

**LAREDO-WEBB COUNTY AREA
METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE
VIRTUAL MEETING**

**LIVE WEB LINK: <http://laredotx.swagit.com/live>
PUBLIC ACCESS CHANNEL: Spectrum TV channel 1300**

**April 20th, 2020
1:30 p.m.**

In order to adhere to the current public gathering guidelines, this meeting will be held in a virtual meeting format. Citizens wishing to provide public comment may phone in their comments during the meeting, or submit them electronically through means provided.

MEETING AGENDA

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

APR 15 '20 PM2:36
REC'D CITY SEC OFF

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 on the interest of order or time. Speakers may not transfer their minutes to any other speaker. Comments should be relevant to City business and delivered in a professional manner. No derogatory remarks shall be permitted.

IV. ITEMS REQUIRING POLICY COMMITTEE ACTION:

A. Approval of the minutes for the meeting held on February 18, 2020 and virtual special meeting held on April 6, 2020.

B. Receive public testimony and approve Resolution No. MPO 2020-04, adopting the proposed amendment(s) of the 2019-2022 Transportation Improvement Program (TIP):

- 1. *Addition* of project CSJ 2150-04-078 intended to provide for the construction of a right turn lane at the intersection of Killam Industrial Blvd. and FM 1472, from Killam Industrial Blvd. to 0.187 miles N. of Killam Industrial Blvd intersection,

with an estimated total project cost of \$1,410,667. The proposed letting date is FY 2020.

2. **Revision** of project CSJ 0018-06-136 intended to widen main lanes and construct railroad grade separation on IH 35, from Shiloh Dr. to 0.38 miles south of IH 35 interchange (INT), proposed to let in 2020. **Purpose** of the amendment is to convert funding from Federal funds to State funds, and adjust funding to \$54,000,000.
 3. **Revision** of project CSJ 0018-06-198 intended to provide for widening of IH 35 from 4 to 6 lanes, from 0.38 miles south of US59/IH 35 INT to 0.80 miles north of US59/IH 35 INT, proposed to let in 2020. **Purpose** of amendment is to convert funding from Federal to State funds, and adjust funding to \$5,000,000.
 4. **Revision** of project CSJ 0018-06-183 intended to provide for the construction of a Direct Connector Interchange (DC #5), from 0.50 miles south of US59-SL20 to 0.50 miles east of IH35/US59-SL20, proposed to let in 2020. **Purpose** of amendment is to convert funding from Federal to State funds, and adjust funding to \$30,000,000.
 5. **Revision** of project CSJ 0018-06-184 intended to provide for construction of a Direct Connector Interchange (DC #8), from 0.50 miles west of IH 35 to 0.50 miles south of US59, proposed to let in 2020. **Purpose** of the amendment is to convert funding from \$22,000,000 in Federal to \$22,000,000 in State funds. The total amount of funds allocated will remain unchanged at \$22,000,000.
 6. **Revision** of project CSJ 0086-14-084 intended to provide for widening of IH 69W from 4 to 6 lanes, from World Trade Bridge to IH 35, proposed to let in 2020. **Purpose** of amendment is to convert funding from Federal to State funds, and adjust funding to \$15,000,000.
 7. **Revision** of project CSJ 2150-04-076 intended to provide for the construction of additional travel lane on FM 1472, from Big Bend Blvd to Killam Industrial Blvd., proposed to let in 2020. **Purpose** of the amendment is to convert funding from Federal to State funds, and adjust funding to \$3,340,000.
- C. Receive public testimony and approve Resolution No. MPO 2020-05, adopting the proposed amendment(s) of the 2020-2045 Metropolitan Transportation Plan (MTP):
1. Amending Table 10-2, entitled List of TxDOT UTP 2020-2030 Programmed Projects, & Figure 10-1, entitled Map of TxDOT UTP Programmed Projects, as necessary to incorporate the following revisions:
 - a) **Addition** of project CSJ 2150-04-078 intended to provide for the construction of a right turn lane at the intersection of Killam Industrial Blvd. and FM 1472, from Killam Industrial Blvd. to 0.187 miles N. of Killam Industrial Blvd

intersection, with an estimated total project cost of \$1,255,375. The proposed letting date is FY 2020.

2. **Addition** of a chapter on the Congestion Management Process (CMP). The new chapter is intended to identify: the 8 step CMP process, the related project prioritization efforts, and the specific CMP projects resulting from the process.

D. A motion to consider the award or rejection of funding for three (3) projects submitted for funding through the Laredo MPO's Transportation Alternatives Set-Aside (TA) Program. \$1,176,000 in federal funds are available for allocation, which require a 20% match of the \$294,000, totaling \$1,470,000 in total project costs. The proposed projects and funding requests are as follows:

1. Plum Street Shared Use Path/Mier Street Shared Use Path - \$816,000
2. East Chacon Creek Hike and Bike Connector - \$160,000
3. El Metro ADA Bus Stops and Bicycle Plazas Enhancement Project - Phase II \$100,000.

E. Receive public testimony and approve a motion initiating a twenty-day (20) public review and comment period for the proposed draft of the 2021-2024 Transportation Improvement Program (TIP).

F. Discussion with possible action on Hachar-Reuthinger.

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

A. Status report on the ongoing Active Transportation Plan. (Cm. Altgelt)

B. Update by Transit on its working relationship with El Aguila, the Laredo College South Campus Transit hub, and any matters incidental thereto. (Cm. Altgelt)

C. Status report by 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 17TH, 2020, BY 1:30 P.M.

All meetings of the MPO Committee are open to the public. Persons who plan to attend this meeting and who may need auxiliary aid or services such as: interpreters for persons who are deaf or hearing impaired, readers of large print or Braille, or a

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

Disability Access Statement-This meeting is wheelchair accessible. The accessible entrances are located at 1110 Victoria and 910 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 reunion y que pueden necesitar ayuda o servicios auxiliares como: interpretes 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 del Planificacion de la Ciudad, 1120 San Bernardo Ave. al (956) 794-1613, vguerra@ci.laredo.tx.us, al menos cinco dias habiles antes de la reunion para que los arreglos apropiados se pueden hacer. Materiales en español se proveerán a petición.

Declaración de Acceso a la Discapacidad: Esta reunion es accesible para sillas de ruedas. Las entradas accesibles estan 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) 794-1613 o comunicarse con nosotros mediante correo electronico a 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

LAREDO MASS TRANSIT BOARD REPRESENTATIVE:

Honorable George Altgelt, City Councilmember, District VII

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., TxDOT District Engineer

PRIVATE SECTOR

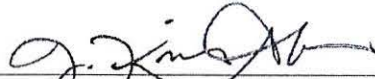
Member at large (Vacant)

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

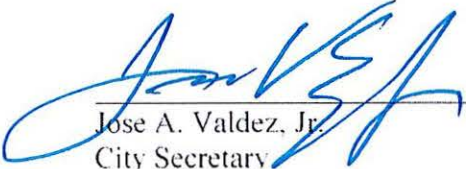
Honorable Judith Zaffirini, State Senator, District 21

Honorable Richard Raymond, State Representative, District 42

Honorable Tracy O. King, State Representative, District 80



J. Kirby Shideman, AICP
MPO Director



Jose A. Valdez, Jr.
City Secretary

Laredo-Webb County Area

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



MINUTES OF THE FEBRUARY 18TH, 2020 MEETING

Regular members present:

Honorable Pete Saenz, Mayor and LUTS Chairperson
Honorable Tano E. Tijerina, Webb County Judge
Honorable Norma “Nelly” Vielma, City Councilmember, District V
Honorable Dr. Marte Martinez, City Councilmember, District VI
Honorable John Galo, Webb County Commissioner, Pct. 3

Regular members not present:

Honorable George Altgelt, City Councilmember, District VII
Honorable Jesse Gonzalez, Webb County Commissioner, Pct. 1
David M. Salazar, Jr., TxDOT District Engineer
(Member At Large- Currently Vacant)

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: J. Kirby Snideman, City Planning/MPO Staff
Vanessa Guerra, City Planning/MPO Staff
Jason Hinojosa, City Planning MPO Staff
Claudia San Miguel, Transit
Joe Jackson, Transit
Eduardo Bernal, Transit
Rosa Soto, Transit
Brenda Elizondo, Transit
Ramon Chavez, City Engineer

State: Humberto “Tito” Gonzalez, TxDOT
Jesus Saaveda, TxDOT Laredo

Jose Emiliano, TxDOT APD
Fernando Martinez, TxDOT ROW
Sara R Garza, TxDOT

Others: Antonio Rodriguez, HNTB/WCCL RMA
Tello Rodriguez, Consultant Regional Mobility Authority (RMA)
Jason Rodriguez, Consultant Regional Mobility Authority (RMA)
Doug Howland, Consultant Regional Mobility Authority (RMA)
Nicholas Van Steinberg, Hachar Trust and Verde Corp.
Robert Martinez, Webb County CAA
Guillermo Cuellar, Webb County
Victoria Dominguez, COL
James Flores

I. CHAIRPERSON TO CALL MEETING TO ORDER

Mayor Saenz called the meeting to order at 1:45 p.m.

II. CHAIRPERSON TO CALL ROLL

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

III. CITIZEN COMMENTS

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 on 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.

There were no citizen's comments.

Mayor Pete Saenz made a motion to **move up** agenda item V, E1.

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

Motion carried unanimously.

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

E. Status report by the Regional Mobility Authority (RMA).

1. Presentation on the draft North Laredo-Webb County Transportation Planning Study.

The Policy Committee discussed the funding status of various projects and expressed their concerns regarding the “Vallecillo” and “Hachar” projects.

Cm. John Galo requested TxDOT present updated map of the projects as they get completed.

Humberto Gonzalez, TxDOT mentioned that a status report of each of the projects would be given at the next meeting.

Cm. Dr. Marte Martinez made a motion to **move up** agenda item **IV, F1**.

Quorum was lost as Judge Tano Tijerina had stepped out of the meeting momentarily. Motioned carried once quorum was reestablished at 2:10 PM.

Second: Cm. Galo
For: 5
Against: 0
Abstained: 0

Motion carried unanimously.

IV. ITEMS REQUIRING POLICY COMMITTEE ACTION

F. Discussion with possible action on Hachar-Reuthinger.

1. Status report by Verde Corp. representative on the right of way ownership.

Nicholas Van Steinberg, Hachar Trust and Verde Corp., informed the Policy Committee of the pending signed agreement between property owners.

Cm. Dr. Marte Martinez discussed the importance of the project as it relates to mobility in the area and to Laredo as a growing port.

Mr. Van Steinberg gave a brief update on the progress of the project including the status of the environmental assessment. The environmental document has been submitted to TxDOT for 90% review and comment.

IV. ITEMS REQUIRING POLICY COMMITTEE ACTION

A. Approval of the minutes for the meeting held January 21, 2020.

Mayor Pete Saenz made a motion to approve the minutes of January 21st, 2020.

Second: Cm. Galo
For: 5
Against: 0
Abstained: 0

Motion carried unanimously.

B. Receive public testimony and approve Resolution No. MPO 2020-01, adopting the proposed amendment(s) of the MPO By-Laws and Operation Procedures.

Mayor Pete Saenz made a motion to open the public hearing.

Kirby Snideman, MPO Director, provided a brief summary of the proposed changes to the By-Laws, which included:

1. Minimum quorum needed on future meetings, reduced from five to four members.
2. Name change from “Laredo Urban Transportation Study” to the “Laredo and Webb County Area Metropolitan Planning Organization”.
3. TxDOT District membership to be converted to a “Member at Large” which will be appointed by the Committee at a later date.

Mayor Pete Saenz requested clarification on the number of members of the Policy Committee required for action on future items decisions.

Kirby Snideman, MPO Director, clarified that a majority of Policy Committee members present would be required to take action of all future proposed items once the item was approved.

Mayor Pete Saenz made a motion to close the public hearing and approve the item.

Second: Cm. Dr. Martinez
For: 5
Against: 0
Abstained: 0

Motion carried unanimously.

C. Receive public testimony and approve Resolution No. MPO 2020-03, adopting and supporting the Texas Department of Transportation’s 2020 targets for the five federal Safety Performance Measures.

Cm. Dr. Marte Martinez made a motion to open a public hearing.

Second: Mayor Saenz
For: 5
Against: 0
Abstained: 0

Motion carried unanimously.

Mayor Pete Saenz requested clarification on the item.

Vanessa Guerra, MPO Coordinator, informed the Policy Committee that adopting TxDOT goals was intended to enhance performance based, data driven transportation planning. TxDOT Safety targets are presented to for the Policy Committee for adoption on a yearly basis.

Cm. Dr. Marte Martinez requested to see the progress of the project perhaps in the future, hopefully quarterly.

Vanessa Guerra, MPO Coordinator, agreed that once the process and policies are properly implemented, the progress of selected projects towards meeting the safety targets would be more easily monitored.

Cm. Dr. Marte Martinez made a motion to **approve** the item.

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

Motion carried unanimously

D. A motion to authorize the amendment of the approved tri-party Memorandum of Understanding (M.O.U.) between the Laredo Metropolitan Planning Organization, the Texas Department of Transportation and el Metro (the Laredo Public Transportation Operator) as required by 23 CFR 450.314(h), in order to attach Appendix A, Safety Performance Measures and Targets, and Appendix B, Pavement and Bridge Performance Measures and Targets, per Federal Highway Administration's (FHWA) recommendation, resultant from the recent mock certification review, to include currently adopted PM-1/PM-2/PM-3 performance measures and targets, meant to assure that the agreement is a living document to be updated periodically with the newly established performance measures and targets as the Policy Committee adopts them.

The Policy Committee requested further clarification on the item.

Kirby Snideman, MPO Director, informed the Policy Committee that the items was an update to the current agreement between the City, the State and Transit, was intended to attach appendices to the document to memorialize the PM1, PM2, and PM3 targets adopted.

Mayor Saenz made a motion to **approve** the item.

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

Motion carried unanimously.

E. Discussion and possible action on truck parking areas “truck parks,” and any matters incidental thereto. (Mayor Saenz).

The Policy Committee discussed the ongoing issue of trucks parking along local streets while waiting to enter their final destinations. Further investigation is necessary to develop appropriate solutions.

The item was proposed to be placed on the agenda of the City Council and the next MPO agenda for further discussion. Policy Committee request the MPO further research the item and return to the Committee its recommendations.

Mayor Pete Saenz requested the item be placed on the next meeting agenda.

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

A. Update by TxDOT on the re-designation of IH-35 south of Victoria Street (also known as the “Four Block area”) including the State’s position on said re-designation, and any matters incidental thereto. (Dr. Marte Martinez)

Humberto Gonzalez informed the Policy Committee of the ongoing investigation into the possible reclassification of the corridor and suggested further discussion in order to better understand the operational impact to the corridor, should the corridor be reclassified.

B. Status report on the ongoing Active Transportation Plan. (Cm. Altgelt)

No discussion. Item was postponed till next Policy Committee meeting.

C. Update by Transit on its working relationship with El Aguila, the Laredo College South Campus Transit hub, and any matters incidental thereto. (Cm. Altgelt)

Judge Tano Tijerina made a motion to **table** the items **V, B & C** till next meeting due absence of George Altgelt.

Second: Cm. Dr. Martinez
For: 5
Against: 0
Abstained: 0

Motion carried unanimously.

D. TxDOT Project updates.

Jesus Saaveda, TxDOT Area Engineer, informed of the Policy Committee of the status major TxDOT projects, which were:

- Project: IH35/Lp20 (Interchange)
Current phase: Pavement repairs, painting.
Est. project completion date: Substantially Completed January 2020
Complete = 99%
- Project: SH 359, (Overlay)
Current phase: Working on rail upgrade
Est. project completion date: May 2020
Complete = 97%
- Project: Overlay project various locations (Mill/Inlay)
Current phase: Upgrading rail and riprap (All City Limits locations completed)
Est. project completion date: May 2020
Overall Project Complete = 91%
- Project: US 83 North, (Rehabilitation)
Current phase: Just shift traffic to Phase II, step I
Est. project completion date: December 2022
Complete = 16%
- Project: FM 3338, (Rehabilitation/Widening)
Current phase: Extending structures
Est. project completion date: September 2022
Complete = 8%

Humberto Gonzalez, TxDOT informed the Policy Committee of the current discussions with the developer from Antler Crossings regarding the use of land for the TxDOT project.

VI. ADJOURNMENT

Cm. Galo made a motion to **adjourn** the meeting at 2:43 p.m.

Second: Cm. Dr. Martinez

For: 5

Against: 0

Abstained: 0

Motion carried unanimously

J. Kirby Snideman,
MPO Director

Pete Saenz, Mayor and LUTS
Chairperson

Laredo Webb County Area

Metropolitan Planning Organization Policy Committee Virtual SPECIAL MEETING

**LIVE WEB LINK: <http://laredotx.swagit.com/live>
PUBLIC ACCESS CHANNEL: Spectrum TV channel1300**



MINUTES OF THE APRIL 6TH, 2020 MEETING

Regular members present:

Honorable Pete Saenz, Mayor and LWCA MPO Chairperson
Honorable Tano E. Tijerina, Webb County Judge
Honorable Norma “Nelly” Vielma, City Councilmember, District V
Honorable Dr. Marte Martinez, City Councilmember, District VI
Honorable Jesse Gonzalez, Webb County Commissioner, Pct. 1
David M. Salazar, Jr., TxDOT District Engineer

Regular members not present:

Honorable George Altgelt, City Councilmember, District VII
Honorable John Galo, Webb County Commissioner, Pct. 3
(Member At Large- Currently Vacant)

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:	J. Kirby Snideman, City Planning/MPO Director Vanessa Guerra, City Planning/MPO Division Manager Jason Hinojosa, City Planning/MPO Staff
State:	Humberto “Tito” Gonzalez, TxDOT
Others:	None

I. CHAIRPERSON TO CALL MEETING TO ORDER

Mayor Saenz called the meeting to order at 1:40 p.m.

II. CHAIRPERSON TO CALL ROLL

Vanessa Guerra, MPO Division Manager, called roll and verified a quorum existed.

III. CITIZEN COMMENTS

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 on 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.

There were no citizen's comments.

IV. ITEMS REQUIRING POLICY COMMITTEE ACTION:

A. To receive public testimony and initiate a ten-day public review and comment period on the proposed amendment(s) of the 2019-2022 Transportation Improvement Program (TIP):

- 1. Addition of project CSJ 2150-04-078 intended to provide for the construction of a right turn lane at the intersection of Killam Industrial Blvd. and FM 1472, from Killam Industrial Blvd. to 0.187 miles N. of Killam Industrial Blvd intersection, with an estimated total project cost of \$1,410,667. The proposed letting date is FY 2020.**
- 2. Revision of project CSJ 0018-06-136 intended to widen main lanes and construct railroad grade separation on IH 35, from Shiloh Dr. to 0.38 miles south of IH 35 interchange (INT), proposed to let in 2020. Purpose of the amendment is to convert funding from Federal funds to State funds, and adjust funding to \$54,000,000.**
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4. **Revision of project CSJ 0018-06-183 intended to provide for the construction of a Direct Connector Interchange (DC #5), from 0.50 miles south of US59-SL20 to 0.50 miles east of IH35/US59-SL20, proposed to let in 2020. Purpose of amendment is to convert funding from Federal to State funds, and adjust funding to \$30,000,000.**

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6. **Revision of project CSJ 0086-14-084 intended to provide for widening of IH 69W from 4 to 6 lanes, from World Trade Bridge to IH 35, proposed to let in 2020. Purpose of amendment is to convert funding from Federal to State funds, and adjust funding to \$15,000,000.**

7. **Revision of project CSJ 2150-04-076 intended to provide for the construction of additional travel lane on FM 1472, from Big Bend Blvd to Killam Industrial Blvd., proposed to let in 2020. Purpose of the amendment is to convert funding from Federal to State funds, and adjust funding to \$3,340,000.**

Humberto Gonzalez, TxDOT, informed the Policy Committee that per the TxDOT Finance Division in Austin, Texas, the project funding would be converted from Federal to State funding.

Mr. Gonzalez, further stated that this special meeting was needed in order to accomplish the changes in time for the projects to proceed to letting in June as originally schedule.

Cm. Dr. Marte Martinez made a motion to open a public hearing and initiate the 10 day public review and comment period.

Second: Norma "Nelly" Vielma
 For: 6
 Against: 0
 Abstained: 0

Motion carried unanimously.

Cm. Nelly Vielma asked if the proposed amendment was only intended to convert Federal to State funding and there would be no additional malting funds.

David Salazar, TxDOT District Engineer, confirmed that the proposed amendment was intended to balance Federal and State funding and no additional funding from the City would be required.

A. Receive public testimony and initiate a ten-day public review and comment period for the following proposed amendment(s) of the 2020-2045 Metropolitan Transportation Plan (MTP):

- 1. Amending Table 10-2, entitled List of TxDOT UTP 2020-2030 Programmed Projects, & Figure 10-1, entitled Map of TxDOT UTP Programmed Projects, as necessary to incorporate the following revisions:**
 - a) Addition of project CSJ 2150-04-078 intended to provide for the construction of a right turn lane at the intersection of Killam Industrial Blvd. and FM 1472, from Killam Industrial Blvd. to 0.187 miles N. of Killam Industrial Blvd intersection, with an estimated total project cost of \$1,255,375. The proposed letting date is FY 2020.**
- 2. Addition of a chapter on the Congestion Management Process (CMP). The new chapter is intended to identify: the 8 step CMP process, the related project prioritization efforts, and the specific CMP projects resulting from the process.**

Cm. Tano Tijerina made a motion to **open** a public hearing and initiate a 10 day public review and comment period.

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

Motion carried unanimously.

IV. ADJOURNMENT

Cm. Martinez made a motion to **adjourn** the meeting.

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

Motion carried unanimously

J. Kirby Snideman,
MPO Director

Pete Saenz, Mayor and LWCA MPO
Chairperson

**LAREDO WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION
ACTION ITEM**

DATE: 4-20-20	<p>SUBJECT: RESOLUTION Public hearing and approval of Resolution No. MPO 2020-04 for the proposed amendment(s) of the 2019-2022 Transportation Improvement Program (TIP):</p> <ol style="list-style-type: none"> 1. Addition of project CSJ 2150-04-078 intended to provide for the construction of a right turn lane at the intersection of Killam Industrial Blvd. and FM 1472, from Killam Industrial Blvd. to 0.187 miles N. of Killam Industrial Blvd intersection, with an estimated total project cost of \$1,434,143. The proposed letting date is FY 2020. 2. Revision of project CSJ 0018-06-136 intended to widen main lanes and construct railroad grade separation on IH 35, from Shiloh Dr. to 0.38 miles south of IH 35 interchange (INT), proposed to let in 2020. Purpose of the amendment is to convert funding from Federal funds to State funds, and adjust funding to \$54,000,000. 3. Revision of project CSJ 0018-06-198 intended to provide for widening of IH 35 from 4 to 6 lanes, from 0.38 miles south of US59/IH 35 INT to 0.80 miles north of US59/IH 35 INT, proposed to let in 2020. Purpose of amendment is to convert funding from Federal to State funds, and adjust funding to \$5,000,000. 4. Revision of project CSJ 0018-06-183 intended to provide for the construction of a Direct Connector Interchange (DC #5), from 0.50 miles south of US59-SL20 to 0.50 miles east of IH35/US59-SL20, proposed to let in 2020. Purpose of amendment is to convert funding from Federal to State funds, and adjust funding to \$30,000,000. 5. Revision of project CSJ 0018-06-184 intended to provide for construction of a Direct Connector Interchange (DC #8), from 0.50 miles west of IH 35 to 0.50 miles south of US59, proposed to let in 2020. Purpose of the amendment is to convert funding from \$22,000,000 in Federal to \$22,000,000 in State funds. The total amount of funds allocated will remain unchanged at \$22,000,000. 6. Revision of project CSJ 0086-14-084 intended to provide for widening of IH 69W from 4 to 6 lanes, from World Trade Bridge to IH 35, proposed to let in 2020. Purpose of amendment is to convert funding from Federal to State funds, and adjust funding to \$15,000,000. 7. Revision of project CSJ 2150-04-076 intended to provide for the construction of additional travel lane on FM 1472, from Big Bend Blvd to Killam Industrial Blvd., proposed to let in 2020. Purpose of the amendment is to convert funding from Federal to State funds, and adjust funding to \$3,340,000. <p style="text-align: right;">TIP 19-22/REV 4</p>
INITIATED BY: TxDOT/MPO	STAFF SOURCE J. Kirby Snideman MPO Director
PREVIOUS ACTION: The MPO Policy Committee approved Resolution No. MPO 2018-03 adopting the 2019-2022 TIP on 05/21/18. A ten day and public review comment period for the proposed revisions was initiated on 7-15-19. Revision 2 was adopted by the Policy Committee on September 16, 2019. Revision 3 was adopted by the Policy Committee on October 21, 2019. A ten day public review and comment period was initiated by the Policy Committee on April 6 th , 2020.	
COMMITTEE RECOMMENDATION: Approval	STAFF RECOMMENDATION: Approval.

**LAREDO WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION
ACTION ITEM**

BACKGROUND:

See Attachment A- Project Summaries and Attachment B – 2019-2022 Financial Summary for full revision details.

RESOLUTION NO. MPO 2020-04

**BY THE LARED WEBB COUNTY AREA
METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE**

REVISING THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, the Laredo Webb County Area Metropolitan Planning Organization (MPO) has reviewed the revisions to the adopted 2019-2022 Transportation Improvement Program (TIP); and,

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

NOW THEREFORE BE IT RESOLVED, that the Laredo Webb County Area Metropolitan Planning Organization (MPO), has amended the 2019-2022 Transportation Improvement Program (TIP), which is attached hereto and made a part hereof for all purpose.

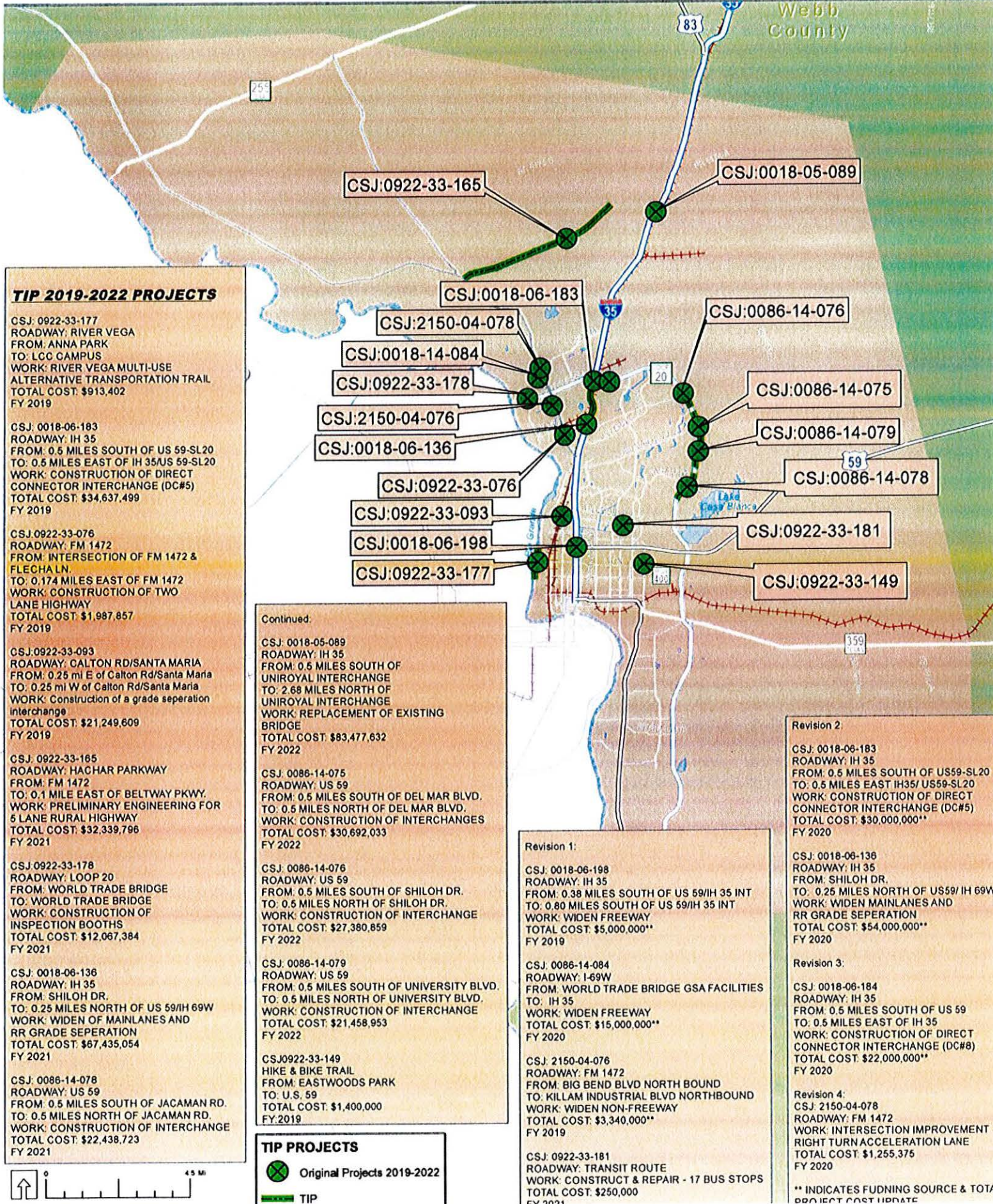
Honorable Pete Saenz
Mayor of Laredo and Chairperson of the
MPO Policy Committee

We certify that the above resolution was adopted on April 20, 2020 at a public meeting of the Policy Committee of the Laredo Webb County Area Metropolitan Planning Organization (MPO).

J. Kirby Snideman
MPO Director

David Salazar
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 MILES SOUTH OF US 59-SL20
TO: 0.5 MILES EAST 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 &
FLECHA LN.
TO: 0.174 MILES EAST 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 MILE EAST 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 MILES NORTH OF US 59/IH 69W
WORK: WIDEN OF MAINLANES AND
RR GRADE SEPERATION
TOTAL COST: \$67,435,054
FY 2021

CSJ: 0086-14-078
ROADWAY: US 59
FROM: 0.5 MILES SOUTH OF JACAMAN RD.
TO: 0.5 MILES NORTH OF JACAMAN RD.
WORK: CONSTRUCTION OF INTERCHANGE
TOTAL COST: \$22,438,723
FY 2021

Continued:

CSJ: 0018-05-089
ROADWAY: IH 35
FROM: 0.5 MILES SOUTH OF
UNIROYAL INTERCHANGE
TO: 2.68 MILES NORTH OF
UNIROYAL INTERCHANGE
WORK: REPLACEMENT OF EXISTING
BRIDGE
TOTAL COST: \$83,477,632
FY 2022

CSJ: 0086-14-075
ROADWAY: US 59
FROM: 0.5 MILES SOUTH OF DEL MAR BLVD.
TO: 0.5 MILES NORTH OF DEL MAR BLVD.
WORK: CONSTRUCTION OF INTERCHANGES
TOTAL COST: \$30,692,033
FY 2022

CSJ: 0086-14-076
ROADWAY: US 59
FROM: 0.5 MILES SOUTH OF SHILOH DR.
TO: 0.5 MILES NORTH OF SHILOH DR.
WORK: CONSTRUCTION OF INTERCHANGE
TOTAL COST: \$27,380,859
FY 2022

CSJ: 0086-14-079
ROADWAY: US 59
FROM: 0.5 MILES SOUTH OF UNIVERSITY BLVD.
TO: 0.5 MILES NORTH OF UNIVERSITY BLVD.
WORK: CONSTRUCTION OF INTERCHANGE
TOTAL COST: \$21,458,953
FY 2022

CSJ:0922-33-149
HIKE & BIKE TRAIL
FROM: EASTWOODS PARK
TO: U.S. 59
TOTAL COST: \$1,400,000
FY 2019

TIP PROJECTS

- Original Projects 2019-2022
- TIP

Revision 1:

CSJ: 0018-06-198
ROADWAY: IH 35
FROM: 0.38 MILES SOUTH OF US 59/IH 35 INT
TO: 0.80 MILES SOUTH OF US 59/IH 35 INT
WORK: WIDEN FREEWAY
TOTAL COST: \$5,000,000**
FY 2019

CSJ: 0086-14-084
ROADWAY: I-69W
FROM: WORLD TRADE BRIDGE GSA FACILITIES
TO: IH 35
WORK: WIDEN FREEWAY
TOTAL COST: \$15,000,000**
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: \$3,340,000**
FY 2019

CSJ: 0922-33-181
ROADWAY: TRANSIT ROUTE
WORK: CONSTRUCT & REPAIR - 17 BUS STOPS
TOTAL COST: \$250,000
FY 2021

Revision 2

CSJ: 0018-06-183
ROADWAY: IH 35
FROM: 0.5 MILES SOUTH OF US59-SL20
TO: 0.5 MILES EAST IH35/US59-SL20
WORK: CONSTRUCTION OF DIRECT
CONNECTOR INTERCHANGE (DC#5)
TOTAL COST: \$30,000,000**
FY 2020

CSJ: 0018-06-136
ROADWAY: IH 35
FROM: SHILOH DR.
TO: 0.25 MILES NORTH OF US59/ IH 69W
WORK: WIDEN MAINLANES AND
RR GRADE SEPERATION
TOTAL COST: \$54,000,000**
FY 2020

Revision 3:

CSJ: 0018-06-184
ROADWAY: IH 35
FROM: 0.5 MILES SOUTH OF US 59
TO: 0.5 MILES EAST OF IH 35
WORK: CONSTRUCTION OF DIRECT
CONNECTOR INTERCHANGE (DC#8)
TOTAL COST: \$22,000,000**
FY 2020

Revision 4:

CSJ: 2150-04-078
ROADWAY: FM 1472
WORK: INTERSECTION IMPROVEMENT -
RIGHT TURN ACCELERATION LANE
TOTAL COST: \$1,255,375
FY 2020

** INDICATES FUDNING SOURCE & TOTAL
PROJECT COST UPDATE

RESOLUTION NO. MPO 2020-04

**BY THE LARED WEBB COUNTY AREA
METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE**

REVISING THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, the Laredo Webb County Area Metropolitan Planning Organization (MPO) has reviewed the revisions to the adopted 2019-2022 Transportation Improvement Program (TIP); and,

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

NOW THEREFORE BE IT RESOLVED, that the Laredo Webb County Area Metropolitan Planning Organization (MPO), has amended the 2019-2022 Transportation Improvement Program (TIP), which is attached hereto and made a part hereof for all purpose.

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

We certify that the above resolution was adopted on April 20, 2020 at a public meeting of the Policy Committee of the Laredo Webb County Area Metropolitan Planning Organization (MPO).

J. Kirby Snideman
MPO Director

David Salazar
District Engineer

2020

MAY REVISION RUNS REPORT UPDATE

CSJ 0086-14-084

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0086-14-084	2020	IH 69W	C	Laredo	\$ 15,000,000.00

Limits From: World Trade Bridge GSA Facilities
 Limits To: 0.330 Miles West of IH 35
 Project DESCR: Widen Interstate to 6 lanes
 Remarks P7: 2020 Federal to State Project Conversion

Project Sponsor
 Revision Date 05/2020
 MPO Proj Num
 Funding Cat(S) 11
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
11	\$ -	\$ 15,000,000.00	\$ -	\$ -	\$ -	\$ 15,000,000.00
Total						\$ 15,000,000.00

Total Project Cost Information

Prelim Eng	\$ 735,000.00
ROW Purch	\$ -
Const Cost	\$ 15,000,000.00
Const Eng	\$ 649,500.00
Conting	\$ 448,500.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 750,000.00
Total Cost	\$ 17,583,000.00

CSJ 2150-04-076

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	2150-04-076	2020	FM 1472	C	Laredo	\$ 3,340,000.00

Limits From: Big Bend Blv Northbound
 Limits To: Killam Industrial Blvd Northbound
 Project DESCR: Widen highway to add travel lane
 Remarks P7: 2020 Federal to State Project Conversion

Project Sponsor
 Revision Date 05/2020
 MPO Proj Num
 Funding Cat(S) 11
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
11	\$ -	\$ 3,340,000.00	\$ -	\$ -	\$ -	\$ 3,340,000.00
Total						\$ 3,340,000.00

Total Project Cost Information

Prelim Eng	\$ 163,660.00
ROW Purch	\$ -
Const Cost	\$ 3,340,000.00
Const Eng	\$ 163,994.00
Conting	\$ 75,484.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 174,348.00
Total Cost	\$ 3,917,486.00

2020

MAY REVISION RUNS REPORT UPDATE

CSI 0018-06-136

District	MPO	County	CSI	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0018-06-136		2020 IH 35	C	Laredo	\$ 54,000,000.00

Limits From: Shiloh Drive
 Limits To: 0.38 Miles S. of US 59/IH 35 Int
 Project DESCR: Widen of Interstate to 6 lane and RR grade separator
 Remarks P7: 2020 Federal to State Project Conversion

Project Sponsor
 Revision Date 05/2020
 MPO Proj Num
 Funding Cat(S) 2M,4,12
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
2M	\$ -	\$ 9,000,000.00	\$ -	\$ -	\$ -	\$ 9,000,000.00
4	\$ -	\$ 27,000,000.00	\$ -	\$ -	\$ -	\$ 27,000,000.00
12	\$ -	\$ 18,000,000.00	\$ -	\$ -	\$ -	\$ 18,000,000.00
Total						\$ 54,000,000.00

Total Project Cost Information

Prelim Eng	\$ 2,646,000.00
ROW Purch	\$ 266,000.00
Const Cost	\$ 54,000,000.00
Const Eng	\$ 2,683,800.00
Conting	\$ 1,350,000.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 1,792,800.00
Total Cost	\$ 62,738,600.00

CSI 0018-06-183

District	MPO	County	CSI	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0018-06-183		2020 IH 35	C	Laredo	\$ 30,000,000.00

Limits From: 0.50 MI South of US 59
 Limits To: 0.50 MI East of IH 35
 Project DESCR: New direct connector (#5) west I-69W to south IH 35
 Remarks P7: 2020 Federal to State Project Conversion

Project Sponsor
 Revision Date 05/2020
 MPO Proj Num
 Funding Cat(S) 4
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
4	\$ -	\$ 30,000,000.00	\$ -	\$ -	\$ -	\$ 30,000,000.00
Total						\$ 30,000,000.00

Total Project Cost Information

Prelim Eng	\$ 1,470,000.00
ROW Purch	\$ 322,152.00
Const Cost	\$ 30,000,000.00
Const Eng	\$ 1,491,000.00
Conting	\$ 750,000.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 996,000.00
Total Cost	\$ 35,029,152.00

2020

MAY REVISION RUNS REPORT UPDATE

CSJ 0018-06-184

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0018-06-184		2020 IH 35	C	Laredo	\$ 22,000,000.00

Limits From: 0.50 MI West of IH 35
 Limits To: 0.50 MI South of US 59
 Project DESCR: New direct connector (#8) east I-69W to south IH 35
 Remarks P7: 2020 Federal to State Project Conversion

Project Sponsor
 Revision Date 05/2020
 MPO Proj Num
 Funding Cat(S) 12
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
12	\$ -	\$ 22,000,000.00	\$ -	\$ -	\$ -	\$ 22,000,000.00
Total						\$ 22,000,000.00

Total Project Cost Information

Prelim Eng	\$ 1,078,000.00
ROW Purch	\$ 10,000.00
Const Cost	\$ 22,000,000.00
Const Eng	\$ 1,093,400.00
Conting	\$ 550,000.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 730,400.00
Total Cost	\$ 25,461,800.00

CSJ 0018-06-198

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0018-06-198		2020 IH 35	C	Laredo	\$ 5,000,000.00

Limits From: 0.38 Miles South of US59/IH35 INT
 Limits To: 0.80 Miles North of US59/IH35 INT
 Project DESCR: Widen Interstate to 6 lanes
 Remarks P7: 2020 Federal to State Project Conversion

Project Sponsor
 Revision Date 05/2020
 MPO Proj Num
 Funding Cat(S) 11
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
11	\$ -	\$ 5,000,000.00	\$ -	\$ -	\$ -	\$ 5,000,000.00
Total						\$ 5,000,000.00

Total Project Cost Information

Prelim Eng	\$ 245,000.00
ROW Purch	\$ 5,000.00
Const Cost	\$ 5,000,000.00
Const Eng	\$ 216,500.00
Conting	\$ 149,500.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 250,000.00
Total Cost	\$ 5,866,000.00

2020

MAY REVISION RUNS REPORT UPDATE (NEW PROJECT)

CSI 2150-04-078

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	2150-04-078	2020	FM 1472	C	Laredo	\$ 1,255,375

Limits From: Killam Industrial Blvd Int

Limits To: 0.187 MIN of Killam Industrial Blvd Int

Project DESCR: Intersection Improvements add right turn lane

Remarks P7: New project to FY20 May revision 2020

Project Sponsor

Revision Date 05/2020

MPO Proj Num

Funding Cat(S) 3

Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
3	\$ -	\$ -	\$ -	\$ 1,255,375	\$ -	\$ 1,255,375
Total						\$ 1,255,375

Total Project Cost Information

Prelim Eng	\$ 61,514
ROW Purch	\$ -
Const Cost	\$ 1,255,375
Const Eng	\$ 50,341
Conting	\$ 17,827
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 49,086
Total Cost	\$ 1,434,143



Laredo MPO - District 22
 FY 2019 - 2022 Transportation Improvement Program
 May 2020 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	\$0	\$0	\$0	\$0	\$0	\$0	\$18,477,632	\$18,477,632	\$18,477,632	\$18,477,632
2M or 2U	Urban Area (Non-TMA) Corridor Projects	\$0	\$0	\$9,000,000	\$9,000,000	\$5,438,724	\$5,438,724	\$79,531,847	\$79,531,847	\$93,970,571	\$93,970,571
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$9,972,433	\$9,972,433	\$0	\$0	\$0	\$0	\$9,972,433	\$9,972,433
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$57,000,000	\$57,000,000	\$0	\$0	\$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	\$815,798	\$815,798	\$288,774	\$288,774	\$0	\$0	\$1,104,572	\$1,104,572
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	\$23,340,000	\$23,340,000	\$0	\$0	\$0	\$0	\$23,340,000	\$23,340,000
12	Strategic Priority	\$0	\$0	\$40,000,000	\$40,000,000	\$17,000,000	\$17,000,000	\$0	\$0	\$57,000,000	\$57,000,000
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
Total		\$0	\$0	\$154,648,639	\$154,648,639	\$67,134,678	\$67,134,678	\$163,009,479	\$163,009,479	\$384,792,796	\$384,792,796

