra@ci.laredo.tx.us)>  
**Sent:** Friday, April 12, 2019 4:43 PM  
**To:** Antonio Rodriguez <[anrodriguez@HNTB.com](mailto:anrodriguez@HNTB.com)>  
**Subject:** RE: MPO agenda April 15, 2019 - WCCL RMA Update

Hi Tony,

Can you clarify what agreements you are referring to for Vallecillo and what does ILA mean? Just in case they ask me during the meeting. Thanks v.

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**From:** Antonio Rodriguez [<mailto:anrodriguez@HNTB.com>]  
**Sent:** Friday, April 12, 2019 4:12 PM  
**To:** Vanessa Guerra; Angelica Quijano