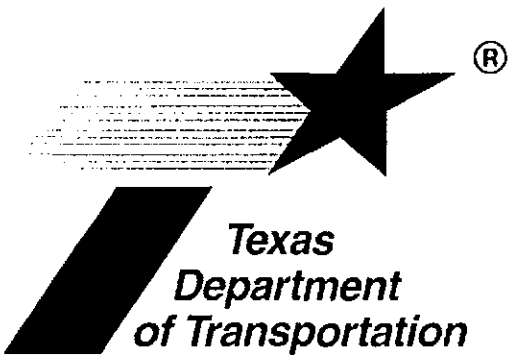
Funding Participation Source

Source	FY 2019	FY 2020	FY 2021	FY 2022	Total FY 19-22
Federal	\$0	\$13,250,845	\$53,707,742	\$138,755,346	\$205,713,933
State	\$0	\$129,340,000	\$6,958,977	\$24,254,133	\$160,553,110
Local Match	\$0	\$3,340,736	\$6,467,959	\$0	\$9,808,695
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
Total	\$0	\$154,648,639	\$67,134,678	\$163,009,479	\$384,792,796



Statewide Transportation Improvement Program

EXISTING



Statewide Transportation Improvement Program

Laredo MPO

Highway Projects

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
LAREDO	LAREDO	WEBB	0018-08-136	2020	IH 35	C,E	LAREDO	\$ 61,136,751
LIMITS FROM Shiloh Drive							PROJECT SPONSOR	
LIMITS TO 0.038 MILES SOUTH OF US59/IH 35 INT							REVISION DATE 11/2019	
PROJECT Widen of main lanes and RR Grade separation							MPO PROJ NUM	
DESCR							FUNDING CAT(S) 1,12,2M,4	
REMARKS							PROJECT HISTORY	
P7								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PREL ENG \$	2,733,553	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	266,000	1	\$ 5,709,401	\$ 1,427,350	\$ 0	\$ 0	0	\$ 7,136,751
CONSTR \$	55,786,798	2M	\$ 7,200,000	\$ 1,800,000	\$ 0	\$ 0	0	\$ 9,000,000
CONST ENG \$	2,616,401	4	\$ 21,600,000	\$ 5,400,000	\$ 0	\$ 0	0	\$ 27,000,000
CONTING \$	1,668,025	12	\$ 14,400,000	\$ 3,600,000	\$ 0	\$ 0	0	\$ 18,000,000
INDIRECT \$	0	TOTAL	\$ 48,909,401	\$ 12,227,350	\$ 0	\$ 0	0	\$ 61,136,751
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	63,070,777							

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
LAREDO	LAREDO	WEBB	0018-06-183	2020	IH 35	C,E	LAREDO	\$ 34,637,499
LIMITS FROM 0.50 miles south of US59-SL20							PROJECT SPONSOR	
LIMITS TO 0.50 miles east of IH35/US59-SL20							REVISION DATE 11/2019	
PROJECT Construction of Direct Connector Interchange (DC#5)							MPO PROJ NUM	
DESCR							FUNDING CAT(S) 1,4	
REMARKS							PROJECT HISTORY	
P7								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PREL ENG \$	1,548,716	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0	4	\$ 27,000,000	\$ 3,000,000	\$ 0	\$ 0	0	\$ 30,000,000
CONSTR \$	31,606,441	1	\$ 4,173,749	\$ 463,750	\$ 0	\$ 0	0	\$ 4,637,499
CONST ENG \$	1,482,342	TOTAL	\$ 31,173,749	\$ 3,463,750	\$ 0	\$ 0	0	\$ 34,637,499
CONTING \$	945,003							
INDIRECT \$	0							
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	35,582,502							

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
LAREDO	LAREDO	WEBB	0018-06-184	2020	IH 35	C	LAREDO	\$ 22,000,000
LIMITS FROM 0.50 MILES WEST OF IH 35							PROJECT SPONSOR TXDOT	
LIMITS TO .50 MILES SOUTH OF US 59							REVISION DATE 11/2019	
PROJECT CONSTRUCTION OF DIRECTO CONNECTOR INTERCHANGE (DC#8)							MPO PROJ NUM	
DESCR							FUNDING CAT(S) 12	
REMARKS							PROJECT HISTORY	
P7								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PREL ENG \$	1,078,000	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0	12	\$ 17,600,000	\$ 4,400,000	\$ 0	\$ 0	0	\$ 22,000,000
CONSTR \$	22,000,000	TOTAL	\$ 17,600,000	\$ 4,400,000	\$ 0	\$ 0	0	\$ 22,000,000
CONST ENG \$	1,031,800							
CONTING \$	657,800							
INDIRECT \$	0							
BOND FIN \$	0							
PT CHG ORD \$	987,800							
TOTAL CST \$	25,755,400							

FY 2020

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
LAREDO	LAREDO	WEBB	0018-06-198	2020	IH 35	C,E	LAREDO	\$ 5,622,994
LIMITS FROM 0.38 m south of US59/IH35 INT						PROJECT SPONSOR		
LIMITS TO 0.80 m north of US59/IH35 INT						REVISION DATE 05/2019		
PROJECT Widen from 4 to 6 lanes						MPO PROJ NUM		
DESCR						FUNDING CAT(S) 11		
REMARKS				PROJECT HISTORY				
P7								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PREL ENG \$	252,314	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0	11	\$ 4,498,395	\$ 1,124,599	\$ 0	\$ 0	\$ 0	\$ 5,622,994
CONSTR \$	5,149,262	TOTAL	\$ 4,498,395	\$ 1,124,599	\$ 0	\$ 0	\$ 0	\$ 5,622,994
CONST ENG \$	221,418	COST OF APPROVED PHASES						
CONTING \$	9,269	\$ 5,622,994						
INDIRECT \$	0							
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	5,632,263							
LAREDO	LAREDO	WEBB	2150-04-076	2020	FM 1472	C	LAREDO	\$ 3,529,909
LIMITS FROM Big Bend Boulevard						PROJECT SPONSOR		
LIMITS TO Killam Industrial Boulevard						REVISION DATE 05/2019		
PROJECT widening of pavement to provide additional travel lane						MPO PROJ NUM		
DESCR						FUNDING CAT(S) 11		
REMARKS				PROJECT HISTORY				
P7								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PREL ENG \$	172,966	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0	11	\$ 2,823,927	\$ 705,982	\$ 0	\$ 0	\$ 0	\$ 3,529,909
CONSTR \$	3,529,909	TOTAL	\$ 2,823,927	\$ 705,982	\$ 0	\$ 0	\$ 0	\$ 3,529,909
CONST ENG \$	173,319	COST OF APPROVED PHASES						
CONTING \$	79,776	\$ 3,529,909						
INDIRECT \$	0							
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	3,955,970							
LAREDO	LAREDO	WEBB	0086-14-084	2020	IH69	C,E	LAREDO	\$ 17,311,349
LIMITS FROM World Trade Bridge GSA Facilities						PROJECT SPONSOR		
LIMITS TO IH35						REVISION DATE 05/2019		
PROJECT widening of existing highway (6 lanes)						MPO PROJ NUM		
DESCR						FUNDING CAT(S) 11		
REMARKS				PROJECT HISTORY				
P7								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PREL ENG \$	776,791	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0	11	\$ 13,849,079	\$ 3,462,270	\$ 0	\$ 0	\$ 0	\$ 17,311,349
CONSTR \$	15,852,883	TOTAL	\$ 13,849,079	\$ 3,462,270	\$ 0	\$ 0	\$ 0	\$ 17,311,349
CONST ENG \$	681,674	COST OF APPROVED PHASES						
CONTING \$	28,535	\$ 17,311,349						
INDIRECT \$	0							
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	17,339,883							

Vanessa Guerra

From: Omar Costilla <Omar.Costilla@txdot.gov>
Sent: Tuesday, March 24, 2020 3:01 PM
To: Vanessa Guerra; Angelica Quijano; Kirby Snideman
Cc: Roberto Rodriguez III; Humberto "Tito" Gonzalez Jr
Subject: May Revision - LRD Runs and LRD Financial Summary
Attachments: FINANCIAL SUMMARY - Laredo MPO May 2020 HWY TIP_STIP Required Financial Summary FINAL.PDF; FINANCIAL SUMMARY - Laredo MPO May 2020 HWY TIP_STIP Required Financial Summary FINAL.XLSX; MPO May Revision LRD RUNS FINAL.PDF; MPO May Revision LRD RUNS FINAL.XLSX

Vanessa,

eSTIP May Revision Documents.

Thank you



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



Laredo MPO - District 22
 FY 2019 - 2022 Transportation Improvement Program
 May 2020 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	\$0	\$0	\$0	\$0	\$0	\$0	\$18,477,632	\$18,477,632	\$18,477,632	\$18,477,632
2M or 2U	Urban Area (Non-TMA) Corridor Projects	\$0	\$0	\$9,000,000	\$9,000,000	\$5,438,724	\$5,438,724	\$79,531,847	\$79,531,847	\$93,970,571	\$93,970,571
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$9,972,433	\$9,972,433	\$0	\$0	\$0	\$0	\$9,972,433	\$9,972,433
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$57,000,000	\$57,000,000	\$0	\$0	\$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	\$815,798	\$815,798	\$288,774	\$288,774	\$0	\$0	\$1,104,572	\$1,104,572
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	\$23,340,000	\$23,340,000	\$0	\$0	\$0	\$0	\$23,340,000	\$23,340,000
12	Strategic Priority	\$0	\$0	\$40,000,000	\$40,000,000	\$17,000,000	\$17,000,000	\$0	\$0	\$57,000,000	\$57,000,000
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
Total		\$0	\$0	\$154,648,639	\$154,648,639	\$67,134,678	\$67,134,678	\$163,009,479	\$163,009,479	\$384,792,796	\$384,792,796

Funding Participation Source

Source	FY 2019	FY 2020	FY 2021	FY 2022	Total FY 19-22
Federal	\$0	\$13,250,845	\$53,707,742	\$138,755,346	\$205,713,933
State	\$0	\$129,340,000	\$6,958,977	\$24,254,133	\$160,553,110
Local Match	\$0	\$3,340,736	\$6,467,959	\$0	\$9,808,695
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
Total	\$0	\$154,648,639	\$67,134,678	\$163,009,479	\$384,792,796

MAY REVISION RUNS REPORT UPDATE

CSI 0018-06-136

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0018-06-136		2020 IH 35	C	Laredo	\$ 54,000,000.00

Limits From: Shiloh Drive
 Limits To: 0.38 Miles S. of US 59/IH 35 Int
 Project DESCR: Widen of Interstate to 6 lane and RR grade separator
 Remarks P7: 2020 Federal to State Project Conversion

Project Sponsor
 Revision Date 05/2020
 MPO Proj Num
 Funding Cat(\$)
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
2M	\$ -	\$ 9,000,000.00	\$ -	\$ -	\$ -	\$ 9,000,000.00
4	\$ -	\$ 27,000,000.00	\$ -	\$ -	\$ -	\$ 27,000,000.00
12	\$ -	\$ 18,000,000.00	\$ -	\$ -	\$ -	\$ 18,000,000.00
Total						\$ 54,000,000.00

Total Project Cost Information

Prelim Eng	\$ 2,646,000.00
ROW Purch	\$ 266,000.00
Const Cost	\$ 54,000,000.00
Const Eng	\$ 2,683,800.00
Conting	\$ 1,350,000.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 1,792,800.00
Total Cost	\$ 62,738,600.00

CSI 0018-06-183

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0018-06-183		2020 IH 35	C	Laredo	\$ 30,000,000.00

Limits From: 0.50 MI South of US 59
 Limits To: 0.50 MI East of IH 35
 Project DESCR: New direct connector (#5) west I-69W to south IH 35
 Remarks P7: 2020 Federal to State Project Conversion

Project Sponsor
 Revision Date 05/2020
 MPO Proj Num
 Funding Cat(\$)
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
4	\$ -	\$ 30,000,000.00	\$ -	\$ -	\$ -	\$ 30,000,000.00
Total						\$ 30,000,000.00

Total Project Cost Information

Prelim Eng	\$ 1,470,000.00
ROW Purch	\$ 322,152.00
Const Cost	\$ 30,000,000.00
Const Eng	\$ 1,491,000.00
Conting	\$ 750,000.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 996,000.00
Total Cost	\$ 35,029,152.00

MAY REVISION RUNS REPORT UPDATE

CSI 0018-06-184

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0018-06-184		2020 IH 35	C	Laredo	\$ 22,000,000.00

Limits From: 0.50 MI West of IH 35
 Limits To: 0.50 MI South of US 59
 Project DESCR: New direct connector (#8) east I-69W to south IH 35
 Remarks P7: 2020 Federal to State Project Conversion

Project Sponsor
 Revision Date 05/2020
 MPO Proj Num
 Funding Cat(S) 12
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
12	\$ -	\$ 22,000,000.00	\$ -	\$ -	\$ -	\$ 22,000,000.00
Total						\$ 22,000,000.00

Total Project Cost Information

Prelim Eng	\$ 1,078,000.00
ROW Purch	\$ 10,000.00
Const Cost	\$ 22,000,000.00
Const Eng	\$ 1,093,400.00
Conting	\$ 550,000.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 730,400.00
Total Cost	\$ 25,461,800.00

CSI 0018-06-198

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0018-06-198		2020 IH 35	C	Laredo	\$ 5,000,000.00

Limits From: 0.38 Miles South of US59/IH35 INT
 Limits To: 0.80 Miles North of US59/IH35 INT
 Project DESCR: Widen Interstate to 6 lanes
 Remarks P7: 2020 Federal to State Project Conversion

Project Sponsor
 Revision Date 05/2020
 MPO Proj Num
 Funding Cat(S) 11
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
11	\$ -	\$ 5,000,000.00	\$ -	\$ -	\$ -	\$ 5,000,000.00
Total						\$ 5,000,000.00

Total Project Cost Information

Prelim Eng	\$ 245,000.00
ROW Purch	\$ 5,000.00
Const Cost	\$ 5,000,000.00
Const Eng	\$ 216,500.00
Conting	\$ 149,500.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 250,000.00
Total Cost	\$ 5,866,000.00

MAY REVISION RUNS REPORT UPDATE

CSI 0086-14-084

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0086-14-084		2020 IH 69W	C	Laredo	\$ 15,000,000.00

Limits From: World Trade Bridge GSA Facilities
 Limits To: 0.330 Miles West of IH 35
 Project DESCR: Widen Interstate to 6 lanes
 Remarks P7: 2020 Federal to State Project Conversion

Project Sponsor
 Revision Date 05/2020
 MPO Proj Num
 Funding Cat(S) 11
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
11	\$ -	\$ 15,000,000.00	\$ -	\$ -	\$ -	\$ 15,000,000.00
Total						\$ 15,000,000.00

Total Project Cost Information

Prelim Eng	\$ 735,000.00
ROW Purch	\$ -
Const Cost	\$ 15,000,000.00
Const Eng	\$ 649,500.00
Conting	\$ 448,500.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 750,000.00
Total Cost	\$ 17,583,000.00

CSI 2150-04-076

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	2150-04-076		2020 FM 1472	C	Laredo	\$ 3,340,000.00

Limits From: Big Bend Blv Northbound
 Limits To: Killam Industrial Blvd Northbound
 Project DESCR: Widen highway to add right turn lane
 Remarks P7: 2020 Federal to State Project Conversion

Project Sponsor
 Revision Date 05/2020
 MPO Proj Num
 Funding Cat(S) 11
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
11	\$ -	\$ 3,340,000.00	\$ -	\$ -	\$ -	\$ 3,340,000.00
Total						\$ 3,340,000.00

Total Project Cost Information

Prelim Eng	\$ 163,660.00
ROW Purch	\$ -
Const Cost	\$ 3,340,000.00
Const Eng	\$ 163,994.00
Conting	\$ 75,484.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 174,348.00
Total Cost	\$ 3,917,486.00

MAY REVISION RUNS REPORT UPDATE (NEW PROJECT)

CSJ 2150-04-078

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	2150-04-078	2020	FM 1472	C	Laredo	\$ 1,255,375

Limits From: Killam Industrial Blvd Int
 Limits To: 0.187 MI N of Killam Industrial Blvd Int
 Project DESCR: Intersection Improvements add right turn lane
 Remarks P7: New project to FY20 May revision 2020

Project Sponsor
 Revision Date 05/2020
 MPO Proj Num
 Funding Cat(\$)
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
3	\$ -	\$ -	\$ -	\$ 1,255,375	\$ -	\$ 1,255,375
Total						\$ 1,255,375

Total Project Cost Information

Prelim Eng	\$ 61,514
ROW Purch	\$ -
Const Cost	\$ 1,255,375
Const Eng	\$ 50,341
Conting	\$ 17,827
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 49,086
Total Cost	\$ 1,434,143

MAY REVISION RUNS REPORT UPDATE

CSJ 0018-06-136

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0018-06-136	2020	IH 35	C	Laredo	\$ 54,000,000.00

Limits From: Shiloh Drive
 Limits To: 0.38 Miles S. of US 59/IH 35 Int
 Project DESCR: Widen of Interstate to 6 lane and RR grade separation
 Remarks P7: 2020 Federal to State Project Conversion

Project Sponsor
 Revision Date 05/2020
 MPO Proj Num
 Funding Cat(S) 2M,4,12
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
2M	\$ -	\$ 9,000,000.00	\$ -	\$ -	\$ -	\$ 9,000,000.00
4	\$ -	\$ 27,000,000.00	\$ -	\$ -	\$ -	\$ 27,000,000.00
12	\$ -	\$ 18,000,000.00	\$ -	\$ -	\$ -	\$ 18,000,000.00
Total						\$ 54,000,000.00

Total Project Cost Information

Prelim Eng	\$ 2,646,000.00
ROW Purch	\$ 266,000.00
Const Cost	\$ 54,000,000.00
Const Eng	\$ 2,683,800.00
Conting	\$ 1,350,000.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 1,792,800.00
Total Cost	\$ 62,738,600.00

CSJ 0018-06-183

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0018-06-183	2020	IH 35	C	Laredo	\$ 30,000,000.00

Limits From: 0.50 MI South of US 59
 Limits To: 0.50 MI East of IH 35
 Project DESCR: New direct connector (#5) west I-69W to south IH 35
 Remarks P7: 2020 Federal to State Project Conversion

Project Sponsor
 Revision Date 05/2020
 MPO Proj Num
 Funding Cat(S) 4
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
4	\$ -	\$ 30,000,000.00	\$ -	\$ -	\$ -	\$ 30,000,000.00
Total						\$ 30,000,000.00

Total Project Cost Information

Prelim Eng	\$ 1,470,000.00
ROW Purch	\$ 322,152.00
Const Cost	\$ 30,000,000.00
Const Eng	\$ 1,491,000.00
Conting	\$ 750,000.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 996,000.00
Total Cost	\$ 35,029,152.00

MAY REVISION RUNS REPORT UPDATE

CSJ 0018-06-184

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0018-06-184	2020	IH 35	C	Laredo	\$ 22,000,000.00

Limits From: 0.50 MI West of IH 35
 Limits To: 0.50 MI South of US 59
 Project DESCR: New direct connector (#8) east I-69W to south IH 35
 Remarks P7: 2020 Federal to State Project Conversion

Project Sponsor
 Revision Date: 05/2020
 MPO Proj Num
 Funding Cat(S): 12
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
12	\$ -	\$ 22,000,000.00	\$ -	\$ -	\$ -	\$ 22,000,000.00
Total						\$ 22,000,000.00

Total Project Cost Information

Prelim Eng	\$ 1,078,000.00
ROW Purch	\$ 10,000.00
Const Cost	\$ 22,000,000.00
Const Eng	\$ 1,093,400.00
Conting	\$ 550,000.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 730,400.00
Total Cost	\$ 25,461,800.00

CSJ 0018-06-198

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0018-06-198	2020	IH 35	C	Laredo	\$ 5,000,000.00

Limits From: 0.38 Miles South of US59/IH35 INT
 Limits To: 0.80 Miles North of US59/IH35 INT
 Project DESCR: Widen Interstate to 6 lanes
 Remarks P7: 2020 Federal to State Project Conversion

Project Sponsor
 Revision Date: 05/2020
 MPO Proj Num
 Funding Cat(S): 11
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
11	\$ -	\$ 5,000,000.00	\$ -	\$ -	\$ -	\$ 5,000,000.00
Total						\$ 5,000,000.00

Total Project Cost Information

Prelim Eng	\$ 245,000.00
ROW Purch	\$ 5,000.00
Const Cost	\$ 5,000,000.00
Const Eng	\$ 216,500.00
Conting	\$ 149,500.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 750,000.00
Total Cost	\$ 5,866,000.00

MAY REVISION RUNS REPORT UPDATE

CSJ 0086-14-084

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0086-14-084	2020	IH 69W	C	Laredo	\$ 15,000,000.00

Limits From: World Trade Bridge GSA Facilities
 Limits To: 0.330 Miles West of IH 35
 Project DESCR: Widen Interstate to 6 lanes
 Remarks P7: 2020 Federal to State Project Conversion

Project Sponsor
 Revision Date 05/2020
 MPO Proj Num
 Funding Cat(S) 11
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
11	\$ -	\$ 15,000,000.00	\$ -	\$ -	\$ -	\$ 15,000,000.00
Total						\$ 15,000,000.00

Total Project Cost Information

Prelim Eng	\$ 735,000.00
ROW Purch	\$ -
Const Cost	\$ 15,000,000.00
Const Eng	\$ 649,500.00
Conting	\$ 448,500.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 750,000.00
Total Cost	\$ 17,583,000.00

CSJ 2150-04-076

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	2150-04-076	2020	FM 1472	C	Laredo	\$ 3,340,000.00

Limits From: Big Bend Blv Northbound
 Limits To: Killam Industrial Blvd Northbound
 Project DESCR: Widen highway to add right turn lane
 Remarks P7: 2020 Federal to State Project Conversion

Project Sponsor
 Revision Date 05/2020
 MPO Proj Num
 Funding Cat(S) 11
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
11	\$ -	\$ 3,340,000.00	\$ -	\$ -	\$ -	\$ 3,340,000.00
Total						\$ 3,340,000.00

Total Project Cost Information

Prelim Eng	\$ 163,660.00
ROW Purch	\$ -
Const Cost	\$ 3,340,000.00
Const Eng	\$ 163,994.00
Conting	\$ 75,484.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 174,348.00
Total Cost	\$ 3,917,486.00

Vanessa Guerra

From: Omar Costilla <Omar.Costilla@txdot.gov>
Sent: Tuesday, February 11, 2020 10:43 AM
Subject: LUTS Meeting Topic: May Revision Request - (FM 1472, IH 35, & I-69W)

Vanessa,

I'm working on the runs and the new financial summary for the May revision. Below is the breakdown of what needs to be included into the May revision.

✓ **New project to be included into the TIP/STIP**

HWY: FM 1472

County: Webb

CSJ: 2150-04-078

Limits: From Killam Industrial Blvd Int To 0.187 MI N of Killam Industrial Blvd Int

Estimated Let Date: 08/2020 (This project will be linked to CCSJ 0086-14-084.)

Construction Estimate: \$1,255,375.00

Funding: Category 3 100% Local

Project Classification: IOI – Intersection & Operational Improvements

Project Description: Intersection Improvements, which includes concrete pavement right turn acceleration lane.

Incidental Constriction Limits – 500ft East of Killam Industrial Blvd Int. for the construction of a right turn lane, curb-gutter, & sidewalk.

Project update into the TIP/STIP

June 2020 Letting - (The following projects were converted from Fed/State funded to 100% state funded.)

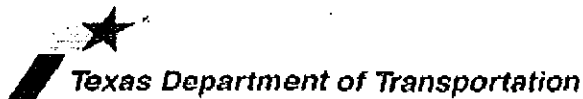
- ✓ 0018-06-136 - \$54,000,000.00 (100% State)
- ✓ 0018-06-198 - \$5,000,000.00 (100% State)
- ✓ 0018-06-183 - \$30,000,000.00 (100% State)
- ✓ 0018-06-184 - \$22,000,000.00 (100% State)

Project update into the TIP/STIP

August 2020 Letting - (The following project was converted from Fed/State funded to 100% state funded.)

- ✓ 0086-14-084 - \$15,000,000.00 (100% State)
- ✓ 2150-04-076 - \$3,463,640.00 (100% State)

Thank you



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

Vanessa Guerra

From: Omar Costilla <Omar.Costilla@txdot.gov>
Sent: Friday, February 14, 2020 4:07 PM
To: Humberto "Tito" Gonzalez Jr; RobertoRodriguez III; Vanessa Guerra; Angelica Quijano; Kirby Snideman
Subject: Laredo District - May Revision Request
Attachments: LUTS Meeting Topic: May Revision Request - (FM 1472, IH 35, & I-69W); RE: 2020 May Revision - RMA Project FM 1472 Right Turn Lane; image001.png; FINANCIAL SUMMARY - Laredo MPO May 2020 HWY TIP_STIP Requiried Financial Summary Update 9.9.2019.xlsx; Laredo TIP Pages.pdf

Vanessa,

Listed below are project for the May eSTIP revision.

New project to be included into the TIP/STIP

HWY: FM 1472

County: Webb

CSJ: 2150-04-078

Limits: From Killam Industrial Blvd Int To 0.187 MI N of Killam Industrial Blvd Int

Estimated Let Date: 08/2020 (This project will be linked to CCSJ 0086-14-084.)

Construction Estimate: \$1,255,375.00

Funding: Category 3 100% Local

Project Classification: IOI ? Intersection & Operational Improvements

Project Description: Intersection Improvements, which includes concrete pavement right turn acceleration lane.

Incidental Constriction Limits ? 500ft East of Killam Industrial Blvd Int. for the construction of a right turn lane, curb-gutter, & sidewalk.

Project update into the TIP/STIP

June 2020 Letting - (The following projects where converted from Fed/State funded to 100% state funded.)

0018-06-136 - (100% State)

0018-06-198 - (100% State)

0018-06-183 - (100% State)

0018-06-184 ? (100% State)

Project update into the TIP/STIP

August 2020 Letting - (The following project where converted from Fed/State funded to 100% state funded.)

0086-14-084 - (100% State)

2150-04-076 - (100% State)

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

Vanessa Guerra

From: Kirby Snideman
Sent: Wednesday, March 04, 2020 3:30 PM
To: Vanessa Guerra
Subject: FW: 2020 May Revision - RMA Project FM 1472 Right Turn Lane & June / August Projects eSTIP Changes
Attachments: Laredo District - May Revision Request

Good ____ (morning/day).

*J. Kirby Snideman, AICP - Planning & MPO Director
(956) 794-1601 - jksnideman@ci.laredo.tx.us*

*City of Laredo Planning Department
1120 San Bernardo Ave #2
Laredo, Texas 78040*



From: Omar Costilla [<mailto:Omar.Costilla@txdot.gov>]
Sent: Wednesday, March 4, 2020 8:13 AM
To: Vanessa Guerra <vguerra@ci.laredo.tx.us>; Angelica Quijano <aquijano@ci.laredo.tx.us>; Kirby Snideman <jksnideman@ci.laredo.tx.us>
Cc: Roberto Rodriguez III <Roberto.Rodriguez@txdot.gov>; Humberto "Tito" Gonzalez Jr <Humberto.Gonzalez@txdot.gov>
Subject: RE: 2020 May Revision - RMA Project FM 1472 Right Turn Lane & June / August Projects eSTIP Changes

ATTENTION: This email originated from outside your organization. Caution when clicking links or opening attachments.

Vanessa,

Good Morning

Just following up on the May Revision. Please let me know if you need any additional information or help.

Thank you



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: Omar Costilla
Sent: Friday, February 28, 2020 3:48 PM
To: Vanessa Guerra <vguerra@ci.laredo.tx.us>; 'AQUIJANO@CI.LAREDO.TX.US' <AQUIJANO@CI.LAREDO.TX.US>
Cc: Roberto Rodriguez III <Roberto.Rodriguez@txdot.gov>; Humberto "Tito" Gonzalez Jr <Humberto.Gonzalez@txdot.gov>
Subject: RE: 2020 May Revision - RMA Project FM 1472 Right Turn Lane

Hi Vanessa,

I submitted the information for the May revision on 2/14/2020. Attached is the email.

Thank you



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: Vanessa Guerra [<mailto:vguerra@ci.laredo.tx.us>]
Sent: Friday, February 28, 2020 3:34 PM
To: Omar Costilla <Omar.Costilla@txdot.gov>
Subject: FW: 2020 May Revision - RMA Project FM 1472 Right Turn Lane

Are you still going to submit something for the May revision? Deadline to get me something was almost two weeks ago.

Again I will need your email detailing what revision you are requesting to the TIP, your new or revised project runs, and the updated financial summary. See below for sample language for email detailing your request:

TxDOT requests the following amendment to the ??? TIP:

1. **Addition** of project CSJ 0086-14-065 intended to construct an interchange facility over IH35, from 0.330 miles west of IH 35 to 0.160 miles west of McPherson Road, with an estimated project cost of \$38,100,000. Proposed project letting date is FY 2017 (January 2017).
2. **Addition** of project CSJ 0086-14-081 intended to provide for the constructing and engineering of the ITS portion of an interchange facility over IH35, from 1.400 miles west of IH 35 to 0.600 miles west of

McPherson Road, with an estimated project cost of \$1,000,000. Proposed project letting date is FY 2017 (January 2017).

3. **Addition** of a project CSJ 0922-33-175 intended to provide funds for PS&E (including right-of-way mapping) for the Hachar-Reuthinger Road Project from FM 1472 to IH35 with an estimated project cost of \$1,634,277. Proposed letting date is February 2017 (FY 17).
4. **Revision** of project CSJ 0922-33-165 intended to provide for construction, engineering, and contingencies for the Hachar-Reuthinger Road Project, from FM 1472 to Beltway Parkway. **Purpose** of amendment is to revise funding amounts from \$22,936,054 in local funds to \$21,437,521 in Category 7 funds and \$5,359,380 in local funds. Proposed letting date is FY 2019 (September 2018).
5. **Revision** of project CSJ 0922-33-076 intended to realign Flecha Lane and Las Cruces along FM 1472. **Purpose** of amendment is to revise the existing funding amounts. Funding amounts will be adjusted from \$1,372,973 Category 10 funds and \$707,412 local funds to \$1,440,411 in Category 10 funds, and \$606,788 local funds.
6. **Revision** of project CSJ 0922-33-093 intended to construct a grade separation at the Calton Road/Santa Maria intersection. **Purpose** of amendment is to revise the existing funding amounts. Funding amounts will be adjusted from \$10,139,817 Category 10 funds and \$11,938,307 local funds to \$12,926,124 Category 10 funds, and 10,088,018 local funds.

From: Vanessa Guerra
Sent: Thursday, February 06, 2020 3:10 PM
To: 'Omar Costilla'
Subject: RE: 2020 May Revision - RMA Project FM 1472 Right Turn Lane

The May revision is due in the portal April 21.

I just tried to call you. It's too late for Feb, so we will have to go for the March meeting for Intro.

Send me the runs and the new financial summary. The email below is good enough to tell me you want to add the project. As a general rule of thumb I will need your submittal 21 days before the Technical meeting. So plan on submitting by Feb 18th.

These projects are important so I am flexible, but just to let you know why the submittal deadlines are so important, when we revise the TIP I also have to revise the MTP, my GIS folks have to revise all the maps and tables where that project appears, and often times there are new requirements for FHWA/FTA on content on both documents that are not easy or quick to satisfy. Aside from that I have to prepare communications, agendas and issue accurate public notices compliant with the required public participation rules. Finally, everything must be ready the Friday prior to Tech meeting.

Question: Are you sure it has to go for the May revision? It couldn't wait for the new TIP?

From: Omar Costilla [<mailto:Omar.Costilla@txdot.gov>]
Sent: Thursday, February 06, 2020 1:17 PM
To: Vanessa Guerra
Subject: 2020 May Revision - RMA Project FM 1472 Right Turn Lane

ATTENTION: This email originated from outside your organization. Caution when clicking links or opening attachments.

Vanessa,

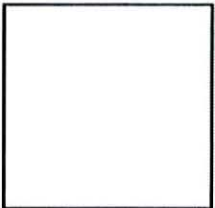
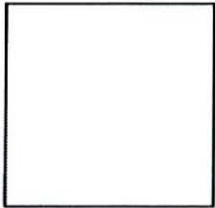
I need your help for a timeline.

It looks like the RMA project may just be ready to let this August 2020. If we need to add this project for the May revision when do you need all the information to update the TIP/STIP?

Thank you



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



**LAREDO WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION
ACTION ITEM**

DATE: 4-20-20	<p>SUBJECT: RESOLUTION Receive public testimony approve Resolution No. MPO 2020-05 for the following proposed amendment(s) of the 2020-2045 Metropolitan Transportation Plan (MTP):</p> <ol style="list-style-type: none"> 1. Amending Table 10-2, entitled List of TxDOT UTP 2020-2030 Programmed Projects, & Figure 10-1, entitled Map of TxDOT UTP Programmed Projects, as necessary to incorporate the following revisions: <ol style="list-style-type: none"> a) <i>Addition</i> of project CSJ 2150-04-078 intended to provide for the construction of a right turn lane at the intersection of Killam Industrial Blvd. and FM 1472, from Killam Industrial Blvd. to 0.187 miles N. of Killam Industrial Blvd intersection, with an estimated total project cost of \$1,255,375. The proposed letting date is FY 2020. 2. <i>Addition</i> of a chapter on the Congestion Management Process (CMP). The new chapter is intended to identify: the 8 step CMP process, the related project prioritization efforts, and the specific CMP projects resulting from the process.
MTP 20-45/REV 1	

INITIATED BY: TXDOT and FHWA	STAFF SOURCE: J. Kirby Snideman MPO Director
-------------------------------------	---

PREVIOUS ACTION:
On January 21st, 2020 the Policy Committee adopted the 2020-2045 MTP.

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

See attachments for full details of all proposed revisions.

The following comments were received during the comment period:

PUBLIC COMMENT	MPO ACTION TAKEN	
Sara Garza- TxDOT	I have reviewed and have no comments.	None
Guillermo Cuellar- Webb County Engineering Dept.	The Chapter 11 Congestion Management Process report is good. I think it would be good to add The I.H. 35 /(Uniroyal Drive – Beltway Parkway) intersection to the list of congested locations for review.	Document revised as necessary

COMMITTEE RECOMMENDATION: Approval	STAFF RECOMMENDATION: Approval.
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RESOLUTION NO. MPO 2020-05

**BY THE LAREDO WEBB COUNTY AREA
METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE**

**ADOPTING THE REVISION(S) OF THE 2020-2045 METROPOLITAN
TRANSPORTATION PLAN (MTP)**

WHEREAS, the Laredo Webb County Area Metropolitan Planning Organization (MPO) has reviewed the proposed revision(s) of the 2020-2045 Metropolitan Transportation Plan (MTP); and,

WHEREAS, the Laredo Webb County Area Metropolitan Planning Organization (MPO) finds that the proposed revision(s) of the 2020-2045 Metropolitan Transportation Plan (MTP) meets the high priority improvements necessary for the MPO area;

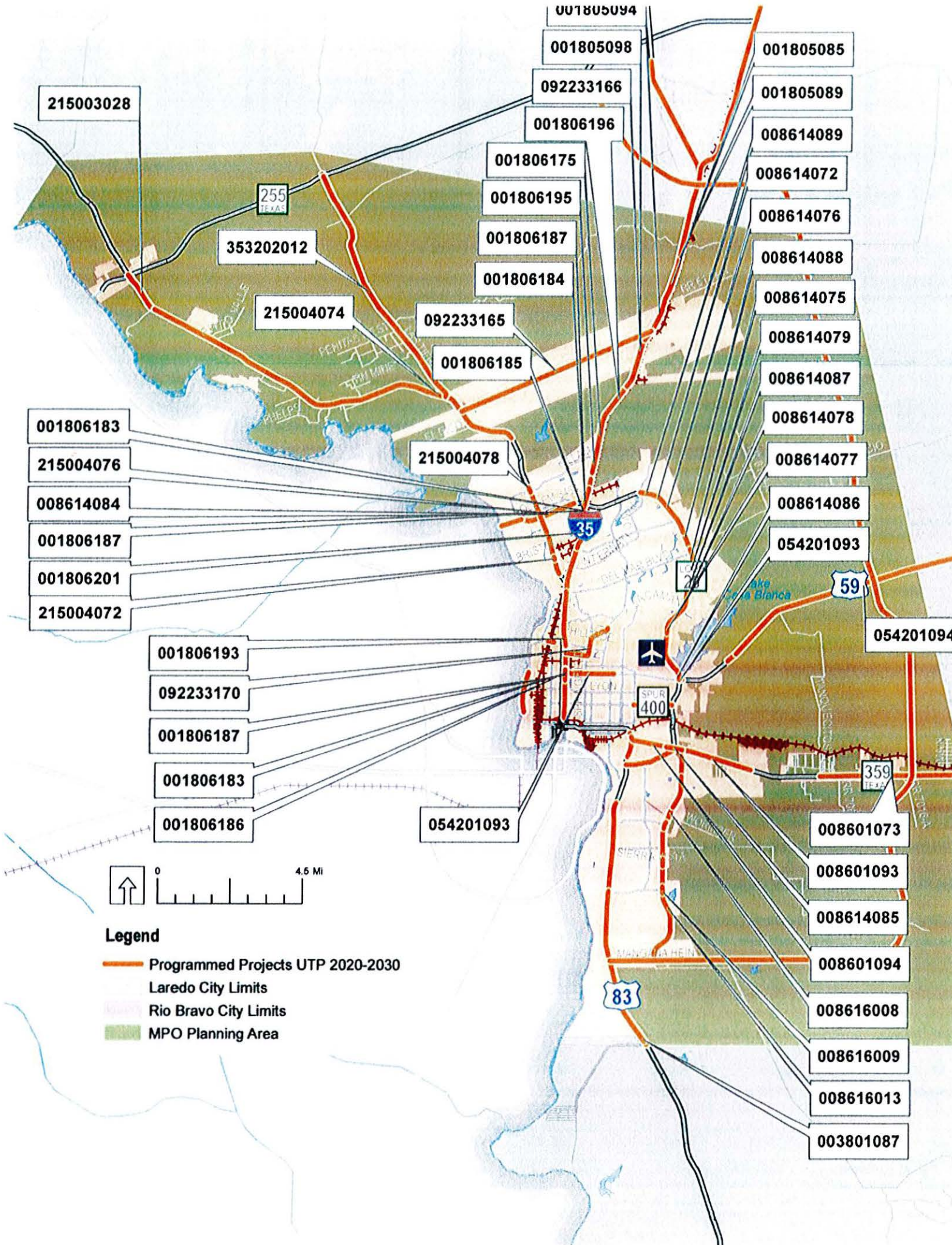
NOW THEREFORE BE IT RESOLVED, that the Laredo Webb County Area Metropolitan Planning Organization (MPO), as the designated Metropolitan Planning Organization for the Laredo Urban Area, adopted the proposed revisions of the 2020-2045 Metropolitan Transportation Plan (MTP), which are attached hereto and made a part hereof for all purpose:

We certify that the above resolution was adopted on April 20th, 2020, at a public meeting of the Policy Committee of the Laredo Webb County Area Metropolitan Planning Organization (MPO).

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

J. Kirby Snideman
MPO Director

Pete Alvarez
TxDOT, District Engineer



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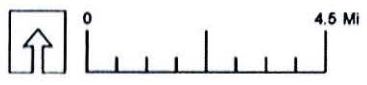
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Legend

- Programmed Projects UTP 2020-2030
- Laredo City Limits
- Rio Bravo City Limits
- MPO Planning Area



CSJ/ID	Facility	Limits	Description	Funding Categories	Letting Year	Total Funds
FM 1472 (Mines Road)						
215003028	FM 1472	SH 255 to 1.321 miles South of SH 255	Preventive Maintenance	1	2020	\$104,409
215004074	FM 1472	1.321 miles South of SH 255 to 0.226 miles North of Pan American Blvd	Preventive Maintenance	1	2020	\$1,070,193
215004076	FM 1472	Big Bend Blvd to Killam Industrial Blvd	Widening of pavement to provide additional travel lane	11	2020	\$3,340,000
215004072	FM 1472	0.123 miles South of SL 20 to 0.4 miles North of IH 35	Resurface of Existing Highway	1	2024	\$574,146
215004078	FM 1472	Killam Industrial Blvd. Int. to 0.187 miles North of Killam Industrial Blvd. Int.	Intersection Improvements – Construction of right turn acceleration lane	3	2020	\$1,255,375
FM 3338						
353202012	FM 3338	FM 1472 to SH 255	Widen Road - Add two additional turn lanes with one continuous left turn lane	DA	2024	\$45,000,000
County Roads						
092233160	County Road	Wormser Rd at Dolores Creek	Replacement of Off-System Bridge	6	2020	\$855,000
City Streets						
092233076	City Street - At the intersection of FM 1472 and Flecha Ln/Las Cruces Dr	Intersection of FM 1472 and Flecha Ln/Las Cruces Dr	Re-align intersection	3, 10	2020	\$1,382,893



Vanessa Guerra

From: Omar Costilla <Omar.Costilla@txdot.gov>
Sent: Tuesday, February 11, 2020 10:43 AM
Subject: LUTS Meeting Topic: May Revision Request - (FM 1472, IH 35, & I-69W)

Vanessa,

I'm working on the runs and the new financial summary for the May revision. Below is the breakdown of what needs to be included into the May revision.

✓ **New project to be included into the TIP/STIP**

HWY: FM 1472

County: Webb

CSJ: 2150-04-078

Limits: From Killam Industrial Blvd Int To 0.187 MI N of Killam Industrial Blvd Int

Estimated Let Date: 08/2020 (This project will be linked to CCSJ 0086-14-084.)

Construction Estimate: \$1,255,375.00

Funding: Category 3 100% Local

Project Classification: IOI – Intersection & Operational Improvements

Project Description: Intersection Improvements, which includes concrete pavement right turn acceleration lane.

Incidental Constriction Limits – 500ft East of Killam Industrial Blvd Int. for the construction of a right turn lane, curb-gutter, & sidewalk.

Project update into the TIP/STIP

June 2020 Letting - (The following projects where converted from Fed/State funded to 100% state funded.)

✓ 0018-06-136 - \$54,000,000.00 (100% State)

✓ 0018-06-198 - \$5,000,000.00 (100% State)

✓ 0018-06-183 - \$30,000,000.00 (100% State)

✓ 0018-06-184 - \$22,000,000.00 (100% State)

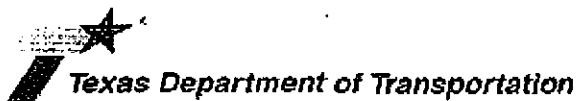
Project update into the TIP/STIP

August 2020 Letting - (The following project where converted from Fed/State funded to 100% state funded.)

✓ 0086-14-084 - \$15,000,000.00 (100% State)

✓ 2150-04-076 - \$3,463,640.00 (100% State)

Thank you



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

MAY REVISION RUNS REPORT (UPDATE (NEW PROJECT))

CSJ 2150-04-078

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	2150-04-078	2020	FM 1472	C	Laredo	\$ 1,255,375

Limits From: Killam Industrial Blvd Int
 Limits To: 0.187 MI N of Killam Industrial Blvd Int
 Project DESCR: Intersection Improvements add right turn lane
 Remarks P7: Add new project to FY20 May revision 2020

Project Sponsor
 Revision Date 05/2020
 MPO Proj Num
 Funding Cat(\$)
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
3	\$ -	\$ -	\$ -	\$ 1,255,375	\$ -	\$ 1,255,375
Total						\$ 1,255,375

Total Project Cost Information

Prelim Eng	\$ 61,514
ROW Purch	\$ -
Const Cost	\$ 1,255,375
Const Eng	\$ 50,341
Conting	\$ 17,827
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 49,086
Total Cost	\$ 1,434,143

Cost of Approved Phases \$ 1,255,375

MAY REVISION RUNS REPORT UPDATE

CSJ 0018-06-136

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0018-06-136		2020 IH 35	C	Laredo	\$ 54,000,000.00

Limits From: Shiloh Drive
 Limits To: 0.38 Miles S. of US 59/IH 35 Int
 Project DESCR: Widen of Interstate to 6 lane and RR grade separation
 Remarks P7: May revision 2020 authorized funding to let as 100% state

Project Sponsor
 Revision Date 05/2020
 MPO Proj Num
 Funding Cat(S) 2M,4,12
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
2M	\$ -	\$ 9,000,000.00	\$ -	\$ -	\$ -	\$ 9,000,000.00
4	\$ -	\$ 27,000,000.00	\$ -	\$ -	\$ -	\$ 27,000,000.00
12	\$ -	\$ 18,000,000.00	\$ -	\$ -	\$ -	\$ 18,000,000.00
Total						\$ 54,000,000.00

Total Project Cost Information

Prelim Eng	\$ 2,594,316.00
ROW Purch	\$ 266,000.00
Const Cost	\$ 52,945,216.00
Const Eng	\$ 2,631,378.00
Conting	\$ 1,323,631.00
Indirect	\$ -
Bond Fin	\$ -
<u>Pt Chg Ord</u>	<u>\$ 1,757,782.00</u>
Total Cost	\$ 61,518,323.00

Cost of Approved Phases \$ 54,000,000
--

CSJ 0018-06-183

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0018-06-183		2020 IH 35	C	Laredo	\$ 30,000,000.00

Limits From: 0.50 MI South of US 59
 Limits To: 0.50 MI East of IH 35
 Project DESCR: New direct connector (#5) west I-69W to south IH 35
 Remarks P7: May revision 2020 authorized funding to let as 100% state

Project Sponsor
 Revision Date 05/2020
 MPO Proj Num
 Funding Cat(S) 4
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
4	\$ -	\$ 30,000,000.00	\$ -	\$ -	\$ -	\$ 30,000,000.00
Total						\$ 30,000,000.00

Total Project Cost Information

Prelim Eng	\$ 1,261,258.00
ROW Purch	\$ 322,152.00
Const Cost	\$ 25,739,953.00
Const Eng	\$ 1,279,276.00
Conting	\$ 643,499.00
Indirect	\$ -
Bond Fin	\$ -
<u>Pt Chg Ord</u>	<u>\$ 854,567.00</u>
Total Cost	\$ 30,100,705.00

Cost of Approved Phases \$ 30,000,000
--

MAY REVISION RUNS REPORT UPDATE

CSJ 0018-06-184

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0018-06-184		2020 IH 35	C	Laredo	\$ 22,000,000.00

Limits From: 0.50 MI West of IH 35
 Limits To: 0.50 MI South of US 59
 Project DESCR: New direct connector (#8) east I-69W to south IH 35
 Remarks P7: May revision 2020 authorized funding to let as 100% state

Project Sponsor
 Revision Date 05/2020
 MPO Proj Num
 Funding Cat(S) 12
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
12	\$ -	\$ 22,000,000.00	\$ -	\$ -	\$ -	\$ 22,000,000.00
Total						\$ 22,000,000.00

Total Project Cost Information

Prelim Eng	\$ 898,865.00	Cost of Approved Phases \$ 22,000,000
ROW Purch	\$ 10,000.00	
Const Cost	\$ 18,344,183.00	
Const Eng	\$ 911,706.00	
Conting	\$ 458,605.00	
Indirect	\$ -	
Bond Fin	\$ -	
Pt Chg Ord	\$ 609,027.00	
Total Cost	\$ 21,232,386.00	

CSJ 0018-06-198

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0018-06-198		2020 IH 35	C	Laredo	\$ 5,000,000.00

Limits From: 0.38 Miles South of US59/IH35 INT
 Limits To: 0.80 Miles North of US59/IH35 INT
 Project DESCR: Widen Interstate to 6 lanes
 Remarks P7: May revision 2020 authorized funding to let as 100% state

Project Sponsor
 Revision Date 05/2020
 MPO Proj Num
 Funding Cat(S) 11
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
11	\$ -	\$ 5,000,000.00	\$ -	\$ -	\$ -	\$ 5,000,000.00
Total						\$ 5,000,000.00

Total Project Cost Information

Prelim Eng	\$ 206,438.00	Cost of Approved Phases \$ 5,000,000
ROW Purch	\$ 5,000.00	
Const Cost	\$ 4,213,012.00	
Const Eng	\$ 182,424.00	
Conting	\$ 125,970.00	
Indirect	\$ -	
Bond Fin	\$ -	
Pt Chg Ord	\$ 210,651.00	
Total Cost	\$ 4,943,495.00	

MAY REVISION RUNS REPORT UPDATE

CSJ 0086-14-084

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0086-14-084		2020 IH 69W	C	Laredo	\$ 15,000,000.00

Limits From: World Trade Bridge GSA Facilities
 Limits To: 0.330 Miles West of IH 35
 Project DESCR: Widen Interstate to 6 lanes
 Remarks P7: May revision 2020 authorized funding to let as 100% state

Project Sponsor
 Revision Date 05/2020
 MPO Proj Num
 Funding Cat(S) 11
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
11	\$ -	\$ 15,000,000.00	\$ -	\$ -	\$ -	\$ 15,000,000.00
Total						\$ 15,000,000.00

Total Project Cost Information

Prelim Eng	\$ 659,376.00	Cost of Approved Phases \$ 15,000,000
ROW Purch	\$ -	
Const Cost	\$ 13,456,648.00	
Const Eng	\$ 582,673.00	
Conting	\$ 402,354.00	
Indirect	\$ -	
Bond Fin	\$ -	
Pt Chg Ord	\$ 672,833.00	
Total Cost	\$ 15,773,884.00	

CSJ 2150-04-076

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	2150-04-076		2020 FM 1472	C	Laredo	\$ 3,340,000.00

Limits From: Big Bend Blv Northbound
 Limits To: Killam Industrial Blvd Northbound
 Project DESCR:
 Remarks P7: May revision 2020 authorized funding to let as 100% state

Project Sponsor
 Revision Date 05/2020
 MPO Proj Num
 Funding Cat(S) 11
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
11	\$ -	\$ 3,340,000.00	\$ -	\$ -	\$ -	\$ 3,340,000.00
Total						\$ 3,340,000.00

Total Project Cost Information

Prelim Eng	\$ 234,844.00	Cost of Approved Phases \$ 3,340,000
ROW Purch	\$ -	
Const Cost	\$ 4,792,733.00	
Const Eng	\$ 235,324.00	
Conting	\$ 108,316.00	
Indirect	\$ -	
Bond Fin	\$ -	
Pt Chg Ord	\$ 250,181.00	
Total Cost	\$ 5,621,398.00	

MAY REVISION RUNS REPORT UPDATE (NEW PROJECT)

CSJ 2150 04-078

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	2150-04-078	2020	FM 1472	C	Laredo	\$ 1,255,375

Limits From: Killam Industrial Blvd Int
 Limits To: 0.187 MI N of Killam Industrial Blvd Int
 Project DESCR: Intersection Improvements add right turn lane
 Remarks P7: Add new project to FY20 May revision 2020

Project Sponsor
 Revision Date 05/2020
 MPO Proj Num
 Funding Cat(\$)
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
3	\$ -	\$ -	\$ -	\$ 1,255,375	\$ -	\$ 1,255,375
Total						\$ 1,255,375

Total Project Cost Information

Prelim Eng	\$ 61,514	Cost of Approved Phases \$ 1,255,375
ROW Purch	\$ -	
Const Cost	\$ 1,255,375	
Const Eng	\$ 50,341	
Conting	\$ 17,827	
Indirect	\$ -	
Bond Fin	\$ -	
Pt Chg Ord	\$ 49,086	
Total Cost	\$ 1,434,143	



Laredo MPO - District 22
 FY 2019 - 2022 Transportation Improvement Program
 May 2020 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	\$0	\$0	\$0	\$0	\$0	\$0	\$18,477,632	\$18,477,632	\$18,477,632	\$18,477,632
2M or 2U	Urban Area (Non-TMA) Corridor Projects	\$0	\$0	\$9,000,000	\$9,000,000	\$5,438,724	\$5,438,724	\$79,531,847	\$79,531,847	\$93,970,571	\$93,970,571
3	Non-Traditional Funded Transportation Project	\$0	\$0	\$9,972,433	\$9,972,433	\$0	\$0	\$0	\$0	\$9,972,433	\$9,972,433
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$57,000,000	\$57,000,000	\$0	\$0	\$65,000,000	\$65,000,000	\$122,000,000	\$122,000,000
5	CMAQ	\$0	\$0			\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0			\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Renop	\$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
9	TAP / TASA	\$0	\$0	\$815,798	\$815,798	\$288,774	\$288,774	\$0	\$0	\$1,104,572	\$1,104,572
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
11	District Discretionary	\$0	\$0	\$23,340,000	\$23,340,000	\$0	\$0	\$0	\$0	\$23,340,000	\$23,340,000
12	Strategic Priority	\$0	\$0	\$40,000,000	\$40,000,000	\$17,000,000	\$17,000,000	\$0	\$0	\$57,000,000	\$57,000,000
SBPE	Strategy Budget PE	\$0	\$0			\$0	\$0	\$0	\$0	\$0	\$0
SB 102	Strategy 102	\$0	\$0			\$0	\$0	\$0	\$0	\$0	\$0
Total		\$0	\$0	\$154,648,639	\$154,648,639	\$67,134,678	\$67,134,678	\$163,009,479	\$163,009,479	\$384,792,796	\$384,792,796

Funding Participation Source

Source	FY 2019	FY 2020	FY 2021	FY 2022	Total FY 19-22
Federal	\$0	\$13,250,845	\$53,707,742	\$138,755,346	\$205,713,933
State	\$0	\$129,340,000	\$6,958,977	\$24,254,133	\$160,553,110
Local Match	\$0	\$3,340,736	\$6,467,959	\$0	\$9,808,695
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
Total	\$0	\$154,648,639	\$67,134,678	\$163,009,479	\$384,792,796

Vanessa Guerra

From: Vanessa Guerra
Sent: Thursday, February 06, 2020 3:10 PM
To: Omar Costilla
Subject: RE: 2020 May Revision - RMA Project FM 1472 Right Turn Lane
Attachments: image001.png

The May revision is due in the portal April 21.

I just tried to call you. It's too late for Feb, so we will have to go for the March meeting for Intro.

Send me the runs and the new financial summary. The email below is good enough to tell me you want to add the project. As a general rule of thumb I will need your submittal 21 days before the Technical meeting. So plan on submitting by Feb 18th.

These projects are important so I am flexible, but just to let you know why the submittal deadlines are so important, when we revise the TIP I also have to revise the MTP, my GIS folks have to revise all the maps and tables where that project appears, and often times there are new requirements for FHWA/FTA on content on both documents that are not easy or quick to satisfy. Aside from that I have to prepare communications, agendas and issue accurate public notices compliant with the required public participation rules. Finally, everything must be ready the Friday prior to Tech meeting.

Question: Are you sure it has to go for the May revision? It couldn't wait for the new TIP?

From: Omar Costilla [<mailto:Omar.Costilla@txdot.gov>]
Sent: Thursday, February 06, 2020 1:17 PM
To: Vanessa Guerra
Subject: 2020 May Revision - RMA Project FM 1472 Right Turn Lane

ATTENTION: This email originated from outside your organization. Caution when clicking links or opening attachments.

Vanessa,

I need your help for a timeline.

It looks like the RMA project may just be ready to let this August 2020. If we need to add this project for the May revision when do you need all the information to update the TIP/STIP?

Thank you

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>>

https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fwww.txdot.gov%2finside-txdot%2fmedia-center%2ffeatured.html&c=E,1,tUEUzbJjCf-MiiHwmDL2_Hlww_FdRc6nRGMagPY8RODK_QNq8cteKFq9x6FC-RRa2luwzSXpKw3O_oD02Gs0zHFc2-wa-DvzQbIKqPoiZyLgkewLjYKI2Kx&typo=1



Chapter 11: Congestion Management Process

Introduction

For many, experiencing traffic congestion is a daily occurrence, especially in larger urban areas. As the population grows and residential and commercial developments increase, traffic congestion can become more severe. According to federal mandates (23 CFR 450.322), MPOs (metropolitan planning organizations) that are designated as Transportation Management Areas (TMAs) must develop and implement a Congestion Management Process (CMP), and the CMP must be reflected in the MTP. A TMA is a metropolitan area with a population exceeding 200,000. The Laredo MPO was designated as a TMA in 2013 due to the population exceeding this threshold. In 2014, in accordance with these requirements, the Laredo MPO adopted its CMP. This chapter describes the Laredo MPO's adopted CMP, how the CMP has been implemented to date, how the CMP was incorporated into the project identification and selection process for this 2020-2045 MTP, and the continual monitoring process of CMP performance.

Overview of the Congestion Management Process

Introduction

The Laredo MPO's Congestion Management Process (CMP) was adopted in January 2014¹. The Laredo MPO's CMP is a systematic and regionally accepted approach that provides for the safe and effective management and operation of new and existing transportation facilities through the application of congestion management strategies. Congestion management is the application of congestion reduction strategies to improve transportation system performance and reliability by reducing the negative impact of congestion on the movement of people and goods.

The CMP is an ongoing process that progresses and adjusts over time as current information changes, new issues arise, or new data becomes available. The eight-step CMP includes the following activities:

1. Development of Objectives
2. Define a Network
3. Develop Performance Measures
4. Collect Data/Monitor System Performance
5. Analyze Congestion Problems and Needs
6. Identify and Assess Strategies
7. Program and Implement Strategies
8. Monitor Strategy Effectiveness

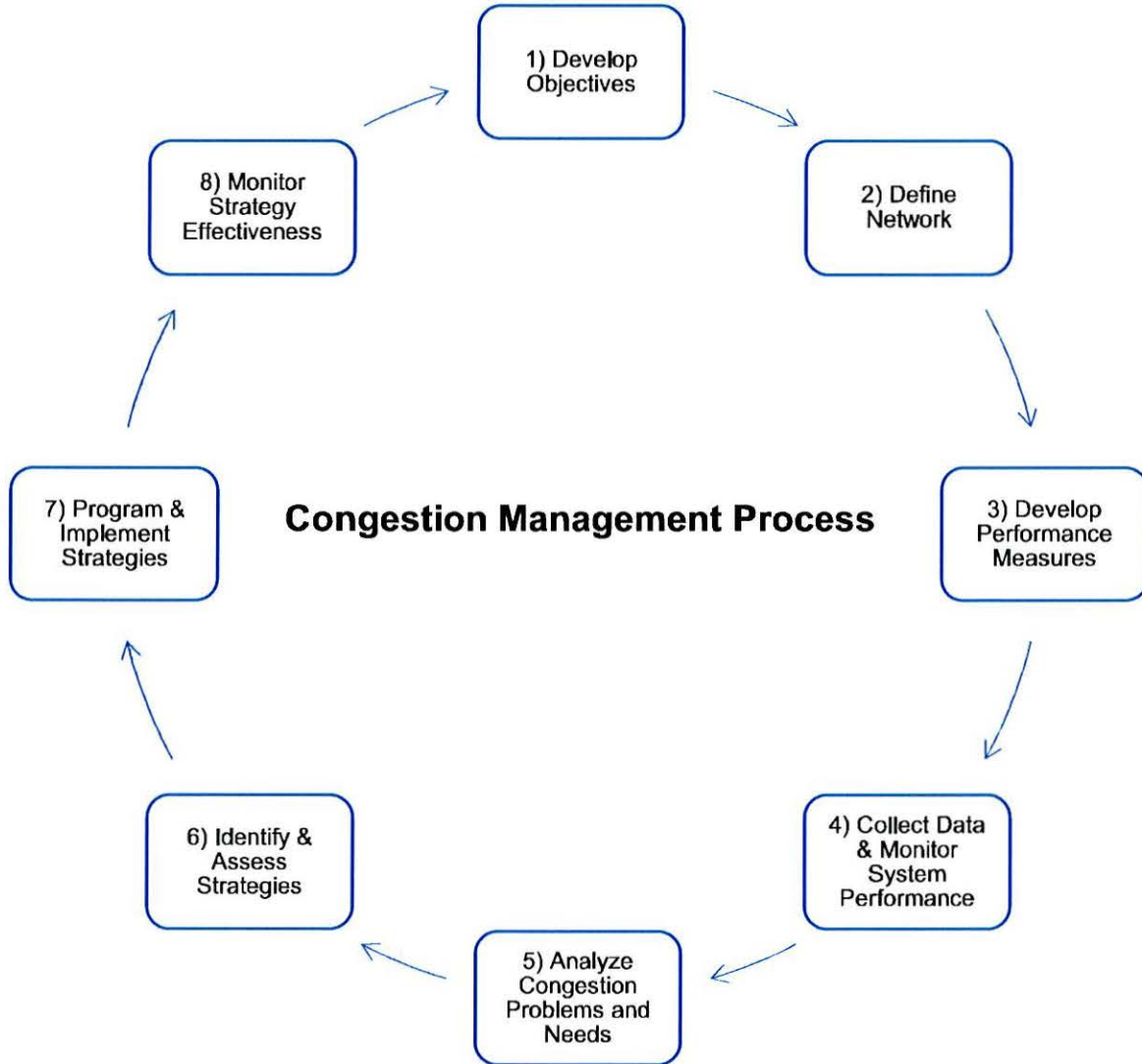
¹ The Laredo MPO's Congestion Management Process is available online at <http://www.laredompo.org/files/CMP/laredoCongestionManagementprocess.pdf>





The structure of the Laredo MPO's CMP is illustrated in **Figure 11-1**. The figure shows the different activities being implemented in the CMP, and the directional arrows show the cyclical and on-going nature of the congestion management process. These key activities of the CMP are described in greater detail in the following sections.

Figure 11-1: Activities in Congestion Management Process



Step 1: The Vision, Goals, and Objectives of the CMP

The first step of the congestion management process is to identify the vision statement, goals, and objectives for local congestion management. Locally defined objectives are based on the local needs and serve as the primary connection between the CMP and this 2020-2045 MTP. The vision statement, goals, and objectives developed specifically for the Laredo MPO's CMP are based on the guidelines provided in the Federal Highway Administration (FHWA) *Congestion Management Process: A Guidebook (2011)*. During the development process for





the vision statement, goals, and objectives for the 2020-2045 MTP, the vision statement, goals and objectives of the CMP were reviewed to ensure consistency. The vision statement, goals, and objectives of the Laredo MPO's CMP are in alignment with the vision statement, goals, and objectives of this 2020-2045 MTP.

The vision statement for the Laredo MPO's CMP is:

To develop a transportation system that offers safe, efficient, and affordable travel choices for people and goods, while supporting economic development and long-term quality of life.

The goals and objectives of the Laredo MPO's CMP are:

- Goal 1: Provide a safe transportation system.
 - Objective: Promote policies and projects that reduce the number and severity of vehicle collisions.
- Goal 2: Provide an efficient transportation system.
 - Objective: Encourage a proactive approach to addressing future transportation needs.
 - Objective: Promote policies and projects that reduce travel delay.
- Goal 3: Provide affordable travel choices for people and goods.
 - Objective: Promote the increase of viable, affordable travel choices for people and goods.
 - Objective: Promote policies and programs to increase transit ridership on existing services.
 - Objective: Promote awareness of multimodal facilities.
- Goal 4: A transportation system that promotes economic vigor and long-term quality of life.
 - Objective: Promote the efficient and effective connection of people, jobs, goods, and services.
 - Objective: Promote the minimization of environmental impact and improved environmental quality.
 - Objective: Promote the unique identities and qualities of neighborhoods, communities, and region as a whole.

The goals and objectives for the 2020-2045 MTP were developed through input from both the MPO Technical Committee and Policy Committee. This goals and objectives development process provided alignment of the CMP with the overall MTP goals and objectives. **Table 11-1** shows how the goals of both the adopted CMP and the 2020-2045 MTP are aligned.





Table 11-1: Alignment of Goals between the CMP and the 2020-2045 MTP

		CMP Goals			
		Goal 1: Safety	Goal 2: Efficiency	Goal 3: Affordable Travel Choices	Goal 4: Economic Vigor and Quality of Life
2020-2045 MTP Goals	Goal 1: Safety	●			
	Goal 2: Maintenance		●		
	Goal 3: Congestion Management		●		
	Goal 4: Economic Vitality			●	●
	Goal 5: Strengthen Communities			●	●

Step 2: Define the Network

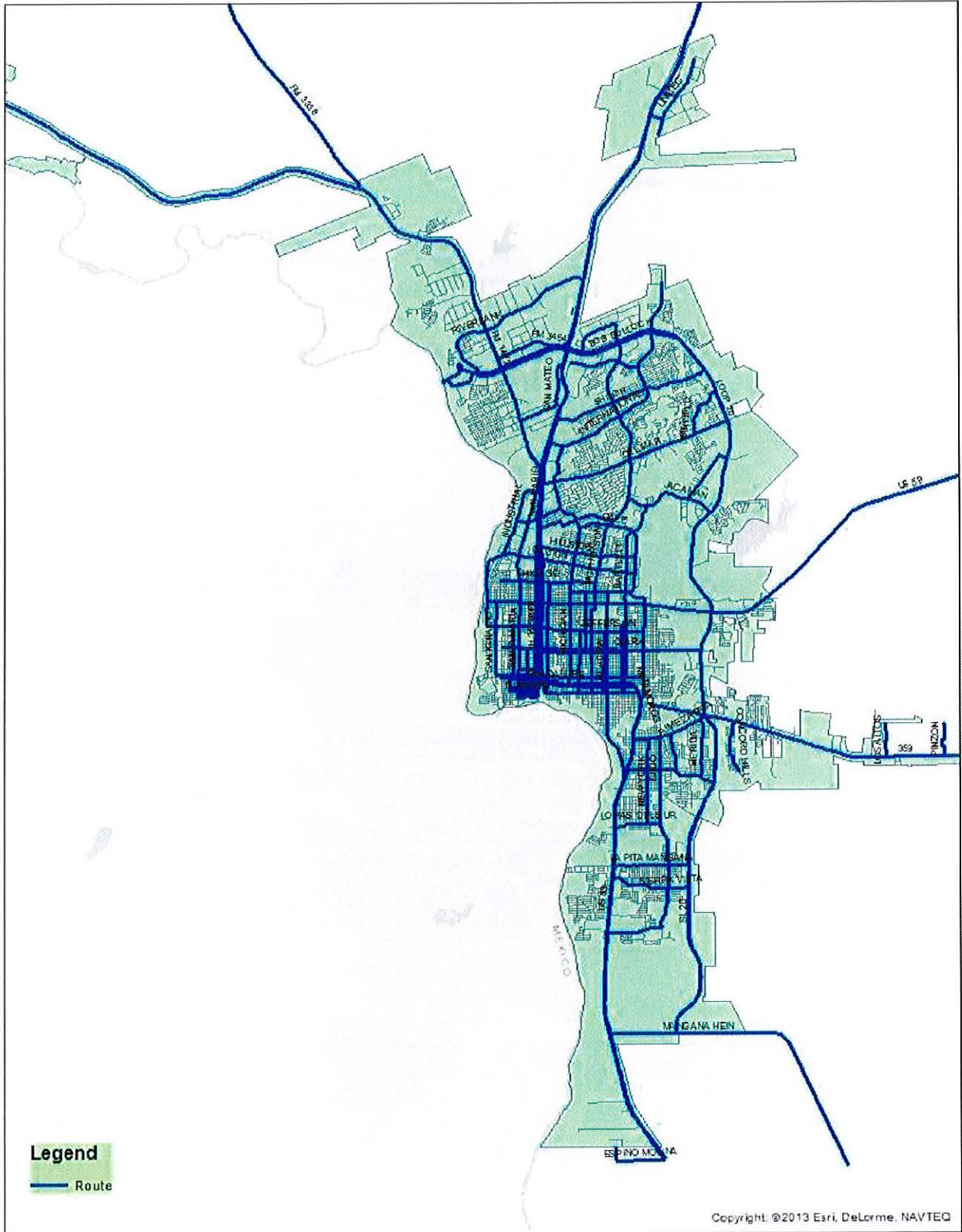
After defining the goals and objectives of the CMP, to properly allocate resources and focus transportation planning efforts for congestion management, a CMP network must be identified. Efforts to improve traffic conditions in the region begin with the establishment of the CMP network, and the level of congestion on the network serves as a gauge for overall congestion in the area. The Laredo MPO's CMP network was adopted in 2015, as shown in **Figure 11-2**.

The MPO Technical Committee, which is comprised of 24 area agency representatives, held meetings in March, May, and October 2013 to identify Laredo's CMP network. The entire CMP network was reviewed, and the discussions were made to gather the information from the participants regarding various aspects, including operational issues, safety concerns, route usage, and history. Currently, the network includes 272 centerline miles of roadways in the Laredo MPO region. As part of the 2020-2045 MTP process, technical analysis for existing and future travel demands were conducted and confirmed the CMP network. As the CMP is a continuous process, future technical reviews using accurate and up-to-date data and relaying changes to the MPO Technical Committee and as part of public involvement provides continuous ways for the CMP network to be refined over time.





Figure 11-2: CMP Network, Adopted 2015





Step 3: Develop Performance Measures

Performance measures are essential tools to identify and assess congestion through the CMP, and they are objective ways to track progress of a project, program, or initiative. The adopted Laredo MPO's CMP recommends various measures for data collection methods to assess system performance and congestion levels. They include travel time measures, volume-to-capacity ratios, level-of-service, crash rate, freight performance, and congestion index. These recommendations from the CMP are consistent with the recently adopted performance measures for the Laredo MPO area as mandated by the FAST Act.

The Laredo MPO Policy Committee has adopted performance measures for the following performance areas: safety, pavement and bridge condition, roadway system performance, and transit asset management. Performance management through these adopted performance measures in the region actively incorporates the region's CMP and monitoring. Safety, pavement and bridge conditions, travel time reliability and transit management performance measures all relate to effective and ongoing congestion management in the region. Regular performance reporting provides valuable input into the region's transportation planning process and will continue to help identify strategic improvement projects to maintain the performance of roadways at a system level. As future congestion and delay studies and other CMP related planning studies are conducted, these performance measures will serve as the foundation for measuring effectiveness of the CMP in the region and for identifying additional project needs to manage congestion and improve system operations. Reference **Chapter 12** for additional details on the Laredo MPO's adopted performance measures.

Step 4: Data Collection

Continual and regular data collection and system performance monitoring are an essential element in assessing congestion levels and severity, and to evaluate the effectiveness of implemented mitigation strategies in the future. The Laredo MPO and the TxDOT Laredo District coordinate and lead the tasks of data collection for the performance measures in cooperation with their local planning partners. The types of data related to the performance measures that are to be regularly collected include traffic counts, travel time, crash data, STRATIS data, and ITS data.

In accordance with federal requirements, TxDOT and each Texas MPO must publish a System Performance Report for required systemwide performance measures in their respective statewide and metropolitan transportation plans and programs. The System Performance Report presents the condition and performance of the transportation system with respect to required performance measures, and documents performance targets and progress achieved in meeting the targets in comparison with previous reports. This process is explained in **Chapter 12**.





Step 5: Congestion Problems and Needs

Using available data and performance measures, this step serves to identify the locations and severity of congestion problems and needs. Persistent congestion could happen on different kinds of facilities, such as expressways and interchanges, arterial corridors, intersections, and transit facilities or routes. Different mitigation strategies should be considered for congestion on different facilities. As part of development of the 2020-2045 MTP, congestion problems and needs were identified through technical analysis and coordinated with the MPO Technical and Policy Committees to obtain additional input on congestion problems and needs.

Step 6: Identification of Strategies

Many congestion management strategies are available, and they must be carefully selected to apply to different roadways and intersections to effectively improve the congestion related problems. A range of strategies that the CMP framework identifies can be summarized into the following categories:

- Transportation Demand Management (TDM)
- Traffic Operational Improvements
- Public Transportation Strategies
- Road Capacity Strategies

The variety of congestion management strategy available are described in detail within the Laredo MPO's adopted CMP. To continue to identify congestion management strategies, regional meetings of the MPO Technical Committee provide continuous feedback on projects needed and solutions to address those identified needs. The 2020-2045 MTP identifies strategies that are consistent with these congestion management strategies within the modal chapters of this document and were shared with Technical Advisory Committee members for further feedback on strategies identified in each modal chapter.

Step 7: Implementation of Strategies

Congestion management strategies are implemented through the inclusion of strategies in the fiscally constrained MTP and TIP documents. Projects identified and included in the MTP require the consideration of a variety of criteria, such as traffic operations, safety, modal impacts, community development, project cost, project readiness, environmental impacts, and system management. Funding for the congestion management process as well as the implementation of the selected strategies is important to the success of the process. The Laredo MPO gives careful consideration to identification of federal or nonfederal funding for potential CMP-related programs and projects as part of ongoing planning and programming and as part of MTP project selection and fiscally constrained project planning activities.





Step 8: Evaluation of Strategies

According to the Federal Highway Administration (FHWA) *Congestion Management Process: A Guidebook (2011)*, it is essential to evaluate the strategy effectiveness of the CMP. The purpose of this step in the CMP is to confirm that the implemented strategies are effective in addressing congestion issues as intended, and to adjust the strategies based on those results. Two general approaches are used for this evaluation:

- System-level performance evaluation – Regional analysis of historical trends to identify improvement or degradation in system performance.
- Strategy effectiveness evaluation – Project-level or program-level analysis of conditions before and after the implementation of a congestion mitigation effort.

Findings from this evaluation help to indicate whether specific strategies or efforts lead to improvements in congested conditions. In tandem with the periodic and on-going data collection efforts in the CMP, the evaluation is an important step in the feedback loop that provides local decision makers with valuable information for adjusting current strategies or envisioning new strategies. Through ongoing MPO Technical and Policy Committee meetings, these strategies are continually monitored. System Performance Reporting, further discussed in Chapter 12, will provide a continual method to evaluate methods and progress and as input into further discussions with the MPO Technical and Policy Committees and the general public on proposed strategies identification and evaluations.

Implementation of the CMP to Date

To progress the Laredo MPO's CMP, a more detailed study on congestion was completed through the Laredo MPO's *2015 Congestion and Delay Study*². Following the eight steps of the Laredo MPO's adopted CMP (as previously shown in **Figure 11-1**), the study identified trends in congestion and travel time to identify problem locations for possible improvements along the MPO's adopted CMP network (as shown previously in **Figure 11-2**). As an inaugural study to advance the region's CMP, the study served to establish the baseline of existing congestion for comparison for future study.

The study identified problem areas using travel time studies, and the results of this study were used as factors to prioritize needed regional improvements. Congested locations along the CMP network were identified using a Global Positioning System (GPS) in travel time runs. By collecting position and speed data every one second, areas of delay were highlighted. Based on the data collected, recommendations were developed for the top 20 most congested segments. The recommendations for these top 20 most congested segments are heavily weighted toward operational solutions or signal timing optimization. The recommendations are shown in **Figure 11-3**.

² The Laredo MPO's *2015 Congestion and Delay Study* is available online at <http://www.laredompo.org/files/STUDIESPUBLICATIONS/CMPFinalReport.pdf>





Figure 11-3: Recommendations from the 2015 Congestion and Delay Study

Hybrid Combined Rank	RouteID	Route Name	Intersection Segment	Peak Period	Average Speed (mph)	Volume (Direct ADT)	Recommendation
1	1164	DEL MAR - WB	SPRINGFIELD to SAN DARIO	PM	3.98	11,624	3 Intersections run by one controller, very long cycle which limits operations, consider alternative timing configurations
2	1090	FM 1472 - SE	MULLER MEMORIAL to INTERAMERICA	PM	7.79	14,579	Delays limited to intersections that appear to be uncoordinated along corridor, consider coordinating the corridor
3	1164	DEL MAR - WB	SPRINGFIELD to SAN DARIO	AM	5.88	11,624	3 Intersections run by one controller, very long cycle which limits operations, consider alternative timing configurations
4	1085	BOB BULLOCK / CUATRO VIENTOS - NB	MCPHERSON to IH 35 NBFR	PM	11.76	7,137	Delays due to excessive volume on frontage road ahead of mainlanes being constructed. Large portion of delay will be eliminated with construction of mainlanes beginning in 2016.
5	1111	US 59 - EB	BUENA VISTA to BARTLETT	PM	6.45	13,381	Evaluate the coordination on US 59 given the number of years since last studied
6	1180	MCPHERSON / MCCLELLAND - SB	COUNTRY CLUB to DEL MAR	PM	9.18	16,477	Consider access mgmt strategies along corridor to limit friction and improve operations
7	1170	MEADOW - SB	CORPUS CHRISTI to GUADALUPE	AM	3.56	6,354	Minor approach to Guadalupe and Matamoros, delays by design, signals not coordinated n/s b/n corridors. Consider 1 way pair b/n Seymour and Meadow
8	1115	US HIGHWAY 83 NB - NB	CANONES to SIERRA VISTA	PM	11.16	16,162	TxDOT Communication project in the works, update coordination in this area of US 83 taking into account volume changes due to Loop 20
9	1090	FM 1472 - SE	FM 3464 to BOB BULLOCK WBFR	PM	10.88	20,539	Heavy Industrial area, recent access mgmt changes, widening into shoulder, and updated changed timings to support improvements
10	1180	MCPHERSON / MCCLELLAND - SB	TIERA TRAIL to SHILOH	PM	13.18	19,043	Consider adding SB left turn lane given high volume movement
11	1115	US HIGHWAY 83 NB - NB	PALO BLANCO to ZACATECAS	AM	10.34	23,277	School zone. Delays expected with lower speeds during school zone periods. Considering 1 way pair b/n Zacatecas and Palo Blanco
12	1164	DEL MAR - WB	MCPHERSON to LINDENWOOD	AM	8.16	6,018	School zone. Delays expected with lower speeds during school zone periods.
13	1179	MCPHERSON / MCCLELLAND - NB	CALLE DE NORTE to JACAMAN	PM	12.97	20,207	Consider access mgmt strategies along corridor to limit friction and improve operations
14	1084	IH 35 - SB	Scott Off-Ramp to VICTORIA	PM	13.76	14,393	Frontage road signals are maintained by TxDOT, need to evaluate for N/S progression given the observed delays
15	1112	US 59 - WB	MEADOW to MCPHERSON	PM	10.24	17,382	Evaluate the signal coordination on US 59 given the number of years since last studied
16	1113	SANTA MARIA / OLD SANTA MARIA - NB	INDUSTRIAL to DEL MAR	PM	7.58	8,121	3 Intersections run by one controller, very long cycle which limits operations, consider alternative timing configurations
17	1170	MEADOW - SB	CORPUS CHRISTI to GUADALUPE	PM	4.62	6,354	Minor approach to Guadalupe and Matamoros, delays by design, sigs not coordinated n/s b/n corridors. Consider 1-way pair b/n Seymour and Meadow
18	1011	CLARK - EB	AGUILA AZTECA to BOB BULLOCK	AM	10.29	8,764	Planned interchange will address delays at the intersection
19	1090	FM 1472 - SE	INTERAMERICA to RIVER BANK	PM	15.83	15,420	Heavy Industrial area, recent access mgmt changes, widening into shoulder, and updated changed timings to support improvements
20	1155	BARTLETT - NB	LANE to CLARK	PM	7.22	7,651	Minor approaches to Clark, side street delay is expected given the 1 lane side street geometry. Evaluate signal timing





Linking the CMP and MTP Project Selection Process

Establishing linkage between the CMP and the long-range transportation process is important for developing cohesive solutions to regional transportation challenges. The adopted CMP and recommendations to date from Laredo MPO CMP efforts were reflected in the 2020-2045 MTP; specifically, the CMP was considered and incorporated throughout the project identification, evaluation, prioritization, and financially constrained project list.

CMP and MTP Project Identification

All roadways within the CMP network were analyzed for technical evaluation of existing and future congestion issues and combined with input from stakeholder and the general public, CMP roadways requiring capacity or other related congestion management improvements were identified. In addition, the most recently completed CMP analysis, the *2015 Congestion and Delay Study*, analyzed trends in regional congestion and provided a series of recommendations at problem locations in the region (as previously shown in **Figure 11-3**) that were considered and incorporated, as appropriate into initial project identification. Of the 20 recommendations, nine recommendations were combined into three projects. These projects were incorporated into the MTP project identification, scoring, and evaluation process. Six of the segments/recommendations from the *2015 Congestion and Delay Study* are recommended to advance as planning-level studies for the region's Unified Planning Work Program (UPWP). Three of the segments/recommendations have already been implemented by TxDOT, and these locations should undergo continued ongoing monitoring and performance evaluation to determine success of project as a congestion management strategy. One segment/recommendation requires the determination of a clear project purpose, limits, and project need through ongoing monitoring and performance evaluation. One segment/recommendation requires the determination of project need through TxDOT's regular maintenance and evaluation of traffic signal timing and optimization. **Table 11-2** indicates the recommendations from the *2015 Congestion and Delay Study*, and how they correspond to projects and recommendations considered in the 2020-2045 MTP.





Table 11-2: MTP Projects and Recommendations based on 2015 Congestion and Delay Study Recommendations

Rank	Route Name	Intersection Segment	2015 Congestion and Delay Study Recommendation	Corresponding MTP Project ID or Recommendation
1	Del Mar - WB	Springfield to San Dario	3 Intersections run by one controller, very long cycle which limits operations, consider alternative timing configurations	Identified and Combined into MTP Project ID: T-11
2	FM 1472 - SE	Muller Memorial to Interamerica	Delays limited to intersections that appear to be uncoordinated along corridor, consider coordinating the corridor	Identified and Combined into MTP Project ID: CMP-1
3	Del mar - WB	Springfield to San Dario	3 Intersections run by one controller, very long cycle which limits operations, consider alternative timing configurations	Identified and Combined into MTP Project ID: T-11
4	Bob Bullock / Cuatro Vientos - NB	McPherson to IH 35 NBFR	Delays due to excessive volume on frontage road ahead of mainlanes being constructed. Large portion of delay will be eliminated with construction of mainlanes beginning in 2016.	Project already implemented by TxDOT. Continue ongoing monitoring and performance evaluation to determine success of project as congestion management strategy.
5	US 59 - EB	Buena Vista to Bartlett	Evaluate the coordination on US 59 given the number of years since last studied	Identified and Combined into MTP Project ID: CMP-2
6	McPherson / McClelland - SB	Country Club to Del Mar	Consider access mgmt strategies along corridor to limit friction and improve operations	UPWP Recommendation: This MTP recommends additional planning level study
7	Meadow - SB	Corpus Christi to Guadalupe	Minor approach to Guadalupe and Matamoros, delays by design, signals not coordinated n/s b/n corridors. Consider 1-way pair b/n Seymour and Meadow	UPWP Recommendation: This MTP recommends additional planning level study
8	US Highway 83 NB - NB	Canones to Sierra Vista	TxDOT Communication project in the works, update coordination in this area of US 83 taking into account volume changes due to Loop 20	Project already implemented by TxDOT. Continue ongoing monitoring and performance evaluation to determine success of project as congestion management strategy.
9	FM 1472 - SE	FM 3464 to Bob Bullock WBFR	Heavy Industrial area, recent access mgmt changes, widening into shoulder, and updated changed timings to support improvements	Identified and Combined into MTP Project ID: CMP-1
10	McPherson / McClelland - SB	Tiera trail to Shiloh	Consider adding SB left turn lane given high volume movement	Determine clear project purpose and limits, and determine project need through ongoing monitoring and performance evaluation.
11	US Highway 83 NB - NB	Palo Blanco to Zacatecas	School zone. Delays expected with lower speeds during school zone periods. Considering 1-way pair b/n Zacatecas and Palo Blanco	UPWP Recommendation: This MTP recommends additional planning level study
12	Del Mar - WB	McPherson to Lindenwood	School zone. Delays expected with lower speeds during school zone periods.	Identified and Combined into MTP Project ID: T-11
13	McPherson / McClelland - NB	Calle de Norte to Jacaman	Consider access mgmt strategies along corridor to limit friction and improve operations	UPWP Recommendation: This MTP recommends additional planning level study
14	IH 35 - SB	Scott off-ramp to Victoria	Frontage road signals are maintained by TxDOT, need to evaluate for N/S progression given the observed delays	Determine project need through TxDOT's regular maintenance and evaluation of traffic signal timing and optimization.
15	US 59 - WB	Meadow to McPherson	Evaluate the signal coordination on US 59 given the number of years since last studied	Identified and Combined into MTP Project ID: CMP-2
16	Santa Maria / Old Santa Maria - NB	Industrial to Del Mar	3 Intersections run by one controller, very long cycle which limits operations, consider alternative timing configurations	Identified and Combined into MTP Project ID: T-11





Rank	Route Name	Intersection Segment	2015 Congestion and Delay Study Recommendation	Corresponding MTP Project ID or Recommendation
17	Meadow - SB	Corpus Christi to Guadalupe	Minor approach to Guadalupe and Matamoros, delays by design, sigs not coordinated n/s b/n corridors. Consider 1- way pair b/n Seymour and Meadow	UPWP Recommendation: MTP recommends additional planning level study
18	Clark - EB	Aguila Azteca to Bob Bullock	Planned interchange will address delays at the intersection	Project already implemented by TxDOT. Continue ongoing monitoring and performance evaluation to determine success of project as congestion management strategy.
19	FM 1472 - SE	Interamerica to River Bank	Heavy Industrial area, recent access mgmt changes, widening into shoulder, and updated changed timings to support improvements	Identified and Combined into MTP Project ID: CMP-1
20	Bartlett - NB	Lane to Clark	Minor approaches to Clark, side street delay is expected given the 1 lane side street geometry. Evaluate signal timing	UPWP Recommendation: This MTP recommends additional planning level study for full corridor extent of Bartlett





The details for the three projects identified from the *2015 Congestion and Delay Study* recommendations and further evaluated and scored as part of the 2020-2045 MTP are shown in **Table 11-3**.

Table 11-3: Projects Based on Recommendations from the 2015 Congestion and Delay Study

ID	Facility	Limits	Project Description	Cost Est.
T-11	Del Mar Blvd	From IH 35 To Loop 20	Widen to 6 lanes, Upgrade traffic signal hardware and traffic signal timing for three intersections between Springfield and San Dario (recommendation from Congestion and Delay Study). Per 2016 Transit Development Plan, add 5 bus bays as part of roadway improvement at (1) Del Mar and Bartlett, (2) Del Mar and JB Alexander Highschool, (3) Del Mar and King Arthurs Court, (4) Del Mar and Laguna Del Mar, and (5) Del Mar and W Village Blvd as recommended from El Metro 2016 TDP	\$19,644,172.80
CMP-1	FM 1472	From Loop 20 To Pan American Blvd	Replace all traffic signal hardware and provide optimized traffic signal timing	\$526,500
CMP-2	BU 59 (Saunders St)	From I-35 To Loop 20	Replace all traffic signal hardware and provide optimized traffic signal timing	\$842,400

CMP and MTP Project Evaluation

As described in **Chapter 10**, the full list of identified projects was categorized into four major types of improvements based on the project description and how the project was related to goals and objectives of the MTP. The four improvement types are essentially types of strategies to achieve the goals of the 2020-2045 MTP and the goals of the CMP. The four types of improvements included:

- Reducing Conflicts
- Enhancing Capacity and Operations
- Providing New Roadways to Support Regional Mobility
- Integrating Multimodal Connectivity

The region's CMP is incorporated into three of the four types of improvements: reducing conflicts, enhancing capacity and operations, and integrating multimodal connectivity. In developing an integrated list of project improvements for evaluation, CMP related projects from the *2015 Congestion and Delay Study* were included into the full list of project needs for further evaluation and scoring. These projects were further cross referenced with other capacity related improvement projects proposed in other regional and local plans used for the full list of projects evaluated. Where appropriate based on travel demand model performance of roadways, congestion management related improvements were included with capacity





enhancing proposed improvements to provide comprehensive operational and capacity improvements to corridors in the region (i.e., project T-11 as shown in **Table 11-3**).

The MPO then applied a set of adopted objective and subjective evaluation criteria score the identified projects. The project evaluation criteria were developed and adopted as part of the 2015-2040 MTP development and were reviewed for alignment with established goals, objectives, and performance measures for the 2020-2045 MTP and for adherence to FAST Act regulations.

Objective project evaluation criteria were scored by the Laredo MPO based on technical performance data determined for each criterion. One criterion of the objective project evaluation is the contribution of the project to the CMP as shown below:

Congestion Management Process

New roadways are automatically given 10 points (half). This criterion is focused on projects that are part of the congestion management program, but if the proposed project further alleviates an existing congestion management facility, the project receives an automatic 10-point rating.

Is this project a product of the congestion management process?

- Yes: 20 Points
- Indirectly: 10 Points (Does the project support/relieve CMP facilities?)
- No: 0 Points

When objective scores were presented to the MPO technical review committee, CMP related projects from the 2015 *Congestion and Delay Study* were identified with ID prefixes of “CMP-”. The importance of the CMP and projects to the Laredo MPO was described and summarized to the technical review committee the July 2019 presentation preceding the objective evaluation score review and subjective evaluation meeting. Throughout the planning process, the importance of CMP and related projects has been emphasized to the Technical and Policy Committees and the general public. These CMP related projects are generally lower cost strategies to improve congestion without adding capacity.

CMP and MTP Priority Projects List

Following the objective and subjective project evaluations, the scores for the projects were assessed and ranked. The project type groups (Reducing Conflicts, Enhancing Capacity and Operation, Providing New Roadways to Support Regional Mobility, Integrating Multimodal Connectivity) were used to determine a priority projects list that included a variety of projects that would address competing goals and objectives of the MTP. The top scoring projects within each project evaluation group were identified as recommended projects. The project priorities list is not financially constrained. Rather, the priority projects list reflects a mix of the strategies to address the regional goals, objectives, adopted performance targets, and congestion management strategies.





Of the priority projects list, two priority projects are from the *2015 Congestion and Delay Study* within the Enhancing Capacity and Operation project type group. Five additional priority projects are located along the adopted CMP network with CMP related improvements. These four priority projects were within the project type groups of Reducing Conflicts and Integrating Multimodal Connectivity. The CMP related projects from the priority projects list are shown in **Table 11-4**.

Table 11-4: CMP Related Priority Projects

ID	Facility	Limits	Description	Cost Estimate
Reducing Conflicts				
X-02	Loop 20 (Cuatro Vientos)	At Lomas Del Sur Blvd	Construct overpass and ramps	\$60,606,000
X-12	Loop 20 (Cuatro Vientos)	At Cielito Lindo/Sierra Vista	Construct overpass and ramps	\$73,593,000
X-16	Loop 20 (Cuatro Vientos)	At future minor arterial (1 mile north of Mangana Hein Rd)	Construct overpass and ramps	\$73,593,000
Enhancing Capacity and Operations				
CMP-1	FM 1472	From Loop 20 To Pan American Blvd	Replace all traffic signal hardware and provide optimized traffic signal timing	\$526,500
CMP-2	BU 59 (Saunders St)	From I-35 To Loop 20	Replace all traffic signal hardware and provide optimized traffic signal timing	\$842,400
Integrating Multimodal Connectivity				
T-41	Cielito Lindo	From US 83 To Ejido Ave	Upgrade consistently to 6 lanes principal arterial with center turn lanes; Include bicycle facilities as recommended by the 2017 Viva Laredo Bike Master Plan (recommends shared use path)	\$6,819,109
E-2	University Blvd	At Loop 20	Multimodal hub - park-n-ride transit facility for 75 parking spaces plus bike hub facility	\$2,762,323

CMP and MTP Financially Constrained Project List

A funding gap exists to finance all of the transportation needs in the region. The funds available to the Laredo MPO are less than required to program all priority projects. The Laredo MPO has discretion over Category 2 and Category 7 TxDOT funds. The Laredo MPO coordinated with the TxDOT-Laredo District and El Metro to determine the expected levels of funding for the 2020-2045 fiscal years. The revenue projections are shown in **Chapter 10**.





With the available TxDOT Category 2 and Category 7 funds available, the Laredo MPO can program eight additional projects through 2045. These projects were the top scoring projects from the project evaluation process and regional priorities identified by the MPO Policy Committee and MPO Technical Committee. Based on the funding available, four CMP related projects are included in the financially constrained project list. The projects were from the Reducing Conflicts project type group, a CMP related project type group. These projects are along the adopted CMP network and have project purposes to improve congestion and reduce conflicts. CMP related projects included in the financially constrained project list are shown in **Table 11-5**.

Table 11-5: CMP Related Projects Included in Financially Constrained Project List

CSJ/ID	Facility	Limits	Description	Funding Category	Letting Year	Year of Expenditure Cost
X-02	Loop 20 (Cuatro Vientos)	At Southgate Blvd	Construct overpass and ramps	2	2023	\$25,736,888
X-16	Loop 20 (Cuatro Vientos)	At future minor arterial (1 mile north of Mangana Hein Rd)	Construct overpass and ramps	2	2024	\$26,766,364
X-06	IH 35	At Loop 20	Construct ramp from Loop 20 Westbound to IH 35 Northbound	2	2036	\$69,189,426
X-09	IH 35	At Loop 20	Construct ramp from Loop 20 Eastbound to IH 35 Southbound	2	2038	\$74,835,283

Top scoring CMP related projects that remain as unfunded needs have been identified as priorities in the region as more funding is available. These unfunded needs are summarized in **Table 11-4**. Of the twelve TxDOT funding categories, the Laredo MPO only has discretion over Categories 2 and 7. Through TxDOT’s regular process of monitoring system performance and congestion management on state-maintained roadways, other opportunities for funding may become available to fund these needs and priorities through the other TxDOT funding categories. Local roadway issues continue to also be coordinated through regular MPO Technical and Policy Committee meetings where issues and priorities are discussed and considered.





Figure 11-4: Unfunded CMP Projects

ID	Facility	Limits	Description	Cost Estimate
Reducing Conflicts				
X-12	Loop 20 (Cuatro Vientos)	At Cielito Lindo/Sierra Vista	Construct overpass and ramps	\$73,593,000
Enhancing Capacity and Operations				
CMP-1	FM 1472	From Loop 20 To Pan American Blvd	Replace all traffic signal hardware and provide optimized traffic signal timing	\$526,500
CMP-2	BU 59 (Saunders St)	From I-35 To Loop 20	Replace all traffic signal hardware and provide optimized traffic signal timing	\$842,400
Integrating Multimodal Connectivity				
T-41	Cielito Lindo	From US 83 To Ejido Ave	Upgrade consistently to 6 lanes principal arterial with center turn lanes; Include bicycle facilities as recommended by the 2017 Viva Laredo Bike Master Plan (recommends shared use path)	\$6,819,109
E-2	University Blvd	At Loop 20	Multimodal hub - park-n-ride transit facility for 75 parking spaces plus bike hub facility	\$2,762,323

Continual Monitoring of CMP Performance

As part of the CMP, federal regulations require the periodic assessment of the effectiveness of congestion management strategies over time. Therefore, as part of this 2020-2045 MTP, it is recommended that the MPO's CMP continue to include the following steps to continue monitoring the process:

- Maintain and update available congestion data for accuracy
- Perform updates of the CMP
- Seek recommendations from the technical committee regarding congestion management, including developing a subcommittee if deemed necessary.

The Laredo MPO continues to maintain consistent data on the CMP network. Based on the *2015 Congestion and Delay Study*, several recommendations on additional planning-level analysis were developed and will be incorporated into ongoing UPWP programmed planning activities in the region. The Laredo MPO also continues to obtain updates to CMP data in coordination with TxDOT for state and federally designated roadways. On a five-year basis, and consistent with TIP programming, updates to the initial *2015 Congestion and Delay Study* are recommended to be performed to maintain accurate and up to date data as well as to note





progress made in addressing the CMP network. Additionally, as future regional planning activities are progressed, the Laredo MPO will annually review the CMP with the technical advisory committee to obtain input on any changes needed to update the CMP based on continued updated data on the CMP network performance.

Performance measurement and reporting, further discussed in **Chapter 12**, further strengthen the link between periodic assessment of congestion management strategies and the overall regional MTP process. Adopted performance measures in the region, including safety, pavement and bridge conditions, travel time reliability and transit management, that are directly tied to the effectiveness of congestion management are now part of regular performance management reporting in the region and this 2020-2045 MTP. As part of future MTP updates, this performance measure analysis and reporting will be an essential first step in the analysis process for regional planning and help to continually monitor and identify needed CMP related projects, assess the effectiveness of strategies, and to identify ways to improve the CMP network in the region. At its core, continued evaluation and monitoring of the CMP incorporates a feedback loop which provides local decision makers with a valuable mechanism for measuring the success of previously implemented congestion management strategies.



**LAREDO WEBB COUNTY METROPOLITAN PLANNING ORGANIZATION
ACTION ITEM**

DATE: 4-20-20	<p>SUBJECT: MOTION</p> <p>To consider the award or rejection of funding for three (3) projects submitted for funding through the Laredo MPO’s Transportation Alternatives Set -Aside (TA) Program. \$1,176,000 in federal funds are available for allocation, which require a 20% match of \$294,000, totaling \$1,470,000 in total project costs. The proposed projects and funding requests are as follows:</p> <ol style="list-style-type: none"> 1. Plum Street Shared Use Path/Mier Street Shared Use Path –\$816,000 2. East Chacon Creek Hike and Bike Connector- \$160,000 3. El Metro ADA Bus Stops and Bicycle Plazas Enhancement Project – Phase II – \$100,000
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INITIATED BY: MPO	STAFF SOURCE: J. Kirby Snideman, MPO Director
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PREVIOUS ACTION: The MPO Policy Committee authorized previous TAP Call For Projects on February 11th, 2016, October 17, 2016 , March 19th, 2018, and March 18, 2019.

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

Funding Availability
 In 2019, approximately \$1,176,000 in TA federal funds were available for allocation. Said funds would require a 20% match of \$294,000, totaling \$1,470,000 in total project costs.

2019 CALL FOR PROJECT HISTORY
 March 19th, 2019 –Policy Committee authorized 2019 call for projects in order to allocate \$1,470,000 total project cost.
 May 30th, 2019 – project submittal deadline – 3 projects submitted as identified below

2019 PROJECT SUBMITTALS AS RANKED BY THE SELCTION COMMITTEE

	Project Name	Purpose	Limits	Project Cost	Federal Request	Local Match	Total
1	Plum Street Shared Use Path/Mier Street Shared Use Path	Mier -Design and construction of an 8 foot wide shared use path on Plum St. (3,710 feet or 11 city blocks) to connect K Tarver Elementary and Nixon High School	Loring to Louisiana	\$978,561	\$816,000	\$204,000	\$1,020,000
		Plum - Design and construction of a shared (4,690 ft) 8 ft. 15 block path to connect St. Augustine Elem., Middle, and High school, and Lamar Middle School.	Tilden to Urbahn				
2	East Chacon Creek Hike and Bike Connector	Design and construction of pedestrian and bicycle trail at the north end of Independence Hills Park	Century City subd to Independence Hill sub.	\$199,998	\$160,000	\$40,000	\$200,000
3	El Metro ADA Bus Stops and Bicycle Plazas Enhancement Project – Phase II	Design and construction of bus shelter enhancements including new or improved bus shelter, security lighting (solar), bench, bicycle rack, trash receptacle, and route schedule holder for up to 9 existing bus stops in District 8	Various	\$125,000	\$100,000	\$25,000	\$125,000

Staff comments continued next page.....

COMMITTEE RECOMMENDATION: Approval	STAFF RECOMMENDATION: Approval.
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**LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM**

BACKGROUND CONTINUED....

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

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

Selection Process

The MPO Policy Committee, with assistance of MPO Staff, is responsible for selecting projects for the Laredo MPO planning area through a competitive process. In general, the project selection procedures entails an issuance of a call for projects, project submittal, project evaluation based on the selection criteria, selection, and finally project implementation.

Selection Committee Results (see attached Selection Committee Evaluation Forms and Project Ranking Form)

A 9 member selection committee was formed who evaluated the projects according to the project evaluation criteria as listed in the Application Guidelines. The each member’s numerical scores were then input into a ranking matrix. The Selection Committee ranked the projects as follows:

1. Plum Street Shared Use Path/Mier Street Shared Use Path –\$816,000
2. East Chacon Creek Hike and Bike Connector- \$160,000
3. El Metro ADA Bus Stops and Bicycle Plazas Enhancement Project – Phase II – \$100,000

TAP FUNDING HISTORY

Year	ALLOCTION	AWARD AMT	REMAINING ALLOCATION	Awarded	Project	Obl. Status	Year Obl. Req.
2013	\$345,484			Yes	Zacate Hike and Bike Project	yes	By Sept of 2016
2014	\$351,202	\$1,000,000	\$47,888	Yes	Zacate Hike and Bike Project	yes	By Sept of 2017
2015	\$351,202			yes	Zacate Hike and Bike Project	yes	By Sept of 2018
2016	\$358,015	\$717,903	-\$47,888	Yes	River Vega Hike and Bike Proj.	TBD	By Sept of 2019
2017	\$312,000			yes	River Vega Hike and Bike Proj.	TBD	By Sept of 2020
2018	\$344,000	\$200,000	\$144,000	partial	Transit Bus Stop Project	TBD	By Sept of 2021
2019	\$344,000	\$0	\$344,000				By Sept of 2022
2020	\$344,000	\$0	\$344,000				By Sept of 2023
2021	\$344,000	\$0	\$344,000				By Sept of 2024
	\$3,093,903	\$1,917,903	\$1,176,000				

Attachment listing:

- 2019 Call for Projects – Application Guidelines
- Project submittal packages
- Selection Committee Evaluation Forms
- Project Ranking Form

**Transportation Alternatives Set Aside Funds Project Submittal Ranking Form
Proposal scores/rankings**

Point methodology:

1st = 3 pts
2nd = 2 pts
3rd = 1 pt

Ranking Matrix

Selection Committee:

	Plum/Meir Shared Use Paths			East Chacon Creek Hike and Bike Connector			ADA Bus Stops and Bicycle Plaza Project		
	Raw	Rank	Pts	Raw	Rank	Pts	Raw	Rank	Pts
Humberto "Tito" Gonzalez, TxDOT	97	1	3	93	2	2	84	3	1
Roberto Rodriguez, TxDOT	90	1	3	80	2	2	75	3	1
Sara Garza, TxDOT	90	3	1	110	1	3	105	2	2
Danny Magee, Traffic Safety Department	110	1	3	75	3	1	90	2	2
Guillermo Cuellar, Webb County Eng.	92	1	3	90	2	2	85	3	1
Juan E. Rodriguez, South Tex. Dev. Cncl.*									
Esteban Rangel, LISD *									
Carlos Garcia, UISD	112	2	2	115	1	3	115	1	3
Jason Hinojosa- MPO	101	1	3	99	2	2	98	3	1
*Scores not submitted									
Total Points:	692		18	662		15	652		11

TXDOT DISTRICT

PROJECT EVALUATION FORM						
NAME OF EVALUTOR <i>Humberto Gonzalez Jr.</i>			SIGNATURE <i>Humberto Gonzalez Jr.</i>		DATE: <i>3/23/20</i>	
EVALUATION CATEGORY	DESCRIPTION	FACTORS	Weight Points	Plum & Mier St. Shared Use Paths	East Chason Creek Hike and Bike Connector	ADA Bus Stops and Bicycle Plaza Project
Making Network Linkages and Connections	Improves connections between neighborhoods, and community facilities	*Network continuity (gap closures, extension of facilities) * Facilities providing access to rail stations or bus stops (trails, sidewalks, on-street bicycle facilities)	25	25	22	20
Implementing Active Transportation and Mobility Plan	Improves ability to use walking and bicycling facilities for everyday activities including travel to work, school, and shopping	Implements a planned facility in <u>any</u> local On-Street Bicycle Facility Plan, Pedestrian Facility Plan, SRTS Plan, or other related community Master Plan adopted by the City or County Governing Body	20	20	17	15
Improving Safety	Provides safer and less intimidating facilities for pedestrians, bicyclists, and other non-drivers	<input type="checkbox"/> Improving safety in areas with high numbers of crashes <input type="checkbox"/> Improving crossings, signalization, traffic calming <input type="checkbox"/> Provides separate facilities for various transportation modes	15	15	12	10
Reducing Barriers	Improves access and/or provides safe crossings for pedestrians, bicyclists and other non-drivers at an existing obstacle to travel.	Provides a grade-separated crossing under or over a barrier (e.g. water body, major roadways, railroads)	10	7	10	8
Connecting to Employment, Households, and Activity Centers	Provides access to major destinations and large number of residents or employees	* Proximity to employment districts, schools, households, and other special generators *Provides direct connections to transit (shared use paths, sidewalks, and on street bikeways)	10	10	10	7
Providing Environmental Benefits	Helps reduce congestion and improves air quality	* Congestions and air quality benefits * Benefits and impacts to the environment	10	5	5	3
Serving Disadvantaged (Environmental Justice) Areas	Provides access in underserved communities	Improves access for areas with greater percentages of minorities and low income household compared to the planning area average	5	0 (MISSING)	5	5
Creating Economic Dev. Opportunities	Results in benefits exceeding costs	Investment provides increased benefit to the community and the region through revitalization, redevelopment and job creation.	5	3	2	2
SUBTOTAL			100			
BONUS POINTS: Project Readiness and Other Factors	Project readiness/ability to initiate construction quickly	*Status of stakeholder/community feedback and support * Status of engineering designs *Status of environmental approvals (if applicable) *Additional local funding over required matching funds	15	12	10	14
TOTAL			115	97	93	84

PROJECT EVALUATION FORM

NAME OF EVALUTOR **ROBERTO RODRIGUEZ**

SIGNATURE *Roberto Rodriguez*

DATE:

EVALUATION CATEGORY	DESCRIPTION	FACTORS	Weight Points	Plum & Mier St. Shared Use Paths	East Chacon Creek Hike and Bike Connector	ADA Bus Stops and Bicycle Plaza Project
Making Network Linkages and Connections	Improves connections between neighborhoods, and community facilities	*Network continuity (gap closures, extension of facilities) * Facilities providing access to rail stations or bus stops (trails, sidewalks, on-street bicycle facilities)	25	20	15	10
Implementing Active Transportation and Mobility Plan	Improves ability to use walking and bicycling facilities for everyday activities including travel to work, school, and shopping	Implements a planned facility in <u>any</u> local On-Street Bicycle Facility Plan, Pedestrian Facility Plan, SRTS Plan, or other related community Master Plan adopted by the City or County Governing Body	20	15	15	15
Improving Safety	Provides safer and less intimidating facilities for pedestrians, bicyclists, and other non-drivers	<input type="checkbox"/> Improving safety in areas with high numbers of crashes <input type="checkbox"/> Improving crossings, signalization, traffic calming <input type="checkbox"/> Provides separate facilities for various transportation modes	15	15	15	15
Reducing Barriers	Improves access and/or provides safe crossings for pedestrians, bicyclists and other non-drivers at an existing obstacle to travel.	Provides a grade-separated crossing under or over a barrier (e.g. water body, major roadways, railroads)	10	5	10	5
Connecting to Employment, Households, and Activity Centers	Provides access to major destinations and large number of residents or employees	* Proximity to employment districts, schools, households, and other special generators *Provides direct connections to transit (shared use paths, sidewalks, and on street bikeways)	10	10	5	5
Providing Environmental Benefits	Helps reduce congestion and improves air quality	* Congestions and air quality benefits * Benefits and impacts to the environment	10	10	5	5
Serving Disadvantaged (Environmental Justice) Areas	Provides access in underserved communities	Improves access for areas with greater percentages of minorities and low income household compared to the planning area average	5	0	0	0
Creating Economic Dev. Opportunities	Results in benefits exceeding costs	Investment provides increased benefit to the community and the region through revitalization, redevelopment and job creation.	5	0	0	5
SUBTOTAL			100			
BONUS POINTS: Project Readiness and Other Factors	Project readiness/ability to initiate construction quickly	*Status of stakeholder/community feedback and support * Status of engineering designs *Status of environmental approvals (if applicable) *Additional local funding over required matching funds	15	15	15	15
TOTAL			115	90	80	75

TXDOT

PROJECT EVALUATION FORM

NAME OF EVALUTOR		SIGNATURE		DATE: 3/11/2020		
Sara R Garza		Sara R Garza				
EVALUATION CATEGORY	DESCRIPTION	FACTORS	Weight Points	Plum & Mier St. Shared Use Paths	East Chagn Creek Hike and Bike Connector	ADA Bus Stops and Bicycle Plaza Project
Making Network Linkages and Connections	Improves connections between neighborhoods, and community facilities	*Network continuity (gap closures, extension of facilities) * Facilities providing access to rail stations or bus stops (trails, sidewalks, on-street bicycle facilities)	25	20	25	25
Implementing Active Transportation and Mobility Plan	Improves ability to use walking and bicycling facilities for everyday activities including travel to work, school, and shopping	Implements a planned facility in <u>any</u> local On-Street Bicycle Facility Plan, Pedestrian Facility Plan, SRTS Plan, or other related community Master Plan adopted by the City or County Governing Body	20	15	20	20
Improving Safety	Provides safer and less intimidating facilities for pedestrians, bicyclists, and other non-drivers	<input type="checkbox"/> Improving safety in areas with high numbers of crashes <input type="checkbox"/> Improving crossings, signalization, traffic calming <input type="checkbox"/> Provides separate facilities for various transportation modes	15	15	15	15
Reducing Barriers	Improves access and/or provides safe crossings for pedestrians, bicyclists and other non-drivers at an existing obstacle to travel.	Provides a grade-separated crossing under or over a barrier (e.g. water body, major roadways, railroads)	10	5	10	5
Connecting to Employment, Households, and Activity Centers	Provides access to major destinations and large number of residents or employees	* Proximity to employment districts, schools, households, and other special generators *Provides direct connections to transit (shared use paths, sidewalks, and on street bikeways)	10	8	10	10
Providing Environmental Benefits	Helps reduce congestion and improves air quality	* Congestions and air quality benefits * Benefits and impacts to the environment	10	10	10	5
Serving Disadvantaged (Environmental Justice) Areas	Provides access in underserved communities	Improves access for areas with greater percentages of minorities and low income household compared to the planning area average	5	4	5	5
Creating Economic Dev. Opportunities	Results in benefits exceeding costs	Investment provides increased benefit to the community and the region through revitalization, redevelopment and job creation.	5	3	5	5
SUBTOTAL			100	80	100	90
BONUS POINTS: Project Readiness and Other Factors	Project readiness/ability to initiate construction quickly	*Status of stakeholder/community feedback and support * Status of engineering designs *Status of environmental approvals (if applicable) *Additional local funding over required matching funds	15	10	10	15
TOTAL			115	90	110	105

PROJECT EVALUATION FORM						
NAME OF EVALUTOR		SIGNATURE			DATE: 3/27/20	
EVALUATION CATEGORY	DESCRIPTION	FACTORS	Weight Points	Plum & Mier St. Shared Use Paths	East Chacon Creek Hike and Bike Connector	ADA Bus Stops and Bicycle Plaza Project
Making Network Linkages and Connections	Improves connections between neighborhoods, and community facilities	*Network continuity (gap closures, extension of facilities) * Facilities providing access to rail stations or bus stops (trails, sidewalks, on-street bicycle facilities)	25	25	15	20
Implementing Active Transportation and Mobility Plan	Improves ability to use walking and bicycling facilities for everyday activities including travel to work, school, and shopping	Implements a planned facility in <u>any</u> local On-Street Bicycle Facility Plan, Pedestrian Facility Plan, SRTS Plan, or other related community Master Plan adopted by the City or County Governing Body	20	20	15	15
Improving Safety	Provides safer and less intimidating facilities for pedestrians, bicyclists, and other non-drivers	<input type="checkbox"/> Improving safety in areas with high numbers of crashes <input type="checkbox"/> Improving crossings, signalization, traffic calming <input type="checkbox"/> Provides separate facilities for various transportation modes	15	15	10	15
Reducing Barriers	Improves access and/or provides safe crossings for pedestrians, bicyclists and other non-drivers at an existing obstacle to travel.	Provides a grade-separated crossing under or over a barrier (e.g. water body, major roadways, railroads)	10	10	5	5
Connecting to Employment, Households, and Activity Centers	Provides access to major destinations and large number of residents or employees	* Proximity to employment districts, schools, households, and other special generators *Provides direct connections to transit (shared use paths, sidewalks, and on street bikeways)	10	10	5	5
Providing Environmental Benefits	Helps reduce congestion and improves air quality	* Congestions and air quality benefits * Benefits and impacts to the environment	10	10	5	10
Serving Disadvantaged (Environmental Justice) Areas	Provides access in underserved communities	Improves access for areas with greater percentages of minorities and low income household compared to the planning area average	5	5	5	5
Creating Economic Dev. Opportunities	Results in benefits exceeding costs	Investment provides increased benefit to the community and the region through revitalization, redevelopment and job creation.	5	5	5	5
SUBTOTAL			100	100	65	80
BONUS POINTS: Project Readiness and Other Factors	Project readiness/ability to initiate construction quickly	*Status of stakeholder/community feedback and support * Status of engineering designs *Status of environmental approvals (if applicable) *Additional local funding over required matching funds	15	10	10	10
TOTAL			115	110	75	90

PROJECT EVALUATION FORM						
NAME OF EVALUTOR			SIGNATURE		DATE: 3/11/20	
EVALUATION CATEGORY	DESCRIPTION	FACTORS	Weight Points	Plum & Mier St. Shared Use Paths	East Chacon Creek Hike and Bike Connector	ADA Bus Stops and Bicycle Plaza Project
Making Network Linkages and Connections	Improves connections between neighborhoods, and community facilities	*Network continuity (gap closures, extension of facilities) * Facilities providing access to rail stations or bus stops (trails, sidewalks, on-street bicycle facilities)	25	24	23	21
Implementing Active Transportation and Mobility Plan	Improves ability to use walking and bicycling facilities for everyday activities including travel to work, school, and shopping	Implements a planned facility in <u>any</u> local On-Street Bicycle Facility Plan, Pedestrian Facility Plan, SRTS Plan, or other related community Master Plan adopted by the City or County Governing Body	20	19	19	17
Improving Safety	Provides safer and less intimidating facilities for pedestrians, bicyclists, and other non-drivers	<input type="checkbox"/> Improving safety in areas with high numbers of crashes <input type="checkbox"/> Improving crossings, signalization, traffic calming <input type="checkbox"/> Provides separate facilities for various transportation modes	15	14	13	13
Reducing Barriers	Improves access and/or provides safe crossings for pedestrians, bicyclists and other non-drivers at an existing obstacle to travel.	Provides a grade-separated crossing under or over a barrier (e.g. water body, major roadways, railroads)	10	9	9	8
Connecting to Employment, Households, and Activity Centers	Provides access to major destinations and large number of residents or employees	* Proximity to employment districts, schools, households, and other special generators *Provides direct connections to transit (shared use paths, sidewalks, and on street bikeways)	10	9	9	9
Providing Environmental Benefits	Helps reduce congestion and improves air quality	* Congestions and air quality benefits * Benefits and impacts to the environment	10	9	9	8
Serving Disadvantaged (Environmental Justice) Areas	Provides access in underserved communities	Improves access for areas with greater percentages of minorities and low income household compared to the planning area average	5	4	4	5
Creating Economic Dev. Opportunities	Results in benefits exceeding costs	Investment provides increased benefit to the community and the region through revitalization, redevelopment and job creation.	5	4	4	4
SUBTOTAL			100	92	90	85
BONUS POINTS: Project Readiness and Other Factors	Project readiness/ability to initiate construction quickly	*Status of stakeholder/community feedback and support * Status of engineering designs *Status of environmental approvals (if applicable) *Additional local funding over required matching funds	15			
TOTAL			115			

PROJECT EVALUATION FORM

NAME OF EVALUTOR		SIGNATURE		DATE: 4.13.2020		
EVALUATION CATEGORY	DESCRIPTION	FACTORS	Weight Points	Plum & Mier St. Shared Use Paths	East Chacon Creek Hike and Bike Connector	ADA Bus Stops and Bicycle Plaza Project
Making Network Linkages and Connections	Improves connections between neighborhoods, and community facilities	*Network continuity (gap closures, extension of facilities) * Facilities providing access to rail stations or bus stops (trails, sidewalks, on-street bicycle facilities)	25	22	25	25
Implementing Active Transportation and Mobility Plan	Improves ability to use walking and bicycling facilities for everyday activities including travel to work, school, and shopping	Implements a planned facility in <u>any</u> local On-Street Bicycle Facility Plan, Pedestrian Facility Plan, SRTS Plan, or other related community Master Plan adopted by the City or County Governing Body	20	20	20	20
Improving Safety	Provides safer and less intimidating facilities for pedestrians, bicyclists, and other non-drivers	<input type="checkbox"/> Improving safety in areas with high numbers of crashes <input type="checkbox"/> Improving crossings, signalization, traffic calming <input type="checkbox"/> Provides separate facilities for various transportation modes	15	15	15	15
Reducing Barriers	Improves access and/or provides safe crossings for pedestrians, bicyclists and other non-drivers at an existing obstacle to travel.	Provides a grade-separated crossing under or over a barrier (e.g. water body, major roadways, railroads)	10	10	10	10
Connecting to Employment, Households, and Activity Centers	Provides access to major destinations and large number of residents or employees	* Proximity to employment districts, schools, households, and other special generators *Provides direct connections to transit (shared use paths, sidewalks, and on street bikeways)	10	10	10	10
Providing Environmental Benefits	Helps reduce congestion and improves air quality	* Congestions and air quality benefits * Benefits and impacts to the environment	10	10	10	10
Serving Disadvantaged (Environmental Justice) Areas	Provides access in underserved communities	Improves access for areas with greater percentages of minorities and low income household compared to the planning area average	5	5	5	5
Creating Economic Dev. Opportunities	Results in benefits exceeding costs	Investment provides increased benefit to the community and the region through revitalization, redevelopment and job creation	5	5	5	5
SUBTOTAL			100	97	100	100
BONUS POINTS: Project Readiness and Other Factors	Project readiness/ability to initiate construction quickly	*Status of stakeholder/community feedback and support * Status of engineering designs *Status of environmental approvals (if applicable) *Additional local funding over required matching funds	15	15	15	15
TOTAL			115	112	115	115

#3 #2 #1

LAREDO MPO

PROJECT EVALUATION FORM

NAME OF EVALUTOR JASON HINOJOSA SIGNATURE J. Jason Hinojosa DATE: 3/25/2020

EVALUATION CATEGORY	DESCRIPTION	FACTORS	Weight Points	Plum & Mier St. Shared Use Paths	East Chacon Creek Hike and Bike Connector	ADA Bus Stops and Bicycle Plaza Project
Making Network Linkages and Connections	Improves connections between neighborhoods, and community facilities	*Network continuity (gap closures, extension of facilities) * Facilities providing access to rail stations or bus stops (trails, sidewalks, on-street bicycle facilities)	25	20	23	18
Implementing Active Transportation and Mobility Plan	Improves ability to use walking and bicycling facilities for everyday activities including travel to work, school, and shopping	Implements a planned facility in <u>any</u> local On-Street Bicycle Facility Plan, Pedestrian Facility Plan, SRTS Plan, or other related community Master Plan adopted by the City or County Governing Body	20	20	17	20
Improving Safety	Provides safer and less intimidating facilities for pedestrians, bicyclists, and other non-drivers	<input type="checkbox"/> Improving safety in areas with high numbers of crashes <input type="checkbox"/> Improving crossings, signalization, traffic calming <input type="checkbox"/> Provides separate facilities for various transportation modes	15	14	12	13
Reducing Barriers	Improves access and/or provides safe crossings for pedestrians, bicyclists and other non-drivers at an existing obstacle to travel.	Provides a grade-separated crossing under or over a barrier (e.g. water body, major roadways, railroads)	10	9	7	9
Connecting to Employment, Households, and Activity Centers	Provides access to major destinations and large number of residents or employees	* Proximity to employment districts, schools, households, and other special generators *Provides direct connections to transit (shared use paths, sidewalks, and on street bikeways)	10	8	10	7
Providing Environmental Benefits	Helps reduce congestion and improves air quality	* Congestions and air quality benefits * Benefits and impacts to the environment	10	7	7	8
Serving Disadvantaged (Environmental Justice) Areas	Provides access in underserved communities	Improves access for areas with greater percentages of minorities and low income household compared to the planning area average	5	4	5	5
Creating Economic Dev. Opportunities	Results in benefits exceeding costs	Investment provides increased benefit to the community and the region through revitalization, redevelopment and job creation.	5	4	3	3
SUBTOTAL			100	86	84	83
BONUS POINTS: Project Readiness and Other Factors	Project readiness/ability to initiate construction quickly	*Status of stakeholder/community feedback and support * Status of engineering designs *Status of environmental approvals (if applicable) *Additional local funding over required matching funds	15	15	15	15
TOTAL			115	101	99	98

East Chacon Creek Multi-Use Hike and Bike Trail



City of Laredo
Environmental Services Department

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



June 6, 2019

MPO Policy Chairman Mayor Pete Saenz
1110 Houston St.
Laredo, Texas 78040
RE: TAP Project Proposal for East Chacon Creek Multi-use Hike and Bike trail

Dear Honorable Chairman Saenz,

I am pleased to be submitting an application to the Metropolitan Planning Organization (MPO) for funding under the Transportation Alternatives Program (TAP). The City is requesting \$160,000.00 in funding with the City providing \$40,000.00 in a cash match (20%). If funded, the City will be able to construct a multi-use pedestrian and bicycle trail along East Chacon Creek (Century City/Independence Hills Subdivision). This will allow for alternative transportation connections to neighborhoods, parks, places of worship and bus stops. Included in our submittal are the following:

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

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

Sincerely yours,

John Porter,
Director

TRANSPORTATION ALTERNATIVES (TA) SET ASIDE PROGRAM

PROJECT SUBMITTAL FORM

The Laredo MPO Transportation Alternatives (TA) Set Aside Program is intended to support non-traditional transportation projects that expand transportation choices. Given the intensity of TxDOT's administrative process (i.e., Advanced Funding Agreements, Local Government Project Procedures (LGPP) Qualification) the minimum award request is \$100K. Please see TA Set Aside Guidelines for additional details.

SECTION A - APPLICANT INFORMATION

Applicant Agency:	City of Laredo Environmental Services Department		
Contact Person:	John Porter		
Job Title:	Department Director		
Mailing Address:	619 Reynolds Street		
City:	Laredo	Zip Code:	78040
Daytime Telephone:	956-794-1650	E-mail Address:	jporter@ci.laredo.tx.us

SECTION B - PROJECT INFORMATION

Project Name: East Chacon Creek Hike and Bike Connector

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

Provisions of Facilities for Active Transportation (pedestrians and bicycles)

The construction plans for this project are currently:

Not Started % Complete _____ Complete _____ N/A _____

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

One of the pillars of the City of Laredo Viva Laredo Comprehensive Plan adopted in September of 2017 is to "create attractive, walkable destinations." The City of Laredo Environmental Services Department has been following through on this vision and is proposing to design and construct a trail at the north end of the Independence Hills Park between the Century City subdivision and the Independence Hills subdivision off of Merida Drive. The proposed trail will be paved, with asphalt, but in some sections may require concrete, and aims to be an attractive off-road alternative for pedestrians and cyclists and other non-motorized forms of transportation. It will include pedestrian and bicycle signs, and other safety-related amenities, and accommodation compliance with the Americans with Disabilities Act of 1990. This project will provide a safe route for non-drivers of all ages, thus, benefitting the general public, which would be inadvertently improving their health as they lower their risk of developing sedentary life style related health issues.

The project trail, which will lead to a larger network of sidewalk infrastructure, creates a safe connection between several local residential subdivisions, the park amenities, commercial and business retail areas, medical facilities, elementary schools, public transit and places of worship.

The following are the proposed phases of the Century City/Independence Hills Trail Connector:

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

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

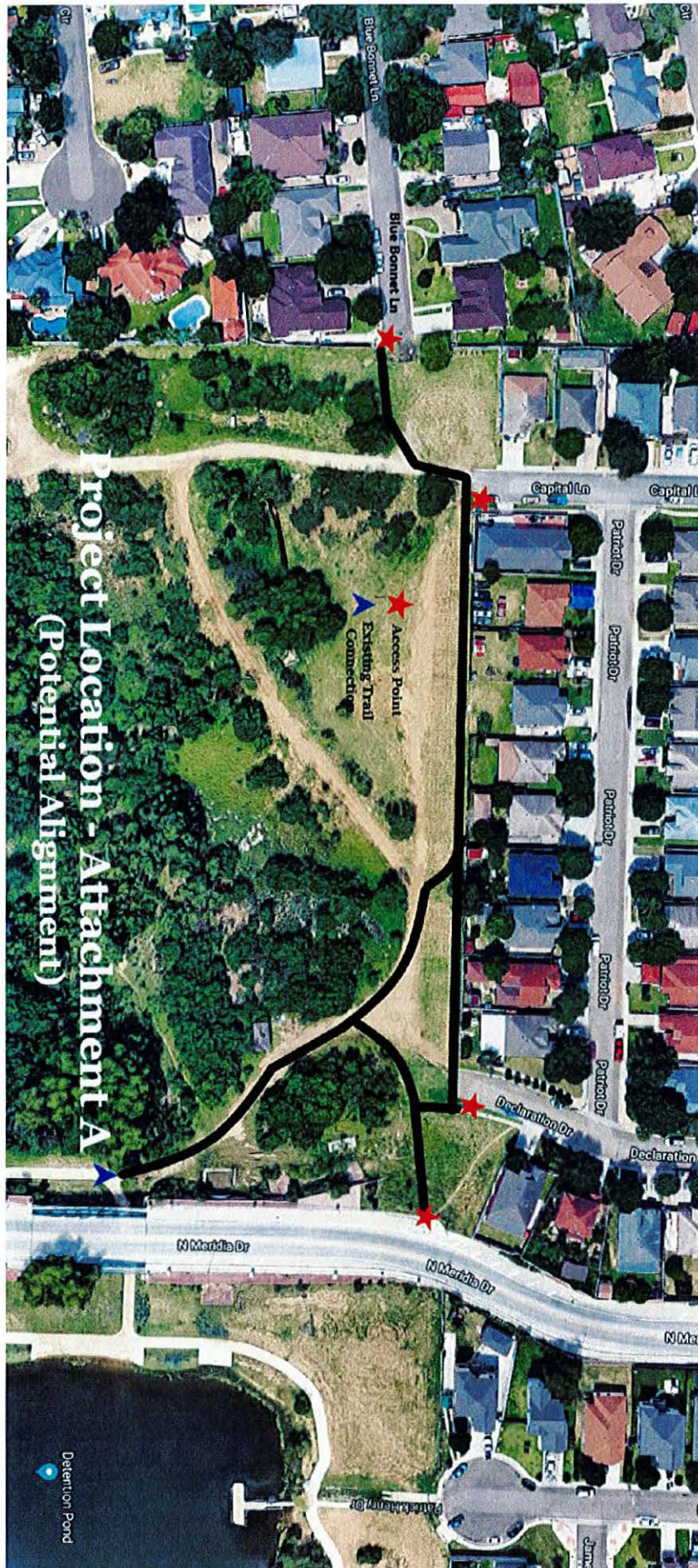
Phase 3: After TxDOT completes its final review and approves the project design and engineering/environmental/archeological reviews, the city will create and start the bidding for the letting of this project.

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

Phase 5: Once the utilities coordination is completed and the construction schedule is finalized, the selected construction company will be given notice to proceed.

Phase 6: After construction is reported to be complete, a final inspection and acceptance of the project, by the city and TxDOT, will take place.

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



Project Location - Attachment A
(Potential Alignment)

Project Location Attachment A1: East Chacon Creek Multi-use Hike and Bike Trail Phase I

The potential alignment of the proposed trail may be traced from the east end of Blue Bonnet Lane within the Century City Subdivision onto connect with Capital Lane and Declaration Drive within the Independence Hills subdivision. It then continues to its east section towards Merida Drive. It leads to Merida Drive at grade with the western sidewalk, and below grade which is the eastern most segment of the trail phase. It bifurcates and connects to the existing trail leading to the pond or towards the other direction which gets a user to the main amenities of the Independence Hills Park.

Project Location Attachment A2



This shows the connection to the proposed trail at the Merida Drive Bridge under-path looking south.



This photo shows the view of the property south from the Merida Drive Bridge and the small brook that may require a small bridge to connect two proposed sections of trail.

Project Location Attachment A3



This photo is a view of the proposed trail path where the existing trail ends looking towards the North.



This photo shows the existing trail under the Merida Drive Bridge.

Project Location Attachment A4



This is the east end of the existing trail, that will connect with the proposed Century City -Independence Hills Trail Connector; this is the view looking south towards Independence Hills Park.

Project Location Attachment A5



This photo shows where the proposed trail would be constructed leading to the at grade connection at Merida Drive, looking south.



This photo shows where the slight slope at the proposed trail's end leading to the at grade connection at Merida Drive, looking northeast at Merida.

Project Location Attachment A6



This photo shows the alignment of the western end of the proposed trail in-between existing utility poles and a gated/fenced area. This is the connection to and from Blue Bonnet Lane.



This photo shows the end of Blue Bonnet Lane looking towards the proposed trail's western end. This is where the trail would connect to this neighborhood, providing a quick access point to Century City Blvd.

Project Location Attachment A7



This photo shows an existing El Metro Bike and Ride Plaza in south Laredo. With the advent of the El Metro Urban Circulator, the proposed trail is strategically aligned to assist pedestrians and cyclists connect to some new locations of these along Merida Drive, among other locations near the new trail.

Applicant Agency Funding Form - Attachment B1

RESOLUTION 2019-R-72

AUTHORIZING THE CITY MANAGER TO SUBMIT A GRANT APPLICATION TO THE LAREDO URBAN TRANSPORTATION STUDY (LUTS) LAREDO METROPOLITAN PLANNING ORGANIZATION (MPO) TRANSPORTATION ALTERNATIVES PROGRAM (TAP) IN THE AMOUNT OF \$160,000.00 WITH \$40,000.00 IN MATCHING FUNDS. FUNDS WILL BE USED FOR THE DESIGN AND CONSTRUCTION OF THE EAST CHACON CREEK MULTI-USE HIKE AND BIKE TRAIL PHASE I.

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

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

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

Whereas, the City of Laredo is seeking \$160,000.00 in funds from the Laredo Metropolitan Planning Organization through the Transportation Alternatives Program; and

Whereas, if the Metropolitan Planning Organization approves the grant, the city will be required to match up to \$40,000.00 in matching funds; and

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

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

Section 1. Authorizing the City Manager to submit a Grant application to the Laredo Urban Transportation Study (LUTS) Metropolitan Planning Organization in the amount of \$160,000.00 with \$40,000.00 in matching funds.

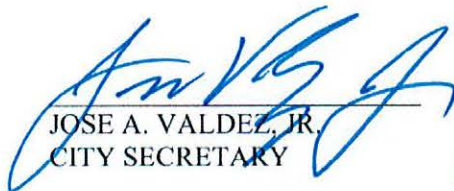
Section 2. The City of Laredo hereby agrees that the funds received will only be used for the purpose of funding a multi-use bicycle and pedestrian alternate transportation trail. The City will comply with the provisions of the financial assistance program and the fiscal reimbursement and reporting requirements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

PASSED BY THE CITY COUNCIL AND APPROVED BY THE MAYOR ON THIS
THE 20 DAY OF May, 2019.



PETE SAENZ
MAYOR

ATTEST:



JOSE A. VALDEZ, JR.
CITY SECRETARY



APPROVED AS TO FORM:
XAVIER A. CHARLES
CITY ATTORNEY

BY: 

KRISTINA HALE
CITY ATTORNEY

Applicant Agency Funding Form Attachment B2

Webb County Drainage District

May 29, 2019

Mr. John Porter, REM, CFM, CPM
Environmental Director
City of Laredo
619 Reynolds Street
Laredo, Texas 78040

Re: Century City to Independence Hills Trail

This letter is written in support of the City of Laredo Environmental Services Century City / Independence Hills Trail Connector application for the Transportation Alternative Set Aside Program. The Webb County Drainage District (WCDD) has collaborated with the City of Laredo in developing comprehensive storm water management and greenspace development to improve quality of life for our community. The Environmental Department has a history of administering and managing similar projects with success.

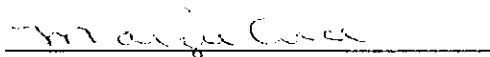
I recommend that this project be selected for award because once completed the trail offers an important connection to a number of neighborhoods in south Laredo in a safe and innovative manner. The project promises to be the start of an alternative, safe pathway for pedestrians and cyclists alike, away from the dangers and bustle of some very busy road ways in the area including Century City Boulevard and Merida Drive. Currently the impacted neighborhoods share in the experience offered at Independence Hills Park, but are not all directly linked to it by a trail system or even directly by a sidewalk connection. This developed trail would link the neighborhoods along Century City, Bluebonnet, Capitol, Declaration and Merida Streets to each other and to the park, and more importantly to our public transit system, El Metro. The potential to build community, improve storm water management, greenspace development, and give pedestrians and cyclists a new route to connect to the rest of the city, services and job opportunities that they all deserve is a major underlying factor that compels me to support this application.

The potential for additional connectivity, by augmenting this trail in the future beyond these few neighborhoods, and to others is exciting and based on this alone, the Texas Department of Transportation and the Metropolitan Planning Organization should award this project support and funding.

If I can be of further assistance to the selection committee, please don't hesitate to contact me.

Sincerely,

Webb County Drainage District



Margie Arce
President



ELMETRO

May 31, 2019

The Laredo Metropolitan Planning Organization (MPO)
P.O. Box 579
Laredo, TX 78042

Re: City of Laredo Environmental Transportation Alternatives (TA) Set-Aside Program Application

Dear MPO Members:

I am writing this letter in support of a Transportation Alternatives (TA) Set-Aside Program grant application by the Laredo Transit Management Inc. (El Metro) and the City of Laredo Environmental Department for \$160,000 to support the design and construction of the East Chacon Creek Multi-use Hike and Bike Trail Phase I.

The Hike and Bike trail project will help connect Public Transportation (El Metro) bus stops with the current routes and future urban neighborhood circulator in the Chacon area. Alternate forms of transportation are needed to enable area residents to take full advantage of public transportation, to reach safe routes to school, connect neighborhoods and commercial areas through multi-use routes such as hike and bike trails for the citizens of Laredo, which is at top priority for the city.

The proposed project will bring tremendous benefits to the citizens of City of Laredo, the population it serves and the greater Laredo region through the projects ability to sustain efficient transportation options; increase mobility and accessibility and create both temporary and permanent job opportunities.

I would appreciate greatly your favorable consideration of the City of Laredo's application for the Transportation Alternatives (TA) Set-Aside 2019 Program.

Sincerely,



Claudia San Miguel
General Manager

**1301 Farragut, 3rd Floor
Laredo, TX 78040
Phone: 956.795.2280
Fax: 956.795.2250**

elmetrotransit.com

SECTION C - PROJECT CRITERIA

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

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

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

The trail project would connect from its west end to the east end of Blue Bonnet Street in the Century City subdivision. The trail continues west and connects along the way to the southern end of Capitol Lane and Declaration Drive. This neighborhood is located in the Independence Hills Subdivision. The trail ends up connecting to the west sidewalk of Merida Drive but also diverts southwest to connect to the northern end of the Independence Hills park, where the existing trail makes a turn into an under path walkway under the Merida Drive bridge. The eastern extension of the park contains a retention storm water pond with a pier, an additional amenity to the overall park development. This provides continuity to schools and places of worship, and in addition the El Metro urban circulator "bus stop" which will connect and provide major transportation to more distant retail, commercial, schools and medical facilities.

Evaluation Category	Description	Factors	Points
<p>Implementing Active Transportation and Mobility Plan</p>	<p>Improves ability to use walking and bicycling facilities for everyday activities including travel to work, school, and</p>	<ul style="list-style-type: none"> ➤ Implements a planned facility in <u>any</u> local On-Street Bicycle Facility Plan, Pedestrian Facility Plan, SRTS Plan, or other related community Master Plan adopted by the City or County Governing Body 	<p>20</p>

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

Once constructed the proposed trail provides for the City of Laredo's implementation of active transportation and mobility plans already in place. Specifically, this proposed new trail path allows for cyclist and pedestrians to have an alternative to the only other direct connector between Merida Dr. North and Century Blvd., which is Jaime Zapata Memorial Highway (Spur 260.) The proposed connector trail supports the implementation of the mobility section of the Viva Laredo Comprehensive Plan, adopted by the City of Laredo Mayor and City Council in September 2017. This consequently supports the Bike Master Plan contained therein, section 4.25 of the Viva Laredo comp plan which calls for expanding the network of already established bicycle paths.

It is important to note this cycling and walking trail provides neighborhood unity where according to the City of Laredo Urban Road Network connectivity rating a number of immediately adjacent neighborhoods rate extremely to very low on the connectivity scale. This trail will help to improve the fabric, culture and exchange allowed through the shared use of the new proposed pathway and Independence Hills Park. Laredo's land use norms in relation to commercial, residential and industrial development "isolates rather than knits together the city's neighborhoods", according to the comprehensive plan. This proposed trail, and others, aims to solve this modern day development predicament.

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

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

This off-network alternative transportation proposal, which doesn't allow for the inclusion of motorized vehicles, provides a safe alternative for pedestrians and cyclists to avoid an extremely busy road-way, Jaime Zapata Highway, and other avenues. Jaime Zapata Highway carries a high volume mix of autos, buses, heavy trucks, and cargo trailers. Also, institutional and commercial facilities characterize this busy area, where pedestrian traffic and pedestrian errors, including jay walking, and crossing against the light signals can often be observed. The potential for motorists to drive distracted while using their cell phones or not to obey traffic laws creates a safety hazard for pedestrians. The proposed alignment of the trail connector will provide an alternative to using Jaime Zapata Highway, as well as local connectors such as Merida, by bringing those users into a friendly neighborhood and off network area that will be free of motorized vehicles. Without a complete sidewalk structure on Jaime Zapata highway, people currently walk along the street or an uneven pathway close to moving traffic. With these circumstances pedestrians sharing a roadway with hurtling, often distracted commuters, is dangerous and intimidating. This grant proposal provides a much welcome and safer transportation alternative for all pedestrians who won't have to compete with motorized vehicles for the same space. The residents of this area deserve a safe and convenient walkway by foot or bike to gain access to important destinations in the south side of Laredo, Texas.

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

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

The proposed project trail reduces barriers by providing an off-network alternative transportation corridor that does not intersect with street crossings, thereby removing a major barrier that would be dangerous to pedestrians, cyclists and other users. The proposed trail alignment and scope includes a small bridge over a brook that is part of the storm water drainage system of a Chacon Creek tributary. This brook currently is a barrier to some of the pedestrians on the east side of Merida Drive and makes it difficult for them to reach the park. By connecting to the existing trail and an under path walkway under Merida Drive, the new trail section reinforces pedestrian safety by avoiding having to cross a major roadway to get to and from various amenities at the park. Merida Drive bisects the park and separates a pond and other features, like a pool, dog park and play scape, at Independence Hills Park.

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

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

The proposed trail along the Chacon creek tributary provides a much needed, and vital connection between numerous census tract households, commercial centers, schools, places of worship and public transit. Three Census tracts are in the immediate area of the proposed trail 18.10, 18.11, and 18.12. According to the American Community Survey (2016, 5 year estimates), there are approximately 4,700 individuals and over 1,400 households that would directly benefit from the trail connector.

The greater area of potential for connectivity, where statistics show has 86% poverty, lies west and south of the proposed trail area. It would assist to connect the residents of census tract 18.11, block group 1, which is the area west and all along Blue Bonnet Lane to vital service areas.

Within a mile of the proposed trail, there are two places of worship the Comunidad Cristiana Agape, 102 Century Dr. (N), and the Congregation of St. John, 505 Century Dr. (S). Just over a mile away are two elementary schools, Salinas Elementary, 1000 Century Dr. W, and Alicia Ruiz Elementary School, 1841 Los Presidentes Avenue. The neighborhoods immediately east and north of the proposed trail will have easier, non-motorized access to these areas of worship, schools and bus stops located primarily along Los Presidentes Avenue and Pine Street as well as the El Metro urban circulator bus stop which will be located at Independence Hills Park. When analyzing current routes to and from these more localized destinations, all Google mapped routes lead a cyclist or pedestrian around Independence Hills Park; none take them through the facility. This new trail offers a safe transportation alternative.

Evaluation Category	Description	Factors	Points
Providing Environmental Benefits	Helps reduce congestion and improves air quality	<ul style="list-style-type: none"> <li data-bbox="898 268 1252 327">➤ Congestion and air quality benefits <li data-bbox="898 327 1252 386">➤ Benefits and impacts to the environment 	10

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

By offering a non-motorized vehicle accessible transportation alternative to the public, our city and this project is actively involved in improving our City's air quality. When a resident chooses to walk or bike to a destination, we are directly contributing, to lowering the number and/or time that fossil fuel burning combustion engine vehicles circulate on our roads. As more people chose, on a more regular basis, a healthier non-motorized way to move from one place to another, even if it is for a short distance, they are inadvertently joining the efforts of many people throughout the world, which are trying to slow down, or possibly stop, the current world climate change trend, which is trying to curtail fossil fuel burning activities that may be contributing to the overall global warming condition being experienced on this planet.

A healthier environment can come from this trail and others like it because it also helps minimize the number of asthmatic attacks people may experience due to motor engine exhaust particle discharges to our atmosphere. Another important environmental benefit derived from proposing walking/biking trail is found in the relaxation/stress relieving effect it provides. The area residents who would utilize the trail as a means of transportation, would also enjoy the health benefits found in practicing a more physically active life style, which in turn helps counter the high incidence of obesity related with cardiovascular illnesses and diabetic related conditions which plague our South Texas Hispanic population.

Evaluation Category	Description	Factors	Points
Serving Disadvantaged (Environmental Justice) Areas	Provides access in under-served communities	➤ Improves access for areas with greater percentages of minorities and low-income households compared to the planning area average	5

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

The proposed trail system serves a number of disadvantaged areas, namely one census block group which statistics show 86% of its families are in poverty. This is specifically census tract 18.11, block group 1, which is the area all along Blue Bonnet Lane and west of the proposed trail. The proposed trail also serves two other census tracts 18.10 and 18.12. Data indicates that 45% of the residents in all three of these tracts are in poverty. Furthermore, these impoverished households spend a substantial amount of their income on transportation costs (30% of their income according to the 'Viva Laredo Comprehensive Plan'). This trail is a vital step towards alleviating some of this cost, by connecting these residents to public transit. This will be particularly evident in the near future when El Metro launches its urban circulator routes along Merida Drive (Independence Hills Park). Also, it provides easier access to other services, by way of walking or biking. The proposed new trail promotes an alternative method of transportation that is much more attainable to those on a lower or fixed income.

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

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

The families that the proposed trail impacts will have an easier time getting to Independence Hills Park and Merida once a pedestrian or cyclist connects to the sidewalk infrastructure available along this roadway; They will be able to access a number of service providers, including schools, faith based organizations, and public transit, which will open up opportunities for transportation to work, commercial/retail, and medical facilities. This trail directly benefits the economic gain of the immediate 4,700 individuals and over 1,400 households. The construction of the trail will create work for a number of firms including an Engineer and a construction company that will be able to perform the service, and this is of economic benefit to these local businesses. This new development adds infrastructure to an area that does not have the existing improvement and assists in increasing property value to the surrounding neighborhoods, which is also an economic development benefit.

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

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

If the proposed project is selected, it would be ready for construction in a relatively short period of time due to several factors. Our first factor beneficial to a swift construction time line is extensive experience with administering and implementing similar federally funded alternative transportation projects, such as the upper zacate creek, Chicon Creek Phase I & II, and the North Central Park Phase 1-D hike & bike trails. Secondly, the City Council has already expressed its approval of the project having passed a resolution in support of this application and proposed project on May 20, 2019. Third, the project can move quickly because there are no foreseeable complications with respect to environmental, cultural and/or archaeological review. A fourth factor assisting with the time line is the geographic distribution in the areas of the proposed project has been found to be favorable and desirable for such a project. The City of Laredo owns the land where the proposed trail alignment will be constructed, thereby there is no need for land acquisition and the time that this would take for project completion. The City's Engineering Department is of the opinion that there should not be any major topographic or engineering design impediments for the construction of the trail.

East Chacon Creek Multiuse Hike Bike Phase 1 Section D: Project Budget

DESCRIPTION	UNITS	QTY.	UNIT PRICE	AMOUNT
Mobilization	LS	1	\$4,000	\$4,000
Site Clearing (15' X 1,473')	ACRE	0.5	\$2,263.75	\$1,131.88
Subgrade Preparation (6")	SY	1,636.67	\$4.00	\$6,546.68
Flexible Base 6" CalicheTxDOT 247-Grade III, Type D	SY	1,636.67	\$10.00	\$16,366.70
4" Concrete Path, Class A	SF	14,730	\$7.00	\$103,110
Drainage	EA	1	\$1,990.00	\$1,990.00
Rock Filter Dam	LF	80	\$20.00	\$1,600
Silt Fence (Installed)	LF	1,473	\$6.15	\$9,058
Signage	LS	1,650		\$1,650
SUB TOTAL			\$145,480.26	\$145,453.26
TxDOT Review (10%)				\$14,545.33
TOTAL COST (Funds Requested)			\$160,000.00	\$159,998.59
Engineering Design & Staking/Surveying	Local Match			\$30,000.00
Environmental, Cultural, Archeological Reviews	Local Match			\$10,000.00
TOTAL LOCAL MATCH				\$40,000.00

TRANSPORTATION ALTERNATIVES (TA) SET ASIDE PROGRAM SIGNATURE FORM

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

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

Signature:  / 

Title: CO-Interim City manager / CO-Interim City Manager

Print Name: Robert A. Eads / Rosario C. Cabello

Date: 6/4/19

Plum Street Shared Use Path/Mier Street Shared Use Path

TRANSPORTATION ALTERNATIVES (TA) SET ASIDE PROGRAM

PROJECT SUBMITTAL FORM

The Laredo MPO Transportation Alternatives (TA) Set Aside Program is intended to support non-traditional transportation projects that expand transportation choices. Given the intensity of TxDOT's administrative process (i.e., Advanced Funding Agreements, Local Government Project Procedures (LGPP) Qualification) the minimum award request is \$100K. Please see TA Set Aside Guidelines for additional details.

SECTION A - APPLICANT INFORMATION

Applicant Agency:

Contact Person:

Job Title:

Mailing Address:

City: Zip Code:

Daytime Telephone: E-mail Address:

SECTION B - PROJECT INFORMATION

Project Name:

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

The construction plans for this project are currently:

Not Started % Complete _____ Complete _____ N/A _____

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

The proposed projects focus on increasing connectivity in Central Laredo, namely Las Polkas, Las Lomas, and the historic Heights neighborhoods, which despite operating on a gridded street system have a severe lack of bicycle and pedestrian infrastructure.

Boasting some of the densest residential areas and highest rates of mixed use in the city (i.e. mom and pop shops, family-owned grocery stores, corner cafes, neighborhood pubs), this area has considerable potential to become a highly walkable, interconnected, and iconic neighborhood for the city, generating tourism, increasing property values, and improving health outcomes and quality of life for residents.

The area recently concluded a major phase of the community-driven neighborhood plan, which called for considerable investment in human scale improvements (such as bicycle and pedestrian infrastructure) throughout the area. Not only are the projects within this application consistent with the neighborhood plan, but they also fulfill the priorities outlined in the 2017 Viva Laredo Comprehensive Plan, which called for revitalization of this area through such improvements as well. The proposed projects are as follows:

Plum Street Shared Use Path (3,710 feet): the proposed project serves as a direct, off-street connection between K Tarver Elementary and Nixon High School, serving the Las Polkas, Las Lomas, and Siete Nuevo neighborhoods. The 8-foot-wide path will stretch for 11-blocks in city owned right of way in an underserved, high need community, providing increased access the nearby grocery, hospital, schools, parks and recreation centers, and local businesses.

Mier Street Shared Use Path (4,690 feet): the 8-foot, 15-block proposed path will offer a direct, off-street connection between St. Augustine Elementary, Middle, and High School and Lamar Middle school, establishing a major bicycle/pedestrian route in the historic Heights neighborhood. The project coincides with the community-driven neighborhood plan for increased emphasis on connectivity, particularly in regards to schools.

The general phases for both projects are as follows:

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

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

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

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

Phase 5: Once the utilities coordination is completed and the construction schedule is finalized, the selected construction company will be given notice to proceed.

Phase 6: After construction is reported to be complete, a final inspection and acceptance of the project, by the city and TxDOT, will take place.

The anticipated construction time for the project is approximately 2 years (1 year for all

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

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

SECTION C - PROJECT CRITERIA

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

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

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

Within a three block radius of the Plum street shared use path, there are 15 bus stops; on Mier, there are 14. Within this three block radius, stops are serviced by 5 different El Metro routes; within a six block radius, there are 10 total routes accessible. The creation of these paths will better connect residents to the bus network by alleviating "last mile" conditions, lowering barriers to bus use by decreasing the inconvenience and discomfort of getting to bus stops from destinations, and vice versa. For example, it would take a 15 minute walk to get to a bus stop 4 blocks away; this same trip would only take 1 minute on a bicycle (if at average walking speed and on average block size for the area, 310 feet). Accordingly, the presence of safe, dedicated bike/ped infrastructure can be the difference between whether or not using the bus is a compelling option for residents, and further complements El Metro's recent investment in equipping all buses with bike racks.

The newest mode of transportation, shared e-scooters, will also benefit from these shared use paths, as riders must use bike lanes when available. These paths will serve as the major east-west thoroughfares for their respective neighborhoods, and be a strong network link for walking, biking, busses, and scooters.

Evaluation Category	Description	Factors	Points
<p>Implementing Active Transportation and Mobility Plan</p>	<p>Improves ability to use walking and bicycling facilities for everyday activities including travel to work, school, and</p>	<ul style="list-style-type: none"> ➤ Implements a planned facility in <u>any</u> local On-Street Bicycle Facility Plan, Pedestrian Facility Plan, SRTS Plan, or other related community Master Plan adopted by the City or County Governing Body 	<p>20</p>

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

This area recently finished a major phase of its community-driven neighborhood plan, which called for significant investments in bicycle and pedestrian infrastructure, particularly surrounding the Nixon High School campus. In the Viva Laredo Comprehensive Plan, under the Mobility chapter, policy goal 4.3 "Street Conversions" prioritize "improv[ing] thoroughfares over time as opportunities are found to increase transit service and improve connectivity, walkability, bikability and economic benefits to surrounding areas." In addition, policy 4.6.8 states "Infrastructure that encourages students to walk or bike safely to school should be supported. The City should continue to coordinate with the Laredo MPO... to identify funding and opportunities to enhance walking routes to school." Since the proposed shared use paths go directly from campus to campus with the intent of increasing the safety, comfort, and convenience of walking and biking to school, and because this will improve existing thoroughfares to increase transit service and connectivity, the proposed projects directly realize goals outlined in both the neighborhood and greater city plans.

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

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

A recent study suggested that sharrows (thermoplastic bike signs plastered on the roadway to indicate that motor vehicles should “share” the road with cyclists) might actually increase the risk of injury for cyclists (Ferenchak, Marshall; University of Colorado Denver). Another similar study found that simply demarcating a bike lane using a single white line also leads to poor safety outcomes (Beck et al; Monash University). Both studies point towards the same solution: more robust bicycle and pedestrian infrastructure is absolutely necessary to ensure the safety of people on the street. This takes form in protected bike lanes: using traffic improvements like bollards, raised pavement markings, and curbs, or aesthetic improvements like planters, a protective barrier can be placed between high speed, multi-ton metal vehicles and community members using active modes of transportation.

The proposed projects span 26 blocks collectively, escorting bicyclists and pedestrians across roads as high volume as Meadow Avenue and providing alternatives to using other high ADT thoroughfares like Lyon Street and Clark Boulevard. Because these shared use paths will be off the roadway and within the right of way, users would be at a completely different grade and protected by a curb, alleviating the concerns raised by both studies previously mentioned. It would, if created, be the city’s first protected bike path.

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

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

The Plum Street and Mier Street Shared Use Paths will assist bicyclists and pedestrians in safely crossing Meadow Avenue, which clocks in Average Daily Traffic counts at significantly higher numbers than the surrounding area (Plum Street at Nixon High School at 1,984 cars per day; Meadow 11,471). Urbanist Kevin Lynch argues that all locales are composed of five elements: paths, nodes, districts, landmarks, and boundaries. The last of these elements can be fatal to an otherwise interconnected neighborhood, and in the urban context, often take shape as high traffic, high speed roads (such as Meadow). Crossing this boundary is critical to generating a neighborhood that is safely walkable and bikable.

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

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

As shown on the map, both shared use paths route from one campus to another, providing direct connections between neighborhood schools. The Plum Street Shared Use Path travels directly from K Tarver Elementary, which hosts a public recreation center, to Nixon High School, which hosts 11 tennis courts, a baseball field, a running track, and racquetball courts. The creation of this path would not only provide a safe route to school for children; this path would increase access to the recreational facilities these schools supply. The Mier Shared Use Path just 15 blocks below abides by the same principles, presenting a targeted benefit to the students of St. Augustine Elementary, Middle, and High School and Lamar Middle School, but having a broad benefit to residents of the neighborhood overall.

Beyond the considerable benefit to school children, these two shared use paths would connect to nearly 30 bus stops in a three block radius and 10 bus routes in a six block radius, linking inner-neighborhood travel with city-wide travel. The Plum Street Shared Use Path also directly connects to a local family-owned grocery store, a beauty college, two childcare facilities and a family owned restaurant. The Mier Street Shared Use Path directly connects to a myriad of locally owned businesses, a Korean Baptist Church and Blessed Sacrament Catholic church and school, and a public health center with child and food assistance programs.

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

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

Concentrated air pollution arises when roadways are congested with high amounts of traffic. In Laredo, this is at its worst in and around schools in the mornings and afternoons when hundreds of parents are squeezed onto the same few roads to enter campus. Building wider roads only invites more cars (induced demand); creating compelling biking and walking options is the only way of remedying this situation. For every neighborhood child that has decided to walk or bike to school, there is one less car on the road, and therefore fewer emissions in the air. Besides the two significant improvements to traffic congestion and air quality, there are also considerable health benefits to infrastructurally encouraging students to walk and bike. Currently, the nation is facing a childhood obesity and diabetes epidemic so severe that it has led to a decreased life expectancy rate (shorter than that of their parents) for the current generation of children. Much of the reason for this epidemic is overeating and under-exercising; when cities are built for cars and not for people, things that are essential to human flourishing such as regular walking and clean air are discouraged. Building a city at the human scale, including safe, robust, and compelling bike and pedestrian infrastructure, are critical to cultivating a better future for the children of Laredo.

Additionally, because the shared use paths will take place in the right of way, no vegetation will be harmed or removed.

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

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

The 32 poverty rate city wide is concentrated in central and south Laredo, where median household income for block groups along the Plum Street Shared Use Path range between \$9,763 and \$26,648 and from \$29,918 to \$33,833 along the Mier Street Shared Use Path. The average car payment in the first quarter of 2019 was \$551 per month for new cars (\$6,612 per year) and nearly \$400 for used cars, not including licensing and fees, insurance, or gasoline. Comparing the cost of car ownership with the median household incomes of these areas, it is clear that many families cannot afford private motorvehicles and thus depend on other forms of transportation such as bus or bike. It is therefore critical that the city build the infrastructure that residents need and will directly benefit from. Both of these shared use paths will also close gaps in infrastructure where sidewalks are currently missing, and serve as the first bicycle infrastructure for the area despite probable dependence on bicycling as a main mode of travel by its constituents.

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

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

With an emphasis on human scale design and transportation, self-sustaining economic ecosystems will emerge and strengthen in these neighborhoods. Increased walkability in a locale encourages residents to depend on neighborhood establishments rather than driving across town to a chain or franchise. The numerous family owned businesses along the shared use paths are in position to benefit greatly from the increased life in the street, as shops in walkable neighborhoods do better on average than shops in non-walkable areas (Washington Post "Walkable neighborhoods provide health, environmental, and financial benefits). Further, if increased investments in generating walkability in these neighborhoods of financial hardship compel residents to depart from car ownership, thousands of dollars per household become liberated from car-associated costs and turn into discretionary spending. If done right, shared use paths like these can help families spend more money comfortably and do so in local businesses, which in turn strengthens the local economy.

Additionally, for employed residents who don't own cars, bicycle and pedestrian infrastructure provide safer and more efficient methods of arriving to work, supplying a sense of economic security for the resident and their employer. Too often, it is "last resort" cyclists, or cyclists who bike to and from work because they do not own vehicles, that are injured or killed on roadways. Given the economic profile, the neighborhoods proposed are likely composed of "last resort" cyclists.

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

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

For both shared use paths, the land to be developed lies totally within the city right of way and therefore no acquisition of any sort will be necessary. No major utility relocations are necessary, and there are no foreseeable environmental, archeological, or cultural concerns. The City of Laredo City Council has passed a resolution of support for this project proposal, and 100% of the cash flow necessary to begin and follow through with construction is allocated. No complications with TxDOT "off system" roadways are foreseen.

SECTION D - PROJECT BUDGET

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

Eligible Expenses - Itemized Construction Cost

Line 1	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Line 2	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Line 3	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Line 4	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Line 5	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Line 6	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total Construction Cost:			<input type="text"/>	

Eligible Expenses - Itemized Construction-related Cost

Line 1	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Line 2	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Line 3	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

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

Line 4	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Line 5	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Line 6	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total Other Construction-related Cost:				<input type="text"/>

Eligible Expenses: Planning/Design/Engineering

	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total Planning/Design/Engineering Costs:				<input type="text"/>

Eligible Expenses: Materials Costs

Material	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total Materials Costs:				<input type="text"/>

Non - Eligible Expenses: Property Aquisition Costs

Associated Property	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total Property Aquisition Costs:			<input type="text"/>	<input type="text"/>

Project Budget Summary

Itemized Eligible Construction Cost Estimate	1. Total Eligible Construction Cost	<input type="text"/>
Itemized Other Eligible Project Costs (other construction related costs/planning/ design/engineering/materials)	2. Total Other Eligible Project Costs	<input type="text"/>
Total Eligible Project Costs	3. Total Lines 1 + 2	<input type="text"/>
Estimated TxDOT Administrative fee	4. 10% of Line 3	<input type="text"/>
Total Project Cost	4. Total Lines 3 + 4	<input type="text"/>
Federal Funds Requested	6. 80% of Line 5	<input type="text"/>
Local Match**	7. 20% of Line 5	<input type="text"/>

**Project Sponsors may increase the local match by adjusting the percentage above.

Approved in-kind contributions may be used to satisfy a portion of the local match requirement. Eligibility of in-kind costs will be determined as part of project evaluation.

Project Budget Summary (continue)

Property Acquisition Costs	8. Total Property Acquisition Cost	<input type="text"/>
Engineering Costs	9. Total Engineering Cost	<input type="text"/>
Materials Costs	10. Total Materials Cost	<input type="text"/>
Total In-Kind Contribution Available	11. Total Lines 8 + 9 + 10	<input type="text"/>
Project Costs Eligible for In-Kind Match	12. Total from Line 3	<input type="text"/>
Eligible In-Kind Contribution	13. Line 11 or 25% of Line 12, whichever is less	<input type="text"/>
Local Cash Match Required for Total Project Construction	14. Line 12 minus (-) Line 13	<input type="text"/>
Local Cash Match for TxDOT Administrative Costs	15. Insert 20% of Line 4	<input type="text"/>
Total Local Cash Match Required	16. Total Line 14 + Line 15	<input type="text"/>

TRANSPORTATION ALTERNATIVES (TA) SET ASIDE PROGRAM SIGNATURE FORM

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

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

Signature: Ramon E. Chavez

Title: City Engineer

Print Name: Ramon Chavez

Date: 6/6/19



PROJECT LOCATION - ATTACHMENT A
Plum Street Shared Use Path (3,710 feet, from Tilden to Urbahn)



PROJECT LOCATION - ATTACHMENT A

Mier Street Shared Use Path (4,690 feet, from Loring to Louisiana)

City Council-Regular

Meeting Date: 05/20/2019

Initiated By: Rosario Cabello, Co-Interim City Manager

Staff Source: Ramon E. Chavez, P.E.

SUBJECT

2019-R-77 Authorizing the Co-Interim City Managers to submit a grant application to the Laredo Metropolitan Planning Organization Transportation Alternatives (TA) Set-Aside Program for 2019 authorized under the Fixing America's Surface Transportation (FAST) Act in the total amount of \$816,000.00 for shared use path within the right of way along Plum Street, connecting K Tarver Elementary and Nixon High School located in District 4, and along Mier Street & Loring Avenue connecting Lamar Middle School and St. Augustine High School located in District 3; and committing the City of Laredo to providing the required local match of \$163,200.00 and TxDOT may impose an administrative fee up to 15% of the project cost amounting \$122,400.00 for a total amount of \$285,600.00; acknowledging the availability of fund to pay all up-front costs, since the TA Program is a cost reimbursement program as outlined in the MPO Transportation Alternatives Program Guidance and Application Packet for 2019 authorized under the Fixing America's Surface Transportation (FAST) Act.

PREVIOUS COUNCIL ACTION

N/A

BACKGROUND

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

COMMITTEE RECOMMENDATION

N/A

STAFF RECOMMENDATION

Recommend approval of this Resolution

RESOLUTION NO. 2019-R-77

AUTHORIZING THE CO-INTERIM CITY MANAGERS TO SUBMIT A GRANT APPLICATION TO THE LAREDO METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE PROGRAM FOR 2019 AUTHORIZED UNDER THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT IN THE TOTAL AMOUNT OF \$816,000.00 FOR SHARED USE PATH WITHIN THE RIGHT OF WAY ALONG PLUM STREET, CONNECTING K. TARVER ELEMENTARY AND NIXON HIGH SCHOOL LOCATED IN DISTRICT 4, AND ALONG MIER STREET & LORING AVENUE CONNECTING LAMAR MIDDLE SCHOOL AND ST. AUGUSTINE HIGH SCHOOL LOCATED IN DISTRICT 3; AND COMMITTING THE CITY OF LAREDO TO PROVIDING THE REQUIRED LOCAL MATCH OF \$163,200.00 AND TXDOT MAY IMPOSE AN ADMINISTRATIVE FEE UP TO 15% OF THE PROJECT COST AMOUNTING \$122,400.00 FOR A TOTAL AMOUNT OF \$285,600.00; ACKNOWLEDGING THE AVAILABILITY OF FUND TO PAY ALL UP-FRONT COSTS, SINCE THE TA PROGRAM IS A COST REIMBURSEMENT PROGRAM AS OUTLINED IN THE MPO TRANSPORTATION ALTERNATIVES PROGRAM GUIDANCE AND APPLICATION PACKET FOR 2019 AUTHORIZED UNDER THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT.

WHEREAS, the City of Laredo Comprehensive Plan calls for a less car-dependent future, with a priority on cultivating walkability and bikeability; and

WHEREAS, Policy 4.6.8 of the Mobility Chapter of the Comprehensive Plan states "infrastructure that encourages students to walk or bike safely to school should be supported. The City should continue to coordinate with the Laredo MPO to partner with schools, the Laredo Police Department, Webb County and the TxDOT to identify funding and opportunities to enhance walking routes to school"; and

WHEREAS, the City of Laredo, Texas, authorizes the Co-Interim City Managers to submit a grant application to the Laredo Metropolitan Planning Organization Transportation Alternatives (TA) Set-Aside Program for 2019 on funding authorized under The Fixing America's Surface Transportation (FAST) Act; and

WHEREAS, the City of Laredo, Texas, is submitting a grant application to the Laredo Metropolitan Planning Organization Transportation Alternatives (TA) Program funds in the total amount of \$816,000.00 for shared use path within the right of way along Plum Street, connecting K. Tarver Elementary and Nixon High School located in District 4, and along Mier Street & Loring Avenue connecting Lamar Middle School and St. Augustine High School located in District 3; and committing the City of Laredo to providing the required local match of \$163,200.00 and TxDOT may impose an administrative fee up to 15% of the project cost amounting \$122,400.00 for a total amount of \$285,600.00; as outlined in the MPO Transportation Alternatives Program Guidance and Application Packet for 2019; and

WHEREAS, the City of Laredo, Texas, acknowledges availability of the required local match of 20%, TxDOT administrative fee up to 15% and the availability of funds to pay all upfront costs, since the TA Program is a cost reimbursement program.

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

Section 1.The City of Laredo, Texas does hereby authorize the Co-Interim City Managers to submit a grant application to the Laredo Metropolitan Planning Organization Transportation Alternatives (TA) Set-Aside Program for 2019 on funding authorized under The Fixing America's Surface Transportation (FAST) Act; and

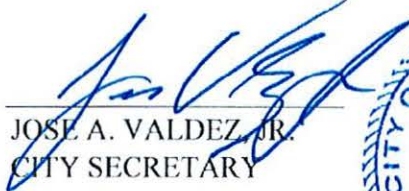
Section 2. The City of Laredo, Texas hereby assures the Laredo Metropolitan Planning Organization that there is sufficient funding for the Plum Street Shared Use Path project and Mier Street Shared Use Path project; and

Section 3. The City of Laredo, Texas hereby assures the Laredo Metropolitan Planning Organization that it is willing and able administer all activities involved with Plum Street Shared Use Project located in District 4 and Mier Street Shared Use Path Project located in District 3 if selected for funding.

PASSED BY THE CITY COUNCIL AND APPROVED BY THE MAYOR ON THIS THE 20 DAY OF May, 2019.


PETE SAENZ
MAYOR

ATTEST:


JOSE A. VALDEZ, JR.
CITY SECRETARY



APPROVED AS TO FORM:

BY 
KRISTINA LAUREL HALE
CITY ATTORNEY

City Council-Regular

Meeting Date: 05/20/2019

Initiated By: Rosario Cabello, Co-Interim City Manager

Staff Source: Ramon E. Chavez, P.E.

SUBJECT

2019-R-77 Authorizing the Co-Interim City Managers to submit a grant application to the Laredo Metropolitan Planning Organization Transportation Alternatives (TA) Set-Aside Program for 2019 authorized under the Fixing America's Surface Transportation (FAST) Act in the total amount of \$816,000.00 for shared use path within the right of way along Plum Street, connecting K Tarver Elementary and Nixon High School located in District 4, and along Mier Street & Loring Avenue connecting Lamar Middle School and St. Augustine High School located in District 3; and committing the City of Laredo to providing the required local match of \$163,200.00 and TxDOT may impose an administrative fee up to 15% of the project cost amounting \$122,400.00 for a total amount of \$285,600.00; acknowledging the availability of fund to pay all up-front costs, since the TA Program is a cost reimbursement program as outlined in the MPO Transportation Alternatives Program Guidance and Application Packet for 2019 authorized under the Fixing America's Surface Transportation (FAST) Act.

PREVIOUS COUNCIL ACTION

N/A

BACKGROUND

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

COMMITTEE RECOMMENDATION

N/A

STAFF RECOMMENDATION

Recommend approval of this Resolution

Fiscal Impact

Fiscal Year:

Budgeted Y/N?:

Source of Funds:

Account #:

Change Order: Exceeds 25% Y/N:

FINANCIAL IMPACT:

Funding for local match will be identified when grant is awarded.

Attachments

Resolution 2019-R-77



PRELIMINARY ENGINEERING COST ESTIMATE



MIER STREET AND LORING AVE 4,690 LF LENGTH

MAY 20, 2019

ITEM	QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	EXTENDED PRICE
1	60,970	SF	8' WIDE REINFORCED CONCRETE BIKE LANE/SIDEWALK AS PER TXDOT SPECIFICATIONS, TO INCLUDE ALL LABOR, MATERIALS, TOOLS, EQUIPMENT, ETC. COMPLETE IN PLACE	\$4.90	\$298,753.00
2	600	LF	ONE (1) - THREE (3) FEET HIGH RETAINING WALL TO INCLUDE ALL LABOR, MATERIALS, TOOLS, EQUIPMENT, ETC. COMPLETE IN PLACE	\$27.00	\$16,200.00
3	60	EA	ACCESSIBLE RAMPS TO INCLUDE ALL LABOR, MATERIALS, TOOLS, EQUIPMENT, ETC. COMPLETE IN PLACE	\$500.00	\$30,000.00
4	1	LS	REMOVE/RELOCATE EXISTING IRRIGATION SYSTEM TO INCLUDE ALL LABOR, MATERIALS, TOOLS, EQUIPMENT, ETC. COMPLETE IN PLACE	\$11,900.00	\$11,900.00
				SUB TOTAL	\$356,853.00

TRAFFIC

ITEM	QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	EXTENDED PRICE
5	45	EA	BIKE FIGURE 9C-3 MARKING AS PER MUTCD AND TXDOT SPECIFICATIONS TO INCLUDE ALL LABOR, MATERIALS, TOOLS, EQUIPMENT, ETC. COMPLETE IN PLACE	\$ 570.00	\$25,650.00
6	9,380	LF	4" SOLID YELLOW REFLECTORIZED PAVEMENT MARKINGS AS PER MUTCD AND TXDOT SPECIFICATIONS TO INCLUDE ALL LABOR, MATERIALS, TOOLS, EQUIPMENT, ETC. COMPLETE IN PLACE	\$ 5.50	\$51,590.00
7	1	LS	TRAFFIC CONTROL PLAN	\$ 15,000.00	\$15,000.00
				SUB-TOTAL---	\$92,240.00

TOTAL \$449,093.00

CONSTRUCTION	\$ 449,093.00
ENGINEERING AND SURVEYING (30%)	\$ 134,727.90
ADA REVIEW AND IMPLEMENTATION	\$ 3,000.00
UTILITY COORDINATION	\$ 2,000.00
PRINTING, ADVERTISEMENT, AS-BUILT PLANS	\$ 5,000.00
CONTINGENCY (5%)	\$ 22,454.65
TRAFFIC IMPACT ANALYSIS (5%)	\$ 22,454.65
CONSTRUCTION MATERIALS TESTING (3%)	\$ 13,472.79
	\$ 652,202.99



PRELIMINARY ENGINEERING COST ESTIMATE



E. PLUM STREET 3,710 LF LENGTH

MAY 20, 2019

ITEM	QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	EXTENDED PRICE
1	29,680	SF	8' WIDE REINFORCED CONCRETE BIKE LANE/SIDEWALK AS PER TXDOT SPECIFICATIONS, TO INCLUDE ALL LABOR, MATERIALS, TOOLS, EQUIPMENT, ETC. COMPLETE IN	\$4.90	\$145,432.00
2	200	LF	ONE (1) - THREE (3) FEET HIGH RETAINING WALL TO INCLUDE ALL LABOR, MATERIALS, TOOLS, EQUIPMENT, ETC. COMPLETE IN PLACE	\$27.00	\$5,400.00
3	22	EA	ACCESSIBLE RAMPS TO INCLUDE ALL LABOR, MATERIALS, TOOLS, EQUIPMENT, ETC. COMPLETE IN PLACE	\$500.00	\$11,000.00
4	1	LS	REMOVE/RELOCATE EXISTING IRRIGATION SYSTEM TO INCLUDE ALL LABOR, MATERIALS, TOOLS, EQUIPMENT, ETC. COMPLETE IN PLACE	\$5,000.00	\$5,000.00
				SUB TOTAL	\$166,832.00

TRAFFIC

ITEM	QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	EXTENDED PRICE
5	21	EA	BIKE FIGURE 9C-3 MARKING AS PER MUTCD AND TXDOT SPECIFICATIONS TO INCLUDE ALL LABOR, MATERIALS, TOOLS, EQUIPMENT, ETC. COMPLETE IN PLACE	\$ 570.00	\$12,084.00
6	7,420	LF	4"SOLID YELLOW REFLECTORIZED PAVEMENT MARKINGS AS PER MUTCD AND TXDOT SPECIFICATIONS TO INCLUDE ALL LABOR, MATERIALS, TOOLS,	\$ 5.50	\$40,810.00
7	1	LS	TRAFFIC CONTROL PLAN	\$ 5,000.00	\$5,000.00
				SUB-TOTAL---	\$57,894.00

TOTAL \$224,726.00

CONSTRUCTION	\$ 224,726.00
ENGINEERING AND SURVEYING (30%)	\$ 67,417.80
ADA REVIEW AND IMPLEMENTATION	\$ 2,000.00
UTILITY COORDINATION	\$ 1,000.00
PRINTING, ADVERTISEMENT, AS-BUILT PLANS	\$ 2,000.00
CONTINGENCY (5%)	\$ 11,236.30
TRAFFIC IMPACT ANALYSIS (5%)	\$ 11,236.30
CONSTRUCTION MATERIALS TESTING (3%)	\$ 6,741.78
	\$ 326,358.18

El Metro ADA Bus Stops and Bicycle Plazas
Enhancement Project Phase II

Providing Facilities that Promote
Active Transportation & Public Mobility
that incorporates Walking, Biking and
Transit for Residents and Visitors in the
Laredo Urbanized Area

**FY 2019 FUNDING APPLICATION FOR THE
TRANSPORTATION ALTERNATIVES (TA) SET-
ASIDE PROGRAM**

**Under FIXING AMERICA'S SURFACE
TRANSPORTATION ACT (FAST)**

**FROM THE CITY OF LAREDO
AND THE
LAREDO TRANSIT MANAGEMENT INC. (EL METRO)**

May 30, 2019



TRANSPORTATION ALTERNATIVES (TA) SET ASIDE PROGRAM

PROJECT SUBMITTAL FORM

The Laredo MPO Transportation Alternatives (TA) Set Aside Program is intended to support non-traditional transportation projects that expand transportation choices. Given the intensity of TxDOT's administrative process (i.e., Advanced Funding Agreements, Local Government Project Procedures (LGPP) Qualification) the minimum award request is \$100K. Please see TA Set Aside Guidelines for additional details.

SECTION A - APPLICANT INFORMATION

Applicant Agency:

Contact Person:

Job Title:

Mailing Address:

City: Zip Code:

Daytime Telephone: E-mail Address:

SECTION B - PROJECT INFORMATION

Project Name:

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

The construction plans for this project are currently:

Not Started % Complete Complete N/A

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

The Laredo Transit Management Inc. (El Metro) is seeking TA Set Aside grant funding in the amount of \$100,000 for the El Metro ADA Bus Stops and Bicycle Plazas Enhancement Project with a local match of \$25,000 for a grand total of \$125,000. This project will be for the improvement of accessibility and security for up to nine (9) existing bus stops in the City of Laredo District Eight (8). Investing in the safety, security and accessibility of neighborhood access to transit service supports Transit's opportunity to market and promote use of public transportation and complements walking and biking as the most environmentally conscience mode of transportation. Often the decision to use public transportation is determined by access, convenience and the perceived security at the bus stop; this is especially true for persons with disabilities or conditions that may limit physical capacity. Since 2013, the Laredo Transit has leveraged grant awards with local funding to enhance bus stop accessibility and develop improvements in the community we serve; however, the lack of additional funding increases inequality for those living in poverty to access to jobs, goods, healthcare, schooling and services.

The Laredo Transit Management Inc. (LTMI), also known as El Metro, is the sole provider of public transit service in Laredo, Texas operating fixed route and paratransit operations under the current management contract with First Transit from Cincinnati, Ohio. LTMI provides the following public transit services within the City of Laredo city limits as listed below:

- Urban fixed route service in the city of Laredo.
- Urban demand responsive paratransit service (El LIFT), which includes service to seniors and persons with disabilities and complementary paratransit service as required by the Americans with Disabilities Act (ADA).
- Weekday ADA service starting at 4:30 AM.
- Limited special event route to the Unitrade Stadium.

Laredo Transit currently operates a fleet of 44 buses ranging in capacity from 30 to 55 passengers. Annual ridership has increased significantly over the organization's 30 year history, reaching a system-wide high of 3 million one-way trips in FY 2016-17. El Metro carries approximately 9,000 passengers on a typical service day.

The local fixed route system provides service every 30 to 60 minutes on 22 routes with 35 buses in all day service Monday through Friday (33 on Saturdays) and (19 on Sundays). Local fixed route service is provided each weekday from approximately 6:00 a.m. to 10:30 p.m. and from approximately 6:00 a.m. to 10:30 p.m. on Saturdays. In addition, Sunday service starts from 7:30 a.m. to 8:30 p.m.

The strong long term growth trend in local fixed route ridership is a reflection of the successful modification of many route improvements over the years. These improvements included the introduction of larger and more easily identified fixed route buses; the placement of bus stop benches and shelters at key stops; the installation of bike racks on all buses and bus stops; a full conversion to modern low floor buses; and, highly successful discount monthly pass programs for area youth, seniors and students.

During FY 2018, there were a total of 163 full time and 16 part time authorized personnel positions.

This project will provide residents with safer and less intimidating bus stop facilities for transit riders, pedestrians, bicyclists and public in general. LTMI will issue a Notice to proceed on September 2019 and completed within six (6) months. See Attachment C - Project Time-Line.

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

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

SECTION C - PROJECT CRITERIA

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

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

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

Investing in bus stop accessibility creates an invitation to ride the bus and provides more locations to access the system by reducing entry barriers. Each person who chooses to use public transportation may have otherwise made their trip in a single-occupant vehicle, adding to existing congestion and emissions. Removing barriers to transit service results in increased bus ridership opportunities as well as trips made by walking and biking.

The El Metro ADA Bus Stops Enhancement Project will include security lighting (solar), bench, bicycle rack, system route and schedule holder and a trash receptacle. The bus stop locations will close and enhance the gap thus providing access to our existing bus routes where riders take advantage on going to work, school, hospice, shopping centers and government offices connecting between neighborhoods and community facilities.

Evaluation Category	Description	Factors	Points
<p>Implementing Active Transportation and Mobility Plan</p>	<p>Improves ability to use walking and bicycling facilities for everyday activities including travel to work, school, and</p>	<ul style="list-style-type: none"> ➤ Implements a planned facility in <i>any</i> local On-Street Bicycle Facility Plan, Pedestrian Facility Plan, SRTS Plan, or other related community Master Plan adopted by the City or County Governing Body 	<p>20</p>

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

The LTMI and the City of Laredo are both well-in lined with the City of Laredo Comprehensive Plan. Laredo currently has a handful of dedicated bicycle lanes located on Clark Boulevard, Country Club Drive, Convent street and on bike trails located on Chacon Creek, Bob Bullock Loop Cycle Track , Zacate Creek Greenway Trail and Manadas Creek Trail. Perception within the community is that it is not safe to bike on the City streets. Commuter bicyclists include visitors from Mexico crossing into the Downtown area across the international bridges. Recreational users perform most of their activities in the northern parts of Laredo, as represented in the Strava Activity Heatmap. Presently, the Bike Master Plan, included in the Comprehensive Plan, includes planning for bicycle routes, parking, and safety in the Comprehensive Plan. Methods for creating a safe and desirable bicycle network include the process of making all significant destinations accessible. Traits of a proper bicycle network include the use of a combination of four types of bike ways: Bicycle paths, Bicycle lanes, Separated bicycle facilities and shared routes all which LTMI will be sharing the existing 22 bus routes in these bicycle networks with our transit system.

The bike plan that is in Comprehensive Plan will connect the existing bike infrastructure, providing any cyclist with the ability to reach further distances. The plan highlights regional destinations, mainly schools, campuses, and downtown. A network is created throughout the city that includes the connection of residential neighborhoods to these destinations. This bicycle network includes both on and off-road facilities in order to create a compact web and provide variety to cyclists. Priority routes are highlighted and given a specific bicycle facility. These routes are mostly extensions of the existing bicycle facilities or represent the implementation of popular proposals, such as connecting the college campuses. The new proposed Bike and Ride Plazas or hubs will provide capital investment to major destination points throughout the city.

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

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

The El Metro 2016 Five-Year Transit Development Plan (TDP) identified the need to enhance the bus stop and shelter program inventory and improve safety, including adding new bus bays, sidewalk connectivity gaps, and other roadway conditions impacting safe bus and pedestrian movement are recommended. As per the study, it was recommended for a Planning level estimated costs for a planning study to inventory safe conditions of the bus stop system and would support El Metro efforts to inventory and identify needed bus stop improvements over time.

It is recommended in the study within the five-year TDP horizon which will allow the next TDP and long-range transportation plan to include more definitive vision and costs for longer term implementation of a system structure that will best meet the needs of the growing population in Laredo thus increasing transit use as a key to implementation of the regional transportation plan. Providing access to transit service is a fundamental component of maintaining, and increasing transit use. Investment in bus stop accessibility helps LTMI achieve its central mission of providing and promoting transportation choices that support an accessible, sustainable, livable, healthy and prosperous community. The TDP specifically identifies a robust transit system as being an essential component of the growing region. Arguably each bus stop improvement project will result in a more inviting public transit system that, overtime, reduces the number of single occupant vehicle trips, reduces traffic congestion and vehicle miles, and improves air quality. Since 2013, Laredo Transit has leveraged local funds with grant funds to improve accessibility, seating, shelters and solar lighting to enhance the safety and security of neighborhood bus stop facilities. Laredo Transit's bus stop enhancement program to improve access to transit services has resulted in 171 bus stops in 8 separate improvement projects with an additional 71 programmed for 2018. A typical improvement project may involve sidewalk repair or construction, creating a safe pedestrian pathway and access ramps for persons with mobility limitations, and the installation of a shelter, bench, railing and lighting. Since 2000 Laredo Transit has installed 10 Bus pull ins and outs, 86 shelter pads and shelters, and added solar lighting to 26 bus stops. With additional grant revenue Laredo Transit intends to continue the bus stop enhancement program until every bus stop is accessible including the 9 bus stops identified for this project.

In addition to a bikeway network, Bicycle and pedestrian circulation, access, and safety should be enhanced, especially along corridors, downtown, in activity and employment centers, within densely-developed areas, at transit stations, and near schools, libraries, and parks. If awarded, LTMI will be able to achieve and be in-line with the Laredo Comprehensive Plan and become an integral, safe, and reliable mode of transportation that contributes to the economic and social growth of the Laredo region.

Evaluation Category	Description	Factors	Points
Reducing Barriers	Improves access and/or provides safe crossings for pedestrians, bicyclists, and other non-drivers at an existing obstacle to travel	➤ Provides a grade-separated crossing under or over a barrier (e.g. water body, major roadways, railroads)	10

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

Bus riders are inherently “pedestrians” for a part of their trip. When there’s a lack of a sidewalk, curb cut or limited waiting area at a bus stop it tends to discourage and/or prohibit the use of transit service, especially those that have limited mobility. Likewise, from an operational perspective, a bus operator’s ability to navigate to and from a bus stop zone significantly improves when the stop itself includes easily recognizable design features that make boarding and de-boarding of customers easier, safer and many times faster.

With these design challenges in mind, Laredo Transit plans to continue to upgrade and improve the functionality of bus stops throughout our service district. The intent has been to not only improve on-street stop locations along major transit corridors where ridership is the highest and add new stops where conditions and land use are warranted, but to also improve existing stops in locations where the lack pedestrian amenities, like sidewalks and/or curbs, also requires bus stops be designed to comply with the functionality of ADA accessibility. With over 9,000 weekday boardings per day, it has often been said that, “a bus ride begins before you get on the bus.” It is an expression that conveys the fact that those who use public transit need to be able to get to and from a bus stop without impediments. And the attributes of a bus stop will influence its use (i.e., form follows function). The lack of accessibility at a stop though can also mean a person who is mobility challenged will need to use Laredo Transit’s more expensive paratransit service - “El Lift”- requiring ride scheduling and preparation to comply with that service’s requirements. On the other hand, accessibility improvements at a stop can mean the difference between a person using El Lift service (prescribed by federal mandate) or having the option to use fixed route service, and in doing so, contribute to improving service efficiencies at the system level.

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

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

In transit planning, it is important to identify major activity centers such as public facilities, hospitals, universities, shopping centers, and transportation facilities because they put special demands on the transportation system.

In the Laredo region, most public facilities, such as City Hall and the Webb County Courthouse, are located in the downtown area. These public facilities are in proximity to one another and generate traffic in the downtown area. Entertainment/sports related public facilities, such as Laredo Civic Center, Laredo Energy Arena, and UniTrade Stadium are located north of the downtown area along major roadway corridors. Major transportation-related facilities in the Laredo region include Laredo International Airport and the El Metro Transit Center. The El Metro Transit Center, located in downtown Laredo, is the main transfer hub for Laredo's Transit System and Inter-City bus lines.

HOSPITALS

Two large general medical facilities are in the Laredo region. The Laredo Medical Center, located on Saunders Street, is about halfway between I 35 and Loop 20. It is the largest medical facility in the region. Doctors Hospital is the second largest medical facility in Laredo, and is located at the intersection of McPherson Road and Loop 20.

SCHOOLS

Universities and colleges put special demand on the transportation system because they generate traffic from students and employees at different time periods of the day. Further, many students do not own a vehicle and must rely on public transportation to serve their daily mobility needs. Therefore, public transportation is especially important for these facilities. There are three major university and college campuses in Laredo. Texas A&M International University located on Loop 20 has approximately 7,400 students and 1,200 faculty and staff. The Laredo Community College has two campuses – the main campus just west of the downtown area at the old Fort McIntosh, and the new campus in South Laredo on US 83 has approximately 8,700 students and 1,000 faculty and staff between the two campuses. High schools operate in a different pattern, with traffic generated mostly in the morning and afternoon peak hours. There are 14 high schools in the Laredo region, including special campuses such as the Trevino School of Communications, the Perez Engineering High School, the Gateway Academy, the STEP Academy, and the Early College High School on the TAMU campus.

El Metro has bus routes connecting these traffic generators which are highly demanded resulting with high ridership.

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

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

By providing bus stop improvements with this funding it is expected to draw new non-transit riders to use Public Transportation thus reducing vehicle dependency and usage resulting less traffic reducing toxic emissions in Laredo. In addition, this project will benefit many especially reducing the traffic congestion within the roads and corridors in the city.

PUBLIC TRANSPORTATION USE HELPS OUR ENVIRONMENT!

Approximately 85 percent of greenhouse gas emissions from the transportation sector are related to the surface transportation system. Those who choose to ride public transportation reduce their carbon footprint and conserve energy.

- U.S. public transportation saves 37 million metric tons of carbon dioxide annually — equivalent to the emissions resulting from the electricity generated for the use of 4.9 million households or every household in Washington DC; New York City; Atlanta; Denver; and Los Angeles combined.
- If an individual switches from driving a 20-mile round trip commute to using public transportation, his/her annual CO₂ emissions will decrease by 4,800 pounds per year, equal to a 10 percent reduction in a two-car household's carbon footprint.

PUBLIC TRANSPORTATION USES REDUCES CONGESTION

Public transportation serves some of the most congested travel corridors and regions in the country.

- According to the most recent Texas Transportation Institute report on congestion, public transportation saved travelers 541 million hours in travel time and 340 million gallons of fuel.
- Without public transportation, congestion costs would have been an additional \$10.2 billion.

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

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

In order to access in under-served communities in Laredo, LTMI will be able to improve its outreach program for those low-income people that tend to have mobility challenges because they may not be able to afford a vehicle, upkeep of a vehicle, or may choose not to spend their limited income on keeping a vehicle. If awarded, LTMI will benefit those areas of minorities and low-income households by providing bus stops with much improve amenities meeting ADA criteria. 5-Year Estimates data, shows people below the poverty line threshold account for approximately eight percent of the total population of Webb County as per the TDP. The areas with higher low-income population densities are concentrated around the center of City of Laredo and along US 83 south of Spur 260. Furthermore, households without vehicles are directly dependent on public transit service to meet their daily mobility needs. In a geographic pattern, similar to elderly population and low-income population, the areas with higher densities of households without a vehicle are mostly concentrated around the center of City of Laredo and US 83 south of Spur 260. Last, the mobility-limited population also represents a portion of the transit dependent population. Approximately ten percent of the population in the Laredo MPO region has some form of mobility impairment or disability. The TDP transit study defined mobility limitation using the 2013 US Census ACS criteria of persons with disabilities, from age 18-64 years.

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

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

According to the American Public Transportation Association (APTA), public transportation transforms communities and the lives of the people living in them by spurring economic development, promoting sustainable lifestyles and providing a higher quality of life. Every segment of American society - individuals, families, communities, and businesses - benefits from public transportation.

According to APTA, Public Transportation Provides Economic Opportunities by the following APTA:

Every \$1 invested in public transportation generates \$4 in economic returns.

Every \$1 billion invested in public transportation supports and creates more than 50,000 jobs.

Every \$10 million in capital investment in public transportation yields \$30 million in increased business sales.

Every \$10 million in operating investment yields \$32 million in increased business sales. 71% of public funding for public transportation flows to the private sector, creating and supporting hundreds of thousands of jobs.

Home values performed 42% better than when located near high-frequency public transit.

Hotels in cities with direct rail access to airports raise 11% more revenue per room than hotels in those cities without.

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

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

Project readiness and other factors are as follows:

1. NO association with TxDOT proposed "off-system" roadways.
2. The El Metro 2016 Five-Year Transit Development Plan has received and acknowledge the stakeholders and community support to improve Bus Stops in the transit system.
3. Locations and Specifications for construction are complete and ready to be procured.
4. NO environmental approvals are needed for this project.
5. Any additional local funding over match will be covered by the Priority Funding.
6. See MAP attached with locations of the entire project.

SECTION D - PROJECT BUDGET

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

Eligible Expenses - Itemized Construction Cost

Line 1	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Line 2	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Line 3	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Line 4	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Line 5	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Line 6	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total Construction Cost:			<input type="text"/>	

Eligible Expenses - Itemized Construction-related Cost

Line 1	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Line 2	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Line 3	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

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

Line 4	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Line 5	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Line 6	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total Other Construction-related Cost:				<input type="text"/>

Eligible Expenses: Planning/Design/Engineering

	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total Planning/Design/Engineering Costs:				<input type="text"/>

Eligible Expenses: Materials Costs

Material	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total Materials Costs:				<input type="text"/>

Non - Eligible Expenses: Property Aquisition Costs

Associated Property	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total Property Aquisition Costs:				<input type="text"/>

Project Budget Summary

Itemized Eligible Construction Cost Estimate	1. Total Eligible Construction Cost	<input type="text"/>
Itemized Other Eligible Project Costs (other construction related costs/planning/design/engineering/materials)	2. Total Other Eligible Project Costs	<input type="text"/>
Total Eligible Project Costs	3. Total Lines 1 + 2	<input type="text"/>
Estimated TxDOT Administrative fee	4. 10% of Line 3	<input type="text"/>
Total Project Cost	4. Total Lines 3 + 4	<input type="text"/>
Federal Funds Requested	6. 80% of Line 5	<input type="text"/>
Local Match**	7. 20% of Line 5	<input type="text"/>

**Project Sponsors may increase the local match by adjusting the percentage above.

Approved in-kind contributions may be used to satisfy a portion of the local match requirement. Eligibility of in-kind costs will be determined as part of project evaluation.

Project Budget Summary (continue)

Property Acquisition Costs	8. Total Property Acquisition Cost	<input type="text"/>
Engineering Costs	9. Total Engineering Cost	<input type="text"/>
Materials Costs	10. Total Materials Cost	<input type="text"/>
Total In-Kind Contribution Available	11. Total Lines 8 + 9 + 10	<input type="text"/>
Project Costs Eligible for In-Kind Match	12. Total from Line 3	<input type="text"/>
Eligible In-Kind Contribution	13. Line 11 or 25% of Line 12, whichever is less	<input type="text"/>
Local Cash Match Required for Total Project Construction	14. Line 12 minus (-) Line 13	<input type="text"/>
Local Cash Match for TxDOT Administrative Costs	15. Insert 20% of Line 4	<input type="text"/>
Total Local Cash Match Required	16. Total Line 14 + Line 15	<input type="text"/>

TRANSPORTATION ALTERNATIVES (TA) SET ASIDE PROGRAM SIGNATURE FORM

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

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

Signature: _____

Title: Transit General Manager

Print Name: Claudia San Miguel

Date: May 30, 2019



Transit Bus Stop Enhancement Program to Incorporate & Enhance Bike & Ride Plazas

Item #	Route #	IB / OB	Location	Current Picture	Three Sides With Open Front	Pad	Map/ Schedule Holders	Waste Receptacle	Bench	Solar Light	Bike Racks	Repair Station	Total Cost
1	11,13	IB/OB	San Francisco & Scott			Pour Pad 17' x 5' (Retaining Wall)	Map/ Schedule Holder (Qty:1)	Waste Receptacle (Qty:1)	Wall Mount Aluminum Bench (Qty:1)	Solar Lighting LED Package (Qty:1)	(2 Bike) Bike Rack (Qty:1)	N/A	
						\$5,667.00	\$574.00	\$175.00	\$408.00	\$275.00	\$1,475.00	\$390.00	\$0.00
2	11,13	IB/OB	San Francisco & Sanchez			Pour Pad 20' x 3'-3" (Retaining Wall)	Map/ Schedule Holder (Qty:1)	Waste Receptacle (Qty:1)	Wall Mount Aluminum Bench (Qty:1)	Solar Lighting LED Package (Qty:1)	(2 Bike) Bike Rack (Qty:1)	N/A	
						\$7,443.00	\$485.00	\$175.00	\$408.00	\$275.00	\$1,475.00	\$390.00	\$0.00
3	3	IB	San Francisco & Park			No Pad Needed	Map/ Schedule Holder (Qty:1)	Waste Receptacle (Qty:1)	Diamond Surface Bench (Qty:1)	Solar Lighting LED Package (Qty:1)	(2 Bike) Bike Rack (Qty:1)	N/A	
						\$8,775.00	\$0.00	\$175.00	\$408.00	\$588.00	\$1,475.00	\$390.00	\$0.00
4	3	IB/OB	San Francisco & Bruni			Pour Pad 20' x 5'	Map/ Schedule Holder (Qty:1)	Waste Receptacle (Qty:1)	Diamond Surface Bench (Qty:1)	Solar Lighting LED Package (Qty:1)	(2 Bike) Bike Rack (Qty:1)	N/A	
						\$5,667.00	\$540.00	\$175.00	\$408.00	\$588.00	\$1,475.00	\$390.00	\$0.00

Transit Bus Stop Enhancement Program to Incorporate & Enhance Bike & Ride Plazas

Item #	Route #	IB / OB	Location	Current Picture	Three Sides With Open Front	Pad	Map/ Schedule Holders	Waste Receptacle	Bench	Solar Light	Bike Racks	Repair Station	Total Cost
5	3	IB/OB	W.San Francisco & Poggenpoh			Pour Pad 16' x 6'	Map/ Schedule Holder (Qty:1)	Waste Receptacle (Qty:1)	Diamond Surface Bench (Qty:1)	Solar Lighting LED Package (Qty:1)	(2 Bike) Bike Rack (Qty:1)	N/A	
													\$7,221.00
6	3	IB/OB	San Francisco & Frankfort			Pour Pad 25' x 6'	Map/ Schedule Holder (Qty:1)	Waste Receptacle (Qty:1)	Diamond Surface Bench (Qty:1)	Solar Lighting LED Package (Qty:1)	(2 Bike) Bike Rack (Qty:1)	Repair Station (Qty:1)	
													\$9,441.00
7	3	IB	W.San Francisco & Blair			No Pad Needed	Map/ Schedule Holder (Qty:1)	Waste Receptacle (Qty:1)	Wall Mount Aluminum Bench (Qty:1)	Solar Lighting LED Package (Qty:1)	(2 Bike) Bike Rack (Qty:1)	N/A	
													\$4,776.00
8	3	OB	W.San Francisco & Blair			Pour Pad 25' x 6'	Map/ Schedule Holder (Qty:1)	Waste Receptacle (Qty:1)	Diamond Surface Bench (Qty:1)	Solar Lighting LED Package (Qty:1)	(2 Bike) Bike Rack (Qty:1)	Repair Station (Qty:1)	
													\$9,441.00

Transit Bus Stop Enhancement Program to Incorporate & Enhance Bike & Ride Plazas

Item #	Route #	IB / OB	Location	Current Picture	Three Sides With Open Front	Pad	Map/ Schedule Holders	Waste Receptacle	Bench	Solar Light	Bike Racks	Repair Station	Total Cost
9	11,13	IB/OB	Garcia & San Eduardo			Pour Pad 14' x 3'-10"	Map/ Schedule Holder (Qty:1)	Waste Receptacle (Qty:1)	Wall Mount Aluminum Bench (Qty:1)	Solar Lighting LED Package (Qty:1)	(2 Bike) Bike Rack (Qty:1)	N/A	
					\$4,776.00	\$478.00	\$175.00	\$408.00	\$275.00	\$1,475.00	\$390.00	\$0.00	\$7,977.00
Transit Bus Stop Enhancement Program to Incorporate & Enhance Bike & Ride Plazas					\$63,207.00	\$6,931.00	\$1,575.00	\$3,672.00	\$4,040.00	\$13,275.00	\$3,510.00	\$3,790.00	\$100,000.00



May 30, 2019

The Laredo Metropolitan Planning Organization (MPO)
P.O. Box 579
Laredo, TX 78042

Re: **Letters of Support**

Dear MPO Members:

Due to the cyberattack, we were not able to scan the letters into an electronic document as required. As soon as systems are restored, we will submit the electronic file with the support letters.

Sincerely,

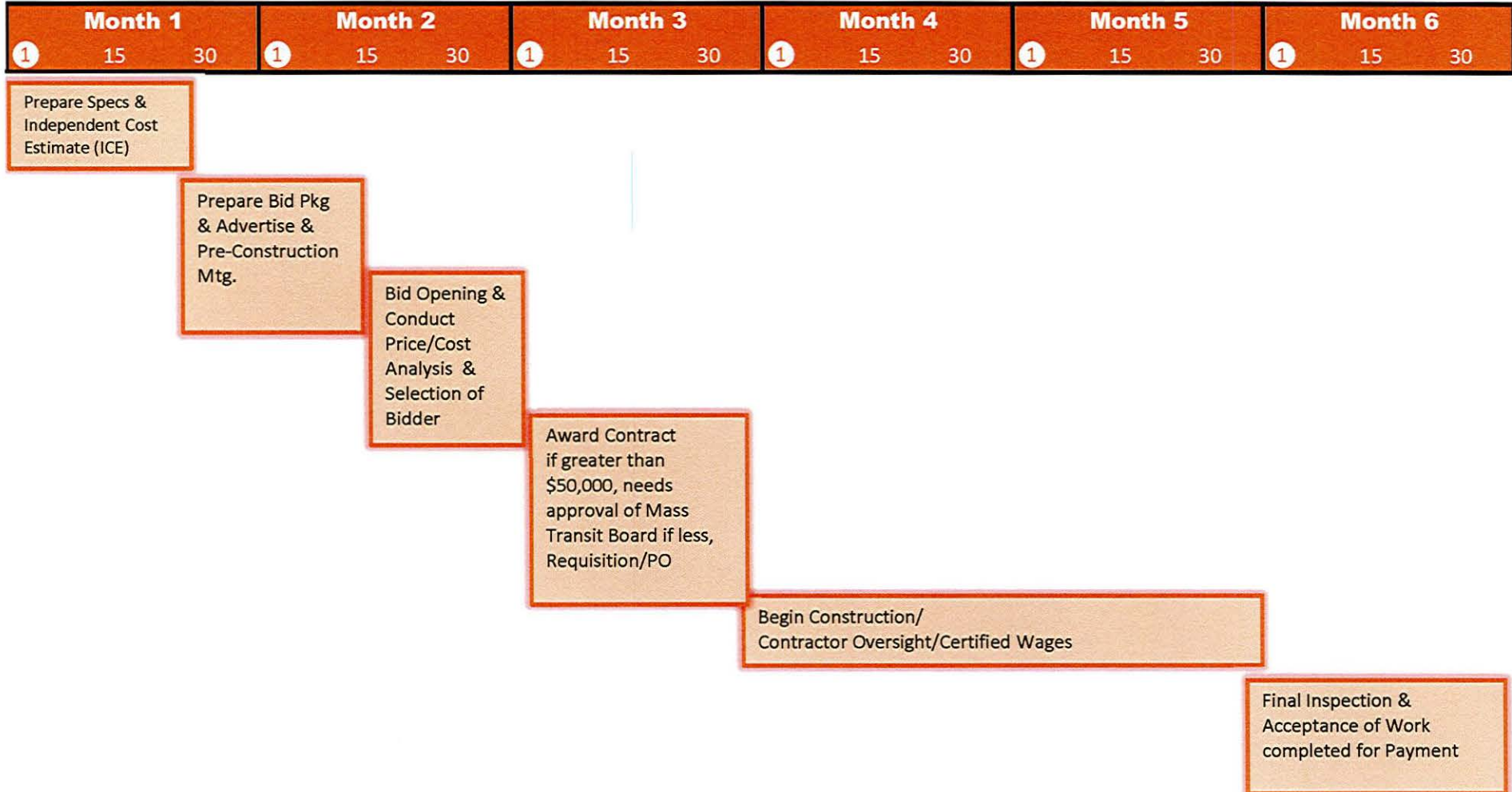
Eduardo Bernal
Operations Analyst and Planning Manager

**1301 Farragut, 3rd Floor
Laredo, TX 78040
Phone: 956.795.2280
Fax: 956.795.2250**

elmetrotransit.com



El Metro Passenger Bike & Ride Plaza's Proposed Project Time-Line



**El Metro ADA Bus Stops and Bicycle Plazas Enhancement Project
Construction Budget**

<i>Major Scope Categories</i>		<i>Totals</i>
Shelter	\$ 63,207.00	
Pad & Boarding Pad	\$ 6,931.00	
Map-Schedule Holders	\$ 1,575.00	
Waste Receptacles	\$ 3,672.00	
Bench	\$ 4,040.00	
Solar Lighting Package	\$ 13,275.00	
Bike Racks	\$ 3,510.00	
Repair Station	\$ 3,790.00	
Subtotal Major Scope Cost		\$ 100,000.00
TxDOT Fee Cost		\$ 25,000.00
(May 29, 2019)	Total	\$ 125,000.00

RESOLUTION NO. 2019-RT-08

AUTHORIZING THE CO-INTERIM CITY MANAGERS TO SUBMIT A SECOND GRANT APPLICATION TO THE LAREDO METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION ALTERNATIVES (TA) SET –ASIDE FOR 2019 ON FUNDING AUTHORIZED UNDER THE FIXING AMERICA’S SURFACE TRANSPORTATION (FAST) ACT IN THE AMOUNT OF \$100,000 FOR EL METRO BUS STOP AND BIKE PLAZAS ENHANCEMENT PROGRAM; COMMITTING THE CITY OF LAREDO AND LAREDO TRANSIT MANAGEMENT INCORPORATED TO PROVIDING THE REQUIRED LOCAL MATCH OF \$20,000; AND ACKNOWLEDGING THE AVAILABILITY OF FUNDS TO PAY ALL UP FRONT COSTS, SINCE THE TA PROGRAM IS A COST REIMBURSEMENT PROGRAM AS OUTLINED IN THE MPO TRANSPORTATION ALTERNATIVES PROGRAM GUIDANCE AND APPLICATION PACKET FOR 2018 AUTHORIZED UNDER THE FIXING AMERICA’S SURFACE TRANSPORTATION (FAST) ACT.

WHEREAS, the City of Laredo, Texas, authorizes the CO-Interim City Managers to submit a second grant application to the Laredo Metropolitan Planning Organization Transportation Alternatives (TA) Set-Aside Program for 2019 on funding authorized under The Fixing America’s Surface Transportation (FAST) Act; and

WHEREAS, the City of Laredo, Texas, and the Laredo Transit Management Inc. are submitting a second grant application to the Laredo Metropolitan Planning Organization Transportation Alternatives (TA) Program funds in the amount of \$100,000 as outlined in the MPO Transportation Alternatives Program Guidance and Application Packet for 2019; and

WHEREAS, the City of Laredo, Texas, and the Laredo Transit Management Inc. acknowledges availability of the required local match of 20% and the availability of funds to pay all upfront costs, since the TA Program is a cost reimbursement program.

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

Section 1. the City of Laredo, Texas does hereby authorize the CO-Interim City Managers to submit a second grant application to the Laredo Metropolitan Planning Organization Transportation Alternatives (TA) Set-Aside Program for 2019 on funding authorized under The Fixing America’s Surface Transportation (FAST) Act; and

Section 2. the City of Laredo, Texas hereby assures the Laredo Metropolitan Planning Organization that sufficient funding for the El Metro ADA Bus Stops and Bicycle Plazas Enhancement Project is available, as the TA Program is a cost reimbursement program; and

Section 3. the City of Laredo, Texas hereby assures the Laredo Metropolitan Planning Organization that the Laredo Transit Management Inc. is willing and able to if the El Metro ADA Bus Stops and Bicycle Plazas Enhancement Project is selected for

funding, administer all activities involved with the El Metro ADA Bus Stops and Bicycle Plazas Enhancement Project.

**PASSED BY THE CITY COUNCIL AND APPROVED BY THE MAYOR ON THIS THE
_____ DAY OF _____, 2019.**

PETE SAENZ
MAYOR

ATTEST:

JOSE A. VALDEZ, JR.
CITY SECRETARY

APPROVED AS TO FORM:

BY _____
KRISTINA LAUREL HALE
CITY ATTORNEY

Transportation Alternatives (TA) Set-Aside Program
Application Guidelines



Transportation Alternatives (TA) Set-Aside Program Application Guidelines

2019 CALL FOR PROJECTS

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

**APPLICATION DEADLINE:
NOMINATION PACKAGES DUE BY:
MAY 30TH, 2019
4:00 PM, CENTRAL STANDARD TIME**

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

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

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

Project proposals should be mailed or hand-delivered to:

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

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

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

Table of Contents

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

A. PROGRAM OVERVIEW (for the Laredo MPO area)

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

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

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

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

Approximately \$1,176,000 is anticipated to be available to fund Transportation Alternative (TA) – Set Aside Program projects in the Laredo Metropolitan Planning Area for fiscal years (2018 – \$144,000, 2019 – \$344,000, 2020 - \$344,000, and 2021 - \$344,000). Said funds (\$1,176,000) require a 20% match, or \$294,000 in matching funds, totaling \$1,470,000 in total project costs. The MPO Policy Committee, with assistance of MPO Staff, is responsible for selecting projects for the Laredo MPO Planning Area through a competitive process. The Laredo Metropolitan Planning Area includes the entire City of Laredo, and portions of Webb County

- **The local match must be cash.** A resolution of local cash-match commitment from the eligible entity project sponsor (e.g. local government/agency) must be provided with the application. **In certain limited circumstances in-kind contributions non-cash donations may be considered but only after consultation with FHWA and TxDOT. Consultation should occur prior to application submission.**
- **The eligible entity project sponsor is responsible for any and all cost overruns.**
- **The Laredo MPO Policy Committee will approve all final projects and funding levels.** Itemized budgets submitted for Transportation Alternative (TA) – Set Aside Program funding will be reviewed by the Federal Highway Administration (FHWA), TxDOT, and the Laredo MPO to ensure work activities are eligible and itemized costs are reasonable. Based on available funds, project application requests for Transportation Alternative (TA) – Set Aside Program funds may not be fully funded.
- **Prior to Project Letting.** Applicants must have a fully executed Advanced Funding Agreement (AFA) with the Laredo TxDOT District and comply with all applicable state and federal requirements related to the development of federal-aid highway projects. The AFA must be executed within one year from the date of selection by the MPO Policy Committee or risk loss of federal funding.
- **Administrative Fee.** TxDOT may impose an administrative fee of up to 15% of the project cost. The fee is an eligible expense covered with awarded funds but for which applicants must account when calculating the availability of funds for construction.
- **Selected projects must be included in the MPO’s Transportation Improvement Program and the Statewide Transportation Improvement Program prior to project letting.**
- **Commence Construction.** Transportation Alternative (TA) – Set Aside Program Projects must advance to construction within three years from the date of selection by the MPO Policy Committee or risk loss of federal funding.
- **All on-system projects must follow TxDOT procedures.**
- **Regardless of whether the projects are located within the right-of-way of a Federal-aid highway, the treatment of projects will require:** project agreements, authorization to proceed prior to incurring costs, prevailing wage rates (Davis-Bacon), Buy America, and competitive bidding.
- **Projects should benefit the general public, and not only a private entity.**

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

The Federally funded Transportation Alternative (TA) – Set Aside Program offers opportunities to expand transportation choices and enhance the transportation experience through several categories of activities related to the surface transportation system. The Transportation Alternative (TA) – Set Aside Program categories set forth below are eligible for application in the 2019 Call for Projects- for the Laredo MPO area.

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

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

- a. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
- b. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- c. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- d. Construction of turnouts, overlooks, and viewing areas.

2. Community Improvement Activities

- a. Inventory, control, or removal of outdoor advertising.
- b. Landscaping and other scenic beautification. Under the "Community Improvement Activities" category, projects such as streetscaping and corridor landscaping may be eligible under this program if selected through the required competitive process.

3. Urban Thoroughfares/Boulevards

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

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

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

A boulevard is defined as a:

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

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

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

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

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

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

a. Infrastructure-related projects.

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

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

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

Some examples of Infrastructure Related projects are:

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

Project Location

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

b. Non-infrastructure-related activities.

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

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

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

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

Some examples of Non-Infrastructure Related projects are:

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

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

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

Project Location

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

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

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

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

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

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

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

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

Target

The Laredo MPO Policy Committee has established the following funding target \$1,176,000 as the maximum funding award per project in the Laredo MPO planning area. There is no limitation on the number of project awards per Eligible Entity receiving Transportation Alternative (TA) – Set Aside Program funds. However, Eligible Entities must provide proof of local match funding availability for each of the Entity's submitted project applications.

Minimum Local Match Requirements

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

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

. E. PROGRAM CALL SEQUENCE OF EVENTS

Nomination Submission to the Laredo MPO

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

Evaluation and Selection Process

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

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

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

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

F. PROJECT IMPLEMENTATION

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

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

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

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

**LAREDO WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION
ACTION ITEM**

DATE: 4-20-20	SUBJECT: MOTION Receive public testimony and approve a motion initiating a twenty -day (20) public review and comment period for the proposed draft 2021-2024 Transportation Improvement Program (TIP). TIP 21-24
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INITIATED BY: Staff	STAFF SOURCE: J. Kirby Snideman, MPO Director
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PREVIOUS ACTION: None

BACKGROUND:

Fixing America’s Surface Transportation Act (FAST Act) requires that Metropolitan Planning Organizations (MPOs) in cooperation with the State and affected transit operators develop Transportation Improvement Programs (TIP) for their planning areas. These Transportation Improvement Programs then become part of the State Transportation Improvement Program (STIP). As a Transportation Management Area (TMA), the Laredo MPO, selects projects funded by 23 U.S.C. and 49 U.S.C., Chapter 53 (excluding projects on the National Highway System (NHS) and projects funded under the Bridge, Interstate Maintenance, and Federal Lands Highway programs) in consultation with the State and public transportation operator(s) from the approved TIP and in accordance with the priorities in the approved TIP. Projects on the NHS and projects funded under the Bridge and Interstate Maintenance programs shall be selected by the State in cooperation with the MPO. The TIP will include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available within the time period that is contemplated for completion of the project.

Listed below are the proposed funding levels for the 2021-2024 TIP: (See attached TIP Mobility Projects summary, and mobility and transit projects spreadsheets for individual project details)

TIP YEAR	# OF MOBILITY PROJECTS	MOBILITY FUNDING	# OF TRANSIT PROJECTS	TRANSIT FUNDING
2021	5	\$36,409,422	3	\$16,387,979
2022	2	\$48,537,569	3	\$16,387,979
2023	7	\$146,950,000	3	\$16,387,979
2024	6	\$223,247,414	3	\$16,387,979
TOTAL	20	\$455,144,405	12	\$65,551,916

COMMITTEE RECOMMENDATION: Approval	STAFF RECOMMENDATION: Approval
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Laredo MPO Highway Project Summary List
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
PER ACTIONS OF THE POLICY COMMITTEE THRU - 04/2020

	CSJ	PROJECT NAME	SCOPE	FROM	TO	PROJECT SPONSOR	CATEGORY	YOE COST
FY 2021	0922-33-178	World Trade Bridge Inspection Booths	Constnction of Inspection Booths	World Trade Bridge		City	10	\$12,067,384
	0922-33-181	Improvement of 17 Bus Stops	Improve connections, accessibility and security for up to 17 bus stops	various locations		TRANSIT (CITY)	9-TAP	\$288,744
	0922-33-076	FM1472/Flecha Lane	Realign Flecha and Las Cruces Blvd.	Intersection of FM 1472 and Flecha	0.174 miles east of FM 1472	City	10, 3 -local	\$1,987,857
	0922-33-093	Calton and San Maria International	Construction of a grade separation interchange	0.25 m east of Calton/San Maria international	0.25 m west of Calton/San Maria International	City	10, 3 -local	\$21,249,609
	0922-33-177	River Vega Trail	Construct hike & bike trail	Anna Park	LCC Campus	City	9-Tap	\$815,798
FY 2022	0922-33-165	Hachar Road	New location 5 lane highway with 2 lane frontage roads	FM 1472	0.100 miles E of Beltway Parkway	County/City	7	\$26,796,901
	0922-33-166	Reuthinger Road	New location 5 lane highway with 2 lane frontage roads	0.1 mile East of Beltway Parkway	IH 35 West Frontage road	County/City	7, 10	\$21,740,668
FY 2023	0086-14-088	US 59 (LOOP 20) RECONSTRUCTION	Reconstruction of existing 6-lane divided highway to proposed 6-lane freeway facility with3-lane frontage roads	0.36 mi South of University Blvd	0.51 mi South of Shiloh Dr	TxDOT	2U, 10	\$20,000,000
	0086-14-089	US 59 (LOOP 20) RECONSTRUCTION	Reconstruction of existing 6-lane divided highway to proposed 6-lane freeway facility with3-lane frontage roads	0.51 mi South of Shiloh	International Blvd.	TxDOT	2U, 10	\$40,500,000
	0086-01-073	SH 359 WIDENING	Widen roadway from 3-lane to 5-lane undivided Highway	4.06 miles E of SL 20	8.935 miles E of SL 20	TxDOT	12	\$18,000,000
	0086-02-023	SH 359 WIDENING	Widen roadway from 2-lane to 4-lane divided highway	8.935 miles e of SL 20	9.830 miles e of SL 20	TxDOT	11	\$6,000,000

FY 2024	0086-14-075	US 59 (LOOP 20) INTERCHANGE AT DEL MAR	Construction of Interchange at del Mar Blvd	0.50 mi South of del Mar Blvd	0.50 mi North of del Mar Blvd	TxDOT	2M	\$24,100,000
	0086-14-076	US 59 (LOOP 20) INTERCHANGE AT SHILOH DR.	Construction of interchange at Shiloh	0.50 mi s of Shiloh Dr	0.50 mi n of Shiloh Dr	TxDOT	2M	\$21,500,000
	0086-14-079	US 59 (LOOP 20) INTERCHANGE AT UNIVERSITY BLVD	Construction of Interchange at University Blvd	0.50 mi s of University Blvd	0.50 mi n of University Blvd	TxDOT	2M	\$16,850,000
	0086-14-087	US 59 (LOOP 20) RECONSTRUCTION	Reconstruction of existing 6- lane divided highway to proposed 6-lane freeway facility with 3-lane frontage roads at 0.4 mi N. of Airport to University	0.4 mi North of E Corridor Rd (Airport)	0.36 mi South of University Blvd	TxDOT	12	\$30,600,000
	0086-14-086	US 59 (LOOP 20) RECONSTRUCTION	Reconstruction of existing 6- lane divided highway to proposed 6 to 8-lane freeway facility with a section including 3-lane frontage roads.	US 59	0.4 mi North of E Corridor Rd (Airport)	TxDOT	12	\$15,600,000
	0018-06-185	DIRECT CONNECTOR # 3 ON IH 35	New direct connector (#3) South IH35 to East I-69W	0.50 mi East of IH35	0.50 mi North of US59	TxDOT	12	\$35,000,000
	0086-14-078	US 59 (LOOP 20) INTERCHANGE AT JACAMAN RD	Construction of interchange at Jacaman Rd	0.50 mi S of Jacaman Rd	0.50 mi N of Jacaman Rd	TxDOT	12, 2M	\$19,691,424
	0018-05-089	BRIDGE REPLACEMENT AT UNIROYAL DR.	Replacement of bridge structure at Uniroyal Drive	0.500 mi S of Uniroyal interchange	2.68 mi Nn of Uniroyal interchange	TxDOT	12, 4	\$110,000,000
	0086-14-077	US 59 (LOOP 20) INTERCHANGE AT AIRPORT	Construction of interchange at Airport	0.500 mi South of E Corridor Rd (Airport)	0.50 mi North of E Corridor Rd (Airport)	TxDOT	2M	\$12,355,990
20 projects								\$455,144,375

Note: Shaded areas denote a GROUPED project category

Funding Category Types

CAT 1: Preventive Maintenance and Rehabilitation

CAT 2: Metro Corridor Projects

CAT 3: Non Traditionally Funded - includes local funds, proposition 12 or 14, etc

CAT 7: Metro Mobility and Rehabilitation

CAT 9: Transportation Enhancement (TE) and Transportation Alternative Program (TAP)

CAT 10: Supplemental Projects include CBI and Earmark funds

CAT 11: District Discretionary

CAT 12: Strategic Priority- addresses project with priority to the State

Prop 1: Proposition 1: Effective in 2015 Highway Trust Fund allocation from gas tax revenue

Prop 7: Proposition 7 : MPO allocations from formula funds diverted from state general sales, use tax, vehicle sales and rental tax (become available in 2018)

**LAREDO WEBB COUNTY AREA
METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT
PROGRAM (TIP)
FY 2021-2024**

Public Meeting Date(s): April 20, 2020, May 18th, 2020

Approved by Policy Committee: May 18, 2020

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), recently renamed as the Laredo Webb County Area Metropolitan Planning Organization (MPO), 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 Organizations (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 21st 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 18th, 2012. It has not been designated as a non-attainment area for purposes of compliance with the Clean Air Act. The MPO, in cooperation with the Texas Department of Transportation (TxDOT) and the local transit operator, has proposed simplified planning procedures authorized by 23 C. F. R. Part 450 Subpart C.

The Transportation Improvement Program (TIP) is designed and developed to conform to the requirements of 23 C. F. R. 450.316(a) as well as the 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 become 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 Webb County Area Metropolitan Planning Organization (MPO) have cooperatively developed the current 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 Webb County Area Metropolitan Planning Organization (MPO) developed, in cooperation with the State and FHWA, and in conformance with the requirements of 23 CFR 450.316, its adopted Public Participation Plan. The Laredo MPO's Public Involvement Process (PIP) was adopted on June 9th, 1994 and subsequently amended on November 22nd, 1996, on July 24th, 2003, and on May 15th, 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 January 20th, 2019, the Laredo MPO, 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 2019-2022 TIP was adopted on a May 21st, 2018. Enclosed is a summary detailing the status of 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:

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

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

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 (PM1)

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

Performance Measure	2020 Statewide Target (Expressed as Five-Year 2016-2020 Average)
Total number of traffic related fatalities on all public roads	3,840
Rate of traffic related fatalities on all public roads per 100 million VMT	1,406
Total number of traffic related serious injuries on all public roads	17,394
Rate of traffic related serious injuries on all public roads per 100 million VMT	6.286
Total number of non-motorized fatalities and serious injuries on all public roads	2,285

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 2021-2024 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:

Performance Measure	Baseline	2020 Target	2022 Target
Pavement on Interstate Highway (IH)			
% in “good” condition			66.40%
% in “poor” condition			0.33%
Pavement on Non-Interstate Highway (NHS)			
% in “good” condition	54.40%	52.00%	52.33%
% in “poor” condition	13.80%	14.30%	14.30%
NHS Bridge Deck Condition			
% in “poor” condition	0.88%	0.80%	0.80%
% in “good” condition	50.63%	50.58%	50.42%

Projects selected for inclusion in the TIP are intended to support the achievement of the pavement and bridge condition targets. The MPO Policy Committee supports the planning and programming of projects that contribute to the achievement of these targets.

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:

Performance Measure	Baseline	2020 Target	2022 Target
Interstate Highway (IH) Level of Travel Time Reliability	79.60%	61.20%	56.60%
Non-Interstate Highway (NHS) Travel Time Reliability			55.40%
Truck Travel Time Reliability	1.5	1.7	1.79

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 (PM4)

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 El Metro’s 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 2021-2024 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 21st 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 Corridor 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.

MPO Self-Certification

In accordance with 23 Code of Federal Regulations (CFR) part 450.334, the Texas Department of Transportation and the Laredo Webb County Area Metropolitan Planning Organization, hereby certifies that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- 1) 23 United States Code (U.S.C) 134, 49 U.S.C 503, and 23 CFR 450 subpart C – Metropolitan Transportation Planning and Programming;
- 2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 5) Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU (Public Law 109-59)) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- 8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

David Salazar
District Engineer
Texas Department of Transportation

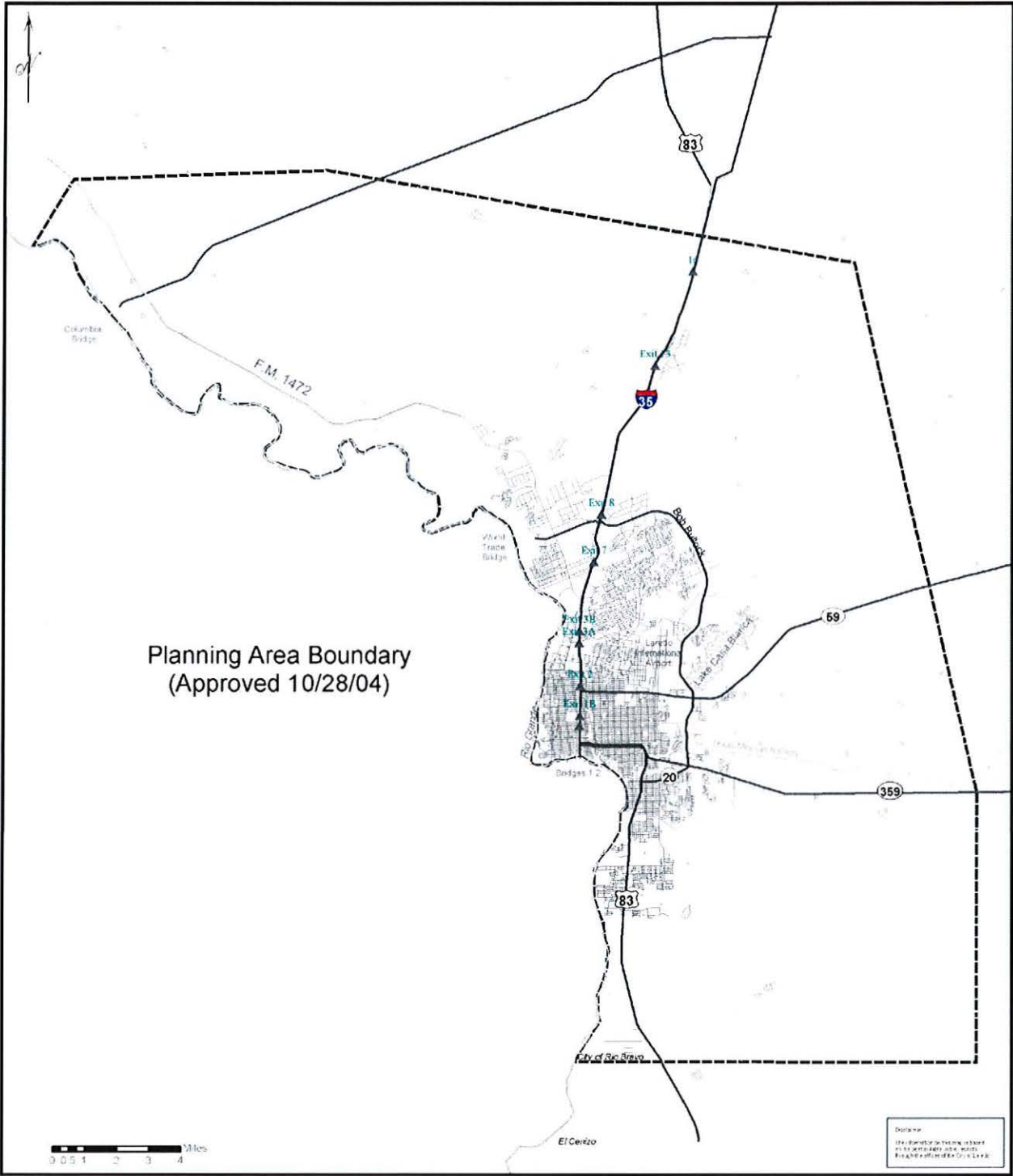
Pete Saenz
Metropolitan Planning Organization
Policy Board Chairperson

Date

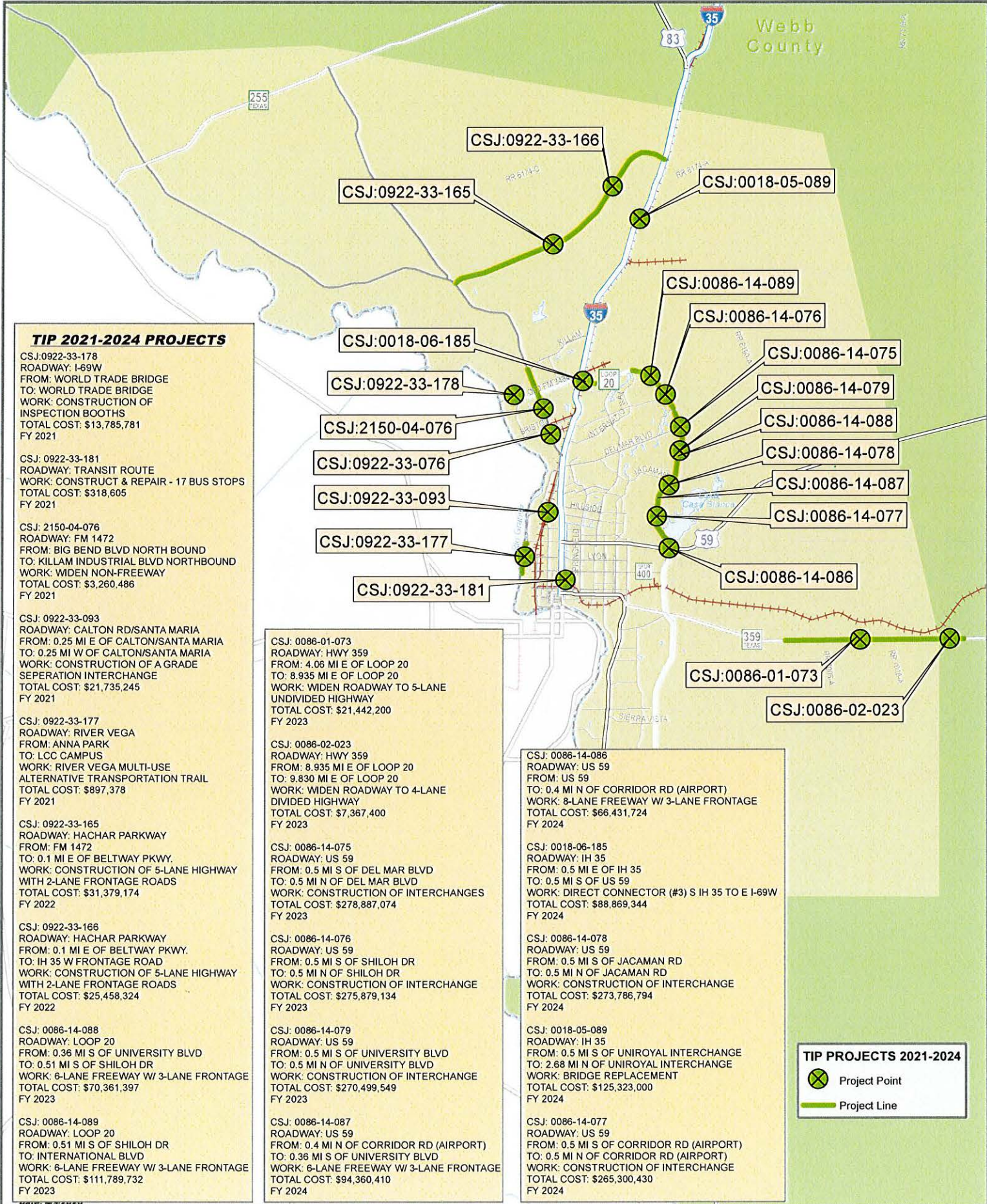
Date

STATUS OF MAJOR PROJECTS FROM PRIOR YEARS

Laredo Metropolitan Planning Organization



2021-2024 TIP LOCATIONS OF PROJECTS



TIP 2021-2024 PROJECTS

CSJ:0922-33-178
ROADWAY: I-69W
FROM: WORLD TRADE BRIDGE
TO: WORLD TRADE BRIDGE
WORK: CONSTRUCTION OF INSPECTION BOOTHS
TOTAL COST: \$13,785,781
FY 2021

CSJ: 0922-33-181
ROADWAY: TRANSIT ROUTE
WORK: CONSTRUCT & REPAIR - 17 BUS STOPS
TOTAL COST: \$318,605
FY 2021

CSJ: 2150-04-076
ROADWAY: FM 1472
FROM: BIG BEND BLVD NORTH BOUND
TO: KILLAM INDUSTRIAL BLVD NORTHBOUND
WORK: WIDEN NON-FREWAY
TOTAL COST: \$3,260,486
FY 2021

CSJ: 0922-33-093
ROADWAY: CALTON RD/SANTA MARIA
FROM: 0.25 MI E OF CALTON/SANTA MARIA
TO: 0.25 MI W OF CALTON/SANTA MARIA
WORK: CONSTRUCTION OF A GRADE SEPERATION INTERCHANGE
TOTAL COST: \$21,735,245
FY 2021

CSJ: 0922-33-177
ROADWAY: RIVER VEGA
FROM: ANNA PARK
TO: LCC CAMPUS
WORK: RIVER VEGA MULTI-USE ALTERNATIVE TRANSPORTATION TRAIL
TOTAL COST: \$897,378
FY 2021

CSJ: 0922-33-165
ROADWAY: HACHAR PARKWAY
FROM: FM 1472
TO: 0.1 MI E OF BELTWAY PKWY.
WORK: CONSTRUCTION OF 5-LANE HIGHWAY WITH 2-LANE FRONTAGE ROADS
TOTAL COST: \$31,379,174
FY 2022

CSJ: 0922-33-166
ROADWAY: HACHAR PARKWAY
FROM: 0.1 MI E OF BELTWAY PKWY.
TO: IH 35 W FRONTAGE ROAD
WORK: CONSTRUCTION OF 5-LANE HIGHWAY WITH 2-LANE FRONTAGE ROADS
TOTAL COST: \$25,458,324
FY 2022

CSJ: 0086-14-088
ROADWAY: LOOP 20
FROM: 0.36 MI S OF UNIVERSITY BLVD
TO: 0.51 MI S OF SHILOH DR
WORK: 6-LANE FREEWAY W/ 3-LANE FRONTAGE
TOTAL COST: \$70,361,397
FY 2023

CSJ: 0086-14-089
ROADWAY: LOOP 20
FROM: 0.51 MI S OF SHILOH DR
TO: INTERNATIONAL BLVD
WORK: 6-LANE FREEWAY W/ 3-LANE FRONTAGE
TOTAL COST: \$111,789,732
FY 2023

CSJ: 0086-01-073
ROADWAY: HWY 359
FROM: 4.06 MI E OF LOOP 20
TO: 8.935 MI E OF LOOP 20
WORK: WIDEN ROADWAY TO 5-LANE UNDIVIDED HIGHWAY
TOTAL COST: \$21,442,200
FY 2023

CSJ: 0086-02-023
ROADWAY: HWY 359
FROM: 8.935 MI E OF LOOP 20
TO: 9.830 MI E OF LOOP 20
WORK: WIDEN ROADWAY TO 4-LANE DIVIDED HIGHWAY
TOTAL COST: \$7,367,400
FY 2023

CSJ: 0086-14-075
ROADWAY: US 59
FROM: 0.5 MI S OF DEL MAR BLVD
TO: 0.5 MI N OF DEL MAR BLVD
WORK: CONSTRUCTION OF INTERCHANGES
TOTAL COST: \$278,887,074
FY 2023

CSJ: 0086-14-076
ROADWAY: US 59
FROM: 0.5 MI S OF SHILOH DR
TO: 0.5 MI N OF SHILOH DR
WORK: CONSTRUCTION OF INTERCHANGE
TOTAL COST: \$275,879,134
FY 2023

CSJ: 0086-14-079
ROADWAY: US 59
FROM: 0.5 MI S OF UNIVERSITY BLVD
TO: 0.5 MI N OF UNIVERSITY BLVD
WORK: CONSTRUCTION OF INTERCHANGE
TOTAL COST: \$270,499,549
FY 2023

CSJ: 0086-14-087
ROADWAY: US 59
FROM: 0.4 MI N OF CORRIDOR RD (AIRPORT)
TO: 0.36 MI S OF UNIVERSITY BLVD
WORK: 6-LANE FREEWAY W/ 3-LANE FRONTAGE
TOTAL COST: \$94,360,410
FY 2024

CSJ: 0086-14-086
ROADWAY: US 59
FROM: US 59
TO: 0.4 MI N OF CORRIDOR RD (AIRPORT)
WORK: 8-LANE FREEWAY W/ 3-LANE FRONTAGE
TOTAL COST: \$66,431,724
FY 2024

CSJ: 0018-06-185
ROADWAY: IH 35
FROM: 0.5 MI E OF IH 35
TO: 0.5 MI S OF US 59
WORK: DIRECT CONNECTOR (#3) S IH 35 TO E I-69W
TOTAL COST: \$88,869,344
FY 2024

CSJ: 0086-14-078
ROADWAY: US 59
FROM: 0.5 MI S OF JACAMAN RD
TO: 0.5 MI N OF JACAMAN RD
WORK: CONSTRUCTION OF INTERCHANGE
TOTAL COST: \$273,786,794
FY 2024

CSJ: 0018-05-089
ROADWAY: IH 35
FROM: 0.5 MI S OF UNIROYAL INTERCHANGE
TO: 2.68 MI N OF UNIROYAL INTERCHANGE
WORK: BRIDGE REPLACEMENT
TOTAL COST: \$125,323,000
FY 2024

CSJ: 0086-14-077
ROADWAY: US 59
FROM: 0.5 MI S OF CORRIDOR RD (AIRPORT)
TO: 0.5 MI N OF CORRIDOR RD (AIRPORT)
WORK: CONSTRUCTION OF INTERCHANGE
TOTAL COST: \$265,300,430
FY 2024

TIP PROJECTS 2021-2024

Project Point

Project Line

FEDERAL HIGHWAY
NON-GROUPED
PROJECTS
AND
FINANCIAL SUMMARY

CSJ 0922-33-178

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0922-33-178	2021	CS	C	Laredo	\$ 12,067,384.00

Limits From: WORLD TRADE INTERNATIONAL BRIDGE
 Limits To: .
 Project DESCR: CONSTRUCTION OF INSPECTION BOOTHS
 Remarks P7:

Project Sponsor
 Revision Date
 MPO Proj Num
 Funding Cat(S) 10
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contribution	Total
10	\$ 9,653,907.20	\$ 2,413,476.80	\$ -	\$ -	\$ -	\$ 12,067,384.00
Total						\$ 12,067,384.00

Total Project Cost Information

Prelim Eng	\$ 591,302.00
ROW Purcl	\$ -
Const Cost	\$ 12,067,384.00
Const Eng	\$ 483,903.00
Conting	\$ 171,357.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 471,835.00
Total Cost	\$ 13,785,781.00

CSJ 0922-33-181

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0922-33-181	2021	CS	C	Laredo	\$ 288,774.00

Limits From: ADA BUS STOPS AND BICYCLE PLAZAS
 Limits To: .
 Project DESCR: IMPROVE CONNECTIONS, ACCESSIBILITY AND SECURITY FOR UP TO 17 BUS STOPS
 Remarks P7:

Project Sponsor
 Revision Date
 MPO Proj Num
 Funding Cat(S) 9TAP
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contribution	Total
9TAP	\$ 231,019.20	\$ 57,754.80	\$ -	\$ -	\$ -	\$ 288,774.00
Total						\$ 288,774.00

Total Project Cost Information

Prelim Eng	\$ 14,150.00
ROW Purcl	\$ -
Const Cost	\$ 288,774.00
Const Eng	\$ 11,580.00
Conting	\$ 4,101.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ -
Total Cost	\$ 318,605.00

2021 Update

CSJ 0922-33-076

District Laredo	MPO Laredo	County Webb	CSJ 0922-33-076	TIP FY 2021	HWY CS	Phase C	City Laredo	YOE Cost \$ 1,987,857.00
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Limits From: INTERSECTION OF FM 1472 AND FLECHA
 Limits To: 0.174 MILES EAST OF FM 1472
 Project DESCR: REALIGNMENT OF FLECHA AND LAS CRUCES
 Remarks P7:

Project Sponsor
 Revision Date
 MPO Proj Num
 Funding Cat(S) 10, 3LC
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contribution	Total
10	\$ 1,098,378.40	\$ -	\$ -	\$ 274,594.60	\$ -	\$ 1,372,973.00
3LC	\$ -	\$ -	\$ -	\$ -	\$ 614,884.00	\$ 614,884.00
Total						\$ 1,987,857.00

Total Project Cost Information

Prelim Eng	\$ 88,711.00
ROW Purcl	\$ 1,250,000.00
Const Cost	\$ 1,810,434.00
Const Eng	\$ 88,711.00
Conting	\$ 22,630.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ -
Total Cost	\$ 3,260,486.00

CSJ 0922-33-093

District Laredo	MPO Laredo	County Webb	CSJ 0922-33-093	TIP FY 2021	HWY CS	Phase C	City Laredo	YOE Cost \$ 21,249,609.00
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Limits From: 0.25 M EAST OF CALTON/SAN MARIA INT
 Limits To: 0.25 M WEST OF CALTON/SAN MARIA INT
 Project DESCR: CONSTRUCTION OF A GRADE SEPERATION INTERCHANGE
 Remarks P7:

Project Sponsor
 Revision Date
 MPO Proj Num
 Funding Cat(S) 10, 3LC
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contribution	Total
10	\$ 11,499,829.00	\$ -	\$ -	\$ 1,647,606.00	\$ -	\$ 13,147,435.00
3LC	\$ -	\$ -	\$ -	\$ -	\$ 8,102,174.00	\$ 8,102,174.00
Total						\$ 21,249,609.00

Total Project Cost Information

Prelim Eng	\$ 795,858.00
ROW Purcl	\$ 3,450,000.00
Const Cost	\$ 16,242,001.00
Const Eng	\$ 761,750.00
Conting	\$ 485,636.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ -
Total Cost	\$ 21,735,245.00

CSJ 0922-33-177

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0922-33-177	2021	CS	C	Laredo	\$ 815,798.00

Limits From: ANA PARK

Limits To: LCC CAMPUS

Project DESCR: CONSTRUCTION OF RIVER VEGA MULTIUSE ALTERNATIVE TRANSPORTATION TRAIL

Remarks P7:

Project Sponsor

Revision Date

MPO Proj Num

Funding Cat(S) 9TAP

Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contribution	Total
9TAP	\$ 652,638.40	\$ -	\$ -	\$ 163,159.60	\$ -	\$ 815,798.00
Total						\$ 815,798.00

Total Project Cost Information

Prelim Eng	\$ 19,082.00
ROW Purcl	\$ -
Const Cost	\$ 777,634.00
Const Eng	\$ 19,082.00
Conting	\$ -
Indirect	\$ 81,580.00
Bond Fin	\$ -
Pt Chg Ord	\$ -
Total Cost	\$ 897,378.00

2022Updated

CSJ 0922-33-165

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0922-33-165	2022	CS	C	Laredo	\$ 26,796,901.00

Limits From: FM 1472

Limits To: 0.100 MILES E OF BELTWAY PARKWAY

Project DESCR: NEW LOCATION 5 LANE HIGHWAY WITH 2 LANE FRONTAGE ROADS

Remarks P7: HACHAR ROADWAY - LOCAL

Project Sponsor

Revision Date

MPO Proj Num

Funding Cat(S) 7

Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
7	\$ 21,437,520.80	\$ -	\$ -	\$ 5,359,380.20	\$ -	\$ 26,796,901.00
Total						\$ 26,796,901.00

Total Project Cost Information

Prelim Eng	\$ 1,313,049.00
ROW Purct	\$ -
Const Cost	\$ 26,796,901.00
Const Eng	\$ 1,326,447.00
Conting	\$ 267,970.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 1,674,807.00
Total Cost	\$ 31,379,174.00

CSJ 0922-33-166

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0922-33-166	2022	CS	C	Laredo	\$ 21,740,668.00

Limits From: 0.1 MILE EAST OF BELTWAY PARKWAY

Limits To: IH 35 WEST FRONTAGE ROAD

Project DESCR: NEW LOCATION 5 LANE HIGHWAY WITH 2 LANE FRONTAGE ROADS

Remarks P7: REUTHINGER ROAD - LOCAL

Project Sponsor

Revision Date

MPO Proj Num

Funding Cat(S) 7, 10

Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
7	\$ -	\$ 17,152,534.40	\$ -	\$ 4,288,133.60	\$ -	\$ 21,440,668.00
10	\$ 240,000.00	\$ -	\$ -	\$ 60,000.00	\$ -	\$ 300,000.00
Total						\$ 21,740,668.00

Total Project Cost Information

Prelim Eng	\$ 1,065,293.00
ROW Purct	\$ -
Const Cost	\$ 21,740,668.00
Const Eng	\$ 1,076,164.00
Conting	\$ 217,407.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 1,358,792.00
Total Cost	\$ 25,458,324.00

2023 New

CSJ 0086-14-088

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0086-14-088	2023	US 59	C	Laredo	\$ 20,000,000.00

Limits From: 0.36 MI SOUTH OF UNIVERSITY BLVD

Limits To: 0.51 MI SOUTH OF SHILOH DR

Project DESCR: RECONSTRUCTION OF EXISTING 6-LANE DIVIDED HIGHWAY TO PROPOSED 6-LANE FREEWAY FACILITY WITH 3-LANE FRONTAGE ROADS AT UNIVERSITY BLVD TO SHILOH DR

Remarks P7:

Project Sponsor
Revision Date
MPO Proj Num
Funding Cat(S) 2U, 10
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributic	Total
2U	\$ 9,200,000.00	\$ 2,300,000.00	\$ -	\$ -	\$ -	\$ 11,500,000.00
10	\$ 6,800,000.00	\$ 1,700,000.00	\$ -	\$ -	\$ -	\$ 8,500,000.00
Total						\$ 20,000,000.00

Total Project Cost Information

Prelim Eng	\$ 980,000.00
ROW Purch	\$ 47,215,397.00
Const Cost	\$ 20,000,000.00
Const Eng	\$ 696,000.00
Conting	\$ 24,000.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 1,446,000.00
Total Cost	\$ 70,361,397.00

CSJ 0086-14-089

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0086-14-089	2023	US 59	C	Laredo	\$ 40,500,000.00

Limits From: 0.51 MI SOUTH OF SHILOH

Limits To: INTERNATIONAL BLVD.

Project DESCR: RECONSTRUCTION OF EXISTING 6-LANE DIVIDED HIGHWAY TO PROPOSED 6-LANE FREEWAY FACILITY WITH 3-LANE FRONT.

Remarks P7:

Project Sponsor
Revision Date
MPO Proj Num
Funding Cat(S) 2U, 10
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributic	Total
2U	\$ 25,200,000.00	\$ 6,300,000.00	\$ -	\$ -	\$ -	\$ 31,500,000.00
10	\$ 7,200,000.00	\$ 1,800,000.00	\$ -	\$ -	\$ -	\$ 9,000,000.00
Total						\$ 40,500,000.00

Total Project Cost Information

Prelim Eng	\$ 1,984,500.00
ROW Purch	\$ 64,919,082.00
Const Cost	\$ 40,500,000.00
Const Eng	\$ 1,409,400.00
Conting	\$ 48,600.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 2,928,150.00
Total Cost	\$ 111,789,732.00

CSJ 0086-01-073

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0086-01-073	2023	SH 359	C	Laredo	\$ 18,000,000.00

Limits From: 4.06 MILES E OF SL 20

Limits To: 8.935 MILES E OF SL 20

Project DESCR: WIDEN ROADWAY FROM 3-LANE TO 5-LANE UNDIVIDED HIGHWAY

Remarks P7:

Project Sponsor
Revision Date
MPO Proj Num
Funding Cat(S) 12
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributic	Total
12	\$ 14,400,000.00	\$ 3,600,000.00	\$ -	\$ -	\$ -	\$ 18,000,000.00
Total						\$ 18,000,000.00

Total Project Cost Information

Prelim Eng	\$ 882,000.00
ROW Purch	\$ 330,000.00
Const Cost	\$ 18,000,000.00
Const Eng	\$ 883,800.00
Conting	\$ 406,800.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 939,600.00
Total Cost	\$ 21,442,200.00

CSJ 0086-02-023

District Laredo	MPO Laredo	County Webb	CSJ 0086-02-023	TIP FY 2023	HWY SH 359	Phase C	City Laredo	YOE Cost \$ 6,000,000.00
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Limits From: 8.935 MILES E OF SL 20
 Limits To: 9.830 MILES E OF SL 20
 Project DESCR: WIDEN ROADWAY FROM 2-LANE TO 4-LANE DIVIDED HIGHWAY
 Remarks P7:

Project Sponsor
 Revision Date
 MPO Proj Num
 Funding Cat(S) 11
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributic	Total
11	\$ 4,800,000.00	\$ 1,200,000.00	\$ -	\$ -	\$ -	\$ 6,000,000.00
Total						\$ 6,000,000.00

Total Project Cost Information

Prelim Eng	\$ 294,000.00
ROW Purch	\$ 330,000.00
Const Cost	\$ 6,000,000.00
Const Eng	\$ 294,600.00
Conting	\$ 135,600.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 313,200.00
Total Cost	\$ 7,367,400.00

2023 Updated

CSJ 0086-14-075

District Laredo	MPO Laredo	County Webb	CSJ 0086-14-075	TIP FY 2023	HWY US 59	Phase C	City Laredo	YOE Cost \$ 24,100,000.00
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Limits From: 0.50 MI S OF DEL MAR BLVD
 Limits To: 0.50 MI N OF DEL MAR BLVD
 Project DESCR: CONSTRUCTION OF INTERCHANGE AT DEL MAR BLVD
 Remarks P7:

Project Sponsor
 Revision Date
 MPO Proj Num
 Funding Cat(S) 2M
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributic	Total
2M	\$ 19,280,000.00	\$ 4,820,000.00	\$ -	\$ -	\$ -	\$ 24,100,000.00
Total						\$ 24,100,000.00

Total Project Cost Information

Prelim Eng	\$ 1,180,900.00
ROW Purch	\$ 251,005,784.00
Const Cost	\$ 24,100,000.00
Const Eng	\$ 1,197,770.00
Conting	\$ 602,500.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 800,120.00
Total Cost	\$ 278,887,074.00

CSJ 0086-14-076

District Laredo	MPO Laredo	County Webb	CSJ 0086-14-076	TIP FY 2023	HWY US 59	Phase C	City Laredo	YOE Cost \$ 21,500,000.00
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Limits From: 0.50 MI S OF SHILOH DR
 Limits To: 0.50 MI N OF SHILOH DR
 Project DESCR: CONSTRUCTION OF INTERCHANGE AT SHILOH DR
 Remarks P7:

Project Sponsor
 Revision Date
 MPO Proj Num
 Funding Cat(S) 2M
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributic	Total
2M	\$ 17,200,000.00	\$ 4,300,000.00	\$ -	\$ -	\$ -	\$ 21,500,000.00
Total						\$ 21,500,000.00

Total Project Cost Information

Prelim Eng	\$ 1,053,500.00
ROW Purch	\$ 251,005,784.00
Const Cost	\$ 21,500,000.00
Const Eng	\$ 1,068,550.00
Conting	\$ 537,500.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 713,800.00
Total Cost	\$ 275,879,134.00

CSJ 0086-14-079

District Laredo	MPO Laredo	County Webb	CSJ 0086-14-079	TIP FY 2023	HWY US 59	Phase C	City Laredo	YOE Cost \$ 16,850,000.00
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Limits From: 0.50 MI S OF UNIVERSITY BLVD
 Limits To: 0.50 MI N OF UNIVERSITY BLVD
 Project DESCR: CONSTRUCTION OF INTERSHANGH AT UNIVERSITY BLVD
 Remarks P7:

Project Sponsor
 Revision Date
 MPO Proj Num
 Funding Cat(S) 2M
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributic	Total
2M	\$ 13,480,000.00	\$ 3,370,000.00	\$ -	\$ -	\$ -	\$ 16,850,000.00
Total						\$ 16,850,000.00

Total Project Cost Information

Prelim Eng	\$ 825,650.00
ROW Purch	\$ 251,005,784.00
Const Cost	\$ 16,850,000.00
Const Eng	\$ 837,445.00
Conting	\$ 421,250.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 559,420.00
Total Cost	\$ 270,499,549.00

2024 New									
CSJ 0086-14-087									
District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost	
Laredo	Laredo	Webb	0086-14-087	2024	US 59	C	Laredo	\$ 30,600,000.00	

Limits From: 0.4 MI NORTH OF E CORRIDOR RD (AIRPORT)
Limits To: 0.36 MI SOUTH OF UNIVERSITY BLVD

Project DESCR: RECONSTRUCTION OF EXISTING 6-LANE DIVIDED HIGHWAY TO PROPOSED 6-LANE FREEWAY FACILITY WITH 3-LANE FRONTAGE ROADS AT 0.4 MI N OF AIRPORT TO UNIVERSITY BLVD

Remarks P7:

Project Sponsor
Revision Date
MPO Proj Num
Funding Cat(S) 12
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
12	\$ 24,480,000.00	\$ 6,120,000.00	\$ -	\$ -	\$ -	\$ 30,600,000.00
Total						\$ 30,600,000.00

Total Project Cost Information

Prelim Eng	\$ 1,499,400.00
ROW Purch	\$ 58,947,030.00
Const Cost	\$ 30,600,000.00
Const Eng	\$ 1,064,880.00
Conting	\$ 36,720.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 2,212,380.00
Total Cost	\$ 94,360,410.00

CSJ 0086-14-086									
District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost	
Laredo	Laredo	Webb	0086-14-086	2024	US 59	C	Laredo	\$ 15,600,000.00	

Limits From: US 59
Limits To: 0.4 MI NORTH OF E CORRIDOR RD (AIRPORT)

Project DESCR: RECONSTRUCTION OF EXISTING 6-LANE DIVIDED HIGHWAY TO PROPOSED 6 TO 8-LANE FREEWAY FACILITY WITH A SECTION INCLUDING 3-LANE FRONTAGE ROADS AT US 59 TO 0.4 MI N OF AIRPORT

Remarks P7:

Project Sponsor
Revision Date
MPO Proj Num
Funding Cat(S) 12
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
12	\$ 12,480,000.00	\$ 3,120,000.00	\$ -	\$ -	\$ -	\$ 15,600,000.00
Total						\$ 15,600,000.00

Total Project Cost Information

Prelim Eng	\$ 764,400.00
ROW Purch	\$ 48,377,844.00
Const Cost	\$ 15,600,000.00
Const Eng	\$ 542,880.00
Conting	\$ 18,720.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 1,127,880.00
Total Cost	\$ 66,431,724.00

CSJ 0018-06-185									
District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost	
Laredo	Laredo	Webb	0018-06-185	2024	IH 35	C	Laredo	\$ 35,000,000.00	

Limits From: 0.50 MI EAST OF IH35
Limits To: 0.50 MI NORTH OF US59
Project DESCR: NEW DIRECT CONNECTOR (#3) SOUTH IH35 TO EAST I-69W
Remarks P7:

Project Sponsor
Revision Date
MPO Proj Num
Funding Cat(S) 12
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
12	\$ 28,000,000.00	\$ 7,000,000.00	\$ -	\$ -	\$ -	\$ 35,000,000.00
Total						\$ 35,000,000.00

Total Project Cost Information

Prelim Eng	\$ 1,715,000.00
ROW Purch	\$ 48,377,844.00
Const Cost	\$ 35,000,000.00
Const Eng	\$ 1,739,500.00
Conting	\$ 875,000.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 1,162,000.00
Total Cost	\$ 88,869,344.00

2024 Updated
CSJ 0086-14-078

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0086-14-078	2024	US 59	C	Laredo	\$ 19,691,424.00

Limits From: 0.50 MI S OF JACAMAN RD
Limits To: 0.50 MI N OF JACAMAN RD
Project DESCR: CONSTRUCTION OF INTERCHANGE AT JACAMAN RD
Remarks P7:

Project Sponsor
Revision Date
MPO Proj Num
Funding Cat(S) 12, 2M
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
12	\$ 13,600,000.00	\$ 3,400,000.00	\$ -	\$ -	\$ -	\$ 17,000,000.00
2M	\$ 2,153,139.20	\$ 538,284.80	\$ -	\$ -	\$ -	\$ 2,691,424.00
Total						\$ 19,691,424.00

Total Project Cost Information

Prelim Eng	\$ 964,880.00
ROW Purch	\$ 251,005,784.00
Const Cost	\$ 19,691,424.00
Const Eng	\$ 978,664.00
Conting	\$ 492,286.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 653,756.00
Total Cost	\$ 273,786,794.00

CSJ 0018-05-089

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0018-05-089	2024	IH 35	C	Laredo	\$ 110,000,000.00

Limits From: 0.500 MI S OF UNIROYAL INTERCHANGE
Limits To: 2.68 MI N OF UNIROYAL INTERCHANGE
Project DESCR: REPLACEMENT OF BRIDGE STRUCTURE AT UNIROYAL DRIVE
Remarks P7:

Project Sponsor
Revision Date
MPO Proj Num
Funding Cat(S) 12, 4
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
12	\$ 36,000,000.00	\$ 9,000,000.00	\$ -	\$ -	\$ -	\$ 45,000,000.00
4	\$ 52,000,000.00	\$ 13,000,000.00	\$ -	\$ -	\$ -	\$ 65,000,000.00
Total						\$ 110,000,000.00

Total Project Cost Information

Prelim Eng	\$ 5,390,000.00
ROW Purch	\$ -
Const Cost	\$ 110,000,000.00
Const Eng	\$ 6,193,000.00
Conting	\$ 561,000.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 3,179,000.00
Total Cost	\$ 125,323,000.00

2024 Remain

CSJ 0086-14-077

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0086-14-077	2024	US 59	C	Laredo	\$ 12,355,990.00

Limits From: 0.500 MI SOUTH OF E CORRIDOR RD (AIRPORT)
Limits To: 0.50 MI NORTH OF E CORRIDOR RD (AIRPORT)
Project DESCR: CONSTRUCTION OF INTERCHANGE AT AIRPORT
Remarks P7: HWY CHANGE FROM SL 20 TO US 59

Project Sponsor
Revision Date
MPO Proj Num
Funding Cat(S) 2M
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
2M	\$ 9,884,792.00	\$ 2,471,198.00	\$ -	\$ -	\$ -	\$ 12,355,990.00
Total						\$ 12,355,990.00

Total Project Cost Information

Prelim Eng	\$ 605,444.00
ROW Purch	\$ 251,005,784.00
Const Cost	\$ 12,355,990.00
Const Eng	\$ 614,093.00
Conting	\$ 308,900.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 410,219.00
Total Cost	\$ 265,300,430.00



Laredo MPO - District 22
 FY 2021 - 2024 Transportation Improvement Program

Funding by Category

Category	Description	FY 2021		FY 2022		FY 2023		FY 2024		Total FY 2021 - 2024	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$0	\$0	\$0	\$0	\$105,450,000	\$105,450,000	\$15,047,414	\$15,047,414	\$120,497,414	\$120,497,414
3	Non-Traditionally Funded Transportation Project	\$8,717,058	\$8,717,058	\$0	\$0	\$0	\$0	\$0	\$0	\$8,717,058	\$8,717,058
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$65,000,000	\$65,000,000	\$65,000,000	\$65,000,000
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	\$48,237,569	\$48,237,569	\$0	\$0	\$0	\$0	\$48,237,569	\$48,237,569
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	TAP / TASA	\$1,104,572	\$1,104,572	\$0	\$0	\$0	\$0	\$0	\$0	\$1,104,572	\$1,104,572
10	Supplemental Transportation	\$26,587,792	\$26,587,792	\$0	\$0	\$0	\$0	\$0	\$0	\$26,587,792	\$26,587,792
10 CBI	Corridor Border	\$0	\$0	\$300,000	\$300,000	\$17,500,000	\$17,500,000	\$0	\$0	\$17,800,000	\$17,800,000
11	District Discretionary	\$0	\$0	\$0	\$0	\$6,000,000	\$6,000,000	\$0	\$0	\$6,000,000	\$6,000,000
12	Strategic Priority	\$0	\$0	\$0	\$0	\$18,000,000	\$18,000,000	\$143,200,000	\$143,200,000	\$161,200,000	\$161,200,000
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
Total		\$36,409,422	\$36,409,422	\$48,537,569	\$48,537,569	\$146,950,000	\$146,950,000	\$223,247,414	\$223,247,414	\$455,144,405	\$455,144,405

Funding Participation Source

Source	FY 2021	FY 2022	FY 2023	FY 2024	Total FY 21-24
Federal	\$23,135,772	\$21,677,521	\$117,560,000	\$178,597,931	\$340,971,224
State	\$2,471,232	\$0	\$29,390,000	\$44,649,483	\$76,510,715
Local Match	\$2,085,360	\$26,860,048	\$0	\$0	\$28,945,408
CAT 3 - Local Contributions (LC)	\$8,717,058	\$0	\$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
Total	\$36,409,422	\$48,537,569	\$146,950,000	\$223,247,414	\$455,144,405

**TRANSIT
PROJECTS
AND
FINANCIAL SUMMARY**

FY 2021 TRANSIT PROJECT DESCRIPTIONS

LAREDO MPO TRANSPORTATION IMPROVEMENT PROGRAM

Laredo District 22

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$3,528,686
		State Funds from TxDOT	659,313
		Other Funds	11,511,876
Apportionment Year	2021	Fiscal Year Cost	\$15,699,875
Project Phase			
Brief Project Description:	Funds will be used for assistance for El Metro Transit bus operations and maintenance.	Total Project Cost	\$15,699,875
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5307 ID Number			
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$169,388
		State Funds from TxDOT	0
		Other Funds	29,892
Apportionment Year	2021	Fiscal Year Cost	\$199,280
Project Phase			
Brief Project Description:	Funds will be use for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Projects includes Capital investment and Operating assistance.	Total Project Cost	\$199,280
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5310 ID Number			
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$415,500
		State Funds from TxDOT	0
		Other Funds	73,324
Apportionment Year	2021	Fiscal Year Cost	\$488,824
Project Phase			
Brief Project Description:	Funds will be used for replacing heavy-duty buses and paratransit vans, and bus facility improvements.	Total Project Cost	\$488,824
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5339 ID Number			
Amendment Date & Action			

FY 2022 TRANSIT PROJECT DESCRIPTIONS

LAREDO MPO TRANSPORTATION IMPROVEMENT PROGRAM

Laredo District 22

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$3,528,686
		State Funds from TxDOT	659,313
		Other Funds	11,511,876
Apportionment Year	2022	Fiscal Year Cost	\$15,699,875
Project Phase			
Brief Project Description:	Funds will be used for assistance for El Metro Transit bus operations and maintenance.	Total Project Cost	\$15,699,875
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5307 ID Number			
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$169,388
		State Funds from TxDOT	0
		Other Funds	29,892
Apportionment Year	2022	Fiscal Year Cost	\$199,280
Project Phase			
Brief Project Description:	Funds will be use for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Projects includes Capital investment and Operating assistance.	Total Project Cost	\$199,280
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5310 ID Number			
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$415,500
		State Funds from TxDOT	0
		Other Funds	73,324
Apportionment Year	2022	Fiscal Year Cost	\$488,824
Project Phase			
Brief Project Description:	Funds will be used for replacing heavy-duty buses and paratransit vans, and bus facility improvements.	Total Project Cost	\$488,824
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5339 ID Number			
Amendment Date & Action			

FY 2023 TRANSIT PROJECT DESCRIPTIONS

LAREDO MPO TRANSPORTATION IMPROVEMENT PROGRAM

Laredo District 22

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$3,528,686
		State Funds from TxDOT	659,313
		Other Funds	11,511,876
Apportionment Year	2023	Fiscal Year Cost	\$15,699,875
Project Phase			
Brief Project Description:	Funds will be used for assistance for El Metro Transit bus operations and maintenance.	Total Project Cost	\$15,699,875
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5307 ID Number			
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$169,388
		State Funds from TxDOT	0
		Other Funds	29,892
Apportionment Year	2023	Fiscal Year Cost	\$199,280
Project Phase			
Brief Project Description:	Funds will be use for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Projects includes Capital investment and Operating assistance.	Total Project Cost	\$199,280
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5310 ID Number			
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$415,500
		State Funds from TxDOT	0
		Other Funds	73,324
Apportionment Year	2023	Fiscal Year Cost	\$488,824
Project Phase			
Brief Project Description:	Funds will be used for replacing heavy-duty buses and paratransit vans, and bus facility improvements.	Total Project Cost	\$488,824
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5339 ID Number			
Amendment Date & Action			

FY 2024 TRANSIT PROJECT DESCRIPTIONS

LAREDO MPO TRANSPORTATION IMPROVEMENT PROGRAM

Laredo District 22

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$3,528,686
		State Funds from TxDOT	659,313
		Other Funds	11,511,876
Apportionment Year	2024	Fiscal Year Cost	\$15,699,875
Project Phase			
Brief Project Description:	Funds will be used for assistance for El Metro Transit bus operations and maintenance.	Total Project Cost	\$15,699,875
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5307 ID Number			
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$169,388
		State Funds from TxDOT	0
		Other Funds	29,892
Apportionment Year	2024	Fiscal Year Cost	\$199,280
Project Phase			
Brief Project Description:	Funds will be use for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Projects includes Capital investment and Operating assistance.	Total Project Cost	\$199,280
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5310 ID Number			
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$415,500
		State Funds from TxDOT	0
		Other Funds	73,324
Apportionment Year	2024	Fiscal Year Cost	\$488,824
Project Phase			
Brief Project Description:	Funds will be used for replacing heavy-duty buses and paratransit vans, and bus facility improvements.	Total Project Cost	\$488,824
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5339 ID Number			
Amendment Date & Action			

Transit Financial Summary

Laredo Webb County Area Metropolitan Planning Organization

FY 2021- 2024 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Current as of 07/15/ 2019

Transit Program	FY 2021			FY 2022			FY 2023		
	Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	\$4,187,999	\$11,511,876	\$15,699,875	\$4,187,999	\$11,511,876	\$15,699,875	\$4,187,999	\$11,511,876	\$15,699,875
2 Sec. 5307 - Urbanized Formula <200K			\$0			\$0			\$0
3 Sec. 5309 - Discretionary			\$0			\$0			\$0
4 Sec. 5310 - Elderly & Individuals w/Disabilities	\$169,388	\$29,892	\$199,280	\$169,388	\$29,892	\$199,280	\$169,388	\$29,892	\$199,280
5 Sec. 5311 - Nonurbanized Formula			\$0			\$0			\$0
6 Sec. 5316 - JARC >200K			\$0			\$0			\$0
7 Sec. 5316 - JARC <200K			\$0			\$0			\$0
8 Sec. 5316 - JARC Nonurbanized			\$0			\$0			\$0
9 Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
10 Sec. 5317 - New Freedom <200K			\$0			\$0			\$0
11 Sec. 5317 - New Freedom Nonurbanized			\$0			\$0			\$0
12 Other FTA	\$415,500	\$73,324	\$488,824	\$415,500	\$73,324	\$488,824	\$415,500	\$73,324	\$488,824
13 Regionally Significant or Other			\$0			\$0			\$0
Total Funds	\$4,772,887	\$11,615,092	\$16,387,979	\$4,772,887	\$11,615,092	\$16,387,979	\$4,772,887	\$11,615,092	\$16,387,979
Transportation Development Credits Requested			\$0			\$0			\$0
Transportation Development Credits Awarded			\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Programs	FY 2024			FY 2021-2024 Total		
	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	\$4,187,999	\$11,511,876	\$15,699,875	\$16,751,996	\$46,047,504	\$62,799,500
2 Sec. 5307 - Urbanized Formula <200K			\$0	\$0	\$0	\$0
3 Sec. 5309 - Discretionary			\$0	\$0	\$0	\$0
4 Sec. 5310 - Elderly & Individuals w/Disabilities	\$169,388	\$29,892	\$199,280	\$677,552	\$119,568	\$797,120
5 Sec. 5311 - Nonurbanized Formula			\$0	\$0	\$0	\$0
6 Sec. 5316 - JARC >200K			\$0	\$0	\$0	\$0
7 Sec. 5316 - JARC <200K			\$0	\$0	\$0	\$0
8 Sec. 5316 - JARC Nonurbanized			\$0	\$0	\$0	\$0
9 Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0
10 Sec. 5317 - New Freedom <200K			\$0	\$0	\$0	\$0
11 Sec. 5317 - New Freedom Nonurbanized			\$0	\$0	\$0	\$0
12 Other FTA	\$415,500	\$73,324	\$488,824	\$1,662,000	\$293,296	\$1,955,296
13 Regionally Significant or Other			\$0	\$0	\$0	\$0
Total Funds	\$4,772,887	\$11,615,092	\$16,387,979	\$19,091,548	\$46,460,368	\$65,551,916
Transportation Development Credits Requested			\$0			\$0
Transportation Development Credits Awarded			\$0			\$0

BACKGROUND MATERIALS

FAST ACT COMPLIANCE CHECKLIST



**SUPPLEMENTAL FAST ACT COMPLIANCE DOCUMENTATION FOR
METROPOLITAN & STATEWIDE TRANSPORTATION PLANNING PROCESS**
(Due on or after 05-27-18)

The Laredo MPO has included details for each item on this checklist to demonstrate compliance of the 2040 MTP with FAST Act requirements. While the MPO has been proactive in addressing these new planning requirements even prior to the passage of the FAST Act, some additions and edits to the 2040 MTP have been made to best demonstrate compliance and provide the information requested in this checklist. A track changes version of chapter updates has been submitted as a summary of all changes made in the MTP chapters to aid in this review as well. In addition, the Laredo MPO is currently initiating its 2045 MTP, which will build upon initial and newly enhanced coordination efforts as well as performance based planning requirements.

1. Update Public Participation Plan (PPP) to include: a) public ports; b) private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefits program, parking cash-out program, shuttle program, or telework program). (Ref: 23 CFR 450.316(a))

— Please include documentation on how the PPP has been updated by the MPO to incorporate the new stakeholders identified under the FAST Act metropolitan and statewide planning regulations cited above. If, for example, your region does not currently include a parking cash-out program or transit benefits program for the area users, please simply state so here. Please include the current date of your most recently updated PPP adopted by the MPO policy board and a web-link to this documentation for future reference purposes.

The Public Participation Plan (PPP) for the Laredo MPO was updated/adopted in May of 2017 to be compliant with 23 CFR 450.316. This update may be found online at: http://www.laredompo.org/files/Public_Participation_Plan.pdf

- (a) While there are no maritime ports within the Laredo MPO limits, the Laredo Port of Entry contains five border crossings, including four vehicular bridges owned and operated by the City of Laredo, Texas and Nuevo Laredo, Tamaulipas and one rail bridge (Texas-Mexican Railway International Bridge) that is owned and operated by the Texas Mexican Railway (KCS) an Kansas City Southern de Mexico. The Laredo MPO's Interested Parties List includes representatives from Laredo Customs and Border Protection as well as the Border Patrol who have responsibilities over the Port of Entry to Laredo. All interested parties are invited to all MPO meetings and receive agendas for



meetings. In addition, the Laredo MPO maintains a stakeholder outreach list, which includes the Logistics and Manufacturing Association of Port Laredo. All members of the stakeholder list receive invitations and notifications for public meetings conducted for development and adoption of the MTP.

(b) The Laredo MPO's Stakeholder List has been updated to include Greyhound, the intercity bus operator within the region. The region does not currently include employer-based commuting programs; however, there has been interest and coordination with private companies in industrial parks along or near current public transportation routes on the potential to provide these types of employer-based commuting programs in the future. These potential transit incentive partnerships that have resulted from ongoing coordination with the MPO are detailed in the most recent El Metro Marketing Plan (2017) and Transit Development Plan (TDP). As part of the 2045 MTP Update, the MPO will continue to coordinate in furthering these strategic transit incentives types of programs.

2. Demonstrate consultation with agencies involved in: a) tourism; b) natural disaster risk reduction. (Ref: 23 CFR 450.316(b))

— *Identify which agencies within your metropolitan planning area that you have demonstrated consultation with as part of your MTP and TIP development that are involved in regional tourism activities (including consultation with local Chamber of Commerce, major public sporting and tourism sponsors and activities, festivals, etc. within your region. Perhaps include weblinks to major sporting events, festivals, and other tourism activities within your region. For natural disaster risk reduction perhaps include documentation of which emergency management or centers operate within the city or county (or perhaps FEMA/DHS coordination) that you have engaged within as part of your metropolitan transportation planning process. Perhaps include hurricane evacuation maps (if applicable) or links to these types of State or local emergency management activities, operations, and agencies onto the MPO's homepage.*

While this consultation was not specifically encouraged as part of previous federal transportation law and is more explicitly encouraged via the FAST Act, the Laredo MPO has long recognized the importance of consultation and coordination with these agencies and the 2040 MTP included such consultation.

In *Chapter 1: Planning Context*, the MPO structure involving the policy committee, technical committee, and planning staff is introduced. A representative from South Texas Economic Development is a member of the technical committee and is involved regional tourism activities in the MPO area. Both the technical and policy committee are comprised of members that are involved in natural disaster risk reduction and emergency



management including the mayor of Laredo, three councilpersons, two county commissioners, a county judge, and representatives from the city, county, FHWA, TxDOT, and the airport.

In *Chapter 11: Safety, Security, and Resilience*, the chapter extensively details federal, state, regional, and local agencies and programs that are involved in the planning process and active within the Laredo MPO area. The 2010 MTP was updated to include the MPO's adoption of the FHWA Vulnerability Assessment and Adaptation Framework to assess the region for vulnerabilities to natural disasters and has identified infrastructure that is vulnerable to flooding due to physical locations within the 100-year floodplain. The 2040 MTP was also updated to include reference that the City of Laredo maintains the Emergency Operations Center (EOC) for the region, and the Laredo MPO is coordinating with the Laredo EOC to include web links to state and local emergency management authorities and information on the MPO website.

3. MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to: a) transportation performance data; b) the selection of performance targets; c) the reporting of performance targets; d) the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO & the collection of data for the State asset management plan for the NHS. (Ref: 23 CFR 450.314(h))
 - *Document the form of written agreement whether existing MOU/MOA or other form used to meet compliance with this new FAST Act requirement under 23 CFR 450.314(h), identify which key stakeholders have signed this MOU/MOA (or other form) and a brief description of their roles and responsibilities related to the performance-based planning and programming process. These are due by May 27, 2018.*

The Laredo MPO has a Memorandum of Understanding (MOU) with TxDOT and Laredo's public transportation operator (El Metro), which was signed in February 2018 to meet requirements under 23 CFR 430.314(h). A copy of the MOU is attached with this checklist. It is signed by the Mayor of Laredo, who is the chairperson of the MPO, the General Manager for El Metro, and the TxDOT District Engineer. The MOU identifies cooperative mutual responsibilities for carrying out MPO planning activities and performance based planning and programming.

4. Incorporate two new planning factors: a) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm-water impacts of surface transportation; b) Enhance travel and tourism. (Ref: 23 CFR 450.206(a)(9&10) and 306(b)(9&10))
 - *Document how the two new FAST Act metropolitan planning factors have been addressed within the transportation planning process, including what analysis framework was utilized to ensure the resiliency and reliability of the transportation system (example: GIS mapping for visualization purposes) or to identify and reduce storm-water impacts of surface transportation*



through policies and design standards (example: TxDOT Roadside Design Manual or local public agency geometric design criteria) used within the metropolitan area. For purposes of enhancing travel and tourism, perhaps include discussion of how the PPP and outreach efforts have been implemented to incorporate additional stakeholders related to travel and tourism within the metropolitan planning region.

The Laredo MPO has long incorporated resiliency, stormwater reduction, and travel and tourism into the planning process, just under different names. *Chapter 13: Benefits, Impacts & Next Steps* details the MPO's recommendations for environmental mitigation measures and environmental assessments.

- (a) The 2040 MTP was updated to better incorporate the planning factor ***improve the resiliency and reliability of the transportation system***. To better incorporate resiliency and reliability within the planning process, *Chapter 11: Safety, Security, and Resiliency* describes the MPO's adoption of the FHWA Vulnerability Assessment and Adaptation Framework to assess the region for vulnerabilities to natural disasters. Following this framework, the MPO has identified infrastructure that is vulnerable to flooding due to physical locations within the 100-year floodplain using GIS visualizations. Previous to the updated version, the standing MTP applied a similar GIS approach to environmental assessments to identify cultural and environmental assets in relation to transportation projects.

Chapter 11: Safety, Security, and Resiliency of the 2040 MTP was updated to incorporate the planning factor ***reduce or mitigate stormwater impacts of surface transportation***. To incorporate stormwater reduction mitigation, the transportation planning process has been updated to reference and apply the *TxDOT Hydraulic Design Manual* which provides guidelines on both structure and non-structural stormwater management practices that serve to reduce or mitigate the impacts of stormwater from surface transportation. The planning process was also updated to include the Webb County Planning and Physical Development Department which facilitates the regulatory enforcement of land use and development activities including floodplain development permits and building permits in compliance with federal and local regulations.

- (b) Regarding the planning factor ***enhance travel and tourism***, *Chapter 4* of the 2040 MTP was updated to describe that the Laredo MPO maintains a contact list of groups and individuals which have expressed interest in transportation planning activities. As required by 23 CFR 450.316 (b), the MPO has expanded the contact list as described in the updated PPP to seek consultation with agencies and officials responsible for tourism and natural disaster risk reduction. Interested parties related to tourism who are invited to all meeting and receive



all agendas include The Laredo Convention and Visitor's Bureau, the Laredo Development Foundation, and the Laredo Chamber of Commerce. Additional outreach and coordination with these agencies will build upon these coordination efforts in developing the 2045 Laredo MTP.

5. Include consideration of intercity buses (in both MTPs and Statewide Long-Range Transportation Plans). (Ref: 23 CFR 450.216(b) and 324(f)(2))
 - *Document how the long-range metropolitan transportation plan (MTP) has addressed intercity buses (e.g., Greyhound and other transit bus providers) within the region. Mapping of intercity bus terminals, intermodal facilities, and bus routes within the MTP is suggested as one option and how these facilities link to major highway networks and arterials within the metropolitan planning region.*

While consideration of intercity buses was not required by previous federal transportation law and required under the FAST Act, the Laredo MPO has long considered the role of intercity buses within the region. Prior to the update, the standing 2040 MTP included a section on the role Greyhound plays in the MPO area and a description of the location of the Greyhound station at the El Metro Transit Center. With the update, the section title was updated from "Greyhound" to "Intercity Transportation" and additional intercity bus operators providing service to international destinations from the El Metro Transit Center are given reference. Within this chapter, the MTP discusses the one major transit center, the Laredo Transit Center, located in downtown Laredo, and provides a map of bus routes within the system overlaid on the roadway network.

6. MTP includes an assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters. (Ref: 23 CFR 450.324(f)(7))
 - *Document how the MPO included an assessment of the existing transportation system (both highway and transit routes) – for example: using GIS mapping or other framework analysis tools- to help reduce the vulnerability of the existing and future transportation infrastructure to natural disasters including extreme weather events like flooding, hurricane impacts, drought, etc. as applicable for the MPO geographic region.*

Previous to the 2040 MTP update, the standing 2040 MTP provides recommendations for environmental assessments and mitigation activities to be conducted for implementation of transportation projects that could potentially impact environmental and cultural assets in *Chapter 13: Benefits, Impacts & Next Steps (Environmental Assessment section)*. In addition, the standing 2040 MTP takes a GIS approach to identifying and



mapping environmental and cultural resources in relation to existing and planned transportation improvements as described in *Chapter 13*. *Chapter 13* also details potential environmental mitigation activities that can be taken for specific environmental and cultural resources.

With the update to the 2040 MTP, *Chapter 11: Safety, Security, and Resilience* is updated to include the MPO's adoption of the FHWA Vulnerability Assessment and Adaptation Framework to assess the region for vulnerabilities to natural disasters. With this update, the MPO has collected geospatial data on transportation infrastructure and natural features in the region to identify transportation infrastructure that is vulnerable to natural disasters and extreme weather events using a GIS analysis approach. The MPO has identified critical roadway and railway transportation assets in the MPO planning area that are vulnerable to flooding in *Chapter 11: Safety, Security, and Resiliency*.

7. MTP includes a description of the (Federally required) performance measures and performance targets used in assessing the performance of the transportation system. (Ref: 23 CFR 450.324(f)(3))
 - *Document how the MPO included safety and Transit Asset Management (TAM) performance targets are used in assessing the performance of the transportation system. As the 2-year phase-in deadlines approach for PM2 (pavement and bridge condition) and PM3 (NHS, Freight, and CMAQ) performance targets on or after May 20, 2019, and the MPO adopts these subject performance targets, include documentation of how these additional targets will be used in assessing the performance of the transportation system within the MPO planning region. For additional information on applicable dates for TPM and timelines for implementation, please see: <https://www.fhwa.dot.gov/tpm/rule/timeline.pdf>*

With the update of the 2040 MTP, a section on performance measures was added to *Chapter 1: Planning Context*. This section includes a description of the federally required performance areas and performance measures. TxDOT has adopted the performance targets of a two percent reduction of the five safety performance measures by 2022. The Laredo MPO adopts the federally required performance measures and the performance targets in coordination with TxDOT. The Laredo MPO has adopted TxDOT's performance targets of a two percent reduction of the safety performance measures by 2022. Adoption of the remaining performance targets will occur in the 2045 MTP update and as TxDOT adopts statewide performance targets for the remaining performance areas and performance measures.

8. MTP includes a system evaluation report evaluating the condition and performance of the transportation system with respect to the (Federally required) performance targets including progress achieved by the MPO toward the performance targets. (Ref: 23 CFR 450.324(f)(4))



- *Document how the MTP has supported the performance targets associated with safety, TAM, and PM2 (on or after May 20, 2019) and PM3 (on or after May 20, 2019) and how progress has been achieved by the MPO toward these adopted system performance targets. For additional information on applicable dates for TPM and timelines for implementation, please see: <https://www.fhwa.dot.gov/tpm/rule/timeline.pdf>*

Chapter 1: Planning Context was updated to include a section on performance measures. The Laredo MPO is coordinating with TxDOT to develop a system to report progress in achieving performance targets. At this time, TxDOT and the Laredo MPO have only adopted performance targets for the safety performance measures. The Laredo MPO is continuing coordination with TxDOT on the data collection, analysis, reporting, and target setting for the performance measures. The 2045 MTP update will include the development of a performance evaluation reporting system that will evaluate progress toward achieving performance targets and will demonstrate this compliance prior to the May 2019 deadline. Development of a comprehensive performance based evaluation approach to the 2045 MTP is still in development at this time and will consider best practices from FHWA, US EPA, and state based performance measures and targets to tailor those measures and targets of evaluation to the metropolitan planning process.

9. STIP/TIPs include (to the maximum extent practicable) a description of the anticipated effect of the STIP and TIP toward achieving the performance targets identified by the State in the long-range statewide transportation plan and by MPO in the MTP. (Ref: 23 CFR 450.218(q) and 326(d))
 - *Document how the STIP/TIPs have an impact towards achieving the performance targets associated with safety, TAM, and PM2 (on or after May 20, 2019) and PM3 (on or after May 20, 2019) and how progress has been made by the MPO. Include discussion in both MTP and STIP/TIP on how performance targets have been impacted by the list of projects and programs shown in the documents.*

At this time, the Laredo MPO has adopted performance targets for safety and TAM, in coordination with TxDOT and in compliance with federal regulations. The 2019-2022 TIP supports the achievement of performance targets associated with safety and TAM through the selection of projects that support the achievement of these performance targets. The 2045 MTP update will include the development of an evaluation report that can be used to assess the progress of projects in achieving performance targets.



10. STIP/TIPs include a linkage from the investment priorities in the TIP/STIP to achievement of performance targets in the plans. (Ref: 23 CFR 450.218(a) and 326(d))
 - *Document how the project selection process used in the TIP/STIP has been improved to address safety, TAM and PM2 (on or after May 20, 2019) and PM3 (on or after May 20, 2019) and how performance targets will be achieved in the transportation planning process.*


The Laredo MPO project selection process includes a criterion for safety, for which technical points are awarded based on the crash rate. As TxDOT adopts performance targets for the outstanding performance areas, the Laredo MPO will continue to incorporate criteria in the project selection process that will support the selection of projects that will help achieve performance targets. The 2045 MTP update will provide recommendations on how the project selection process should be improved to support the selection of projects that will achieve performance targets. Laredo MPO will demonstrate this linkage prior to the May 2019 deadline.

11. Statewide plan shall include a description of the performance measures & targets and a systems performance report assessing the performance of the transportation system. (Ref: 23 CFR 450.216(f)(1&2))

N/A (State DOT)

12. Statewide plan and STIP updates should apply asset management principles consistent with the State Asset Management Plan for the NHS and the Transit Asset Management Plan and the Public Transportation Safety Plan in the statewide planning process. (Ref: 23 CFR 450.208(e))

N/A (State DOT)



PUBLIC PARTICIPATION PLAN

LAREDO URBAN TRANSPORTATION STUDY

METROPOLITAN PLANNING ORGANIZATION

UPDATED: May 15, 2017



**LAREDO URBAN
TRANSPORTATION
STUDY**

METROPOLITAN PLANNING ORGANIZATION

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PUBLIC PARTICIPATION PLAN

Laredo Urban Transportation Study

GENERAL

The Laredo Urban Transportation Study serves as the Metropolitan Planning Organization (MPO) for the Laredo urban area. The purpose of the MPO is to provide continuous, cooperative, and comprehensive transportation planning for the area. The most recent highway legislation “Fixing America’s Surface Transportation Act (FAST Act) of 2015” continues the legacy of greater public involvement that began with the passage of the “Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21) of 1998”, the “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005”, and the “Moving Ahead for Progress in the 21st Century Act (MAP-21) of 2012”, which all emphasized the need for public participation throughout the metropolitan and statewide transportation planning process. The Final Rule issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration reflecting the passage of MAP 21 and the FAST Act was approved on May 27, 2016. MPO’s are required to conduct a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early, and on-going public involvement in developing plans, programs, policies and procedures.

POLICY

It is the policy of the MPO to provide every opportunity for the involvement of individuals in the transportation planning process in conformance with the requirements of 23 CFR 450.316 (a) for the purposes of:

- Providing opportunity for input from: individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties, hereafter referred to as segments of the community affected by transportation plans, programs, and projects.
- Providing early and continuing public involvement opportunities throughout the transportation planning and programming process;
- Providing timely notice and reasonable access to information concerning transportation issues and processes to area residents, affected public agencies, representatives of transportation agency employees, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs, and projects;
- Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households;

PUBLIC PARTICIPATION PLAN

Laredo Urban Transportation Study

- Providing adequate public notice of public involvement activities and time for public review and comment at key decision points, including the approval of plans and programs;
- Demonstrating explicit consideration and response to public input received during the planning and program development process.
- Providing for the employment of visualization techniques to describe metropolitan transportation plans and TIPs.

SUMMARY OF COMMENT PERIOD AND NOTICE REQUIREMENTS

Table 1 – Summary of public comment periods and notice requirements for policy, procedure, and program documents

Document	Comment Period	Notices
By Laws – revisions	10 days	72 hours advance notice postings* Policy packet - 7 days (mail) or 5 days (hand delivered)
Public Participation Plan – initial adoption	45 days	72 hours advance notice postings* Policy packet - 7 days (mail) or 5 days (hand delivered)
Public Participation Plan – revisions	45 day	72 hours advance notice postings* Policy packet - 7 days (mail) or 5 days (hand delivered)
Unified Planning Work Program (UPWP) – initial adoption	20 days	5 days - Summary published in newspaper 72 hours advance notice postings* Policy packet - 7 days (mail) or 5 days (hand delivered)
UPWP - revisions	0	72 hours advance notice postings* Policy packet - 7 days (mail) or 5 days (hand delivered)
Transportation Improvement Program (TIP) – initial adoption	20 days**	72 hours advance notice postings* Policy packet - 7 days (mail) or 5 days (hand delivered)
TIP – revisions	10 days**	72 hours advance notice postings* Policy packet - 7 days (mail) or 5 days (hand delivered)
Metropolitan Transportation Plan (MTP) – initial adoption	20 days**	90 days - Nomination form in newspaper and on website 72 hours advance notice postings* Policy packet - 7 days (mail) or 5 days (hand delivered)
MTP - revisions	10 days**	72 hours advance notice postings* Policy packet - 7 days (mail) or 5 days (hand delivered)

* 72 hour advance notice postings will include: Posting at the Laredo City Hall and the Webb County Commissioners Court Building, emailing to the MPO interested party contact list, and publishing in the local English and Spanish language newspapers (the Laredo Morning Times and El Manana) in summary form in both English and Spanish prior to meeting in which final action will be taken.

** If comments are received during the comment period, which raise material issues that could not have reasonably been foreseen prior to the comment period; a second comment period of 10 days shall be added.

PUBLIC PARTICIPATION PLAN

Laredo Urban Transportation Study

REQUIREMENTS

Posting

Notice of meetings held by MPO staff for the purpose of securing public comment and all meetings of the Policy Committee shall be posted not less than 72 hours in advance of the meeting in the form and manner prescribed by the Texas Open Meetings Act at the Laredo City Hall and the Webb County Commissioners Court Building. Additionally, the notice may be posted at the Texas Department of Transportation Laredo District Office, El Metro Operations Facility, and on the MPO and Webb County website. Notice placed at the El Metro Operations Facility shall be located in a place and manner readily accessible to transit employees for the purpose of giving notice to employee union members.

Newspaper Publication

Notice of the proposed adoption or revision to any policy, procedure, plan or program requiring Policy Committee action shall be published in summary form in English and Spanish in one or more newspapers of general circulation in Laredo, Texas not less than 72 hours in advance of the meeting in which final action will be taken. Notice shall also be emailed 72 hours in advance to those listed on the interested party contact list maintained by the MPO. The notice shall include the name, address, and telephone number of the person who may be contacted regarding the proposed item. The notice shall include the location at which technical information and reports are available for review.

Meeting

All public meetings of the MPO Policy Committee shall be held in compliance with the Texas Open Meetings Act, the Americans with Disabilities Act (ADA), and recorded on audio or video tape for broadcast on the public access channel, and streaming on the web. Minutes of public meetings shall be prepared by MPO staff and shall constitute the official record of the proceedings. MPO staff shall prepare a meeting packet that includes the meeting agenda and action items for consideration by the Policy Committee. The meeting packet will be mailed to Policy Committee members 7 days prior to the meeting date or hand delivered 5 days prior to the meeting date.

Meetings held for the purpose of securing public comment shall be held at convenient and accessible times and locations. The meetings will be held within a reasonable distance of an El Metro route. Persons attending public meetings conducted by the MPO will be asked to register on a sign-in sheet.

It is the intent of LUTS to provide access to all individuals interested in attending MPO meetings. Groups or people with special needs who wish to attend a meeting should give MPO staff 5 working days in advance of the meeting in order that MPO staff may reasonably accommodate their special needs.

PUBLIC PARTICIPATION PLAN

Laredo Urban Transportation Study

Retention of Documents

All official meeting materials, including but not limited to notices, newspaper publications, minutes, sign-in sheets, audio/video tapes, documents proposed for adoption or revision, and written comments received during public review and comment periods shall be retained by the MPO for a minimum of three years, or longer if required by the Texas State Library and Archives Commission.

Public Review and Comment

The adoption or revision of certain documents may require a 10, 20 or 45 day public review and comment period prior to final action by the Policy Committee. The public review and comment period shall be initiated through action of the Policy Committee following a presentation on the proposed plan, program, policy or procedure. When a public review and comment period is required, the MPO shall make available at its offices and on its website a copy of the document. The public may review the document at the MPO offices during normal working hours and, when possible, staff will be available to answer questions. Written comments received during the public review and comment period will be presented to the Policy Committee prior to final action on the plan, program, policy or procedure being considered.

When significant written and oral comments are received during the MTP or TIP public participation process they will be summarized, analyzed, and accompanied with a description of how they were addressed in the applicable document.

ADOPTION AND REVISION OF PLANNING AND PROGRAMMING DOCUMENTS

Initial Adoption

The adoption of the Metropolitan Transportation Plan (MTP) shall require a public review and comment period of not less than 20 days prior to final action by the Policy Committee. A project nomination form will be published in a newspaper of general circulation and be made available through the Internet at least 90 days prior to final action by the Policy Committee. Presentations on the proposed MTP shall be made to the Laredo City Council and the Laredo MPO prior to the public review and comment period. Written comments and project nomination forms received during the public review and comment period regarding the draft MTP will be incorporated into the final document.

The MTP and TIP shall include at least one map designating the conceptual limits of project locations. The initial adoption of the Transportation Improvement Program (TIP) and the Unified Planning Work Program (UPWP) shall require a public review and comment period of not less than 20 days prior to final action by the Policy Committee. A summary of the proposed UPWP will be published in a newspaper of general circulation at least 5 days prior to final action by the Policy Committee.

PUBLIC PARTICIPATION PLAN

Laredo Urban Transportation Study

Revisions

Substantive revisions to the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) shall require a public review and comment period of not less than 10 days prior to final action by the Policy Committee. Substantive revisions to all other planning and programming documents, including but not limited to the Unified Planning Work Program (UPWP) do not require a public review and comment period, but must be approved by the Policy Committee.

Substantive revisions include any changes to a plan or program that consist of the addition, deletion or substitution of projects, changes to a project's scope and reprogramming of projects outside of the plan or program's scope. MPO staff may request action by the Policy Committee for non-substantive revisions to any plan or program. Any revisions shall be set out in full and indicate any portion to be deleted by strike-out type and indicate proposed new language by underscoring or the use of italics.

ADOPTION AND REVISION OF PUBLIC PARTICIPATION PLAN

The initial adoption or revision of the Public Participation Plan shall require a public review and comment period of not less than 45 days prior to final action by the Policy Committee.

Continuous improvement of the public participation process is a goal of LUTS. In striving towards that goal, this public participation plan shall be updated as needed and re-approved every five years. The purpose of this action shall be to ensure that the plan effectively allows for a full and open public participation process.

Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

OUTREACH ACTIVITIES

Contact List

The MPO shall maintain an interested parties contact list (email) of groups and individuals which have expressed interest in transportation planning activities, including state, county and local government officials, news media, special interest groups, and transportation providers who will be provided periodic updates concerning planning activities as well as meeting notices.

In the development of the metropolitan plan and TIPs, the MPO shall seek to consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements. 23 CFR 450.316(b)

PUBLIC PARTICIPATION PLAN

Laredo Urban Transportation Study

Measures of Effectiveness

The MPO will periodically collect and evaluate demographic data from meeting attendees in order to determine the effectiveness of the MPO's public outreach efforts. The type of data to be collected may include: zip code, gender, age, occupation, income range, and/or how the attendee became aware of the meeting.

Public Appearances

The MPO shall make every effort to comply with requests from local civic or professional groups, organizations or committees to present or discuss information related to the responsibilities of the MPO. The organization should contact the MPO and allow ample time for the MPO to make arrangements and attend.

The MPO may schedule appearances at meetings of groups such as neighborhood organizations to gather input from residents. Such meetings shall serve as an avenue through which the MPO seeks out and consider the needs of those traditionally underserved segments of the population, including low-income and minority households. The focus of these presentations should be tailored to the interests and concerns of the audience. All significant comments received will be recorded and presented to the Policy Committee.

RESOLUTION NO. MPO 2017-04

BY THE LAREDO URBAN TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

PUBLIC PARTICIPATION PLAN

WHEREAS, the Laredo Urban Transportation Study (LUTS), the designated Metropolitan Planning Organization (MPO), for the Laredo Urbanized Area has reviewed the updated Public Participation Plan; and,

WHEREAS, the Laredo Urban Transportation Study finds that the updated Public Participation Plan meets federal and state requirements, and meet the transportation planning needs of the Laredo Metropolitan Area;

NOW THEREFORE BE IT RESOLVED, that the Laredo Urban Transportation Study, as the designated Metropolitan Planning Organization for the Laredo Urban Area, approved the updated LUTS Public Participation Plan, which is attached hereto and made a part hereof for all purpose.

We certify that the above resolution was adopted on May 15th, 2017 at a public meeting of the Policy Committee of the Laredo Urban Transportation Study.



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



Nathan Bratton
MPO Director



Pedro R. Alvarez
TxDOT District Engineer